ENVIRONMENTAL REPORT 2023

PORT AUTHORITY OF SANTANDER





<u>Contents</u>

- **1. PRESENTATION**
- **2. THE PORT AUTHORITY OF SANTANDER**
- **3. INTEGRATED MANAGEMENT POLICY**
- **4. MANAGEMENT SYSTEM**
- **5 ENVIRONMENTAL ASPECTS**
- **6. SUSTAINABILITY GOALS**
- 7. ENVIRONMENTAL PERFORMANCE
- **8. LEGAL REQUIREMENTS**
- 9. INDICATORS
- **10. VERIFICATION AND VALIDATION**



1. Presentation

This Environmental Report aims to provide information to society and other stakeholders on the environmental management of Port of Santander by Port Authority (APS).

Being a fundamental infrastructure in Cantabria, the Port of Santander is firmly committed to the sustainable development of the region. During 2023, Port Authority of Santander has implemented its Sustainability Plan (2023-2025), which is configured as a solid roadmap to advance in the commitment to 2030 Agenda and Sustainable Development Goals. The Plan is aligned with the guidelines of the Strategic Framework of Port System of General Interest (approved in 2022), especially with the strategic lines:

- Demand-oriented, reliable, connected and sustainable infrastructures (line 3)
- Environmentally sustainable ports (line 10)
- Eco-Proactive Ports (Line 11)

In 2023, APS has participated in initiatives related to energy transition and mitigation of climate change or prevention of noise and atmospheric pollution, such as:

- » Inauguration of the Liquefied Natural Gas (LNG) supply terminal, supplying a cleaner fuel for a stopover of ferries and other vessels
- » New ferry terminal in sections 1-4 of the Maliaño docks, reducing exposure to noise for citizens.
- » Entry into operation new fertilizer terminal, with encapsulated conveyors that prevent the dispersion of particles.

We also support environmental investments from other organisations of the port community through agreements and bonuses for having environmental management systems implemented.

Participation in the EU Eco-Management and Audit Scheme (EMAS), in accordance with Regulation (EC) No 1221/2009 of the European Parliament and of the Council, enables the APS to demonstrate to all stakeholders the effort in recent years related to the improvement of its APS environmental management system, which has been ISO 14001 certified since 2003.

APS submits this Environmental Statement verified by Lloyd's Register Quality Assurance (hereinafter LRQA), making solid progress towards the sustainable development of the entire port community.

Senior Management

2. The Port Authority of Santander

Introduction

Port Authority of Santander is a state-owned corporate entity, attached to the Ministry of Transport and Sustainable Mobility, which administers and manages the port service area of the port of Santander.

As part of Spanish port system, it has its own legal personality and assets - as well as full capacity to act - and is governed by its specific legislation (Consolidated Text of the State Ports and Merchant Marine Law, approved by Royal Decree 2/2011, of September 5), by the provisions of the General Budgetary Law that are applicable to it and, additionally, by Law 40/2015, of October 1, on the Legal Regime of the Public Sector.

Corresponds to CNAE 52.22 Activities related to maritime transport and inland waterways.

Vision, mission, values

The Strategic Plan of the Port Authority of Santander establishes the tools on which the Port's sustainability diagnosis is based, and which are based on the concepts of 'vision', 'mission' and 'values'.

VISION

The Port Authority of Santander aims to integrate a range of logistics services that efficiently meet the needs of import and export companies operating in its hinterland.

MISSION

To contribute to the competitiveness of the industrial and commercial fabric of its hinterland, offering a high standard of efficiency through the specialization and diversity of its operations and terminals, as well as the highest level of integration and contribution of added value in the logistics chain, in a safe, friendly and sustainable social and environmental environment.

VALUES

The values or basic lines that inspire the Port's actions are: to move forward under the premise of teamwork, development of human capital and social responsibility; managing the port as an integral part of the production process of the companies that use the port; be proactive with technological, operational and sustainability innovation; work to guarantee the economic and financial stability of the institution; design our initiatives within a sustainable framework of action; to play the relevant role that the port has for our region in the industrial, cultural, social, educational fabric, etc.; to create a framework that facilitates the generation of stable and quality employment; to contribute to a climate of trust between the different users of the port and commitment to the environment.

Public Authority and functions of the Port Authority of Santander

The Port Authority of Santander exercises its governance under the general principle of functional and managerial autonomy in the service area of the Port of Santander and in the maritime signalling facilities located on the Cantabrian Coast.

Article 25 of the revised text of the Law on State Ports and the Merchant Navy defines the management <u>competence</u> of the Port Authority.

- a) The provision of general services, as well as the management and control of port services to ensure that they are carried out in optimal conditions of efficiency, economy, productivity and safety, without prejudice to the competence.
- b) The planning of service area and port uses, in coordination with the competent Administrations in matters of territorial planning and urban planning.
- c) The planning, project, construction, conservation and operation of the works and services of the port, and that of the maritime signals entrusted to them, subject to the provisions of the Law on State Ports and the Merchant Navy.
- d) The management of the port public domain and maritime signals assigned to them.
- e) The optimisation of economic management and the profitability of the assets and resources assigned to them.
- f) The promotion of industrial and commercial activities related to maritime or port traffic.
- g) The coordination of the operations of the modes of transport in the port area.
- h) The organisation and coordination of port traffic, both maritime and land.

Article 26 regulates its functions, including:

- b) To manage general services and maritime signalling, to authorise and control port services and the operations and activities that require their authorisation or concession.
- j) To control, in the port area, compliance with the regulations affecting the admission, handling and storage of dangerous goods, as well as the security and protection systems against terrorist and anti-social actions, against fires and for the prevention and control of emergencies in the terms established by the regulations on civil protection, and the fight against marine pollution, without prejudice to the competences that correspond to other bodies of the Public Administrations, as well as to collaborate with the competent Administrations on civil protection, fire prevention and extinction and rescue.
- k) To approve rates for the commercial services they provide, as well as to proceed with their application and collection.
- To grant concessions and authorisations and to prepare and keep updated the censuses and registers of uses of the port public domain. As well as granting licenses for the provision of port services in the port's service area.
- t) Collect information relating to the services provided and the activities carried out in the service area of the ports they manage.



Port infrastructures

One of the main activities of the Santander Port Authority is to provide adequate port infrastructure for local, regional and national economic development, adapting its facilities to the needs of maritime traffic, to integrate into the main international trade logistics chains.

The Port of Santander is located on the southern coast of Santander, with part of its territory also in municipalities of Camargo, Astillero, Marina de Cudeyo and Ribamontán al Mar.

The Santander Port Authority manages a floating area of approximately 3,700 hectares, as well as a useful land area of 283 hectares.

The land area under concession occupies 1,398,473 m² compared to the 2,057,000 m² that can be concessioned, so the land area for commercial use under concession represents 68%. During 2023, 228 companies operated in the port of Santander under a concession regime and 61 companies under an authorization regime for private occupation of the public domain, linked to the movement of goods, weighing, fishing, nautical sports or shipbuilding and repair.

The main port infrastructures are:

Maritime access infrastructures

The Port of Santander is located inside the estuary of the Bay of Santander and access to its docks and commercial docks is through the navigation channel. This channel allows the entry of ships of up to 13 meters of draft in all its commercial docks, without restrictions of length or beam at high tide.



Port of Santander access



Docks and handling and storage surfaces: port terminals

More than 65% of the goods entering or leaving the Port of Santander do so through specialised terminals under concession. These facilities represent a large investment by the private sector in the port, ensuring its involvement in the continuous growth of traffic and the improvement of efficiency in operations.



Terminal Overview Map



The port of Santander has 6,941 linear meters of commercial docks and a useful land area of 284 hectares. Its covered storage capacity is 121,488 m² and uncovered is 542,538 m².

Dock Overview Map



Zones	RAOS 1	RAOS 2	RAOS 3	RAOS 4
Lisos	Solid bulk	Solid bulk	Solid bulk	Solid bulk
Uses		General merchandise	General merchandise	General merchandise
Total area	98,107 m2	66,964 m2	151,303 m2	43,402 m2
Dock Length	300 m	208 m	569 m	356 m
Draft	15 m	13 m	13 m	13 m

Zones	BAOS 5	RAOS Z	PAOS 8	
Uses	Solid bulk General Merchandise	RORO Vehicles and Other Goods	Vehicles, other RORO goods and general goods	Ro-Ro General Merchandise Ro-Ro General Cargo
Total area	15.000 m2	78.316 m2	194.282 m2	61.307 m2
Dock Length	335 m	138 m	846 m	538 m
Draft	10 m	10 m	13 m	9,5 m

Zones	SECTIONS 10-11 MALIAÑO	SECTIONS 1-4, 7 MALIAÑO	RAOS 9	BLOQUES
Uses	Ferries, cruises	Ferries, Cruise Ships, RORO Goods and Tenders	Vehicles, other RORO goods and general goods	Ferries, cruises and RORO goods
Total area	15,416 m2	65,659 m2	35,500 m2	16,158 m2
Dock Length	228 m	482 m	251 m	107 m
Draft	10.5 m	8 m	13 m	9.5 m

Other port facilities

The port of Santander also accommodates other non-commercial port infrastructures but with a very important use and value for different economic and social sectors in our environment such as the fishing sector, nautical sports and local logistics and industrial companies.



Fishing area



Fishing Activities Area

The Port of Santander has a fishing dock, shipowners' holds, a large fish market, an ice factory, a box washing and storage warehouse and a waste transfer area, which have significantly increased the quality of the service.

Currently, the fish market service is managed directly by the Port Authority of Santander

Marinas and sports docks



Marina de Santander



Puertochico Marina

The port of Santander also has 2 marinas and 4 docks, with an offer of about 2,700 berths; a nautical sports sector of great relevance in the area.

The main infrastructures dedicated to nautical sports are: Marina de Cantábrico and Pedreña Marina, Molnedo Dock, Maliaño Dock, Shipyard Dock and Pedreña Dock.

Industrial and logistics areas



Actimarsa industrial area







Logistics Activities Zone

The Port of Santander has a wide range of industrial and logistics land.



Services provided

The Port of Santander provides **general**, **port**, **commercial and maritime signalling services**, under the public-private collaboration model established by the Revised Text of the Law on State Ports and the Merchant Navy, and which guarantee its competitiveness, safety, efficiency and integration into international logistics chains.

General services, with some exceptions, are provided directly by the Port Authority of Santander. The rest of the services are provided by authorised port operators, which carry out their activity within a framework of free and fair competitiveness.

Consult the services provided by the port of Santander <u>here</u> (https://www.puertosantander.es/es/services-index)

General Services

These are the services necessary for the functions of the Port Authority of Santander and are essential for the operation of the port complex.

They are provided directly by the Port Authority or through third parties.

- Service for the planning, coordination and control of port traffic, both maritime and land. The development of this service is carried out by the Port Operations and Port, Commercial and Fishing Services Divisions of the Port Authority of Santander. In the case of port traffic control, it is managed through a contract with SASEMAR, under the Merchant Navy.
- » Coordination and control service for operations associated with port, commercial and other activities. The tasks of this service are carried out by the Port Operations, Port, Commercial and Fishing Services and Ro-Ro Traffic Divisions of the Port Authority of Santander.
- » Signalling, buoying and other navigational aids that serve as the approach and access of the ship to the port, as well as its internal buoying. The service is developed by the Maritime Maintenance and Signalling Division of the Port Authority of Santander.
- » **Police service in common areas, without prejudice to other administrations.** It is carried out by the Port Operations Division of the Port Authority of Santander.
- » **Lighting service in common areas.** This service is provided by the Maritime Maintenance and Signalling Division of the Port Authority of Santander.
- Regular cleaning service of the common areas of land and water. Although the service is owned by the APS, it is currently managed by an external company (URBASER), in accordance with the tender procedure "Cleaning service of the common land and water areas of the port of Santander 2021-2025", accessible through the State Procurement Platform. The management of this contract corresponds to the Area of Infrastructure and Public Domain.
- Emergency prevention and control services, under the terms established by civil protection regulations, in collaboration with the competent Administrations on civil protection, fire prevention and extinction, rescue and the fight against pollution. Tasks carried out by the Department of Human Resources and Labour Relations in collaboration with SASEMAR (Maritime Rescue).

Port services

These services are of vital strategic importance for the competitiveness and safety of port activity and are carried out by private companies, under a licence from the Port Authority, which determines the ideal conditions for their provision with the highest quality standards.

The mechanisms for regulating these services are established in the technical standards and criteria provided for in the Specific Prescriptions of each port service and all are subject to certain public service obligations detailed in the Law, although they do not constitute public services.

The port services in the Port of Santander are:

- » Technical-nautical
 - Pilotage service
 - Port Towing Service
 - Mooring and unmooring service
- » Passenger services, which include the boarding and disembarking of passengers, the loading and unloading of luggage and passenger vehicles
- » Reception of wastes generated by ships, including the reception of wastes and residues from the annexes of MARPOL 73/78
- » Handling of goods, which consists of loading, stowage, unloading, unloading, maritime transit and transshipment of goods
- » Supply of fuel to ships

The companies that provide port services in the Port of Santander can be consulted by clicking <u>here</u>.

The APS controls the provision of port services through the corresponding Technical Specifications for licences, which include the requirements for access to the service and operations, necessary for their provision, guaranteeing that the conditions of competitiveness, free access, quality, safety and respect for the environment.

