

Barcelona Treball

Maritime Transport

Sector Report 2013

With the collaboration of:
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The 10 keys to understanding the sector

Maritime transport is economically and environmentally the most efficient way to travel and transport goods. Barcelona is one of the most important ports in Europe.

The sector

Maritime transport, the oldest means of transport, plays an essential role in economic and social development, and it is a sector with enormous activity in Catalonia both in relation to goods and people. This sector is an integral part of major logistics platforms which include all modes (multimodal transport, marine, rail, road and air).

Main areas of activity

Today's maritime transport sector is organised into three areas of activity: freight transport, passenger transport and port services. There are two main types of passenger transport: ferries, which link two points at particular intervals, and cruise vessels, which carry passengers for pleasure, tourism and leisure. Port services include loading, unloading, storage, inspection and control of goods.

Trends

Maritime transport does not seem to have been affected by the global economic crisis. Even the cruise industry has become more prominent in Europe in recent years. The main trend in the transport of people and goods is the extraordinary increase in the size of ships. In Spain, the liberalisation of services offered by ports and the creation of 4th generation ports is of particular significance. These ports are true logistics platforms with security and communications at the highest technological level. The Singapore port is the model for this type of port.

Economic significance

The set of ports in Spain in 2011 moved 450 million of total merchandise, value 5.8% higher than in 2010 but still less than the tons moved in 2007. The Port of Barcelona, one of the major ports of the southern of the Mediterranean and the third in Spain moving containers behind Algeciras and Valencia, in 2011, moved 43 million tons (10 % of total freight traffic of Spain), a value 0,1% lower than in 2010.

As for the number of passengers, Barcelona has become the first port in the Mediterranean and the fourth worldwide. In 2011 the movements were nearly 900 cruises and 2,66 million passengers. It is estimated that the annual economic impact of cruises in the Catalan capital is about €300.000 million. The cruise sector, according to the European Commission (Communication Growth Blue) will increase its economic weight in 2020.

The Port of Barcelona (services to ships, logistics and intermodal transport) directly and indirectly generates a Gross Value Added (GVA) of €2,29 million, representing 1.4% of GVA Catalan economy.

Employment

Employment within the sector is distributed amongst both ports and ships. According to the INE, in the third quarter of 2012 are employed 17.300 people in the sector. Similarly, it is estimated that in 2012 there are 508 companies

operating in the sector. In Catalonia, in 2012 there are 50 ports, most of which depend on the Government of Catalonia. The Port Authority employs directly 553 people.

Professional profiles most in demand

All business activities have a demand for people with practical and theoretical expertise in the sector, although the most in demand professional profiles are for more qualified candidates, especially those requiring training in engineering. Most jobs require a basic mastery of the English language. Other activities such as the loading and unloading of goods do not require specific qualifications.

Occupations most in demand

As mentioned in the Catalogue of occupations, it has been difficult to fill demand for the third quarter of 2011. The demand for people in a range of occupations in the sector is strong, especially for crews for cruise and freight ships. Occupations associated with port services are less in demand because there are more people willing to work in ports than on ships. The occupations most in demand include naval mechanic, merchant vessel chief officer, passenger ship assistant purser, radio officer and/or cook.

Future prospects

Maritime transport, being the most economical and environmentally sustainable means to travel and to transport goods, has a consolidated future in Catalonia provided that investments in new infrastructure and training continue to ensure that players in the Catalan maritime transport sector remain as competitive as possible.

Note also the significant weight of the cruise industry in the city of Barcelona. Only during the month of August 2012 there were more than 500.000 passengers in the Port of Barcelona. The economic impact on the city is remarkable, according to recent studies by the European Commission, is a kind of transport that will increase its economic weight and employment rate by 2020.

Weaknesses

Investments in ports should be followed by investments in the port logistics network as well as increased security. Moreover, sustainability and environmental improvement are amongst the areas where more investment in the ports of Catalonia is needed to achieve greater efficiency and better collection and treatment of sewage and other waste produced by ships.

Opportunities

The Catalan Government's Port Plan 2007-2015 highlights the need to enhance maritime transport as a complementary to road transport as it is much cheaper than land transport. (The ports of Barcelona and Tarragona are not managed by the Government, but the first has some short lines, which are a reference in the Mediterranean).

01 Introduction to the sector

Maritime transport, as a component of the transport sector, is essential to our society. However, the general public has a very limited perception of the influence of maritime transport, its role in the economic and social development and as a source of excellent job opportunities, with millions of people and companies working in activities directly and indirectly related to the sector worldwide.

