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# Institutional Dimension





# Introduction to the Port Authority and its Sustainability Strategy

## Introduction

Over the last few years, ports have become strategic players in boosting trade competitiveness. The work of port authorities in providing solutions for tightening up the logistics chain is a key asset in reactivating the economy and guarantees improvements in the business community in the territories these ports serve.

In this context, I would like to offer a synopsis of the Port Authority of Valencia's traffic figures for a difficult 2014, in which the efforts of the Valencian port community enabled us to turn around a bad start to the year. We can be satisfied with the hard work we have put in. The traffic figures as a whole for the three PAV-managed ports (Valencia, Sagunto and Gandia), put together, are an incentive to continue to follow the strategic guidelines we set ourselves: to grow in volume, improve connectivity and become more competitive.

Valenciaport handled over 67 million tonnes of traffic in 2014, which meant an increase of 3.09% compared to the previous year, and represented the best figures in the port authority's history. In addition, container traffic grew by 2.64% to 4.44 million TEUs, thanks mainly to good import-export figures. These results have enabled Valenciaport to consolidate its status as the main import-export facility in the Spanish state-owned port system, and demonstrate that we are useful to the Valencian and Spanish economies. Although there is always room for improvement, of course.

However, one of the areas we cannot overlook is cruise traffic. The number of cruise passengers calling at the Port of Valencia in 2014 stood at 373,013, which represented a 21.16% decrease compared to the previous year. This drop in numbers was mainly a result of two external factors: on one hand, a dip in demand for cruises in Spain, and on the other, the decision of numerous shipping companies to reorganise their itineraries, moving their ships to other destinations away from the Mediterranean. We believe it is vital to lay the foundations to cater for this kind of traffic which, only ten years ago, was minimal. Accordingly, in recent years, we have invested in providing infrastructure, and having increased our capacity sufficiently, over the last year we have been working on adjusting our model, which a number of different authorities and stakeholders must approve: we are a benchmark port in the Mediterranean in terms of transit calls; let's now work together to become a home port.

In economic terms, results were positive, with turnover standing at €120.9 million, i.e. 2.8% up on 2013. Operating profit for the year was €27.96 million, whilst working capital stood at €43.97 million. These figures are in line with our plans, designed to successfully meet the Port Authority

of Valencia's liabilities as a result of considerable investment efforts even against a difficult economic background. Now, in the light of a clearer economic horizon, we can see that the large-scale investments were made at the right time to cater for an economic recovery that had to come.

2014 was also marked by the Port Authority of Valencia's firm commitment to boosting the intermodality of the facilities it runs; a factor which dovetailed with the double objective of growing in volume and improving connectivity. Rail connectivity adapted to the international standard gauge will be extended to our main terminals, and over the next two years, we will be ready to take full advantage of the arrival of the Mediterranean Corridor. Along these lines, in all the forums in which we have participated, we have advocated the basic need for improvements in the railway line to Saragossa. We have a shareholding in the public-private consortium that manages the Adif rail terminal at PLAZA and this is a key logistics centre for the Port of Valencia.

In our efforts to improve and reduce costs, in 2014, we also took decisions to make our ports more competitive by reducing the maximum tariffs of some port services, such as the tug boat and pilotage services.

I would also like to mention some of the milestones achieved in 2014, as well as the continued trust placed in our ports by the world's leading shipping companies. The new lines that have been brought into service have enabled us to increase the number of lines to and from Italy on the so-called Motorways of the Sea, as well as to boost frequencies with the USA. Likewise, in December, the *MSC New York*, with a capacity of 16,864 TEUs, called at the Port of Valencia during its maiden voyage, making it the largest container ship ever to call at our facilities.

In environmental terms, the Port Authority of Valencia continued to work hard to consolidate its position as a model for sustainable management. This included the new lighthouse at the Port of Valencia, which will be located on the North Extension, and which is the first structure in the world to be designed and built entirely out of fibre glass and carbon, and to include LED technology. We also continued to work on the Greenberth project, which aims to provide energy industry SMEs with access to opportunities in the port sector to introduce solutions for enhanced energy management and the implementation of renewable energies.

In short, the Port Authority of Valencia has once again highlighted its firm commitment to making the business community in our hinterland more competitive; something which has only been possible thanks to the involvement of the port community. I am totally convinced that our joint efforts and hard work will enable us to tackle the numerous challenges that await us in 2015, a year which will be key in defining the cornerstones of the new international shipping scene.



**Rafael Aznar Garrigues**

**Chairman of the Port Authority of Valencia**



# Strategy

## The port's mission, vision and values

The "2020 Strategic Plan", drawn up by the Port Authority of Valencia, henceforth the PAV, sets out a model for the future up until 2020.

This plan is designed to promote the development of the three ports it manages – Valencia, Sagunto and Gandia – so as to benefit the shipping trade of the companies in its hinterland, and to act as a tool for improving the wellbeing and quality of life of society as a whole.

The 2020 Strategic Plan was drawn up with the participation of the port community based on a comprehensive study of the strategic climate which revealed changes in the industry as a consequence of the global crisis. In this new cycle, the key to strategic planning lies in increasing the focus on sales and financial management, making infrastructure and services more competitive, and on innovation, under the aegis of the regulatory, coordinating role of the port authority.

### Mission

To sustainably promote the external competitiveness of the business community in the PAV's area of influence by providing quality, competitively-priced port, shipping, intermodal, and logistics infrastructures and services which are aligned with European transport policies.

- » **Economic sustainability:** optimisation of revenue, costs, and investments to ensure the PAV's self-funding ability in the short and long term.
- » **Social sustainability:** coordination to ensure the different agents in the port community receive fair remuneration and coexist in harmony.
- » **Environmental sustainability:** minimisation of negative impacts on water and air quality, and noise levels.
- » **Alignment with European transport policies:** promoting rail intermodality and short sea shipping.

### Values

- » **Leadership:** to be the leading Mediterranean port in traffic that has the greatest current and potential interest.
- » **Commitment:** commitment to customers and the creation of added value.
- » **Sustainability:** economically sustainable in terms of attracting traffic, increasing loyalty, and making investments.
- » **Responsibility:** responsible port management based on the criteria of transparency and equal opportunities.
- » **Innovation:** continuous innovation in the range of services on offer and increased efficiency.

## 2020 growth objectives

The PAV aims to reach the following objectives by 2020: total traffic of 90 million tonnes and 5.6 million TEUs, with containerised import-export traffic accounting for over 40% of throughput.

### Strategic projects

- » Ensuring economic sustainability.
- » Attracting new customers, and developing, managing, and marketing new port and port-related infrastructures.
- » Regulating, monitoring, and coordinating port community services.
- » Institutional backing to improve port links with transport networks.
- » Developing sales in its hinterland and foreland.
- » Improving internal PAV management.

## Functions and legal status

**General description of the port authority's legal status, detailing aspects such as its ownership, competences framework, public port land management system and financing mechanisms (in line with the recast text of the Spanish Law on State-owned Ports)**

The Port Authority of Valencia (PAV), which trades under the name of Valenciaport, is the public body responsible for running and managing three state-owned ports, Valencia, Sagunto, and Gandia, along an 80 km stretch of the Mediterranean coast in Eastern Spain, in line with what is set out in Royal Decree 1590/1992, of 23<sup>rd</sup> December, and in article 4 and section 8 of appendix I of the recast text of the Spanish Law on State-owned Ports and the Merchant Navy, passed by Legislative Royal Decree 2/2011, of 5<sup>th</sup> September (henceforth, also known as TRLPEMM).

The nature, competences, and functions of port authorities come under the aforementioned TRLPEMM, the harmonising legislation that brings together the extensive regulations on port issues that have been passed over the last two centuries. In article 24.1, this legal text stipulates 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 14<sup>th</sup> April, on the Organisation and Functioning of Central Government."

Thus, in the light of the interpretation of the reference made by the TRLPEMM to article 2.1.g) of the Spanish General State Budget Law 47/2003, of 26<sup>th</sup> November, we can conclude that port authorities are part of the public sector as "state bodies governed by public law" yet are different from autonomous bodies dependent on central government and public corporations, and from any other public-sector bodies depending on or linked to central government.



In short, although port authorities are not public authorities in the strict sense of the word, they are public bodies with their own legal status and equity which manage their interests according to the general principles of functional and management autonomy.

In Book I, Chapter II, Section 2, on Port Authorities, the TRLPEMM sets out:

- » The regulatory framework, in terms of both public and private law, that governs port authorities.
- » The role the PAV must adopt to comply with the functions it has been entrusted.
- » Its organisational structure.
- » Its functions.
- » Its economic resources.

This last point is developed in article 27 of the TRLPEMM which regulates the financing mechanisms of port authorities. According to this article, port authorities' economic resources are drawn from:

- a) Products and income from their equity, and income from the disposal of their assets.
- b) Port charges, without prejudice to what is set out in article 19.1.b) and 241A of the TRLPEMM.
- c) Income classed as private-law resources obtained from the performance of their functions.
- d) Contributions received from the Interport Compensation Fund.
- e) Resources that may be assigned to them in the Spanish General State Budget or in the budgets of other public authorities.
- f) Grants and subsidies, regardless of their origin.
- g) Funding from loans and other financial operations they may arrange.
- h) The application of the fine system.
- i) Donations and bequests and other contributions made by individuals and private bodies.
- j) Any other funds that may be attributed to them by the legal system.

Thus, it falls to port authorities to manage and administer these resources within an autonomous management framework using efficacy, efficiency, and environmental sustainability criteria, and in line with the principles set out in the TRLPEMM.

In order to correctly manage public port land, the Port Authority of Valencia uses a series of planning tools which are set out in the TRLPEMM. These are the following:

- » **Strategic Plan:** through which the Port Authority of Valencia details its development model and strategic position, i.e. it sets out its mission and the strategic objectives to be met over the next few years.
- » **Infrastructure Master Plan:** through which the Port Authority describes the development potential of the ports it manages over a long-term horizon (20 years or more) from an infrastructure point of view and in line with its Strategic Plan.

- » **Business Plan:** the Port Authority of Valencia's Business Plan includes a diagnosis of the current situation, port traffic forecasts, economic and financial forecasts, management objectives, environmental sustainability management indicators and objectives, staff structure and job opportunities, changes in management ratios, financial planning, public investment planning, private investment forecasts, annual profitability objectives, and correcting factors for the corresponding charges and charge rebates, amongst other aspects.

Moreover, the public port land management system is also regulated in Title V of Book I of the TRLPEMM.

## Governance and quality management

### Functions and procedures for electing the port authority's governing bodies, such as the Chairman, General Manager, and the Board of Directors

Article 29 of the TRLPEMM lists port authority governing bodies:

"The port authority bodies are the following:

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

The functions and procedures through which port authority governing bodies are elected are set out in the TRLPEMM. Article 31 refers to the Chairman's appointment and functions, article 32 to the Deputy Chairman's designation and functions, and article 33 to the General Manager. In addition, article 30 details the composition and functions of the Board of Directors.



## Structure of the port authority's board of directors, including information about groups and associations represented on it

The TRLPEDM maintains the new structure for port authority board of directors introduced by Spanish Law 33/2010, of 5<sup>th</sup> August, which amended Spanish Law 48/2003, by which the number of members, established in the now repealed Article 40 of Spanish Law 27/1992 on State-owned Ports and the Merchant Navy, of 24<sup>th</sup> November, was reduced.

According to article 30 of the TRLPEDM, members are appointed for a term of four (4) years, with the exception of the organisation's Chairman and Harbourmaster. Thus, in 2014, the members appointed in 2010 were reappointed or renewed according to Valencian Regional Government Decree 208/2014, of 12<sup>th</sup> December. As a result, the composition of the Board of Directors at 31<sup>st</sup> December 2014 was as follows:

<b>Mr. Rafael Aznar Garrigues.</b> PAV Chairman	Ex officio member
<b>Mr. Felipe Cano Navarro.</b> Valencia Harbourmaster	Ex officio member
<b>Hon. Ms. María Durá Rivas.</b> Chief Treasury Counsel	Spanish Central Government representative
<b>Mr. Ignacio Arrondo Peral.</b> Director of Services and Competitiveness	Spanish Central Government representative
<b>Hon. Mr. Serafin Castellano Gómez<sup>(1)</sup>.</b> Central Government representative	Spanish Central Government representative
<b>Mr. Salvador Navarro Pradas.</b> Chairman of CEV	In representation of the Valencian Regional Government
<b>Hon. Mr. Victoriano Sánchez-Barcáiztegui Moltó.</b> Regional Secretary of Infrastructure and Transport	In representation of the Valencian Regional Government
----- <sup>(3)</sup>	In representation of the Valencian Regional Government
-----	In representation of the Valencian Regional Government
<b>Hon. Ms. Rita Barberá Nolla.</b> Mayor of Valencia	In representation of the city of Valencia
<b>Hon. Mr. Sergio Ramón Muniesa Franco<sup>(2)</sup>.</b> Mayor of Sagunto	In representation of the town of Sagunto
<b>Mr. Francisco José Corell Grau<sup>(4)</sup>.</b> Chairman of FVET	Valencia Official Chamber of Commerce, Industry and Shipping
<b>Mr. José Vicente González Pérez.</b> Chairman of CIERVAL	In representation of the business organisations
<b>Mr. Pedro Suárez Benavente.</b> Chairman of the PAV's Works Committee	In representation of the trade union organisations
<b>Mr. Vicente Boluda Fos.</b> Chairman of ANV	In representation of the most important economic sectors in the port
<b>Mr. Ramón Gómez-Ferrer Boldova.</b> PAV General Manager	PAV General Manager (non-board member)
<b>Mr. Fernando Llopis Giner.</b> Treasury Counsel	Board Secretary (non-board member)

(1) Ms. Paula Sánchez de León Guardiola was a member of the Board until 18-06-2014. Mr. Serafin Castellano was appointed on 12-12-2014.

(2) Mr. Alfredo Castelló Sáez was a member of the Board until 22-10-2014. Mr. Sergio Muniesa was appointed on 12-12-2014.

(3) Mr. Rafael Ferrando Giner was a member of the Board until 12-12-2014. This position became vacant on 12-12-2014.

(4) Mr. José Vicente Morata Estragués was a member of the Board until 12-12-2014. Mr. Francisco Corell was appointed on 12-12-2014.



The Port Authority of Valencia's Board of Directors met on six occasions in 2014.

The most important agreements reached at these board meetings in 2014 included:

- » Response to the letter from Valencia City Council on the creation of a surface right for certain buildings at the Juan Carlos I Royal Marina.
- » Amendment to the demarcation of the transit and manoeuvring areas at the Port of Sagunto's South Quay 2.
- » Approval of multipurpose goods service quality directives at the ports managed by the Port Authority of Valencia, and of vehicle traffic service quality directives at the Port of Valencia.
- » Approval of the specific requirements for the pilotage service at the Port of Sagunto.
- » Interpretation of the 18<sup>th</sup> General Provision of the terms and conditions of the concession held by MSC TERMINAL VALENCIA, S.A. at the Port of Valencia.
- » Approval of an extension to the concession granted by the Board of Directors on 20<sup>th</sup> October 2000 to INFRAPORTVA, S.L.U., at the Port of Valencia.
- » Application of the rebate on the occupancy charge for INTERSAGUNTO TERMINALES, S.A. for carrying out civil engineering works at the concession it was granted to operate a general use multipurpose terminal on North Quay 2 at the Port of Sagunto.
- » Amendment to the "Document proposed to establish the value of the land and water surface areas at the Port of Gandia's service area".
- » Administrative concession granted to FRIO PUERTO VALENCIA, S.L., to occupy public port land at the Port of Valencia (area next to the Costa Quay), for the construction and operation of a centre to store, handle and distribute perishable products at controlled temperatures, and other ancillary services.
- » Approval of the dissolution, by mutual consent, of the concession held by EUROPARK EXPRESS VALENCIA, S.A. at the Port of Valencia's East Breakwater.
- » Substantial amendments to the administrative concession held by VALENCIA TERMINAL EUROPA, S.A., as a consequence of the extension of the surface area next to its administrative concession located on the East Breakwater Quay at the Port of Valencia.
- » Addenda to the inter-administrative agreement signed on 26<sup>th</sup> April 2013 between the Port Authority of Valencia and the Valencia 2007 Consortium, as a result of a partial amendment to the agreement.
- » Approval of the specific requirements for the mooring service at the Port of Gandia.
- » Review of the maximum tariffs for the pilotage service at the Port of Valencia.
- » Authorisation granted to NOATUM TERMINAL CONTENEDORES VALENCIA for the partial lease of the Costa Quay for vehicles.

- » Approval of the Memorandum of Understanding to be signed with UNCTAD and the State-owned Ports Body.
- » Renewal of the economic contribution as co-sponsor of the "King James I Awards - Economy category" for 2014 and 2015.
- » Approval of the document entitled "Proposal for the Demarcation of Port Areas and Usage at the Port of Valencia as a result of the public and government consultation phase".
- » Partial amendment to the specific requirements for the port service collecting liquid waste (Marpol I) at the ports of Valencia, Sagunto and Gandia.
- » Partial amendment to the specific requirements for the tug boat service at the ports of Valencia, Sagunto and Gandia.
- » Review of the maximum tariffs for the pilotage service at the Port of Valencia.
- » SARAGOSSA PLAZA Rail Logistics Centre Initiative and shareholding in the company NOATUM RAIL TERMINAL ZARAGOZA ("NRTZ"): (i) Proposal to amend the schedule and amounts associated with the provision of the approved counter-guarantee and (ii) Delegation of representation.
- » Specific amendment of the Environmental Best Practice Agreement general model for operators.
- » Approval of the specific terms and conditions for the provision of a commercial collection and transport service for waste not regulated under the Marpol 73/78 Convention.
- » Authorisation to transfer the concession held by GAS NATURAL SDG, S.A. at the Port of Sagunto, to Gas Natural Fenosa Generación, S.L.U.
- » Approval of the terms and conditions for the public tender of the Fish Market at the Port of Gandia.
- » Authorisation to transfer the shares of the trading company DESARROLLO HORTOFRUTÍCOLA DE LA SAFOR, S.A. (DEHORSA), which holds a concession and a licence for the cargo handling service at the Port of Gandia.
- » Amendment to the conditions of the line of credit granted to NOATUM RAIL TERMINAL ZARAGOZA.
- » Approval of changes to and demarcation of the transit and manoeuvring area for commercial use at the East Breakwater and Transversal East Breakwater quays and the Cruise 1, 2, and 3 quays at the Port of Valencia.
- » Granting of an authorisation to TOYOTA LOGISTICS SERVICES ESPAÑA, S.L.U. to occupy 14,000 m<sup>2</sup> at the Port of Sagunto.
- » Amendment to the purpose of the concession held by DESARROLLO HORTOFRUTÍCOLA DE LA SAFOR, S.A. (DEHORSA), at the Port of Gandia.



## Description of the management and decision-making support systems used by the port authority, such as quality management systems, balanced scorecard management, and market specification campaigns

The Port Authority of Valencia uses the following management support systems:

### Quality management system based on the ISO 9001:2008 standard

The PAV uses a quality management system to certify key internal processes, such as shipping management which covers the berthing management process at the ports of Valencia, Sagunto, and Gandia, pursuant to the European ISO 9001:2008 quality standard.

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 the middle of 2014, the PAV successfully passed the Quality Management System maintenance audit based on this standard, and intends to adapt its Quality Management System to comply with the specifications of the new ISO 9001:2015 standard.

### International environmental management system

As part of its aim to improve the environment, and to respond to and comply with the commitments it has taken on in its environmental policy, the PAV obtained certification for its environmental management at the start of 2006, in line with the requirements of the UNE EN ISO 14001:2004 standard. In 2007, it passed the validation and verification of the environmental excellence system to obtain the highest recognition available in terms of environmental management, with its registration in the EMAS standard, currently Regulation EC 1221/2009, which enables organisations to voluntarily join a community system of environmental management and audits. The PAV also obtained the PERS (Port Environmental Review System) certificate in December 2006. This certificate, which is supported by the European Sea Ports Organisation (ESPO), is the only environmental certification aimed exclusively at the port industry.

These certifications demonstrate the PAV's commitment to continuous environmental improvements.

### Occupational health and safety management system based on the OHSAS 18001

In addition to legal requirements, the PAV's Occupational Health and Safety Department chose the OHSAS 18001 as its management model in order to achieve continuous improvement in monitoring health and safety for PAV staff. In June 2007, the Port Authority of Valencia achieved OHSAS 18001 certification, under registration number 0101/OHS/01/2007, for the ports of Valencia, Sagunto, and Gandia, which all comply with the requirements laid down in the standard for port facility management. In 2008 and 2009, the OHSAS 18001 certification close-out visits were successfully passed. The certification was renewed in 2010 and the subsequent close-out visits were successfully passed in 2011 and 2012. The second renewal was passed in 2013 and the close-out visit was passed in November 2014.

## Security management system for the supply chain based on the ISO 28000 standard

In 2011, as part of its continuous improvement strategy to enhance all the activities that make up its management system, the Port Authority of Valencia implemented a security system based on the ISO 28000 standard. This standard ensures that the organisation is committed to protecting its staff, facilities, goods, and the information it exchanges.

This initiative underlines the importance the PAV gives to the development of measures aimed at improving the security of goods and of the staff that work in the ports it manages by including best practice and existing tools in its day-to-day management so as to comply with the most demanding standards.

The PAV also uses another system:

### The ANFAC-OPPE Quality System

The PAV also uses a certified Service Directive for New Vehicle Traffic, which ensures the quality of service for new vehicle handling. This quality system is backed by the Spanish Association of Car and Lorry Manufacturers (ANFAC) and the Spanish State-owned Ports Body (OPPE). Both the Port of Valencia and the Port of Sagunto had the Service Quality Certificate for New Vehicle Traffic up to June 2012. At this point, it was decided to update the process, as a result of which in November 2012, a New Vehicle Traffic Directive for the Port of Valencia was approved which the Port Authority of Valencia presented to the Board of Directors. In 2014, a specific Service Quality Directive suitable for the case of the Port of Sagunto was developed and was sent to the State-owned Ports Body for approval.

In ANFAC's 2014 report on vehicle logistics ratings, the Port of Valencia was ranked first out of all the Spanish ports.

## Existence of a management committee and its structure

The PAV also has an Executive Committee which is made up of the following members:

- » Chairman
- » General Manager
- » General Secretary and Deputy General Manager
- » Director of Strategic Planning and Business Transformation and Deputy General Manager
- » Director of Infrastructure Planning and Deputy General Manager
- » Director of General Services and Deputy General Manager
- » Head of the Chairman's Office

The role of this committee is to discuss and coordinate strategic port activity and daily management issues, and to prepare the matters which need to be presented to the Board of Directors. The committee met on 23 occasions in 2014.

**Description of sectorial technical committees that support the Board of Directors, in addition to the Shipping and Port Council, the Port Services Committee, and the Security Advisory Committee**

**The Board's Executive Committees**

In 2004, the Port Authority of Valencia's Board of Directors agreed to constitute two executive committees, one for Economic and Financial Affairs and another to monitor the Strategic Plan. The creation of these two committees aimed to strengthen and bring good corporate governance to the PAV, and introduce transparency in its proceedings, whilst involving the industries represented on the Board of Directors which are most closely related to the object of these committees.

As a result of the new structure of the Port Authority of Valencia's Board of Directors brought about by Spanish Law 33/2010, the composition of these two executive committees was modified at the Board Meeting held on 4<sup>th</sup> November. Since then, the committees have undergone several changes as a result of the appointments of new board members.

**Executive Committee for Economic and Financial Affairs**

The general aim of the Executive Committee for Economic and Financial Affairs is to advise the port authority's governing bodies on any issue that may be directly or indirectly related to economic or financial matters within the organisation.

The Committee deals with any issue related to the following:

- » Matters relating to the port authority's operating and capital budgets and to long-term planning.
- » The PAV's balance sheet, income statement, and financial statements.
- » Issues relating to the PAV's investments and financial operations, including the incorporation of and participation in trading companies, and issues concerning credit to fund working capital.
- » In general, any other matters which may be considered relevant and/or related to the PAV's economic or financial situation, and which are within the Committee's scope.

The composition of the Committee at 31<sup>st</sup> December 2014 was as follows:

- » Mr. Rafael Aznar Garrigues
- » Mr. José Vicente González Pérez
- » Mr. Ignacio Arrondo Peral
- » Mr. Victoriano Sánchez-Barcaiztegui Moltó
- » Mr. Ramón Gómez-Ferrer Boldova <sup>(1)</sup>
- » Mr. Fernando Llopis Giner <sup>(2)</sup>
- » Ms. Pilar Theureau de la Peña <sup>(3)</sup>

(1) Non-voting member, according to resolution adopted in point 3 of the minutes of the PAV board meeting held on 04-11-2010.

(2) Committee Secretary.

(3) Committee Deputy Secretary.

Mr. Rafael Ferrando Giner was a member of the Committee until the end of his term of appointment on 12<sup>th</sup> December 2014.

The Executive Committee for Economic and Financial Affairs met on two occasions in 2014. One of these meetings was held jointly with the Executive Committee for Monitoring the Strategic Plan.

**Executive Committee for Monitoring the Strategic Plan**

The general aim of the Executive Committee for Monitoring the Strategic Plan is to advise the PAV's governing bodies on any issue that may be directly or indirectly related to its Strategic Plan.

The Committee is assisted in this by methodology and management control instruments inherent to the implementation and monitoring of the Strategic Plan, such as the Port Authority of Valencia's Balanced Scorecard Management and the PAV's Business Plan.

The Committee is responsible for analysing and discussing the measures it considers necessary to improve the implementation of the Strategic Plan, and for informing and making suggestions to the Board of Directors and its Chairman on these measures.

In particular, the Committee deals with any issue related to any of the various strategic axes on which the port authority's Strategic Plan is based, such as:

- » Efficiency and effectiveness of port services.
- » The port infrastructure growth model.
- » Intermodality and logistics.
- » Port-city integration policy.
- » Marketing and communication.
- » In general, any other matter which may be considered relevant and/or related to the Strategic Plan.



At 31<sup>st</sup> December 2014, the aforementioned Executive Committee for the Strategic Plan was made up of the following members:

- » Mr. Rafael Aznar Garrigues
- » Mr. Francisco José Corell Grau
- » Mr. Victoriano Sánchez-Barcaiztegui Moltó
- » Mr. Salvador Navarro Pradas
- » Mr. Vicente Boluda Fos
- » Mr. Ramón Gómez-Ferrer Boldova <sup>(1)</sup>
- » Mr. Fernando Llopis Giner <sup>(2)</sup>
- » Ms. Pilar Theureau de la Peña <sup>(3)</sup>

(1) Non-voting member, according to resolution adopted in point 3 of the minutes of the PAV board meeting held on 04-11-2010.

(2) Committee Secretary.

(3) Committee Deputy Secretary.

Mr. José Vicente Morata Estragués was a member of the Committee until the end of his term of appointment on 12<sup>th</sup> December 2014. He was replaced by Mr. Francisco Corell Grau.

This Committee met on one occasion in 2014. This meeting was held jointly with the Executive Committee for Economic and Financial Affairs.

### Shipping and Port Councils

Shipping and Port Councils are plural bodies, created under the terms set out in article 34 of the TRLPEMM (formerly article 44 of Spanish Law 27/1992, of 24<sup>th</sup> November, on State-owned Ports and the Merchant Navy). These Councils aim to advise and assist the Harbourmaster's Office and the Chairman of each port authority on any matter relating to port activity and shipping within their scope which may contribute to the correct functioning of ports and maritime trade.

These three advisory bodies were created after the Port Authority of Valencia's Board of Directors approved the regulations, composition, and functions of the Shipping and Port Councils for the three ports (Valencia, Sagunto and Gandia).

The Shipping and Port Councils have an internal structure which includes a Standing Committee, a Port Services Committee and a Security Committee. The Standing Committee is general in nature and its membership and functions are established according to the councils' regulations, with no detriment to the working groups that may also be set up. The Port Services Committee and the Security Committee are more specific in nature and their powers are also set out in the aforementioned regulations.

In 2011, the Port Authority of Valencia's three Shipping and Port Councils were renewed by the PAV Board of Directors at the board meetings held on 14<sup>th</sup> April, 16<sup>th</sup> June, and 21<sup>st</sup> July, given that the four-year mandate of office set out in each of the respective council's regulations had ended. Similarly, on 27<sup>th</sup> July 2011, the plenary meetings to renew the Shipping and Port Councils of the ports of Valencia, Sagunto and Gandia took place.

On 1<sup>st</sup> July 2014, the port services committees of the three Shipping and Port Councils met to assess and provide information about the partial amendment of the specific requirements for the mooring service at the ports of Valencia and Sagunto, and the review of the tariffs for the tug boat and waste collection (MARPOL I) services at the three ports managed by the Port Authority of Valencia.

## Infrastructure and capacity

**Description of the port authority's role as an infrastructure provider and reference to the landlord type model. Details of the port's general technical characteristics, such as land surface area, sheltered water surface area, surface area available for concessions, quays and their operations, and land access**

The Port Authority of Valencia is responsible for managing the ports of Valencia, Sagunto, and Gandia in line with the model implemented in the Spanish state-owned port system, in which the port authority provides the areas and infrastructure that supports port activity, whilst the private sector is responsible for carrying out operations and providing services in ports using the aforementioned infrastructure. Within this framework and in accordance with the applicable legislation, the port authority also becomes the regulator of the private-sector activities carried out in its area of competence.

In the case of the PAV, this model has evolved towards what is known as an "advanced landlord" model, in which the port authority takes on the role as the port community leader over and above its legal functions, in order to strengthen and improve the services offered to the logistics chains that use the PAV-managed ports.

The main general technical characteristics of PAV-managed ports are given below:

	PORT OF VALENCIA	PORT OF SAGUNTO	PORT OF GANDIA	TOTAL
Land surface area m <sup>2</sup>	5,603,186	2,397,800	245,000	8,245,986
Surface area available for concessions m <sup>2</sup>	4,174,272	2,052,001	182,571	6,408,844
Sheltered water surface area m <sup>2</sup>	5,769,000	2,206,000	284,000	8,259,000

## Infrastructure underway or planned and its purpose

### Major investments made in 2014

#### Cruise Quay at the Port of Valencia's extension

Once the infrastructure had been completed, the two berths were brought into service with two provisional passenger terminals, each with a surface area of 500 m<sup>2</sup>. These terminals consist of canvas marquees with a pitched roof and a metal frame.

#### Redesigning road access to the Levante Quay terminals and improving rail tracks

Once the access roads to the Levante Quay container terminals had been completed, work began in 2014 to extend the rail tracks and adapt them to standard-gauge width. This work will be finished in January 2015. The budget for this project is €3.8 million and is scheduled to be carried out over a 13-month period.

### Major investments for 2015

#### Extension of the MSC Terminal to the east

This project consists of extending the MSC Terminal Valencia quay to the east. This will increase the container yard surface area by over 20,000 m<sup>2</sup>. It will involve building the necessary infrastructure, including a rockfill breakwater and the subsequent infill, as well as a superstructure which is similar to the existing terminal, i.e. laying the road surface and the crane rails, and installing all the service networks.

The work, which has been tendered at a cost of €6.7 million, is scheduled to be carried out over a 14-month period in 2015-2016.

#### Improving depths at the Príncipe Felipe Quay and Dock

In order to handle large container ships, the dock is to be dredged to a depth of -17.6 metres and the quay depth is to be increased on a 450 metre-stretch of the public terminal's current berthing line.

This project has a budget of €6.5 million and is scheduled to be carried out in 2015-2016.

## Work on the Technical and Nautical Services Dock

After the Nautical Services Dock was completed in 2009, work was started in 2011 to house the dock's users and create suitable access from the South Quay road. The work was stopped in February 2011, and the works contract was cancelled because the contractor did not comply with deadlines.

In 2013, the project to finish the nautical services building was drawn up, and the work will be put out to tender in 2015.

The total investment for the project is €4 million, of which €2.3 million are still to be invested in 2015 and 2016.

## New lighthouse at the Port of Valencia's North Extension

The project idea, design, and choice of materials required to build the Port of Valencia's new lighthouse, as well as the equipment required to make it operational have been conditioned by the need to comply with the following objectives.

1. Self-sufficiency thanks to the use of renewable energy as its main energy source, without the need for external power, except in cases of emergency. Six-day autonomy using solar energy and wind power as its main power sources via photovoltaic panels and a wind turbine.
2. Minimum energy consumption. Main beacon: 70 W, LED, with a range of 25 nautical miles. Emergency beacon: 10 W, LED, with a range of 10 nautical miles.
3. Minimum maintenance. Lattice tower made of composite materials such as carbon fibres and polymer-matrix glass.