Commercial Services

These are activities for the provision of services of a commercial nature, linked to port activity, carried out by third parties by obtaining authorisation from the Port Authority.

The following are commercial services:

- » Underwater activities
- » Support for the work of the PCF (Border Control Post)
- » Provisioning to ships
- » Assistance to crew members
- » Ship consignment
- » Delivery and receipt of goods



- » Repair and maintenance of civil vessels
- » Oil Supply
- » Fuel supply to fixed trackside equipment and installations

Companies that provide commercial services in the Port of Santander can be consulted by clicking <u>here</u>.

In the case of lack of private initiative, it is the Port Authority of Santander that directly develops the commercial service, as in the case of:

- » Water, ice and electricity supply
- » Provision of ramps and walkways
- » Management of the fish market

The APS controls the provision of services through the corresponding Specifications – in certain cases – for authorisations, which include the requirements for access to the service and operational requirements, necessary for its provision.

Maritime Signaling Services

It corresponds to the installation, maintenance, control and inspection of visual, acoustic, electronic or radio devices, active or passive, aimed at improving the safety of navigation and the movements of ships in the Cantabrian coast, and, where appropriate, confirming the position of ships in navigation.

This service is provided by the Maritime Maintenance and Signalling Division of the Port Authority of Santander.

You can consult the information on these services by accessing the APS website by clicking <u>here</u>.

Evolution of port traffic

Port traffic for goods, fishing and provisioning has increased by 9.1% in 2023 compared to the previous year. There have been increases in solid bulk (12.4%) and general cargo (6.6%).





Port traffic for merchandise, fishing and provisioning



Freight traffic





The port of Santander mainly handles solid bulk, which represents 55% of total traffic.

During 2023, the Port of Santander has exchanged goods with 73 countries. Belgium, the United Kingdom and Brazil remain the countries with the highest exchange of goods (amounting to 50% of the foreign total). The increase in traffic with Ireland (ro-ro and containers) and Canada (cereals) stands out.



3. Integrated Management Policy

Approved by the president of the Port Authority of Santander in January 2024, the new Integrated Management Policy includes the general principles for the prevention of pollution and improvement of the port environment, establishing the strategic lines with which it intends, in addition to minimising environmental impacts, to adopt a work culture that incorporates environmental criteria into the port's business strategy.

INTEGRATED MANAGEMENT POLICY (ISO 9001-14001)

The Santander Port Authority manages maritime and land operations related to port traffic and services, as well as the port public domain, responding to its mission of providing quality logistic and port services to its users, contributing to economic development and improving its social and natural environment,

The vision that establishes the actions of the Port Authority of Santander is focused on:

- Its customers know and recognise the Port of Santander for the innovation, quality and efficiency of its logistics and port services, as well as for its respect for the environment.
- Operators find in the Port of Santander a reliable and efficient framework of collaboration for the performance of their activities.
- Employees are aware of quality and environmental issues, as well as motivated by job stability and work-life balance.
- The socio-economic environment recognises the Port of Santander for its ethical and environmental conduct.

The priority objective of the Port Authority of Santander is to be a green, sustainable and intelligent port/ acting as a catalyst for the rest of the logistics chain and the goods managed in the port. To this end/ it is deploying an environmental strategy based on three fundamental axes:

- Digitalisation of processes and implementation of an intelligent Big Data platform for control and decision-making in the fields of air/ water and soil quality, as well as waste management.
- The establishment of sustainable development objectives, specifically in the areas of energy efficiency, water management/ circular economy and partnership building, with specific targets to be achieved in the next five years.
- Decarbonisation of the system and reduction of the carbon footprint/ through the convergence of the two previous axes.

The Port Authority of Santander has an integrated quality and environmental management system, which includes the following principles of action:

- To understand and/ as far as possible, satisfy the needs and expectations of interested parties, to ensure the sustainability of port and logistics services, establishing an Environmental Sustainability Plan.
- To develop its strategic objectives, based on the analysis of the organisation I s context and considering the three aforementioned axes.
- To carry out a process-oriented management/ considering the risks and opportunities associated with them and applying the principle of continuous improvement, innovation and environmental protection.
- Allocate the necessary resources human, technological and financial - to achieve the established environmental and quality objectives.
- Operate within the framework of the legislation applicable to its functions and activities, as well as comply with other requirements from interested parties or voluntary agreements.
- Prevent, control, and minimise pollution through the application of appropriate and feasible organisational and technological measures, within the framework of its competence and in cooperation with the port companies and other Public Administrations.
- Integrate environmental aspects in the planning, management, and conservation processes of the port public domain, as well as in the execution of works and the provision of services, promoting the environmental improvement of the port service area.
- Encourage the motivation, participation and awareness of the organisation and the entire port community in the culture of sustainability.
- Maintain adequate channels of communication with the Port Community, Public Administrations, social and economic agents and society in general/ with regard to the port's activities and in relation to quality and the environment.
- Annually publish information on the Port Authority environmental performance.

Approved by the President of the Santander Port Authority January 2024





4. Management System

The Port Authority of Santander has implemented an Integrated Quality and Environmental Management System, whose scope is **"the management of services of the commercial port and administration of the public domain".**

The certifications that the APS has are:







Fecha de Emisión Actual: Fecha de Caducidad: Número de Certificado: 29 Febrero 2024 28 Febrero 2027 10569492 Aprobaciones Originales: ISO 9001 - 22 Noviembre 2023 ISO 14001 - 22 Noviembre 2023

Certificado de Aprobación

Certificamos que el Sistema de Gestión de :

Autoridad Portuaria de Santander

Muelles de Maliaño s/n, 39009 Santander-Cantabria, España

ha sido aprobado por LRQA de acuerdo con las siguientes normas:

ISO 9001:2015, ISO 14001:2015

Números de Aprobación: ISO 9001 - 00042835, ISO 14001 - 00042834

El alcance de esta aprobación es aplicable a:

ISO 9001:2015 Gestión de servicios el puerto comercial y administración de dominio público. ISO 14001:2015 Gestión de servicios el puerto comercial y administración de dominio público.

Este certificado es la continuación de la aprobación realizada por otro organismo de certificación siendo: Original anterior ISO 14001 aprobado en 28-FEB-2021, SGS número de certificado ES/14/16943 Original anterior ISO 9001 aprobado en 28-FEB-2021, SGS número de certificado ES/14/16944

Area Operations Manager, Europe Emitido por: LRQA Limited

Paul Graaf



LRO

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Page 1 of 1

17



CERTIFICATE OF VERIFICATION



THIS IS TO CERTIFY THAT THE DOCUMENTATION OF THE PORT ENVIRONMENTAL REVIEW SYSTEM OF:

Santander Port Authority Spain HAS BEEN REVIEWED BY LLOYD'S REGISTER TO THE FOLLOWING ENVIRONMENTAL MANAGEMENT STANDARD Port Environmental Review System (PERS) version 5 THE SYSTEM IS APPLICABLE TO THE Activities, products and services of the port authority Certificate no: 242 Verification date: 06 March 2023 Expiry date: 05 March 2025 ON BEHALF OF ESPO ON BEHALF OF LRQA Hub LRQ/ Balla SPO A PERS certificate is the confirmation that the PERS requirements have been evaluated and met. However, because the review is based on third hand information, a PERS certificate is not a value judgement of the port environmental management system and its performance, since these have only been evaluated on the basis of

documents supplied by the port.



Certif	icado	
Normativa de aplicaciór	ISO 45001:2018	
Titular del certificado:	AUTORIDAD PORTUARIA Muelle de Maliaño, s/n 39009 Santander (Cantabri España	a DE SANTANDER ia).
Ámbito de aplicación:	Gestión de servicios portua administración del dominio Mediante una auditoría se v requisitos recogidos en la r	verificó el cumplimiento de los norma ISO 45001:2018.
Validez:	Fecha de la siguiente audit Este certificado es válido d Primera auditoría de certifio desde 2014	oría: 04-15 (mm.dd.) esde 2020-05-06 hasta 2023-05-05. cación BS OHSAS 18001:2007
	2020-10-29	TÜV Rheinland Ibérica Inspection, Certification & Testing S.A. Garrotxa, 10-12 – E-08820 El Prat de Llobregat
www.tuv.com	TIFICACIÓN 4/C-SG035	TÜV Rheinland [®] Precisely Right.





Process Map

The process map defined by the Port Authority of Santander is the basis on which its management system is structured. The documentary development of the processes is reflected in procedures and/or instructions of the management system, accessible on the intranet.



Support structure

The scope of the management system covers the "Management of commercial port services and administration of the public domain" carried out directly by the Port Authority of Santander.

The competence and functions are described in section 2 of this environmental statement. This includes, but is not limited to:

- » Direct management of general services:
 - Service of planning, coordination and control of port traffic, both maritime and land.
 - Coordination and control services for operations associated with port, commercial and other activities
 - Maritime signalling and beaconing services
 - Surveillance, security and police services in common areas
 - Lighting service in common areas
 - Cleaning service in the land and water areas
- » The management of the execution of the works promoted by the APS in the port area
- » The management of the use of the public port domain: concessions and authorisations
- » The control of compliance with the conditions of the authorising titles for the provision of port services: technical-nautical, passenger services, goods handling and transport services, Marpol service and fuel supply to ships.
- » Reception and billing of fishing.

The Port Authority of Santander is governed by the Board of Directors regulated by Royal Legislative Decree 2/2011, of 5 September, which approves the Revised Text of the Law on State Ports and the Merchant Navy.

The organizational chart from June 2024 is as follows.





A Manual of Roles and Responsibilities in Quality and Environment (MFR) is available, which describes the roles and responsibilities of each of the areas of the organisational chart.

The functions linked to the development, implementation and maintenance of the Integrated Management System have been assigned to the **Infrastructure and Public Domain Area**, specifically to the Head of the Infrastructure and Public Domain Area and to the person responsible for the Environment. The most relevant functions are:

- Transmit the Integrated Management Policy to all employees of the Port Authority of Santander, and ensure that it is available to the public
- Coordinate the establishment, implementation and maintenance of the processes that form the management system
- Inform about performance and improvement needs of the Integrated Management System, ensuring compliance with the requirements of UNE-EN ISO 9001 and 14001 Standards
- Coordinate the conduct of audits and disseminate the audit reports, both internal and external
- Carry out the control and monitoring of the environmental aspects generated by APS: waste, atmospheric emissions, noise, discharges, potentially polluting soil and/or water activities, etc.
- Periodically report to Management on environmental incidents, complaints/claims, indicators, risks and opportunities, as well as actions to improve the Integrated Management System
- Supervise the environmental conditions of the operations and activities on the dock



5. Environmental aspects

Environmental aspects of the activities, services and infrastructures of the Port of Santander are identified and evaluated to determine those that have or may have significant environmental impacts on the environment, from a life cycle perspective.

Environmental aspects are classified as:

- Direct aspects: produced by own activities (buildings, workshops, works, vehicles, etc.) and services provided by the Port Authority of Santander (general services).
- Indirect aspects: generated by other users of the Port and managed by the Port Authority of Santander and those generated by authorised companies, concessions and port service providers over which the APS has influence.

On the other hand, depending on the operating situations, they are differentiated into:

- Real aspects: associated with the usual activity of the Port of Santander (including blocks, maintenance, etc.).
- Potential aspects: associated with accidents or emergency situations that have occurred in recent years or are reasonably foreseeable to occur.

Finally, the environmental aspects associated with projects or developments planned by the APS are identified in the project itself or, if applicable, in the environmental impact assessment procedure.



Environmental aspects identified by the Port Authority of Santander

Criteria for assessing the importance of environmental aspects

Criteria for assessing the importance of actual environmental aspects

For the assessment of the actual, direct and indirect environmental aspects, the following criteria are used:

- Hazard/Nature (C1)
- Frequency (C2)
- Quantity/Extension (C3)

The real aspects are assessed by adding the score of the three criteria: P = C1 + C2 + C3.

The procedure for determining the significance of these aspects is related to the value of the previous P-score being equal to or greater than an established value.

Criteria for assessing the importance of potential environmental aspects

For the assessment of potential, direct and indirect environmental aspects, the following criteria are used, which are applied to the situations of potential risk (emergencies) identified:

- Probability of occurrence (C1)
- Severity of consequences (C2)

The potential aspects are assessed by multiplying the score of both criteria: $P = C1 \times C2$.

The procedure for determining the significance of these potential aspects is related to the value of the previous P-score is equal to or greater than an established value

Significant environmental aspects 2023 (with the same degree of importance)

REAL ENVIRONMENTAL ASPECTS SIGNIFICANT DIRECT						
Installation/Related Activity	Installation/Related Activity Environmental aspect Environmental impact					
Lighthouse	Wastewater discharge					
Markshans	Motor Oil					
workshops	Contaminated plastic packaging					
	Generation of Collector Solid Waste	Water and/or soil				
Buildings and workshops	Containers	containination				
	Paper and cardboard					
	Fluorescents					
General Port	Water consumption	Depletion of natural				
	Fuel consumption	resources				

Lighthouse

- <u>Wastewater discharge</u>: there is no analysis of the discharge, which is difficult to access. Its use is limited and reduced. The septic tanks that receive the sanitary water from the Cabo Mayor and La Cerda lighthouses have periodic cleaning and adaptation to watertightness.

