

# Environmental Report

2022-2023

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

## CONTENTS

Presentation .....	4
The Port Authority of Ceuta .....	5
Government and Quality Management .....	5
Nature and size of port activities .....	6
Port infrastructures .....	6
New developments .....	6
Services provided in the Port of Ceuta .....	7
Freight traffic .....	8
Fuel supply .....	9
Passengers traffic .....	9
Environmental Policy .....	10
Environmental aspects and impacts .....	12
Significant environmental aspects from activities developed by the Port Authority.....	13
Significant environmental aspects from activities developed by tenants and organisations .....	15
Management of environmental aspects .....	16
Energy consumption .....	16
Greenhouse effect.....	16
Water consumption.....	17
Paper consumption .....	17
Acoustic pollution .....	17
Water quality.....	18
Environmental emergencies.....	19
Air quality .....	20
Waste management.....	21

**Environmental management** ..... 22

- The organisation of the environmental management ..... 22

**Stakeholders’ needs and expectations** ..... 24

- Internal stakeholders..... 25
- External stakeholders..... 25

**Legal requirements** ..... 27

**Objectives, actions and projects** ..... 28

- Actions and projects developed in 2022-2024 to meet the objectives established ..... 28
- Future environmental objectives ..... 28



## PRESENTATION

The Port of Ceuta is one of the few Spanish ports that has had its Environmental Management System certified in accordance with the main standards in the subject: the UNE-EN ISO 14001:2015 standard, the *Regulation (EC) No 1221/2009 of the European Parliament and of the Council of 25 November 2009 on the voluntary participation by organisations in a Community eco-management and audit scheme (EMAS)* and the only environmental management standard specific for the port sector “Port Environmental Review System” (PERS).

Additionally, this body owns an implanted and certified Energy Management System according to the UNE-EN ISO 50001:2018 standard and its committed to the Sustainable Development Goals of the UN's 2030 Agenda through its adherence to the International Association of Cities and Ports.

Within the framework of its Environmental Management System and its Energy Management System, the Port Authority of Ceuta performs pioneer initiatives regarding the environmental and eco-efficiency matters.

Among the actions conducted during the years 2022 and 2023, the following highlight: the measurement of air quality parameters, both continuous (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 and C<sub>6</sub>H<sub>6</sub>) and periodical (As, Cd, Ni, Pb and benzo(a)pirene), the measurement of water quality through stations for the measurement of physical-chemical parameters and biological indicators, the placement of concrete blocks for the endangered species *Patella ferruginea*, the supervision of spills through the marine drone USV Vendaval, the substitution of channellings in the water supply network to reduce losses and consumptions, the installation of new low-consumption LED luminaries, the acquisition of ecologic vehicles, the promotion of electric vehicles through the installation of recharge points, the enhancement of clean energies such as solar and wind, the acquisition of equipment according to energetic efficiency criteria, the conduction of actions to improve the energy certification of buildings, the promotion of training on energy savings and other environmental aspects among the staff and the Port Community and the reduction of the carbon footprint as a requisite in the last sheet for the cleaning service.

Aligned with all these initiatives, the Port Authority of Ceuta continues boasting its high environmental commitment, with which it pursues the pollution prevention and the responsible use of natural resources.

# THE PORT AUTHORITY OF CEUTA

The **Port Authority of Ceuta** is a public institution with its own legal personality, its own assets and full capacity to act under the authority of the “**Ministry of Transports and Sustainable Mobility**” through the **government agency “State Ports”** (Puertos del Estado). This agency groups all the Port Authorities of the State port system, including the Port Authority of Ceuta.

It is an entity of public law that operates under the 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, of 5 September*, that regulates the management model of the State Ports and the scheme of functions and attributions of the Port Authorities.

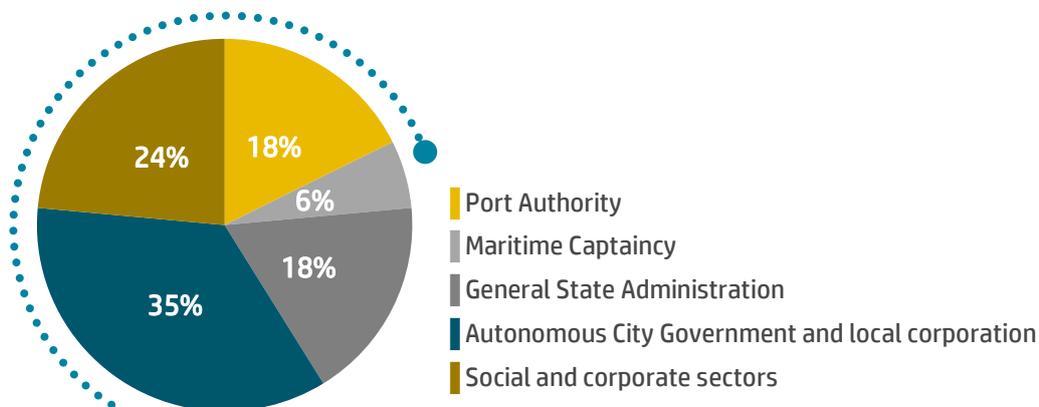
In this framework, the **Port Authority of Ceuta autonomously manages the Port of Ceuta**, under effectiveness, efficiency and sustainability criteria, adjusting itself to the goals set by the *Consolidated Text of the Law of the State Ports and the Merchant Navy* and always complying with the legally established principles and requirements applicable to it.

## ► 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 the following ones.

BOARD OF DIRECTORS	PRESIDENT	DIRECTOR
Governs and administers the port. Its members are proposed by the Public Administrations, Entities and Bodies represented in it.	Represents the Port Authority and its Board of Directors. She/he is designated by the competent body of the Autonomous City.	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.