Work on the project, which was tendered at a cost of €800,000, began in December 2014 and will be completed in May 2015.

## Developing the Port of Gandia's North Breakwater

The work consists of building a walkway on the top of the breakwater, and installing a door to control access to this walkway to prevent transit in adverse weather conditions, when waves can come over the top.

The budget for this project is €1.5 million and is scheduled to be carried out in 2015-2016.



## Industrial or logistics promotion initiatives, such as participation in a Logistics Activities Area (ZAL), dry port, etc. and their purpose

In 2014, the Port Authority of Valencia continued to develop the project to create Logistics Activities Areas (ZAL) in both the ports of Valencia and Sagunto through Valencia Plataforma Intermodal y Logística, S.A. (VPI Logística). The main business of this firm is to promote, manage, and operate logistics areas that boost the development of logistics activities linked to cargo handled through the docks managed by the Port Authority of Valencia.

The Port of Valencia's ZAL has a surface area of over 300,000m<sup>2</sup> devoted exclusively to logistics, and strategically located next to the Port of Valencia and the main transport nodes.

VPI Logística is the owner of four (A1, B2, F2 and G2) of the nine plots of land assigned for logistics use at the Port of Valencia's ZAL, i.e. a total of 136,269 m<sup>2</sup>, which will be made available to shipping logistics firms that wish to move to the area.



The Port Authority of Valencia manages the marketing plan for the Port of Valencia's ZAL through VPI Logística. The plan aims to attract exporters, importers, freight forwarders, and logistics operators, so that those interested can set up business at the facility.

In 2014, VPI Logística carried out a series of actions with regard to the procedures required for the new urban planning document for the logistics area, which will provide a new planning framework for the Port of Valencia's ZAL that is tailored to the logistics needs of an industry which has undergone considerable changes as a result of the incorporation of new processes, and which involves the consequent demand for larger areas to carry out these logistics activities.

The Port of Valencia's ZAL is an interesting proposition for companies operating in shipping-related logistics and for those planning on setting up strategic distribution centres with an international outreach.

A service area is planned for the future which will give the companies located at the ZAL a greater competitive advantage. This will feature security services, supply services, landscaped and green areas, cleaning services, office rental, a bank, a hotel, restaurants, public transport, a petrol station, a service station, rest areas and other ancillary services.

VPI Logística S.A. was awarded a tender for a 279,380 m<sup>2</sup> developed plot of land on the Parc Sagunt business and industrial estate on which it intends to establish the Port of Sagunto's Logistics Activities Area (ZAL). The acquisition of this plot was completed in 2011 although it has not been fully developed for administrative reasons, which have delayed start up.

The Port of Sagunto's ZAL is set to be an intermodal logistics centre for import and export shipments and also aims to cater for the needs of freight forwarders, logistics operators, and importers and exporters handling this type of traffic.

In 2014, the Port Authority of Valencia continued to be a member of the Board of Directors of the Coslada Dry Port and of the Plaza terminal in Saragossa in an aim to boost rail connections to and from the Port of Valencia.

# Markets

**Traffic evolution over at least the last three years, represented as the total number of tonnes handled, total number of tonnes by goods groups, and as a percentage of each of these groups' totals**

A total of 67,019,770 tonnes was handled in 2014 (including fish catches and supplies), which represented a 3.09% increase compared to figures for 2013. During the year, a total of 4,441,949 TEUs were handled, which was 2.64% up on the previous year. Passenger traffic dropped by 15.62%, as a result of a decrease in the number of cruise passengers (down by 21.16% compared to the previous year) and an 8.09% drop in passenger ferry traffic. Throughput of vehicles shipped as goods increased to 495,323 units, up 26,847 units on 2013, which represented a 5.73% increase.

A breakdown of goods traffic reveals that liquid bulk increased by 25.35% to 5,220,698 tonnes; solid bulk went up by 9.64% to 2,680,192 tonnes; conventional general cargo rose by 15.74% to 9,438,041 tonnes, whilst container traffic fell by 1% to a total of 49,289,732 tonnes.

The table below shows the evolution of the three ports which make up the PAV:

THOUSAND TONNES (including fish catches and supplies)	2012	2013	2014	DIFFERENCE 14/13	%
Port of Valencia	60,517	58,442	59,359	917	1.57%
Port of Gandia	233	278	321	44	15.69%
Port of Sagunto	5,442	6,291	7,340	1,049	16.67%
<b>TOTAL PAV</b>	<b>66,193</b>	<b>65,010</b>	<b>67,020</b>	<b>2,010</b>	<b>3.09%</b>

The following table shows a breakdown of the different goods percentages handled, including fish catches and supplies.

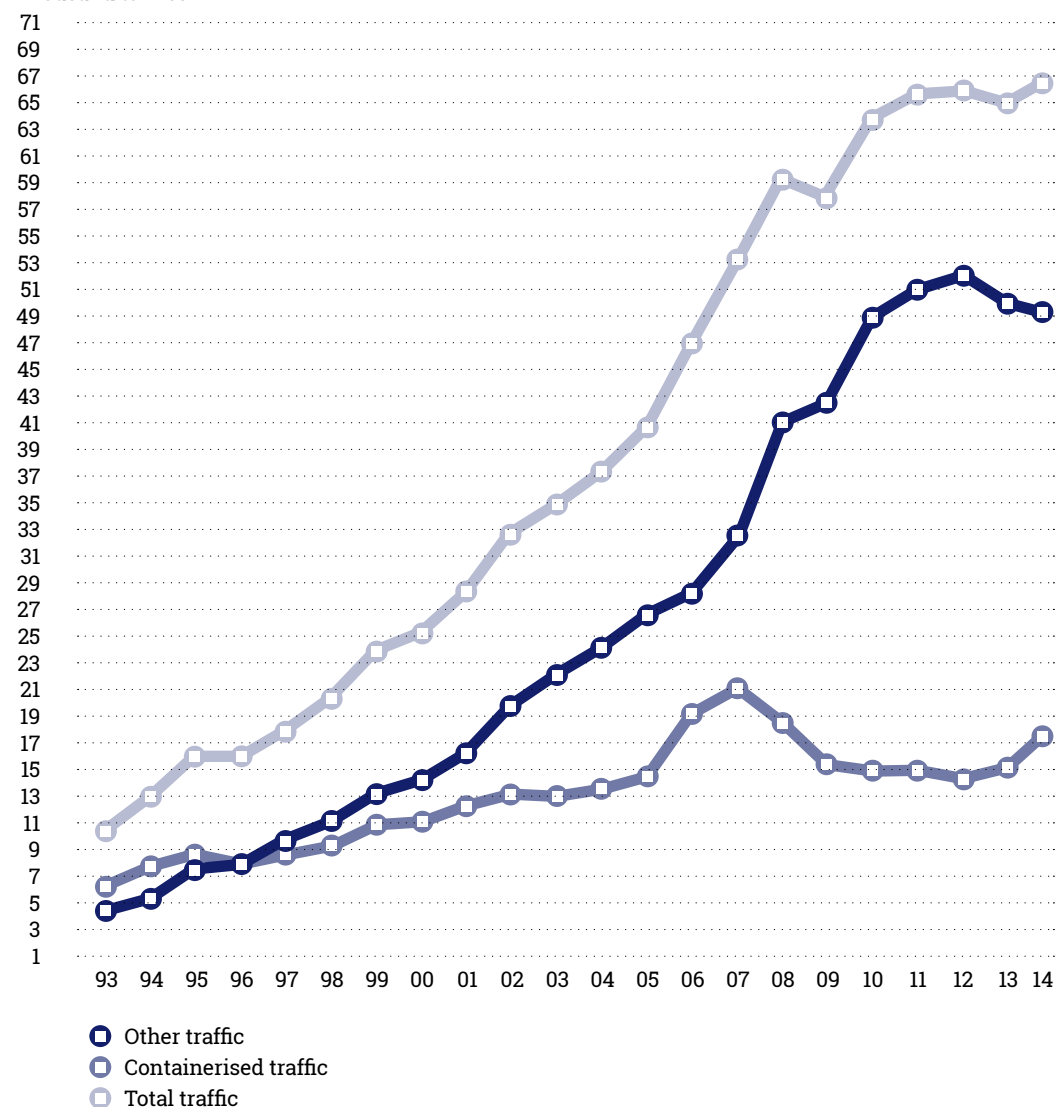
THOUSAND TONNES (including container tares)	2012	2013	2014	DIFFERENCE 14/13	%
General cargo	59,822	57,943	58,728	785	1.35%
Containerised cargo	52,038	49,789	49,290	-499	-1.00%
Conventional cargo	7,784	8,154	9,438	1,284	15.74%
Liquid bulk	3,664	4,165	5,221	1,056	25.35%
Solid bulk	2,177	2,445	2,680	236	9.64%
<b>TOTAL</b>	<b>65,663</b>	<b>64,553</b>	<b>66,629</b>	<b>2,076</b>	<b>3.22%</b>
Fish catches and supplies	530	457	391	-66	-14.58%
<b>TOTAL TRAFFIC</b>	<b>66,193</b>	<b>65,010</b>	<b>67,020</b>	<b>2,010</b>	<b>3.09%</b>
<b>TEUs (units)</b>	<b>4,469,754</b>	<b>4,327,838</b>	<b>4,441,949</b>	<b>114,111</b>	<b>2.64%</b>





## Total traffic

Thousand tonnes



## Goods

The Port Authority of Valencia manages the ports of Valencia, Sagunto and Gandia. However, for the purposes of this study, the PAV will be taken as a single operating unit. Thus, traffic figures will be accumulated for the three ports, although the port the goods belong to may be indicated where relevant.

### Liquid bulk

Valenciaport handled 5,220,698 tonnes of liquid bulk in 2014. This represented an increase of 25.35% compared to 2013. Liquid bulk accounted for 7.79% of total port traffic.

The main goods were:

(tonnes)	2012	2013	2014	DIFF. 14/13	%
Natural gas	2,032,522	2,772,501	3,675,427	902,926	32.57%
Diesel	471,301	407,487	366,436	-41,051	-10.07%
Fuel-oil	417,433	367,939	386,620	18,681	5.08%
Chemical products	330,154	344,017	360,929	16,912	4.92%
Wine, beverages, alcohol and by-products	258,564	116,994	256,371	139,377	119.13%
Other liquid bulk goods	153,662	155,954	174,915	18,961	12.16%
<b>TOTAL LIQUID BULK</b>	<b>3,663,636</b>	<b>4,164,892</b>	<b>5,220,698</b>	<b>1,055,806</b>	<b>25.35%</b>

## Solid bulk

Solid bulk throughput, which represented 4.0% of total port traffic, went up to a total of 2,680,192 tonnes in 2014, which represented an increase of 9.64% compared to the previous year. The main types of solid bulk handled were:

(Tonnes)	2012	2013	2014	DIFF. 14/13	%
Grain and flour	782,397	811,679	916,332	104,653	12.89%
Cement and clinker	461,857	520,678	662,274	141,596	27.19%
Natural and chemical fertilisers	451,020	535,704	546,862	11,158	2.08%
Chemical products	98,013	112,322	146,651	34,329	30.56%
Other non-metal minerals	159,962	146,101	127,738	-18,363	-12.57%
Scrap iron	28,720	70,853	81,873	11,020	15.55%
Coal and petroleum coke	133,326	122,621	59,692	-62,929	-51.32%
Wood and cork		60,165	53,153	-7,012	-11.65%
Other minerals and metal residue	31,805	33,121	48,735	15,614	47.14%
Green and dry fodder	18,170	21,402	21,042	-360	-1.68%
Finished construction materials	7,281	5,395	11,609	6,214	115.18%
Other solid bulk goods	4,507	4,532	4,231	-301	-6.64%
<b>TOTAL</b>	<b>2,177,058</b>	<b>2,444,573</b>	<b>2,680,192</b>	<b>235,619</b>	<b>9.64%</b>

## Conventional general cargo

In 2014, conventional general cargo, which represented 14.08% of total port traffic, increased by 15.74% to 9,438,041 tonnes.

The main types of cargo handled in this category were:

(Tonnes)	2012	2013	2014	DIFF. 14/13	%
<b>Valencia</b>					
Vehicles and parts	483,259	687,954	995,387	307,433	44.69%
Machinery, tools and spare parts	512,360	747,410	811,260	63,850	8.54%
Other food products	426,479	464,487	564,593	100,106	21.55%
Oils and fats	326,306	264,305	526,258	261,953	99.11%
Miscellaneous	437,545	432,791	392,905	-39,886	-9.22%
Wine, beverages, alcohol and by-products	164,853	289,529	327,011	37,482	12.95%
Other goods <sup>(1)</sup>	3,040,452	3,031,924	3,600,809	568,885	-
<b>TOTAL</b>	<b>5,391,254</b>	<b>5,918,400</b>	<b>7,218,223</b>	<b>1,299,823</b>	<b>21.96</b>
<b>Sagunto</b>					
Iron and steel products	1,786,041	1,578,488	1,644,319	65,831	4.17%
Vehicles and parts	236,815	203,166	113,889	-89,277	-43.94%
Cement and clinker	17,163	89,751	75,731	-14,020	-15.62%
Machinery, tools and spare parts	39,347	52,089	46,873	-5,216	-10.01%
Finished construction materials	17,938	22,858	36,380	13,522	59.16%
Other goods	93,694	39,640	19,153	-20,487	-51.68%
<b>TOTAL</b>	<b>2,190,998</b>	<b>1,985,992</b>	<b>1,936,345</b>	<b>-49,647</b>	<b>-2.50%</b>
<b>Gandia</b>					
Paper and pulp	112,080	136,643	136,425	-218	-0.16%
Chemical products	57,439	72,248	91,947	19,699	27.27%
Wood and cork	9,556	11,212	25,855	14,643	130.60%
Fruit, vegetables and pulses	17,279	19,096	13,555	-5,541	-29.02%
Other metal products	-	-	12,953	12,953	-
Other goods	5,053	10,622	2,738	-7,884	-74.22%
<b>TOTAL</b>	<b>201,407</b>	<b>249,821</b>	<b>283,473</b>	<b>33,652</b>	<b>13.47%</b>

(1) Includes the tares of wheeled intermodal transport units (ITUs).



## Containerised general cargo

In 2014, the throughput of containerised general cargo, which represented 73.55% of total port traffic, decreased by 1% to 49,289,732 tonnes.

The main goods handled were:

(Tonnes)	2012	2013	2014	DIFF. 14/13	%
Finished construction materials	5,404,328	5,531,354	5,362,696	-168,658	-3.05%
Miscellaneous	2,420,459	2,370,089	2,597,470	227,381	9.59%
Chemical products	1,581,671	1,653,815	1,812,540	158,725	9.60%
Machinery, tools, and spare parts	1,169,333	1,080,561	1,201,397	120,836	11.18%
Paper and pulp	1,222,009	1,082,694	1,126,799	44,105	4.07%
Wine, beverages, alcohol and by-products	1,013,935	914,417	971,965	57,548	6.29%
Fruit, vegetables and pulses	536,973	569,412	671,884	102,472	18.00%
Other food products	569,707	554,457	629,001	74,544	13.44%
Vehicles and parts	390,811	393,893	384,838	-9,055	-2.30%
Iron and steel products	268,200	303,094	337,186	34,092	11.25%
Canned food	265,651	263,527	274,734	11,207	4.25%
Green and dry fodder	214,665	203,242	241,643	38,401	18.89%
Other goods <sup>(1)</sup>	3,691,933	3,677,642	3,158,937	-518,705	-14.10%
Goods in transit	33,288,817	31,191,202	30,518,642	-672,560	-2.16%
<b>TOTAL GOODS</b>	<b>52,038,492</b>	<b>49,789,399</b>	<b>49,289,732</b>	<b>-499,667</b>	<b>-1.00%</b>

(1) Includes container tares.

## Containers (TEUs)

A total of 4,441,949 TEUs were handled in 2014. This represented a 2.64% increase compared to the previous year. 1,007,826 TEUs were loaded goods, 977,163 TEUs were discharged, and 2,456,960 TEUs were transit traffic.

### Breakdown of container traffic

	2012	2013	2014	DIFF. 14/13	%
Domestic trade	143,921	144,262	162,306	18,044	12.51%
Full	73,463	71,908	80,706	8,798	12.24%
Empty	70,458	72,354	81,600	9,246	12.78%
Foreign	2,045,132	2,025,250	1,822,683	-202,567	-10.00%
Embarked	1,046,488	1,016,500	926,353	-90,147	-8.87%
Full	639,669	631,901	672,169	40,268	6.37%
Empty	406,819	384,599	254,184	-130,415	-33.91%
Disembarked	998,644	1,008,750	896,330	-112,420	-11.14%
Full	463,919	480,335	521,801	41,466	8.63%
Empty	534,725	528,415	374,529	-153,886	-29.12%
Transit	2,280,701	2,158,326	2,456,960	298,634	13.84%
<b>TOTAL CONTAINER TRAFFIC</b>	<b>4,469,754</b>	<b>4,327,838</b>	<b>4,441,949</b>	<b>114,111</b>	<b>2.64%</b>

## Historical series for container traffic (TEUs)

THOUSAND TEUs	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
DOMESTIC	170	153	202	177	178	153	136	151	144	144	162
FOREIGN	1,366	1,554	1,602	1,831	1,842	1,676	1,916	1,950	2,045	2,025	1,823
TRANSIT	609	703	808	1,034	1,582	1,824	2,156	2,226	2,281	2,158	2,457
<b>TOTAL</b>	<b>2,145</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>

### Transit traffic

In 2014, transit traffic (including equipment tares) at the Port Authority of Valencia fell to 30,604,034 tonnes, down 2.51% over the previous year. The number of TEUs in transit went up to 2,456,960 TEUs, i.e. a rise of 13.84%.

### Passenger ferries and cruise ships

#### Passenger transport

In 2014, regular passenger ferries ran between the Port of Valencia and the Balearic Islands. These were operated by Trasmediterránea (Ibiza, Mahon, Palma de Majorca and La Savina), and Balearia (Palma de Majorca, Ibiza, Mahon, and San Antonio de Ibiza).

These ferry services carried 319,458 passengers, which represented an 8.09% decrease compared to the previous year.

PASSENGERS	2012	2013	2014	DIFF. 14/13	%
Balearic Islands	298,371	347,580	319,458	-28,122	-8.09%
<b>TOTAL REGULAR PASSENGER FERRIES</b>	<b>298,454</b>	<b>347,580</b>	<b>319,458</b>	<b>-28,122</b>	<b>-8.09%</b>

### Cruise ships

The number of cruise passengers dropped to 373,013 in 2014, down 21.16% compared to the previous year. The Port of Valencia was the home port for 73,943 passengers whilst 299,070 were transit passengers.

PASSENGERS	2012	2013	2014	DIFF. 14/13	%
Home port	118,897	74,348	73,943	-405	-0.54%
Transit	361,336	398,766	299,070	-99,696	-25%
<b>TOTAL</b>	<b>480,233</b>	<b>473,114</b>	<b>373,013</b>	<b>-100,101</b>	<b>-21.16%</b>
<b>Vessels</b>	<b>203</b>	<b>223</b>	<b>197</b>	<b>-26</b>	<b>-11.66%</b>

### Passenger vehicles

The number of passenger vehicles fell to 66,267 in 2014, which represented a decrease of 16.99%.

### Vessel traffic

A total of 7,370 vessels called at the PAV's ports in 2014, which meant an increase of 210 ships compared to the previous year, i.e. up 2.93% on 2013. Gross tonnage (G.T.) rose to 222 million tonnes, i.e. 4.27% up on the previous year.

VESSELS (number)	2012	2013	2014	DIFF. 14/13	%
Vessels	6,935	7,160	7,370	210	2.93%
G.T. (thousand tonnes)	206,817	213,005	222,098	9,093	4.27%

The following table lists the most important type of vessels:

TYPE OF VESSELS (number)	2012	2013	2014	DIFF. 14/13	%
Container ships	3,146	3,014	3,272	258	8.56%
Ropax and cruise ships	1,392	1,224	1,169	-55	-4.49%
General cargo	904	1,290	1,126	-164	-12.71%
Ro-ro	982	954	1,042	88	9.22%
Bulk carriers	282	400	412	12	3%
Tankers	167	244	318	74	30.33%
Other services	62	34	31	-3	-8.82%
<b>TOTAL</b>	<b>6,935</b>	<b>7,160</b>	<b>7,370</b>	<b>210</b>	<b>2.93%</b>

Vessel traffic at the different ports is shown in the following table:

	2012	2013	2014	DIFF. 14/13	%
Valencia. – Number:	5,706	5,806	6,025	219	3.77%
G.T. (thousand tonnes):	191,096	195,403	203,946	8,543	4.37%
Sagunto. – Number:	1,076	1,189	1,175	-14	-1.18%
G.T. (thousand tonnes):	15,062	16,676	17,119	443	2.67%
Gandia. – Number:	153	165	170	5	3.03%
G.T. (thousand tonnes):	658	926	1033	107	11.56%

## Flags

Of the 7,370 vessels which called at the ports managed by the Port Authority of Valencia during 2014, 1,261 did so under the Italian flag, 744 under the Panamanian flag, and 738 under the Liberian flag. During the same period, 140 vessels flew the Spanish flag.

**Hinterland and foreland. Main countries of origin and destinations of cargo, understood as those which account for 70% of port traffic**

## Foreign trade

Foreign trade traffic only includes the export and import of goods. The following tables do not include the tare of the equipment that transports these goods, or transit or domestic traffic.



## Exports

In 2014, export traffic grew by 14.59%. The main goods exported were as follows:

MAIN GOODS (tonnes)	2012	2013	2014	DIFF. 14/13	%
Finished construction materials	4,601,511	4,693,285	4,631,684	-61,601	-1.31%
Chemical products	1,152,135	1,223,551	1,404,870	181,319	14.82%
Natural gas	-	806,071	1,262,378	456,307	56.61%
Wine, beverages, alcohol and by-products	936,673	803,695	1,082,883	279,188	34.74%
Machinery, tools, and spare parts	651,292	670,646	795,217	124,571	18.57%
Vehicles and parts	513,654	653,187	743,120	89,933	13.77%
Other goods	4,254,570	4,154,651	4,982,193	827,542	19.92%
<b>TOTAL EXPORTS</b>	<b>12,109,835</b>	<b>13,005,086</b>	<b>14,902,345</b>	<b>1,897,259</b>	<b>14.59%</b>



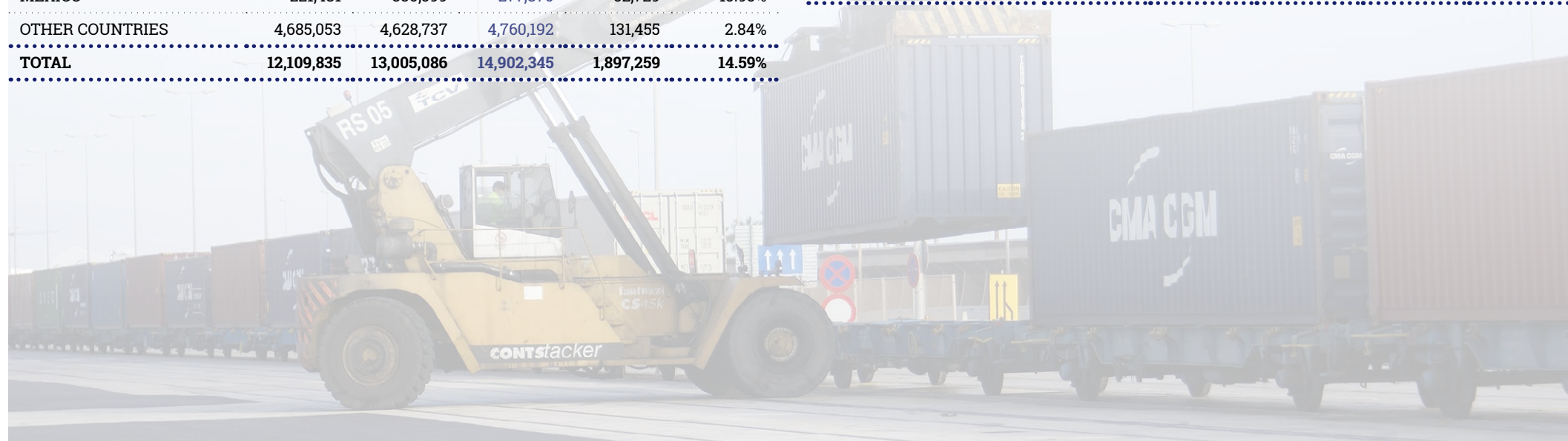
The main export destinations, by country, were:

(Tonnes)	2012	2013	2014	DIFF. 14/13	%
ITALY	1,290,776	1,328,419	2,040,122	711,703	53.58%
CHINA	1,519,697	1,342,653	1,272,726	-69,927	-5.21%
ALGERIA	749,698	865,897	1,114,698	248,801	28.73%
SAUDI ARABIA	972,370	991,110	886,041	-105,069	-10.60%
THE USA	521,573	549,685	683,222	133,537	24.29%
MOROCCO	410,442	547,159	598,859	51,700	9.45%
SOUTH KOREA	93,982	146,293	538,627	392,334	268.18%
BRAZIL	220,822	816,797	534,742	-282,055	-34.53%
JAPAN	75,087	52,857	456,571	403,714	763.79%
UNITED ARAB EMIRATES	499,645	473,731	447,781	-25,950	-5.48%
TURKEY	262,945	283,987	369,999	86,012	30.29%
UNITED KINGDOM	213,344	249,212	330,543	81,331	32.64%
RUSSIA	326,228	265,945	310,769	44,824	16.85%
MALAYSIA	46,692	132,005	279,583	147,578	111.80%
MEXICO	221,481	330,599	277,870	-52,729	-15.95%
OTHER COUNTRIES	4,685,053	4,628,737	4,760,192	131,455	2.84%
<b>TOTAL</b>	<b>12,109,835</b>	<b>13,005,086</b>	<b>14,902,345</b>	<b>1,897,259</b>	<b>14.59%</b>

## Imports

Imports increased by 9.21% in 2014, to a total of 11,524,505 tonnes. The main goods imported were:

	2012	2013	2014	DIFF. 14/13	%
Natural gas	2,032,522	1,966,449	2,413,087	446,638	22.71%
Miscellaneous	1,339,810	1,331,039	1,458,582	127,543	9.58%
Iron and steel products	1,649,223	1,411,220	1,357,364	-53,856	-3.82%
Grain and flour	842,803	868,505	903,928	35,423	4.08%
Chemical products	686,996	735,465	797,774	62,309	8.47%
Machinery, tools and spare parts	587,927	676,976	665,097	-11,879	-1.75%
Paper and pulp	408,238	449,440	527,436	77,996	17.35%
Vehicles and parts	255,097	311,828	516,379	204,551	65.60%
Natural and chemical fertilisers	241,406	362,982	380,007	17,025	4.69%
Diesel	444,398	394,111	294,370	-99,741	-25.31%
Miscellaneous	1,926,574	2,044,597	2,210,481	165,884	8.11%
<b>TOTAL IMPORTS</b>	<b>10,414,994</b>	<b>10,552,612</b>	<b>11,524,505</b>	<b>971,893</b>	<b>9.21%</b>



The most important countries of origin were:

(Tonnes)	2012	2013	2014	DIFF. 14/13	%
ALGERIA	522,184	1,180,503	1,707,873	527,370	44.67%
CHINA	1,560,153	1,598,995	1,639,533	40,538	2.54%
ITALY	1,244,961	919,945	1,181,632	261,687	28.45%
FRANCE	886,129	688,393	678,987	-9,406	-1.37%
THE USA	436,166	421,569	474,936	53,367	12.66%
THE UKRAINE	263,713	471,739	458,393	-13,346	-2.83%
TURKEY	293,598	314,655	456,133	141,478	44.96%
NIGERIA	183,309	127,708	299,195	171,487	134.28%
INDIA	183,594	240,236	285,041	44,805	18.65%
PORTUGAL	110,285	387,208	255,260	-131,948	-34.08%
NORWAY	108,166	112,888	239,324	126,436	112.00%
QATAR	686,010	674,832	216,704	-458,128	-67.89%
RUMANIA	284,703	101,235	187,791	86,556	85.50%
OTHER COUNTRIES	3,652,023	3,312,706	3,443,703	130,997	3.95%
<b>TOTAL IMPORTS</b>	<b>10,414,994</b>	<b>10,552,612</b>	<b>11,524,505</b>	<b>971,893</b>	<b>9.21%</b>

## Domestic traffic

Domestic traffic (excluding transit traffic) rose by 5.03% during 2014. A total of 3,011,875 tonnes (excluding equipment tares) were loaded and discharged. Traffic to and from the Balearic Islands stood at 61.46%, whilst 16.70% was shipped to and from the Canary Islands.

## Description of the main local economic sectors or activities which rely on the port for their business development

The ports managed by the PAV cater for the needs of different industries, offering shipping services for bulk, and conventional and containerised general cargo. Some of the industries served at each port include:

## Port of Valencia

- » Construction material sector, including ceramic products, marble, and carved stone
- » Furniture, footwear, toy, and textile industries
- » Consumer goods industries (food, household, and hygiene)
- » Chemical industry including frits, pigments, and waste and scrap plastic
- » Wine and fruit juice industries
- » Paper and pulp
- » Automotive industry and automotive parts
- » Food industry, including oil, grain and flour (corn and wheat)
- » Tourism industry, cruise traffic

## Port of Sagunto

- » Energy industry, natural gas
- » Iron and steel industry for the construction, automotive, and electrical appliance industries
- » Cement industry
- » Fertiliser industry
- » Automotive industry

## Port of Gandia

- » Paper and pulp
- » Chemical industry
- » Food industry (fruit and vegetables)

## Services

**Describe the private sector's role in service provision and port operations, including types of services, and describe the port authority's role and that of the private sector. Describe the port authority's regulatory and monitoring role, with reference to the tools it has at its disposal**

In terms of services, recent legal reforms have boosted the private sector's role within a framework of free, fair competition. It is the port authority's responsibility to establish the conditions under which services must be provided and to define the necessary requirements so that a company can apply to provide these services in its ports.

In the case of port services, the port authority, based on a binding report from the State-owned Ports Body, regulates the provision of these services through the approval of specific requirements. Compliance with these requirements, which include the minimum numbers of staff and equipment the service provider must offer, leads to the granting of a licence to provide the service in question. In terms of commercial services, the same philosophy is applied with the sole difference that instead of specific requirements, the port

authority sets out the specific conditions for these services. These conditions include all the requirements the provider must comply with.

The service provider can start operations as soon as the corresponding licence or authorisation has been granted, and must aim to offer a comprehensive service, tailoring its resources to cater for demand.

The port authority is responsible for monitoring compliance with the specifications for each service. Port services are monitored primarily through the Annual Plan and through the information the service provider is obliged to give the port authority on a regular basis. In the case of commercial services, monitoring is also done through the information the service provider is obliged to give the port authority on a regular basis.

On the other hand, from the perspective of activities associated with occupancy licences, the charges for new licences are calculated in accordance with legally established criteria and limits. Compliance with these limits and with the minimum traffic requirements promised in the concession and authorisation licences is monitored and supervised.

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

The numbers of companies that operated in the ports managed by the PAV in 2014 under concession, authorisation or licence are shown in the tables below:

SERVICE PROVIDERS OFFERING PORT SERVICES IN 2014	
Type of service	Number of companies
Pilotage service	3
Tug boat service	1
Mooring service	3
MARPOL service	3
Passenger service	4
Stevedoring service	14

#### SERVICE PROVIDERS OFFERING COMMERCIAL SERVICES IN 2014

Type of service	Number of companies
General supplies	17
Water supply service for vessels	3
Fuel supply service for vessels	18
Technical assistance services for vessels	12
Boat shuttle service to vessels	5
Urban and inert waste collection service	4
Non-vessel generated waste water collection service	3
Sale and maintenance of fire extinguishers	2
On-board sales of telephony products	2
Other services	8

#### COMPANIES THAT OPERATED IN THE PORTS UNDER CONCESSION OR AUTHORISATION IN 2014

	Port of Valencia	Port of Sagunto	Port of Gandia	Total
No. authorised companies	47	18	24	89
No. concession companies	25	18	4	47
TOTAL PER PORT	72	36	28	136

#### Percentage of real land surface areas, defined as land for commercial use under concession

Surface area available for concessions (m <sup>2</sup> )	6,408,844 m <sup>2</sup>
Surface area under concession (m <sup>2</sup> )	4,352,845 m <sup>2</sup>
RATIO (%)	68%

#### Total number of tonnes handled in the port, which correspond to concession or authorised cargo terminals, as a percentage of total goods traffic

In 2014, 99.61% of goods traffic throughput was handled at concession or authorised cargo terminals.



