



Autoridad Portuaria  
Santa Cruz de Tenerife



# ENVIRONMENTAL REPORT 2023

## PORT AUTHORITY OF SANTA CRUZ DE TENERIFE





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# ENVIRONMENTAL REPORT 2023

## 1. PRESENTATION



## 2022

- 2022 was a key year for the planning and start-up of projects that will become priorities in the immediate future of the port system in the province of Santa Cruz de Tenerife.
- In the first place, in order to make feasible the financing and execution of the Cruise and Inter-Island Traffic Terminal of the port of Tenerife, included in the Herzog & De Meuron Link Dock project, it was possible to propose a reduction in the costs of the building, thus giving greater viability to the execution of the project, decisive for the union of the port and the city.
- Of the €82.5 million that would be involved in the execution of the original project, the design changes applied have made it possible to reduce costs by more than €22 million, thus establishing its current execution budget at sixty million.
- On the other hand, with the aim of materializing its execution, the feasibility of financing the project was raised through an inter-administrative agreement between the Port Authority itself, the Government of the Canary Islands, Cabildo de Tenerife and the capital corporation, in the style of the one that has allowed the execution of the Valleseco Coastal Planning project.
- And the fact is that, although in the last twenty years its execution has been proposed only through private initiative, there are a series of conditions that have made it unfeasible to find investors to undertake the work in its entirety.
- This model of inter-administrative agreement was the one that made possible the Maritime Defense and Planning Works of the Puddle Zone of the Valleseco Functional Area, already in completion, whose purpose is to offer solutions for the integration of the seafront to make possible the opening of the city to the sea and the recovery for the use and enjoyment of this coastal space by the citizens.
- Port of Granadilla. As far as the port of Granadilla is concerned, we have started projects that in the long run will mean its promotion and redefinition as a key to the decarbonisation of our archipelago, also managing to configure it as a future large naval repair centre, with floating docks for the repair of ships up to 200 metres in length, and whose activity will be a priority for the deployment of offshore wind power in the Canary Islands in the coming years.
- In fact, we already have, with guarantees of the 2% contributed, committed private investments amounting to nearly 615 million euros. Specifically, they correspond to the installation of a natural gas and green hydrogen power plant, led by Sampol Ingeniería y Obras S.A., which would occupy 78,530 square meters of surface area and would have the capacity to generate 120 MW of electrical power; berthing of an FSRU to contribute to the decarbonisation process of the Granadilla power plant, hand in hand with ENDESA; the first offshore wind farm to be processed in Spain, led by BlueFloat and Capital Energy, consisting of five wind turbines of 10MW each, which will be capable of generating up to 50MW; fuel storage plant, with the help of Petrocan, to develop logistics activities with hydrocarbons and which will make it possible to relocate CEPSA's facilities at the Santa Cruz de Tenerife refinery; ship repair, a framework in which the installation of one of the largest ship lifts for dry repair by Tenerife Shipyards is planned.
- Passengers. We remain the national leader in passenger traffic, with 5.1 million in 2022. In this area, we have defended the right of all our facilities to increase competitiveness in their immediate environment, betting on improving their self-financing. It is clear that the reduction in income from the subsidies for inter-island traffic, services provided from which a very small amount is received, represent not only an economic loss in itself - which has reached an average of 18 million/year - but also the impossibility of developing initiatives that would make it possible to lower taxes on other activities such as freight traffic. thus advancing in a more effective cohesion of all the Canary Islands.
- Port-city. We are also making progress in the transfer to the city of land that has not been affected by the public domain of the port, through the reduction of noise through the electrification of our docks, planning future actions of undoubted environmental significance such as the supply of electricity to cruise ships, all of which are part of a strategic line of inevitable coexistence between the port and the city.
- People and teamwork are the fundamental pillar of our docks, with a commitment that is always determined and defining to strive for modern, competitive, technologically advanced facilities with the best services and professionals in the sector.





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## 2. THE PORT AUTHORITY



## The Port Authority of Santa Cruz de Tenerife

- La Autoridad Portuaria de Santa Cruz de Tenerife is one of the 28 members of the state port system and currently manages the ports of Santa Cruz de Tenerife, Granadilla, Santa Cruz de La Palma, Los Cristianos, San Sebastián de La Gomera and La Estaca.
- It carries out its functions in accordance with the provisions contained in the Consolidated Text of the Law on State Ports and the Merchant Navy, approved by Royal Legislative Decree 2/2011, of 5 September, under the general principle of functional and management autonomy, without prejudice to the powers attributed to the Ministry of Public Works, through State Ports, and those corresponding to the Autonomous Communities.
- Under the premise of carrying them out under optimal conditions of efficiency, economy, productivity and safety, its broad competences range from the execution, authorisation and control, where appropriate, of maritime and land operations related to port traffic and port services, to the promotion of industrial and commercial activities related to maritime or port traffic, including, among others, the optimisation of economic management and the organisation of the port's service area and port uses.
- With the implicit aim of uniting, homogenising and grouping together the activity of the six ports of the province, the Port Authority of Santa Cruz de Tenerife coordinates and ensures the correct layout and use of the elements involved in the conservation and maintenance of its port facilities, adapting them not only to the safety measures in force but also to the most modern technologies in terms of maritime traffic and port infrastructures.

