

# ENVIRONMENTAL REPORT 2021

Document created in accordance with the requirements of EcoPorts within the framework of the implementation of the Port Environmental Review System (PERS)



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# 1. Presentation

The Port Authority of Ceuta is strongly committed to the **Sustainable Development**. Thus, it has oriented its management model to the creation of a better world by conciliating the economic well-being, the preservation of natural resources and the social balance.

With this approach, this institution has developed several tools that facilitate the efficient management of the port activity whilst respecting the environment. Among them, it is remarkable the implementation of its **Environment Management System**, certified in accordance with the most challenging international standards: **UNE-EN ISO 14001**, **PERS model of EcoPorts** and **EMAS Regulation**.

As a proof of its environmental commitment, the Port Authority has not only certified an Environmental Management System, but it also owns an **Energy Management System** certified according to the **UNE-EN ISO 50001** standard.

In addition, the Port Authority of Ceuta is adhered to the **2030 Agenda of the International Association of Cities and Ports (AIVP)**, which establishes goals that connect to the **Sustainable Development Goals** of the United Nations' 2030 Agenda.

Additionally, the Port Authority of Ceuta continues performing initiatives to mitigate the port impact on the environment. These actions aim at the own Port Authority as well as the rest of the stakeholders (people and entities that affect and can be affected by the Port Authority), especially by making a constant effort in **sensitisation and control of the external activities**.

In order to inform about its environmental performance and management, the Port Authority of Ceuta has elaborated this Environmental Report 2021.





## 2. The Port Authority of Ceuta

The Port Authority of Ceuta is a public institution attached to the “**Ministry of Transport, Mobility and Urban Agenda**”. It is an entity of public law, with own legal personality and independent assets and full capacity to act for the fulfilment of its goals. It operates subjected to private law ordainment, except in the exercise of the functions of public power that the ordainment attributes to it.

The Port Authority is ruled by the *Consolidated Text of the Law of the State Ports and the Merchant Navy*, approved by the *Legislative Royal Decree 2/2011, 5 September*, that regulates the management model of the State Ports and the scheme of functions and attributions of the Port Authorities.

This body manages the **Port of Ceuta** in a framework of autonomous management, with criteria of efficiency, efficacy and sustainability, adjusting itself to the goals set by the *Consolidated Text of the Law of the State Ports and the Merchant Navy*.

### Government and Quality Management

According to the *Consolidated Text of the Law of the State Ports and the Merchant Navy*, the entities that govern, manage or assist the Port Authority are:

#### Entities that govern, manage or assist the Port Authority



**Board of Directors:** governs and administers the port. Its members are proposed by the Public Administrations, Entities and Bodies represented



**President:** represents the Port Authority and its Board of Directors. She/he is designated by the competent body of the Autonomous City



**Director:** ordinary rules and manages the Port Authority and its services. She/he is appointed with absolute majority in the Board of Directors, proposed by the President

### Composition of the Board of Directors



Port Authority:	18%
Maritime Captainty:	6%
General State Administration:	18%
Autonomous City Government and local corporation:	35%
Social and corporate sectors:	23%

### 3. Nature and size of port activities

The Port of Ceuta is managed under the model known as “**landlord port**”. According to this model, the Port Authority of Ceuta is responsible for the provision and management of the basic port areas and infrastructures, stimulating the economic activity and the provision of services from the private sector.

#### Port infrastructures



Piers	Use	Surface (m <sup>2</sup> )	Length (m)	
Poniente	General cargo, liquid bulk, Ro-Ro	105.153	1.343	1
Levante	Solid and liquid bulk	24.808	501	2
Poniente jetty	Diverse	-	180	3
Levante jetty	-	-	53	4
Alfau	Solid and liquid bulk	3.300	66	5
Cañonero Dato	Passengers, Ro-Ro	48.608	813	6
España	Cruises	236.132	700	7
		418.001	3.656	Total

#### New infrastructures in 2021

Throughout the year 2021, the Port Authority has developed important improvements aimed at **enhancing the bunkering** to bigger ships and positioning Ceuta as a model in the strait of Gibraltar area, including actions in the port infrastructures and operations to increase the supply capacity, such as the disposal of reels in the new pier coterminous to the Poniente breakwater, renovation of the supply pipes and submarine connection with the DUCAR I and DUCAR II factories, always maintaining the safety and environment protection.

Other works performed in 2021 have been:

- > Conditioning of the moor nº1 in the Cañonero Dato pier to implement a **fixed Ro-Ro moor for passengers ships**.
- > **Enablement of common areas** and accesses to the houses of the old Port Works Joint.
- > **Remodelling of the basin for auxiliary vessels**.





## Services provided in the Port of Ceuta

The provision of services in the Port of Ceuta adjusts to a **consolidated model of public-private collaboration** that benefits from synergies between both sectors for the sake of greater competitiveness.

Under this model, the different services provided in this port can be managed by the Port Authority directly or by private entities, according to the framework established by the *Consolidated Text of the Law of the State Ports and the Merchant Navy*. In both scenarios, all of the services offered are rigorously controlled by the Port Authority.

### Clasificación de servicios



**General services:** services provided directly by the Port Authority, being able to outsource determined activities. They include:

- › Management, coordination and control of the port's maritime and road traffic
- › Coordination and control of the operations associate to the port and commercial services and other activities
- › Signage, beaconing and other aids for navigation
- › Police in common areas
- › Lighting in common areas
- › Regular cleaning of common land and water areas
- › Prevention and control of emergencies



**Port services:** services provided indirectly by granting licenses to third-party operators. They include:

- › Technical-nautical services: pilotage, tugboat and mooring/unmooring
- › Passengers services: passengers, vehicles and luggage boarding /unboarding
- › Ship waste reception service
- › Goods handling service: load/unload, stowage, maritime transit and transshipment
- › Fuel supply service



**Maritime signage:** services directly provided by the Port Authority (being able to outsource determined activities). They include: installation, maintenance, control and inspection of devices aimed at improving the navigation security and the ships movements in the sea and, in its case, confirming the position of ships during navigation



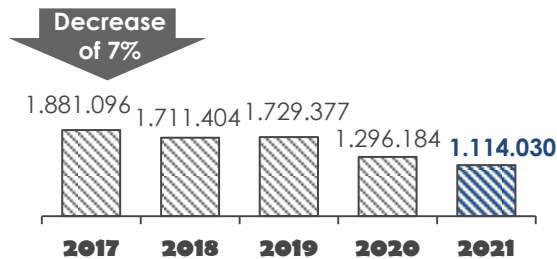
**Commercial services:** services provided indirectly by granting licenses to third-party operators. They include commercial activities that, not having the consideration of port services, are linked to the port activity, such as diverse services for ships, freights, passengers or the general public (goods supply, commercial services, restoration, etc.)