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

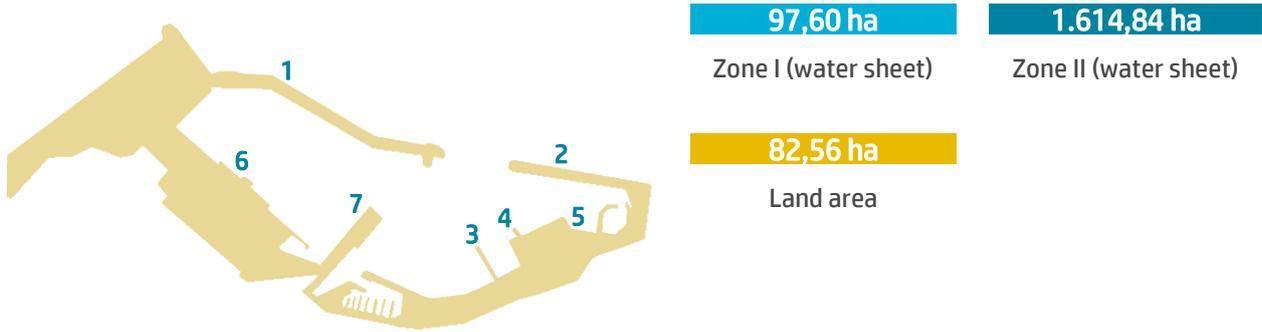


Composition of the Board of Directors

## NATURE AND SIZE OF PORT ACTIVITIES

The Port of Ceuta is managed under the model known as “**landlord port**”, according to which the Port Authority 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
		<b>418.001</b>	<b>3.656</b>	<b>Total</b>

### ► New developments

The Port of Ceuta is conducting multiple **projects to improve the port infrastructures and services in order to increase its traffic offer and its competitiveness.**

The **most relevant works conducted during the years 2022 and 2023** are:

- **Enlargement of the wall** of the Poniente esplanade.
- **Fire installations** in the berth annex to the third alignment of the Poniente Dyke.
- Refurbishment of the lane divider and improvement of **accessibility** to the commercial pavement of the Juan de Borbón Avenue.
- Adequacy of **open shed n°4** of España Wharf.
- Construction of a **new sanitation collector** and the collection of water from the supply network for cleaning and maintenance of the fire system.
- Supply of four new **mobile bridges** for the Maritime Station.
- **Automatic doors** for vehicles boarding.
- **Paving** of the berth n°1 of Cañonero Dato Wharf.
- Several **improvements at the Maritime Station**, including a new additional building.

- **Reconstruction** in esplanade of the first phase of port enlargement.
- Rehabilitation of the **access gallery to the berthing nº2** of the Maritime Station.
- Conditioning of **garden area** for the enlargement of parking area at Juan de Borbón Avenue.

## ► 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 “landlord” model and 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.

GENERAL	PORT
<p>Services provided by the Port Authority, which can outsource determined activities. They include:</p> <ul style="list-style-type: none"> <li>■ Management, coordination and control of the port’s maritime and road traffic.</li> <li>■ Coordination and control of the operations linked to the port and commercial services and other activities.</li> <li>■ Signage, beaconing and other aids for navigation.</li> <li>■ Police in common areas.</li> <li>■ Lighting in common areas.</li> <li>■ Regular cleaning of common land and water areas.</li> <li>■ Prevention and control of emergencies.</li> </ul>	<p>Services provided indirectly by granting licenses to third-party operators. They include:</p> <ul style="list-style-type: none"> <li>■ Technical-nautical services: pilotage, tugboat and mooring/unmooring.</li> <li>■ Passengers services: passengers, vehicles and luggage boarding/diseembarkation.</li> <li>■ Ship waste reception service.</li> <li>■ Goods handling service: loading/unloading, stowage, maritime transit and transshipment.</li> <li>■ Fuel supply service.</li> </ul>
COMMERCIAL	MARITIME SIGNAGE
<p>Services provided indirectly by granting authorisations 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, maintenance, etc.).</p>	<p>Services provided by the Port Authority, which can outsource determined activities. They include the installation, maintenance, control and inspection of devices aimed at improving navigation security and the ships movements in the sea and, in its case, confirming the position of ships during navigation.</p>

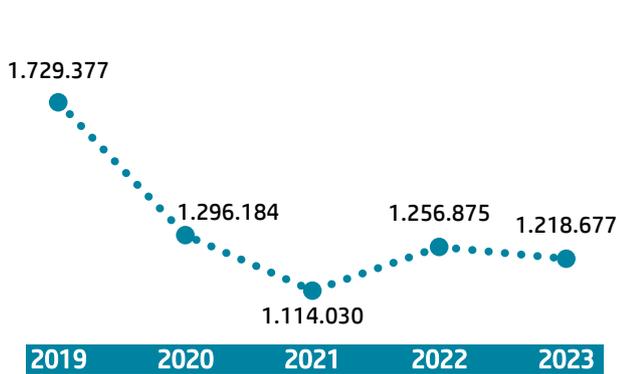
## ..... Classification of services provided in the Port of Ceuta

## ► Freight traffic

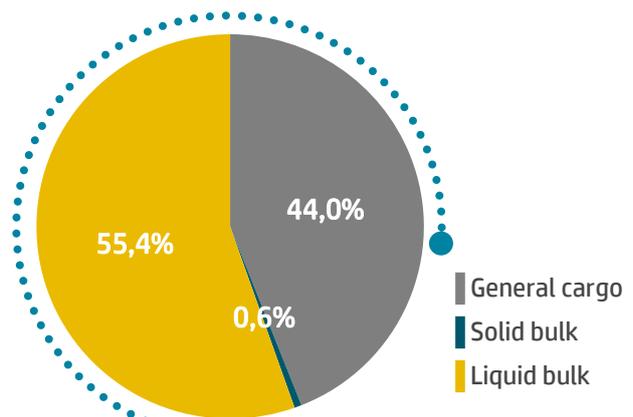
The traffic of goods has maintained the inferior levels reached during the world sanitary crisis from the COVID-19 pandemic.

In this scenario, it is worth mentioning that the total amount of goods loaded and unloaded in the Port of Ceuta in the years 2022-2023 has been a **3% superior** to that reached in 2020-2021.