APS Workshops & Buildings

- <u>Waste generation:</u> the increase in waste is related to an improvement in separation and collection for recovery.



- Motor oil: the 250% increase is due to the fact that the previous year it was not collected separately from the one generated from the fish market waste zone.
- Contaminated plastic packaging: in 2023, this waste increases by 62% compared to the previous year.
- Generation of Collector Solid Waste: increases by 59% compared to 2022. Under study during 2024 to check the origin of these increases.
- Paper and cardboard: There is an increase of 18%, which represents an improvement in waste segregation.

General Port

- Waste generation:
 - Fluorescent: the improvement in the lighting of the port and APS buildings represents an increase in this waste of 90% compared to the previous year.
- <u>Water consumption:</u> Port Authority's water consumption (24.38%) is estimated as the general consumption of the port (general meters) minus the total consumption of third parties. In 2023, uncontrolled consumption increases, decreasing the efficiency of the network. Without taking into account this uncontrolled consumption, APS consumption (offices, cleaning, facilities) decreases. Work is being done to locate and repair leaks.
- <u>Fuel consumption</u>: Although total fuel consumption decreases significantly (-20.5%), it increases in generators with gasoline fuel (22.44%) and in the elevator of the fish market (101%). In the case of the consumption of the generator and elevator of the fish market, consumption fluctuates according to their annual use, not considering increase relevant compared to the fuel consumption of other equipment. In recent years, measures have been carried out such as the acquisition of electric vehicles, which has led to a reduction in total fuel consumption each year.

REAL SIGNIFICANT INDIRECT ENVIRONMENTAL ASPECTS				
Installation/Related Activity	Environmental aspect	Environmental impact		
Port operations	Dust/particulate emissions in the handling of solid bulk (agri-food and minerals)	Air pollution		
	Discharge of rainwater	Water pollution		
General Port	Electricity	Depletion of natural resources		
	Noise (Maritime Station)	Noise pollution		
	Solid Waste Collector (buildings/concessions)			
Cleaning convice	Solid Waste Collector (fish market)			
Cleaning service	Organic Waste (scales)			
	Ramp / Water Cleaning			
	Absorbents			
	Motor Oil	water and/or soil contamination		
MARPOL Service	Contaminated metal containers			
Fish Market	Contaminated plastic packaging			
	Used Oil Filters			
	Fluorescents			



Port operations

 Emissions of dust and particles in the handling of solid bulk outside the terminals (agrifood and minerals): it is due to the increase in the annual time of operational stoppages (42 hours in 2023 compared to 27 hours in 2022) derived from greater surveillance by the port police, which results in a decrease in complaints and affections to third parties.

General Port

- <u>Discharge of rainwater:</u> in 2023 the authorisation for the discharge of rainwater into the sea has been processed, so that an analysis programme is expected to be applied from 2024 (when the authorisation is available).
- <u>Electricity</u>: The increase in electricity consumption by third parties (116%) has been due to increased activity in the port in 2023.
- <u>Noise:</u> Two complaints have been received from citizens about noise coming from a ferry and a cruise ship. It is considered a one-off event. Continuous surveillance is maintained at the entrance, departure and during the stay of ferries and cruise ships at the maritime station.

Cleaning service

- <u>Waste generation:</u> the increase in waste is related to an improvement in separation and collection for recovery.
 - Waste Collector (buildings / concessions): in 2023 it has increased by 46% compared to the previous year. Under study during 2024 to check the origin of the increases.
 - Waste Collector (fish market): increases during 2023 by 61% compared to 2022. Under study during 2024 to check the origin of the increases.
 - Organic waste (scales): 20% increase due to the increase in agri-food goods operations in 2023
 - Ramp / Water Cleaning: 14% increase compared to the previous year.

MARPOL Service

- <u>Waste generation</u>: the increase in waste at the fish market's recycling point is considered positive, as it is related to a greater delivery of waste by the Port's users, avoiding poor management and potential dumping and pollution into the sea.
 - Absorbents: Compared to the previous year, it has increased by 86%, although the figure is similar to previous years.
 - Motor oil: its generation increases by 27% compared to 2022.
 - Contaminated metal packaging: Increases the generation of this waste by 54%
 - Contaminated plastic packaging: Increases the generation of this waste by 30%
 - Used oil filters: Compared to the previous year it has increased by 114%, although similar to previus years



• Fluorescents: The generation of this waste increases by 45%, observing a gradual increase in recent years, related to improvements in lighting.

INDIRECT SIGNIFICANT POTENTIAL ENVIRONMENTAL ASPECTS				
Environmental aspect	Installation/Related Activity	Environmental impact		
Accidental discharges into the sea	Port operations in general: loading/unloading Port services: fuel supply, cleaning service, etc. Activity of authorized companies and concessions Ships: accidents			
Accidental discharges to soil and groundwater	Port operations in general: loading/unloading Port services: fuel supply, cleaning service, etc. Breakdowns: tank/pipe leakage, maintenance, etc. Activities of authorized companies and concessions	Water and soil pollution		
Waste/dirt on roads and roundabouts	Port operations in general: loading/unloading, transport Vehicles transporting powdery goods Loading / unloading in warehouses			
Particulate emissions/gas leakage during loading/unloading, storage, etc.	Port operations in general. Activity of authorised companies and concessions (i/ LNG)	Air pollution		

Regarding potential environmental aspects, significant are those that have occurred at least once in the last 3 years and whose consequences can significantly affect vulnerable elements of the port or outside it.

To avoid air, water and soil pollution due to accidental spills or emissions of gases and particles in port operations, the Environmental Regulation of the Port of Santander indicate the environmental behaviour guidelines that companies with activity in the Port's service area must know and comply with. Port operations are monitored by port police. In case of waste/dirt on roads and roundabouts, controls have been established and the person responsible is obliged to carry out the cleaning.

Periodically, drills are carried out in coordination with other bodies and administrations to evaluate the joint response to cases of accidental contamination. In these drills is tested the activation of the Internal Maritime Plan (PIM) - which defines actions in the event of marine pollution events - and/or the Self-Protection Plan (PAU), which establishes the coordination of actions that affect safety in the port.



6. Sustainability goals

Strategic framework

In October 2022, the Strategic Framework of the Port System of General Interest was presented, assumed by the Port Authority of Santander, which defines the main strategic lines and their link with Sustainable Development Goals (SDGs), with a horizon of 2030.

LÍNEAS ESTRATÉGICAS Economically sustainable Port Authorities Agile and advanced planning and management of the public domain Demand-driven, reliable, connected and sustainable infrastructures Competitive services and efficient operations Monitoring and facilitation of port activity Agile and efficient inspections and administrative procedures Digital port administration. Smart and synchronous ports Innovative ports Ports with international projection Environmentally sustainable ports Eco-Proactive Ports Ports committed to their city Safe and secure ports Advanced and quality navigational aids (AtoN) Corporate ethical culture Expansion and continuous improvement of human capital

The strategic lines of the Strategic Framework especially related to the environment are:

- Demand-driven, reliable, connected and sustainable infrastructures (line 3)
- Environmentally sustainable ports (line 10)
- Eco-Proactive Ports (Line 11)

Sustainable Development Goals

The Port of Santander is firmly committed to the 2030 Agenda and its 19 Sustainable Development Goals.

The Sustainability Plan 2023-2025 includes the following Sustainable Development Goals:

- → **SDG 6 Clean water and sanitation**. Reducing water consumption and improving the quality of water and discharged water will contribute to achieving this SDG.
- → **SDG 7 Affordable and clean energy**. The Port of Santander is strongly committed to improving energy efficiency and increasing the proportion of energy consumed generated from green energy.



- → **SDG 9 Industry, innovation and infrastructure**. The promotion and improvement of intermodality and eco-sustainable mobility.
- \rightarrow SDG 11 Sustainable cities and communities. The impact on cities and the port environment must be minimized.
- → SDG 12 Responsible consumption and production. It includes actions to improve the control and monitoring of the life cycle of the resources consumed by the port and to improve awareness of sustainability.
- → **SDG 13 Climate action**. Improve the control and monitoring of greenhouse gases and carry out actions to adapt to climate hazard.
- → **SDG 14 Life below water**. Actions will continue to prevent marine pollution and have an adequate response to emergencies.
- → **SDG 15 Life on Land.** Sustainably manage forests, combat desertification, stop and reverse land degradation, stop biodiversity loss.

Sustainability Plan 2023-2025

During 2023, the APS has drawn up and promoted a Sustainability Plan fully aligned with the guidelines of the Strategic Framework and with the operational objectives of the annual Business Plan, based on the sustainability objectives and indicators defined annually by *Puertos del Estado*, which apply to all port authorities.

The result has been the definition of a series of short- and medium-term objectives (2024 and 2025) and actions necessary to achieve them and also long-term objectives (2030).

Operational Objectives 2023 Business Plan

The Port Authority of Santander establishes annual goals and specific initiatives to achieve the operational objectives of the annual Business Plan, and sends it to Puertos del Estado for validation and monitoring.

The following table details the sustainability objectives and indicators included in the Port Authority's Business Plan and its results (statuses) in 2022 and 2023, as well as the planned goals for 2024-2025:

OPERATIONAL OBJECTIVE		INDICATOR	STATE 2022	2023 GOAL	STATUS 2023	2024 GOAL	2025 GOAL
OB_1: IMPROVE THE ENVIRONMENTAL		PERS (ESPO)	CERTIFICATE	CERTIFIED MAINTENANCE	CERTIFIED MAINTENANCE	CERTIFIED MAINTENANCE	CERTIFICATE RENEWAL
AUTHORITY THROUGH THE	DEGREE OF DEVELOPMENT OF ENVIRONMENTAL MANAGEMENT	ISO 14001	x	CERTIFICATE RENEWAL	CERTIFICATE RENEWAL	CERTIFIED MAINTENANCE	CERTIFIED MAINTENANCE
ENVIRONMENTAL MANAGEMENT SYSTEMS	SYSTEMS	EMAS	PROCESSED FOR REGISTRATION	ISO 14001 INTEGRATED CERTIFICATE	PROCESSED FOR REGISTRATION	CERTIFIED MAINTENANCE	NEW CERTIFICATE
	COMPANIES PROVIDING THE	NUMBER OF COMPANIES	8	8	8	8	8
OB_2: IMPROVE THE ENVIRONMENTAL MANAGEMENT OF THE COMPANIES	GOODS HANDLING SERVICE WITH ENVIRONMENTAL MANAGEMENT SYSTEMS	% OF COMPANIES	100%	100%	100%	100%	100%
OPERATING IN THE PORT THROUGH	CONCESSIONS DEDICATED TO THE	NUMBER OF CONCESSIONS	13	14	13	14	14
	HANDLING OF GOODS (MARITIME FREIGHT TERMINALS)	% OF CONCESSIONS	77%	78%	77%	78%	78%
	CONCESSIONS DEDICATED TO	NUMBER OF CONCESSIONS	13	13	13	15	15
STSTEIVIS	FISHING, NAUTICAL-SPORTS, OR SHIPBUILDING/REPAIR ACTIVITIES	% OF CONCESSIONS	0%	0%	0%	13%	27%
OB_3: INCENTIVIZING THE BEST	NUMBER OF GOOD PRACTICE AGREE	EMENTS SIGNED	3	4	3	5	5
ENVIRONMENTAL PRACTICES OF COMPANIES OPERATING IN THE PORT	PERCENTAGE OF THE AMOUNT OF THE BONUS THAT IS REQUIRED TO BE REINVESTED IN THE MEAS CONTAINED IN THE AGREEMENTS		30%	30%	30%	30%	30%
	WATER	APS CONSUMPTION IN m3	41.645	30.000	41.964	30.000	35.000
		CONTROLLED CONSUMPTION IN %	86,00%	95,00%	72,83%	95,00%	95,00%
		APS CONSUMPTION IN Kwh	2.676.163	2.900.000	3.054.407	3.300.000	3.000.000
OB_4: ACHIEVE A MORE EFFICIENT		CONTROLLED CONSUMPTION IN %	6,64%	10%	20%	35%	50%
MANAGEMENT OF THE NATURAL		APS CERTIFIED ACCORDING TO ISO 50001	NO	NO	NO	NO	NO
RESOURCES USED BY THE PORT AUTHORITY	ELECTRICAL ENERGY	% OF THE AREA FOR COMMERCIAL USE, WHERE ELECTRICITY DISTRIBUTION IS CARRIED OUT BY REGULATED DISTRIBUTION COMPANIES.	94%	99%	99%	99%	99%
		% OF THE BUILDINGS OWNED BY APS THAT ARE OF "ALMOST ZERO CONSUMPTION"	1%	1%	1%	1%	1%
	% OF WASTE GENERATED WITH SEP	ARATE COLLECTION	100%	100%	100%	100%	100%
OB 5: OPTIMISE THE MANAGEMENT	VOLUME OF WASTE COLLECTED BY	INERT BUT NOT DANGEROUS	1.105	900	1.075	900	800
OF WASTE GENERATED OR MANAGED	GENERAL CLEANING SERVICE EXPRESSED IN TONNES	DANGEROUS	15	14	22	20	20
BY THE PORT AUTHORITY	EXPENSES OF G. CLEANING SERVICE	OF LAND AREAS IN €.	732.247	912.985	912.985	912.985	912.985
	EXPENSES FOR REMOVAL OF ABAND	ONED WASTE IN €	0	0	0	0	0
OB_6: IMPROVING THE		AIR POLLUTION	0	0	0	0	0
ENVIRONMENT'S PERCEPTION OF THE	REPORTS RECEIVED FOR	NOISE POLLUTION	0	0	2	0	0
PORT'S ENVIRONMENTAL PERFORMANCE	ENVIRONMENTAL REASONS	WATER POLLUTION	0	0	1	0	0