## Freight traffic

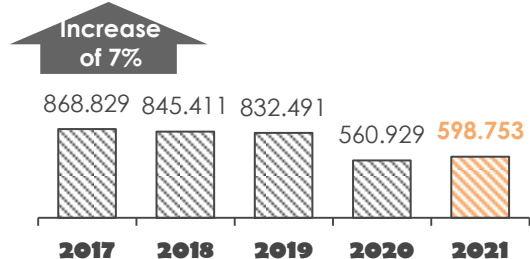
The traffic of goods experienced a drastic reduction in 2020, as a consequence of the world sanitary crisis from the COVID-19 pandemic. The results obtained in 2021 have continued this tendency, with a **total amount of goods loaded and unloaded in the Port of Ceuta slightly above the million tonnes**, which implies a 35% decrease regarding 2019.

More than the 50% of goods handled in 2021 were general cargo, followed by liquid bulk and a small percentage of solid bulk.

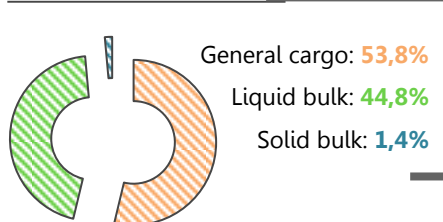
### Total cargo (t)



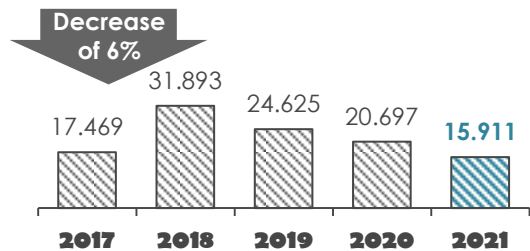
### General cargo (t)



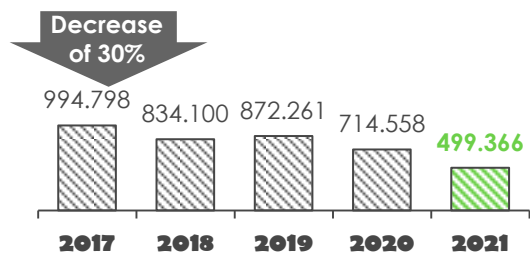
### Goods distribution



### Solid bulk (t)



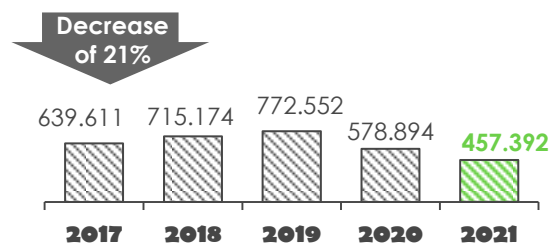
### Liquid bulk (t)



## Fuel supply

The **bunkering** activity continues being of great importance in the Port of Ceuta despite the decrease caused by the pandemic.

### Fuel supply (t)







## Passengers traffic

The traffic of **cruises** got interrupted in 2020 as a consequence of COVID-19 and started its recovery in 2021, with the call of a first ship at the end of September, followed by other three by the end of the year.

In addition to the calls decrease, yet inferior to the ones of 2019 and the precedent years, it is worth mentioning that, due to sanitary protocols, the ships have been below their maximum capacity, thus resulting in a minor number of passengers than in previous years.

Regarding the passengers traveling in **regular lines**, both passengers and vehicles, as well as the heliport passengers, have increased compared to 2020, showing the recovery of these traffics after the cease of mobility restrictions.

Ferries passengers	Cruises passengers	Total passengers	
1.866.256	14.988	1.881.244	2017
1.996.606	15.861	2.012.467	2018
2.099.701	9.374	2.109.075	2019
786.289	0	786.289	2020
943.012	150	943.162	2021

**64.759**  
Helicopter passengers

**204.176**  
Vehicles

## 4. Environmental Policy

The **Quality, Environment and Occupational Health and Safety Policy** of the Port Authority, publicly available in its webpage, declares the commitment of the Port Authority to the communication and participation of stakeholders, the protection of the environment and the prevention of adverse environmental impacts, the provision of efficient and quality services and the fulfilment of legal and other requirements, among others.

This Policy is annually revised to guarantee that it is updated, comprises the characteristics of the port and represents its purposes.

The **Quality, Environment and Occupational Health and Safety Policy** is attached to the **section 1.1 “Environmental policy”** of the document created within the framework of the implementation of the PERS model.