## Service quality

**Information channels made available by the port authority to ensure that operators who wish to provide services in the port or apply for a concession are clearly aware of the conditions required to operate in the port, and of the administrative procedures that regulate this process, such as the availability of the services' regulatory conditions on the internet, sectorial information sessions, etc.**

Anyone interested in providing a service in the ports managed by the Port Authority of Valencia should contact the PAV's Service Management Department, either in person at its offices, or by telephone or e-mail. Interested parties will be given a copy of the specific requirements and/or specific conditions needed to provide the service in question and will be informed of the procedures that have to be followed in order to obtain the licence or authorisation.

The specific requirements and specific conditions for any of the services can be downloaded directly from the port authority's website which sets out the requirements that must be met by potential applicants, the documentation that must be submitted and the application procedure. Legal reference documents and any other applicable regulations can also be consulted there.

Finally, the database of registered service providers offering port services at the PAV can also be consulted on the port authority's website. This will shortly be extended to include the database of registered service providers offering commercial services at the PAV.

An e-mail address is also available, should any interested parties have any queries or require any information about port or commercial services: [sportuarios@valenciaport.com](mailto:sportuarios@valenciaport.com).

In terms of granting public land occupancy licences, the legal procedures set out in the recast text of the Spanish Law on State-owned Ports and the Merchant Navy must be followed, as these ensure compliance with the principles of transparency and free competition for the interested parties. In some cases, the procedure is a tender put out by the PAV, whilst in others it responds to a request made by an interested party.

### **Initiatives promoted by the port authority aimed at improving efficiency, service quality, and goods service performance**

The initiatives implemented by the PAV to make port community businesses more competitive by using tools that enable improvements in efficiency, service quality, and goods and vessel service performance include the following:

#### **Quality Mark: External quality**

External quality encompasses quality management in the port community, where different groups (port authority, freight forwarders, shipping agents, stevedores, hauliers, Customs, official services, etc.) are part of a single process which provides a specific service to the end customer, i.e. the shipowner, or the importer or exporter.

As a result, the customer receives a global impression of service quality which gives an indication of the efficiency of the port as a whole.

In order to convey this global impression of service quality and meet customer requirements, the Port Authority of Valencia created a Quality Mark (QM), the objective of which is to group together all the companies in the port community that are prepared to provide quality services by complying with standards which deliver a predetermined level of quality for each of the service processes provided.

To date, the Quality Mark has been implemented in the ports of Valencia and Sagunto. Both ports have Quality Committees whose members represent the port community in each port.

These Quality Committees are responsible for identifying the key services requested by customers, establishing the standards that must be guaranteed to the customer and the commitments that must be undertaken by the members of the port community participating in the Quality Mark. These make up the service guarantees included in the Procedures Manual which, together with the User Rules (a document that defines the basic rules of the system), constitute the Quality Mark documentation. In July 2014, a new guarantee was created which aims to ensure that goods inspections at the Goods Health Inspection Border Post (GHIBP) are carried out in less than 45 minutes. The Quality Mark guarantees at the ports of Valencia and Sagunto are as follows:

- » Berthing of vessels as scheduled (Valencia and Sagunto)
- » Supplies delivered to vessel without delay (Valencia and Sagunto)
- » Fast processing of bills of lading (Valencia and Sagunto)
- » Safe arrival of goods at customer facilities (Valencia)
- » Delivery of containers at the agreed time (Valencia)
- » Containers shipped on the agreed vessel (Valencia)
- » Goods inspection at the GHIBP (Valencia)
- » Result of the Offloading/Outturn Report two days after operations have been completed (Sagunto)

Moreover, the organisations belonging to the Quality Mark must also commit to other general guarantees defined by the Quality Committees and included in the Procedures Manual.

Should any guarantee not be complied with, the Quality Mark shall, by means of complaints submitted by customers, analyse the causes and issue a written notification within a week detailing the reason and the corrective action to remedy the non-compliance.

In order to improve port services, the Quality Committees have set up specific working groups to carry out studies into possible opportunities for improvement. Each working group is made up of the different stakeholders playing a part in the process under study. In 2014, the working groups implemented specific measures to respond to the different challenges that arose during the year. These included:

- » An update of the 2014 working calendar for the various groups in the port community, including bank holidays and the dates on which the working day is different from a standard day.
- » New "Goods Inspection at the GHIBP" guarantee: the inspection time of a container at the Border Inspection Post facility shall be less than 45 minutes.
- » An update of the goods security procedure.

- » An update of the collective commitments of the Port of Sagunto's port community in the new vehicle service directive.
- » Drawing up an opinion and evaluation survey for rail traffic, to find out what expectations end customers have and subsequently draw up a service guarantee for this type of traffic.
- » A proposal to improve the road network to enable mobile crane access for bulk handling at the Port of Sagunto's South Quay 2.
- » Development of a survey of container traffic at the Port of Sagunto.
- » Carrying out a study about inspection times and processes at the Port of Valencia's customs facility.
- » Introduction of measures for each of the groups that take part in the inspection process at the Port of Valencia's customs facility to reduce the waiting times of goods in this area.
- » Updating of the traffic service quality directives for vehicles shipped as goods at the ports of Valencia and Sagunto by the relevant New Vehicle Working Groups so that these documents meet the quality commitments included in the new version of the generic service directives published by the State-owned Ports Body.

All the companies included in the Quality Mark are audited by an independent certification body. This body checks that the system complies with specific standards and guarantees, ensuring a predefined level of service quality.

#### Promoting the Quality Mark Quality System abroad

The Quality Mark Quality System (SCMG) has an excellent reputation abroad. This has led to its implementation in the Port of Altamira (Mexico), the Port of Lázaro Cárdenas (Mexico), the Port of Callao (Peru), and in the Port of Guayaquil (Ecuador). In addition, key processes have been re-engineered at the ports of Buenaventura (Colombia) and Puerto Cabello (Venezuela), based on the method established by the Port of Valencia's Quality Mark.

#### valenciaportpcs.net

As part of its policy to improve information exchange processes in the shipping industry, the Port Authority of Valencia has its own Port Community System (valenciaportpcs.net), a technological platform which enables electronic data exchange and e-commerce services with its customers.

This internet-oriented platform was built to comply with high availability requirements and offer business users SOA services to interconnect them more easily. valenciaportpcs.net handles procedures with the port authority, single-window access services, services to speed up customs, and services between port community members.

The use of valenciaportpcs.net provides innumerable benefits to the port community including:

- » Easy access to integrated logistics and customs information at sea, in the port, and on land, thus allowing operations and records to be tracked and traced, and authorising access to other agents involved in the process.
- » Increasingly sophisticated management, thus speeding up document generation and processing.

- » More efficient transactions, which optimise handling and improve response times, generating cost savings of up to 50%.
- » Access to and communication with the shipping companies is unified, thus standardising information and communication with them through the INTTRA and GT Nexus platforms, and operating as a single window.
- » Fewer mistakes. Errors inherent to manual systems are eliminated as data does not have to be entered several times into different media (telephone, fax, etc.).
- » User-friendly system, allowing the integration of company systems, as well as direct use via the valenciaportpcs.net customer application.

Thus, valenciaportpcs.net has become an essential tool in the modernisation of logistics management for port community companies. valenciaportpcs.net can be used to carry out information, commercial, and operational transactions associated with goods transport, giving users easy access to integrated logistics information, speeding up the contracting of logistics services and increasing operational management efficiency.

Currently, over 500 companies in the port community use valenciaportpcs.net on a daily basis.

In addition, in order to adapt to existing international market conditions and the way they evolve, the Port Authority of Valencia has drawn up and approved the following specific service quality directives to further increase the quality of the services provided:

- » Container traffic
- » Vehicle traffic at the Port of Valencia

In addition, it has adopted the following generic service quality directives:

- » Shipping companies
- » Pilotage service
- » Tug boat service
- » Mooring and unmooring service
- » Vessel-generated waste collection service
- » Cruise traffic
- » Solid and liquid bulk traffic
- » Conventional general cargo traffic
- » Ro-ro traffic
- » Multipurpose goods handling

which go hand in hand with the demands placed on port service providers to commit to the levels of quality and performance stipulated in the specific requirements, or the standards they offer, if these are more stringent, and which must include ISO 9001 certification, at the very least.

**Number of authorised companies, concessionaires and port service providers that have applied for rebates to promote improvements in service quality. Traffic throughput these companies generate**

In 2014, a total of eight companies applied for rebates to promote improvements in service quality. These companies accounted for 88.33% of total PAV throughput.

**Description of the initiatives promoted by the port authority to receive and deal with complaints or suggestions from the port's end customers, and to assess customers' degree of satisfaction with the services provided by the port**

As mentioned above, the Port Authority of Valencia has created a Quality Mark to cater for the needs of its customers. The Quality Mark aims to bring together all the companies in the port community that are prepared to provide quality-assured services by complying with standards which deliver a predefined level of quality for each of the processes involved in the services provided.

Should any service guarantee included in the Procedures and User Rules not be complied with, the Quality Mark shall, via the complaints submitted by customers, analyse the causes and issue a written notification within a week detailing the reason and the corrective action to remedy the non-compliance. The contact details to submit complaints as a result of non-compliance with service guarantees included in the Procedures and User Rules are as follows:

Quality Mark  
Contact person: Emilio Aliaga  
Tel. No.: (34) 96 393 95 42  
Fax: (34) 96 393 95 43  
e-mail: [marcadegarantia@valenciaport.com](mailto:marcadegarantia@valenciaport.com)

Several complaints were received in 2014 for non-compliance with guaranteed times. One complaint was made about the goods security guarantee, one about the container flow, and another about non-compliance with the vessel berthing guarantee at the Port of Sagunto. Similarly, complaints were received about delays in services not related to the Quality Mark. However, the Quality Mark Department takes charge of all the complaints received, collecting the information required to solve any issues, agreeing on improvements with the different stakeholders that ensure that non-compliance of the service provided does not happen again, and informing the end customer of the measures taken.

Running the Quality Mark System involves holding meetings with port service providers to analyse and coordinate processes in which the different groups participate, as well as assessing the quality of the service provided and reaching agreements to solve problems and deal with complaints made by private stakeholders and public bodies that have responsibilities in the port environment.

Agreeing to comply with commitments means that port operators joining the Quality Mark must create and maintain a record of incidents for every guarantee. These records revealed that there were a total of 791 seal control incidents at container terminals in 2014. In addition, a total of 595 incidents related to containers entering or leaving port terminals were reported to the Quality Mark by shipping agents and hauliers.

Similarly, the [valenciaportpcs.net](http://valenciaportpcs.net) technological platform has a customer service centre (CAU) to solve any technical incidents which may arise from the use of this platform. Suggestions made to improve the services offered through [valenciaportpcs.net](http://valenciaportpcs.net) are also taken into account. The contact details for the CAU, which appear on the [valenciaportpcs.net](http://valenciaportpcs.net) web site, are as follows:

Customer service centre (CAU):  
e-mail: [cau@valenciaportpcs.net](mailto:cau@valenciaportpcs.net)  
Tel. No.: 902 88 44 24 or 10001 from the internal corporate network.

In the "Contacting the CAU" section of [www.valenciaportpcs.net](http://www.valenciaportpcs.net), there is a form for technical queries or queries about how to use the [valenciaportpcs.net](http://valenciaportpcs.net) platform. In addition, the CAU provides customer service for the port and logistics community which responds to specific claims over possible incidents occurring during the release and acceptance of containers at the terminals (overland closing time system).

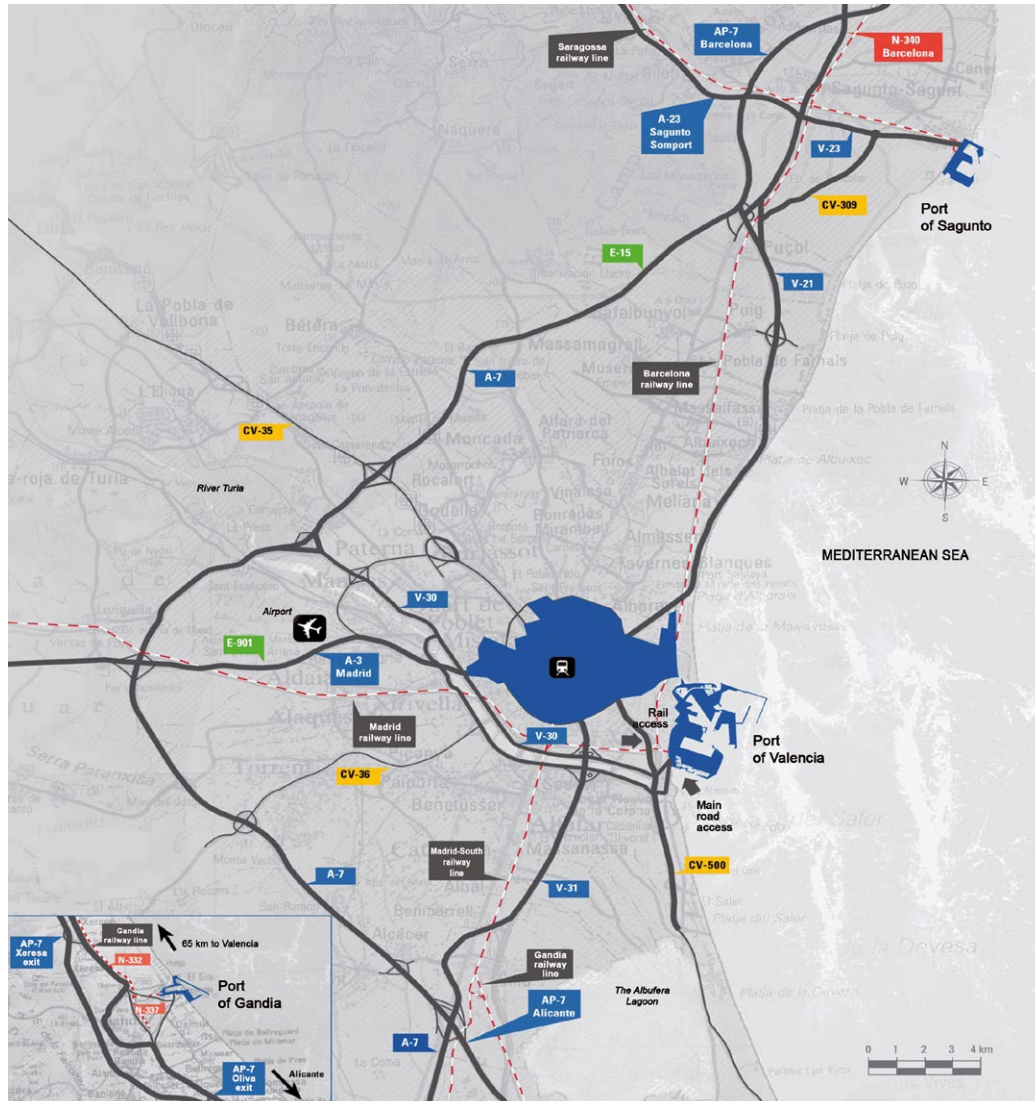
There is also a suggestions box on the [valenciaportpcs.net](http://valenciaportpcs.net) web site for users to put forward ideas and give comments.



## Integration in the transport system. Sustainable mobility

**Current road and rail access, and initiatives envisaged to improve this, as well as a description of the strategies adopted by the port authority to promote port-rail intermodality in terms of infrastructure, operational coordination, and sales management**

### Land access and links to the ports of Valencia, Sagunto and Gandia



## Land access and links to the Port of Valencia

The Port of Valencia is directly linked to national and international road and rail networks.

## By road

The Port of Valencia is connected to the national road network via the V-30 (Valencia bypass).

The V-30 links up directly to the A-7 motorway (Mediterranean toll-free motorway) which in turn is directly connected to the other road links in the port's hinterland:

- » The V-21 trunk road to the north (Valencia-Sagunto).
- » The V-31 trunk road to the south (Valencia-Silla).
- » The north-south corridor which includes the A-38 (Valencia-Cartagena) and the A-7 (Barcelona-Algeciras) toll-free motorways.
- » The East-West corridor centred on the A-3 toll-free motorway (Madrid-Valencia) which connects to the A-43 road to Lisbon, on the stretch near Atalaya.
- » The section of the A-7 motorway near Sagunto links up to the A-23 Sagunto-Somport toll-free motorway which connects the region with Aragon, Castile-Leon and the rest of the north of Spain. Around Xativa, the A-7 motorway also links up to the A-35 motorway which provides road access to the south of Castile-La Mancha.

### By rail

The rail connection from Valencia ensures access to any manufacturing area on the Iberian Peninsula and Europe.

The rail links from the Port of Valencia are as follows:

- » Valencia - Barcelona - Port Bou
- » Valencia - Saragossa - Basque Country
- » Valencia - Cuenca - Madrid
- » Valencia - Albacete - Madrid. From Madrid, there are links to Extremadura and Portugal, as well as the north and northwest areas of Spain.
- » Valencia - La Encina - Alicante, which provides connections to go on to other destinations from Alcazar de San Juan (Andalusia) and Alicante (Murcia).

## Land access and links to the Port of Sagunto

### By road

The Port of Sagunto is linked to the national road network via the CV-309 and the V-23 roads. These roads lead onto the AP-7 toll motorway, N-340 trunk road and the A-23 motorway, which connect the port to the rest of the peninsula.

### By rail

The Port of Sagunto's internal rail network is connected to the Arcelor Mittal plant, a company next to the port, which uses the facility. This plant is connected to the national rail network. Therefore, the Port of Sagunto does not have access to the public rail network.

With regard to the initiatives aimed at improving rail access to the Port of Sagunto, in 2013 a resolution of the Department of the Environment was signed on 30<sup>th</sup> December, in which an environmental impact statement for the Rail Access to the Port of Sagunto project was made. This is a fundamental project for the Port of Sagunto as it does not currently have its own public rail access to the national rail network, as mentioned above.

## Land access to the Port of Gandia

### By road

The Port of Gandia is linked to the N-332 via the N-337 A-road. It is linked to the AP-7 toll motorway at Xeraco (north) and Oliva (south) via the N-332 A-road. In addition to the links with various trunk roads along the coast road, the Port of Gandia is linked to its hinterland via the CV-60 road from Olleria to Grao de Gandia. It links up to the A-7 around Olleria and subsequently joins the A-35 at Llanera de Ranes, heading in the direction of Almansa, thus connecting the port to inland Spain.

Initiatives aimed at improving road access to the Port of Gandia included the publication in the Official State Gazette on 7<sup>th</sup> February 2011 of a resolution of 25<sup>th</sup> January 2011, issued by the Department of Climate Change, containing the environmental impact statement for the N-337 road project, south access to the Port of Gandia from the N-332, kilometre 200+800, Valencia province. This is an essential project for the Port of Gandia because it will enable access to the port from the N-332 trunk road with a direct link to the surrounding road network via the N-332 trunk road, which belongs to the national road network. This will improve transport links to the port, eliminating the need to cross the town of Gandia. The project was put out to tender and awarded in 2009 for €19,155,665.80 (including VAT), and was scheduled to be completed over a period of 32 months. However, at 31<sup>st</sup> December 2014, the work was still suspended.

### By rail

The Port of Gandia also has its own internal rail infrastructure which is linked to the national rail network.

## Strategies to promote port-rail intermodality

In terms of the strategies adopted by the port authority to promote port-rail intermodality infrastructure, operational coordination, and sales management, Article 36 of Spanish Law 39/2003, of 17<sup>th</sup> November, on the Rail Industry, stipulates the regime applicable to existing rail infrastructure in public ports and attributes certain rail infrastructure administration functions to the port authorities that manage them. The same article states that this infrastructure must be connected to the national rail network, and also be governed by an agreement signed by ADIF and the port authority of each public port, with prior authorisation from the Spanish Ministry of Development. On 24<sup>th</sup> October 2011, the Chairmen of ADIF, the State-owned Ports Body and the Port Authority of Valencia signed this agreement for the Port of Valencia, in the presence of the Spanish Minister of Development. The aforementioned agreement includes a monitoring committee which meets twice a year.

In 2014, the Port Authority of Valencia continued with its strategy to improve rail and port intermodality through four basic lines of action:

### 1) Improving rail infrastructure inside the port facility

In 2014, the PAV carried out the work for the "Extension of the rail tracks on the Levante Quay at the Port of Valencia", which consisted of extending the existing rail tracks on the Levante Quay through a ballast-less standard-gauge and mixed-gauge track on two berthing faces and Iberian gauge track on a third berthing face; the installation of RTG crane rails; and of rail safety measures on intersections, modification of roads and accesses, and the replacement of the services affected. Modification of these access points has essentially been driven by the positive evolution of rail transport operations at the port, by the advantages of having longer trains requiring tracks to be at least 450 metres long and preferably no shorter than 650 metres, and by the advisability of relocating access to the quay currently used by the logistics firm TCV.

In addition, the rail infrastructure built on the East Breakwater Quay enabled almost 2,500 vehicles to be unloaded at Valencia Terminal Europa.

### 2) Creation of its own rail management model

In February 2010, the Port Authority of Valencia took on the capacity allocation and traffic management of its internal rail network. This has improved the use of this facility and has contributed to making rail freight operators more competitive.

Throughout 2014, the PAV continued to work with ADIF to improve rail management inside the port, in the areas it is responsible for.

### 3) Institutional backing/institutional policy focused on linking the ports of Valencia and Sagunto to standard-gauge European transport networks and on developing international rail freight corridors

The PAV shares and participates in the policies advocated by the European Union for rail freight to take on a more important role in international goods transport.

Along these lines, activities in 2014 included the development of a common strategy by the Valencian and Aragonese governments, the Chamber of Commerce and the PAV to improve the Sagunto-Teruel-Saragossa train line, which is essential to connect the hinterland and develop territorial policy.

In addition, the development of the Mediterranean Corridor was promoted, given that when goods arrive at Mediterranean ports their distribution is limited as a result of the different rail gauges in Spain and the rest of Europe.

In line with the above, according to the agreement reached by the European Parliament and the Council, the Mediterranean and Atlantic corridors will be included on the list of nine priority projects for the core network (also known as the basic network) which must be finished in 2030 and will be co-funded by the EU (in both cases, funding will be 40%).

The Mediterranean Corridor will link the ports of Algeciras, Cartagena, Valencia, Tarragona and Barcelona, the south of France, with a link to Marseilles and Lyon, the north of Italy, Slovenia, and a branch which will reach Hungary and the border with Ukraine, via Croatia. This corridor includes rail, roads, airports, ports and the Italian River Po waterway.

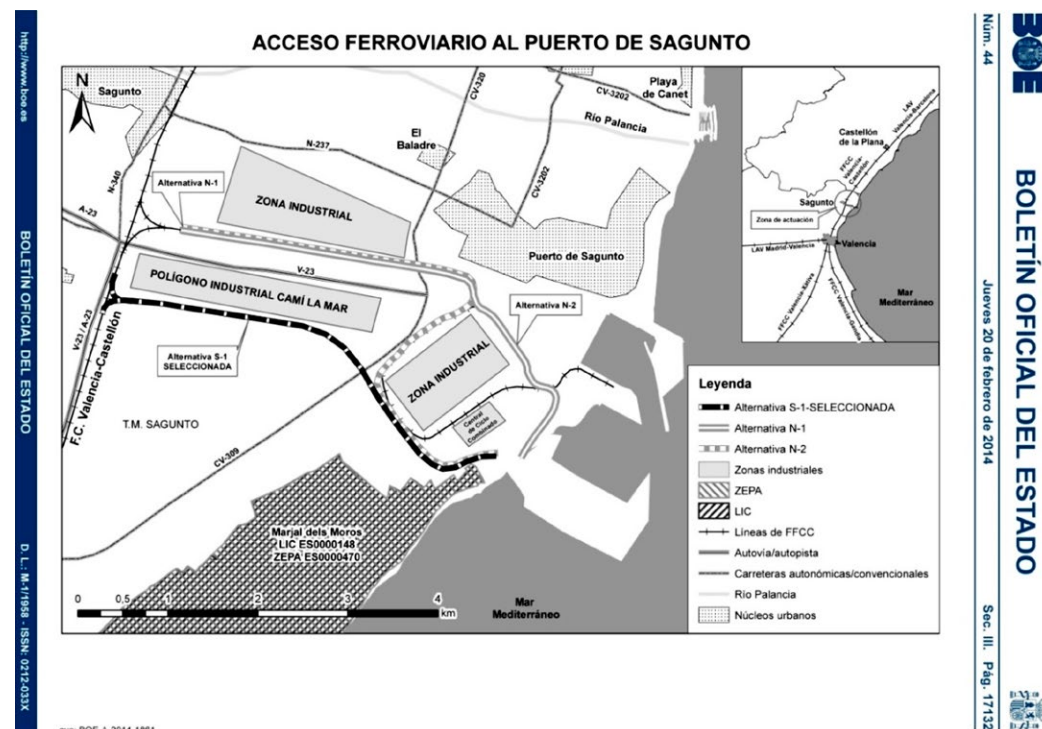


As mentioned above, the Port of Sagunto does not currently have access to the public rail network, as there is only a rail link between the South Quay and the Arcelor Mittal factory next to the port.

Therefore, both the Port of Sagunto and the industrial area next to the port need a public rail link to the national rail network. This is a priority for the Port Authority of Valencia, as the new rail link to the Port of Sagunto will enable the facility to offer intermodal transport in line with the development scenarios proposed by the European Union.

Accordingly, with regard to the initiatives aimed at improving rail access to the Port of Sagunto, a resolution of the Department of the Environment was signed on 30<sup>th</sup> December 2013, through which an environmental impact statement for the Rail Access to the Port of Sagunto project was made. In 2014, work was done on drawing up the project.

### Rail access to the Port of Sagunto





#### 4) Improving rail transport / sales policy aimed at enhancing the PAV's rail freight services

The development of rail connections is essential if the Port Authority of Valencia is to increase its share of traffic in specific areas of Spain. The PAV has already made efforts along these lines:

- » It has introduced a 30% rebate on the goods charge for containers, ITUs and new vehicles that come into or leave the port facility by rail.
- » It is a member of the Board of Directors of the Coslada Dry Port and of NOATUM RAIL TERMINAL ZARAGOZA, aiming to boost rail connections to the Port of Valencia.
- » It is taking part in the project to create a new rail link between Saragossa and the Port of Valencia, together with private operators (Logitren, TCV Rail).
- » It is taking part in the project to create a new rail link between the Port of Valencia and Miranda del Ebro, together with private operators (JSV Group and Miranda Logistics Activities Area).
- » It is encouraging new rail links for new vehicle traffic at the East Breakwater Quay (Opel, Renault, Iveco).
- » It has taken part in meetings with ADIF, the body that manages Spanish rail infrastructure, to improve the services ADIF provides inside the port facility.

#### Description of the strategies adopted by the port authority to promote Ro-ro traffic

In 2014, Ro-ro traffic surpassed seven million tonnes and 100,000 trailers for import and export. This was a direct consequence of the efforts made by the PAV to promote this type of traffic. These can be summarised as follows:

- » Improvement of regular short sea shipping (SSS) services to and from West Africa, operated by the shipping companies Marguisa and Grimaldi, and to and from Italy, also operated by Grimaldi.
- » Promotion of the PAV in western Andalusia to attract Ro-ro traffic (wine, oil and other goods).
- » As members of the Spanish Association for the Promotion of Short Sea Shipping (SPC –SPAIN), the PAV has taken an active role in board meetings, association meetings and conferences organised to promote SSS.
- » Participation in the State-owned Ports Body working group to analyse the cost chain for Ro-ro traffic.
- » Promotion for Nordana Lines' new service at the Port of Sagunto which connects the Mediterranean to Latin America, and for DALL2000, which has started a new line between Sagunto and West Africa.

#### Evolution of rail freight in and out of the port over the three last years, as a percentage of total land traffic; in addition to the Ro-ro traffic coming into and going out of the port as a percentage of total general import-export cargo over the last three years

The Port of Valencia's rail connection ensures access to any production area on the Iberian Peninsula and Europe. There is a two-track railway inside the port premises which branches off to the different quays.

In 2014, 2,189,170 tonnes of goods were transported by rail, of which 1,064,469 tonnes were discharged from vessels, whilst 1,124,706 tonnes were loaded onto vessels. Total land traffic stood at 33,435,791 tonnes (excluding shipping transit and goods transported by pipeline). Thus, rail freight accounted for 6.55% of total traffic. A total of 136,386 TEUs were transported by rail, which represented 6.87% of the total of containers transported by land, which in 2014 stood at 1,984,989 TEUs.

#### Ro-ro traffic and wheeled transport elements

Wheeled traffic at the Port Authority of Valencia can be divided into three categories: passenger vehicles, vehicles as goods, and wheeled intermodal transport units (ITUs).

##### Passenger vehicles

	2012	2013	2014	DIFF. 14/13	%
Passenger vehicles	70,069	79,828	66,267	-13,561	-16.99%

##### Vehicles as goods

The number of vehicles shipped as goods was 495,323 in 2014, which represented an increase of 5.73% over 2013. The following table provides a breakdown of this type of traffic:

	2012	2013	2014	DIFF. 14/13	%
Loaded	158,874	237,926	303,120	65,194	27.40%
Discharged	127,438	134,252	157,180	22,928	17.08%
Transit	128,120	96,298	35,023	-61,275	-63.63%
<b>TOTAL</b>	<b>414,432</b>	<b>468,476</b>	<b>495,323</b>	<b>26,847</b>	<b>5.73%</b>

The main brands exported were Ford, Opel, Peugeot, Fiat, Iveco Pegaso and Citroën, whilst the main brands imported were Fiat, Toyota, Ford, Land Rover and Opel.

## Wheeled ITUs (Intermodal Transport Units)

In 2014, wheeled intermodal transport unit traffic (ITUs) rose by 28.96%, compared to the previous year. The following table shows the evolution of this traffic in 2012, 2013 and 2014 (by units):

	2012	2013	2014	DIFF. 14/13	%
Trailers	99,571	130,982	179,645	48,663	37.15%
Articulated lorries	50,186	59,727	70,650	10,923	18.29%
Flatbed trailers	33,908	17,755	19,832	2,077	11.70%
Rigid lorries	16,405	18,126	22,770	4,644	25.62%
Tractors	1,690	1,463	1,539	76	5.19%
Road trains	396	1,400	1,496	96	6.86%
Vans	42	62	58	-4	-6.45%
Roll trailers and other equipment	15	25	35	10	40.00%
<b>TOTAL</b>	<b>202,213</b>	<b>229,540</b>	<b>296,025</b>	<b>66,485</b>	<b>28.96%</b>

## Ro-ro traffic in tonnes

In 2014, a total of 7,603,321 tonnes of Ro-ro traffic were handled alongside the wheeled ITUs mentioned above (including equipment tares and the tonnes of vehicles shipped as goods, described at the start of this section). This represented a 19.47% increase over 2013. Ro-ro throughput in TEUs stood at 41,133 TEUs in 2014, which represented a 32.22% fall on the previous year.

## Institutional communication

### List of stakeholders identified by the port authority

The three priority stakeholder groups identified by the PAV are:

**Internal group:** the PAV's competitiveness depends on its staff, as they are the people that carry out and implement the actions envisaged in the Business Plan. Our workforce is one of our main assets, and we thus consider the professional development and training of our staff to be key elements.

**Domestic and foreign port and logistics community:** customers (carriers, shipping agents, freight forwarders, and customs agents), other authorities related to the port sector (Customs, Foreign Health Department, Plant Health Service, etc.), port industry associations, hauliers, companies providing port services (including technical and nautical services: tug boat, mooring and pilotage services; vessel-generated waste collection service; passenger services, and goods handling services: loading/discharging, stowing/unstowing, transit), and in general, all the other stakeholders that are involved in the shipping chain.

**Citizens:** society as a whole, represented by public bodies, the media, and teaching institutions, as well as other civil society organisations and neighbourhood groups, especially those from adjoining districts and the immediate surroundings.