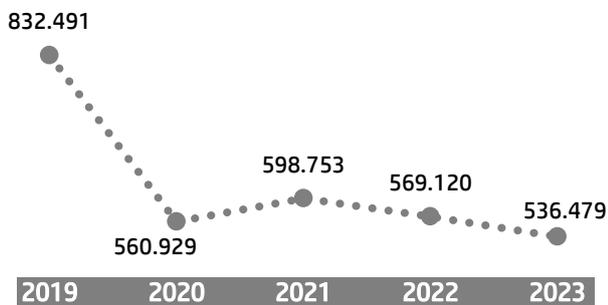
As for the distribution of goods per type, **the majority constituted liquid bulk, closely followed by the general cargo, and a slight percentage of solid bulk.**



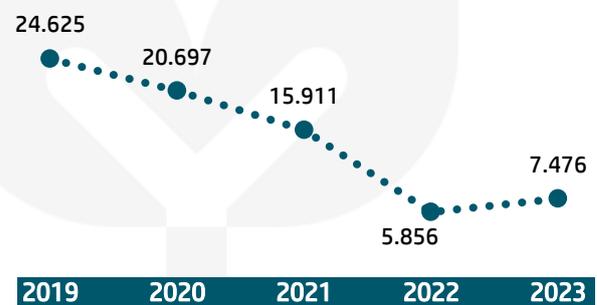
Total cargo (t) ▼ 3% regarding 2022



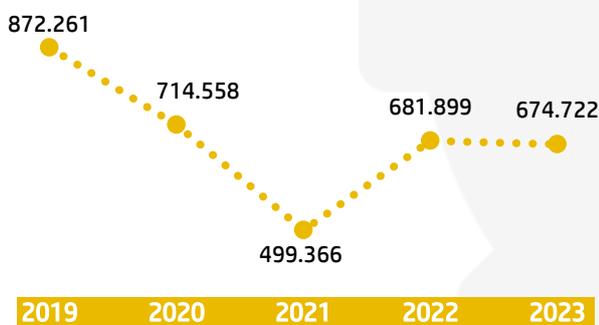
Distribution of goods



General cargo (t) ▼ 6% regarding 2022



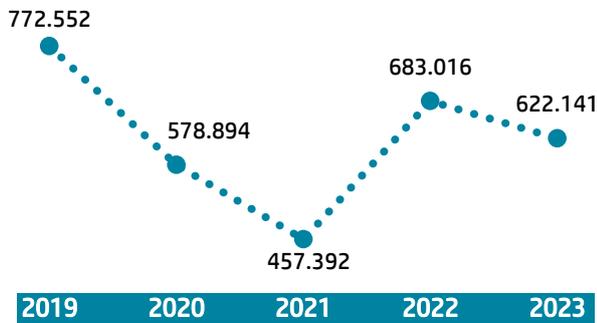
Solid bulk (t) ▲ 28% regarding 2022



Liquid bulk (t) ▼ 1% regarding 2022

## ► Fuel supply

The bunkering activity continues being of **great importance** in the Port of Ceuta, showing levels above those reached during the years most affected by the pandemic.



Fuel supply (t) ▼9% regarding 2022

## ► Passengers traffic

Similarly to the bunkering activity, the traffic of passengers is slowly recovering from the pandemic, reaching levels closer to those of 2019's, each year above the preceding one.

As shown in the table, the ferries passengers during the years 2022-2023 have increased in a remarkable 114% regarding the ones from the years 2020-2021.

But the main increase is the one experienced by the cruises passengers, with a total of 25.477 in 2023, which implies increases of a 624% regarding 2022, as well as a 172% regarding 2019, representative year of the pre-pandemic activity of the port.

2019	2020	2021	2022	2023	
2.099.701	786.289	943.012	1.818.459	1.877.836	Ferries passengers
9.374	0	150	3.520	25.477	Cruises passengers
2.109.075	786.289	943.162	1.821.979	1.903.313	Total

79.724

Helicopter passengers 2022

86.853

Helicopter passengers 2023

418.317

Vehicles as passengers 2022

440.317

Vehicles as passengers 2023

## 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 (attached to the **section 1.1 “Environmental policy”** of the document created within the framework of the implementation of the PERS model) is also presented in the following page.



# 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 (AIIP).
- ❖ **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

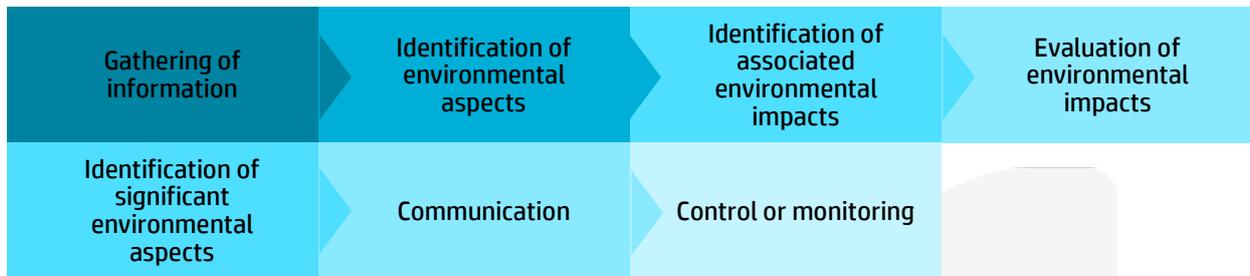
## ENVIRONMENTAL ASPECTS AND IMPACTS

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 2023 are presented, distinguishing between activities developed by the Port Authority and activities developed by tenants and organisations. 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 from activities developed by the Port Authority

WATER CONSUMPTION: DISTRIBUTION (APC/1)	
Associated impact	Depletion of natural resources (water generation and distribution)
Activity/ service	Administrative and management tasks of the services provided by the Port Authority
Origin	Offices
Applicable legislation	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)

CONDITIONING AND ELECTRICITY CONSUMPTION: ELECTRICITY GENERATION AND TRANSPORT/DISTRIBUTION (APC/2, APC/4, APC/9, APC/10)	
Associated impact	<ul style="list-style-type: none"> <li>■ Generation of combustion gases and particulate in energy production</li> <li>■ Contribution to climate change</li> <li>■ Consumption/depletion of non-renewable resources</li> <li>■ Global warming</li> <li>■ Air pollution (capture, distribution and use)</li> <li>■ Light pollution (use)</li> <li>■ Water pollution (capture and distribution)</li> <li>■ Loss of biodiversity</li> <li>■ Loss of comfort (generation)</li> </ul>
Activity/ service	<ul style="list-style-type: none"> <li>■ Conditioning facilities of buildings</li> <li>■ Administrative and management tasks of services provided by the Port Authority</li> <li>■ Lighting of common areas (wharfs, esplanades and roads)</li> <li>■ Passenger service</li> </ul>
Origin	<ul style="list-style-type: none"> <li>■ Common areas</li> <li>■ Maritime Station</li> </ul>
Applicable legislation	<ul style="list-style-type: none"> <li>■ Royal Decree 314/2006, of 17 March, approving the Building Technical Code</li> <li>■ Royal Decree 1890/2008, of 14 November, approving the Regulation on energy efficiency in the exterior lighting facilities and its complementary technical instructions EA-01 to EA-07</li> <li>■ Law 2/2011, of 4 March, on sustainable economy</li> <li>■ Law 15/2014, of 16 September, on the rationalisation of the Public Sector and other measures for administrative reforms</li> <li>■ 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>■ 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>■ Royal Decree 390/2021, of 1 June, approving the basic procedure for the certification of the energy efficiency of buildings</li> </ul>