# POLICY OF QUALITY, ENVIRONMENT AND OCCUPATIONAL HEALTH AND SAFETY

## Port Authority of Ceuta

The **PORT AUTHORITY OF CEUTA** declares its commitment to the provision of quality services, the environmental preservation and the health and safety conditions of the Port workers, clients and users, in the framework of its Quality, Environment and Occupational Health and Safety Integrated Management System, certified by recognised international standards. With this aim, it involves the members of its Organisation in the management principles on which its performance is based:

- ❖ **To closely collaborate with the Port Community** in order to identify their needs and expectations and to plan common actions of improvement that benefit all the stakeholders.
- ❖ **To provide a wide range of effective and quality services** from which the Port clients and users benefit, facilitating procedures and reducing the operation periods.
- ❖ **To reduce consumptions and to improve the energy and water management**, promoting the responsible use of resources, the circular economy and the energy efficiency.
- ❖ **To protect the environment and to prevent pollution**, as well as health damages and deterioration of workers and other people that entry the Port facilities.
- ❖ **To endow the Port with the best available techniques**, providing resilient facilities that guarantee the minimal environmental impact, safe and healthy for workers and the rest of the stakeholders, and appropriate to the issues enveloping the organisation and the nature of the risks and opportunities.
- ❖ **To rigorously comply** with the legal requirements of national, European and international scope and other requirements voluntarily subscribed, such as the Sustainable Development Goals, through its adherence to the 2030 Agenda of the International Association of Cities and Ports (AIVP).
- ❖ **To continuously identify and control the environmental aspects** that may generate significant impacts on air, water, soil and sediments.
- ❖ **To increment the effectiveness of the means to emphasise the training, consultation and participation** of employees to enhance the implementation of the environmental, quality and health and safety targets.
- ❖ **To apply an exhaustive control** of the activities that the companies and operators develop in the Port service area, in order to promote the compliance with the applicable requirements and the principles enunciated in this document.
- ❖ **To communicate to the stakeholders the performance** of the Port of Ceuta, through the publication in the Port Authority's webpage of its Sustainability Report and its Environmental Report, in the framework of its Corporate Social Responsibility.
- ❖ **To continuously improve the performance and the effectiveness** of the processes that compose the Quality, Environment and Occupational Health and Safety Integrated Management System, as well as all the items included in this document, respecting, among others, the principles of the ESPO "Green guide: towards excellence in port environmental management and sustainability".

  
**Presidente**  
D. Juan Manuel Doncel Doncel

  
**Autoridad Portuaria de Ceuta**

  
**Director**  
D. Adolfo Orozco Pérez

Revision 04  
Approval date: 31/08/2022



## 5. Environmental aspects and impacts

The Port Authority of Ceuta annually conducts the **evaluation of the aspects derived from the port activity that may produce a significant impact on the environment**. This evaluation is conducted within a **life cycle perspective** and allows the Port Authority to take into account the environmental aspects of its own activities and services as well as those it can control and has influence over, including the aspects derived from the activities performed by external companies on the port grounds.

To determine the aspects that may produce a significant impact on the environment, the Port Authority applies a series of criteria, which are defined in the “**Documented Procedure. Identifying and Evaluating Environmental Aspects**” and in the “**Technical Instruction. Criteria for the Evaluation of Environmental Aspects**” of its Integrated Management System.

The process followed to designate the significant aspects is shown below:



Hereunder, the environmental aspects considered as significant after the evaluation performed in 2021 are presented. This information can be complemented with the **section 1.2 “Register of environmental aspects, legal requirements and performance indicators”** of the document created within the framework of the implementation of the PERS model.