## Communication with stakeholders and stakeholder participation

The communication framework with stakeholder groups and the tools used to encourage dialogue and interaction with them, thus promoting their participation, is shown below:

STAKEHOLDER	COMMUNICATION CHANNELS AND TOOLS
Internal group	Works Committee
	Equality Standing Committee
	Local Competence-based Management Committee
	Occupational Health and Safety Committee
	Pension Plan Monitoring Committee
	Loans and Advances Committee
	Work Wear Committee
	Social Purposes Committee
	Sports Committee
	Cultural Committee
	Executive Committee
	Business Transformation Committee
	Business Plan Committee
	Strategic Monitoring Committee (BSC)
	Budget Committee
	Information Systems Strategic Committee
	Infrastructure Committee
	Quality Committee
	Area/departamental committees
	Resource Allocation Committee
	Employee Portal
	Notice boards
	Formal and informal meetings in and between departments
	e-mail and teamwork in shared projects
Port community	Quality Committees at the ports of Valencia and Sagunto
	Shipping and Port Councils at the ports of Valencia, Sagunto, and Gandia
	Participation in professional associations and meetings
	Training and information conferences
	Working meetings
	Own publications
	Valenciaport portal
	valenciaportpcs.net
Citizens	European projects
	Regular working meetings with their main representatives
	Participation in citizen, economic and academic forums
	Informative sessions and press releases in the media
	Regular press conferences after board meetings
	Guided tours around the port's facilities

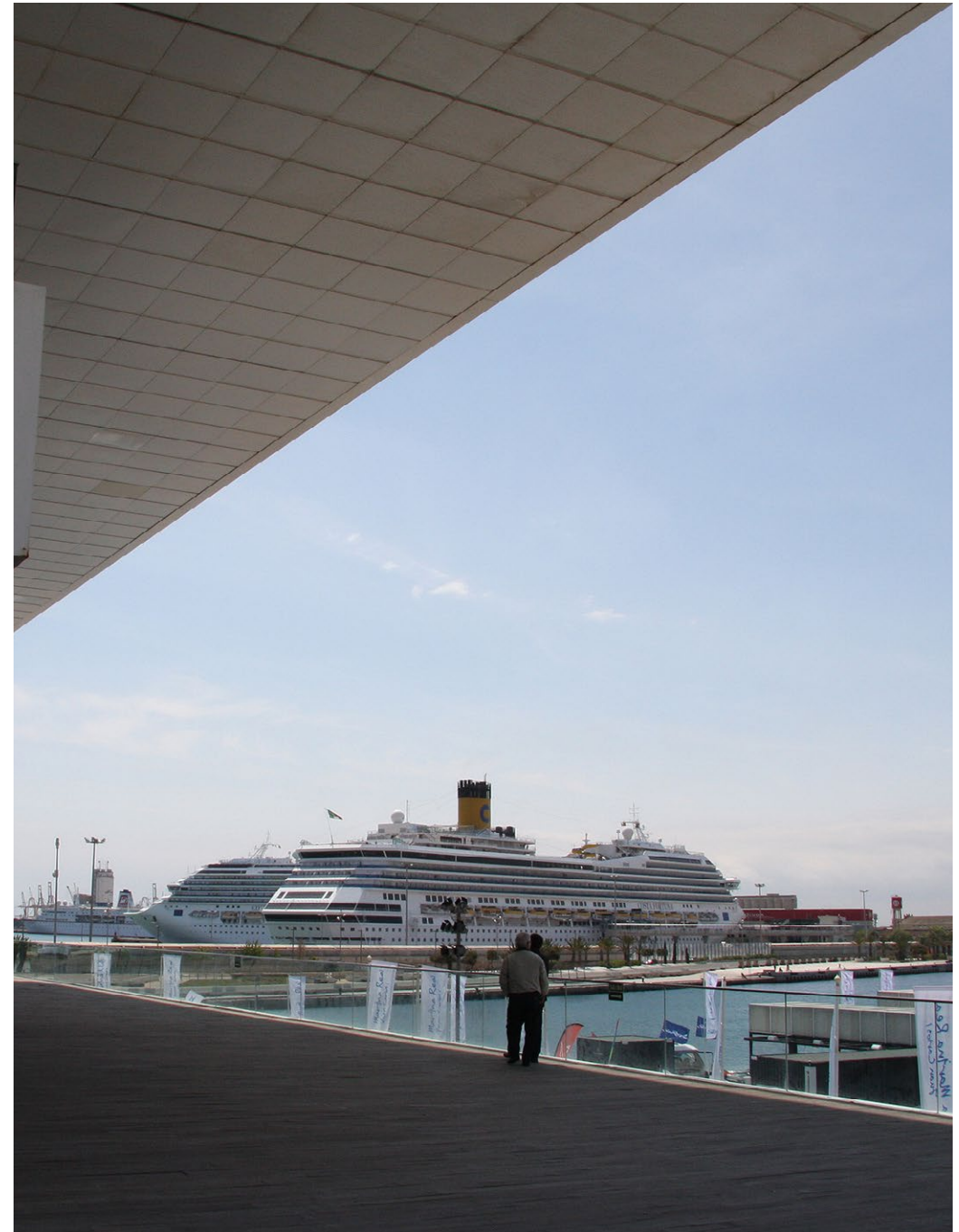
### Stakeholders' main concerns and worries

The internal group's main concerns continue to centre on job stability and working conditions, as well as the development of their careers.

The port community aims to increase customer loyalty, and improve service and efficiency to make the port more competitive as a whole and attract new traffic.

Its concerns have shifted to improving land-based connectivity and the intermodality of the three PAV ports to enable better, more efficient penetration throughout the territory. The community has implemented measures to work towards this goal.

Citizens' concerns focus on issues related to the impact of port activities on their local surroundings, as well as the model and evolution of port-city relations, and especially urban development aspects in the areas next to the port such as road management, future actions in the south, and the scope of the agreements reached between the PAV and other government authorities that have jurisdiction as regards spatial planning.





## Coordination and cooperation projects with other authorities

AGREEMENTS IN FORCE IN 2014	CO-SIGNING AUTHORITIES	YEAR SIGNED
Cooperation framework agreement between the University of Valencia ( <i>Estudi General</i> ) and the Autonomous Port of Valencia	University of Valencia ( <i>Estudi General</i> ) Port Authority of Valencia	1991
Cooperation agreement to develop an educational cooperation programme	University of Valencia ( <i>Estudi General</i> ) Port Authority of Valencia	1991
Cooperation agreement 1/94 between the Valencian Regional Ministry of Public Administration's Home Office Directorate General and the PAV to act in emergencies and catastrophes at the ports of Valencia, Gandia and Sagunto	Valencian Regional Ministry of Public Administration's Home Office Directorate General Port Authority of Valencia	1994
Cooperation framework agreement between the University of Valencia ( <i>Estudi General</i> ), the PAV and the Valencia University-Business Foundation to organise internships for university students	Valencia University-Business Foundation (ADEIT), University of Valencia ( <i>Estudi General</i> ) Port Authority of Valencia	1997
Cooperation framework agreement between the PAV and the universities of Valencia ( <i>Estudi General</i> ), Alicante, Jaime I and Miguel Hernández	University of Valencia ( <i>Estudi General</i> ) University of Alicante University of Jaime I University of Miguel Hernández Port Authority of Valencia	1997
Cooperation agreement between the PAV and the Spanish Maritime Safety Agency to coordinate and manage shipping and port traffic at the ports of Valencia, Sagunto and Gandia	Spanish Maritime Safety Agency Port Authority of Valencia	1997
Technical and scientific cooperation framework agreement between RENFE and the PAV	Renfe Port Authority of Valencia	1997
Cooperation agreement between the Spanish Ministry of Development, the Valencian Regional Government, Valencia City Council, and the PAV to modernise the Port of Valencia's infrastructures	Spanish Ministry of Development Valencia City Council Valencian Regional Government Port Authority of Valencia	1997
Agreement between Ford and business to organise work experience placements in companies	Ford España, S.A Port Authority of Valencia	1997
Agreement on the implementation of the DGPS area network-North Mediterranean network	Port Authority of Castellon Port Authority of Tarragona Port Authority of Barcelona Port Authority of the Balearic Islands Port Authority of Valencia	1999
Cooperation framework agreement between the PAV and Cardenal Herrera-CEU University	Cardenal Herrera-CEU University Port Authority of Valencia	2001
Cooperation framework agreement between the Madrid Pontificia Comillas University and the PAV (Master's degree)	Madrid Pontificia Comillas University Port Authority of Valencia	2002
Cooperation framework agreement between Valencia Tourism and Convention Bureau, Ciudad de las Artes y de las Ciencias, S.A., the PAV and the Valencia Province Hotel and Catering Business Federation	Ciudad de las Artes y las Ciencias, S.A. Valencia Province Hotel and Catering Business Federation Valencia Tourism and Convention Bureau Foundation Port Authority of Valencia	2002
Cooperation agreement between the Spanish Maritime Safety Agency and the PAV	Spanish Maritime Safety Agency (SASEMAR) Port Authority of Valencia	2003
Cooperation framework agreement between the Universidad Politécnica de Valencia and the PAV to establish joint participation in education and employment issues through an educational cooperation programme	Universidad Politécnica de Valencia Port Authority of Valencia	2004

AGREEMENTS IN FORCE IN 2014	CO-SIGNING AUTHORITIES	YEAR SIGNED
Cooperation agreement between the Fundación Comunidad Valenciana-Región Europea and the PAV	Fundación Comunidad Valenciana Región-Europea Port Authority of Valencia	2004
Legal assistance agreement between the Spanish Central Government (Ministry of Justice, Government Attorney's Office-Directorate for State Legal Service) and the PAV	Spanish Ministry of Justice - Directorate for State Legal Service - Government Attorney's Office Port Authority of Valencia	2004
Cooperation framework agreement with the Universidad Politécnica de Valencia	Universidad Politécnica de Valencia Port Authority of Valencia	2005
Agreement between the PAV, the Central Government Office in the Valencian Region and the Valencia 2007 Consortium for the transfer of the Phytosanitary Inspection Service	Valencia 2007 Consortium Central Government Office in the Valencian Region Port Authority of Valencia	2005
Agreement to loan the PAV works of art from the IVAM collection	Valencia Modern Art Museum (IVAM) Port Authority of Valencia	2005
Membership of an agreement to group businesses together for training purposes	The Valencian Region Foundation for Research, Promotion and Port Studies (Valenciaport Foundation) Infoport, S.A. Transcoma Travima Port Authority of Valencia	2007
Framework agreement signed between the Port Authority of Valencia and the company Valmor Sports, S.L. for the organisation and promotion of the Formula 1 Grand Prix 2008-2014	Valmor Sports, S.L. Port Authority of Valencia	2008
Cooperation agreement between Sagunto Town Council and the Port Authority of Valencia	Sagunto Town Council Port Authority of Valencia	2009
Agreement between the Spanish Tax Agency and the Port Authority of Valencia for the collection via enforced recovery of the public resources of this port authority	Spanish Tax Agency Port Authority of Valencia	2009
Agreement between the Spanish Railway Infrastructure Management Body (ADIF) and the PAV to manage operations on the rail network inside the Port of Valencia (Task management)	Spanish Railway Infrastructure Management Body (ADIF) Port Authority of Valencia	2009
General cooperation protocol between the Valencian Regional Ministry of the Environment, Water, Town Planning and Housing and the PAV for the extension of the Port of Sagunto	Valencian Regional Ministry of the Environment, Water, Town Planning and Housing Port Authority of Valencia	2010
Appendix to the cooperation agreement of 26 <sup>th</sup> April 2002 between the Port Authority of Valencia and the Pontificia Comillas University for the "Development of the Expert in Customs Management course"	Madrid Pontificia Comillas University Port Authority of Valencia	2010
Connection agreement between the Spanish Railway Infrastructure Management Body (ADIF), the State-owned Ports Body and the PAV to connect the public port of Valencia's rail infrastructure to the Spanish national network in application of Spanish Law 39/2003, of 17 <sup>th</sup> November, on the Railway Industry	State-owned Ports Body, Spanish Railway Infrastructure Management Body (ADIF) Port Authority of Valencia	2011
Educational cooperation agreement between the Port Authority of Valencia and the Pontificia Comillas University	Madrid Pontificia Comillas University Port Authority of Valencia	2012
Specific agreement to develop a cooperation agreement between the Universidad Politécnica de Valencia and the Port Authority of Valencia for a project entitled "Plan to Monitor the Evolution of the Beaches to the North and South of the Port of Valencia after the completion of the external works to expand the port"	Universidad Politécnica de Valencia Port Authority of Valencia	2012
Cooperation agreement between Gandia Town Council and the Port Authority of Valencia	Gandia Town Council Port Authority of Valencia	2012
Agreement for the free transfer of specific port authority assets to Valencia City Council	Valencia City Council Port Authority of Valencia	2013
Fourth additional protocol of the agreement of 16 <sup>th</sup> November 2009 between the Spanish Railway Infrastructure Management Body (ADIF) and the Port Authority of Valencia (PAV) to manage operations in the rail network inside the Port of Valencia	Spanish Railway Infrastructure Management Body (ADIF) Port Authority of Valencia	2013

AGREEMENTS IN FORCE IN 2014	CO-SIGNING AUTHORITIES	YEAR SIGNED
Agreement by which the Port Authority of Valencia assigns the promotion and marketing of the ports and logistics activities managed by the Port Authority of Valencia to Valencia Plataforma Intermodal y Logística, S.A. for 2014	Valencia Plataforma Intermodal y Logística, S.A. (VPI Logística, S.A.) Port Authority of Valencia	2013
Cooperation agreement between Gandia Town Council and the Port Authority of Valencia	Gandia Town Council Port Authority of Valencia	2014
Agreement between the Port Authority of Valencia and the Valencian Region Foundation for Research, Promotion and Port Studies (Valenciaport Foundation), to grant a subsidy to carry out the activities corresponding to 2014	The Valencian Region Foundation for Research, Promotion and Port Studies	2014
Fifth additional protocol of the agreement of 16 <sup>th</sup> November 2009 between the Spanish Railway Infrastructure Management Body (ADIF) and the Port Authority of Valencia (PAV) to manage operations in the rail network inside the Port of Valencia	Spanish Railway Infrastructure Management Body (ADIF) Port Authority of Valencia	2014

### Technical and business associations the port authority belongs to or in which it takes an active role

One of the ways of channelling the Port Authority of Valencia's commitment to its environment is its participation in:

#### International and European organisations

- » The International Association of Ports and Harbours (IAPH)
- » The Association of Mediterranean Cruise Ports (MEDCRUISE)
- » The Association for the Promotion of the Mediterranean's Great Freight Axis – FERRMED
- » The International Association of Cities and Ports (AIVP)
- » EUROPHAR European Group (promoting environmental protection and safety in ports)
- » The World Association for Waterborne Transport Infrastructure (PIANC)
- » The Association for the Collaboration between Ports and Cities (RETE)
- » The SMDG Foundation (User Group for Shipping Lines and Container Terminals)
- » The International Multimodal Transport Association (IMMTA)
- » The International Harbour Masters' Association (IHMA)
- » The International Port Law Association
- » European Port Community Association (EPCSA)

#### Local, regional and national organisations

- » The Association for Management Progress (APD)
- » The Spanish Chamber of Commerce in Hong Kong
- » The Spanish Association of People Management and Development (AEDIPE)
- » The Valencian Business Confederation (CEV)
- » The Valencian Businessowners Association (AVE)
- » The Camp del Morvedre Businessowners Association (ASECAM)
- » The Logistics Development Association (ADL)
- » The Valencia Propeller Club
- » The Spanish Association of Accounting and Business Administration (AECA)

## Sales promotion

**Description of the initiatives carried out by the port authority for the port's commercial promotion. Refer to the target sectors and to possible field work carried out for market prospect**

In 2014, the Port Authority of Valencia took part in different sectorial events to boost the organisation's visibility, better its competitive trade position and strengthen the image of the Valenciaport brand.

The Port Authority of Valencia had its own stand at six trade fairs, four of which were international events:

- » Cevisama, Valencia, February 2014
- » Seatrade Miami, USA, March 2014
- » The Civil Engineering and the Environment Week, Valencia, May 2014
- » SIL, Barcelona, June 2014
- » Transport Logistics Shanghai, China, June 2014
- » Encaja, Valencia, October 2014



The PAV also visited other fairs such as:

- » Fitur, Madrid, January 2014
- » Fruit Logistics, Berlin, February 2014
- » Logis Expo, Saragossa, April 2014
- » Logismed, Casablanca, May 2014
- » Breakbulk, Antwerp, May 2014
- » Fruit Attraction, Madrid, 2014

In 2014, the PAV continued to place advertisements in the press, and maintained a high profile in international publications specialising in deep-sea container traffic, such as Lloyd's List, Containerisation International, and Port Strategy. One-off advertisements were also placed in specialised cruise industry media such as Cruise Insight and Seatrade Cruise.

#### Sales promotion expenses, expressed as a total amount and as a percentage of total operating expenses

SALES PROMOTION EXPENSES	
Expenses	1,265,026.41
Operating expenses	97,894,576.68
Sales promotion expenses as a percentage of total operating expenses	1.29%

## Institutional commitment

Description of communication and service provision projects using the internet or other electronic media aimed at optimising port management, providing information to stakeholders, and facilitating customer and supplier management

In order to improve the customer service given to clients and the general public, and comply with Spanish Law 11/2007 on universal electronic access to public services, the port authority has been working on the design and creation of its e-Office which became operational in 2014.

When fully operational, the e-Office will offer 25 different services for trade clients and the general public. At the end of June 2014, the following services were up and running:

- » Electronic entry register
- » Notice board
- » Suggestions and complaints

- » User management
- » Third-party authorisation
- » Notifications and communications
- » Secure verification code (CSV)

In addition, the PAV carries out its electronic data exchange and e-commerce services through its Port Community System – valenciaportpcs.net. This platform groups together the port authority's procedure and single-window access services, services to speed up customs, and services between port community members to improve the efficiency of the port and shipping business.

valenciaportpcs.net provides the following services:

- » **Call request:** allows single-window access to the PAV, the Merchant Navy, and other authorities. This service is used to make call requests, manage vessel technical data sheets, receive summary declarations and manifest numbers, receive vessel clearance, and receive berthing and anchoring permits.
- » **Dangerous goods:** allows single-window access to the PAV, the Merchant Navy, and connectivity to the Spanish Dangerous Goods Centre to process dangerous goods entry notifications to the facility, as well as the corresponding authorisation reception. In terms of vessels, dangerous goods declarations can also be managed.
- » **Summary declarations:** allows single-window access to the PAV and Customs. Summary declarations for temporary storage and cargo manifests can be sent and responses from Customs and the PAV can be handled.
- » **Loading and discharge lists:** this service provides operators with vessel loading and discharge orders and can receive terminal confirmations for container and vehicle traffic.
- » **Paperless export clearance:** the shipping agents inform Customs of the goods that are to be loaded onto vessels. In valenciaportpcs.net, the Customs Authority checks whether the goods are authorised or not.
- » **Automated paperless import clearance:** this service manages goods exits with automated customs controls through smart gates. The APG gate system connects to valenciaportpcs.net, which processes the goods operational and customs data, and to Customs so that automated exits can be given in real time. This service is available for all types of cargo.
- » **Land transport:** 99% of container land transport in Valenciaport is managed through valenciaportpcs.net. This represents around two million individual electronic documents a year. The issuing of electronic orders has enabled several of Valenciaport's container terminals to implement gate automation processes.
- » **Rail transport:** valenciaportpcs.net can also manage container rail freight, with the implementation of train loading and discharge, and the exchange of information between shipping lines and port terminals.
- » **Customs traceability:** customs traceability data is received, managed, and sent to the customers through the track and trace system, and is then interlinked with other services.

- » **Track and trace:** users can track the status of their cargo or container through valenciaportpcs.net. This includes checking operational data, customs traceability, port procedures, etc.
- » **Call queries:** the expected, authorised, in-process, and completed calls can be looked up free of charge on the web site.

2014 figures for the platform include:

- » 4,386,954 containers (TEUs) loaded or discharged through valenciaportpcs.net, i.e. 98.7% of total traffic.
- » 1,627,913 containers collected or delivered at the Valencia and Sagunto terminals, transport for which was managed through valenciaportpcs.net.
- » 136,137 dangerous goods shipments handled through valenciaportpcs.net using dangerous goods notifications.
- » 9,738 electronic berthing permits through valenciaportpcs.net.
- » 38,074,007 messages exchanged through valenciaportpcs.net.

As a result of the integration with the INTTRA and GT Nexus technological platforms, which bring together the world's main carriers, valenciaportpcs.net provides its company users with a single window for sending and receiving shipping documents to and from the world's major shipping companies.

As part of the on-going improvement process at the heart of the PAV's management model, a total of 22 packages of improvements were implemented in 2014 enhancing the services currently offered. A new web-based enquiry service for call schedules underway and completed at each of the ports managed by the PAV was also set up.

**R&D&I projects promoted by the port authority or in which it takes an active role, their objectives and achievements, and the authorities it cooperates with in these projects. Total economic resources assigned: expenses and investments, expressed as a total in euros and as a percentage of the port authority's total expenses and investments**

The Port Authority of Valencia took part, either directly or indirectly, in the following R&D&I projects:

**GREENCRANES – GREEN TECHNOLOGIES AND ECO-EFFICIENT ALTERNATIVES FOR CRANES AND OPERATIONS AT PORT CONTAINER TERMINALS:** This project aims to develop pilot projects at container terminals to test new technologies and alternative fuels (LNG, hydrogen, Tier 4 diesel and other eco-fuels) that may help to mitigate climate change and reduce greenhouse gas emissions.

**B2MOS - BUSINESS TO MOTORWAYS OF THE SEA:** This project aims to improve information exchanges between public and private organisations, and promote operational cooperation to make Motorways of the Sea more efficient; encourage the development of TEN-T Motorways of the Sea networks, and enhance European cohesion by simplifying specific administrative

procedures that affect outlying and outermost regions and reducing intracommunity trade barriers.

**MONALISA 2.0:** Its main objective is to contribute to the promotion of Motorways of the Sea (MoS) in the European Union (EU) through the application of a series of measures encouraging maritime safety and safety in ports, which are part of the EU's maritime transport policies.

**GREENBERTH – PROMOTION OF PORT COMMUNITIES SMEs ROLE IN ENERGY EFFICIENCY AND GREEN TECHNOLOGIES FOR BERTHING OPERATIONS:** The aim of the Greenberth project is to encourage SME access to opportunities in the port sector in the introduction of solutions to improve energy management and the implementation of renewable energies, with a special focus on port-vessel operations.

**SEA TERMINALS - SMART, ENERGY-EFFICIENT AND ADAPTIVE PORT TERMINALS:** Its main objective is to speed up the transition of the port industry towards more efficient operating models, integrating energy as a key factor for improvement in PCTs. The project's starting point are the lessons learned from the Greencranes project, the results of which demonstrate that efficient management of energy consumption and the use of alternative fuels is viable, and that this generates major benefits.

**EUPORTRAITS – European Port Workers Training Scheme:** This project examines the current "human capital map" in European ports, as compared to the current and future needs of the industry and its training requirements so that skilled workers facing a range of technological changes and innovation, are capable of continuing to guarantee safe, efficient port operations in EU ports, ensuring the European port industry remains competitive.

**CAPACITY4RAIL - INCREASING CAPACITY 4 RAIL NETWORKS THROUGH ENHANCED INFRASTRUCTURE AND OPTIMISED OPERATIONS:** The aim of the project is to deliver innovative research that will prepare the rail industry to tackle future challenges. The initiative builds on the results of previous projects and programmes to deliver technical demonstrations, guidelines and recommendations. These will be the basis for future research and investment, increasing the capacities of rail networks.

**FUTUREMED - FREIGHT AND PASSENGERS SUPPORTING INFOMOBILITY SYSTEMS FOR A SUSTAINABLE IMPROVEMENT OF THE COMPETITIVENESS OF PORT-HINTERLAND SYSTEMS OF THE MED AREA:** This project aims to enhance the competitiveness of ports in the Mediterranean by improving their accessibility and links to their hinterland through technology and procedural innovations that guarantee the sustainability of transport.

**CONTAIN - CONTAINER SECURITY ADVANCED INFORMATION NETWORKING:** Its main objective is to establish and set up a container surveillance system in a global context. The idea is to develop container surveillance mechanisms throughout the logistics chain, i.e. door to door, which enable the detection of anomalies along its route thus monitoring both the path it should follow as well as those involved in the route. The project's objective is to monitor illegal goods as well as any other aspects that may affect the security of transport.

**CYSM - COLLABORATIVE CYBER/PHYSICAL SECURITY MANAGEMENT SYSTEM:** The project's main aim is to substantially enhance the protection of ports' critical information infrastructures (CII), taking into account their dual cyber-physical nature. It will analyse the whole spectrum of ports' CII threats, including both direct and indirect threats, identifying their interdependencies, correlations, extent and impact levels. It also aims to provide a dynamic management methodology for port CIIs considering their physical-cyber nature and will evaluate physical and cyber risks against the requirements specified in the International Ship and Port Facilities Security Code (ISPS code, physical security) and the ISO 27001 standard on Information Security Management Systems (cyber security).

**SIDRA - SMART IDENTIFICATION AND DETECTION OF RADIOACTIVE ANOMALIES:** The project aims to enhance the ability to detect and identify radioactive material in shipping and land transport (especially at border checkpoints) thus reducing the number of false alarms and increasing the integration of information sources and technologies related to goods transport.

**COSTA - CO2 AND OTHER SHIP TRANSPORT EMISSIONS ABATEMENT THROUGH LNG, GREENING MOS AND ICT:** The project's objectives are mainly to identify in the medium term (2020 horizon) and long term (2030 horizon) the obstacles (technical, logistic, environmental, etc.) which limit or prevent the use of LNG as the main fuel for merchant vessels in the Mediterranean, Atlantic Ocean and Black Sea, in order to establish solutions and recommendations to overcome the constraints identified in both cases and develop a master plan for each of the horizons.

**BUNKER LOGIX - FLEXIBLE LNG BUNKERING VALUE CHAIN IN THE SPANISH MEDITERRANEAN COAST:** The general objective of the project is to help and establish what is required to overcome the existing barriers in the supply chain for fuelling vessels and ships in the Mediterranean basin with LNG. The study deals with the technical, operative, economic and legal aspects of LNG bunkering in vessel operations in order to enable medium term deployment.

**CO-EFFICIENT - COLLABORATIVE FRAMEWORK FOR ENERGY EFFICIENT SME SYSTEMS:** The basic objective of this project is to implement behavioural and technological changes in manufacturing and logistics industry SMEs in the regions participating in the project and in the MED area, thus generating positive externalities for the economies of these regions and for the environment in line with the principles of sustainable development.

**SUSPORTS - DELIVERING SUSTAINABLE ENERGY SOLUTIONS FOR PORTS:** The objective of Susports is to identify energy solutions that enable ports to manage their energy flows, ensuring energy quality whilst substantially reducing consumption and greenhouse gas emissions, without jeopardising the range of port logistics services offered. To achieve this, the project aims to monitor and model the energy flows associated with container traffic in two ports, the Port of Felixstowe and the Port of Valencia.

**INTE-TRANSIT - INTEGRATED AND INTEROPERABLE MARITIME TRANSIT MANAGEMENT SYSTEM:** The project's overall aim is to improve the information management systems currently in use between ports and their logistics activities areas by setting out an integrated management system that includes public and private sector organisations. This model will be

based on a common and harmonized process and indicator map for the Mediterranean. Inter-Transit will also promote an ICT solution to monitor and position port containers, enhancing cargo traceability, visibility and transparency.

**MEDITA - MEDITERRANEAN INFORMATION TRAFFIC APPLICATION:** The project is based on the establishment of a network between ports and dry ports that provides easier and faster movements of goods in the Mediterranean, using low cost technologies like passive RFID UHF. The proposed network is an extension of the network created in the MOS4MOS project, with the addition of procedural and technological aspects. The project aims to analyse the type of goods, their origins and destinations, and the volumes transported.

**STIMULO - MULTIMODAL SMART LOGISTICS TRANSPORT SYSTEM:** The project's aim is to build smart traffic management services through real-time forecasts of the status of the transport system's components (infrastructure, vehicles, goods, users, etc.).

**MEDNET - MEDITERRANEAN NETWORK FOR CUSTOM PROCEDURES AND SIMPLIFICATION OF CLEARANCE IN PORTS:** The objective of this initiative is to improve interoperability and supply chains, develop a common framework for the understanding of customs procedures and vessel clearance, and promote the implementation of information systems in ports.

**SMILE - SMART GREEN INNOVATIVE URBAN LOGISTICS FOR ENERGY EFFICIENT MEDITERRANEAN CITIES:** The general aim of this project is to contribute to the development of smart, energy-efficient Mediterranean cities.

The PAV is also involved in other research, development, and innovation activities. For example, it is the General Secretary of the Europhar EEIG.

The following table shows expenses corresponding to R&D&I projects in 2014:

R&D&I EXPENSES	
Innovation expenses (thousand €)	1,420
Operating expenses (thousand €)	97,895
Innovation expenses as a percentage of total operating expenses	1.45%

**Foundations, cultural initiatives, courses, seminars, training programmes and other social programmes promoted or supported by the port authority, and the total financial resources assigned: expenses and investments, expressed as a total in euros and as a percentage of the port authority's total expenses and investments**

The list of foundations in which the PAV cooperated or took part in 2014 is as follows:

- » The Valencian Foundation for Advanced Studies
- » The "King James I" Awards Foundation



- » The Valencian Region Port Institute for Study and Cooperation (FEPORTS)
- » The Valencian Region Foundation for Research, Promotion and Port Studies (Valenciaport Foundation)

In terms of courses, seminars and teaching programmes, the PAV continued to be involved in the training and teacher work experience agreements signed with the Universidad Politécnica de Valencia, the University of Valencia, and other universities in the Valencian Region. In addition, the PAV, together with the University of Comillas, taught the 22<sup>nd</sup> Port Management and Intermodal Transport Master's degree. The PAV also continued to take part in the United Nations Conference on Trade and Development's (UNCTAD) TrainForTrade port training programme.

The PAV cooperates with various associations and social initiatives in its area of influence in line with its Corporate Social Responsibility policy. In 2014, it took part in and/or sponsored the following initiatives:

#### With business associations related to ports and the economy

- » 8<sup>th</sup> FETEIA Congress
- » 13<sup>th</sup> ASCER Ceramic Awards
- » 13<sup>th</sup> Camp del Morvedre Business Meeting - ASECAM
- » "King James I" Awards - Economy category

#### Sporting and cultural events in the port environment

- » 19<sup>th</sup> Port of Sagunto half marathon
- » Trinidad Alonso 24<sup>th</sup> half marathon and 34<sup>th</sup> marathon in Valencia
- » 27<sup>th</sup> "Pas Ras" race at the Port of Valencia
- » 25<sup>th</sup> International Paella Competition for the logistics industry
- » 15K "Abierta al Mar" race
- » Maritime Falla Association
- » Christ of the Grao district religious brotherhood association - Festival of the Cross
- » Nazaret Music and Dance Centre
- » Maritime Holy Week
- » 14<sup>th</sup> workshops on the culture and traditions of Sagunto
- » Festivity of Our Lady of Mount Carmel – Valencia Naval Command
- » 24<sup>th</sup> Citizens Week –Residents Associations Federation

A range of other actions aimed at strengthening ties with our local community were also organised in conjunction with our staff and members of the port community:

- » Staff promoting and taking part in special lottery draws for the Spanish Cancer Association and the Spanish Red Cross.
- » Donation of office furniture and promotion of voluntary work – Nazaret Arca de Noé Association.

- » Campaign to collect clothes, food, personal hygiene products, classroom material, and toys for Christmas - Santiago Apostol School.
- » Campaign to collect baby clothes, food, personal hygiene products, and toys for Christmas – Santa Ana day care centre for children in Nazaret.
- » Campaign to collect food, hygiene products, toys and essential items - Casa de la Caridad.
- » Campaign to collect children's hygiene products and baby food - Casa Cuna Santa Isabel.
- » Campaign to collect clothes, household goods, food, personal hygiene products, and cleaning products to cater for the basic needs of sub-Saharan immigrants - Peter Maurin Shelter.
- » Campaign to collect clothes, food, classroom material, hygiene and cleaning products, and toys for families living in extreme poverty who are looked after in the areas surrounding the port – Alanna Foundation.
- » APOTEM campaign for vulnerable children in May. The collection was shared out amongst the organisations which look after deprived children in the areas surrounding the Port of Valencia.
- » Blood donation campaign in the port community - Valencian Region Blood Transfusion Centre.
- » Donation of promotional material for charity auction - Spring Fair.
- » Cooperation with the Sagunto food bank: food donations and encouraging port community companies to take part.