<b>FUEL CONSUMPTION: PRODUCTION AND TRANSPORT (APC/3)</b>	
Associated impact	<ul style="list-style-type: none"> <li>■ Depletion of non-renewable resources</li> <li>■ Contribution to climate change</li> <li>■ Air and water pollution (generation and transport)</li> </ul>
Activity/ service	Maritime signage
Origin	Port Authority's vessel
Applicable legislation	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)

<b>NON-HAZARDOUS WASTE GENERATION AT THE SEA: COLLECTION, TRANSPORT AND MANAGEMENT (APC/5, APC/6, APC/7)</b>	
Associated impact	<ul style="list-style-type: none"> <li>■ Fuel consumption</li> <li>■ Depletion of natural resources</li> <li>■ Air pollution</li> <li>■ Soil pollution</li> <li>■ Marine environment pollution (actual and potential) from vessels</li> <li>■ Contribution to climate change</li> <li>■ Landscape impact of landfill</li> </ul>
Activity/ service	Cleaning and waste collection in the common areas (wharfs, esplanades and roads)
Origin	Water sheet
Applicable legislation	Law 7/2022, of 8 April, on waste and contaminated soils for a circular economy

<b>HAZARDOUS WASTE (CONTAMINATED CONTAINERS, CLOTHS, ETC.) GENERATION (APC/8)</b>	
Associated impact	<ul style="list-style-type: none"> <li>■ Fuel consumption</li> <li>■ Air pollution</li> <li>■ Soil pollution</li> <li>■ Water pollution</li> <li>■ Contribution to climate change (collection, storage, transport and valorisation at incineration plant)</li> <li>■ Loss of comfort from odour emissions</li> </ul>
Activity/ service	Maintenance of facilities and infrastructures (workshops)
Origin	Conservation workshops
Applicable legislation	Law 7/2022, of 8 April, on waste and contaminated soils for a circular economy

► Significant environmental aspects from activities developed by tenants and organisations

ACCIDENTAL SPILLAGE OF HYDROCARBONS OR OTHER HAZARDOUS SUBSTANCES (MT/1)	
Associated impact	<ul style="list-style-type: none"> <li>■ Water pollution</li> <li>■ Potential damage to sediments</li> </ul>
Activity/ service	Vessels and small crafts traffic (water sheet)
Origin	Water sheet
Applicable legislation	<ul style="list-style-type: none"> <li>■ MARPOL Convention 73/78</li> <li>■ OPRC Convention</li> <li>■ Legislative Royal Decree 2/2011, of 5 September, approving the Consolidated Text of the State Ports and Merchant Navy Law</li> <li>■ Royal Decree 1695/2012, of 21 December, approving the National System Response against marine pollution</li> </ul>

AIR EMISSIONS FROM VEHICLES TRAFFIC (MT/2)	
Associated impact	<ul style="list-style-type: none"> <li>■ Air pollution</li> <li>■ Contribution to climate change from the emission of combustion gases and particulate</li> </ul>
Activity/ service	Land traffic and vehicles boarding
Origin	Service area roads
Applicable legislation	Law 34/2007, of 15 November, on air quality and atmosphere protection

POTENTIAL FIRE OR EXPLOSION (MT/3, MT/4, MT/5, MT/6)	
Associated impact	<ul style="list-style-type: none"> <li>■ Air pollution</li> <li>■ Soil pollution</li> <li>■ Potential damage to marine environment during extinction tasks</li> <li>■ Damage to people, flora and fauna</li> </ul>
Activity/ service	<ul style="list-style-type: none"> <li>■ Loading, unloading, storage and transport of liquid bulk (mainly hydrocarbons)</li> <li>■ Storage of various substances</li> <li>■ Commercial establishments</li> <li>■ Offices</li> </ul>
Origin	<ul style="list-style-type: none"> <li>■ Service area (land)</li> <li>■ Water sheet</li> </ul>
Applicable legislation	<ul style="list-style-type: none"> <li>■ Royal Decree 145/1989, of 20 January, approving the Regulation on admission, handling and storage of hazardous goods in ports</li> <li>■ 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>■ Law 26/2007, of 23 October, on Environmental Responsibility</li> <li>■ Legislative Royal Decree 2/2011, of 5 September, approving the Consolidated Text of the State Ports and Merchant Navy Law</li> <li>■ Royal Decree 840/2015, of 21 September, approving measures to control the risks inherent to major accidents involving hazardous substances</li> </ul>

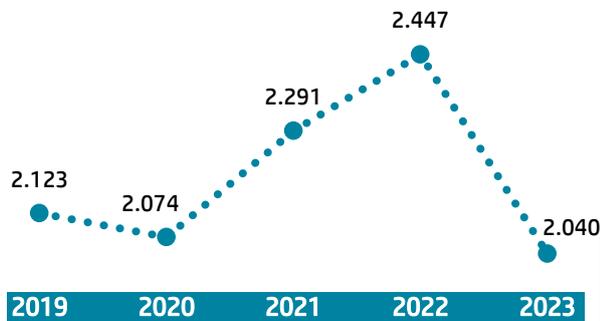
## MANAGEMENT OF ENVIRONMENTAL ASPECTS

### ► Energy consumption

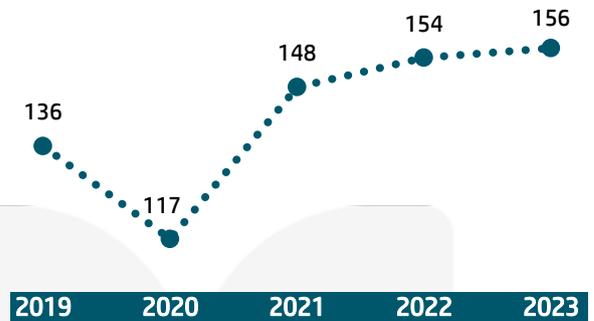
The Port Authority of Ceuta owns an **Energy Management System certified in accordance with the UNE-EN ISO 50001:2018 standard**, in whose framework it has implemented several measures to continue optimising its energetic consumption.