Maritime transport has always been the most important form of transport and a communication link between coastal cities, countries and continents. Along with rail transport, it is also an economically and environmentally more efficient way to travel and transport goods. About 90% of the world's wholesale and retail trade is currently carried out by means of maritime transport.

Parallel to the increase in traditional activities connected with the sea, this sector has experienced a significant quantitative and qualitative expansion given the emergence and development of the maritime oil exploration and production industry, as well as the cruise business.

This sector, which was bolstered in the 20th century by the economies of North America and Western Europe, has shown strong growth over the past four decades, despite the global economic recession of the early 1980s and the financial crises of the late 1990s and 2000s.

It is difficult to quantify the total volume of the maritime transport sector and its economic significance. However, it is important for industry, science and leisure activities.

Catalonia has around 780 km of coastline, 45 ports and 2 inland sea ports, plus a number of maritime facilities. Of the 47 ports and inland sea ports, 2 belong to the Port Authority of Barcelona and Tarragona, and the rest fall under the authority of the Catalan Government. Of these, 3 are used for commercial activities (St. Carles de la Ràpita, Vilanova and Palamós) and 2 are industrial (Alcanar and Vallcarca).

02

Main areas of activity

In the maritime transport sector also includes port services, traffic management and freight management. Thus, there is a division of areas of activity between port services, freight transport, passenger transport.

Freight transport

Maritime freight is the most widely used form of transport in international trade, since it enables the transport of large silos or containers and is the best way to transport large volumes of goods between two geographically isolated points. It is also a flexible and versatile method because ships of different sizes can be used and adapted to all kinds of loads. The following ships are used for this method: silo loads, container tankers, refrigerator units and rolling cargo ships.

Passenger transport

The transport of passengers by sea has lost much of its traditional importance because of commercial aviation. However, it is still used significantly for short voyages (short distances between islands or river crossings) and cruise ships.

There are two main types of passenger transport: ferries, which link two points at particular intervals, and cruise vessels, which carry passengers for pleasure, tourism and leisure.

The popularity of cruise ships is due to the manufacture of very large ships which can carry large numbers of passengers, and because today's prices are much more affordable than those of a few decades ago. Yet there are still luxury cruises aboard a ships which, because of their small size and high cost, offer an intimate and exclusive experience. It is important to note that Barcelona is one of the most visited ports in the Mediterranean, along with Palma de Mallorca and Venice.

Scope of port services

The role of ports is to act as interchanges between land and sea transport modes. However, currently ports have surpassed this function and also act as logistics centres.

Port services include the loading and unloading of freight, loading and unloading of passengers, the handling, loading, storage, inspection and control of goods by the government, in addition to support services for ships.

The importance of the port sector and its strategic value is undeniable, as it plays a key role in economic development.

03

Sector trends

Flexibility, versatility and innovation are key trends in a globalised world where the growth of other modes of transport has been considerable in recent decades.

Popularity of cruises

Over the years, the general concept of cruising has not changed much. Nevertheless, it has gone from being a voyage only for those with high-level purchasing power to an industry which is comprised of close to 280 maritime transport companies (sea and river) offering close to 30,000 cruises to some 2,000 destinations and a wide array of itineraries, ships, rates, etc. and which is able to adapt to the needs of different passenger segments.

Each company has adapted to one type of clientele, which means that options ranging from luxury to river cruises are covered by the industry. This has resulted in a considerable drop in the average passenger age, which presently stands in the 40-45 range. Each company seeks to attract a particular customer profile, meaning that this average can vary from 60-65 to 30-35. Significant factors in segmentation include the type of destination, vessel category, facilities and price. Although cruise business growth policies are very strong, maritime transport companies have begun to introduce new marketing strategies to promote innovative developments such as personalised assistance, more entertainment, bigger ships and more on-board services (cinemas, libraries, etc.).

It is a trend that fully affects Catalonia. Currently, according to the Port of Barcelona, in the city there is a movement of nearly 900 cruises/year (2011), which implies 2,7 million passengers annually. Only during the month of August 2012, the Port recorded a movement of more than 500.000 passengers. In Barcelona, this trend is mainly due to the effort to build, improve and expand the infrastructure needed to manage the demand for cruises. In terms of economic impact, the Port estimates that cruise passengers spend approximately €300 million per year in the Catalan capital (2012 data). According to a study made by European Cruise Council, the cruise industry gave 1.190 million to Spain (2010) and generated over 25.000 jobs between direct, indirect and induced.