In short, through the personal involvement of staff and members of the port community via contributions in kind and the financial contributions of companies in the sector, several tonnes of food, personal hygiene products, household products, thousands of items of clothing, classroom material for the 2014-2015 school year, and hundreds of games and toys were collected and distributed according to the needs and profiles of the aforementioned organisations with whom the PAV cooperates on a regular basis, and whose activities it follows.

By supporting activities like these, the PAV strengthens the involvement of the port community with its local environment and encourages social awareness and the active, personal and voluntary participation of its staff in charitable causes.

In addition, the PAV continued to extend and promote CSR in the sector, and in view of the success of the two previous conferences, it organised the "3<sup>rd</sup> Conference to promote social responsibility in the port community. Challenges, progress and opportunities", in conjunction with the Valenciaport Foundation.

Another of the social initiatives that has become a firm fixture on the calendar over the last few years is Maritime Day, which involves a guided boat trip around the Port of Valencia's facilities for PAV employees and their families. On this occasion, the PAV again invited the organisations that make up the APOTEM project to participate in the event, so that its employees and port community staff and their families could get to know each other.

The 3<sup>rd</sup> Children's Christmas Card Competition was held once again to design the PAV's official 2013-2014 Christmas card. The competition was open to family members of PAV staff and its subsidiaries and the winning cards were chosen by the PAV staff's votes.

**Description of programmes or projects aimed at improving the port-city interface and total economic resources allocated to this concept: expenses and investments, expressed as a total in euros and as a percentage of the port authority's total expenses and investments**

The holding of major national and international events, such as the America's Cup and the Formula 1 Grand Prix of Europe, transformed the port's seafront in a much more ambitious way than was initially planned under the original "Balcón al Mar" (Balcony over the Sea) agreement to develop the port-city interface, which was signed in 1997 by the Spanish Ministry of Development, Valencia City Council, the Valencian Regional Government, and the Port Authority of Valencia. This transformation included the port's former Inner Dock forming the basis for the development of promotional and operational activities for a fabulous marina (the Juan Carlos I Royal Marina), which has become the focus of a new urban environment, enabling a smooth transition from areas that have a clearly public profile to the rest of the services in the commercial port. At the same time, these activities have dovetailed seamlessly with the increase in work in the commercial port, positioning Valencia as one of the leading container ports in the Mediterranean, with a total throughput of 4.44 million TEUs in 2014, and the number one Spanish port for the import and export of containers.

After the signature in 2013 of the inter-departmental agreements to transfer the land of the Inner Dock to Valencia City Council and the concession of the Juan Carlos I Marina to the Valencia 2007 Consortium, and in line with the spirit of these agreements, on 28<sup>th</sup> October, the Spanish Minister of Development approved the DEUP (Proposal for the Demarcation of Port Areas and Usage). The final proposal includes the arguments presented by Valencia City Council for the areas in the south of the port. In line with the request made by the Council, a new road layout has been established for one of the secondary roads. This aims to take into account the demands of the residents of Nazaret, as well as taking advantage of and making more rational use of public port land, which is scarce by definition. Thus, it will be possible to extend the port area next to the Nazaret district as far as the boundary of the new layout, maintaining the proposed mixed uses of complementary commercial land and port-city interaction.

Finally, it should be pointed out that the Port Authority of Valencia, as part of its active port-city integration policy and in terms of the Port of Valencia's service area to the south of the facility, aims to implement projects that are much more ambitious than those originally included in the former agreement of 1986. However, all these actions will still be based on the following principle of cooperation and respect that featured in that agreement: "based on the city's recognition of the vital importance of the role the Autonomous Port plays in the economy and urban development of Valencia, and on the port's desire to make a major contribution to finding a suitable solution to the needs of the city for its seafront". The spirit of this statement was stressed again in the recent agreement to transfer assets signed in April 2013.

Both the city council and the port continued to work on the contents of an agreement to lay the foundations and establish the criteria to be included in the South Area Special Plan which is to be drafted by the Port Authority of Valencia. As part of this process, the port authority has set up a channel for communication with and participation by residents' associations in the form of the Valencia Residents' Association Federation, with whom it maintains regular contact.

In addition, in December the Special Plan for the Juan Carlos I Marina was definitively approved. This includes the assets consisting of the land released from use in the Port of Valencia's service area and transferred to Valencia City Council, which covers a total surface area of 186,943.16 m<sup>2</sup>. It also adds to public port land the surface areas which are part of the Port of Valencia's service area as well as the Port Authority of Valencia's workshop area that have been made available to

the Valencia 2007 Consortium, as per the inter-departmental agreement mentioned above. The workshop area includes several separate areas included in the Proposal for the Demarcation of Port Areas and Usage at the Port of Valencia (DEUP). The total surface area of this land is 399,756.84 m<sup>2</sup>.

**Total financial resources: expenses and investments assigned to security and safety, expressed as a total in euros and as a percentage of the port authority's total expenses and investments. Describe the items or initiatives included**

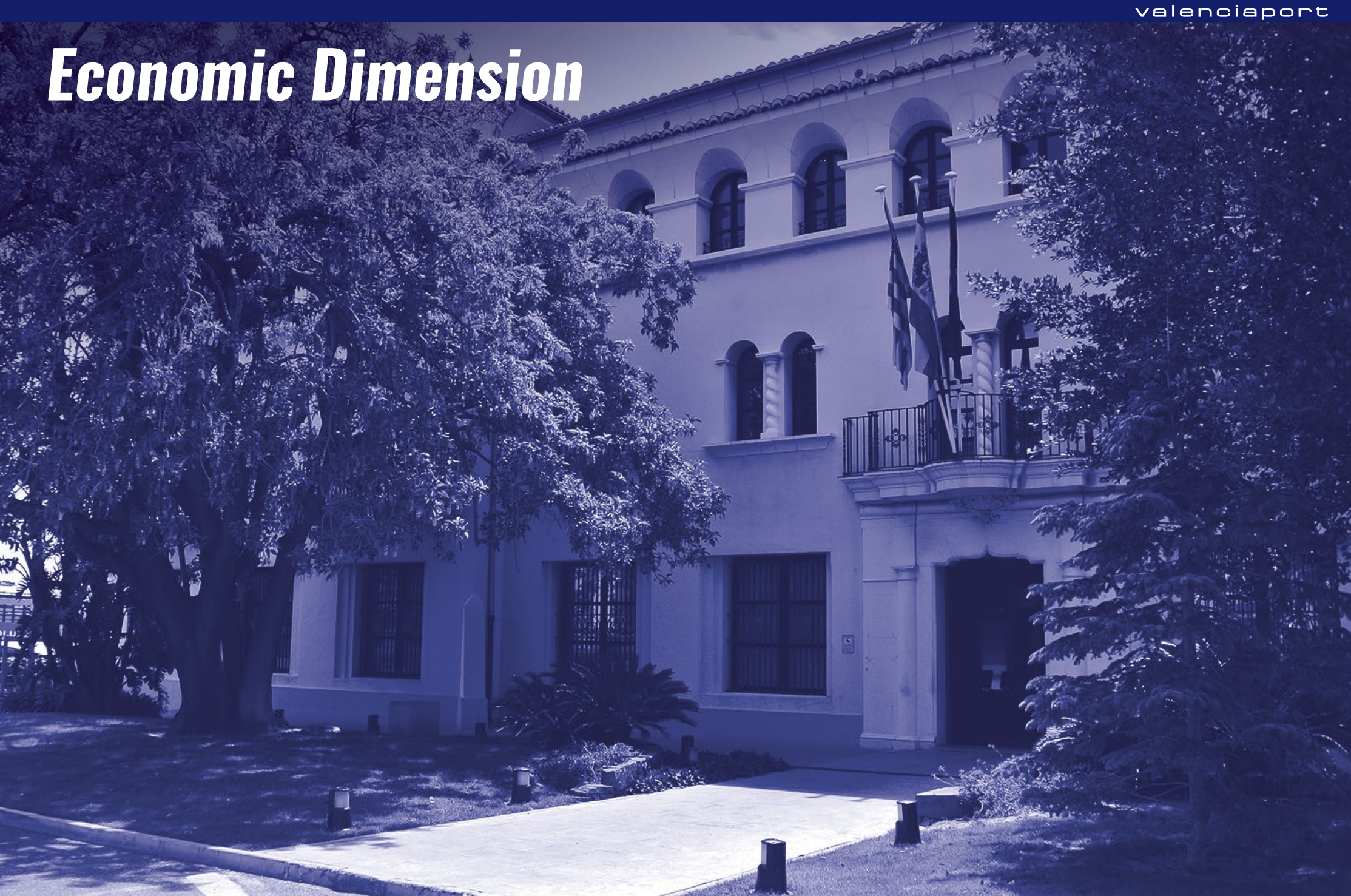
SAFETY AND SECURITY EXPENSES AND INVESTMENTS	
Safety and security expenses (thousand €)	5,235
Operating expenses (thousand €)	97,895
% of safety and security expenses as a percentage of total operating expenses	5.35%
Safety and security investment (thousand €)	175
Total investment	11,527
% of safety and security investment as a percentage of total investment	1.52%

**Total financial resources: expenses and investments assigned to environmental issues, expressed as a total in euros and as a percentage of the port authority's total expenses and investments. Describe the items or initiatives included**

ENVIRONMENTAL EXPENSES AND INVESTMENTS	
Environmental expenses (thousand €)	1,004
Operating expenses (thousand €)	97,895
% of environmental expenses as a percentage of total operating expenses	1.03%
Environmental investment (thousand €)	2
Total investment (thousand €)	11,527
% of environmental investment as a percentage of total investment	0%



# *Economic Dimension*





# ECONOMIC DIMENSION

## Description of the port authority's economic policy

Economic sustainability is essential for the Port Authority of Valencia to comply with its mission. Thus, one of its main aims is to optimise revenue, costs, and investments to ensure its self-funding ability in the short and long term.

To ensure economic sustainability, the PAV has set itself the challenge of improving profitability and raising revenue (over and above inflation and traffic growth), fine-tuning investments and costs to ensure economic self-sufficiency, and providing infrastructures and services that enable income to grow. It has included these objectives in its Strategic Plan.

## Financial and economic situation

**Yearly return, expressed as a percentage of yearly profit (loss) divided by the average of non-current assets, as defined in the 22<sup>nd</sup> final provision of Spanish Law 2/2012 of 29<sup>th</sup> June on the General State Budget**

	2014
Adjusted profit (loss) for the year (thousand €):	22,275
Average of net non-current assets (thousand €)	1,161,136
<b>RATIO (Adjusted profit (loss) for the year / Average net non-current assets)*100</b>	<b>1.92%</b>

**Changes in EBITDA in euros, in total throughput, in the EBITDA-throughput ratio and in the EBITDA percentage difference compared to the previous year (ending on 31<sup>st</sup> December) for at least the last three years**

	2012	2013	2014
EBITDA (thousand €)	75,655	67,680	78,913
EBITDA% difference	5.24%	- 10.54%	16.60%
Throughput in tonnes	66,192,923	65,009,905	67,019,770
<b>RATIO (EBITDA/tonne)/(€/tonne)</b>	<b>1.14</b>	<b>1.04</b>	<b>1.18</b>

**Debt servicing, expressed as 100 x (debt amortisation + interest)/cash flow**

	2014
Depreciation and amortisation (thousand €)	22,809
Interest (thousand €)	2,711
<b>TOTAL</b>	<b>25,520</b>
Cash flow before interest (thousand €)	62,551
<b>RATIO (%)</b>	<b>40.80%</b>

**Inactive assets, defined as land and natural properties that have not been used during the year to which an economic, social or environmental value can be assigned, expressed as a percentage of their net carrying value divided by the net average of non-current assets for the year**

	2014
Land which has not been used (thousand €)	67,387
Average net non-current assets (thousand €)	1,161,136
<b>RATIO (%)</b>	<b>5.80%</b>

**Changes in operating expense and operating revenue ratios over at least the last three years**

	2012	2013	2014
Operating expenses (thousand €)	95,642	95,961	97,895
Operating revenue (thousand €)	116,360	117,608	120,934
<b>RATIO (%)</b>	<b>82.19%</b>	<b>81.59%</b>	<b>80.95%</b>

## Level and structure of investments

**Changes in public investment made by the port authority and cash flow ratios over at least the last three years**

	2012	2013	2014
Total public investment (thousand €)	46,350	25,107	11,527
Cash flow (thousand €)	59,826	49,909	59,840
<b>RATIO (%)</b>	<b>77.47%</b>	<b>50.31%</b>	<b>19.26%</b>

Changes in the ratios between private investment and public investment made by the port authority over at least the last three years

	2012	2013	2014
Private investment (thousand €)	35,642	34,434	33,326
Public investment (thousand €)	46,350	25,107	11,527
<b>RATIO (%)</b>	<b>76.90%</b>	<b>137.15%</b>	<b>289.11%</b>

Asset renewal, expressed as the ratio between annual investment volume and the net average of non-current assets for the year (as per Spanish Law 2/2012 of 29<sup>th</sup> June on the General State Budget)

	2012	2013	2014
Public investment (thousand €)	46,350	25,107	11,527
Average of net non-current assets (thousand €)	1,097,965	1,122,188	1,161,136
<b>RATIO (%)</b>	<b>4.22%</b>	<b>2.24%</b>	<b>0.99%</b>

## Business and services

Changes in revenue from occupancy and activity charges and the ratios between occupancy and activity charges and net revenue over at least the last three years

	2012	2013	2014
Net revenue (thousand €)	116,360	117,608	120,934
Occupancy charge (thousand €)	23,637	22,764	23,916
<b>100 x (occupancy charge/net revenue)</b>	<b>20.31%</b>	<b>19.36%</b>	<b>19.78%</b>
Activity charge (thousand €)	12,100	11,716	12,187
<b>100 x (activity charge/net revenue)</b>	<b>10.40%</b>	<b>9.96%</b>	<b>10.08%</b>

Changes in throughput in tonnes per square metre of the land service area defined as land for commercial use under concession, over at least the last three years

	2012	2013	2014
Total throughput in tonnes	66,192,923	65,009,905	67,019,770
Surface area defined as land for commercial use (m <sup>2</sup> )	6,283,547	6,430,943	6,408,844
<b>Tonnes / m<sup>2</sup></b>	<b>10.53</b>	<b>10.11</b>	<b>10.46</b>

Changes in throughput in tonnes per linear metre of active quays, over at least the last three years (an active quay is one which has been used during the last three years)

	2012	2013	2014
Total throughput in tonnes	66,192,923	65,009,905	67,019,770
No. linear metres of active quays	13,739	16,332	16,498
<b>Tonnes per linear metre</b>	<b>4,817.89</b>	<b>3,980.52</b>	<b>4,062.30</b>

## Added value generated and productivity

Changes in net revenue per employee (average annual workforce) over at least the last three years

	2012	2013	2014
Net revenue (thousand €)	116,360	117,608	120,934
Average annual workforce	393	398	403
<b>Net revenue / No. employees</b>	<b>296</b>	<b>295</b>	<b>300</b>

Changes in EBITDA per employee (average annual workforce) over at least the last three years

	2012	2013	2014
EBITDA (thousand €)	75,655	67,680	78,913
Average annual workforce	393	398	403
<b>EBITDA / No. employees</b>	<b>193</b>	<b>170</b>	<b>196</b>

# Social and economic impact

Estimate of the number of direct, indirect, and related jobs created by the port community. Refer to the study and method used to reach this figure

The following figures provide an estimate of the number of direct, indirect, and related jobs created by the port community based on the data which appears in the study entitled "Economic and social effects of the Port of Valencia", carried out by the Valenciaport Foundation in conjunction with the International Economy Institute. The study uses the "Input-output analysis" method which shows the impact of infrastructures on the local manufacturing community. The figures are as follows:

	DIRECT	INDIRECT	RELATED	TOTAL
Jobs	11,020	1,950	6,830	19,800

Estimate of the port community's gross added value. Refer to the study and method used to reach this figure

In terms of the economic impact of port activity, the gross added value of the port community, according to the data compiled in the aforementioned study "Economic and social effects of the Port of Valencia", is estimated as follows:

	DIRECT	INDIRECT	RELATED	TOTAL
Gross salaries	507,763	113,616	61,545	682,924
Gross surplus	501,080	159,802	81,333	742,215
Tax income	23,381	9,065	4,515	36,961
GAV	631,121	171,949	91,010	894,080
Total production	1,260,241	290,613	189,441	1,740,296





# Social Dimension



# SOCIAL DIMENSION

## THE PORT AUTHORITY'S HUMAN RESOURCES

### Description of the port authority's human resource policy

Human resources are one of the keys to competitiveness. The Port Authority of Valencia's Human Resources Department focuses on three main areas to achieve its objectives: employee training, in-house communication, and internal and external recruitment processes.

### Employment at the port authority

#### Total number of port authority employees

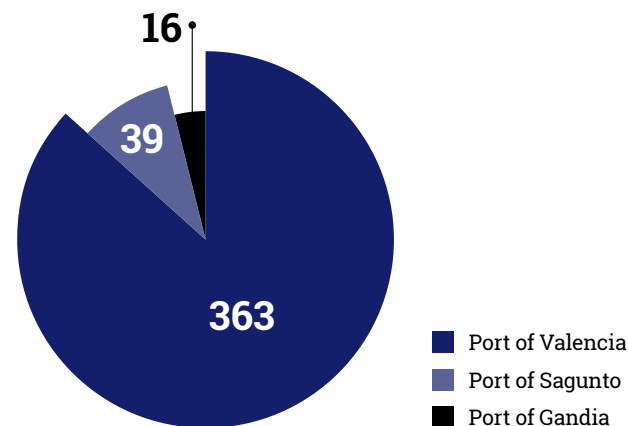
After taking into account the numbers of employees who joined or left the company in 2014, the average PAV workforce stood at 403 people, with 355 permanent and 48 temporary staff.

Changes in the average workforce over the last three years are shown below:

CHANGES IN THE TOTAL NUMBER OF PORT AUTHORITY EMPLOYEES <sup>1</sup>			
	2012	2013	2014
Average annual workforce	393	407	403

<sup>1</sup> The criterion to calculate this figure has been changed. Data for previous years has been modified to reflect this new criterion.

As explained above, the Port Authority of Valencia manages the ports of Valencia, Sagunto and Gandia. A breakdown of staff at the three different PAV ports is shown in the following table<sup>2</sup>.



Number of temporary staff as a percentage of the total number of permanent staff. In order to calculate this indicator, temporary contracts to cover excess production have been excluded from the total number of temporary employees

CHANGES IN THE PERCENTAGE OF TEMPORARY PORT AUTHORITY EMPLOYEES			
	2012	2013	2014
Number of temporary staff as a percentage of the total number of permanent staff	8.19	11.26	15.47

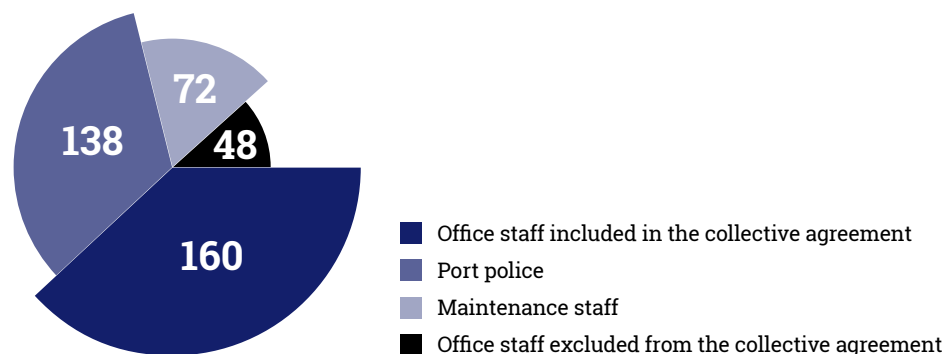
The PAV has a stable working environment. 86.60% of staff members had permanent contracts whilst the remaining 13.40% who were on temporary contracts were covering for other staff. In addition, and as required by law, 2% of the PAV labour force is made up of staff with some kind of disability.

<sup>2</sup> This graph and the following graphs refer to the workforce at 31<sup>st</sup> December 2014. This may differ from the average annual workforce.



## Breakdown of staff by area, i.e. port police, maintenance staff, office staff included in the collective agreement and those excluded from it

The breakdown of PAV staff by area is shown in the chart below:



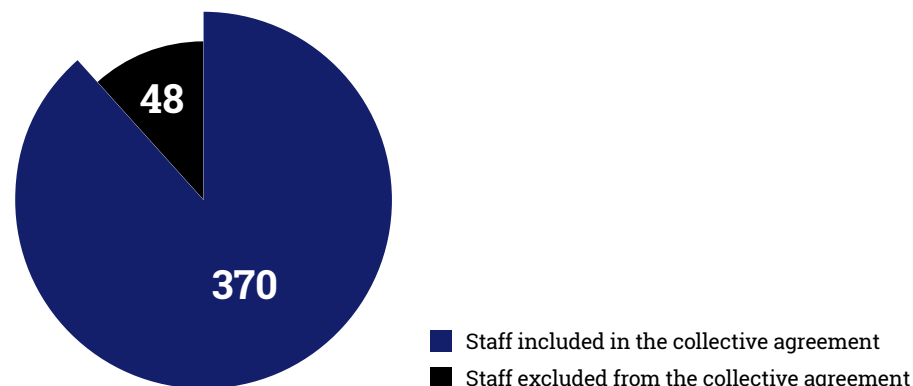
Thus, 88.52% of PAV staff were included in the collective agreement, whilst 11.48% were excluded from it.

BREAKDOWN OF STAFF BY AREA IN 2014	
ACTIVITY	PERCENTAGE OF AVERAGE ANNUAL WORKFORCE
Office staff excluded from the collective agreement	11.48%
Office staff included in the collective agreement	38.28%
Maintenance staff	17.23%
Port police	33.01%

### Percentage of staff included in collective agreements

PAV employees can be divided into those who are included in the collective agreement and those who are excluded from it. The first group comes under the 2<sup>nd</sup> State-owned Ports and Port Authority Collective Agreement which applies to "all State-owned ports and Port Authority staff in their functional area (Groups 2 – managers and specialists – and 3 – professionals) included in the new classification". Staff who do not come under the collective agreement include deputy directors, area managers, departmental managers, division managers, and unit managers. Instead, these employees come under the General Workers' Statute and other associated regulations.

The number of PAV staff included in the collective agreement or excluded from it is as follows:



## Internal communication and participation

### Worker representation mechanisms and communication with management

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

### Mechanisms for staff to participate in improving the port authority's operational processes (suggestions system, regular meetings to coordinate activities, quality groups, etc.)

Human resource managers meet on a regular basis with the Works Council to report on the latest human resource developments and to resolve any staff queries or issues that may arise. Eight meetings were held in 2014.

In 2008, and according to Spanish Organic Law 3/2007, an Equality Standing Committee was set up to create a space for dialogue and communication. The committee is made up of equal numbers of members of employees' and PAV management representatives, and its main goal is to design and draw up an Equality Plan, monitor and assess it, and publicise it amongst staff so that they are aware of its existence.



In 2014, the Equality Standing Committee met on three occasions. The most significant results of these meetings were:

- » Inclusion of two actions in the area of work-life balance and joint responsibility.
- » Review and approval of the fifth monitoring report for the development and implementation of the Equality Plan. Introduction of one of the actions in the field of access to employment.
- » Appointment of a supervisor in communication and non-sexist language to review all the PAV's documentation.
- » Distribution of Best Practice Guide and approval of complaint model, which have been added to the protocol to prevent and deal with cases of gender / sexual harassment.
- » Distribution of the new version of the Employee Manual, adapted to non-sexist language.
- » Review and approval of the first monitoring report on the PAV's implementation of the Equality Plan.
- » Review, approval and publication of the Equality Plan, including the latest modifications. (V.2).

The PAV has various other committees which work on improving the running of the company. The members of these committees are also drawn from company management and employees' representatives:

- » **The Local Competence-Based Management Committee**, which ensures compliance with the 2<sup>nd</sup> Collective Agreement. Six meetings were held in 2014. The main results achieved included the regulation of internal and external competitive examinations, and the resolution of any pending complaints.
- » **The Occupational Health and Safety Committee** ensures that occupational health and safety regulations are adhered to. Nine meetings were held during 2014.
- » **The Pension Plan Control Committee**, which ensures that pension plan regulations are adhered to. It convenes regularly to assess whether new staff can be added to the Plan, and establishes new operational criteria for its improvement.
- » **The Loans and Advances Committee** manages funds assigned by the company for loans and advances to PAV staff. In 2014, the committee met on four occasions.
- » **The Work Wear Committee** decides on the most appropriate work wear for each job. This committee met on eight occasions in 2014.

In addition, a series of committees have been set up to promote relations and communication between different departments and with senior management, avoid duplication and/or gaps in functions between the different departments, operate a customer-internal supplier philosophy, and enhance the decision-making process. These are shown below:

- » **The Executive Committee** sets out the PAV strategies and processes required to realise them, and transmits them to the Board of Directors for their approval.
- » **The Business Transformation Committee** monitors the business transformation project and adopts the main decisions to carry it out.
- » **The Business Plan Committee** establishes the Business Plan guidelines and checks its contents.

- » **The Strategic Monitoring Committee (BSC)** monitors strategy and the Business Plan using BSC indicators.
- » **The Budget Committee** approves and monitors the expenditure and investment budget as a whole and per PAV responsibility centre, as well as any modifications required.
- » **The Infrastructure Committee** coordinates infrastructure and draws up, monitors and updates the Investment Plan.
- » **The Quality Committee** approves and monitors the quality management systems.
- » **Area/departamental committees** coordinate and inform the various departments and areas of the latest developments.
- » **The Resource Allocation Committee** ensures compliance with efficient allocation of resources based on the activities carried out in the PAV's different departments, and makes decisions about exceptional cases.
- » **The Information Systems Strategic Committee** sets out the PAV's Information Systems strategy and objectives and ensures they are met.

At the PAV, there are also several Works Council sub-committees whose members are all company employees:

- » **The Social Affairs Committee** manages funds made available by the company for social purposes as set out in the 2<sup>nd</sup> Collective Agreement.
- **The Sports Committee** organises activities and sporting events for staff members and their families.
- **The Culture Committee** promotes and organises cultural activities for staff members, mainly during the Our Lady of Mount Carmel festivity.

In addition, PAV employees have a suggestions box on the employees' portal, for use as a communication tool. All the suggestions made by PAV employees are analysed and answered. There is also a customer service facility which channels all the information technology incidents detected by PAV employees.

In addition, 12 working groups were set up in 2014 to implement continuous improvements in the PAV's various internal processes, draw up procedures, and gradually implement a process-oriented vision in the PAV. These are multi-disciplinary groups (the majority of their members being from different departments).

Generally speaking, the working groups mentioned here use the so-called Six Sigma methodology.

The working groups created in 2014 were:

1. Working groups to develop the internal procedures for a department and the subsequent automation of processes:
  - a. With the Public Land Department
  - b. With the General Secretariat (Contracting processes)
  - c. With the Service Management Department

2. Working groups with various departments to deal with a specific issue or a particular project. The names of these groups and their main objective are listed below:
  - a. Improving the damage management process (Service Management)
  - b. Cadastral information management and its subsequent impact (General Manager's Office and General Secretariat)
  - c. Fleet management (Purchasing)
  - d. New invoices (Invoicing)
  - e. PAV equipment (Human Resources)
  - f. Resource management and allocation criteria (Quality and Innovation)
  - g. Establishing procedures that are applicable to the entire organisation (3 groups ad hoc) (Quality and Innovation)

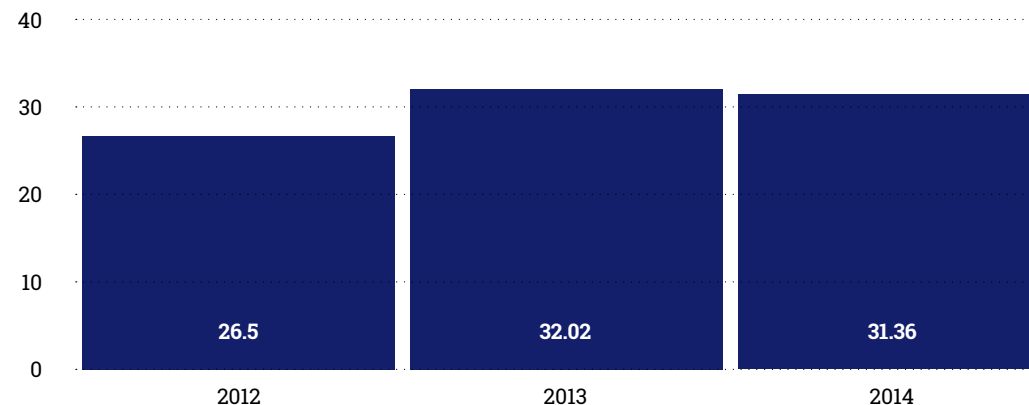
## Training

**Percentage of staff who undertake training courses. Differentiate between staff included in the collective agreement and those excluded from it.<sup>1</sup>**

PERCENTAGE OF STAFF TAKING TRAINING COURSES	
Staff included in the collective agreement	68.65%
Staff excluded from the collective agreement	43.75%
<b>TOTAL NO. STAFF TAKING TRAINING COURSES</b>	<b>275</b>

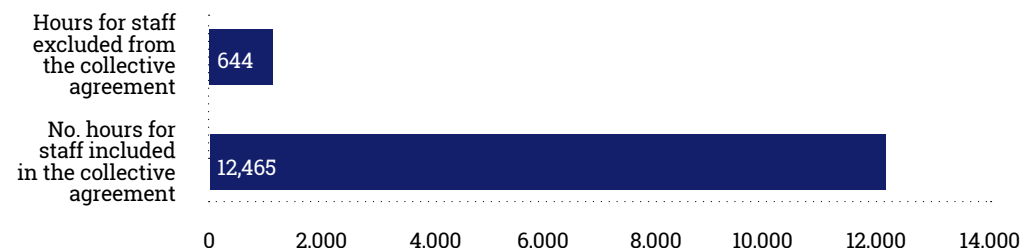
**Changes in the average number of training hours per employee. Differentiate between staff included in the collective agreement and those excluded from it**

In 2014, the average number of training hours per employee was 31.36. A total of €97,745.91 was spent on training courses, which represents an average investment of €233.84 per employee. The following graph shows changes in the average number of training hours per employee over the last three years.



This graph shows the number of hours spent on training courses by staff included in the collective agreement and those excluded from it.

### No. hours of training for staff included in /excluded from the collective agreement



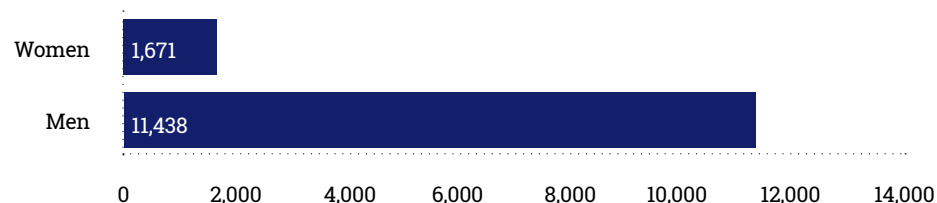
In 2014, the average number of training hours for staff included in the collective agreement and those excluded from it was as follows:

	TOTAL NO. HOURS	NO. EMPLOYEES	AVERAGE
Staff included in the collective agreement	12,465	370	33.69
Staff excluded from the collective agreement	644	48	13.42

<sup>1</sup> This graph and the following graphs refer to the workforce at 31<sup>st</sup> December 2014. This may differ from the annual average workforce.

The total number of hours men and women spent on training courses is compared in the following graph:

### No. hours of training for men and women



### Number of training courses related to the competence-based management system (as set out in the current collective agreement)

It should be underlined at this point that the 2<sup>nd</sup> State-owned Ports and Port Authority Collective Agreement places great emphasis on the importance of training, and especially on the 30 specific competences which are considered essential and common to all the ports in the Spanish port system. In this context, with the support of the OPPE, the port authorities have set up a teletraining platform in conjunction with AGON TEC, which enables PAV staff to participate in distance learning as well as classroom-based courses. The PAV Human Resources Department has set up a training room with computers featuring the latest technology and internet connections in order to facilitate access to the courses available through this platform. Since 2008, the Competence-based Management Examining Board has ensured the transparency of all examinations taken through the teletraining platform.