These **measures** include the substitution of luminaries by **LED's**, the acquisition of **ecologic vehicles**, the promotion of electric vehicles through the installation of **recharge points**, the enhancement of **clean energies** such as solar and wind, the acquisition of equipment according to **energetic efficiency criteria**, the conduction of actions to improve the **energy certification** of buildings and the promotion of **training** on energy savings among the staff and the Port Community.

The Port Authority also controls the **consumption of electricity and fuel**, as shown in the following graphs.



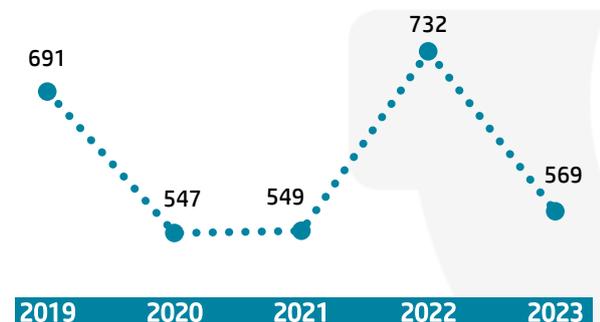
Electricity (MWh) ▼ 17% regarding 2022



Fuel (MWh) ▲ 1% regarding 2022

### ► Greenhouse effect

Aware of its contribution to the global warming, the Port Authority of Ceuta quantifies the **greenhouse emissions derived from its activity, with scope 1+2**.



Carbon footprint (t CO<sub>2</sub> e) ▼ 22% regarding 2022

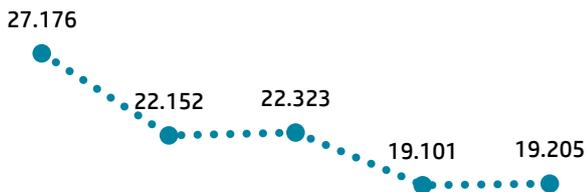
As shown at the previous graph, **the carbon footprint has significantly decreased**, due to the decrement of the electricity and the maintenance of fuel consumption, thus evincing the effectiveness of the measures undertaken by the Port Authority of Ceuta towards energy efficiency.

## ► Water consumption

The water consumed at the Port of Ceuta is both **potable** (offices, workshops and Maritime Station) and **non-potable** (green areas irrigation), in a proportion of 46%/54% in 2023.

In order to reduce its water consumption, the Port Authority conducts **flow measurements** and **failures repair**.

As presented below, **the consumption in the years 2022-2023 is significantly lower than the previous years.**

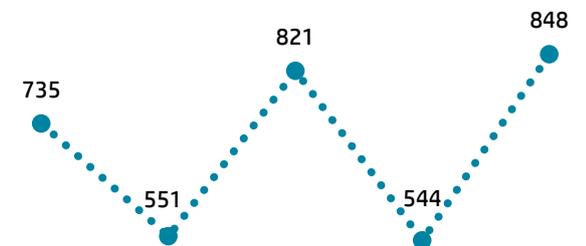


2019 2020 2021 2022 2023

Water (m<sup>3</sup>) ▲ 0,5% regarding 2022

## ► Paper consumption

The paper consumed is calculated as the **paper acquired** during the year. As it can be seen, this method may not be adequate, since paper purchased one year may not be used in that same year.



2019 2020 2021 2022 2023

Paper (kg) ▲ 56% regarding 2022

## ► Acoustic pollution

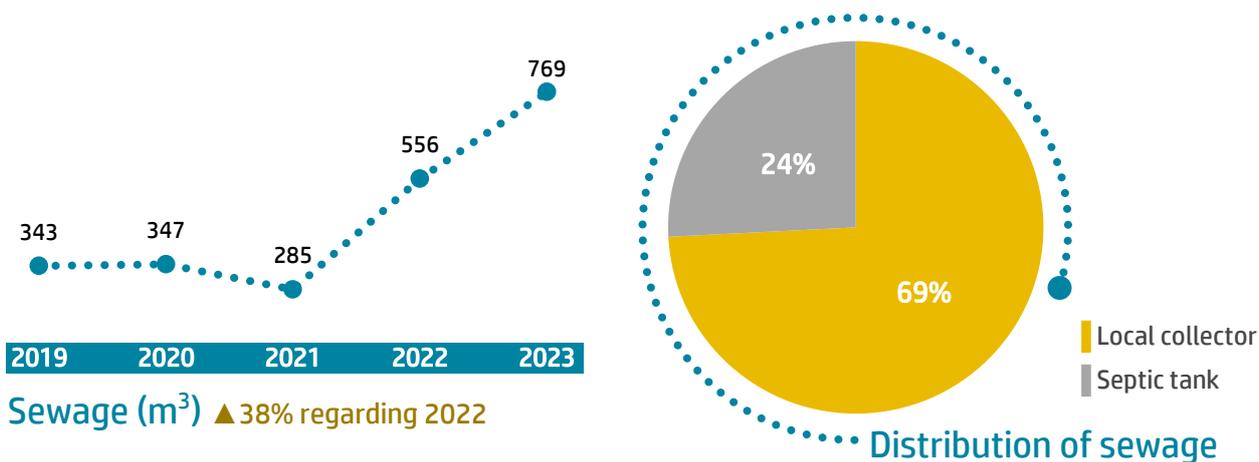
Although the **Noise Map of the Autonomous City of Ceuta, in which the port is integrated**, identifies the road traffic as the main source of noise in the area, the Port Authority, aimed at guaranteeing acoustic levels that produce no disturbances over the citizens, has detected the port operations 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.



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 (such as metals, hydrocarbons and nutrients in the sediments, and nutrients and substances suspended in the water), complimented with high-resolution satellite images. Also, the Port Authority of Ceuta controls the biological state of the waters through its “**Sentry Stations**” network.

In accordance with the **ROM 5.1-13**, the measures taken in 2022-2023 show a **good quality of the waters** in general, with parameters with a situation similar to previous periods and the reference values, such as salinity and temperature.

The analysis of priority substances and other pollutants has not detected any overruns, and the average concentration of chlorophyll is deeply below the maximum potential, thus describing a **minimum state of eutrophication** inside the Port of Ceuta.

On the other hand, some anoxia periods have been observed in Zone I, which may derive from the decomposition of the **invasive algae *Rugulopteryx okamurae***. Also, there are improvement options regarding turbidity and metals such as Hg, Ni and Pb.