OPERATIONAL OBJECTIVE		INDICATOR	STATE 2022	2023 GOAL	STATUS 2023	2024 GOAL	2025 GOAL
	PM10	Number of daily limit value exceedances [50 (μg/m3)]	34	≤ 35 times a year (legal maximum limit)	No data ¹	≤ 35 times a year (legal maximum limit)	≤ 35 times a year (legal maximum limit)
OB_7: REDUCING THE PRESSURE OF PORT OPERATORS' ACTIVITY ON AIR QUALITY	SO2	Number of daily limit value exceedances [125 (µg/m3)]	0	≤ 3 times a year (legal maximum limit)	No data	≤ 3 times a year (legal maximum limit)	≤ 3 times a year (legal maximum limit)
	NO2	Number of daily limit value exceedances [200 (µg/m3)]	0	≤18 times a year (legal maximum limit)	No data	≤18 times a year (legal maximum limit)	≤18 times a year (legal maximum limit)
OB 8: REDUCING THE PRESSURE OF	APS HAS IMPLEMENTED R.O.M. 5.1-1	3 (YES/NO)	YES	YES	YES	YES	YES
PORT OPERATORS' ACTIVITY ON WATER QUALITY	% OF THE LAND SERVICE AREA (WITH FACILITIES) THAT HAS A SANITATION NETWORK CONNECTED TO A MUNICIPAL COLLECTOR		30%	30%	56,50%	56,50%	56,50%
-	% OF THE LAND SERVICE AREA (WITH FACILITIES) THAT HAS RAINWATER COLLECTION AND TREATMENT.		37,15%	37,15%	5,55% ²	5,55%	5,55%
OB_9: REDUCE THE PRESSURE OF PORT OPERATORS' ACTIVITY ON SOIL QUALITY.	NUMBER OF CONCESSIONS WHOSE AREA HAS BEEN REGISTERED AS CONTAMINATED SOIL.		3	0	0	0	0
	APS HAS ITS OWN RESOURCES AND MANAGES THEM WITH ITS STAFF.		YES	YES	YES	YES	YES
	APS HAS RESOURCES OF COMPANIES PROVIDING TECHNICAL-NAUTICAL SERVICES AS REQUIRED IN REGULATORY SPECIFICATIONS.		YES	YES	YES	YES	YES
OB_10: HAVE AN INTEGRATED AND	APS HAS SIGNED SUPPORT AGREEMENTS WITH PORT OPERATORS (WHICH INVOLVE TRANSFER OR INTEGRATION OF RESOURCES)		NO	NO	NO	NO	NO
EFFECTIVE RESPONSE TO ACT IN MARINE POLLUTION EMERGENCIES.	APS HAS SIGNED A SERVICE CONTRACT WHOSE PURPOSE IS TO PROVIDE <u>COMPLETE ACTION</u> IN MARINE POLLUTION EMERGENCIES (1)		NO	NO	NO	NO	NO
	APS HAS SIGNED AN AGREEMENT WI	TH SASEMAR THAT SUPPORTS IN ANTI-POLLUTION TASKS	YES	YES	YES	YES	YES
	APS HAS A JOINT RESPONSE THAT INTEGRATES MOST OF THE PORT OPERATORS (2)		NO	NO	NO	NO	NO
OB 11: PREVENT DISCHARGES INTO THE	NUMBER OF MARINE POLLUTION INC	CIDENTS THAT HAVE NOT REQUIRED PIM ACTIVATION.	5	0	0	0	0
SEA DUE TO BAD PRACTICES AND RECOVER THE COSTS OF INTERVENTION	NUMBER OF MARINE POLLUTION EM A CONCESSION WITHOUT THE NEED 0")	IERGENCIES THAT HAVE REQUIRED THE ACTIVATION OF THE PIM OF FOR ACTIVATION OF THE PIM OF THE PORT AUTHORITY ("SITUATION	0	0	0	0	0
POLLUTION.	NUMBER OF MARINE POLLUTION EMERGENCIES THAT HAVE REQUIRED THE ACTIVATION OF THE PIM OF THE PORT AUTHORITY ("SITUATION 0")		0	0	0	0	0

¹ In 2023, it was decided to turn off the air pollution measurement equipment as the area in which they are located was surrounded by works and the result of the measurement was not representative of the real situation.

 $^{^{2}}$ It is lower than in previous years due to the cancellation of a decanter on the dock due to the works for the new container terminal.



OPERATIONAL OBJECTIVE	INDICATOR	STATE 2022	2023 GOAL	STATUS 2023	2024 GOAL	2025 GOAL
	NUMBER OF MARINE POLLUTION EMERGENCIES THAT HAVE REQUIRED THE ACTIVATION OF THE NATIONAL MARITIME PLAN ("SITUATIONACTION 1 OR HIGHER")	0	0	0	0	0
	NUMBER OF INCIDENTS OR EMERGENCIES THAT HAVE LED TO SANCTIONS.	0	0	0	0	0
	NUMBER OF INCIDENTS OR EMERGENCIES IN WHICH THE SOURCE OF THE DISCHARGES HAS BEEN IDENTIFIED AND THE COSTS OF CONTROLLING AND CLEANING UP THE DISCHARGES HAVE BEEN RECOVERED.	0	0	0	0	0
OB_12: INCENTIVIZING THE BEST ENVIRONMENTAL PRACTICES OF SHIPS THAT DOCK IN PORT	NUMBER OF VESSELS BENEFITING FROM THE SHIP FEE REBATE FOR BEST ENVIRONMENTAL PRACTICES.	37 ships/201 calls	39 ships/211 calls	44 ships/276 calls	46 ships /290 calls	48 ships/305 calls
	THE PORT AUTHORITY HAS APPROVED GUIDES OR CODES OF GOOD ENVIRONMENTAL PRACTICE		NO	NO	NO	NO
	THE PORT AUTHORITY HAS APPROVED MANDATORY ENVIRONMENTAL REGULATIONS	YES	YES	YES	YES	YES
PRACTICES IN PORT OPERATIONS AND IN THE USE OF FACILITIES	THE PORT AUTHORITY PERIODICALLY VERIFIES COMPLIANCE WITH THE ADMINISTRATIVE OBLIGATIONS OF AN ENVIRONMENTAL NATURE APPLICABLE TO PORT OPERATORS (LICENCES, AUTHORISATIONS, PERMITS, ETC.)	YES	YES	YES	YES	YES
	THE PORT AUTHORITY HAS A SPECIALISED SERVICE IN ENVIRONMENTAL MONITORING OF THE PORT	YES	YES	YES	YES	YES
	CARBON FOOTPRINT OF THE PORT AUTHORITY WITH SCOPE 1 & 2	YES	YES	YES	YES	YES
OB_14: ASSESS AND MANAGE THE	% OF THE ELECTRICITY SUPPLY CONTRACTED WITH A CERTIFICATE OF GUARANTEE OF RENEWABLE ORIGIN.	100%	100%	100%	100,00%	100,00%
	% OF THE PORT AUTHORITY'S CONSUMPTION FROM RENEWABLE ENERGY UNDER THE SELF- CONSUMPTION REGIME	0,50%	2,00%	0,50%	2,00%	10,00%



Actions 2023-2024

The actions carried out to reduce and/or eliminate the significance of environmental aspects and their relationship with the sustainability objectives of the business plan are the following:

SIGNIFICANT ENVIRONMENTAL ASPECTS (DIRECT AND INDIRECT)		ACTIONS CARRIED OUT IN 2023-2024	ENVIRONMENTAL OBJECTIVES - BUSINESS PLAN RELATED TO ENVIRONMENTAL ASPECTS
			OB_6: IMPROVING THE ENVIRONMENT'S PERCEPTION OF THE PORT'S ENVIRONMENTAL PERFORMANCE
ATMOSPHERE (Port operations)	Dust/particulate emissions from the handling of mineral and agri- food solid bulk	Regulated surveillance of agri-food operations outside the Terminal by the Port Police by a control form. Regulated surveillance of sulphate (powdery bulk) operations by the Port Police (before and during operations)	OB_7: REDUCING THE PRESSURE OF PORT OPERATORS' ACTIVITY ON AIR QUALITY
			OB_13: PREVENT BAD ENVIRONMENTAL PRACTICES IN PORT OPERATIONS AND IN THE USE OF FACILITIES
	Discharge of rainwater into port basins	Processing of authorisation for rainwater discharges and runoff into the sea Analytical controls and surface cleaning plans to eliminate contributions to the drainage network	OB_6: IMPROVING THE ENVIRONMENT'S PERCEPTION OF THE PORT'S ENVIRONMENTAL
DISCHARGES (General del Puerto, Faros)	Wastewater discharges from lighthouses (Cabo Mayor and La Cerda)	Regular cleaning and tightness of septic tanks	PERFORMANCE OB_8: REDUCING THE PRESSURE OF PORT OPERATORS' ACTIVITY ON WATER QUALITY
	Accidental discharges into the sea	Monitoring of compliance with Environmental Regulations by the police service, with special attention to the supply of fuel to fishing vessels.	RESPONSE TO MARINE POLLUTION EMERGENCIES



SIGNIFICANT EN\ (DIRECT	/IRONMENTAL ASPECTS AND INDIRECT)	ACTIONS CARRIED OUT IN 2023-2024	ENVIRONMENTAL OBJECTIVES - BUSINESS PLAN RELATED TO ENVIRONMENTAL ASPECTS
WASTE GENERATION (Workshops, buildings, cleaning service and MARPOL service)	Containers Paper and cardboard Solid Waste Collector Motor Oil Contaminated plastic packaging Fluorescents Organic waste General Waste Absorbents Contaminated metal containers Used Oil Filters	Monitoring of waste control at source, segregation and progress in recycling and recovery. Requirement to operators to improve operations and improve equipment. Control of spills of goods in vials and cleaning Improvement in equipment for selective collection of MARPOL V on ships. Agreement with ECOEMBES (light packaging) for the provision of containers and selective collections in offices, outdoors and MARPOL V	OB_5: OPTIMISE THE MANAGEMENT OF WASTE GENERATED OR MANAGED BY PORT AUTHORITY
CONSUMPTION (General of the port)	Water consumption	 Wáter Leakages Location Study Preparation of specifications for tendering and awarding the replacement of VSAP projectors in public lighting (Maliaño and Raos docks) Prepare the replacement of office and common area lighting in several APS buildings Prepare the award of a new electricity supply contract with 100% renewable energy Video surveillance infrastructure in roads of the Espigón Central of Raos with LED lighting on mobile supports. 	OB_4: ACHIEVE A MORE EFFICIENT MANAGEMENT OF THE NATURAL RESOURCES USED BY PORT AUTHORITY OB_14: ASSESS AND MANAGE THE CARBON FOOTPRINT
	Fuel consumption	The increase in fuel in some equipment fluctuates according to use, no actions are planned in 2023-24. Significance will be checked in the next assessment.	
SOILS AND GROUNDWATER (General Port and Port Facilities)	Accidental discharges to soil and groundwater	Monitoring of compliance with Environmental Regulations by the police service, paying attention to dock operations (trucks, etc.)	OB_9: REDUCING THE PRESSURE OF PORT OPERATORS' ACTIVITY ON SOIL QUALITY

The environmental initiatives for the years 2023 and 2024, related to sustainability objectives:

OB_1: IMPROVE ENVIRONMENTAL MANAGEMENT OF THE PORT AUTHORITY THROUGH THE IMPLEMENTATION OF ENVIRONMENTAL MANAGEMENT SYSTEMS

Assessment of initiatives 2023

- Survey of the perception of employees in actions and implications in environmental matters. Assessment and development of proposed initiatives.
- Environmental Sustainability Plan approved in line with the Business Plan, Strategic Framework and SDGs (2023-25).
- Green purchasing criteria incorporated in 2022-2023 works

Initiatives 2024-2025

- Involvement of employees in improvements in environmental performance: Newsletters and awareness campaigns on topics of interest.
- Define, plan and certify SDGs according to the Sustainability Plan defined for 2024.
- Continue to include sustainability criteria in infrastructure projects and concession specifications.

OB_4: ACHIEVE A MORE EFFICIENT MANAGEMENT OF NATURAL RESOURCES USED BY THE PORT AUTHORITY

Assessment of initiatives 2023

The proposed initiatives will continue to be developed in 2024.

Initiatives 2024-2025

- Identification and repair of leaks in the water network
- Replacement of VSAP projectors in public lighting
- o Installing LEDs in Building Lighting
- Development of renewable generation system facilities (photovoltaic) and the development of an Energy Community in the port of Santander.
- Implementation of an intelligent platform (BI) for the control of water, electricity and fuel consumption.

OB_5: OPTIMISE THE MANAGEMENT OF WASTE GENERATED OR MANAGED BY PORT AUTHORITY

Assessment of initiatives 2023

 Monitoring of waste control at source, segregation and progress in recycling and recovery. The largest volume comes from the general waste of the port, an aspect that implies the requirement for operators to improve operations and improvements in equipment. In 2023, selective collection of MARPOL V vessels by platform truck has been significantly improved (Cleaning service contract)



- The collection and delivery of plastic fishing nets (100% certified) has been favourably implemented.
- A protocol for collection and management of light packaging for offices, outdoors and MARPOL V has been initiated with ECOEMBES.