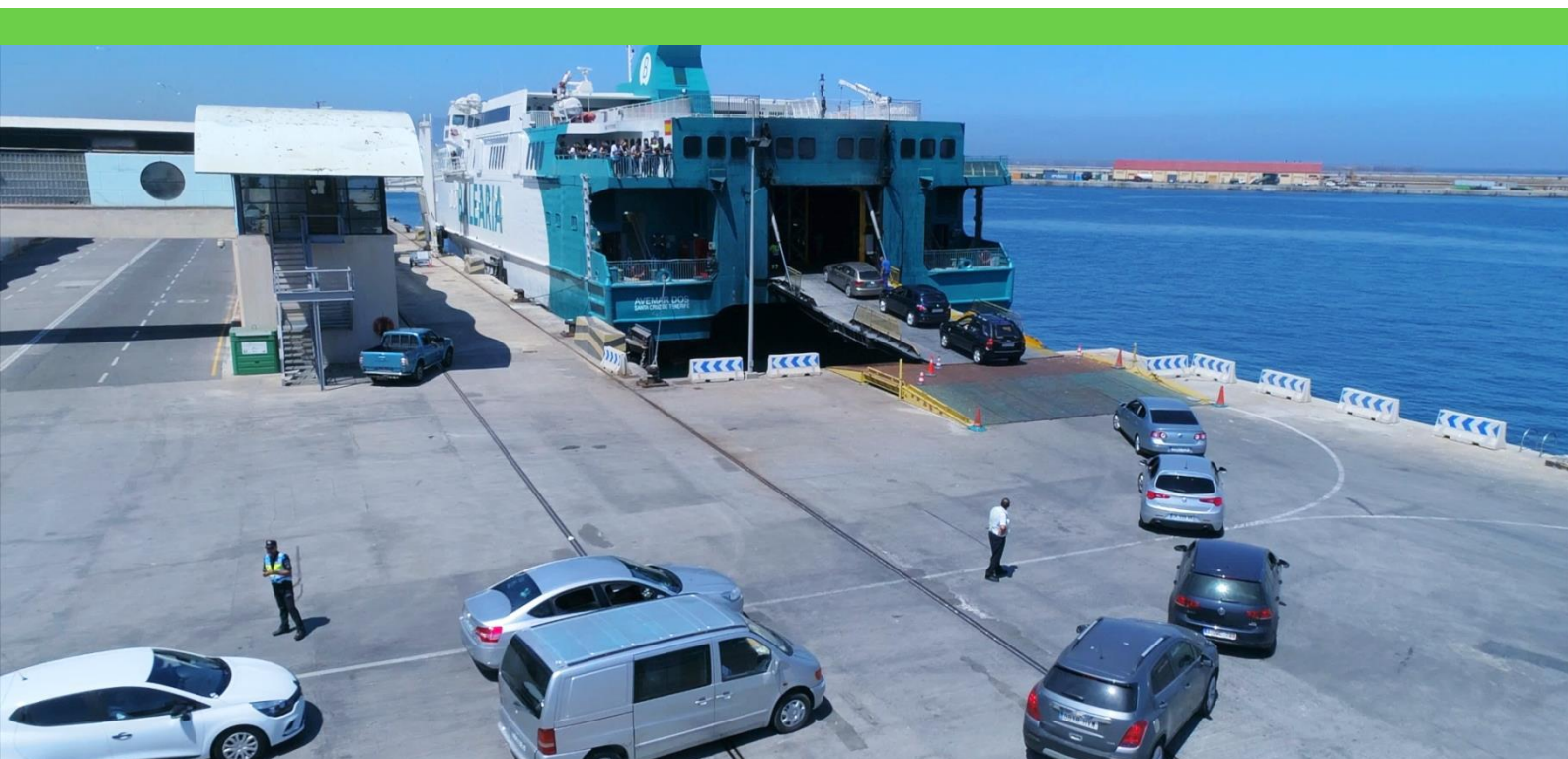


Significant Environmental Aspects	
Activities developed by the Port Authority	
<b>Electricity consumption: generation, distribution and use (APC/4, APC/5, APC/6, APC/73, APC/74, APC/75)</b>	
Associated impact	
Consumption of non-renewable resources / Air pollution / Water pollution / Light pollution / Global warming and contribution to climate change/ Loss of comfort / Loss of biodiversity / Landscape impact	
Activity / Service	
<ul style="list-style-type: none"> <li>&gt; Administrative and management tasks of the services provided by the Port Authority</li> <li>&gt; Passenger service</li> </ul>	
Source	
<ul style="list-style-type: none"> <li>&gt; Offices</li> <li>&gt; Maritime Station</li> </ul>	
Applicable legislation	
<ul style="list-style-type: none"> <li>&gt; Royal Decree 314/2006, of 17 March, approving the Building Technical Code</li> <li>&gt; Law 2/2011, of 4 March, on sustainable economy, among others</li> <li>&gt; Law 15/2014, of 16 September, on the rationalisation of the Public Sector and other measures for administrative reforms</li> <li>&gt; Royal Decree 564/2017, of 2 June, modifying the Royal Decree 235/2013, of 5 April, approving the basic procedure for the certification of the energy efficiency of buildings</li> <li>&gt; Order FOM/588/2017, of 15 June, modifying the Basic Document DB-HE "Energy Savings" and the Basic Document DB-DH "Environmental Health", from the Technical Code of Construction approved by Royal Decree 314/2006, of 17 March</li> <li>&gt; Order PCI/86/2019, of 31 January, publishing the Cabinet Agreement of 7 December 2018, approving the Green Public Procurement Plan of the National General Administration, its bodies and the management entities of the Social Security (2018-2025)</li> <li>&gt; Royal Decree 390/2021, of 1 June, approving the basic procedure for the certification of the energy efficiency of buildings</li> </ul>	
<b>Conditioning: electricity generation and transport (APC/15)</b>	
Associated impact	
Consumption of non-renewable resources / Air pollution / Generation of combustion gases and particulate / Contribution to climate change/ Landscape impact	
Activity / Service	
Administrative and management tasks of the services provided by the Port Authority	
Source	
Buildings	
Applicable legislation	
Law 2/2011, of 4 March, on sustainable economy, among others.	

Significant Environmental Aspects
Activities developed by the Port Authority
<b>Non-hazardous waste generation: collection, transport and management (APC/50, APC/51, APC/52)</b>
<b>Associated impact</b>
Fuel consumption / Depletion of natural resources / Air pollution / Water pollution / Soil pollution / Contribution to climate change / Landscape impact of landfill
<b>Activity / Service</b>
Cleaning and waste collection in the common areas (piers, esplanades and road network)
<b>Source</b>
Water sheet
<b>Applicable legislation</b>
Law 7/2022, of 8 April, on waste and contaminated soils for a circular economy
<b>Hazardous waste (contaminated containers, cloths, etc.) generation (APC/58)</b>
<b>Associated impact</b>
Fuel consumption / Air pollution / Soil pollution / Water pollution / Contribution to climate change / Loss of comfort from odour emissions
<b>Activity / Service</b>
Maintenance of facilities and infrastructures (workshops)
<b>Source</b>
Conservation workshops
<b>Applicable legislation</b>
Law 7/2022, of 8 April, on waste and contaminated soils for a circular economy







## Significant Environmental Aspects

Activities developed by tenants and organisations

### Accidental spillage of hydrocarbons or other hazardous substances (MT/8)

#### Associated impact

Water pollution / Damage to marine flora and fauna / Potential damage to sediments

#### Activity / Service

Vessels and small crafts traffic (water sheet)

#### Source

Water sheet

#### Applicable legislation

- > MARPOL Convention 73/78
- > OPRC Convention
- > Legislative Royal Decree 2/2011, of 5 September, approving the Consolidated Text of the State Ports and Merchant Navy Law
- > Royal Decree 1695/2012, of 21 December, approving the National System against marine pollution

### Air emissions (MT/9)

#### Associated impact

Air pollution / Contribution to climate change from the emission of combustion gases and particulate

#### Activity / Service

Land traffic and vehicles boarding

#### Source

Service area (road traffic)

#### Applicable legislation

Law 34/2007, of 15 November, on air quality and atmosphere protection

Significant Environmental Aspects	
Activities developed by tenants and organisations	
Potential fire or explosion (MT/40)	
Associated impact	
Air pollution / Soil pollution / Potential damage to marine environment during extinction tasks / Damage to people, flora and fauna	
Activity / Service	
Loading, unloading, storage and transport of liquid bulk (mainly hydrocarbons)	
Source	
Service area (land) and water sheet	
Applicable legislation	
<ul style="list-style-type: none"> <li>&gt; Royal Decree 145/1989, of 20 January, approving the Regulation on admission, handling and storage of hazardous goods in Ports</li> <li>&gt; Royal Decree 393/2007, of 23 March, approving the Self-protection Basic Standard on centres, establishments and dependencies dedicated to activities that can originate emergency situations</li> <li>&gt; Royal Decree 840/2015, of 21st September, approving measures to control the risks inherent to major accidents involving hazardous substances</li> </ul>	
Potential fire or explosion (MT/78, MT/82, MT/86)	
Associated impact	
Air pollution / Soil pollution / Potential damage to marine environment during extinction tasks / Damage to people, flora and fauna	
Activity / Service	
<ul style="list-style-type: none"> <li>&gt; Storage of various substances</li> <li>&gt; Commercial establishments</li> <li>&gt; Offices</li> </ul>	
Source	
Service area (land)	
Applicable legislation	
<ul style="list-style-type: none"> <li>&gt; Law 26/2007, of 23 October, on Environmental Responsibility</li> <li>&gt; Legislative Royal Decree 2/2011, of 5 September, approving the Consolidated Text of the State Ports and Merchant Navy Law</li> </ul>	