As for the results obtained from the **Sentry Stations**, they show a deterioration of the environmental conditions of the port waters (Zones I and II) in relation to the marine biological indicators.

The drastic landscape change, due to the presence of the **invasive algae *Rugulopteryx okamurae***, continues, invading all environments and displacing various algae and invertebrate species, thus implying a dramatic reduction of the biodiversity. Only the darkest environments stay out of their influence.

The soft corals show damage, besides that produced from the invasive algae, which grow over them and sometimes cover them completely, from the **fishing activity**. However, the increase in the number of specimens without necrosis indicates that this species continue adapting to these negative impacts.

A drastic change has also been observed due to excessive **turbidity** and sediments suspended, together with the impact of darkness, due both to shadow situation or the suspended slime from the influence of the waters proceeding from the **sewage treatment plant**.

The **location** of the sampling points and the Sentry Stations is presented in the following figure.



## ► Environmental emergencies

To prepare against marine pollution, the Port Authority has elaborated and implemented a **Maritime Interior Plan (latest version with date of 2022)**, 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.

**This document (henceforth, PIM) was activated** three times during the year 2022 and other three during 2023 (two in the level 0 of the emergency phase and the other in the alert phase), due to episodes of marine pollution (specially from hydrocarbons such as fuels or oils).

In all the six cases, the actions developed were aligned with the **protocol established in the PIM** and the **pollution levels at the port waters were reversed to their natural values, without deterioration of the environmental quality**.

## ► 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 Wharf, 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 and C<sub>6</sub>H<sub>6</sub>.

Additionally, it periodically conducts campaigns to measure metals such as As, Cd, Ni, Pb and benzo(a)pirene.

The results obtained for the different contaminants during the years 2022 and 2023 are presented below.

Annual average 2022	Annual average 2023	Legal limit	
13,58	15,5	-	NO (µg/m <sup>3</sup> )
20,73	21,9	40	NO <sub>2</sub> (µg/m <sup>3</sup> )
41,48	44,8	30	NO <sub>x</sub> (µg/m <sup>3</sup> )
6,05	6,5	20	SO <sub>2</sub> (µg/m <sup>3</sup> )
16,55	17,1	40	PM <sub>10</sub> (µg/m <sup>3</sup> )
8,58	8,2	20	PM <sub>2,5</sub> (µg/m <sup>3</sup> )
70,13	69,4	-	O <sub>3</sub> (µg/m <sup>3</sup> )
0,73	0,18	-	CO (µg/m <sup>3</sup> )
0,13	0,16	5	C <sub>6</sub> H <sub>6</sub> (µg/m <sup>3</sup> )
-	0,5242	6	As (ng/m <sup>3</sup> )
-	0,1066	5	Cd (ng/m <sup>3</sup> )
-	8,4217	20	Ni (ng/m <sup>3</sup> )
-	0,0029	0,5	Pb (µg/m <sup>3</sup> )
-	0,1307	1	B(a)P (ng/m <sup>3</sup> )

Overruns 2022	Overruns 2023	Overruns allowed	
0	0	Hourly limit of 200 µg/m <sup>3</sup> : 18/year	NO <sub>2</sub>
0	0	Daily limit of 125 µg/m <sup>3</sup> : 3/year	SO <sub>2</sub>
1	1	Daily limit of 50 µg/m <sup>3</sup> : 35/year	PM <sub>10</sub>
9 (20 in the period 2020-2022)	6 (23 in the period 2021-2023)	Daily limit of mobile eight-hourly average of 120 µg/m <sup>3</sup> : average of 25/year in a period of 3 years	O <sub>3</sub>
0	0	Daily limit of mobile eight-hourly average of 10 mg/m <sup>3</sup> : 0	CO

As it can be seen, the only pollutant that has obtained a value above the limits established in the legislation is the NO<sub>x</sub>. In this case, it is worth mentioning the influence of passengers and maintenance vessels over the analysis station when they sail near it, as well as the connection existent between the NO<sub>x</sub> values increase (together with ozone) and winds from the power station.

Besides 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 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.

## ► Waste management

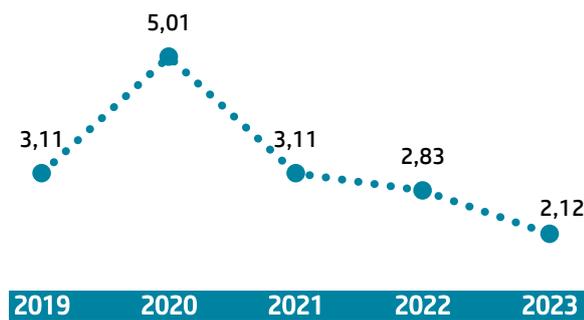
The waste generated in the Port of Ceuta is collected from the numerous selective facilities available along the service area to be used by the Port Community at no cost, thus enhancing the segregated removal of the 100% of the waste generated. **In 2023, the Port Authority has installed a new waste collection point in the fish market.**

Later, the waste is appropriately managed, either by **valorisation** or elimination.

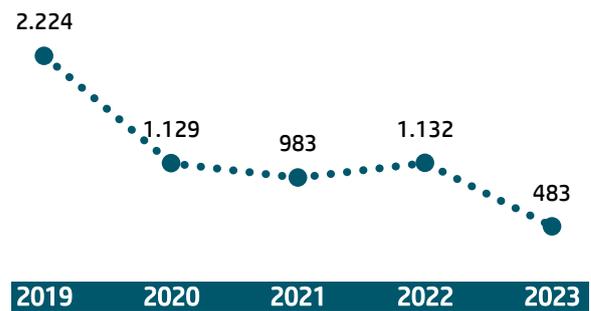


Other **measures implemented to control the waste disposal** in the Port of Ceuta are the inventory of the waste generating activities, the regulation of cleaning activities, sensitisation campaigns, the elaboration of “Guidelines for good environmental practices”, and the control performed by the Port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

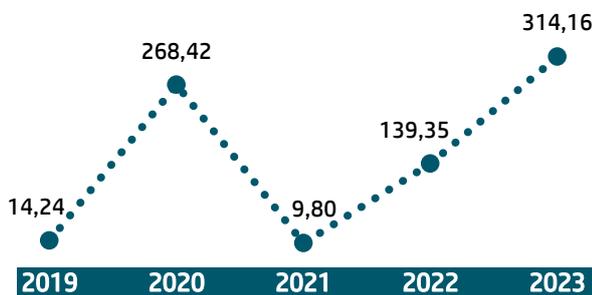
The **evolution of the waste generated**, both from the own activity of the Port Authority and the cleaning of roads, is presented in the following graphs.