Liberalisation of port services

National governments define the port system of each country and set the management policies of their ports. The current trend in Spain is towards the liberalisation of services offered. While port authorities are public bodies answerable to governments, many port services are habitually in monopoly or oligopoly situations. Trade liberalisation will help reduce costs and improve productivity.

Extraordinary increase in the size of ships

At present, ships tend to be large and offer exceptional amenities. Many cruise ships weigh more than 100,000 tons and have 14 or 15 and in some cases more accommodation decks and common areas. In addition, available facilities include football pitches, theatres, swimming pools, golf courses, shopping centres, etc. The capacity varies, but the larger cruise ships have a capacity of 4,400 passengers, excluding crew. In the future, "floating cities" with 10,000-person capacities are expected to be built.

Integration of logistics chains

Ports function as added value centres for the logistics sector. Major technological and organisational changes have originated in the maritime transport sector and have led to intermodal networks and "door-to-door" transport chains. Ports also led to the emergence of new players who have implemented and coordinated intermodal transport networks. Such changes and transformations are still underway.

Search for economies of scale and cost reduction

One of the most important factors in port competitiveness is cost, which is closely linked to productivity. The optimisation and the lowering of cost, as well as the scale of a ship in the port or the transfer of goods (costs of commercial port, cargo handling, passenger, towing, pilotage and mooring services, etc.) are some of the major considerations that lead them to seek economies of scale.

Economic globalisation

International maritime transport is a key element that underpins the process of economic globalisation and trade. Many of the innovations that have had an integrating effect on the flow of goods from fragmented and scattered production chains throughout the world have their origins on “the sea” and have been introduced by major worldwide maritime transport companies. It should be noted that most of international trade is carried out through maritime transport.

Evolution of maritime transport: 4th generation ports

After highly specialised third-generation port emerged in the 1980s, with terminals dedicated to different products, a 4th generation of ports has been introduced in the past few years. This generation is characterised by multimodal transportation network (are known as ports on network), whether through port authorities or a large operator which can collaborate with other port areas in order to internationalize and diversify activity. Networks consist of a business and management unit and a strategy for joint growth and expansion collaboratively with the supply chains of international transport.

04

The sector in figures

Economic data

- The maritime transport, as reflected in the Annual Survey of Services INE 2010 (latest available data), has a turnover of 1.,858 million , representing 3.3% of the business volume of the transport sector and 0,46% of the turnover of the entire services sector in Spain.
- According to freight traffic in the ports of Spain (INE) in Spain are moved 450,4 million tons of freight in 2011 (5,8% more than in 2010) . However, the volume of goods moved is still 6% less than in 2007 (479,3 million tons). According to the Ministry of Infrastructure and Development, (from January to September 2012) freight traffic is 6,4% higher than the same period in 2011, so the upward trend began in 2011 remains.
- During the months of January to September 2012, according to Ports of Spain were handled 10.488.192 TEUs (unit of measurement equivalent to one 20-foot container), which represents a 3,46% increase in comparison to the same period in 2011. In this sense, all freight traffic data indicate a positive trend between 2011 and 2012.
- Passenger traffic (on board and landed) across Spain, according to the INE in 2011 was 31,22 million (value very similar to 2010 and 6,2% higher than in 2009).
- In Catalonia, in some ports (Port of Barcelona, Tarragona Port and Ports de la Generalitat¹), according to the Department of Planning and Sustainability, the total volume of passengers in 2011 was 4,1 million (15,5% of the passengers in Spain), representing a 10,4% more than in 2010.
- From the 4.1 million passengers recorded in Catalan ports in 2011, 3,8 million passengers boarded and/or landed in the Port of Barcelona (12% of the passengers of Spain), which represents an increase of 10,4% compared to 2010. The remaining, 1.000 were passengers in the Port of Tarragona (66,7% less than in 2010) and 278.000 were passenger of other ports of the Government of Catalonia (3% higher than 2010). Spending by cruise passengers arriving at the Port of Barcelona has an impact of €300 million in the Catalan capital, according to Port Authority estimates.
- Catalonia has two ports of general interest that are directly managed, the Port of Barcelona (operated by the Port Authority of Barcelona) and the port of Tarragona (managed by the Port Authority of Tarragona). The remaining ports of Catalonia depend directly from the Government or the Department of Planning and Sustainability, there are 20 that are managed directly and 28 who are indirectly managed (concession).
- In 2011, according to Ports de la Generalitat, the company had revenues for public service provision and port use of €14 million (3,3% higher than in 2010). 55% of these revenues will be used for future investments, 19% to servicing and maintenance facilities, installation and supplies, 19% to cover staff costs, and 7% to other expenses (media, advertising, taxes, rents, etc.). Of all ports that depend on Catalan Government, which had a higher turnover in 2011, was the Vilanova de la Geltrú Port (14,2% of total), followed by Sant Carles de la Ràpita (11,85%), Palamós (9,62%), Arenys de Mar (8,44%) and L'Escala (6,8%). These 5 ports represent 50% of total turnover of the 27 ports Ports of the Generalitat.
- The main concept of the income from the Ports of the Generalitat (2011) is related to the rate of private occupation of the public space (41.5% of turnover).
- According to 2011 Statistical Yearbook of Ports of the Government of Catalonia, the result of 2011 operations (operating profit after tax) was €3,75 million (a 8,4% more than in 2010).
- In 2011, Ports of the Government of Catalonia, awarded €9,14 billion euros to develop action in ports.
- The Port of Barcelona, Catalonia's main port, is one of the most important in southern Europe in