- Puertos de Tenerife manages six ports in a fragmented territory far from our main supply and export markets. The ports are the only truly viable hub for the transport of goods, and as such, they are true thermometers of the economic activity of the islands. Therefore, the efficient management of port infrastructures takes on a special meaning in our case, since we must not only facilitate the passage of people and goods, but we are also fundamental dynamising elements in the local economy.
- On 17 May 2023, the Board of Directors approved the new Strategic Plan 2023 - 2027 of the Port Authority of Santa Cruz de Tenerife. The Strategic Plan, aligned with the new Strategic Framework of the State- owned Port System, is an important milestone that will help us to guide our efforts, to build together a shared vision: the vision of ports that generate wealth and prosperity for Canary society, that are innovative and sustainable.

MISSION	VISION	VALUES
Creating value for the Canary Society with an excellent and entrepreneurial management of the Ports of Tenerife.	To be a key element of sustainable inter-island connectivity, a benchmark of the blue economy and of the Europe- Africa-America intersection.	Leadership; Innovation; Proactivity; Commitment ; Commitment



## Functions and Legal Form

The port management model of the ports dependent on the State Administration is based on the Port Authorities (AAPP), dependent on the Ministry of Public Works through the public body Puertos del Estado.



The Port Authority of Santa Cruz de Tenerife manages and administers the following ports of general interest:

Port of Santa Cruz de Tenerife,

Port of Granadilla.

Port of Los Cristianos.

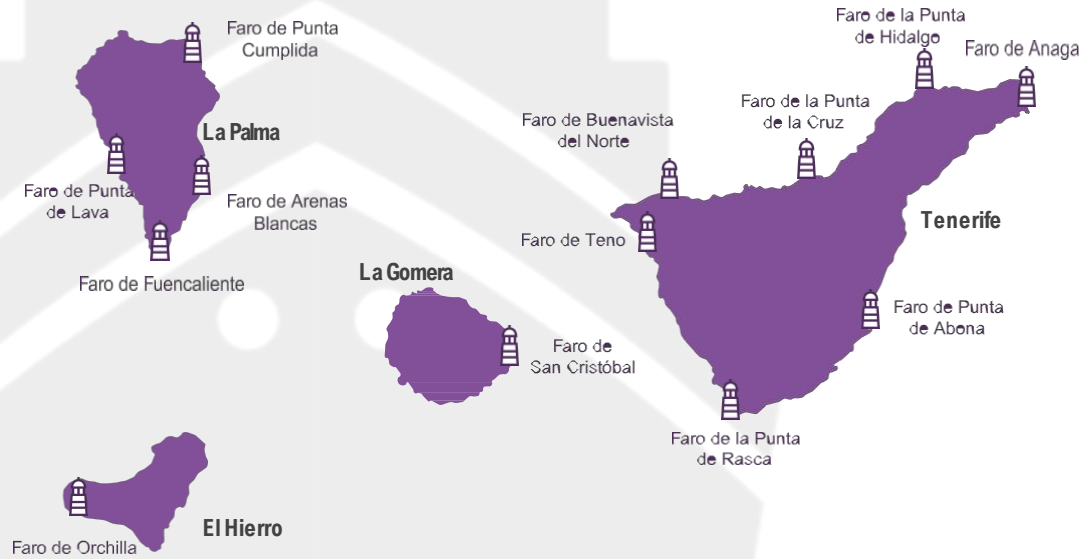
Port of San Sebastián de La Gomera.

Port of Santa Cruz de La Palma.