Initiatives 2024-2025

- Availability of a control and management platform for all waste from the port and APS facilities (Cleaning Service Contract)
- Greater provision of containers for waste separation and recycling in offices and employee training.
- Adaptation of the drying waste area of the port.
- Training for workshop staff and service providers on waste segregation.
- Adaptation of the fishing clean point: improvement of facilities, containers and signage.
- Circular economy study of waste generated in cleaning of the port: sweeping of docks and public roads managed by the APS
- Regulation of the collection system for unwanted fish waste

OB_6: IMPROVING THE ENVIRONMENT'S PERCEPTION OF PORT'S ENVIRONMENTAL PERFORMANCE

OB_7, 8, 9: REDUCE THE PRESSURE OF PORT OPERATORS' ACTIVITY ON AIR, WATER AND SOIL QUALITY

Assessment of initiatives 2023

- The authorisation of rainwater discharge for 28 points has been processed.
- Changes of ownership of wastewater discharge into the sea registry have been required for several concessions
- Drafted the specifications for air quality control contract.
- LNG supply for new ferry (start in April 2023)
- In study the implementation of an OPS system (2023)
- o Encapsulated conveyor belts for the new Fertilizer Terminal
- Retaining walls for unloading powdery goods (expansion of the Solid Bulk Terminal concession)
- During 2022-23, the agri-food operator (outside the specialized terminal) renews the certifications of the equipment (spoon-hopper) by ECAMAT and measures PM 10 in each operation. APS initiated an environmental monitoring procedure for agri-food operations by the Port Police with a control form (hermetic shut-off of the ladle, opening of the ladle inside the hopper, emissions, spills, etc.) acting immediately on the operation (stops, cleaning, etc.).

Initiatives 2024-2025

- Installation of sensors (particles and gases) and big data platform for environmental control
- Updated acoustic modelling from new ferry berthing (noise map)


 Digitalization of environmental information on aquatic systems. Update ROM 5.1 with new infrastructure and terminal developments compared to the 2022 study (diffuse emissions variation)

OB_10: HAVE AN INTEGRATED AND EFFECTIVE RESPONSE TO ACT IN MARINE POLLUTION EMERGENCIES.

Assessment of initiatives 2023

- A review of the Internal Maritime Plan (PIM) is sent to the Maritime Captaincy of Santander and the General Directorate of Security and Citizen Protection of the Government of Cantabria
- PIM drill carried out
- Contract signed with SASEMAR until 2026

Initiatives 2024-2025

• Approval of the revision of the PIM of the Port of Santander

OB_13: PREVENT BAD ENVIRONMENTAL PRACTICES IN PORT OPERATIONS AND IN THE USE OF FACILITIES

Assessment of initiatives 2023

• Checks prior to and during sulphate operations (powdery bulk with effects on other goods-vehicles).

Initiatives 2024-2025

- Revision of environmental regulation.
- Improvement in the management of environmental incidents through the digitization / automation of notification and management between the different departments.

OB_14: ASSESS AND MANAGE THE CARBON FOOTPRINT

Assessment of initiatives 2023

- The carbon footprint calculation for 2020, 2021 and 2022 has been carried out.
- \circ Electricity supply contract with the condition of 100% renewable energy.
- Video surveillance infrastructure with LED lighting on mobile supports.

Initiatives 2024-2025

- Calculation of carbon footprint 2019-2023 and registration by the Ministry of the Environment.
- Development of renewable generation system facilities (photovoltaic): roof of the fishing warehouses, Maintenance Facilities and Tinglado V.
- Development of an energy community.



This Declaration has taken into account Commission DECISION (EU) 2019/61 of 19 December 2018 on the sectoral reference document on best environmental management practices, sectoral environmental performance indicators and benchmarks of excellence for **the public** administration sector under Regulation (EC) No 1221/2009 on the voluntary participation of organisations in a Community eco-management and audit scheme (EMAS).

7. Environmental performance

The Port Authority of Santander has been developing various management tools for years that have allowed it to achieve a high degree of environmental protection, in balance with socio-economic needs.

The environmental performance of the Port of Santander during 2023 and in comparison with previous years is analysed. The environmental objectives for each of the sections and a description of the control measures implemented or in the process of implementation are also listed.

AIR QUALITY

ENVIRONMENTAL OBJECTIVE 6: IMPROVE THE PERCEPTION OF ENVIRONMENTAL PERFORMANCE OF THE PORT

ENVIRONMENTAL OBJECTIVE 7: REDUCE THE PRESSURE OF PORT OPERATORS' ACTIVITY ON AIR QUALITY ENVIRONMENTAL GOAL 14: ASSESS AND MANAGE THE CARBON FOOTPRINT

The Port Authority of Santander does not carry out any activity that potentially pollutes the atmosphere. Its main direct emissions are associated with the combustion of vehicle and boat engines, as well as the operation of generator sets and other maintenance and construction machinery.

Air quality control network in port area

The Port Authority of Santander has an air quality control station that measures PM10 particles and gases SO_2 , CO and NO, NO₂, NO_x.

The following table shows the result of the APS air quality control stations located in the Port until October, when the air pollution measurement equipment was turned off due to works in the area.

Air pollution		Legal limit RD102/2011	2019	2020	2021	2022	2023 (until October)
50	Number of health protection exceedances (average 1h > 350 μ g/m ³)	24	0	0	15	13	0
302	Number of health protection exceedances (24h average >125 μg/m3)	3	0	0	3	0	0
NO ₂	Number of exceedances of the hourly limit for health protection (1 h >200 μ g/m ³)	18	2	0	0	0	0
	Average annual health protection (µg/m3)	40	18,88	9 <i>,</i> 98	29,11	19,38	19,26
со	Number of daily health protection exceedances (10 mg/m3)	Octohourly average	0	0	0	0	0
DN410	Number of daily health protection exceedances (24-h average > 50 μg/m3)	35	41*	22	27	34	13
PIVIIU	Annual average on average daily values of health protection (μ g/m3)	40	44,18*	32,5	30,51	29,7	25,48

(*) PM10 2019: these results are considered to be a one-off event, which may be influenced by other factors external to port activity: environmental conditions, wind speed and direction, works, etc.:



Operational control: Environmental Stops

For the real-time environmental control of operations, meteorological variables such as wind speed and direction are used, which allow decisions to be made in order to guarantee a lower particle immission than that established in Royal Decree 102/2011 for urban agglomerations.

The system of action is contemplated in the Environmental Regulations of the Port of Santander, applicable to all operators.

The following table shows the operational stops made in the handling of goods due to exceeding the permitted speed and affecting or risking affecting third parties.

	2021	2022	2023
Number of operational stops	23	8	18
Main goods affected	Sulphate (11) (23:05h) Pre-reduced iron (1) (7:35h) Turf (1) (0:55h) Sugar (2) (2:30h) Barley (1) (0:10 h) Rape flour (2) (7:05 h) Feldspar (3) (19:15 h) Scrap (1) (0:35)	Sulphate (3) (13:10 h) Soya (1) (0:35h) Soybean meal (3) (13:30h) Carbonate (1) (0:35h)	Rye (1) (2:45 h) Feldspar (1) (1:10 h) Sugar (1) (3:20 h) Corn (1) (3:20 h) Glass scrap (1) (1:30 h) Pre-reduced iron (3) (5:45 h) Sulphate (6) (18:45 h) Soybean meal (1) (2:40 h) Fertilizer (3) (3 h)
Total cumulative time (h)	60:15:00	27:50:00	42:15:00

Carbon footprint

The calculation of the carbon footprint has been carried out based on the methodology developed by Cedex "Methodological Guide for the calculation of the carbon footprint in ports" by Puertos del Estado, with the support of the tool developed by the Port Authority of Vigo.

The calculation of carbon footprint for the years 2021, 2022 and 2023 (scope 1 and 2) has been carried out.

Scope 1 relates to direct emissions produced by sources or processes that are owned or controlled by the Port Authority of Santander, such as fossil fuel consumption or potential refrigerant gas leaks from HVAC equipment.

Scope 2 encompasses indirect emissions produced in the generation of electricity purchased and consumed. The market criteria reflects the emissions of electrical sources and products contracted. Commercial company contracted by the APS certifies the origin of the renewable energy (certificate of guarantee of origin). Therefore, its emission factor is 0 kgCO₂/kWh.

	Emissions (kgCO ₂)			
Scope	2021	2022	2023	
Scope 1	62.764,04	52.079,50	418.589,1	
Scope 2	0,00	0,00	0,00	
TOTAL	62.764,04	52.079,50	418.589,1	

The increase in greenhouse gas emissions in 2023 is due to refrigerant gas leaks from the ice factory.



The calculation of the carbon footprint allows us to obtain an indicator that will serve as a starting point for the gradual reduction of greenhouse gas emissions.

New measures implemented in 2023:

- \rightarrow Conveyor belts encapsulated in the new fertilizer terminal.
- \rightarrow $\,$ Monitoring of sulphate operations to control third-party conditions.

Previously implemented control measures

- \rightarrow Technical instructions for carrying out some operations (environmental regulation).
- $\rightarrow\,$ Procedure for the control of particulate emissions in the handling of solid bulk and repairs in dry dock.
- \rightarrow Procedure for controlling spills of goods, cleaning by APS and billing of the service, avoiding the suspension of particles in the atmosphere.
- $\rightarrow\,$ Surveillance plan for bulk operations at the dock by the port police: check-list for agri-food bulk operations.
- \rightarrow Management of disciplinary proceedings for non-compliance with environmental regulations.
- \rightarrow Inclusion of requirements on emissions into the atmosphere in conditions of granting concessions and authorizations (activities subject to regulations).
- $\rightarrow\,$ Air quality stations in the Port of Santander: provision of equipment for continuous measurement of gas and particulate parameters.
- $\rightarrow\,$ Reorganisation of the port's activity to move emission sources away from the most sensitive or vulnerable areas.
- \rightarrow Improvements to internal roads or accesses aimed at reducing truck traffic through urban centres.
- \rightarrow Environmental criteria in the management and allocation of berths.
- \rightarrow Signing of Good Environmental Practices Agreements.
- \rightarrow Specialized Terminal Requirements.
- \rightarrow Operational stops according to risk of affection or contamination.
- \rightarrow Promotion of investments in equipment improvement by companies and new concessions.

NOISE

ENVIRONMENTAL OBJECTIVE 6: IMPROVE THE PERCEPTION OF THE ENVIRONMENT ON THE ENVIRONMENTAL PERFORMANCE OF THE PORT

Due to the proximity between the port and the city of Santander, the control of the acoustic effects produced by port activities is important to achieve the well-being of both citizens and the entire port community.

The most important sources of noise emissions are:

- Ferry and cruise traffic at the Maritime Station
- Road traffic
- Industrial activities
- Goods handling
- Works

During 2023, a complaint was registered because of noise from the ferry.



Continuous recording campaign of noise levels 2021

During the months of May to December, four acoustic sensors were installed at Maliaño to continuously record sound levels, in order to know the impact of the works and the arrival of ferries and cruise ships at the Maritime Station.



Checkpoint	Location
1	Maritime Station
2	Maritime Command
3	In front of Tinglados
4	Next to access to the free zone

In these campaigns it is observed that the most sensitive period is the night, in which the activity and traffic of the city is lower and the noise of the Port can be perceived more clearly by the citizens closest to the Maritime Station. The rest of the port activities, further away from the populated areas, hardly produce acoustic effects on citizens.

Previously implemented control measures

- \rightarrow Acoustic quality measurement campaigns in sensitive port-city areas.
- \rightarrow Study to assess the acoustic impact caused by ferry and cruise traffic at the Maritime Station of the Port of Santander. October 2020.
- → Campaign for continuous recording of sound levels at the facilities of the Port Authority of Santander. May-December 2021.
- \rightarrow Surveillance of port operations.
- \rightarrow Installation of acoustic screens.
- \rightarrow Speed limitations on port roads.
- \rightarrow Road surface improvements.
- \rightarrow Overnight activity limitations (loading/unloading scrap).
- → Reorganisation of internal traffic to reduce truck traffic through urban centres through a communication bridge between docks.
- \rightarrow Reorganisation of the port's activity to keep noise sources away from urban areas.



WATER QUALITY AND DISCHARGES

ENVIRONMENTAL OBJECTIVE 6: IMPROVE THE PERCEPTION OF THE ENVIRONMENT ON THE ENVIRONMENTAL PERFORMANCE OF THE PORT

ENVIRONMENTAL OBJECTIVE 8: REDUCE THE PRESSURE OF PORT OPERATORS' ACTIVITY ON WATER QUALITY

ENVIRONMENTAL OBJECTIVE 10: HAVE AN INTEGRATED AND EFFECTIVE RESPONSE TO MARINE POLLUTION EMERGENCIES

ENVIRONMENTAL OBJECTIVE 11: PREVENT DISCHARGES INTO THE SEA DUE TO BAD PRACTICES AND RECOVER THE COSTS OF INTERVENTION IN EMERGENCIES DUE TO MARINE POLLUTION

The main water discharges that occur in the Port of Santander are:

- Wastewater from buildings belonging to the Port Authority, discharged into the Bay's sanitation network or municipal collector.
- Wastewater from activities carried out in the port area (concessions / authorized companies)
- Rainwater from the port area, discharged from port collectors into port basins
- Other discharges: works, accidental discharges originating in loading and unloading or other non-regulatory discharges from ships.
- Wastewater Discharges of Bay Sanitation Interceptor.