# 6. Management of environmental aspects

## Air quality

The Port Authority of Ceuta continuously controls the air quality of the port and its surroundings by a **measurement station located in the España pier**, equipped with collectors for different gases and particulates: NO, NO<sub>2</sub>, NO<sub>x</sub>, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, O<sub>3</sub>, CO, C<sub>6</sub>H<sub>6</sub>, As, Cd, Ni, Pb and benzo(a)pirene.

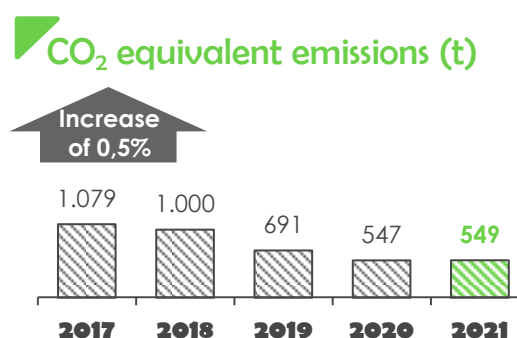
The measures conducted in 2021 show a **total compliance with the hourly, daily and annually limits established in the legislation**, except for the NO<sub>x</sub> annual limit, although this parameter is influenced by the vessels entrances and departures and the electric factory.

In addition to the air quality measurement network, the Port Authority applies other measures to keep this environmental aspect under control, such as the application of **rigorous requirements to the port operators**, the production of electricity by means of **solar energy** and efficient facilities, the publication of **“Guidelines for good environmental practices”** aimed at the Port Community and the control of the **sulphur content in marine fuels**.

## Greenhouse effect

Aware of its contribution to the global warming, **the Port Authority of Ceuta quantifies the greenhouse emissions** derived from its activity.

In 2021, 549 tonnes of CO<sub>2</sub> have been emitted, according to the calculator available at the Ministry for the Ecologic Transition and the Demographic Challenge's webpage. This value, while slightly superior to 2020's, is significantly below the preceding ones.



## Acoustic pollution

Although the **Noise Map** of the Autonomous City, in which the port is integrated, identifies the road traffic as the main source of noise in the area, the Port Authority, aimed at guaranteeing acoustic levels that produce no disturbances over the citizens, has detected the port operations most susceptible of generating noise, and has thus implemented measures to minimise them, such as the **rearrange of the port activity** to remove the noise sources from urban areas, the maintenance and **speed limitation** of the perimeter road, the **“Guidelines for good environmental practices”** and the control performed by the **Port Police**.

The lack of complaints shows the **limited port acoustic footprint on the population area**.



## Water quality

The port water quality may get compromised by spills from ships (accidental or malicious), non-treated sewage spills from the city, non-treated rain or irrigation runoffs, etc. To prevent these waters from reaching the sea, a high percentage of the port surface is connected to collection systems: 69% with sewage collection and 58% with rain water collection.

### Distribution of sewage



285 m<sup>3</sup>

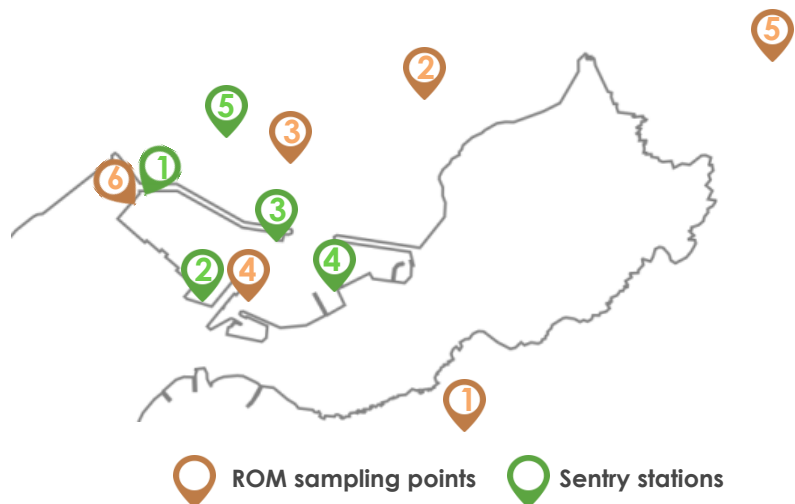
Sewage generated in 2021

Additionally, the Port Authority has implemented measures to guarantee the high quality of the port waters, such as the **control of tenants**, the control performed by the **Port Police**, the control of **rain water**, the elaboration of “**Guidelines for good environmental practices**”, the daily **cleaning of the water sheet** and the **measurement campaigns**.

The measurement campaigns are performed according to the Maritime Works Recommendation **ROM 5.1-13**, which comprises the analyses of physicochemical parameters, the current speed and direction and the turbidity, among other parameters. Also, the Port Authority of Ceuta controls the biological state of the waters through its “**Sentry Stations**” network.

1.006,45 kg

Waste collected from the water sheet in 2021



## Environmental emergencies

To prepare against marine pollution, the Port Authority has elaborated and implemented a **Maritime Interior Plan** (latest update: 2020), in accordance with the *Royal Decree 1695/2012, of 21 December, approving the National System against marine pollution*, which includes the mechanisms of preparation and response to accidental marine pollution due to hydrocarbons or other hazardous substances.