**Hazardous (t) ▼ 25% regarding 2022**



**Non-hazardous (t) ▼ 57% regarding 2022**



**Inert (t) ▲ 125% regarding 2022**

As it can be seen, **the generation of hazardous and non-hazardous waste has importantly decreased**, whereas the inert waste has grown.

## ENVIRONMENTAL MANAGEMENT

The Port Authority implements **management systems** in accordance with recognised and internationally validated standards, thus providing a tool of great efficiency for improving its performance in its diverse fields of action.

In this framework, it 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.

Additionally, in 2016 it first implemented an **Energy Management System** aimed at incrementing the energy efficiency of port facilities, **certified according to the UNE-EN ISO 50001 standard**.

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 Department** (composed by the Head of the Department, the Environment Responsible, the Health and Safety Responsible and the Risk Prevention and Environment Technician) 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.

In order to guarantee the establishment, implementation and maintenance of both management systems so they 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 enhance continuous improvement.

These functions are complemented with the **environmental supervision of the port activity conducted by the Surveillance Service** (composed by 84 people in 2023: 4 Service Chiefs, 5 Equipment Chiefs and 75 Port Policemen).

The rest of the staff also assumes certain environmental responsibilities through the development of their 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 2022-2024:

- Periodic publication of the **Sustainability Report**, the **Environmental Report** and the **Environmental Statements** at the port's webpage.
- Periodic publication of the **informative bulletin**, which includes a summary of consumptions and tips to reduce them.
- Periodic publication of the **Dissemination Programme of the Sea Museum of Ceuta**, with which the Port Authority has a contract for dissemination activities.

- Participation of 2 members of the staff of the Port Authority in the international seminar “**Green Transition for Maritime Transport**” (2022).
- Attendance of 1 member of the staff of the Port Authority to the programme “**Cruises & Port Cities**” (2022).
- **Training session** “Energetic Tuesday. Self-consumption and energy rehabilitation”, received by 2 members of the staff of the Port Authority (2022).
- **Informative session** about energy savings aimed at tenants of the Maritime Station (2022).
- **Workshop** “Energy transition and fight against global warming in the Autonomous City of Ceuta”, received by 1 member of the staff of the Port Authority (2022).
- **Training session** “Buildings rehabilitation”, received by 2 members of the staff of the Port Authority (2022).
- **Training session** “Handling of dangerous goods. Wharf and terminal operator”, received by 12 members of the staff of the Port Authority (2022).
- **Training session** “Removal and management of toxic and dangerous waste”, received by 7 members of the staff of the Port Authority (2022).
- Collaboration with the **Ceuta Open Museum Project 2022-2025**, a programme for the environmental dissemination and information of the Port of Ceuta among educational centres of different levels and other publics.
- Two **informative sessions** about fishing sector waste segregation and the use and functioning of the waste collection points aimed at the Fishermen’s Guild, with total attendance of 14 people (2023).
- **Training sessions** “Thermal Solar Energy” and “Thermal Solar Energy II”, received by 1 member of the Port Authority (2023).
- **Workshop** “Biodiversity in the Port of Ceuta”, imparted by the Sea Museum, with attendance of 14 members of all the departments of the Port Authority (2023).
- **Workshop** “Events that affect the quality of the port water masses” imparted by the Sea Museum, with attendance of 6 members of the Port Authority (2023).
- **Workshop** “Geographical Information Systems: new tools for the environmental monitoring of the port” imparted by the Sea Museum, with attendance of 6 members of the Port Authority (2023).
- **Workshop** “Environmental legislation linked to nature conservation, environmental quality and port management” imparted by the Sea Museum, with attendance of 8 members of different departments of the Port Authority (2023).
- **Workshop** “Environmental quality in port surroundings and Geographical Information Systems” imparted by the Sea Museum, with attendance of 1 member of the Port Authority (2023).
- **Training session** “Energy efficiency in the water integral cycle”, received by 1 member of the Port Authority (2023).
- **Workshop** “Observation of cetaceans and marine biodiversity” imparted by the Sea Museum (2024).

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.

## STAKEHOLDERS' NEEDS AND EXPECTATIONS

The Port Authority is committed to the **Corporate Social Responsibility** principles, and thus it places its stakeholders as the centre of its management scheme.

The strong link between the city and the port enhances the **active participation of the stakeholders 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 owns an environmental certification**.

The **needs and expectations of the Port Authority's stakeholders**, classified as internal and external, are presented next.



## ► Internal stakeholders

Stakeholder	Needs and expectations
Port Authority's leadership	<ul style="list-style-type: none"> <li>■ To provide quality services and to be environmentally pioneer and competitive</li> <li>■ To reduce the consumption of natural resources</li> <li>■ To reduce the number of accidents at work</li> </ul>
Workers. Unions	<ul style="list-style-type: none"> <li>■ Healthy and quality conditions at the work places</li> <li>■ Better communication and information during the development of port activities regarding quality, environment and occupational risk prevention</li> <li>■ To increment the awareness and training for the Port Authority's employees</li> <li>■ To improve the management performed by the Port Authority by incorporating more restrictive and effective measures</li> <li>■ To adapt the accessibility to the Maritime Station to handicapped users</li> <li>■ To increment the environmental control over the activities developed by tenants and authorised companies in the service area</li> <li>■ Safe traffic by the port regarding protection and safety, without risks of pollution, fires or explosions</li> </ul>

## ► External stakeholders

Stakeholder	Needs and expectations
State Ports – Ministry of Transports and Sustainable Mobility	<ul style="list-style-type: none"> <li>■ Economic savings linked to consumption reduction</li> <li>■ To increment energy efficiency in the state-owned ports</li> <li>■ Possibility of economic amortisation of environmental improvements, especially regarding energy efficiency</li> <li>■ Safe traffic by the port regarding protection and safety, without risks of pollution, fires or explosions</li> </ul>
Union Federation of Public Employees	<ul style="list-style-type: none"> <li>■ To improve the conditions of the facilities and services of the port to provide adequate services for bunkering</li> </ul>
Clients (tenants, etc.)	<ul style="list-style-type: none"> <li>■ Good management on the part of the Port Authority and identity of “competitive, green and sustainable port”</li> <li>■ Port that facilitates granting quality (activity fee) and environmental bonuses</li> <li>■ Safe traffic by the port regarding protection and safety, without risks of pollution, fires or explosions</li> </ul>
Clients (shipping companies, vessels, small crafts, etc.)	<ul style="list-style-type: none"> <li>■ Good quality of the port waters that do not damage hulls, anchors, etc.</li> <li>■ Port that facilitates granting quality and environmental bonuses</li> <li>■ Provision of means to deliver waste</li> <li>■ Safe traffic by the port regarding protection and safety, without risks of pollution, fires or explosions</li> </ul>