¹ Public company (born in 1998) responsible for directing, planning and management of fishing ports and commercial and non-awarded sport ports of Catalonia and the management of all the port facilities (shopping areas, cultural, sports or recreational).

2011. According to the Department of Planning and Sustainability and the Ministry of Infrastructure and Development, there was a movement of 43 million tons of goods (about 10% of the total freight traffic of the Spanish ports). This represents 0,1% less than the value in 2010.

- Between January and August 2012, the Port has handled 1.168.890 TEUs representing a decrease of 16,7% over the same period last year. As for the 2011 financial year, the volume of containers moved was 2 million (4,3% more than in 2010).
- Also noted that the Port of Barcelona in 2011, according to the Department of Territory and Sustainability of the Government of Catalonia, hosted 881 cruises (the Port of Tarragona 2, and the Ports of the Generalitat 36), which represents 31 more than in 2010 and 85 more than in 2009. In this 881 cruises there were 2,66 million of passengers.
- According to the Port of Barcelona, its activity (including services to ships, logistics and intermodal transport), directly and indirectly generates a Gross Value Added (GVA) of €2,291 million, representing 1,4% of the total GVA of Catalonia. Port of Barcelona has a customer base of 3.000 companies and its contribution to the competitiveness of these customers is equivalent to 6,1% of sales of industrial and commercial sectors of Catalonia. This explains the key role that Port infrastructure plays in the internationalization of business and the management of exports of goods.
- In 2011, as recorded in the memory management of the Port of Barcelona, the turnover of the Port Authority fell by 6% compared to 2010. In 2011 there was a profit of €60,3 million despite the operating profit decreased by 23% compared to 2010.
- The export of containerized cargo in the Port of Barcelona (reflecting the exports of goods in a port) has increased 3.5% in 2011 in comparison to the previous year, demonstrating a greater opening of Catalan production abroad. Thus, 25% of cargo containers moved by container terminals in the Port of Barcelona has been allocated abroad, which represents a 14% increase between 2010 and 2011. This value confirms the recovery trend of 2009 values. China, Saudi Arabia and Turkey were, in 2011, the main recipients of goods exported by companies headquartered in Catalonia. Specifically, China is the main trading partner of the Port of Barcelona, with a 22% share of the container market.
- Currently, the Port has 313 regular lines, and is connected to 423 ports worldwide.
- The Ports of the Government are moving considerable tons of fishing. Specifically, these ports have reached, in 2011, 28.461 tons, representing 81,2% of Catalonia (fishing is a minor activity in relation to supplies of goods in the Port of Barcelona). Overall, the ports of Catalonia have reached 35.004 tons of fishing, which represented 15% of all fishing in Spain (2011).

Employment data

- According to the European Commission Blue Growth: opportunities for marine and maritime sustainable growth, all economic activities that depend on the sea employ 5,4 million people in the European Union (2011).
- According to the Labour Force Survey (EPA), companies in the maritime industry and waterways employ, in the third quarter of 2012, 17.300 people, which is 18,8% less than the same quarter of 2011.
- The number of Spanish maritime companies (2012), according to the NSI business directory is 508 (2,4% on 2011): 272 are passenger maritime transport, 163 freight, 65 are waterways passengers transport and 8 are inland transportation of goods by inland waterways. Of these companies, 79 are Catalan which 65 are involved in passenger transport and 14 in freight (2011).
- In 2011, as recorded in the activity report of the Port Authority in 2011, Port of Barcelona² employed 553 people (5 less than in 2010 but only 19 more than in 2008), of which 71% are men.
- Companies that are part of the community of the Port of Barcelona, according to the Port Authority, employ more than 13.000 people and, on the whole, considering the indirectly work, generate 32.101 jobs, representing 0,9% of employment in Catalonia (2011).