In 2021, only two accidental spills required the activation of the Maritime Interior Plan. They were completely solved without significant consequences over the water quality.





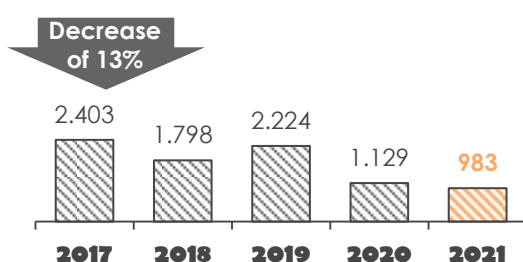
## Waste management

The waste generated in the Port of Ceuta is collected from the numerous selective facilities available along the service area to be used by the Port Community at no cost, thus enhancing the segregated removal of the 100% of the waste generated. Later, the waste is appropriately managed, either by valorisation or elimination. **In 2021, the 46% of the waste generated was valorised.**

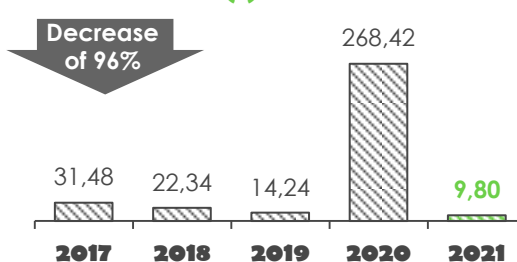
Other measures implemented to control the waste disposal in the Port of Ceuta are the **inventory** of the waste generating activities, the regulation of **cleaning** activities, **sensitisation** campaigns, the elaboration of “**Guidelines for good environmental practices**”, and the control performed by the **Port Police**.

In 2021, the generation of waste, both from the own activity of the Port Authority and the cleaning of roads, have decreased in relation to 2020 and 2019.

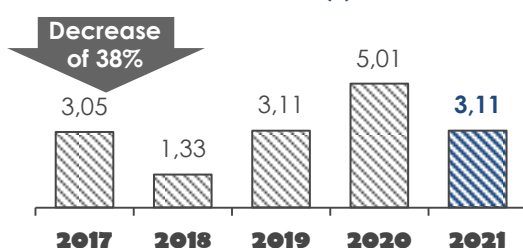
### Non-hazardous waste



### Inert waste (t)



### Hazardous waste (t)



#### MARPOL waste

- > Annex I: 7.416,8 m<sup>3</sup>
- > Annex IV: 0,1 m<sup>3</sup>
- > Annex V: 2.331.66 m<sup>3</sup>

## Energy consumption

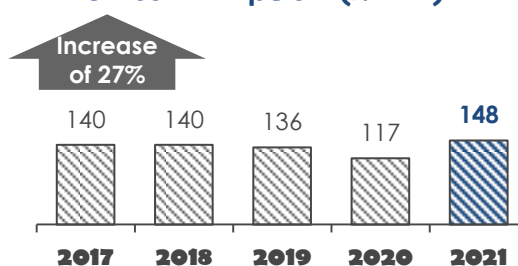
The Port Authority of Ceuta owns an **Energy Management System** certified in accordance with the UNE-EN ISO 50001:2018 standard, in whose framework it has implemented several measures to continue optimising its energetic consumption.

These measures include the acquisition of **ecologic vehicles**, the substitution of luminaries by **LED's** and the acquisition of **equipment** according to energetic efficiency criteria. The Port Authority also **controls** the consumption of electricity and fuels and performs activities aimed at **sensitising** the staff about the importance of energy efficiency.

### Electricity consumption (MWh)



### Fuels consumption (MWh)



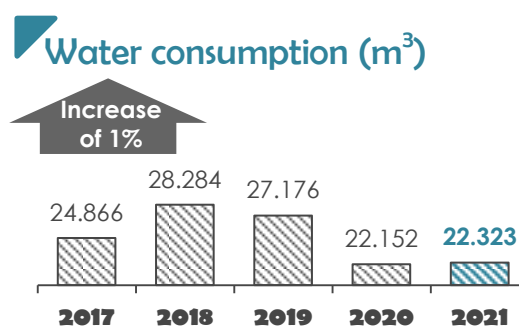




## Water consumption

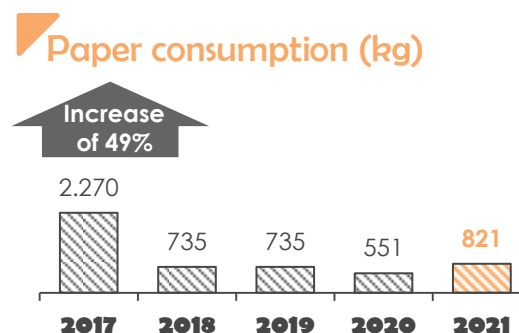
The water consumption of the Port Authority has decreased in 2020 and 2021 regarding the previous years. Among the measures implemented to reduce this consumption are the flow measurements and the failures repair.

The water consumed is both potable (offices, workshops and Maritime Station) and non-potable (green areas irrigation), in a proportion of 62%/38%.



## Paper consumption

The paper consumption, calculated as the paper acquired during the year, has slightly increased in 2021 in relation to preceding years, although it continues to be significantly smaller than the year 2017, as a consequence of the digital transformation conducted in the scope of the Port Authority.





## 7. Environmental management

The Port Authority finds in the implementation of management systems in accordance with recognised and internationally validated standards a tool of great efficiency for improving its performance in its diverse fields of action.

Thus, the Port Authority implemented years ago its **Quality, Environment and Occupational Health and Safety Integrated Management System**, certified in accordance with the **UNE-EN ISO 9001**, **UNE-EN ISO 14001** and **ISO 45001** standards, respectively. In addition, the Port Authority has owned an **Energy Management System** according to the **UNE-EN ISO 50001** standard since 2016, aimed at incrementing the energy efficiency in the port facilities.

Moreover, the **Environmental Management System** also meets the requirements of the **EMAS Regulation** and the **PERS model of EcoPorts**.