Figures for online training carried out in 2014 are shown below and differentiate between general online training and competence-based online training.

### General online training

TRAINING COURSES	Women	Men	Hours Women	Hours Men	Hours staff incl. in coll. agreement	Hours staff excl. from coll. agreement
Tax optimisation of remuneration and staff costs	-	1	-	30	-	30
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>30</b>

### Competence-based online training

TRAINING COURSES	Women	Men	Hours Women	Hours Men	Hours staff incl. in coll. agreement	Hours staff excl. from coll. agreement
Sales and marketing Level 1	-	6	-	60	60	-
Sales and marketing Level 2	1	5	20	100	120	-
Accounting and auditing Level 2	-	1	-	50	50	-
Goods management Level 1	1	9	15	135	150	-
Goods management Level 2	3	4	150	200	350	-
Financial, economic, and budget management Level 1	1	1	10	10	20	-
Financial, economic, and budget management Level 2	1	-	20	-	20	-
Logistics and intermodality Level 2	1	4	50	200	250	-
Environment Level 1	3	6	45	90	135	-
Environment Level 2	-	7	-	350	350	-
Navigation Level 1	-	6	-	60	60	-
Port services and operations Level 1	2	5	30	75	105	-
Port services and operations Level 2	2	4	100	200	300	-
Occupational health and safety Level 1	-	4	-	60	60	-
Labour relations Level 1	6	46	120	920	1,040	-
Labour relations Level 2	5	18	200	720	920	-
Port sector and strategy Level 1	1	10	15	150	165	-
Port sector and strategy Level 2	1	6	40	240	280	-
Industrial safety Level 1	-	5	-	75	75	-
Industrial safety Level 2	-	3	-	150	150	-
Navigational aid systems Level 1	3	13	60	260	320	-
Passenger traffic Level 1	1	3	15	45	60	-
Passenger traffic Level 2	1	5	50	250	300	-
Use and operation of computer systems: Databases Level 1	-	1	-	10	10	-
Use and operation of computer systems: Spreadsheets Level 1	-	1	-	25	25	-
Use and operation of computer systems: Internet Level 1	-	3	-	30	30	-
Use and operation of computer systems: Internet Level 2	-	3	-	60	60	-
Use and operation of computer systems: Online presentations Level 2	-	1	-	25	25	-
<b>TOTAL</b>	<b>33</b>	<b>180</b>	<b>940</b>	<b>4,550</b>	<b>5,490</b>	<b>-</b>



In addition, the following classroom-based training courses were given in 2014:

### General classroom-based training

TRAINING COURSES	Women	Men	Hours Women	Hours Men	Hours staff incl. in coll. agreement	Hours staff excl. from coll. agreement
Languages	16	51	520	2,041	2,064	497
Updating Port Police techniques	4	119	72	2,142	2,196	18
Metal structures	-	1	-	60	60	-
Intermodal transport specialist	-	1	-	80	80	-
Master's degree in Port Management and Intermodal Transport	-	2	-	539	539	-
Local operation of medium voltage networks	-	24	-	576	576	-
Assembly of direct and indirect measuring equipment	-	24	-	576	576	-
Practical workshop on FTFE rebates	-	1	-	8	8	-
Contracting business travel services	-	1	-	14	-	14
Bathymetry seminar (HYPACK)	1	1	7	35	35	7
Excel 13 and SQL Server 14 data mining	1	2	20	40	60	-
Behaviour-based recruitment	-	2	-	14	-	14
Lifelong training for management	-	1	-	8	-	8
Advanced training in Share Point 13	-	3	-	60	60	-
Logistics operator	-	1	-	15	15	-
<b>TOTAL</b>	<b>22</b>	<b>234</b>	<b>619</b>	<b>6,208</b>	<b>6,269</b>	<b>558</b>

The following occupational health and safety training courses were given in 2014:

### Classroom-based occupational health and safety training

TRAINING COURSES	Women	Men	Hours Women	Hours Men	Hours staff incl. in coll. agreement	Hours staff excl. from coll. Agreement
Risks inherent to confined spaces	-	6	-	18	18	-
VDUs	-	7	-	21	15	6
Ergonomics	-	3	-	9	9	-
Manual handling of loads	-	9	-	27	27	-
Electrical risks associated with high and low voltage	-	5	-	15	15	-
Road safety risks	-	10	-	30	30	-
Basic CPR and automated external defibrillator	2	50	12	450	462	-
Gantry crane and bucket crane risks	-	4	-	12	12	-
Use of manual tools	-	6	-	18	18	-
Emergency response training	4	2	100	50	100	50
<b>TOTAL</b>	<b>6</b>	<b>102</b>	<b>112</b>	<b>650</b>	<b>706</b>	<b>56</b>

The Local Competence-Based Management Committee continued to analyse complaints received about personal profiles and solved the problems that arose during the year.

The Human Resources Department arranged for a series of public examinations to be held in 2014, using the competence-based management system, in order to comply with Business Plan guidelines as well as with agreements signed with the Works Council.

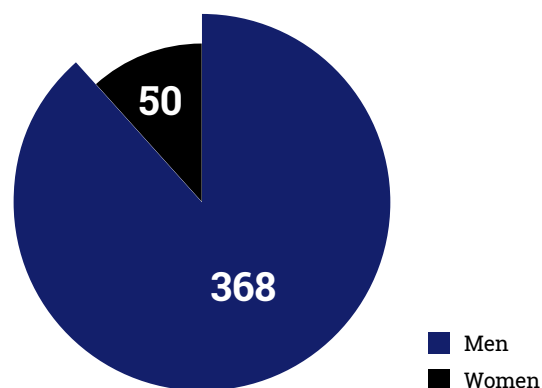
As a result of this process, a total of four internal and external positions were filled. These positions were:

- » 1 Emergency Control Centre Operator
- » 1 Navigational Aid System Specialist
- » 1 Statistics Specialist
- » 1 Information Systems Specialist

## Staff structure and distribution

### Number of women as a percentage of the total number of employees<sup>1</sup>.

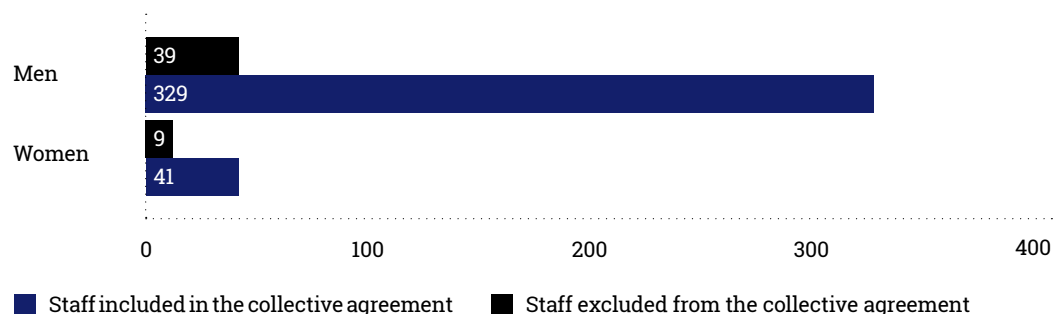
The number of men and women working at the PAV is shown below:



Thus, the number of women as a percentage of the total number of employees was 11.96%.

### Number of women excluded from the collective agreement as a percentage of the total number of employees and as a percentage of the total number of employees excluded from the collective agreement

The number of men and women included in the collective agreement and those excluded from it is as follows:

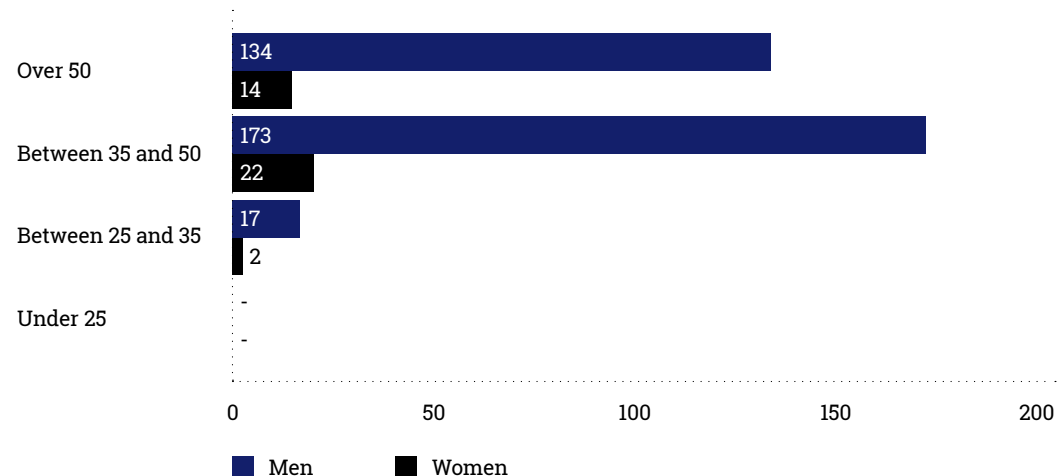


Female staff excluded from the collective agreement 18.75%

<sup>1</sup> This graph and the following graphs refer to the workforce at 31<sup>st</sup> December 2014. This may differ from the annual average workforce.

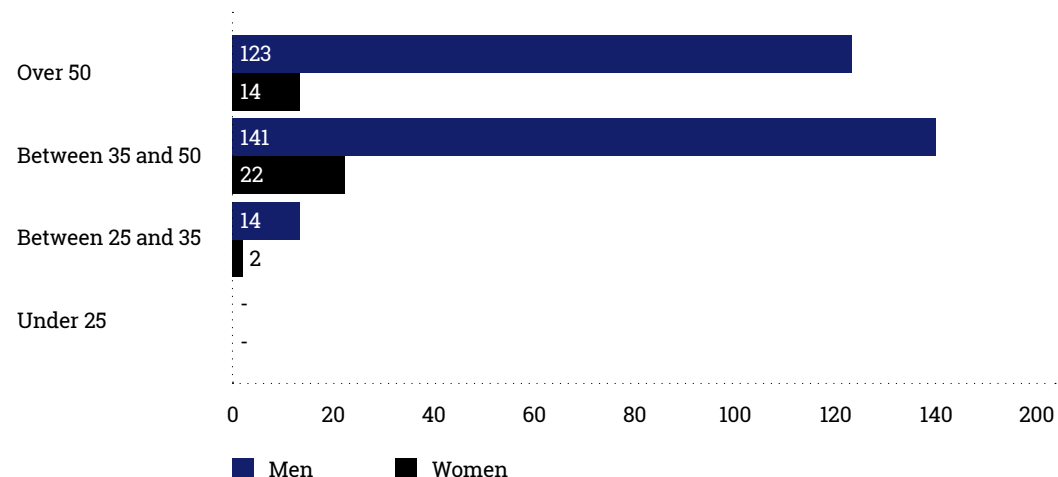
### Percentage of permanent staff over 50 years of age

The following graph shows a breakdown of permanent staff at the PAV by age range and gender:

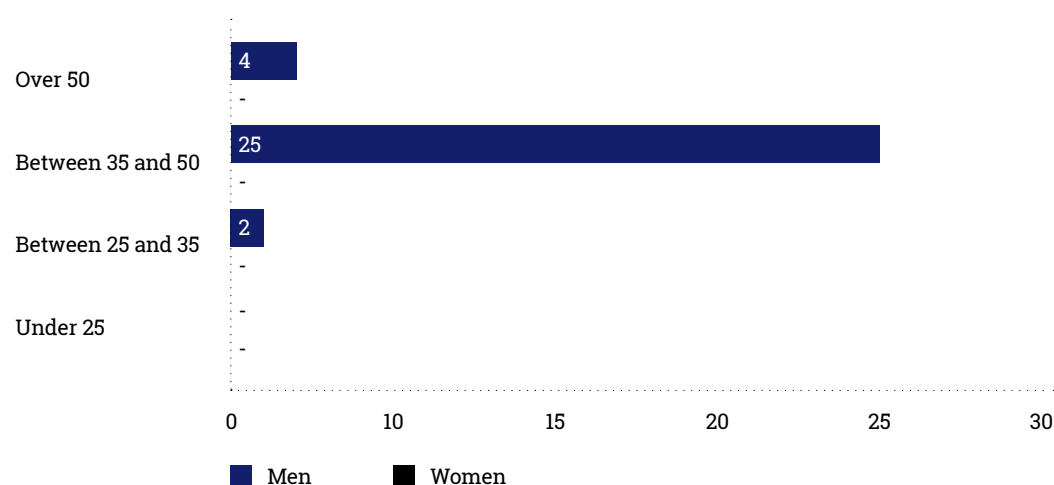


The following graphs provide the same information by port: Valencia, Sagunto and Gandia.

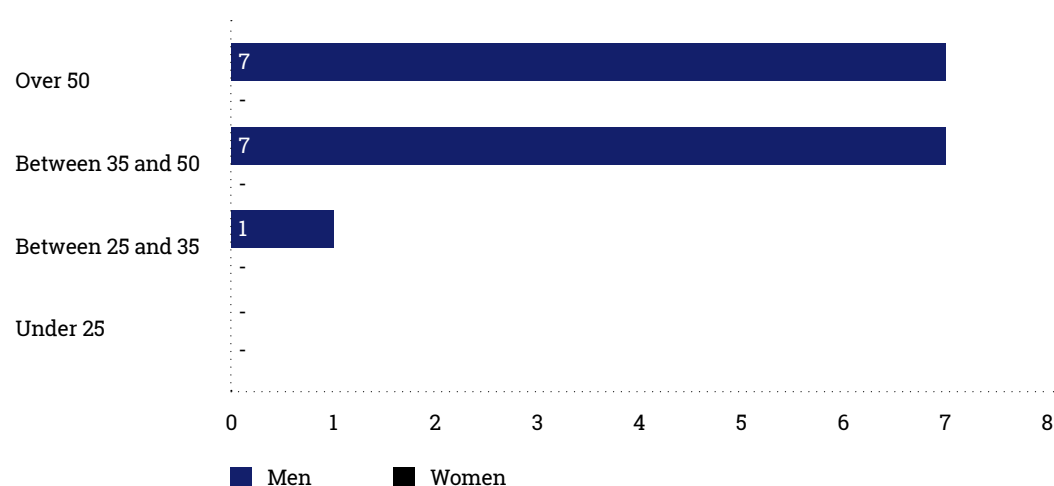
### Port of Valencia



## Port of Sagunto



## Port of Gandia



Thus, in 2014, the percentage of permanent staff over 50 years of age was as follows:

.....  
Permanent staff > 50 years of age ..... 40.88%  
.....

## Percentage of permanent staff under 30 years of age

The percentage of permanent staff under 30 years of age was as follows:

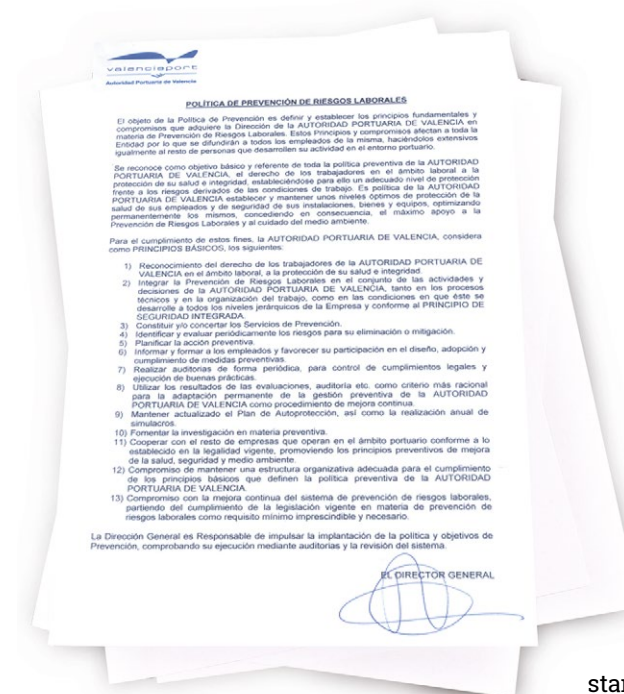
.....  
Permanent staff < 30 years of age ..... 1.1%  
.....

Following on from an initiative set up in 2009, an event was held on 23<sup>rd</sup> December 2014 to pay tribute to staff who had been working at the PAV for over 25 years.

In addition, permanent PAV staff enjoy the following fringe benefits: in-house medical service (annual check-ups, health campaigns and medical care), sports centre, cafeteria, and canteen.

## Occupational health and safety

The Port Authority of Valencia has an occupational health and safety policy.



In 2014, the Occupational Health and Safety Department was assessed by a number of statutory and voluntary inspections and audits, as part of the activities carried out to constantly improve our management system. In addition to legal requirements, the PAV's Occupational Health and Safety Department has chosen the OHSAS 18001 as its management model in order to achieve continuous improvement in monitoring health and safety for its employees. This is further evidence of 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 achieved OHSAS 18001 certification, with registration number 0101/OHS/01/2007, for the ports of Valencia, Sagunto and Gandia, all of which comply with the requirements laid down in the standard for port facility management. In 2008 and 2009, the OHSAS 18001 certification

close-out visits were successfully passed. The certification was renewed in 2010 and the subsequent close-out visits were successfully passed in 2011 and 2012. The second renewal was passed in 2013 and the close-out visit was passed in November 2014.



Changes in the annual accident frequency index (FI), expressed as the ratio between the number of accidents involving sick leave in a year and the total number of hours worked in the same year, calculated as:

CHANGES IN THE ANNUAL ACCIDENT FREQUENCY INDEX (FI)				
	2011	2012	2013	2014
No. accidents involving sick leave per million hours worked	17.63	10.79	14.72	11.32

Article 115 of the Spanish Social Security General Law defines an accident at work as "any personal injury sustained by a worker on the occasion of or as a consequence of the work he/she does as a salaried employee". This definition includes both injuries sustained in the workplace and also those which occur when workers are on their normal route to or from work.

#### Procedure in the event of an accident at work

##### » Accidents during working hours

The procedure to be followed in the event of an accident occurring during working hours is:

1. The incident is reported to the CCE so that it can send an ambulance to the scene of the accident.
2. The CCE reports the accident to the Medical Service and moves the victim to the Medical Service's facilities using the PAV's own resources or an emergency ambulance if required.
3. Once the injured person has arrived at the PAV's Medical Service, he/she is given first aid and his/her injuries are assessed. Any necessary extra diagnostic tests are carried out at our facilities.
4. If necessary, the patient will be sent to the 9 de Octubre Hospital for further diagnosis and consultation with other specialists.

Suitable treatment will begin after the diagnosis has been made. The progress of injuries will be monitored and checked by the PAV's Medical Service.

Official medical certificates for sick leave and return to work will be given by the PAV's Medical Service and sent to the Human Resources Department for processing.

##### » Accidents outside the PAV's Medical Service working hours

In the event of an accident occurring outside the working hours of the PAV's Medical Service, the procedure is as follows:

1. The incident is reported to the CCE so that it can send an ambulance to the scene of the accident.
2. The injured person is taken to the 9 de Octubre Hospital, where he/she is attended to immediately and a decision is made about whether he/she should be admitted or sent home.
3. The accident response is coordinated and supervised by the PAV's medical team.
4. The PAV's Medical Service monitors the patient's progress.

Changes in the annual accident severity index (SI), expressed as the ratio between the number of working days lost through accidents in a year and the total number of hours worked in the same year, calculated as:

CHANGES IN THE ANNUAL ACCIDENT SEVERITY INDEX (SI)				
	2011	2012	2013	2014
No. working days lost per thousand hours worked	0.41	0.20	0.31	0.55

#### Control of accident rates

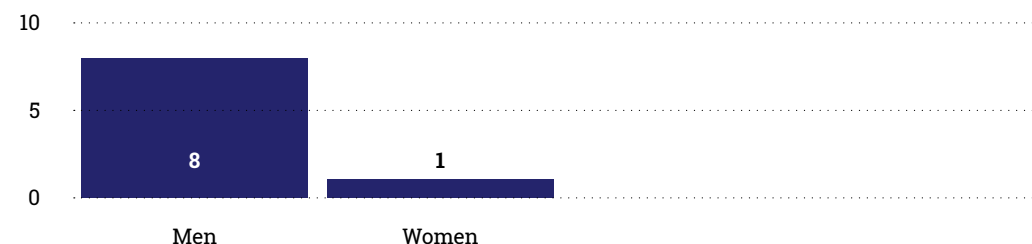
In addition to the corresponding investigation of each accident, quarterly and annual statistical analyses are carried out in order to track changes in accident rates over the years. The Spanish Occupational Health and Safety Institute's Technical Health and Safety Note No. 236 sets out the methods for calculating accident frequency and severity indexes.

Article 12.7 of Royal Decree 1993/1995 states that the PAV, as its own Mutual Society, Centralised Accident Service, is obliged to provide such data and statistics as may be requested by the Social Security health service and is also subject to the inspection and control of this health service.

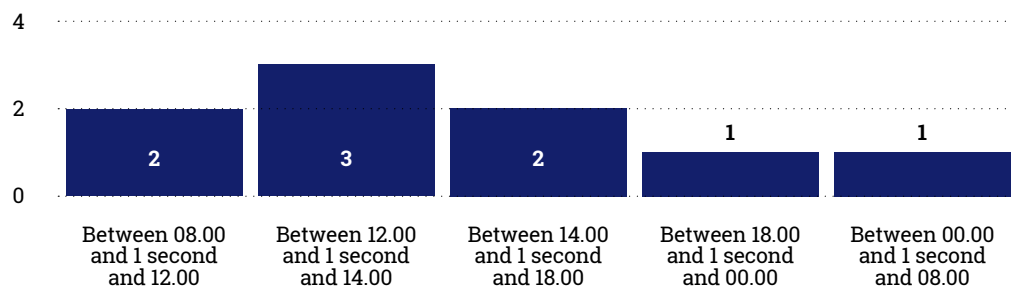
In 2014, there were 16 work accidents at the PAV, only nine of which resulted in sick leave.

#### Statistical study of accidents

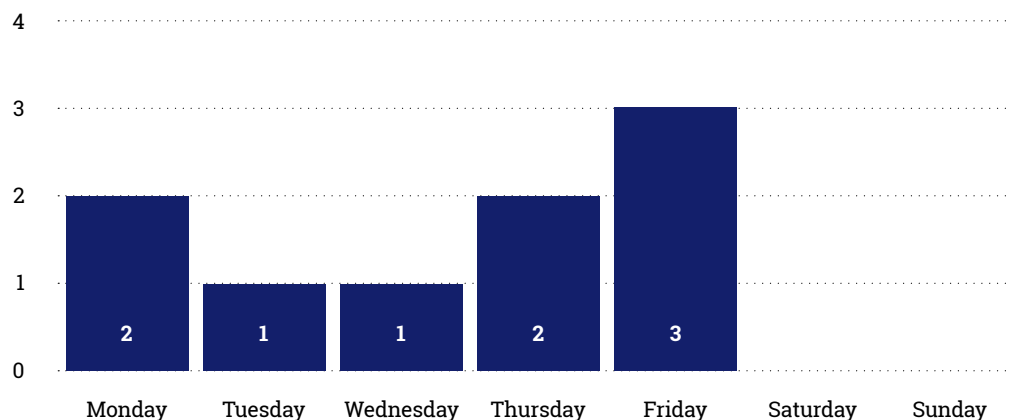
##### Accidents at work with sick leave (by gender)



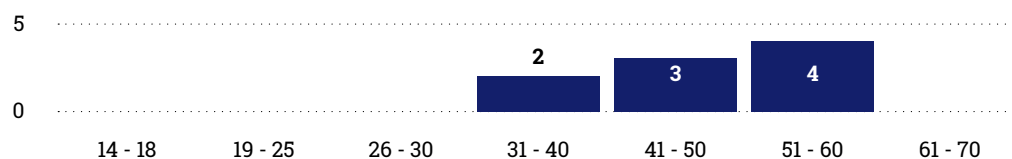
### Accidents at work with sick leave (by times of day)



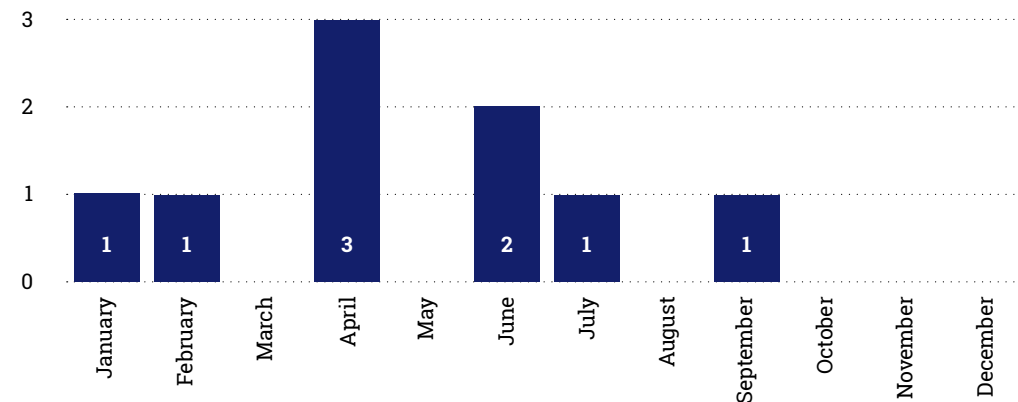
### Accidents at work with sick leave (by day of the week)



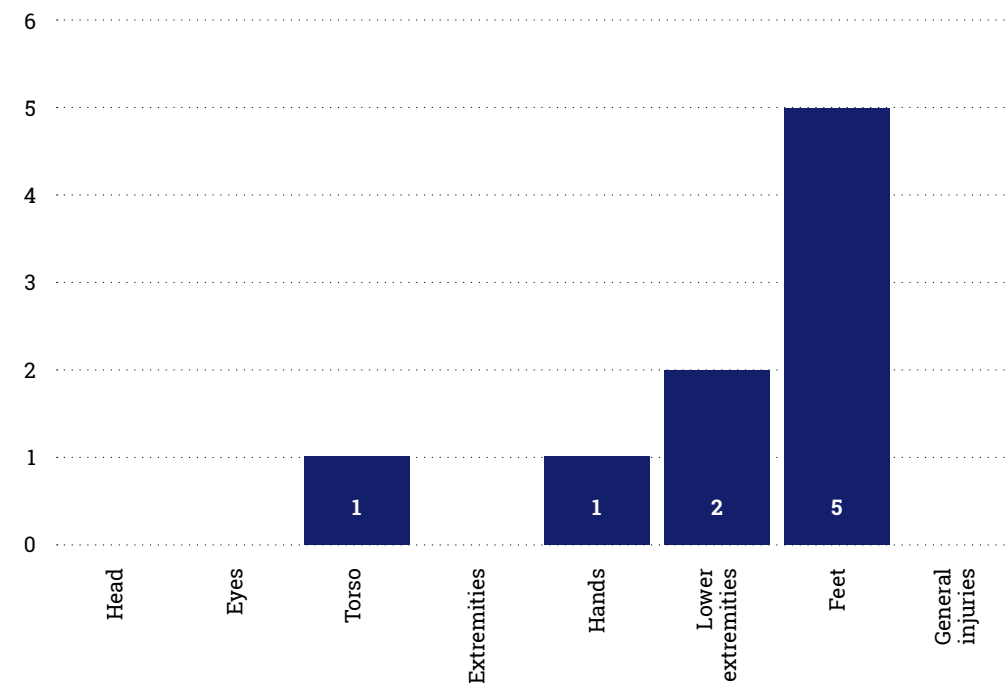
### Accidents at work with sick leave (by age)



### Accidents at work with sick leave (by month)



### Accidents at work with sick leave (by part of the body)



## Work-related illnesses

Article 116 of the Spanish Social Security Law defines a work-related illness as one which is a result of performing, as a salaried employee, any of the activities set out in the table in the Appendix to Spanish Royal Decree 1299/2006, dated 10<sup>th</sup> November, and which is caused by the elements and substances indicated in this table for each illness.

No work-related illnesses were found among PAV staff in 2014.

**Changes in the annual absenteeism index, expressed as the ratio between the number of calendar days lost through sick leave and the number of employees, calculated as:**

CHANGES IN THE ANNUAL ABSENTEEISM INDEX (AI)				
	2011	2012	2013	2014
Percentage of days lost through sick leave	3.26%	2.76%	3.89%	1.85%

**Occupational health and safety training, expressed as the total number of training hours divided by the number of employees**

OCCUPATIONAL HEALTH AND SAFETY TRAINING IN 2014		
TOTAL NO. TRAINING HOURS	TOTAL NO. EMPLOYEES (Annual average workforce)	AVERAGE NO. HOURS PER EMPLOYEE
504	403	1.25

Training is essential in generating a positive occupational health and safety culture.

The course content, scheduled by the Occupational Health and Safety Department, focuses on operational techniques in health and safety management, and is designed to help students work on the material and human aspects of the topic. It includes both general and specific themes from across the health and safety board: health and safety at work, ergonomics and psychosociology, industrial hygiene and occupational medicine.

The following training courses were given in 2014:

- » Risks inherent to confined spaces. 6 employees.
- » Manual handling of loads. 9 employees.
- » Ergonomics. 3 employees.
- » Risks associated with using manual tools. 6 employees.
- » Risks associated with high and low voltage. 5 employees.
- » Road safety risks. 10 employees.
- » Risks associated with using gantry cranes and cherry pickers. 4 employees.
- » Risks associated with working in offices and with VDUs. 7 employees.
- » Basic CPR and semi-automatic external defibrillator handling course. 52 employees.

In addition, members of the Occupational Health and Safety Department are encouraged to update and build on their skills and knowledge. In 2014, staff from the PAV's Occupational Health and Safety Department took part in:

- » Occupational health conference "Controversy over lumbago in occupational health". 21<sup>st</sup> February. 2 staff members attended.
- » 23<sup>rd</sup> Valencian Occupational Medicine and Health and Safety Society conference (SVMST), "Occupational medicine in times of crisis. Strategies for improvement". 6<sup>th</sup> March. 1 member of staff attended.
- » 20<sup>th</sup> AMTCV scientific conference "Sleep disturbances and work". Tear film and the use of VDUs. 28<sup>th</sup> March. 2 staff members attended.
- » 23<sup>rd</sup> National Congress of the Spanish Legal Psychiatry Society "Traffic, psychological damage and the law". 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> April. 2 staff members attended.
- » "New developments in Anti-pneumococcal vaccines for adults" conference. 10<sup>th</sup> April. 1 member of staff attended.
- » "Assessment of the quality of indoor air" conference. INVASSAT. 10<sup>th</sup> April. 1 member of staff attended.
- » "Bone health and nutrition" conference. Medical Association. 13<sup>th</sup> May. 1 member of staff attended.
- » "The leading five causes of fatalities in agriculture, industry and services. Part 1" conference. 15<sup>th</sup> May. 1 member of staff attended.
- » 15<sup>th</sup> Spanish Occupational Medicine and Health and Safety Society Congress. 5<sup>th</sup>, 6<sup>th</sup> and 7<sup>th</sup> June. 1 member of staff attended.
- » "McKenzie Method, Part B", Physiotherapy course. 12<sup>th</sup>, 13<sup>th</sup> 14<sup>th</sup> and 15<sup>th</sup> June. 1 member of staff attended.
- » Conference on headaches in the workplace. Presentation of the CAPMAL computer application. Valencian Regional Ministry of Health's Public Health Directorate General. 16<sup>th</sup> September. 1 member of staff attended.
- » 2014-2015 Flu vaccination campaign, Health promotion business programme. Public Health Directorate General. 25<sup>th</sup> and 30<sup>th</sup> September. 1 member of staff attended.
- » Training day on preventing osteoporosis at work, Pfizer Valencia branch office. Speaker Dr. Nohales, Head of Gynaecology, La Fe University Hospital. 18<sup>th</sup> October. 1 member of staff attended.
- » "The leading five causes of fatalities in agriculture, industry and services. Part 2" training day. 20<sup>th</sup> November. 1 member of staff attended.
- » 3<sup>rd</sup> scientific conference "Research in pathologies at work". 2<sup>nd</sup> December. 1 member of staff attended.



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

The Port Authority of Valencia, through its Occupational Health and Safety Service, takes part in the Valencian Region's Occupational Health and Safety Monitoring Project.

The project uses a tool aimed at offering a continuous diagnosis of the results of the Valencian Region's occupational health and safety model.

