Il porti in Europa: governance al porto di Barcelona

Santiago Garcia-Milà

Subdirector General, Autoridad Portuaria de Barcelona Chairman, European Sea Ports Organisation (ESPO) President, International Association Ports & Harbors (IAPH)



Legal structure of the Port of Barcelona

The Spanish port system

- The Spanish port system is Governed by law: Law 27/92, reformed 62/1997; Law 48/2003 and Law 33/2010
 - * "autonomic" ports (basically fishing and leisure ports) that are under the control of regional governments
 - * "general interest" ports: ports under the central government control (Ministry of Public works). There are 44 ports of general interest and 28 port authorities (some of them manage several ports).
- Landlord management model: The Port Authority provides the infrastructure and land and regulates the use of this public land, while the services are provided by private operators benefiting from concessions and rents
- Other characteristics of the Spanish Port system: Self financing and inter-ports solidarity

Economic regime of the port

Financial Self-sufficiency

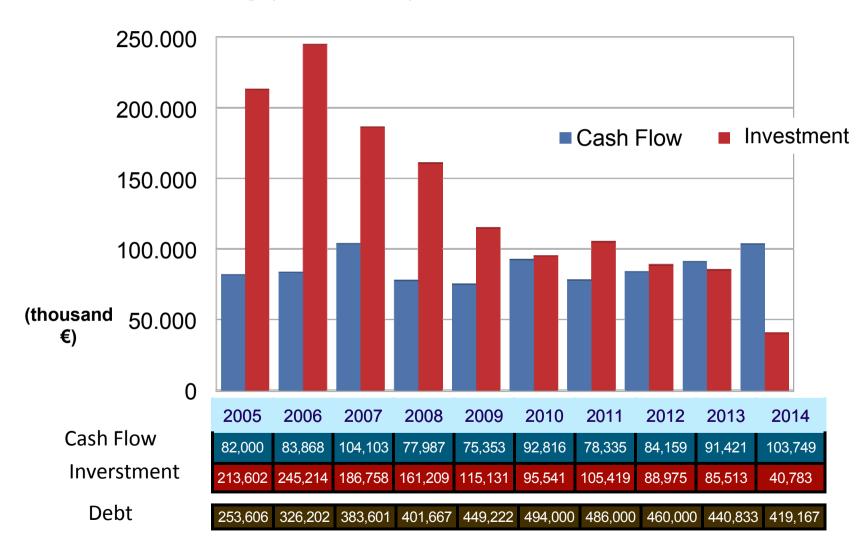
Port charges and fees must cover the ordinary expenses of the Port Authority and ensure sufficient profitability to finance future investments and debt repayment.

The investments of Port Authorities are financed using their own financial resources and bank loans.

There are no State subsidies.

Financial structure of the Port of Barcelona

Investment funding (thousand €)





Legal structure of the Port of Barcelona

Members of the Board of Directors

President of Port Authority

Regional Government: 4 members

Central government: 3 members

Municipalities: 2 members

Chamber of Commerce: 1 member

Trade Unions: 2 members

Terminals: 1 member

Maritime Captain

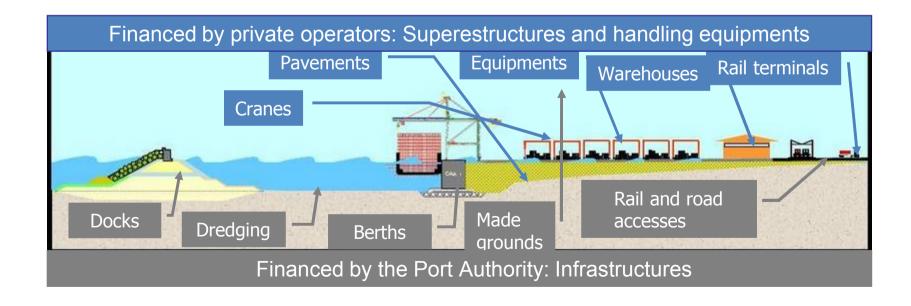
Director of Port Authority



Managing model

Landlord port

- Ports are infrastructures that generate income through the principle «user pays»
- The Port Authority provides the infrastructures and offers the port's land to private operators that exploit it through a concession





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Thank you