## The organisation of the environmental management

The **Conservation, Safety and Environment Division** (composed by the Head, the Health and Safety Responsible and the Environment Responsible) manages the environmental aspects of the Port Authority of Ceuta, including the management of the Integrated Management System and the Energy Management System, as well as specific environmental functions and protocols.

To guarantee the establishment, implementation and maintenance of both management systems to meet the requirements of the applicable standards, the Port Authority created the **Integrated Management System Committee** and the **Energy Management Team**, in which the General Management participates as a way to oversee their performance and to continuously improve.

These functions are complemented with the environmental supervision of the port activity conducted by the **Port Police**, who are part of the **Surveillance Service** and reach the 60% of the staff.

The rest of the **staff** has also repercussion in the environmental management to a certain extent, through the performance of its work, which is conducted in accordance with the documented procedures of the Integrated Management System. In order to raise awareness among its personnel, the Port Authority has performed the following actions in the years 2020-2022:

- › Annual publication of the Sustainability Report and the Environmental Statements at its webpage.
- › Organisation of the online event “Sustainable Ports” to commemorate the World Environment Day 2021, aimed at the Port Community to raise awareness about the importance of protecting the marine environment and, in particular, the waters of the port environs.
- › Publication of the Activity Report 2020-2021 of the Sea Museum of Ceuta, with which the Port Authority has a contract for dissemination activities.
- › Dissemination of the energy good practices guide for an efficient and responsible consumption among the Maritime Station tenants.
- › Attendance to events and specific environmental training: energetic rehabilitation COACE, OPS technical event organised by the Algeciras Bay Port Authority, MEDPORTS events on green transition for maritime transport, AIVP working groups on resilience & sustainability, ESPO Sustainable Development Committee.
- › Training on emergency actuation to members of the Port Police.
- › Periodic publication of the informative bulletin, which includes a summary of consumptions and environmental aspects.
- › Performance of surveys among the staff.

The previous information is complemented with the **section 1.3 “Documented responsibilities and resources related to environmental aspects”** of the document created within the framework of the implementation of the PERS model.



## 8. Stakeholders' needs and expectations

The commitment of the Port Authority with the **Corporate Social Responsibility** principles places the stakeholders as the centre of its management scheme.

The city is profoundly linked to the port, and thus **the stakeholders actively participate in the policy-making of the Port of Ceuta**, through their representation in the Board of Directors and other committees. Therefore, the Port Authority takes into consideration the needs and concerns of its stakeholders, developing investments in order to answer them, and performing surveys among the staff.

The Port Authority ensures the commitment of its stakeholders to the environmental policy by establishing **environmental requirements** in the contract specifications, licences, authorizations and tenants. As a consequence, **the totality of the port service providers has an environmental certification**.



## Stakeholders' needs and expectations

### Stakeholders with very high influence over the port management

#### Port Authority's staff

- › Healthy and quality conditions in the work places
- › Better communication and information during the development of port activities regarding quality, environment and risk prevention
- › To increment the awareness and training for the Port Authority's employees
- › To increment the environmental control over the activities developed by tenants and authorised companies in the service area
- › To improve the management of the port by incorporating more restrictive and efficacious measures
- › To adapt the accessibility of the Maritime Station to handicapped users
- › Safe traffic by the port regarding protection and safety, without risks of pollution, fires or explosions
- › To know the risks introduced by COVID-19 and to provide the pertinent personal protective equipment

#### Port Authority's leadership

- › To provide quality services and to be environmentally pioneer and competitive
- › To reduce the consumption of natural resources
- › To reduce the number of accidents at work
- › To protect employees from COVID-19 and to apply the necessary measures to avoid it

#### Worker unions

- › To improve the conditions of facilities and services to provide adequate bunkering services
- › To protect employees from COVID-19 and to apply the necessary measures to avoid it

#### Clients (tenants)

- › Good management on the part of the Port Authority and identity of "competitive, green and sustainable port"
- › Port that facilitates the granting of quality and environmental bonuses over the activity fee
- › Safe traffic by the port regarding protection and safety, without risks of pollution, fires or explosions
- › To implement measures that avoid COVID-19 contagion at port facilities

#### Clients (shipping companies, vessels, small crafts, etc.)

- › Good quality of the port waters that do not damage hulls, anchors, etc.
- › Port that facilitates the granting of quality and environmental bonuses over the activity fee
- › Provision of means to deliver waste
- › Safe traffic by the port regarding protection and safety, without risks of pollution, fires or explosions
- › To implement measures that avoid COVID-19 contagion at port facilities

#### Association of consignees of Ceuta

- › Safe traffic by the port regarding protection and safety, without risks of pollution, fires or explosions

#### Operator companies (licences, subcontracted or authorised for commercial services)

- › Maintenance of environmental conditions and infrastructures quality that may affect their activity (mainly regarding water and soil)
- › To enjoy bonuses over the fees from quality and environmental improvements
- › Provision of means to deliver waste
- › Safe traffic by the port regarding protection and safety, without risks of pollution, fires or explosions
- › To implement measures that avoid COVID-19 contagion at port facilities

## Stakeholders' needs and expectations

### Stakeholders with high influence over the port management

#### State Ports – Ministry of Transports, Mobility and Urban Agenda

- › Economic savings linked to consumption reduction
- › To increment energy efficiency in ports
- › Possibility of economic amortisation of environmental improvements, especially regarding energy efficiency
- › Safe traffic by the port regarding protection and safety, without risks of pollution, fires or explosions
- › To protect employees from COVID-19 and to apply the necessary measures to avoid it
- › Improvement and harnessing of port facilities

#### Autonomous City population and management

- › Maintenance of air quality in the port surroundings
- › Maintenance of acceptable noise levels
- › Fluidity of traffic roads, avoiding nuisances from combustion gases, as well as traffic accidents
- › To enhance and promote the wealth of cultural, historic and artistic heritage in the port surroundings
- › Provision of information about the port management
- › Rigorous compliance with the applicable legislation and of operators/companies whose activity might influence the environment
- › Safe traffic by the port regarding protection and safety, without risks of pollution, fires or explosions
- › Provision of a good service on the part of the shipping companies (quality, price, competitiveness, timetable, etc.)
- › To implement measures that avoid COVID-19 contagion at port facilities