On one hand, a descriptive comparative analysis is drawn up of the main progressive indicators from the official public statistics on work accident rates in the Valencian Region.

On the other, the tool reports changes in work accident rates and reveals the latest company developments, based on surveys carried out at a range of firms.

Its objectives are to:

- » Analyse and assess the evolution of work accident rates in the Valencian Region.
- » Check the suitability of policies and actions implemented to control and reduce work accidents at companies in the Valencian Region.
- » Detect a company's needs in terms of occupational health and safety.
- » Create a tool for transmitting the vision of businesses, in terms of occupational health and safety.

The aim of the project is to achieve greater institutional coordination and specify and integrate 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 designed to identify and then eliminate or minimise risks which may lead to work accidents or health problems.

In compliance with prevailing legislation and our internal policy, the Occupational Health and Safety Department uses a series of techniques to minimise or eliminate the risks inherent to the workplace. These techniques are classified as:

- » **Proactive techniques:** these aim to prevent accidents or incidents from happening. They identify hazards inherent to certain jobs and seek to eliminate them. If this is not possible, the hazards are evaluated and efforts are made to control them by means of technical and organisational modifications.

Types:

- » Risk assessment

Article 16 of the Spanish Law 31/1995 on Occupational Health and Safety stipulates that the planning of preventive actions in a company must be based on an initial assessment of risks to the health and safety of its staff. This assessment should be generalised and should take into account the type of business activity and special hazards to which certain workers may be exposed.

This risk assessment forms the basis of occupational health and safety.

In 2014, the Occupational Health and Safety Department reviewed all the risk assessments for all PAV jobs.

### Safety inspections

Safety inspections involve the direct and structured observation of facilities and productive processes to detect potential accident hazards. They are carried out by using checklists that are specific to each job and help to keep the workplace safe by identifying and remedying potential hazards.

The frequency of inspections depends on how dangerous the job is, and can be monthly, quarterly or yearly.

Observations made during the inspection, any hazards identified and the applicable corrective measures are all documented, and regular checks are made to monitor the effectiveness of the measures implemented.

During 2014, three different safety inspections of workplace conditions were carried out and the relevant measures were implemented.

- » **Reactive techniques:** these come into play once an accident has taken place, and are designed to determine its causes and put forward and implement preventive measures to stop it from occurring again.

At the PAV, the Occupational Health and Safety Department's safety experts investigate accidents in compliance with prevailing legislation. They examine the causes of each accident or incident so that suitable corrective measures can be implemented to ensure that it does not happen again, and also check the effectiveness of the preventive measures that have been implemented.

In 2014, 19 accident investigations were carried out and appropriate, specific measures were implemented in each case.

The number of security and safety emergency drills and exercises is shown in the table below:

.....	.....
No. security emergency drills	32
.....	.....
No. safety emergency drills	15
.....	.....

As a continuation of the Self-Protection Plan from previous years, five emergency drills were carried out at the following buildings at the ports of Valencia, Sagunto, and Gandia, with the aim of maximising health and safety for PAV employees:

- » Self-Protection Plan activation drill with confinement of the management building at the Port of Sagunto.
- » Self-Protection Plan activation drill, as a result of an anti-social action (detection and alert) at the management building at the Port of Gandia.
- » Self-Protection Plan activation drills – tabletop exercise – at the management complex, Port of Valencia (Phase I, Phase II, Phase III and Phase IV).
- » Self-Protection Plan activation drill, simulated medical gas leak (general emergency) at the occupational health and safety building.
- » Self-Protection Plan activation drill with evacuation of staff at the workshop building.

In addition, a series of safety drills was carried out in 2014, in conjunction with port community companies. These included:

- » Hydrocarbon spill drill and the deployment of resources in conjunction with Sasemar.
- » Drill for the detection of two car bombs, with the subsequent evacuation of the Levante Quay.
- » Sea evacuation drill in conjunction with Sasemar.
- » Drill to combat pollution in conjunction with Urbamar.
- » Cooperation during the standard drill at Fertiberia.
- » Drill to combat pollution as a result of a hydrocarbon spill in Zone II of the Port of Valencia, in conjunction with Sasemar.
- » Fire drill at the port pilot facilities in Sagunto.
- » Cooperation with Galp-Ptroval at the hydrocarbon spill drill on the jetty.
- » Tabletop exercise to evacuate the Costa Clásica cruise ship.
- » Rescue of two victims from inside a tank at Galp.

Security drills carried out in 2014 included:

#### **Port of Valencia**

##### **PAV-only internal drills**

- » Adoption of special measures to cater for the arrival of a passenger ship with special security needs.
- » Attack and evacuation drill for the north area of the Port.
- » Tabletop exercise: bomb attack and evacuation of a cruise ship.

##### **Drills involving the PAV and external bodies**

- » Eight exercises to transfer victims to the Emergency Control Centre
- » Two red alert activation drills.
- » Drill to check the contact details of all the port facility security officers.
- » Start up of the container scanner.

#### **Port of Sagunto**

##### **PAV-only internal drills**

- » Practice drill to check the cage effect at the port facility.
- » Joint practice drill with Noatum and Fertiberia to detect and locate an intruder.

##### **Drills involving the PAV and external bodies**

- » Five exercises to check the contact details of port facility security officers.
- » Four red alert activation drills.
- » Exercise on intrusion at the PAV building.

#### **Port of Gandia**

##### **PAV-only internal drills**

- » Intrusion in a non-authorised area

##### **Drills involving the PAV and external bodies**

- » Two drills to check communications and CCTV
- » Drill for the Port Police to try out pepper spray
- » Drill to monitor packages/baggage with the container scanner

#### **Ergonomics and psychosociology applied to the workplace**

Ergonomics is the science of wellbeing and comfort and is based on adapting the job to the person who does it.

Applied psychosociology deals with organisational factors which may affect the physical, psychological or social wellbeing and health of workers, and the performance of their jobs.

The Occupational Health and Safety Department advises and suggests global changes in aspects which can enhance working conditions and reduce psychosocial risk factors.

The following ergonomic evaluations were carried out in 2014:

- » Study of lighting levels and thermohygrometric conditions at the Cullera lighthouse.
- » Ergonomic study of workstations – Phase I building.
- » Study of lighting levels and thermohygrometric conditions – Phase I building.
- » Study of lighting levels and thermohygrometric conditions at the Valencia lighthouse.
- » Study of lighting levels and thermohygrometric conditions at the Canet lighthouse.
- » Ergonomic study of workstations – Phase II building.
- » Study of lighting levels and thermohygrometric conditions – Phase II building.
- » Ergonomic study at the CCE.

Ergonomic studies are not confined to implementing corrective measures. Once they have been implemented, the PAV's Occupational Health and Safety Department then checks the effectiveness of the measures adopted to correct and eliminate hazards.

In the field of psychosociology applied to the workplace, six psychiatric/psychological reports were drawn up by a specialist in order to adapt workstations.

### Industrial hygiene

Industrial hygiene can be defined as a set of actions geared towards identifying, evaluating, and controlling chemical, physical, and biological agents in the working environment which may cause illness, have a detrimental effect on health and wellbeing, or create significant discomfort among workers.

In 2014, the Occupational Health and Safety Department carried out numerous industrial hygiene actions:

#### Port of Valencia

- » Regular checks of working conditions.
- » Quarterly microbiological and air quality checks in medical service facilities, changing rooms, and other facilities in PAV buildings (Valencia, and Valencia and Cullera lighthouses). In addition to the quarterly checks, extra checks were carried out during July and August at the Sports Centre because the swimming pool was open.
- » Control and prevention of Legionnaires' disease, cleaning and disinfection of hot and cold water systems in May, in compliance with Spanish Royal Decree 865/2003.
- » Regular checks in June and December for the detection of Legionnaires' disease and, where necessary, the implementation of appropriate measures (Valencia, Valencia and Cullera lighthouses).
- » Control and prevention of Legionnaires' disease, tests in PAV-owned buildings, and treatment where necessary.
- » Regular checks of booths 1 and 2.
- » Evaluation of noise levels in pump rooms at the Port of Valencia.
- » Evaluation of noise levels in the HVAC room at the Port of Valencia.
- » Evaluation of noise levels at the mechanical facilities workshop.
- » Evaluation of dust levels in booths A1 and A2.
- » Evaluation of gas levels in booths A1 and A2.
- » Evaluation of noise levels in booths A1 and A2.
- » Evaluation of noise levels at the Cullera lighthouse.
- » Evaluation of noise levels at the Valencia lighthouse.
- » Measurement of electromagnetic fields at the Port of Valencia.
- » Evaluation of dust levels at the management complex.

#### Port of Sagunto

- » Microbiological and air quality checks in buildings in March, June, September, and December.
- » Control and prevention of Legionnaires' disease, cleaning and disinfection of hot and cold water systems in May, in compliance with Spanish Royal Decree 865/2003.
- » Regular checks for the detection of Legionnaire's disease in June and December, and, where necessary, the implementation of appropriate measures (Sagunto and Canet lighthouse).
- » Evaluation of noise levels in the hydrant pump rooms at the Port of Sagunto.
- » Measurement of noise levels at the port police station at the Port of Sagunto.
- » Measurement of noise levels at the Canet lighthouse.
- » Measurement of noise levels at the port police booth at the Port of Sagunto.
- » Measurement of gas levels at the port police booth at the Port of Sagunto.
- » Measurement of dust levels at the port police booth at the Port of Sagunto.
- » Measurement of electromagnetic fields at the Port of Sagunto.
- » Regular checks of the booth at the Port of Sagunto.

#### Port of Gandia

- » Microbiological and air quality checks in buildings in March, June, September, and December.
- » Control and prevention of Legionnaires' disease, cleaning and disinfection of hot and cold water systems in May, in compliance with Spanish Royal Decree 865/2003.
- » Regular checks for the detection of Legionnaires' disease in June and December and, where necessary, the implementation of appropriate measures at the Port of Gandia.
- » Evaluation of noise levels in hydrant pump rooms at the Port of Gandia.
- » Regular checks of working conditions.
- » Measurement of electromagnetic fields at the Port of Gandia.

#### Health monitoring

Health monitoring is one of the instruments used in occupational medicine to control and supervise the impact that working conditions have on employees' health. It is an integral part of the company's overall Occupational Health and Safety Plan.

#### Health examinations

Medical check-ups show the impact of job hazards on workers' health. Their goal is to detect problems as early as possible in order to analyse and evaluate working conditions.



Under no circumstances may health problems be used to discriminate against workers. The types of health examinations which are carried out by the Occupational Health and Safety Department are set out in legislation, supported by article 22 of the Spanish Law on Occupational Health and Safety and article 37 of the Occupational Health and Safety Service Regulation. They are as follows:

- » Initial check-up: for all staff starting work at the PAV, whether on permanent or temporary contracts.
- » Specific regular medical check-up.
- » Check-up after lengthy absence.
- » Check-up due to change in job or task.

In addition, the PAV's Medical Service also offers a range of health examinations, even though these are not required by law, in order to safeguard the health of all workers.

- » Check-up at the request of the worker.
- » Check-up suggested by the Medical Service.
- » Orthopaedic check-up.

The following medical check-ups were performed in 2014:

- » Regular annual check-ups: 376 (90.38% of the total PAV workforce)
- » Initial check-ups: 56
- » Check-up after lengthy absence: 29
- » Check-up due to change in job: 6
- » Proposed by the Medical Service: 1

A total of 468 medical check-ups were carried out in 2014, each specifically tailored to the risks inherent to each employee's particular job.

### Health campaigns

Their goal is to promote workers' health by encouraging improvements in various aspects of their lifestyles.

#### Membership of the Health Promotion Business Programme

In 2005, the Valencian Regional Health Ministry started up a programme run by the General Directorate for Public Health, designed to promote the health and safety of company employees through health and safety services.

The PAV's Occupational Health and Safety Department met the entry requirements and joined the Health Promotion Business Programme. This means it now receives expert advice and support material for health promotion within the company, as well as training on related issues and regular information about specific health promotion campaigns.

The goals were to:

- » Make workers more health-conscious by optimising health promotion activities run by the Medical Service.
- » Lay down guidelines for vaccinations for work-related hazards and also for the public at large or specific groups of adults.
- » Develop action protocols for specific issues or pathologies that could affect certain PAV employees, and inform workers about them.
- » Establish formal means of cooperation between the PAV's Occupational Health and Safety Department staff and members of the public health care system in both primary and specialised care.

Membership of the programme is completely voluntary, and this underlines the commitment of the PAV's Occupational Health and Safety Department to seeking out continuous improvement in the working conditions of all company employees.

### Campaigns

The Occupational Health and Safety Department regularly runs health information campaigns, consisting of training and informative talks about preventive health and hygiene measures. The Department provides medical control, advice, and preventive treatment for each campaign.

The following health campaigns were run in 2014:

- » Help with cutting down on or stopping smoking
- » The early detection of melanoma for management and administrative staff
- » Preventing insect bites
- » Preventing mycosis in lower limbs
- » Study and prevention of osteoporosis
- » Preventing sun exposure
- » Preventing asymptomatic lung cancer
- » Preventing colorectal cancer
- » Prevention of flu and seasonal flu vaccination campaign
- » Skin protection campaign
- » Diphtheria-tetanus, hepatitis A and B, and pneumococcal vaccination campaigns
- » Eye tests
- » Health campaigns
- » Prevention of seasonal asthenia campaign
- » 2014 blood donation campaign
- » Cardio-protected area

## Epidemiological studies

In 2014, the first phase of an epidemiological study on colorectal cancer was carried out, as part of the colorectal prevention campaign among PAV staff.

## Cardio-protected area

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 Occupational Health and Safety Department passed the audit, and has held cardio-protected area certification since 2012. This is renewed on an annual basis. The PAV is a pioneer in this area, which represents yet another step forward in its policy to strengthen occupational health and safety in the company.

An insight session was given to the entire port community.

## Employment and occupational safety in the port community

**Brief description of the type of safety and training conditions or requirements included in the specific requirements of port services, in the tender conditions and in the concession and authorisation licences**

The Port Authority of Valencia requires those applying for licences or authorisations to provide services to present the following documentation:

- » Statement declaring that they are familiar with the applicable legislation on occupational health and safety for the coordination of activities stipulated in article 24 of Spanish Law 31/1995, of 8<sup>th</sup> November, on Occupational Health and Safety, and Royal Decree 171/2004 on the coordination of business activities developing it.
- » Statement declaring that the applicants are aware of the Port Authority of Valencia's Occupational Safety Regulations, and their commitment to inform both their staff, and companies and third parties contracted by the service provider of these regulations.

In the case of port service licences, specific requirements include the following conditions for training staff assigned to the service:

- » They must have the required technical suitability.
- » They must have the training and experience required to carry out their functions.
- » They must have the qualifications and certificates required by current regulations.
- » They must know what equipment the company has, know where it is located, and how to operate it.
- » They must be able to speak Spanish.

With regard to the general safety conditions and requirements established in the award conditions or in the concession or authorisation licences, irrespective of the application of additional requirements in the specific terms and conditions according to the type of activity to be carried out on public port land, the general concession terms and conditions stipulate the following:

### » 5a. Concurrence of other titles

"Likewise, the concessionaire must comply with current provisions affecting the public land awarded under concession, and the work and activities carried out on this land, especially those corresponding to planning licences and conditions, as well as those related to areas or facilities which are in the interest of national defence, ensuring that work carried out does not hinder the competences corresponding to the authorities in terms of safety and security, surveillance, combating pollution or any others."

### » 24a.- Health and safety measures

"The concessionaire must comply with the occupational health and safety obligations set out in Spanish Law 31/1995, of 8<sup>th</sup> 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 30<sup>th</sup> 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."

» 38a.- Personal data protection

"For these purposes, should any interested party deliver any documentation containing personal data to the PAV, the latter shall guarantee the adoption of the necessary security measures in line with Title VIII of Royal Decree 1720/2007, of 21<sup>st</sup> December, which adopted the regulation to develop the Spanish Data Protection Law (LOPD), and in particular, the measures aimed at preventing the theft of, loss of or wrongful access to the information during its transfer."

**Description of the business activity coordination mechanisms available in the port community on occupational health and safety within the port**

The PAV has its own Occupational Health and Safety Service. Thus, it has a business activity coordination office.

Before the companies contracted by the PAV start work, and after the required documentation has been received, in line with Article 24 of the Spanish Occupational Health and Safety Law and its Royal Decree 171/2004, the Occupational Health and Safety Service analyses this documentation and gives its conformity or non-conformity according to the Occupational Health and Safety Management Procedure (PGP 08 "Contracting procedure") which is briefly described below:

- » Companies are given the Occupational Safety Regulations for carrying out work at the PAV.
- » Companies are given the Occupational Health and Safety Requirements for external contractors and adaptation to the Organic Data Protection Law.
- » External companies are asked to provide their occupational health and safety plans.
- » The occupational health and safety documents provided by the contracted companies are requested and monitored.
- » Reports are sent to the various departments about contractor compliance with the aforementioned requirements.
- » Meetings are held with managers from different companies to explain the PAV's Safety Regulations. The Occupational Health and Safety Department is on hand to answer company queries.
- » The safety measures in the work carried out by contracted companies are monitored.

## RELATIONS WITH ITS ENVIRONMENT

### Description of the port authority's policy in terms of its relations with its social environment

**Main challenges, management initiatives and programmes promoted by the port authority in relation to its social environment in aspects such as improving the port-city interface, the port's presence in cultural and technical education, initiatives to publicise the port's activity and communication with citizens**

The PAV continued to encourage corporate social responsibility (CSR) in its area of influence as a strategy to strengthen relations with its environment and bring together its port community. It thus aims to lead social, labour and environmental actions that have a positive impact on shipping-related organisations and on society as a whole.

This consolidates a track record that responds to the new approaches and guidelines led by the European Commission and supported by all the national governments in their own applicable plans and implementing rules. In Spain, the Cabinet passed the "Spanish Strategy for Corporate Social Responsibility (2014-2020 strategy) for companies, government, and other organisations to move towards a more competitive, productive, sustainable and inclusive society and economy on 24<sup>th</sup> October 2014. This provides a response to the mandate included in the renewed EU strategy 2011-2014 for corporate social responsibility" COM (2011) 681. In the national plan, the Spanish Government sets out a reference framework to boost and encourage the development and consolidation of social responsibility and related practices as a factor to promote competitiveness, innovation and job creation, putting forward a series of core objectives that include the promotion of CSR criteria, committing both companies and government to spread its values and practices and thus promote CSR as an attribute for competitiveness, sustainability and social cohesion. Several lines of action are being drawn up to meet these objectives and a series of priorities and measures are being defined that involve government in the process.

Accordingly, the PAV continues to bring its activities into line with the national framework that is being drawn up by undertaking and organising voluntary labour, social and environmental initiatives that directly benefit the hinterland of its ports, thus boosting its contribution to sustainable development. The PAV works with and is supported in these tasks by the Valenciaport Foundation, which is a meeting point to improve the performance and competitiveness of the port community.

The APOSTEM project has generated and consolidated a stable working group that promotes the implementation of CSR at Valenciaport. At the end of 2014, 19 companies and professional and business associations from the Valencia port community had become members of the project, with five of these organisations joining during the year. APOSTEM's main objective is to create a space to work together, exchange experiences and implement shared CSR activities. These initiatives respond to common interests, benefit the port's hinterland, strengthen reputations and promote interaction and relations between port community members and society as a whole.

In 2014, several general meetings were held to launch, coordinate and report back on the agreed proposals and actions, and a specific training session was held for APOSTEM members on interaction between stakeholders. There were also eight operational meetings of the various



committees: the Actions Committee, to choose projects and organise initiatives, the Training Committee to guide the training workshops, and the Communication Committee to validate the communication strategy.

Constant monitoring of the social reality of the districts surrounding the Port of Valencia enables the selection of organisations that best comply with the criteria set out by APOSTEM. In 2014, conversations were held with more than ten organisations that wished to explain their social proposals, and with representatives from various bodies and from civil society. The criteria used to choose projects are progressively being fine tuned, together with the procedure for managing and monitoring them. This constitutes a considerable improvement in the relations with stakeholders (diversification and/or renewal).

Stable relations are maintained with the following social bodies:

- » Santiago Apóstol School: <http://www.santiagoapostolcabanyal.es>. This Unique Educational Action Centre (CAES), located at no. 329 Calle Escalante, with limited economic resources and space, caters for 170 minors living in socially deprived circumstances who are at risk of dropping out of basic schooling.
- » Santa Ana Children's Day Care Centre. This centre in the Nazaret district caters for infants and toddlers through a psychological and educational prevention and early intervention programme for children up to three years of age and their families who are at risk of social exclusion, referred by the Regional Welfare Ministry.
- » Nazaret Arca de Noé Association: <http://elarcanaazaret.org>. Non-profit association whose social workers are very well known in the Nazaret district, given its social and educational work to cater for children and young people in situations of inequality in their personal and social development.
- » Casa de la Caridad: <http://www.casacaridad.com>. This Valencian charity association helps those in greatest need in Valencia offering them a shelter and canteen, a children's classroom and providing them with social assistance to resolve human, moral and economic problems.
- » Casa Cuna Santa Isabel: <http://www.casacunasantaisabel.com>. This charity organisation looks after pregnant women or those who have children under two years of age and have no financial resources or family support.
- » Peter Maurin (men) and Dorothy Day (women) shelters for Sub-Saharan immigrants. <http://www.isotrabajo.org/casa-peter-maurin-presentacion> and <http://www.isotrabajo.org/casa-de-acogida-dorothy-presentacion>. These shelters offers a temporary home to immigrants interested in social advancement through integration and participation in the Valencian Region via customised labour, social and cultural inclusion plans.
- » Alanna Association and Foundation: <http://www.alanna.org.es>. Non-profit organisations that complement each other in the development of social and educational programmes aimed at social and labour inclusion for women war refugees, victims of gender violence, and those living in slums. In short, women in situations of extreme hardship in the areas around the port and in the rest of the city.
- » La Punta-Nazaret Training-for-Work School. Online project which offers personal tools to improve employability, social integration and labour inclusion for immigrants and local young people by preparing them for work via training.

Relevant charity initiatives of note undertaken with the port community in the framework of the APOSTEM-Valencia Solidarity Port project include the following:

- » Breakfast and afternoon snacks provided to ensure students at the Santiago Apostol School in the Cabanyal district receive appropriate nourishment.
- » Setting up of a collection point for food donations made during the shipping industry's International Paella Competition, staffed by the Alanna Foundation.
- » Inclusion of charity initiative in the 27<sup>th</sup> Pas Ras race at the Port of Valencia. Over €1,000 collected from runners' donations and contributions made by the organising bodies were spent on buying sports equipment and material for children at the Santiago Apostol school.
- » Selection of bodies and projects to benefit from the money collected at the Propeller Club's Charity Dinner.

With regard to cultural and educational activities, in addition to the activities generated from the signing of the agreements mentioned in previous sections, other actions were carried out with government authorities and other types of professional organisations and institutions to carry out research and innovation projects on safety, the environment, port training, and new technologies, amongst others, as well as to create awareness of the port's function.

The PAV also promoted its activities by continuing to run guided boat trips around its facilities for schools and specialised training centres, as well as for the general public.

In 2014, a total of 5,154 people went on 126 boat trips around the port.

TYPE OF VISITS	NUMBER OF VISITS	NUMBER OF VISITORS
PRIMARY SCHOOLS	20	1,422
SECONDARY SCHOOLS	18	803
TECHNICAL VISITS	36	1,312
INSTITUTIONAL VISITS	40	756
CSR	12	861
<b>TOTAL</b>	<b>126</b>	<b>5,154</b>

Finally, in keeping with this policy, the Port Authority of Valencia continued to be a member of the United Nations Global Compact in order to promote and publicise its values. This international voluntary initiative aims to strengthen the commitment of its signatories towards the respect and promotion of the following decalogue of universally accepted principles:

Principle 1: Businesses should support and respect the protection of internationally proclaimed human rights, within their sphere of influence.

Principle 2: Businesses should make sure they are not complicit in human rights abuses.

Principle 3: Businesses should uphold the freedom of association and the effective recognition of the right to collective bargaining.

Principle 4: Businesses should support the elimination of all forms of forced and compulsory labour.

Principle 5: Businesses should support the effective abolition of child labour.

Principle 6: Businesses should support the elimination of discrimination in respect of employment and occupation.

Principle 7: Businesses should support a precautionary approach to environmental challenges.

Principle 8: Businesses should undertake initiatives to promote greater environmental responsibility.

Principle 9: Businesses should encourage the development and diffusion of environmentally friendly technologies.

Principle 10: Businesses should work against corruption in all its forms, including extortion and bribery.

In short, long-term objectives, such as the search for sustainable growth and improving the environment, make up the foundations on which our lines of action are based, complementing each other and defining our plans and proposals.

### **Port authority initiatives to provide disabled access (including passenger service licence conditions, passenger terminal concession and authorisation conditions, and specific initiatives in public areas)**

The initiatives carried out by the PAV to provide disabled access in public areas (roads and buildings) include:

» Dropped kerbs on pavements on public roads and pedestrianised areas.

» Disabled parking spaces in car parks.

» In buildings:

» Alternative disabled access to buildings via legally-compliant ramps.

» Specially adapted toilets for people with reduced mobility.

Concessionaires and authorisation holders are responsible for complying with current legislation on eliminating architectural barriers in their facilities. In this case, the Infrastructure Management Department ensures that the projects presented for authorisation comply with current legislation on this issue.



# Terminals and Quays in Operation





# Port of Valencia

## Container terminals

### ① PUBLIC CONTAINER TERMINAL

#### OPERATOR

Noatum Container Terminal Valencia

Tel. No.: 96 393 83 00 - [www.noatum.com](http://www.noatum.com) - [nctv@noatum.com](mailto:nctv@noatum.com)

#### QUAYS

The Principe Felipe Quay and the East Quay are 1,500 metres long and 330 metres long respectively. They are both 16 metres deep. Available storage area: 887,438 m<sup>2</sup> on the Principe Felipe Quay. Rail terminal: 50,000 m<sup>2</sup> surface area + 4+1 x 650 metre railway tracks.

#### CHARACTERISTICS

The terminal is equipped with 19 gantry cranes for containers with lifting capacities of between 13 and 65 tonnes, 94 tractors (77 Mafi-type), and 57 RTG transtainers with 35/50 tonne capacity, 100 flatbed trailers and 1,020 power points for refrigerated containers.

(For more details, Chapter 2 of the Statistical Yearbook, sections 2.5.1.2 and 2.5.4)

### ② MSC TERMINAL VALENCIA

#### OPERATOR

MSC Terminal Valencia

Tel. No.: 96 332 55 00 - [www.msctv.es](http://www.msctv.es) - [recepcion@msctv.es](mailto:recepcion@msctv.es)

#### QUAYS

MSC Transversal Costa Quay. The terminal has a 770 metre-long and 16 metre-deep berthing face. Available storage area (including office buildings and workshops): 334,971 m<sup>2</sup>.

#### CHARACTERISTICS

The terminal has eight gantry cranes for containers with a lifting capacity of up to 65 tonnes, 26 transtainers with a capacity of 50 tonnes, and 544 power points for refrigerated containers.

(For more details, see Chapter 2 of the Statistical Yearbook, sections 2.5.1.2 and 2.5.4)

### ③ TCV OPERADORES PORTUARIOS

#### OPERATOR

TCV Operadores Portuarios, S.A.

Tel. No.: 96 324 16 80 - [tcv@tcv.es](mailto:tcv@tcv.es) - [www.tcv.es](http://www.tcv.es)

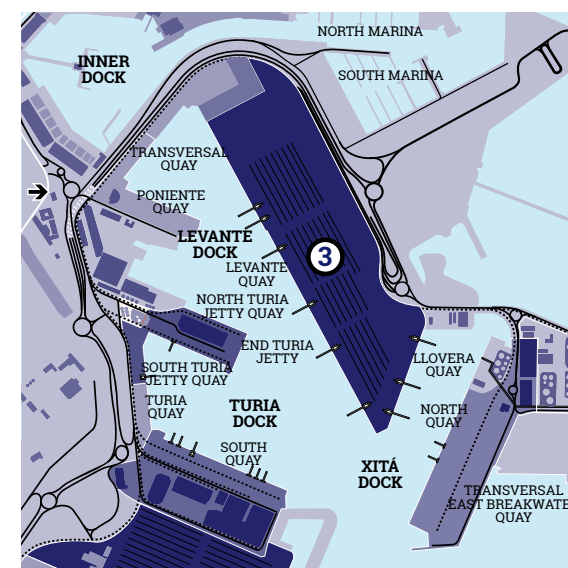
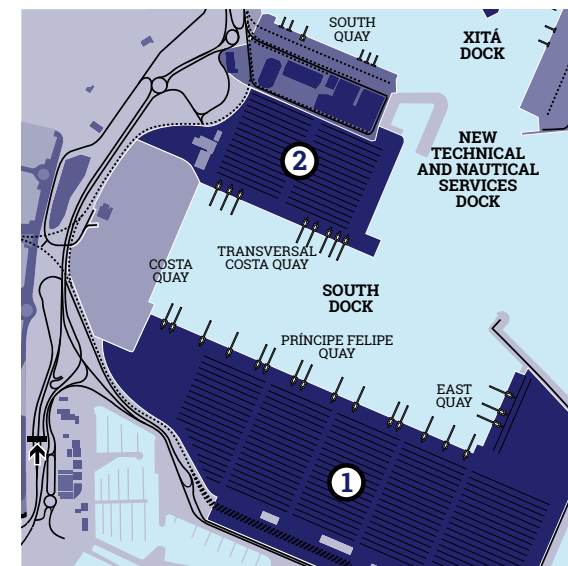
#### QUAY

Section 2 of the Levante Quay has a 1,230 metre-long berthing face and a maximum depth of 15 metres. The Llovera Quay is 430 metres long and 16 metres deep.

#### MACHINERY

The terminal has ten container cranes with a lifting capacity of between 40 and 65 tonnes and 22 RTG transtainers.

(For more details, see Chapter 2 of the Statistical Yearbook, sections 2.5.1.2 and 2.5.4)



## Multipurpose terminals

### ① LEVANTE QUAY

#### OPERATOR

TCV Operadores Portuarios and Compañía Trasmediterránea.

#### QUAY

The Levante Quay has a 351 metre-long berthing face and a maximum depth of 12 metres.

#### MACHINERY

(See Chapter 2 of the Statistical Yearbook, sections 2.5.1.2 and 2.5.4)

### ② TCV MULTIPURPOSE TERMINAL

#### OPERATOR

TCV Operadores Portuarios

Tel. No.: 96 324 16 80 - tcv@tcv.es - www.tcv.es

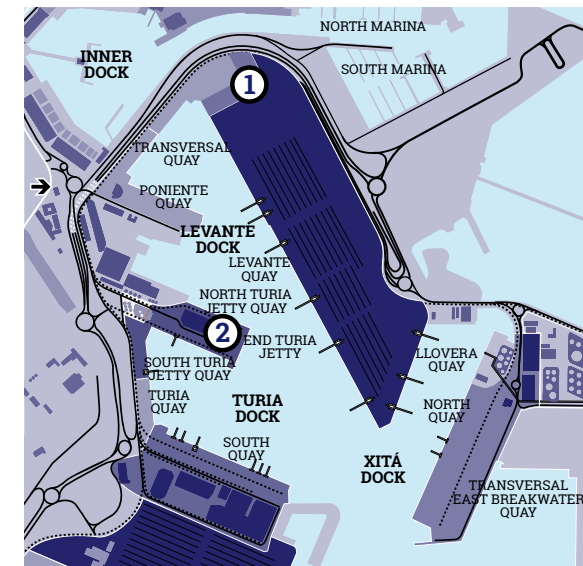
#### QUAY

Turia Jetty. The North Face is 281 metres long and the South Face is 351 metres long and has two Ro-ro ramps. The terminal has a storage surface area of 21,815 m<sup>2</sup>.

#### MACHINERY

One mobile crane with a lifting capacity of 50 tonnes.

(For more details, see Chapter 2 of the Statistical Yearbook, sections 2.5.1.2 and 2.5.4)



## Vehicle and Ro-ro terminal

### ① COSTA QUAY TERMINAL

#### OPERATOR

Ford España, S.A. and Valencia Terminal Europa, S.L.

#### QUAY

Costa Quay. This quay is 538 metres long and 16 metres deep and has a storage area of 85,000 m<sup>2</sup>.