Hydrological Planning

In 2023, the revision of the Hydrological Plan of the Western Cantabrian Hydrographic Demarcation (third planning cycle 2022-2027) was approved, through *Royal Decree 35/2023, of 24 January, approving the revision of the hydrological plans of the Western Cantabrian, Guadalquivir, Ceuta hydrographic districts, Melilla, Segura and Júcar, and the Spanish part of the hydrographic districts of the Eastern Cantabrian, Miño-Sil, Duero, Tagus, Guadiana and Ebro.*

The plan delimits and classifies water of the port as highly modified transitional water areas, due to the hydromorphological alterations of a large port:

• Santander Bay - Port (ES087MAT000150). Good ecological potential and chemical status. No worsening has been detected.





• Santander Bay - Interior (ES087MAT000160). The objective is to reach good ecological potential and good chemical status by 2027 because in the 2nd cycle the body of water has worsened.



• Santander Bay - Páramos (ES0878MAT000170). Good ecological potential and chemical status. No worsening has been detected.



On the other hand, there is a natural body of water called Santander Bay - Coast (ES018MSPFES000MAC000118), in good ecological condition.

Actions defined and justified for the new cycle, situation in 2023:

- Work in progress on dock Raos 9 of in the municipality of Santander.
- New pile dock in Raos 6, with dredging. Project drafted.
- New pile dock. Renovation of Sections 1-4 of the Maliaño Docks, maintaining their current draft, without dredging. The chosen solution does not have any environmental impact because the water surface is maintained (no fillings are made). Work completed.
- Construction of a nautical-sports facility in the Central Dock of Pedreña. In process.
- Raos sanitation network. Not started



Bay Discharge Control Plan

The APS controls discharges (rainwater, irrigation and cleaning) in two areas of the service area:

- Fishing port area
- Commercial Port Area

There is an inventory of points of discharge into the sea, included in the Register of Discharges into the Sea in the area of the Coast of the Autonomous Community of Cantabria, and analyses of the waters discharged into the sea from port collectors are periodically carried out.

The analysis of the control parameters of the fishing port area reflects a high quality of the discharged waters. No improvement treatment has been considered in the area.

The analyses of the commercial port area reflect good quality of the discharge waters with some exceedances that are subject to control. A decanter treatment has been installed on Raos.

To reduce pollutant, APS:

- Carries out periodic cleaning of collectors, manholes and pavements to prevent the accumulation of remains of merchandise susceptible to dragging from the Bay by rainwater and cleaning of the dock.
- Controls the operations of solid bulk in the docks according to Environmental Regulation to improve the general state of cleanliness of the docks.
- Requires and encourages covered terminals, specialized equipment for solid bulk. New fertilizer terminal.
- Installs hydrodynamic decanters on docks for the treatment of rainwater before discharge into the sea.



Figure: Plan of rainwater reception basins and discharge control points

Coastal Water Quality in Port Areas ROM 5.1-13

During 2021 and 2022, the implementation of ROM 5.1-13 has been reviewed, through the signing of the research contract with IH Cantabria for the management of coastal waters in the



service area of the Port of Santander. This includes a hydrodynamic study, the effect of point and diffuse pollutant emissions from all discharges into the Bay and the evaluation and management of environmental risks for these emissions.

The result of this implementation is:

• Delimitation and classification of port aquatic management units (UGAP). 7 UGAPs are delimited and typified: 6 highly modified transitional UGAP and 1 natural coastal UGAP.



- Environmental risks assessment and management: Point (89) and diffuse (4) pollutant emissions are identified and characterised, and their environmental risk is assessed.
 - The point emissions come from activities outside the port (company drains, WWTPs of municipalities around the Bay), port activities (rainwater and runoff discharges) and Bay's sanitation network.
 - The diffuse emissions come from solid bulk loading, unloading and storage operations.





Point pollutant emissions



Diffuse emissions





Risk assessment of point emissions

Low risk; Medium risk.



Diffuse emissions risk assessment

Low risk; Medium risk.



• Environmental quality monitoring for UGAP. Periodic, systematic and standardised measurement and analysis process from the campaigns of the Quality Network of the Cantabrian coast carried out by the Government of Cantabria through the Institute of Hydraulics of Cantabria.



Sampling stations used in the ROM Monitoring Programme 5.1.13. in the UGAP delimited in the Port of Santander (Quality Network of Water of Cantabria. Government of Cantabria).

Monitoring programme: 22 sampling stations, where water and/or sediment samples were collected and analysed. In addition, priority substances and other contaminants in biota (mussels) were analyzed at 3 complementary stations.

The Network has been developed since 2005 and its design has been adapted to the requirements defined in the Water Framework Directive (Directive 2000/60/EC).

• Environmental quality of the port waters of the natural and highly modified UGAP (2016-2021).





Ecological and chemical status of the natural coastal UGAP. Period 2016-2021.

Environmental quality of the highly modified transition UGAPs Period 2016-2021.



Calidad: • Muy buena • Buena • Moderada • Deficiente • Mala. Estado Químico: • Cumple • No cumple.



• Management of polluting episodes: includes the analysis of the record of polluting episodes according to the magnitude, frequency and danger of the episodes and the vulnerability of the affected area.



Prevention of marine pollution

To improve the quality of water, the Port of Santander Cleaning Service vessel has removed a total of 144.32 tonnes of waste from the water surface and ramps of the Service Area in 2023, 14% more than the previous year.





Control measures implemented

- \rightarrow Inventory and characterisation of discharge points and sources of pollution in the docks.
- \rightarrow Analytical controls of discharges into port docks.
- $\rightarrow\,$ Controls derived from the authorisation for the discharge of rainwater to the coast of the Autonomous Community of Cantabria.
- $\rightarrow\,$ Authorization for the discharge of wastewater from buildings to the Bay collector and to the City Council collector has been processed.
- $\rightarrow~$ Requests for change of ownership in the register of discharges into the sea from concessions.
- \rightarrow MARPOL waste management in port facilities.
- \rightarrow Technical instructions for operations, included in environmental regulation.
- \rightarrow Maritime Interior Plan of the Port of Santander (PIM).
- \rightarrow Plan for the reception and handling of ship-generated waste and cargo waste.
- \rightarrow Guidelines for the periodic cleaning of the water surface, docks and port pavements.
- \rightarrow Surveillance and control of dock operations by the Port Police Service.
- $\rightarrow\,$ Coordination of prevention and actions in emergency situations, rescue and fight against pollution by SASEMAR.
- ightarrow Periodic drills in the service area to improve coordination between contingency plans.
- $\rightarrow~$ Control and monitoring of regulatory permits for discharges in concessions.
- $\rightarrow\,$ Environmental requirements on wastewater and rainwater management under conditions of granting concessions and authorizations.
- → Establishment of Good Environmental Practices Agreements (bonuses for best environmental practices).
- → Improvements in the management of rainwater to the sea through the installation of hydrodynamic decanters to eliminate solid particle discharges in the solid bulk handling dock (Raos 2 and 3)
- $\rightarrow~$ Paving of docks to prevent burial in the collectors.
- $\rightarrow\,$ Cleaning and unblocking of manholes, galleries, pipes, dock settling installations, drains and scuppers.

SOIL AND GROUNDWATER QUALITY

ENVIRONMENTAL OBJECTIVE 9: REDUCE THE PRESSURE OF PORT OPERATORS' ACTIVITY ON SOIL QUALITY

The Port Authority of Santander manages a useful land area of 2,833,430 m², with an area of approximately 2,591,200 m² paved.

In the Port of Santander there are plots of land where potentially soil-polluting activities are or have been practised:

- Maliaño Varadero
- Raos North Breakwater
- Raos South Breakwater

In 2009, it was carried out the environmental characterization of the potentially contaminated soils and groundwater of the Port of Santander. Since then, groundwater quality controls have

been developed periodically from the piezometric network installed in the Port of Santander and updates to the Environmental Risk Assessment (VRA), in order to check and evaluate the evolution of the control parameters.

In addition, land characterizations are carried out in concessions when there is a change of use of activity, with both the Port Authority and the concessionaires being promoters.

Nine plots are identified in which potentially soil-polluting activities have been carried out. On these lands, a characterization and quantitative analysis of risks has been carried out, the result of which has been made known to the Ministry of the Environment, with the following measures implemented or planned:

- Soil decontamination by concessionaire (CLH)
- Demolition of the installation and treatment of walls affected by concessionaire (ALLION). Pending approval by the Environmental Department of Cantabria of a new study to check the state of the soil before its decontamination.
- Maintenance of pavement in good condition on land partially ceded to the city after the demolished old APS workshops.
- Maintenance of pavement in good condition of 4 plots in Varadero.
- The confinement of soil in 2 plots of Varadero is planned once the Environmental Department of Cantabria approves the proposed flexible pavement solution.

The last groundwater control of the Piezometric Network of the Port of Santander was carried out in October 2021. In this campaign, there is a generalized attenuation or stabilization of the concentrations of the analyzed compounds in groundwater compared to previous campaigns. In no case is there a risk to the human health of the workers of the facilities.



Port of Santander piezometer network



During 2021, work was carried out on the preparation of a Soil Management Plan based on the characterisations carried out and the activities concessioned, in order to have an assessment system for the magnitude of the possible environmental problems in terms of soil and groundwater associated with each site. The following was obtained:

- Inventory of CNAES of concessions.
- Concessionaires to which RD 9/2005 applies.
- Inventory of all the characterizations carried out in the Port (by concessionaires or APS)
- Overview of the characterised plots and the state of the soils in all the characterised concessions.
- Periodic control of the piezometric network of the Port of Santander and integration of new piezometers.
- Development of a georeferenced information tool.

Control measures implemented

- \rightarrow MARPOL waste management in port facilities.
- \rightarrow Technical instructions for operations, included in environmental standards.
- \rightarrow Maritime Interior Plan of the Port of Santander (PIM).
- \rightarrow Plan for the reception and handling of ship-generated waste and cargo waste.
- \rightarrow Guidelines for the periodic cleaning of the water surface, docks and port pavements.
- $\rightarrow~$ Surveillance and control by the Port Police Service.
- $\rightarrow\,$ Environmental characterization of potentially contaminated soils and groundwater in the Port of Santander (2009).
- \rightarrow Periodic sampling of soil and groundwater quality through a piezometric network.
- \rightarrow Exploratory characterization of the soil, prior to the occupation of new critical concessions and requirement for decontamination if necessary, at the end of activities.
- \rightarrow Soil study and risk analysis of port land with forecast change of use.
- $\rightarrow\,$ Management plan for contaminated soils in the Port of Santander. Commissioned signed with EMGRISA, March 2021.

WASTE MANAGEMENT

ENVIRONMENTAL OBJECTIVE 5: OPTIMISE THE MANAGEMENT OF WASTE GENERATED OR MANAGED BY THE PORT AUTHORITY

ENVIRONMENTAL OBJECTIVE 12: INCENTIVIZE THE BEST ENVIRONMENTAL PRACTICES OF SHIPS IN THE PORT

The Port Authority of Santander is registered as waste producer with the code PP/CN/136/2002 in the Autonomous Community of Cantabria.

It has an integrated waste management, providing a cleaning service that includes:

- Common areas of land and water.
- Docks and esplanades.



- Offices, workshops, infrastructure maintenance, unpaved facilities
- Reception of waste generated by ships, official vessels, vessels attached to port services, sports or recreational vessels and fishing vessels.

In addition, the Port Authority monitors waste from maintenance and improvement works on the Port's infrastructures.

Other waste is occasionally managed according to demand (scrap metal, waste from luminaires, electrical appliances, etc.).

During 2023, a total of **1,061 tonnes** of waste (sum of direct and indirect waste, not counting construction and demolition waste from works) have been managed, of which 1,051 tonnes have been managed by URBASER, the company that provides the cleaning service of the port and 10 tonnes of direct management. Of this waste, 673.31 tonnes (63%) have been destined for recovery with authorised management companies such as CÁNTABRA DE TURBA, SAEMA, SERTEGO, REICAL or VALORIA. The rest of the waste, 388.22 tonnes (37%) has been disposed of at the Meruelo landfill.



Most of the solid waste have as their destination landfill disposal.

The waste produced is analysed according to its origin:

Direct waste

The Port Authority of Santander generates and manages waste from its activity in:

- Buildings: separate collection of paper and cardboard, packaging, batteries and toner, waste electrical and electronic equipment (WEEE).
- Workshops: maintenance and conservation activities of infrastructures, maritime signals, machinery and civil works
- Works: construction and demolition waste
- Other source: scrap metal, tyres, lamps

During 2023, 8,092 kg of hazardous waste, 81,997 kg of non-hazardous waste and 22,222,550 kg of waste from works have been managed (in total, 22,313 tonnes of direct waste).