#### Passengers, visitors and other users

- › Healthy quality and environmental conditions in the spaces they must access
- › Competitive, green and sustainable port
- › Provision of means to deliver waste
- › Safe traffic by the port regarding protection and safety, without risks of pollution, fires or explosions
- › Rigorous compliance with the applicable legislation and of operators/companies whose activity might influence the environment or affect the quality of port infrastructures
- › To improve conditioning of the Maritime Station to adapt them to the demand
- › To implement measures that avoid COVID-19 contagion at port facilities

### Stakeholders with medium influence over the port management

#### Local business sector – Chamber of Commerce

- › To maintain adequate environmental and quality conditions to promote the interest of tenants and contractor companies and the tourism increase in Ceuta
- › To implement measures that avoid COVID-19 contagion at port facilities

#### Environment Office and other public administrations

- › Rigorous compliance with the applicable legislation on the part of the Port Authority
- › Maintenance in adequate conditions of the natural spaces and protected species in the Port of Ceuta and surroundings





## 9. Legal requirements

The Port Authority is well aware of the legal regulations that can be of application to its activity, by means of consultation of the **official bulletins** of the European Union (DOUE), the State (BOE) and the Autonomous City (BOCE), as well as the webpage of the City Hall.

Should the Port Authority detect a new environmental regulation, it will add it to the **“Directory of applicable legal regulation and other requirements”**, therefore having an updated control over the applicable legislation. Subsequently, it ensures that the requirements are met by informing the responsible of the services affected by this regulation.

With annual periodicity, the Port Authority evaluates the compliance of these requirements by independent or external personnel. The process followed to implement and evaluate those requirements is shown below:



The records generated during the implementation of the PERS model include the **section 1.4 “Conformity review of environmental performance and legal requirements”** of the document created within the framework of the implementation of the PERS model. Moreover, these requirements are referenced regarding the significant environmental aspects in the section **“Environmental aspects and impacts”** of this Environmental report.



# 10 Objectives, actions and projects

## Environmental objectives established for 2020-2022

In the framework of the **Sustainable Development**, the Port Authority of Ceuta yearly sets environmental objectives. The objectives set for the period 2020-2022 are the following ones:

- › Launch and elaboration of the action plan of the unmanned surface vessel (USV).
- › Elaboration of the Noise Map of the Port of Ceuta.
- › Implementation of “Sentry Stations” in zone II.
- › 2% reduction of fuel consumption.
- › 2% reduction of exterior lighting consumption and substitution of lighting equipment by led technology.
- › System change in a lighting tower and substitution of 80 lighting points by led technology.
- › Registration in the carbon footprint registry and commitment for its reduction.
- › Renovation of the PERS certification of EcoPorts.

Extended information about environmental objectives is available at the **section 1.4 “Conformity review of environmental performance and legal requirements”** of the document created within the framework of the implementation of the PERS model.

## Actions and projects developed in 2020-2022

Regarding the previous objectives, the actions performed by the Port Authority during 2020 and 2022 to achieve those are presented below.

- › **Launch and elaboration of the action plan of the unmanned surface vessel (USV):** complete definition and elaboration of the action plan for the USV, which is totally active, and elaboration of periodic reports on the actions performed, including pollution.
- › **Elaboration of the Noise Map of the Port of Ceuta:** the Port Authority has started to write the technical sheet.
- › **Implementation of “Sentry Stations” in zone II:** installation of one new station in zone II, performance of a pilot test, definition of the location of the next station, recruitment for the installation of the remaining stations and start of the record. This objective is further explained in the **section 1.6 “Selected examples of best practice or management solutions”** of the document created within the framework of the implementation of the PERS model.



- › **2% reduction of fuel consumption:** acquisition of additional ecologic vehicles (one electric and four hybrids).
- › **2% reduction of exterior lighting consumption and substitution of lighting equipment by led technology:** substitution of 20 lighting points.
- › **System change in a lighting tower and substitution of 80 lighting points by led technology:** substitution of 129 lighting points and acquisition of a new lighting tower for the parking of the Cañonero Dato pier.
- › **Registration in the carbon footprint registry and commitment for its reduction:** calculation of the carbon footprint correspondent to the years 2020 and 2021 and writing of a report.
- › **Renovation of the PERS certification of EcoPorts:** elaboration of the pertinent documents to renovate the PERS certification.

These and other actions are also addressed in the **section 1.4** of the document created within the framework of the implementation of the PERS model.

## Future environmental objectives

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Due to the peculiar location of Ceuta, this city constitutes an “energy island” detached from the peninsular electric system, which hinders the production of electricity from non-fossil fuels.

In the framework of its Energy Management System, the Port Authority of Ceuta controls and monitors its energy consumption, which directly influences the air emissions, but the establishment of an air emissions reduction target is not feasible while the isolation situation persists, together with the difficulty to access to renewable energies.

Aware of the importance of identifying impacts and operational challenges that may be linked to climate change, the Port Authority intends to continue improving its environmental management and adapting the port infrastructures to climate change, through actions such as the production of energy in solar and hydrogen plants and the electrification of piers to provide onshore power supply (OPS).

The Port Authority has identified the significant zones regarding emissions, as a function of call time and berths. With this information and the OPS suitability study, it expects to install the OPS at the berth where the ferry spends the night by 2025, in order to reduce both air emissions and noise. This organisation is also studying the possibility of installing electric connections for the ships providing services such as tugboats, barges, etc.

In addition, the Port Authority is working to register in the carbon footprint registry, as a commitment for the reduction of its carbon footprint, and has established a future objective to reduce the electric energy consumption in the Maritime Captaincy Tower a 2%.

The **section 1.4** of the document created within the framework of the implementation of the PERS model contains more future objectives.



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