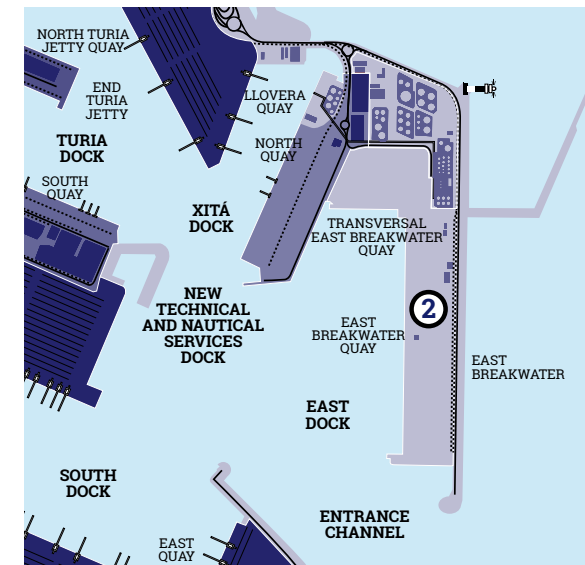
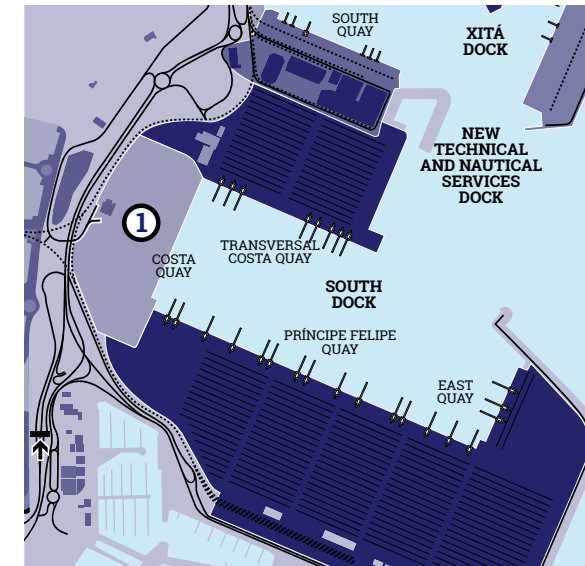
### ② EAST BREAKWATER TERMINAL

#### OPERATOR

Ford España, S.A. and Valencia Terminal Europa, S.L.

#### QUAY

East Breakwater Quay. This quay is 1,250 metres long and 16 metres deep. The storage surface area covers 259,000 m<sup>2</sup>.





## Passenger ferry and cruise ship terminal

### ① ACCIONA-TRASMEDITERRÁNEA

#### OPERATOR

Compañía Acciona - Trasmediterránea S.A.  
Tel. No.: 96 316 48 12 - [www.trasmediterranea.es](http://www.trasmediterranea.es)

#### CHARACTERISTICS

The passenger terminal is located on the Poniente and Transversal Quays. The Poniente Quay is 379 metres long and is between nine and 11 metres deep in different areas. The Transversal Quay is 395 metres long and is approximately 10.5 metres deep. The terminal under concession has a surface area of 58,756 m<sup>2</sup>, including a 7,000 m<sup>2</sup> passenger terminal and office area.

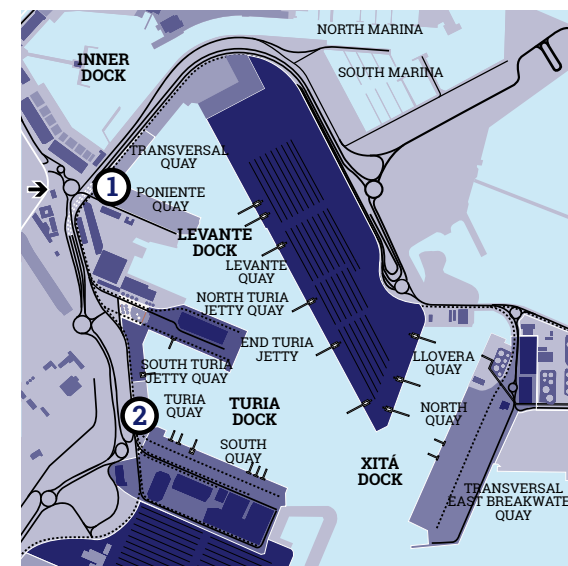
### ② BALEARIA

#### OPERATOR

Balearia Eurolíneas Marítimas, S.A.  
[www.balearia.com](http://www.balearia.com)

#### CHARACTERISTICS

Surface area of 10,200 m<sup>2</sup> located on the Turia Quay and on the South Turia Jetty apex. The passenger terminal has a surface area of 380 m<sup>2</sup>.



## Oil and chemical product terminal

### ① GALP ENERGÍA ESPAÑA, S.A.U.

#### OPERATOR

Petróleos de Valencia, S.A.

Tel. No.: 96 367 03 33 - [www.galpenenergia.com](http://www.galpenenergia.com)

#### QUAY

The North Quay is 236 metres long and 16 metres deep.

#### FACILITIES

Discharging of oil products on jetty owned by Terminales Portuarias, S.A.  
Discharged products are stored in 20 tanks with a capacity of 139,520 m<sup>3</sup>.

### ② TEPESA

#### OPERATOR

Terminales Portuarias, S.L.

Tel. No.: 96 367 68 02 - [valencia@tepsa.es](mailto:valencia@tepsa.es) - [www.tepsa.es](http://www.tepsa.es)

#### QUAY

The North Quay is 236 metres long and 16 metres deep.

#### FACILITIES

Three interlinked storage areas with capacities of 46,965 m<sup>3</sup>, 53,278 m<sup>3</sup>, and 61,720 m<sup>3</sup> for chemical, oil and non-inflammable products, respectively.

### ③ DEMAGRISA

#### OPERATOR

Demagrisa, S.A.

#### QUAY

The Turia Jetty is 62 metres long and nine metres deep.

#### FACILITIES

Liquid bulk tanks with a capacity of 15,500 m<sup>3</sup>.

### ④ PRODUCTOS ASFÁLTICOS

#### OPERATOR

Productos Asfálticos, S.A.

#### QUAY

Turia Jetty, South face – Section 2. This quay is 153 metres long and nine metres deep.

#### FACILITIES

Asphalt product hose connected to pipeline with pumping gear. It has eight tanks with a capacity of 14,300 m<sup>3</sup>.

### ⑤ TEVA-TANK

#### OPERATOR

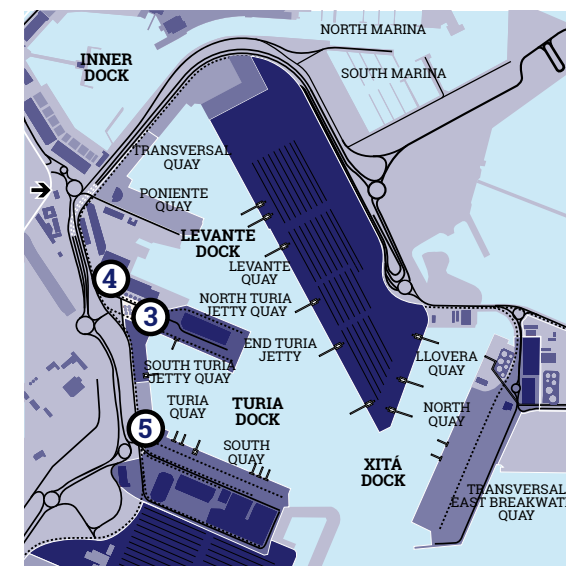
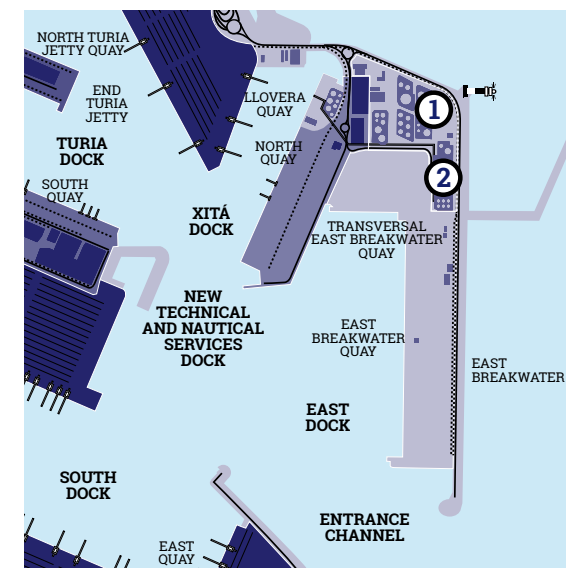
Teva-Tank, S.L

#### QUAY

Turia Quay. This quay is 387 metres long and nine metres deep.

#### FACILITIES

One edible fat and oil hose and one molasses hose both connected to pipelines with pumping gear.



## Solid bulk terminal 1

### LOCATION: NORTH QUAY

#### CHARACTERISTICS

This quay is 600 metres long and 16 metres deep.

### ① HOLCIM ESPAÑA

#### OPERATOR

Holcim España, S.A.  
Tel. No.: 96 367 05 10

#### MACHINERY

One 60-tonne electronic weighbridge for weighing trucks.

#### FACILITIES

Two cement silos with a capacity of 10,000 tonnes.

### ② NOATUM TERMINAL GRANEL VALENCIA, S.A.

#### OPERATOR

Noatum Terminal Granel Valencia, S.A.

#### MACHINERY

One mobile crane, two 60-tonne electric weighbridges for weighing trucks, five grabs and 16 loaders.

(For more details, see Chapter 2 of the Statistical Yearbook, sections 2.5.1.2 and 2.5.4)

### LOCATION: END TURIA JETTY

#### CHARACTERISTICS

This jetty is 183 metres long and 14 metres deep.

### ③ CEMEX ESPAÑA

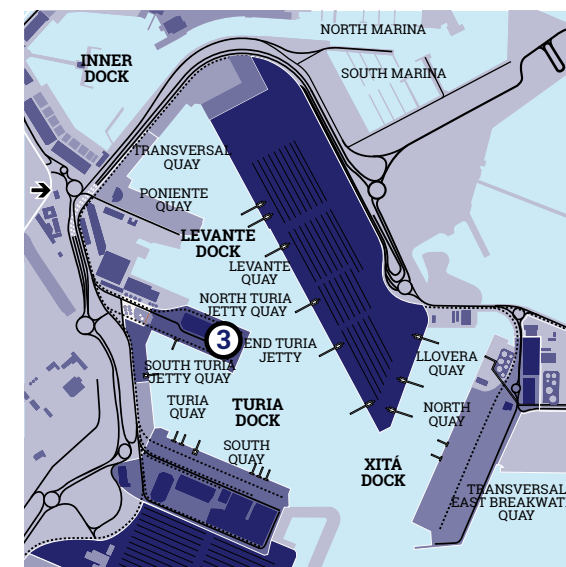
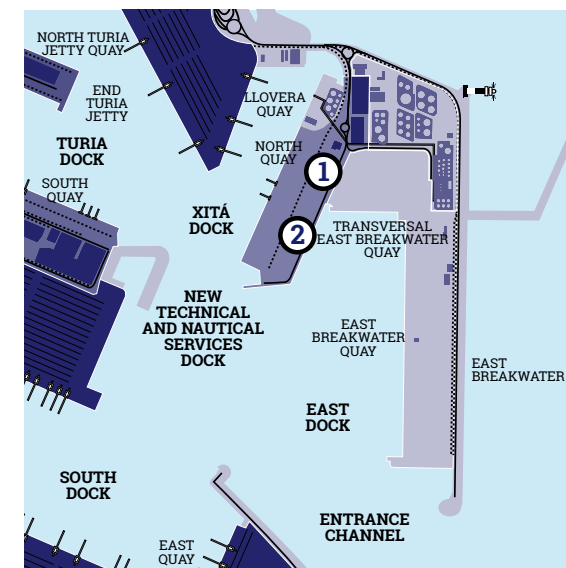
#### OPERATOR

Cemex España, S.A.  
Tel. No.: 96 367 05 12

#### FACILITIES

It has two simultaneous gravity systems which use belts and gantries from silos and pneumatic gear from trucks. The system can handle up to 800 t / hour.

The facility has three silos (one silo with a storage capacity of 10,000 t and two silos each with a capacity of 2,000 t)





## Solid bulk terminal 2

### LOCATION: SOUTH QUAY

#### CHARACTERISTICS

This quay is 595 metres long and 14 metres deep.

### ① TEMAGRA

#### OPERATOR

Temagra, S.L.

Tel. No.: 96 367 10 01

#### MACHINERY

Three mobile cranes with a lifting capacity of 35 tonnes (nominal weight for hook) and 33 tonnes (grab), ten wheel loaders, two sweepers, five hoppers, one forklift, four weighbridges, 15 fixed conveyor belts, three mobile conveyor belts, six grabs, one flatbed trailer, and two continuous ship unloaders.

(For more details, see Chapter 2 of the Statistical Yearbook, sections 2.5.1.2 and 2.5.4)

#### FACILITIES

Equipment designed to move grain from the silo to the vessel. Vessel unloading rates can reach 1,000 tonnes per hour with mobile cranes and 500 tonnes per hour using a gantry crane fitted with pneumatic equipment. Vessels can be loaded at a rate of 500 tonnes per hour with the pneumatic equipment or directly loaded from the lorry. It has a storage capacity of 150,000 tonnes. It has two grain silos with a capacity of 63,500 m<sup>3</sup>.

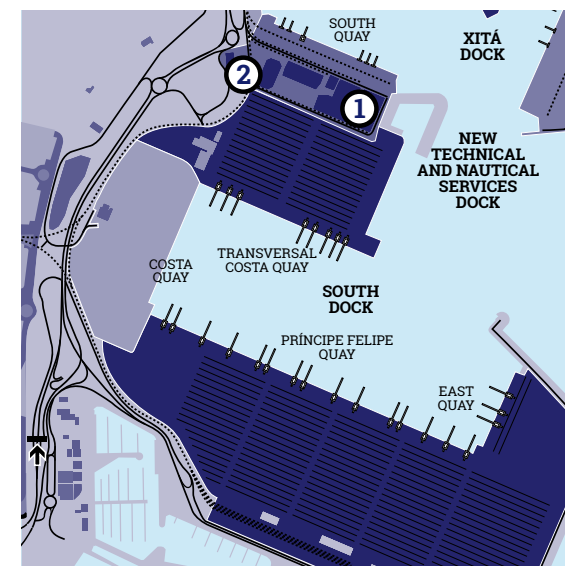
### ② SILESA

#### OPERATOR

Silesa

#### FACILITIES

Mechanised, horizontal silo with a surface area of 7,114 m<sup>2</sup> and a storage capacity of 35,435 tonnes. It has two grabs, two weighbridges, one forklift truck and one loader.



## Logistics & refrigerated warehouses

### ① FRIOPUERTO

#### OPERATOR

Friopuerto

Tel. No.: 96 367 35 15 - friopuerto@friopuerto.com - www.friopuerto.com

#### LOCATION

Next to the Public Container Terminal, opposite the Logistics Activities Area (ZAL) and the Border Inspection Post (PIF).

#### FACILITIES

These offer integrated logistics cold storage solutions for perishable goods for human consumption (frozen, refrigerated and dry products). The refrigerated warehouse has a capacity of over 50,000 m<sup>3</sup>, and has three cold stores for frozen produce (-35°C to -18°C) with moveable shelving which can each cater for 3,200 pallets, two freezer/chill stores for over 500 pallets (-25°C to +15°C), a 600 m<sup>2</sup> refrigerated produce store for quality control, inspections and cross-docking (0°C to +18°C) and a separate 400 m<sup>2</sup> handling store (+2°C to +14°C), as well as their corresponding service areas.

### ② LOGITERS

#### OPERATOR

Logiters

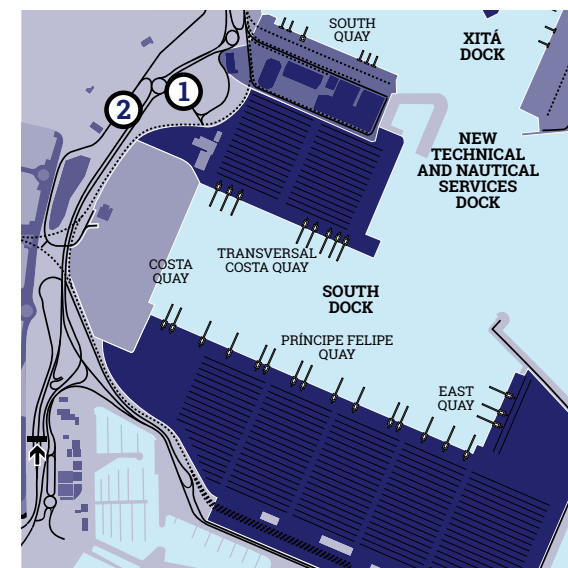
Tel. No.: 918 783 800 - www.logiters.es - info@logiters.com

#### LOCATION

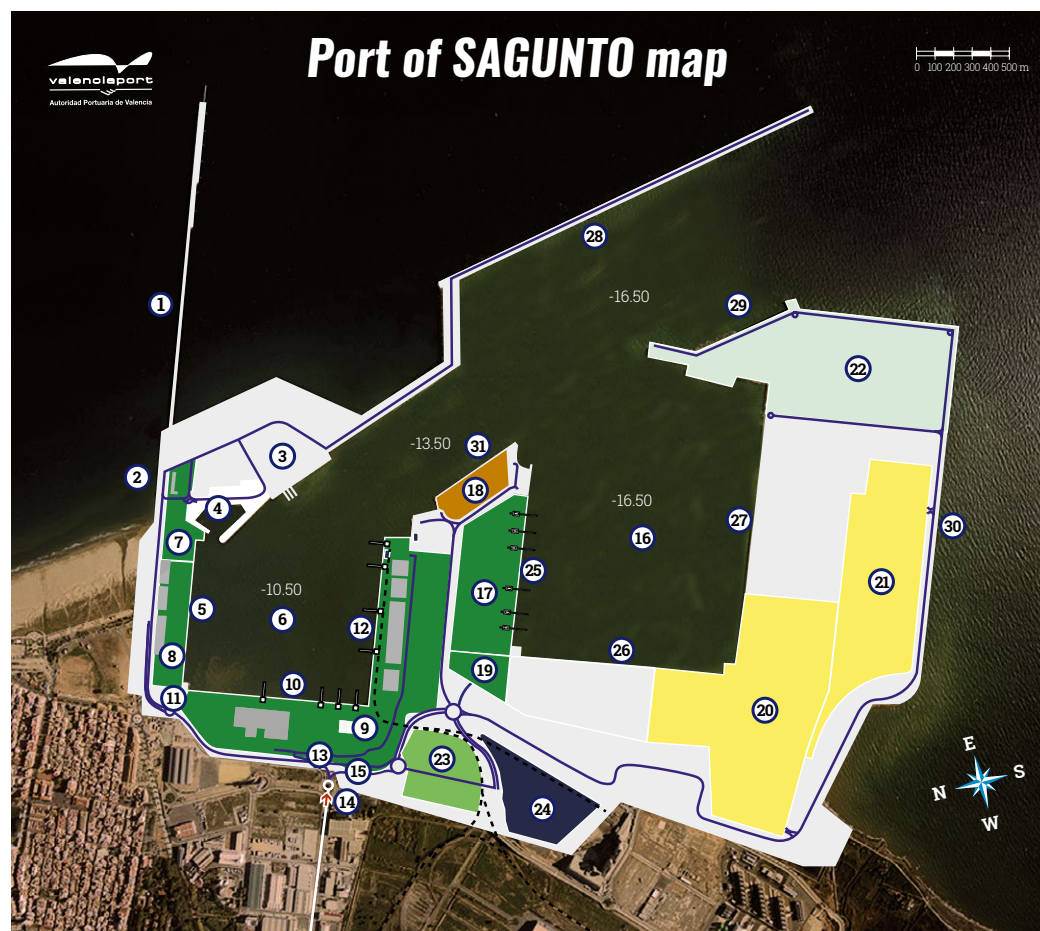
Ampliación Sur s/n

#### FACILITIES

The Bonded Warehouse has a Customs Office Area for transit and TIR traffic and a tax depot. Other types of operations which create added value to the logistics chain, such as brand control, repackaging, labelling and packing on pallets, can also be carried out. The company has the following machinery and equipment: 11 front-loading forklift trucks, two reach trucks, 18 electric pallet jacks, two wrapping machines, one weighbridge, one sealer for attaching tax marks to bottles of alcohol, one ribbed incline conveyor belt with input hopper and output container, and one packing machine (press) to recycle waste. It has 24 loading bays. The warehouse has 12 interconnected sections, four of which have shelving with 10,000 spaces. One of the sections is health-registered to store food products.



# Port of Sagunto



1. Jetty
2. North Breakwater
3. Shipyard
4. Fishing Dock
5. North Quay
6. Dock 1
7. Multipurpose Terminal 1 (Dock 1)
8. Multipurpose Terminal 2 (Dock 1)
9. Multipurpose Terminal 3 (Dock 1)
10. Harbourmaster's Office
11. Centre Quay
12. South Quay
13. Port Authority
14. Customs
15. SAGEP Port of Sagunto
16. Dock 2
17. Multipurpose Terminal 1 (Dock 2)
18. Solid Bulk Esplanade
19. Iron and Steel Processing Centre
20. Ro-ro and Vehicle Terminal
21. Vehicle Logistics Centre
22. Regasification Plant
23. Esplanade
24. Fertiliser Plant
25. North Quay 2
26. Centre Quay 2
27. South Quay 2
28. Levante Breakwater
29. Entrance channel
30. South outer sea wall
31. Northeast Quay

## MULTIPURPOSE TERMINAL 1 (Dock 1)

### OPERATOR

Logística del Puerto de Sagunto.

Tel. No.: 96 269 81 18

### QUAYS

North Quay 1, which is 489 metres long and nine metres deep, and Northwest Quay, which is 335 metres long and 8.5 metres deep.

### MACHINERY

It has two mobile cranes, three Mafi-type tractors, six forklifts, two reach stackers, one wheel loader and one semi-automatic hopper.

(For more details, see Chapter 2 of the Statistical Yearbook, sections 2.5.1.2 and 2.5.4)

## MULTIPURPOSE TERMINAL 2 (Dock 1)

### OPERATOR

Portuaria Levantina, S.A.

Tel. No.: 96 268 40 48 / 96 267 56 86 - [www.porlesa.com](http://www.porlesa.com)

### QUAYS

North Quay 1, which is 489 metres long and nine metres deep, Centre Quay 1, which is 620 metres long and ten metres deep, and Northwest Quay, which is 335 metres long and 12.70 metres deep.

### MACHINERY

It has two mobile cranes with a lifting capacity of 100 and 104 tonnes, seven forklifts, two reach stackers, one wheel loader and two hoppers.

(For more details, see Chapter 2 of the Statistical Yearbook, sections 2.5.1.2 and 2.5.4)

## MULTIPURPOSE TERMINAL 3 (Dock 1)

### OPERATOR

Noatum Container Terminal Sagunto

Tel. No.: 96 265 61 19 - [www.marvalsagunto.es](http://www.marvalsagunto.es)

### QUAY

Centre Quay, which is 620 metres long and has a maximum depth of 11.25 metres, South Quay 1, which is 580 metres long and has a maximum depth of ten metres, and Northwest Quay, which is 335 metres long and has a maximum depth of 14 metres.

### MACHINERY

It has two mobile cranes (100 t x 22 m), six gantry cranes (20-60 tonnes), five reach stackers (36-42 tonnes) and 41 forklifts.

(For more details, see Chapter 2 of the Statistical Yearbook, sections 2.5.1.2 and 2.5.4)



## FRUIT AND PERISHABLES TERMINAL

### OPERATOR

Noatum Ports Valenciana, S.A.

Tel. No.: 96 265 61 19 - [www.marvalsagunto.es](http://www.marvalsagunto.es)

### MACHINERY

Two electric gantry cranes with a lifting capacity of 17 tonnes which can handle 240 pallets/hour.

(For more details, see Chapter 2 of the Statistical Yearbook, sections 2.5.1.2 and 2.5.4)

### SPECIAL FACILITIES

This terminal has several sections: 7,000 m<sup>2</sup> refrigerated area, 2,289 m<sup>2</sup> loading bay, 7,000 m<sup>2</sup> warehouse.

## PROVISIONAL CONTAINER AREA (Dock 1)

### OPERATOR

Intersagunto Terminal, S.A.

Tel. No.: 96 269 90 60 - [operacionesmaritimas@saguntoti.com](mailto:operacionesmaritimas@saguntoti.com)

### QUAYS

Public quays: North Quay 1 is 489 metres long and nine metres deep. Centre Quay is 620 metres long and has a maximum depth of 11.25 metres. It has a surface area of 30,000 m<sup>2</sup> and power points for 50 refrigerated containers.

### MACHINERY

It has two mobile cranes, two 4x4 tractors, five tractors, seven flatbed trailers and five reach stackers.

(For more details, see Chapter 2 of the Statistical Yearbook, sections 2.5.1.2 and 2.5.4)

## FERTILISER PLANT

### OPERATOR

Fertiberia, S.A.

Tel. No.: 96 269 90 04 - [www.fertiberia.es](http://www.fertiberia.es)

### QUAY

South Quay 1. This quay is 580 metres long and has a maximum depth of ten metres.

### SPECIAL FACILITIES

Anhydrous ammonia discharged by means of retractable, loading boom gear and pipelines. Pipelines and pumps in the system to collect sea water for refrigeration.

## IRON AND STEEL PROCESSING CENTRE (Dock 2)

### OPERATOR

Procesos Logísticos Integrales, S.A.

Tel. No.: 902 627 720 - [info@plisa.es](mailto:info@plisa.es) - [www.plisa.es](http://www.plisa.es)

### CHARACTERISTICS

Storage for iron and steel products, heavy products, projects, etc. Logistics for distribution, labelling, repacking, sorting and preparing orders. Land, sea and rail transport.

### SPECIAL FACILITIES

Gantry cranes with lifting capacities of up to 32 tonnes.

Shot and painting line (max. 2,500 mm). Oxy-fuel cutting. Bevelling machine.

## VEHICLE AND RO-RO TERMINAL (Dock 2)

### OPERATOR

Carport Sagunto, S.L.

Tel. No.: 96 269 95 30 - [www.bergeycia.es](http://www.bergeycia.es)

### QUAY

South Quay 2 is 218 metres long and has a maximum depth of 16 metres; Centre Quay 2 is 235 metres long and has a maximum depth of 16 metres; and the Ro-ro heel is 38 m x 39 m.

### MACHINERY

It has one forklift with a lifting capacity of five tonnes and one Mafi-type tractor (Tug master) with a gooseneck.

## TOYOTA VEHICLE LOGISTICS CENTRE

### OPERATOR

Toyota Logistics Services España, S.L.U.

Tel. No.: 96 043 80 54

### CHARACTERISTICS

Toyota and Lexus Vehicle Logistics Centre for storage, inspection and accessory assembly.

## REGASIFICATION PLANT (Dock 2)

### OPERATOR

Saggas, S.A.

Tel. No.: 96 101 42 20 / 96 269 90 77 - [saggas@saggas.com](mailto:saggas@saggas.com) - [www.saggas.com](http://www.saggas.com)

### QUAY

LNG-carrier berths. This quay is 330 metres long and has a maximum depth of 14 metres.

### SPECIAL FACILITIES

Regasification plant for the transformation of liquefied gas discharged from vessels to tanks and then regasified, connected to a generation plant and to the Spanish gas pipeline network. It has four 150,000 m<sup>3</sup> tanks for storing Liquefied Natural Gas (LNG).



- |                                      |                            |
|--------------------------------------|----------------------------|
| 1. Royal Gandia Yacht Club           | 11. Customs                |
| 2. Borgia Quay                       | 12. SEGASA SAGEP           |
| 3. To N-332 AP-7 (Xeresa exit)       | 13. Cold storage warehouse |
| 4. Dry Dock                          | 14. Port Authority         |
| 5. North Quay                        | 15. Harbourmaster's Office |
| 6. To C-230 Gandia AP-7 (Oliva exit) | 16. South Quay             |
| 7. Fish Market                       | 17. Serpis riverbed        |
| 8. Fishing Quay                      | 18. Serpis Quay            |
| 9. Motor-Sailor Quay                 | 19. North Breakwater       |
| 10. Fruit Quay                       | 20. Entrance channel       |

**OPERATOR**

Navarro y Boronad, S.L.

Tel. No.: 96 284 01 00 - [www.navarroyboronad.com](http://www.navarroyboronad.com)

**QUAY**

Serpis Quay. This quay is 300 metres long and ten metres deep.

**MACHINERY**

Three gantry cranes with lifting capacities of up to 12 tonnes and one mobile crane with a lifting capacity of 36 tonnes, 35 forklifts, five grabs and one hopper.

(For more details, see Chapter 2 of the Statistical Yearbook, sections 2.5.1.2 and 2.5.4)

**FACILITIES**

Two warehouses for storing paper reels, with a total surface area of 8,763 m<sup>2</sup>.

**FRUIT AND PERISHABLES WAREHOUSE****OPERATOR**

Dehorsa, S.A.

Tel. No.: 96 284 86 28 - [terminal@gandiareefer.com](mailto:terminal@gandiareefer.com) - [www.gandiareefer.com](http://www.gandiareefer.com)

**QUAY**

South Quay. This quay is 300 metres long and six metres deep.

**MACHINERY**

One crane, one reach stacker and four forklifts.

(For more details, see Chapter 2 of the Statistical Yearbook, sections 2.5.1.2 and 2.5.4)

**FACILITIES**

6,240 m<sup>2</sup> refrigerated warehouse.



# The Year in Images







The US Secretary of Transportation visits the Port of Valencia



The PAV welcomes a delegation of businesspeople from the Valencian Business Confederation.



The General Manager of Renfe Mercancías visits the Port of Valencia.



The Egyptian Ambassador visits the Port of Valencia.



The PAV welcomes the new US Consular Agent to Valencia.



Meeting between ELTC's new management and the PAV.





The Naval Engineers Association and the PAV explore ways of working together.



The Town Council's Board of Spokespersons visits the Port of Sagunto's facilities.



A delegation from Mitsubishi Corporation and Grup TCB visits the Port of Valencia.



The Chairman of the Propeller Club visits the Port Authority of Valencia.



The PAV welcomes the Chairman of the Valencian Region's Commission for the Protection of Competition.



Grupo Moldtrans visits the Port of Valencia.





The shipping company ZIM presents its new services out of the Port of Valencia.



The Grimaldi Group strengthens its services to and from West Africa.



Ford set to export 100,000 vehicles per year out of the Port of Sagunto.



The Grimaldi Group enhances the connections between Valencia and Italy.



The port industry joins the city of Valencia's initiatives to boost cruise traffic.



Valencia presents a fully-comprehensive cruise destination at Cruise Shipping Miami.





The Port Authority of Valencia - a strategic partner for the ceramic tile industry.



The ports of Valencia and Sagunto discover the potential of Breakbulk Europe on their first visit to the fair.



The PAV showcases the competitive advantages of its ports at the International Logistics and Material Handling Exhibition (SIL).



The Port of Valencia promotes its connectivity with the rest of the world, in Berlin.



The PAV takes part in the "Reindustrialisation of the Mediterranean Arc" Conference.



The PAV and the Valenciaport Foundation promote CSR through the organisation of the 3<sup>rd</sup> Social Responsibility Conference in the port community.





The PAV hosts the Spanish Public Ports 3<sup>rd</sup> In-house Legal Symposium.



The PAV hosts the 6<sup>th</sup> Port Authority Projects and Works Conference.



The Co-Efficient project puts forward solutions to improve energy efficiency in SMEs.



The PAV hosts the mid-term conference of the European B2MoS project.



Progress in the European Monalisa 2.0 project analysed at the Port of Valencia.



The Inte-Transit project aims to promote innovation in ICT to boost port competitiveness.



The PAV hosts the annual meeting to review the CONTAIN container surveillance and security project.



The PAV hosts the Coordinadora general assembly.



The PAV cooperates with Customs in the implementation of an electronic procedure to modify cargo manifests.



The Official Inspection Services Working Group approves a new guarantee.



The Ecoport II Project now has 36 members.



Signing of the cooperation agreement between the Gandia Town Council and the PAV.





The removal of the last physical barrier between the Port of Valencia and Nazaret gets underway.



APOTEM marks its first anniversary and welcomes five new members.



The PAV organises an awareness day to promote heart-protected areas in the port community.



The Port Authority of Valencia celebrates Christmas with its staff.

