

Latin America is the fourth origin/destination for traffic from Spanish ports, with 44.5 million tons a year

Spanish ports present their offering at Intermodal South America 2016

- Spanish ports are presented as the most competitive connection for Latin American traffic with Europe as their origin/destination

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A representation of 10 Spanish port authorities (Bay of Algeciras, Barcelona, Bilbao, Ferrol, Las Palmas, Malaga S.C. Tenerife, Tarragona, Valencia, and Vigo), coordinated by Puertos del Estado under the brand "Spanish Ports: the perfect European connection", will be present at the 2016 Intermodal South America trade fair to be held in the Brazilian city of Sao Paulo from 5 to 7 April. This fair is the largest and most important of all those taking place in Latin America in the foreign commerce, logistics and transport sector.

The aim of the "Ports of Spain" brand is to enhance the image of the country and the southern European platform, and to consolidate the perception of Spain as the ideal connection both for attracting goods for import/export with Spain and Europe, and also as a base for maritime traffic. The presence of Ports of Spain, along with the Spanish port authorities and a representation of important Spanish companies like Acciona, Best, and Grupo Romeu, reinforces and consolidates our country as a privileged interlocutor between continents, and highlights its key role in the development of transport and world trade.

The goal is thus to boost the traffic between Spanish ports and the primary ports in Latin America, with which Spain already moves over 44 million tons, and also traffic with an origin/destination in Europe's primary production and consumption centers, which currently account for almost 10 million tons.

Press release

Trade with Latin American countries represents 9.2% of the total movement of goods from Spanish ports, making it the fourth continent after Europe –with 219.7 million tons (45.5%)–, Africa –103.5 million tons (21.4%)–, and Asia –which, with 68.7 million tons transported represented 14.2% of the total–, but more than the goods transported between North America –8% of the goods transported–, with 38.4 million tons. These figures clearly show there is still considerable room for growth in port traffic with the countries in the region.

World Area	DISEMBARKING	EMBARKING	TRANSIT	TOTAL
Total World Areas	237,001,469	128,626,050	117,140,250	482,767,769
CENTRAL AMERICA	2,260,027	2,357,262	854,699	5,471,988
NORTH AMERICA	19,537,494	9,355,998	9,532,817	38,426,309
SOUTH AMERICA	28,695,959	6,276,946	9,536,581	44,509,486
EASTERN EUROPE	22,859,121	876,904	1,727,644	25,463,669
NORTH AFRICA	37,375,619	20,237,005	24,580,254	82,192,878
OCEANIA	1,621,221	387,294	478,495	2,487,010
MIDDLE EAST	12,811,800	7,481,752	6,874,363	27,167,915
REST OF ASIA	17,593,393	9,274,952	14,648,204	41,516,549
REST OF WESTERN EUROPE	7,047,628	4,893,503	7,646,858	19,587,989
SOUTH AFRICA	12,175,824	2,407,772	6,731,897	21,315,493
EUROPEAN UNION	75,023,383	65,076,662	34,528,438	174,628,483

In this context, Brazil is now Spain's leading business partner in South America. Of the 44.5 million tons moved with the main countries in the area in 2015, nearly 45% –that is 19 million tons– correspond to trade with Brazil. The trade balance is clearly in favor of Brazil, as exports to Spain accounted for nearly 10 million tons last year –mainly iron mineral, soy beans, crude petroleum, cereals and flours–, whereas imports of Spanish products to Brazil were 3 million tons, mainly chemical products, cement, clinker and petroleum products.

MAIN ORIGINS/DESTINATIONS IN SOUTH AMERICA
(Traffic over 1 million tons)

	2014	2015
BRAZIL	18,138,788	19,034,064
COLOMBIA	11,202,867	11,282,416
ARGENTINA	4,169,862	4,195,865
VENEZUELA	4,026,736	3,863,813
PERU	2,387,747	2,069,927
CHILE	2,151,141	2,106,343
ECUADOR	1,188,706	941,724
URUGUAY	894,891	689,492

In addition, the works currently underway to enlarge the Panama Canal and those in various ports in the subcontinent could significantly increase the flow of goods from countries and ports in Latin America bound for Europe. In this scenario, it appears clear that the Iberian Peninsula and Spanish ports in particular could play a key role in the future of maritime transport and intermodality.

The aim of Spanish ports in the short term is therefore to foster the growth of traffic with Latin America.