² Hired directly by the Port Authority.

- According to the European Cruise Council, the cruise industry in Spain generated more than 25.000 jobs between direct, indirect and induced. Communication of the European Commission Blue Growth estimates that up to 2020 there will be an annual increase in employment in the cruise industry's about 3%. For this reason, it is estimated that by 2020 there will be 100.000 jobs related to cruise across the EU.

Sources. Latest data available: Ports of Spain; Annual Survey of INE Services; Department of Territory and Sustainability, Transportation of the Government, European Commission Blue Growth: opportunity for marine and maritime sustainable growth; EPA; Company Directory of INE; activity Report of the Port Authority in 2011; and European Cruise Council.

05

Professional profiles most in demand

Most highly qualified professional profiles

Training profile

In this sector, the professional profiles working in each of the main areas of activity must be clearly distinguished. However, we find qualified or very qualified professional profiles in all three areas. Of significance are the crews, who often have very specific training (captain of the merchant marine, radio officer, internal traffic officer, etc.).

Of particular significance are companies involved in port logistics, where the proportion of highly skilled and qualified personnel is the same as in the case of personnel working on ships. 60% are engineering positions, mainly naval, but there are also specific technical specialities such as radio naval technicians.

Management duties in areas such as quality control and efficiency improvements, also almost exclusively carried out by highly qualified people (engineers in a range of specialties and holders of Master's degrees in management).

The most predominant degree types are technological specialties, particularly nautical engineering, but also electronics, electricity, telecommunications and mechanical engineering areas. English is always essential, as it is in other transport sectors.

Skills profile

As the professional profiles are very heterogeneous, so are the required skills. However, the availability of continuous employment, teamwork and good ability to adapt to difficult conditions (when working on board a ship one usually has small, shared accommodation) are essential in many of the jobs. One can also suffer physical discomfort such as sea sickness and other maladies.

Important qualities for positions of responsibility involving work teams include adaptability and skilled team management in an environment where the quality of customer relations and service are essential.

Examples of jobs in the web Barcelona Treball directory

- ✓ Merchant marine captain
 - ✓ Maritime safety and quality inspector
 - ✓ Engineer officer
 - ✓ Radio officer
-

Less qualified professional profiles

Training profile

Some activities in the sector are carried out by less qualified staff. The duties of these professionals are related to the transport of goods, loading and unloading of ships and the maintenance and cleaning of ships. Maritime transport companies often offer the logistical or practical training needed to carry out operations.

Lesser qualified professionals perform administrative, maintenance, goods transfer, security and protection tasks. In most cases, specific training and certification in each post is required (maintenance technicians, crane operating licenses, etc.) and is complemented with practical training offered by companies that perform services.

In general, professionals from other sectors such as tourism or logistics also work in the sector.

Skills profile

Operators are required to have the physical ability to move loads and a minimal learning capacity.

In the case of workers who perform administrative and customer service, learning skills, teamwork, communication skills and the ability to speak English are often required.

For cleaning and maintenance, the main requirement is being in good physical condition.

In all cases, and for the more highly qualified professional profiles, it is imperative to have continuous availability, teamwork skills and to be capable of adapting to special living conditions (small, shared accommodation, ability to adapt to the movement of the vessel, etc.).

Examples of jobs in the web Barcelona Treball directory

- ✓ Sailor
 - ✓ First engineer
 - ✓ Cart handler
 - ✓ Supplier
-

06

Future scenarios

Weaknesses

- The port logistics network requires qualitative changes in the Port of Barcelona and its surroundings. As stated in the Second Strategic Plan of the Port of Barcelona (2003-2015) there are two priority actions with regards to infrastructure: ensuring good accessibility conditions for the future in the expanded Port and further developing the necessary railway model.
- Protection of port areas. Ports of Catalonia security needs to be reinforced, particularly in passenger terminals and during the handling of cargo on the recommendations of the ISPS (International Ship and Port Facility Security Code). In general it would be advisable to increase security with more surveillance and access control.
- Sustainability and environmental improvement, which entails: improving the energy efficiency of ports, the elimination of light pollution, cleanup of port service areas, the introduction of facilities for the collection and treatment of sewage and bilge of ships, and the installation of green dot locations for selective waste collection. These are areas for improvement in order to compete with other ports in Europe.

