THE SPANISH PORT SYSTEM
Mapa de España con las principales ciudades y puertos.

- Puertos del Estado (Madrid)
- Barcelona
- Tarragona
- Alcudia
- Maó
- Palma de Mallorca
- Castellón
- Sagunto
- Valencia
- Gandía
- Alicante
- Eivissa
- La Savina
- Sevilla
- Huelva
- Bahía de Cádiz
- Málaga
- Motril
- Almería
- Cartagena
- Carboneras
- Bahía de Algeciras
- Tarifa
- Ceuta
- Melilla
- La Estaca
- Las Palmas
- Pto. Rosario
- S.S. Gomera
- S.C. de Tenerife
- S.C. de la Palma
- Villa de Ferrol
- A Coruña
- Vigo
- Marín-Pontevedra
- Avilés
- Santander
- Pasajes
- Gijón
- San Cibrao
National share of exports-imports according to the mode of transportation - 2006

**TOTAL EXPORTS**
- Maritime: 55,17%
- Road: 39,59%
- Air: 4,87%
- Railway: 0,37%

**TOTAL IMPORTS**
- Maritime: 83,58%
- Road: 15,83%
- Air: 0,12%
- Railway: 0,46%
ORGANIZATION OF THE SPANISH SEA PORT SYSTEM

LEGAL FRAMEWORK

Act 27/1992 of November 24 “State Ports and Merchant Marine”

- as modified by Act 48/2003 of November 26th.

TYPES OF PORTS

- Ports managed by the State: ports of general interest (relevant commercial port activities).
- Ports managed by the Autonomous Communities of Spain: Fishing, yatch marinas and ports of refuge.
CHARACTERISTICS OF THE PORTS OF GENERAL INTEREST

✓ INTERNATIONAL MARITIME COMMERCIAL ACTIVITIES
✓ HINTERLAND INCLUDES MORE THAN ONE AUTONOMOUS REGION
✓ INDUSTRIES OF STRATEGIC RELEVANCE
✓ ANNUAL THROUGHPUT AND CHARACTERISTICS OF THEIR MARITIME COMMERCIAL ACTIVITIES
✓ MARITIME TRANSPORT SAFETY AND SECURITY
Ports with refinery facilities: Bay of Algeciras, Tarragona, Bilbao, Cartagena, Tenerife, A Coruña, Castellón and Huelva.
THROUGHPUT BY TYPE OF CARGO 2006

- Liquid Bulk: 32.2%
- Dry Bulk: 40.0%
- General Cargo: 24.5%
- Fresh Fish: 0.1%
- Supplies: 0.9%
- Local Traffic: 2.3%
PUERTOS DEL ESTADO

- Public body
- Own legal status and assets
- Implements the Government’s port policy
- Coordinates the efficiency of the Spanish port system
- Ministry of Public Works

PORT AUTHORITIES

- Public body
- Own legal status and assets,

46 commercial ports managed by 28 Port Authorities
PORT AUTHORITY STRUCTURE

Government body: President
Board of Directors

Management body: Managing Director

Advisory body: Navigation and Port Board

PRESIDENT:
Designated and appointed by the Autonomous Community or the Self-governing cities of Ceuta and Melilla amongst applicants of acknowledged competence or suitability for the post.
PORT AUTHORITY BOARD OF DIRECTORS (*):

- President (designated by the Autonomous Community)
- Director
- Harbour Master
- Board members (15 - 22) designated by the Autonomous Community or the cities of Ceuta and Melilla.

They represent:

- The Central Administration
- Municipality
- Chamber of Commerce, Industry and Navigation
- Business and Workers Associations
- Economic sectors relevant to the port industry

(*) The majority members of the Board of Directors is appointed by the Autonomous Communities
The Spanish legislation grants the Port Authorities a self-governing management regime.

The Port Authority’s jurisdiction aims to provide the infrastructure and port’s land and regulate the utilization of this public domain facility. Services are mainly provided by private operators that have bid for a concession right or an authorization to provide services.
State port public domain

Public nature of land

Oriented to promote the participation of the private sector in terms of:

- financing
- building
- operation
- provision of port services of port facilities
MASTER PLAN
Includes demand forecast, improvement of existing facilities, analysis of port development and lay-out, environmental issues, development phasing, financial viability studies.

SPATIAL PLANNING
The Ministry of Public Works approves the Spatial Planning (Plan de Usos) Plan establishing the limits for the port area. The Port Authority elaborates the Land Development Plan defining the spatial planning. This plan is to be approved by the Municipality or the Autonomous Community.

BUSINESS PLAN
Must include, at the least, a diagnosis of the situation, port traffic forecast, economic-financial forecast, management objectives and investment plan. Port Authority objectives over 4 years, if necessary, shall be agreed upon with Puertos del Estado in a specific plan.
ECONOMIC PRINCIPLES

Autonomy in the economic and financial management:

• Managing the economic and financial resources (Puertos del Estado and Port Authorities)
• Achieve the annual objectives agreed in the Business Plans

Self-financing:

Port Authorities income based on the application of port taxes shall cover at least the following:

- operating and financial expenses
- depreciation of their assets
- reasonable profit enabling to face forecasted investments and payback of credits
PORT INVESTMENTS OBJECTIVES

Guarantee the growth and modernization of the ports of general interest:

- adequate port offer based in foreseeable traffic;
- quality of the port services;
- logistic platforms;
- modal shift areas;
- environmental sustainable development;
- integrating port areas in the city;
- private investment.
PORT SYSTEM INVESTMENT
1997-2006

Million euros

1997 360.9
1998 375.1
1999 418.5
2000 405.8
2001 499.7
2002 545.1
2003 694.8
2004 782.8
2005 878.0
2006 1,113.70

PORT INVESTMENTS

- PROVIDE ENOUGH CAPACITY TO ATTEND PORT TRAFFIC PREDICTED UNTIL 2020

- PEIT. “PLAN SECTORIAL DE TRANSPORTE MARÍTIMO Y PUERTOS”.
  PERIOD 2005-2020: 22,480 M€ (50% PRIVATE/50% PUBLIC) (9% TOTAL BUDGET)

- OUTPUTS: 200,000 m. berths (growth: 31% with draught >6m.)
  4,000 ha. land surface (growth: 56%)
  18,400 ha. water surface (growth 17%)
PORT LOGISTICS IN SPAIN

DEVELOPMENT OF PORTS AS LOGISTIC PLATFORMS (ZAL)

- **SERVICES AREA:** Companies, Vehicles, Persons
- **LOGISTIC AREA:** Added Value for Freight Flows
- **INTERMODAL AREA:** Rail-Maritime Connections

On service
- Under execution
- Under project
WEBSITE:

www.puertos.es