The following tables show the evolution of direct waste (2021-2023) by type of waste and origin:



Evolution of APS waste (buildings and workshops) (Kg)			
Waste	2021	2022	2023
Collector General Waste	28.310	43.530	69.180
Containers	334	177	257
Paper and cardboard	17.042	1.980	2.340
Scrap	11.300	9.760	9.460
Used tyres	0	11.300	0
Plastic	0	0	760
Motor Oil*	6.157	200	700
Aerosols*	0	35	34
Absorbents *	0	70	24
Contaminated metal containers*	0	0	182
Contaminated plastic packaging*	0	197	320
Used Oil Filters*	0	87	84
Used Batteries*	0	0	207
Fluorescents*	0	158	300
Lamps*	98	0	0
Toner*	15	0	0
Electrical material from the dismantling of maintenance warehouses*	3.760	0	0
Electrical equipment (WEEEs)*	2.279	0	637
Batteries*	1	0	25
Oil transformer with PCB*	0	0	5.355
TOTAL	69.295	67.494	90.089

*Hazardous waste. In 2021, no hazardous waste collections were recorded in workshops, except motor oil, because the cleaning service had unified the collection with those from the fishing clean point, without the differentiated data.

Evolution of waste (Operation / Maintenance Area) (Kg)			
Waste	2021	2022	2023
Scrap	0	407	0
Fibre	300	232	0
Concrete	1,886,180	9,920	11,320
Materials	8,593,488	0	0
Ceramic material mix	0	0	14,620
Bituminous mixtures	60,960	44.139	1.403.010
Stones	4,592,000	321,570	1,418,320
Plastic	0	300	2,280
Wood	0	1,081	0
Paints	0	160	0
Paper and cardboard	0	54	300
Plasterboard	0	425	0
Mixed construction and demolition waste	0	870,882	0
TOTAL	15,132,928	1,249,170	2,849,850

Evolution of waste works (Infrastructure Area) (Kg)			
Waste	2021	2022	2023
Uncontaminated material mixtures (stones, soil, etc.)	42,327,616	16,911,560	8,859,800
Concrete	8,425,320	4,638,704	1,498,680
Mixtures of concrete, bricks, tiles and ceramic materials	574,420	259,920	3,111,510
Mixed construction and demolition waste	46,110	19,800	53,960
Iron and steel	336,320	444,440	63,140
Mixed metals	70,080	600	0
Bituminous mixtures, coal tar and other tarry products	150,420	6,380,630	5,767,830
Plastic	2,240	10,560	4,100
Wood	9,920	9,660	13,680
Paper and cardboard	1,460	100	0
Contaminated packaging	0	50	0
Adhesives and sealants	0	100	0
Insulation material	0	1.980	0
TOTAL	51,943,906	28,678,104	19,372,700

Indirect waste

During 2023, a total of 971,438 kg of indirect waste has been managed, including 19,304 kg of hazardous waste, from the fishing clean point, and 952,134 kg of non-hazardous waste.

General operations of the Port

It is waste generated in the cleaning of docks, roads and water surface. The evolution by type of waste is:

Evolution of waste from the general operations of the Port (Kg)			
Waste	2021	2022	2023
Plastic buoys	3,460	0	9,654
Pruning waste	810	0	0
Wood	33,740	44,050	72,780
Paper and cardboard	0	26,871	23,005
Remanis of Mineral Goods (unloading from Ships)	14,640	26,240	0
Remains of agri-food goods (unloading from ships)	155,270	125,170	150,520
Remains of dock and road cleaning	586,590	467,800	218,220
Cleaning waste of water surface	230,780	126,080	144,320
General Waste Collector (buildings and concessions)	97,360	124,280	181,860
TOTAL	1,122,650	940,491	800,359



In 2023, waste from Collector is destined for landfill (disposal), totalling 181,860 kg. No remains of mineral goods have been produced as the recovery of these spills by the companies themselves has improved and the remains of cleaning the water surface and the dock and roads have been taken to recovery.

Wood, paper and cardboard, plastic buoys, remains of agri-food merchandise (organic) and waste from cleaning of water surface, dock and roads, some 618,499 kg of waste in 2023, are destined for different recovery operations.

Fishing port (fish market and clean point)

The clean point provides a waste collection service to the fishing sector of the Port of Santander, including its MARPOL waste. Its evolution is shown below:

Evolution of waste from the Fishing Port (kg)			
Waste	2021	2022	2023
General Solid Waste Collector	81,960	85,170	137,180
Fishing nets (URBASER)	13,320	2,700	1,240
Fishing nets (CAYON)	0	0	9,110
Plastics	0	1,640	0
Vegetable oil	0	0	4,245
Absorbents and impregnated solids*	216	114	212
Motor Oil*	9,168	11,192	14,250
Aerosols*	37	0	0
Contaminated metal containers*	1,359	324	498
Contaminated plastic packaging*	1,070	1,349	1,753
Used Oil Filters*	901	239	511
Fluorescents*	236	721	1,044
Antifreeze fluid*	78	0	0
Electrical Equipment*	1,275	0	305
Paints and varnishes*	0	755	731
TOTAL	109,620	104,204	171,079

*Hazardous waste

In 2023, waste from Collector is destined for landfill (disposal), totalling 137,180 kg. The rest of the waste (33,899 kg) is destined for recovery, which includes the total hazardous waste generated at the fishing port's clean point.

Accidental

The Port Authority manages the waste generated in accidental episodes on the surface of water of unknown origin, such as spills from vehicles and machinery on docks.

In 2023, no waste of this category was collected.

Ship Waste (MARPOL)

The International Convention for the Prevention of Pollution from Ships, 1973, as amended by the 1978 Protocol, London, 17 February 1978 (MARPOL 73/78), imposes an obligation on

signatory States to ensure the availability of adequate reception facilities in their ports for the various wastes generated by ship's activity, which are regulated by different annexes to the Agreement.

The rules to be followed for the reception and handling of this waste are described in the "Plan for the reception and handling of waste generated by ships and cargo waste", prepared by the Port Authority and revised in May 2020.

The Port of Santander collects oily mixtures from bilges (Annex I - Marpol I) and garbage and other waste from ships (Annex V - Marpol V). The evolution of Marpol waste by type and year is shown below:

Evolution of MARPOL waste		2021	2022	2023
Marrial	Vessels using the Service	30.56%	31.70%	30.04%
	Average delivery per scale (m ³)	12.22	14.57	14.02
Marral V	Vessels using the Service	52.72%	57%	65.98%
	Average delivery per scale (m ³)	2.35	2.69	2.4

Control measures implemented

New measures implemented in 2023:

- \rightarrow In process the authorisation of the fishing clean point.
- $\rightarrow\,$ Implementation of a system for the delivery and collection of plastic nets at a fishing clean point for recovery.

Measures that continue in 2023:

- \rightarrow Cleaning service for comprehensive waste management.
- \rightarrow Fishing Point.
- $\rightarrow~$ Improvements in the monitoring and control of waste at source.
- \rightarrow Increase in waste destined for recovery.
- \rightarrow Requirement to operators of improvements in operations and equipment.
- \rightarrow Ship fee rebate for best environmental practices.
- \rightarrow Control of loading and unloading operations and imposition of tariffs when excess waste is produced (from 0.15% of the declared goods).
- \rightarrow General Protocol between the Port Authority of Santander and the Spanish Fisheries Confederation for cooperation in the design and/or implementation of a responsible management model for fishing nets in Spain within the REDUSE II project
- $\rightarrow~$ New procedure for controlling spills of goods, cleaning by APS and billing of the service.
- ightarrow Billing to the operator in case of spill collection with APS means

ECO-EFFICIENCY OF NATURAL RESOURCES

ENVIRONMENTAL OBJECTIVE 4: ACHIEVE A MORE EFFICIENT MANAGEMENT OF THE NATURAL RESOURCES USED BY THE PORT AUTHORITY

The Port Authority of Santander periodically monitors its direct consumption of natural resources, as well as the consumption of other users of the Port.



The natural resources to be taken into account are:

- Electrical energy
- Water
- Fuels
- Other consumption (paper, toner)

Electricity consumption

Electricity is consumed for night lighting, office lighting and air conditioning or for other equipment such as cold rooms, machinery and electric vehicles, computer equipment, etc.

The monthly evolution of electricity consumption in 2023 is shown in the following graph:



The following graph shows the evolution of electricity bought and sold to other users over the last five years (the difference between the two represents the consumption of the Port Authority of Santander):





The consumption of APS remains stable. The increase in the consumption of electricity sold, related to the consumption of third parties (116%), has been due to the need to use energy for the maintenance of goods in the fields.

New measures implemented in 2023:

- $\rightarrow\,$ Incorporation of criteria on the adoption of sustainable measures in specifications for contracting works.
- \rightarrow LNG supply for new ferry.

Control measures implemented

- \rightarrow Study of measures related to the diagnosis of energy performance.
- ightarrow The Implementation of Renewable Energies in the Port is under study
- $\rightarrow~$ Remote control of outdoor lighting in fields and perimeters
- \rightarrow Replacement of lighting with LED (Cabo Mayor lighthouse, lighting towers, archive).
- \rightarrow Contracting of energy from 100% renewable sources.
- \rightarrow Acquisition of electric vehicle fleet.
- ightarrow Sustainable mobility and road safety plan for the port of Santander

Water consumption

The water consumed in the Port of Santander is recorded through general meter readings. The water consumption of other users in the port area who are billed for the water consumed (third parties) is monitored. The difference is the consumption of the Port Authority of Santander (APS).



In 2023, the Port Authority's consumption is estimated as the port's general consumption (general meters) minus the total consumption of third parties, which has decreased by 34% as there has been lower consumption in fixed works and installations, compared to 2022.

APS water consumption increased by 24% mainly due to uncontrolled consumption and decreased network efficiency. Without taking into account this uncontrolled consumption, APS



consumption (offices, cleaning, facilities) decreases. Work is being done to locate and repair leaks in the Port's network.

The existence of rainwater cisterns has allowed savings of 9,151 m³ during 2023 by using the water collected for street cleaning.

The following graph shows the evolution of the efficiency of the water network (2019-2023). It is an indicator that relates the difference between the consumption of the input meters (consumption measured by the supply company) and the consumption of the output meters (what is actually consumed in the activities of the APS and third parties). Their difference indicates the losses of the distribution network related to the existence of leaks.



Control measures implemented

- → Water-saving system for cleaning public roads and docks by means of rainwater collection cisterns.
- \rightarrow Water leak detection and control.

Fuel consumption

Fuel consumption is mainly produced by the automotive industry (fleet of vehicles and machinery). Other consumptions are heating of buildings and the use of generators and motor boats.

The evolution of automotive fuel consumption (vehicles and machinery) over the last five years is shown in the following graph:





During 2023 there has been a significant decrease compared to the previous year in the consumption of diesel (-10%) and petrol (-31%) in the automotive industry, promoted by the renewal of the vehicle fleet, currently electric.

As for the boiler and the elevator located in the fish market, fuel consumption (diesel) in recent years has been as follows:







In 2023, the consumption of the boiler and the elevator of the fish market have increased, by 4.32% and 101.75%, respectively. However, the consumption of the elevator is not considered significant (45 liters per year).

As for the vessels that serve the Port Authority of Santander, the result of fuel consumption (diesel B) is as shown in the following graph:



In this case, in the last year consumption has decreased by 30% compared to 2022. The anomalous figure for 2020 is due to the fact that there was less use of vessels due to the global pandemic situation.

Finally, the fuel consumption of the generator sets is shown:





In the case of generator sets, there has been a decrease in diesel fuel consumption (-29%) compared to the previous year. However, gasoline consumption has increased by 22%.



It is worth noting a gradual decline in total fuel consumption in recent years. During 2023 the decrease has been 21% compared to the consumption data for 2022.

Control measures implemented

 \rightarrow Replacing fuel vehicles with 100% electric cars

Other consumption

The consumption of paper and toner of the APS is monitored, taking into account the annual purchase of these products.



Paper:



Paper consumption has decreased by 10% in 2023 compared to the previous year, due to an increase in the digitization of processes.

Toner:



Toner consumption remains similar to the previous year.

The digitalization of processes undertaken by the APS will make it possible to establish objectives for the reduction of these resources in the coming years.

ENVIRONMENTAL INCIDENTS AND COMPLAINTS

The Port Authority of Santander has been registering environmental incidents and complaints for years, analysing the causes and establishing the relevant actions for their prevention and/or correction.





The following table shows the evolution of total incidents and complaints since 2014:

In the last year, a more exhaustive monitoring of the loading and unloading of solid bulk at the dock has been carried out, which has led to an increase in the number of incidents detected, with improvements in terms of reducing dust / particulate emissions.



By typology, environmental incidents and complaints during 2023 are classified:

The most recurrent complaints are those related to the operation of solid bulk, which causes dirt in roads and facilities. Greater control of operations by the port police has led to greater detection of incidents and an increase in operational stoppages. In addition, measures are being carried out to control and reduce them, such as billing for road cleaning in the event of spills of goods if the operator does not do so with his own means.



8. Legal requirements

The Port Authority of Santander has implemented processes that ensure the identification and periodic evaluation of the legislation applicable to its activities and processes, controlling the legal requirements derived from:

- a) International agreements
- b) European legislation
- c) State Legislation
- d) Regional legislation
- e) Municipal and local legislation and regulations

The assessment of compliance with the applicable legal requirements is carried out periodically with the help of a database where the legal requirements are identified and updated, as well as other requirements that the Port Authority undertakes to comply with.

ISO 14001 certification audits regularly verify compliance with current environmental legal requirements.