Threats

- Continued technological advances necessitate continued investment in training for all industry players, for both continuous improvement to the appearance of new jobs to be filled.
- Attracting new freight traffic and searching for new markets. Competition from emerging ports in northern Africa and the tax incentives in other geographic areas for the installation of large maritime transport group limit growth potential.
- The maintenance of existing traffic through the increased diversification and competitive advantages favouring of commercial ports in a stable media. In addition, we must develop “specialty engines”, i.e. enhance the sectors likely to generate traffic on a regular basis.
- In an economic crisis scenario like the present one, maintaining the level of investment in Ports of the Catalan Government is essential if we want the Port of Barcelona to remain a worldwide benchmark in terms of the scale of tourism cruises.
- The increase in cruise passengers arriving in Catalonia requires improvements to land access to ports and for them to have better infrastructure.

Strengths

- The maritime transport sector is strongly rooted and established in Catalonia, especially given the importance of the port of Barcelona, in terms of freight movement and in terms of passenger and cruise ships. This helps to boost Barcelona’s potential as a logistics center in Southern Europe and a powerful tourist destination.
- Near the Barcelona Airport, a logistics area covering 42 hectares (with a forecast growth of up to 60 hectares) has enabled the capture of large logistics groups which streamline multimodal air cargo operations.
- The multifunctionality of the Port of Barcelona, where trade activities predominate and which also engages in fishing activities, provides a competitive advantage with respect to other ports.
- The expansion plan of the Port of Barcelona developed over the last decade has enabled the port’s freight and passenger capacity to practically double.
- The strategic location of the Port of Barcelona has made it the largest and most important cruise

port in the Mediterranean and the fourth largest in the world, with nearly 900 cruises (scales) and more than 2,5 million passengers in 2011.

Opportunities

- According to demand forecasts, some 2,726 new jobs will have to be filled in nautical maritime facilities by 2015 compared with 2007. A significant portion of these jobs should be at seasonal installations in the Girona sector.
- The Ports Plan 2007-2015 highlights the need to strengthen short-distance maritime transport. This concept of intermodal maritime transport is understood as door-to-door transport, complementary to road transport and competitive with European truck-only transport. Short sea maritime transport is one of the solutions adopted by the EU to reduce road congestion and create a true network of “sea motorways” for freight transport.
- The future prospects of the Port of Barcelona contained in the Second Strategic Plan of the Port of Barcelona (2003-2015) emphasise the need to expand and consolidate its influence in the logistics sector and move towards the strategic goal of becoming the first Euro-Mediterranean logistics hub.

07

Useful links

International organisations

International Maritime Organisation
<http://www.imo.org/Pages/home.aspx>

Maritime Transport Sector – World Trade Organisation
http://www.wto.org/spanish/tratop_s/serv_s/transport_s/transport_maritime_s.htm

European Maritime Safety Agency
<http://emsa.europa.eu/>

Spanish organisations

Puertos del Estado
<http://www.puertos.es/estructura/index.html>

Instituto Marítimo Español
<http://www.ime.es/ime/index.php>

Puerto de Barcelona
<http://www.portdebarcelona.es/>

Asociación Española del Transporte Marítimo de Corta Distancia
<http://www.shortsea.es>

Asociación de Ingenieros Navales y Oceánicos de España
<http://www.ingenierosnavales.com/>

Asociación Española de Derecho Marítimo
<http://www.aedm.es/>

Sociedad Española de Salvamento Marítimo
<http://www.salvamentomaritimo.es/>

International events (fairs, conferences, etc.)

ShortSea Congress 2011
<http://imdo.newsweaver.ie/newsletter/1g8t6yo2lmh>

Spanish events (fairs, conferences, etc.)

Barcelona International Boat Show
<http://www.salonnautico.com/>

50th Naval Architecture and Maritime Industry Congress
<http://www.ingenierosnavales.com/SESIONES2011/index2.asp>

International thematic portals

International Association of Marine Aids to Navigation and Lighthouse Authorities

<http://www.iala-aism.org/chapo/index.php>

World Ship Society

<http://www.sewss.org/>

Worldwide Network of Port Cities

<http://www.aivp.org/>

Association of Mediterranean Cruise Ports

<http://www.medcruise.com/>

Spanish themed portals

News Portal on maritime transport and nautical tourism

<http://www.masmar.net>

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