Stakeholder	Needs and expectations
Passengers, visitors and other port users	<ul style="list-style-type: none"> <li>■ Healthy quality and environmental conditions in the spaces they must access</li> <li>■ Competitive, green and sustainable port</li> <li>■ Provision of means to deliver waste</li> <li>■ Safe traffic by the port regarding protection and safety, without risks of pollution, fires or explosions</li> <li>■ Rigorous compliance with the applicable legislation on the part of the Port Authority and operators/contractor companies/tenants whose activity might influence the environment or affect the quality of port infrastructures</li> <li>■ To improve conditioning of the Maritime Station facilities to adapt them to the demand</li> <li>■ To install a public access to the sea from the Sport Port</li> </ul>
Autonomous City population. Ceuta City Hall	<ul style="list-style-type: none"> <li>■ Maintenance of air quality in the port surroundings</li> <li>■ Maintenance of acceptable noise levels</li> <li>■ Fluidity of traffic roads, avoiding nuisances from combustion gases, as well as traffic accidents</li> <li>■ To enhance and promote the wealth of cultural, historic and artistic heritage in the port surroundings</li> <li>■ Adequate state of the Port-City interface</li> <li>■ Provision of information about the port management</li> <li>■ Rigorous compliance with the applicable legislation and of operators/contractor companies/tenants whose activity might influence the environment</li> <li>■ Safe traffic by the port regarding protection and safety, without risks of pollution, fires or explosions</li> <li>■ Provision of a good service on the part of the shipping companies (quality, price, competitiveness, timetable, etc.)</li> </ul>
Environment Office and other public administrations	<ul style="list-style-type: none"> <li>■ Rigorous compliance with the applicable legislation on the part of the Port Authority</li> <li>■ Maintenance in adequate conditions of the natural spaces and protected species in the Port of Ceuta and its surroundings</li> </ul>
Operator companies (licences, subcontracted or authorised for commercial services)	<ul style="list-style-type: none"> <li>■ Maintenance of environmental conditions and infrastructures quality that may affect their activity (mainly regarding water or soil)</li> <li>■ To enjoy bonuses over the fees from quality and environmental improvements</li> <li>■ Provision of means to deliver waste</li> <li>■ Safe traffic by the port regarding protection and safety, without risks of pollution, fires or explosions</li> </ul>
Ceuta economic sector – Chamber of Commerce	<ul style="list-style-type: none"> <li>■ To maintain adequate environmental and quality conditions to promote the interest of tenants and contractor companies in the development of their activity and the tourism increase in Ceuta</li> </ul>
Centre of Studies and Conservation of Sea Animals (CECAM)	<ul style="list-style-type: none"> <li>■ To install a berthing spot for its vessel, in order to increment its hours of sea vigilance, thus improving their performance</li> </ul>
Association of Consignees of Ceuta	<ul style="list-style-type: none"> <li>■ Safe traffic by the port regarding protection and safety, without risks of pollution, fires or explosions</li> </ul>

## LEGAL REQUIREMENTS

The Port Authority is well aware of the legal regulations that can apply to its activity, by the **periodical 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 applicable to it, it will add it to the **“Directory of applicable legal regulation and other requirements”**, in order to have 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.



## OBJECTIVES, ACTIONS AND PROJECTS

### ► Actions and projects developed in 2022-2024 to meet the objectives established

In the framework of its **Energy Management System** (which has overcome its correspondent audit one year more), the Port Authority of Ceuta controls and monitors its energy consumption, which directly influences the air emissions. In fact, the actions developed, such as the installation of **LED luminaries** along the service area, have allowed the **decrease of the electricity consumed in 2023 regarding the previous years**.

However, 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, unless until the electric connection takes place, a project that continues advancing.

Aware of the importance of identifying impacts and operational challenges that may be linked to **climate change**, the Port Authority continues improving its environmental management and adapting the port infrastructures to climate change. In this period, it has installed **recharge points for electric vehicles** and a **photovoltaic plant** on the vehicle deck of the Maritime Station, and it has performed the **energy certification of all its buildings and lighthouse**, in order to establish measures that allow accomplishing the improvement of their qualification.

Other projects in progress related to the resilience of the port facilities, promoted or with the participation of the Port Authority, include the electrification of piers to provide **onshore power supply (OPS)** by 2025, the construction of a **hydrogen plant**, the establishment of a **marine wind farm** and the installation of bus shelters equipped with **solar panels**.

In addition, the Port Authority has registered its carbon footprint corresponding to the years 2019-2022 in the Register of Carbon Dioxide Footprint, Compensation and Absorption Projects of the Climate Change Spanish Office, thus obtaining the **“Calculation and Reduction” seal**, and is elaborating the **“Necessity study”** for its **“Climate Change Adaptation Plan”**.

Extended information about environmental performance 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.

### ► Future environmental objectives

- To improve the **energy qualification** of buildings and lighthouse in at least one letter.
- To increase the amount of **clean energy** for self-consumption generated by photovoltaic panels.
- To procure energy with **renewable certification**.
- To **connect Ceuta to the peninsular electric system**.
- To electrify piers to provide **onshore power supply (OPS)**.
- To build a **hydrogen plant** in the Poniente enlargement for the production of clean energy.
- To strengthen installations and services to supply ships with other **alternative energies** (GNL, NH<sub>3</sub>...).
- To establish a **marine wind farm**.

- To calculate the **carbon footprint scope 1+2+3**.
- To approve the **“Climate Change Adaptation Plan”**.
- To initiate projects for **CO<sub>2</sub> sequestration** to offset emissions.
- To promote mobility through **modes of transportation with a low carbon footprint**.
- To implement **carbon-neutral balance requirements** for new tenants, authorisations, operators and contractors.

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 contains more future objectives.





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