The Port Authority of Santander declares that complies with the legal requirements and current legislation on environmental matters.

The following table identifies the main legal provisions applicable to the Port Authority of Santander related to environmental aspects:

ATMOSPHERIC EMISSIONS

EUROPEAN

 Regulation 517/2014 of the European Parliament and of the Council of 16 April 2014 on fluorinated greenhouse gases and repealing Regulation 842/2006.

STATE

- Royal Decree 920/2017, of 23 October, which regulates the technical inspection of vehicles.
- Royal Decree 115/2017, of 17 February, which regulates the marketing and handling of fluorinated gases and equipment based on them, as well as the certification of the professionals who use them and which establishes the technical requirements for facilities that carry out activities that emit fluorinated gases.
- Law 34/2007, of 15 November, on air quality and protection of the atmosphere.
- Royal Decree 102/2011, of 28 January, on the improvement of air quality, amended by Royal Decree 39/2017, of 27 January.
- Royal Decree 100/2011, of 28 January, which updates the catalogue of activities potentially polluting the atmosphere and establishes the basic provisions for its application.

AUTONOMIC

 Decree 50/2009, of 18 June, which regulates the control of industrial air pollution in the Autonomous Community of Cantabria.



OWN

- Environmental regulation of the Port Authority of Santander.
- Procedure for the control of emissions-immissions of solid bulk particles and repair in Varadero.

The Port Authority of Santander:

- It does not carry out activities included in the Catalogue of Activities Potentially Polluting the Atmosphere.
- Carry out leak checks for air conditioning equipment.
- Vehicles are checked and inspected periodically, keeping their emissions of air pollutants at the permitted levels.
- It controls the Authorisations for Activities Potentially Polluting the Atmosphere of the Port Community.
- It controls that the ladle-hopper-truck systems in agri-food unloading are adequate to avoid emissions (certified by ECAMAT) and the PM10 measurement reports issued by the operator of each ship that unloads agri-food bulk.

NOISE GENERATION

STATE

- Law 37/2003, of 17 November, on noise.
- Royal Decree 212/2002, of 22 February, which regulates noise emissions in the environment due to certain machines for outdoor use.
- Royal Decree 1513/2005, of 16 December, which implements Law 37/2003, of 17 November, on Noise, with regard to the assessment and management of environmental noise.
- Royal Decree 1367/2007, of 19 October, which implements Law 37/2003, of 17 November, on noise, with regard to acoustic zoning, quality objectives and acoustic emissions.

MUNICIPAL

 Municipal ordinance for the environmental control of facilities and activities of the Santander City Council

The Port Authority of Santander:

- Performs regular measurements of acoustic quality in sensitive port-city areas
- Vehicles are regularly checked and inspected, keeping their noise emissions at permitted levels
- Includes the noise aspect in the requirements of the environmental regulation that must be complied with by the port community

WATER DISCHARGES

STATE

- Law 22/1988, of 28 July, on Coasts.
- Royal Legislative Decree 1/2001, of 20 July, approving the revised text of the Water Law.



- Royal Decree 817/2015, of 11 September, which establishes the criteria for monitoring and evaluating the state of surface waters and environmental quality standards.
- Royal Decree 1695/2012, of 21 December, approving the National Response System to marine pollution.
- Law 41/2010, of 29 December, on the protection of the marine environment.

AUTONOMIC

- Law of Cantabria 2/2014, of 26 November, on Water Supply and Sanitation of the Autonomous Community of Cantabria.
- Decree 47/2009, of 4 June, approving the Regulation on Discharges from Land to the Coast of the Autonomous Community of Cantabria.
- Decree 18/2009, of 12 March, approving the Regulations of the Public Service of Sanitation and Wastewater Treatment of Cantabria.

The Port Authority of Santander:

- It submitted the application for authorisation to discharge rainwater and runoff to the coast (file no.: AVL-04-2022)
- It has the authorisation to discharge sanitary water from all buildings into the sanitation network
- Carry out periodic measurements of the quality of the discharged water
- O Check out the registration of discharges from concessions / authorisations

GENERATION OF WASTE AND CONTAMINATED SOIL

EUROPEAN

 Regulation (EU) 2023/1542 of the European Parliament and of the Council of 12 July 2023 on batteries and waste batteries and amending Directive 2008/98/EC and Regulation (EU) 2019/1020 and repealing Directive 2006/66/EC

STATE

- Royal Decree 1055/2022, of 27 December, on packaging and packaging waste.
- Law 7/2022, of 8 April, on waste and contaminated soil for a circular economy.
- Royal Decree 128/2022, of 15 February, on port facilities for the reception of waste from ships.
- Royal Decree 646/2020, of 7 July, regulating the disposal of waste by landfill.
- Royal Decree 553/2020, of 2 June, regulating the removal of waste within the territory of the State.
- Royal Decree 110/2015, of 20 February, on waste electrical and electronic equipment.
- Royal Decree 106/2008, of 1 February, on batteries and accumulators and the environmental management of their waste.
- Royal Decree 105/2008, of 1 February, which regulates the production and management of construction and demolition waste.
- Royal Decree 679/2006, of 2 June, which regulates the management of used industrial oils.
- Royal Decree 9/2005, of 14 January, which establishes the list of potentially soilpolluting activities and the criteria and standards for the declaration of contaminated soils



AUTONOMIC

- Decree 72/2010, of 28 October, which regulates the production and management of construction and demolition waste in the Autonomous Community of Cantabria.
- Decree 42/2001, of 17 May, which creates and regulates the Register of Small Producers of Hazardous Waste in the Autonomous Community of Cantabria.

MUNICIPAL

 Municipal Ordinance on Urban Waste Management and Street Cleaning (Santander City Council).

The Port Authority of Santander:

- It is registered as producer of hazardous waste in Cantabria (PP/CN/136/2002). It regularly updates the new waste it produces, where appropriate, by communication.
- Annually declare the possession of PCBs and devices that contain them.
- It has a cleaning service for waste management through authorised managers.
- (a) It has facilities to provide the MARPOL I and V service for fishing vessels
- It presented Preliminary Land Situation Report in February 2007.
- Presented new Preliminary Land Situation Report for new Maintenance-Purchasing and Office workshops in November 2023

CONSUMPTION OF NATURAL RESOURCES

EUROPEAN

 Commission Decision (EU) 2019/61 of 19 December 2018 on the sectoral reference document on best environmental management practices, sectoral environmental performance indicators and benchmarks of excellence for the public administration sector under Regulation (EC) No 1221/2009

STATE

 Order PCI/86/2019, of 31 January, which publishes the Agreement of the Council of Ministers of 7 December 2018, which approves the Ecological Public Procurement Plan of the General State Administration, its autonomous bodies and the managing entities of social security (2018-2025).

The Port Authority of Santander:

It includes environmental requirements such as the use of recycled and recyclable products or ISO 14001 certification in the bidding of contracts through technical specifications.

ACCIDENTAL DISCHARGES INTO THE SEA

- MARPOL Convention 73/78. International Convention for the Prevention of Pollution from Ships.
- OPRC Agreement. International Convention on Oil Pollution Preparedness, Response and Cooperation.



- Royal Decree 1695/2012, of 21 December, approving the National Response System to marine pollution.
- Order FOM/1793/2014, of 22 September, approving the National Maritime Plan for response to pollution of the marine environment.

ACCIDENTAL DISCHARGES TO LAND / GROUNDWATER

- Law 7/2022, of 8 April, on waste and contaminated soil for a circular economy.
- Royal Decree 840/2015, of 21 September, approving measures to control the risks inherent in serious accidents involving dangerous substances.
- Royal Decree 393/2007, of 23 March, approving the Basic Self-Protection Regulations for centres, establishments and dependencies dedicated to activities that may give rise to emergency situations.
- Royal Decree 9/2005, of 14 January, which establishes the list of potentially soilpolluting activities and the criteria and standards for the declaration of contaminated soils.
- Royal Decree 145/1989, of 20 January, approving the National Regulations for the Admission, Handling and Storage of Dangerous Goods in Ports.

The Port Authority of Santander:

- It has an Inland Maritime Plan and a Self-Protection Plan for the Port of Santander, in accordance with legal requirements.
- It has firefighting equipment that is regularly checked and inspected.
- It carries out reviews and inspections of its infrastructure with the established legal periodicity.

Finally, during 2023, the following environmental regulations have been published and updated:

Publication date	Norm
11-Jan-23	Royal Decree 3/2023, of 10 January, establishing the technical-sanitary criteria for the quality of drinking water, its control and supply
10-Feb-23	Royal Decree 35/2023, of 24 January, approving the revision of the hydrological plans of the hydrographic districts of the Western Cantabrian, Guadalquivir, Ceuta, Melilla, Segura and Júcar, and of the Spanish part of the hydrographic districts of the Eastern Cantabrian, Miño-Sil, Duero, Tagus, Guadiana and Ebro
04-Mar-23	Royal Decree 150/2023, of 28 February, approving the maritime spatial planning plans of the five Spanish marine demarcations
17-Mar-23	ADR 2023 - European Agreement concerning the International Carriage of Dangerous Goods by Road
14-Jun-23	Royal Decree 445/2023, of 13 June, amending Annexes I, II and III of Law 21/2013, of 9 December, on environmental assessment
28-Jul-23	Regulation (EU) 2023/1542 of the European Parliament and of the Council of 12 July 2023 on batteries and waste batteries and amending Directive 2008/98/EC and Regulation (EU) 2019/1020 and repealing Directive 2006/66/EC


9. Indicators

ENVIRONMENTAL PERFORMANCE INDICATORS											
Indicator	Value of environmental magnitude (A)				Annual reference value (B)				Ratio (A/B)		
	Unit	2021	2022	2023	Unit	2021	2022	2023	2021	2022	2023
ENERGY											_
Total direct energy consumption	MWh	2814	2871	2810	Employee	145	141	138	19	20	20
Total electricity consumption (APS) of 100% renewable source	MWh	2570	2676	2643	Employee	145	141	138	18	19	19
Total fossil fuel consumption *	MWh	244	195	167	Employee	145	141	138	2	1	1
Total renewable energy generation	MWh	0	0	0	Employee	145	141	138	0	0	0
MATERIALS											
Annual toner input	kg	1608	1533	1368	Employee	145	141	138	11	11	10
Annual paper input	kg	23	49	49	Employee	145	141	138	0,16	0,35	0,35
WATER											
Total annual water use (APS)		31516	41654	51808	Employee	145	141	138	217	296	374
WASTE											
Total direct waste generation	kg	67146129	30142958	22312639	Employee	145	141	138	463077	213901	161195
Total generation of direct hazardous waste	kg	12309	747	8092	Employee	145	141	138	85	5	58
Total generation of direct non-hazardous waste	kg	56986	66747	81997	Employee	145	141	138	393	474	592
Total generation of construction and demolition waste	kg	67076834	30075464	22222550	Employee	145	141	138	462599	213422	160544
Total generation of indirect hazardous waste	kg	14840	14694	19304	Employee	145	141	138	102	104	139
Total generation of indirect non-hazardous waste	kg	1217930	1031501	952134	Employee	145	141	138	8400	7320	6879
Total MARPOL I waste generation (average delivery by scale)	m³	12	15	14	Employee	145	141	138	0,08	0,10	0,10
Total MARPOL V waste generation (average delivery by scale)	m³	2	3	3	Employee	145	141	138	0,02	0,02	0,02
Total generation of dredging	m³	169263	193526	0	Employee	145	141	138	1167	1373	0
LAND USE IN RELATION TO BIODIVERSITY											
Total land use	m ²	2833430	2833430	2833430	Employee	145	141	138	19541	20107	20470
Total sealed surface	m ²	2591200	2591200	2591200	Employee	145	141	138	17870	18388	18720
Total area in the centre oriented according to nature	m²	67500	67500	67500	Employee	145	141	138	466	479	488
Total area outside the centre oriented according to nature	m ²	0	0	0	Employee	145	141	138	0	0	0
EMISSIONS											
Total greenhouse gas emissions (scope 1)	T eq CO2	63	52	419	Employee	145	141	138	0,43	0,37	3,02
Total air emissions (SO ₂ , NO _x , PM)	kg	nd	nd	nd	Employee	145	141	138	nd	nd	nd

Conversion Factors Used:

- Fuel (liters to MWH): IDAE 2010

- Paper: 2.5 kg/pack 500 A4 sheets and 5kg/pack 500 A3 sheets

- Toner: 1.3 kg/unit

Indicators that are not relevant:

- Total annual air emissions (SO₂, NO_x and PM): The parameters measured by the APS at the air quality station are immission (concentration in air) of PM10 particles and gases (CO, SO2, NOx). No direct emissions data are available from outbreaks.



10. Verification and validation

This Environmental Statement has been validated by LRQA España, S.L.U. with registration number ES-V-0015.

Blanca Lastra has examined this environmental statement with respect to compliance with Regulation (EC) No. 1221/2009, 2017/1505 and 2026/2018 (EMAS).

This Declaration is valid for one year from the date of validation.

For any clarification on the information detailed in this Statement, you may contact:

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PORT AUTHORITY OF SANTANDER

The information in this 2023 Environmental Statement will be available on the website of the Port Authority of Santander <u>https://www.puertosantander.es/</u>

Santander, 1 December 2024

Olga Rivas

Legal representative of LRQA España, S.L.U