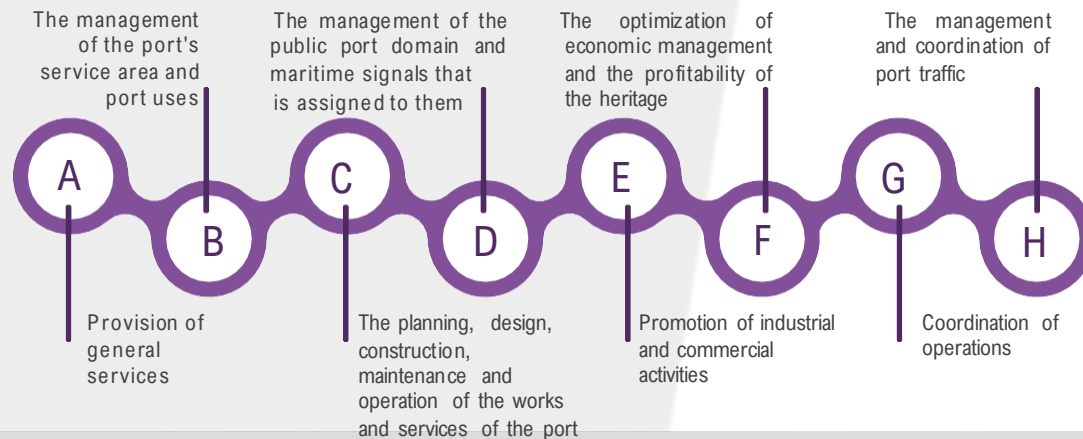
Port of La Estaca (El Hierro).



**FAROS** It is also responsible for the areas affected by the maritime signalling service, including the lighthouses, beacons and land assigned to them:



## THE COMPETENCIES



## THE MAIN ACTIVITY OF THE PORT AUTHORITY

In order to guarantee the exercise of its competences and this independence, the economic resources of the Port Authority of Santa Cruz de Tenerife are made up of:



The proceeds and income from its assets



Fees payable for the use of the public domain



Income generated by the exercise of their activities



Aid and subsidies



Contributions received from the Inter-port Compensation Fund



Allocated in the General State Budget



Those deriving from appropriations,



Donation, legacies and other



Any other powers conferred by law or regulation.





## GOVERNANCE AND MANAGEMENT QUALITY



### DUTIES OF THE PRESIDENT

Permanently represent the Port Authority and its Board of Directors.

Convene, set the agenda, preside over and adjourn the meetings of the Board of Directors, directing its deliberations.

Establish general guidelines for the management of the entity's services.

Ensure compliance with the rules applicable to the Port Authority and the agreements adopted by the Board of Directors.

Submit to the Board of Directors the Business Plan, with the management objectives and action criteria of the entity, as well as the draft budgets, action programme, investments and financing and annual accounts.

To arrange expenses and to order, jointly with the Director, payments or movements of funds.

To exercise such special powers as may be delegated to it by the Board of Directors.

The other powers conferred on it by this Act.



### DUTIES OF THE DIRECTOR

The day-to-day direction and management of the entity and its services, in accordance with the general guidelines received from the governing bodies of the Port Authority.

The initiation and processing of administrative proceedings.

The preparation and submission to the chairman for his consideration and decision of the management objectives and criteria for action of the entity, the preliminary draft budgets, programme of actions, investment, financing and annual accounts, as well as the personnel needs of the entity.

## BOARD OF DIRECTORS

The Board of Directors of the Port Authority is made up of 18 directors:

### Nº REPRESENTATIVES

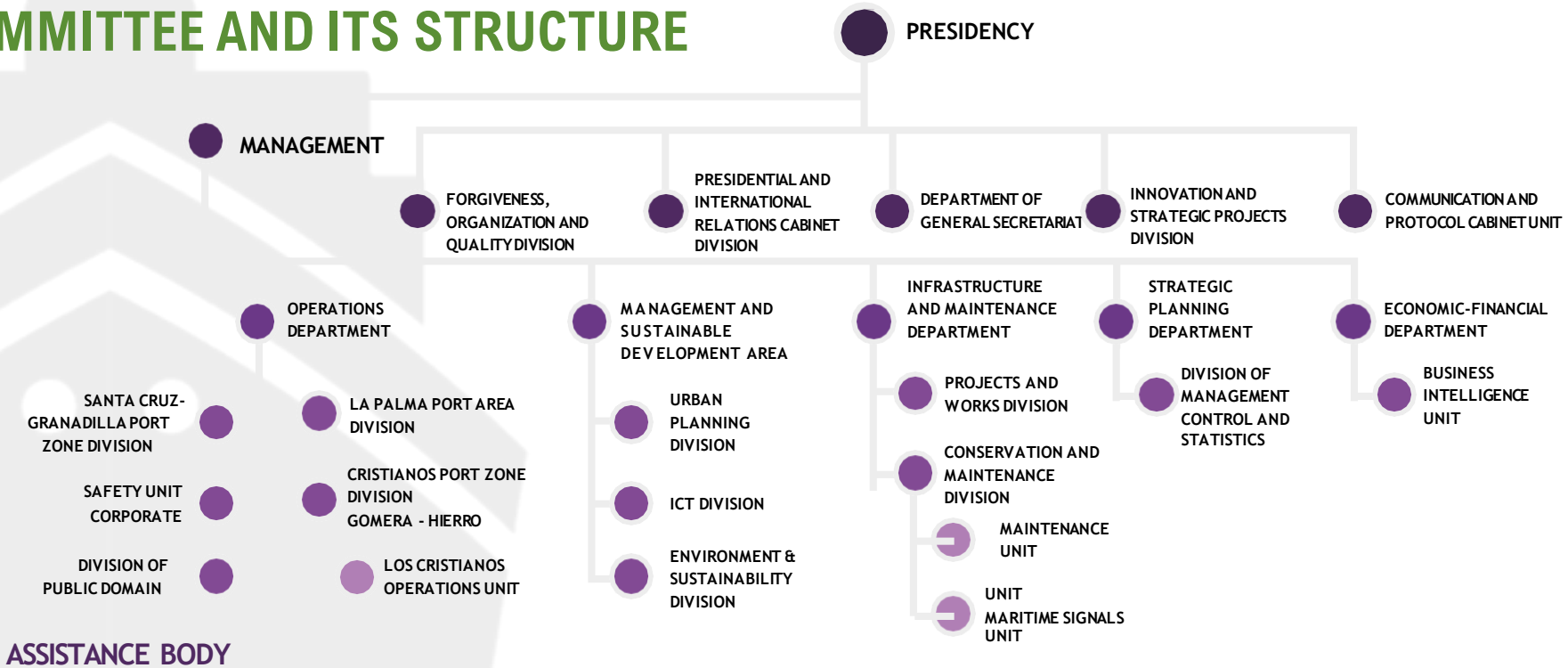
- 2 Ex-officio members, who are the President of the Port Authority and the Maritime Captain of the province.
- 3 General State Administration
- 4 Autonomous Community of the Canary Islands
- 4 Island Councils (one for each island)
- 2 Town Halls (one from the City Council of Santa Cruz de Tenerife, and 1 from the City Council of Santa Cruz de Tenerife).  
the City Council of Santa Cruz de La Palma)
- 1 Chamber of Commerce, Industry and Navigation of the province of Santa Cruz de Tenerife
- 1 Business Organizations
- 1 Trade unions

## SECTORAL TECHNICAL COMMITTEES

In Implementation	EFQM Excellence Management Model
Designed	ISO 9001 Quality Management System
Certificate	Risk Prevention Management System ISO 45001:2018
Target 2023	EMAS Environmental Audit and Management System
Certificate	ISO 14001:2015 Environmental Management System
Implemented	Specific Balanced Scorecard



## STEERING COMMITTEE AND ITS STRUCTURE



### ASSISTANCE BODY

<b>Navigation &amp; Port Council</b>	A body to provide information to the Harbour Master and the President of the Port Authority on matters related to maritime trade.	<b>Port Inspection Center Committee</b>	As a result of the volume of goods that must be used by the port to supply the internal market, conditioned by the insularity and fragmentation of the territory, special inspection conditions are required, which speed up the service for both exporters and importers, and in turn facilitate the competitiveness of the port.
<b>Port Services Committee</b>	It includes service users or organisations representing them and the most representative sectoral organisations of workers and service providers.	<b>Council of Users of the Port Inspection Centre</b>	It is the meeting place for all the members in the import, export and transit process of the goods used by the port facilities, to analyse and improve everything related to the port inspection service.
<b>Safety Advisory Committee</b>	In order to provide advice on the development of procedures or guidelines aimed at improving the implementation of Port security measures		





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## 3. NATURE AND SIZE OF PORT ACTIVITIES

NOVEMBER 2023

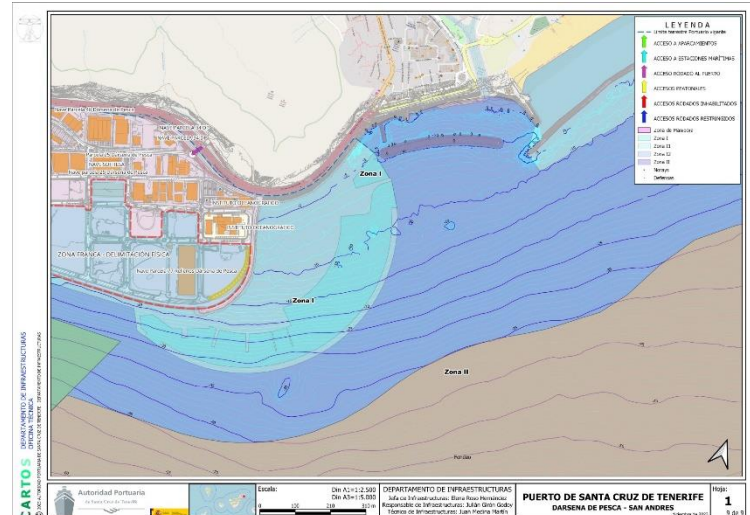
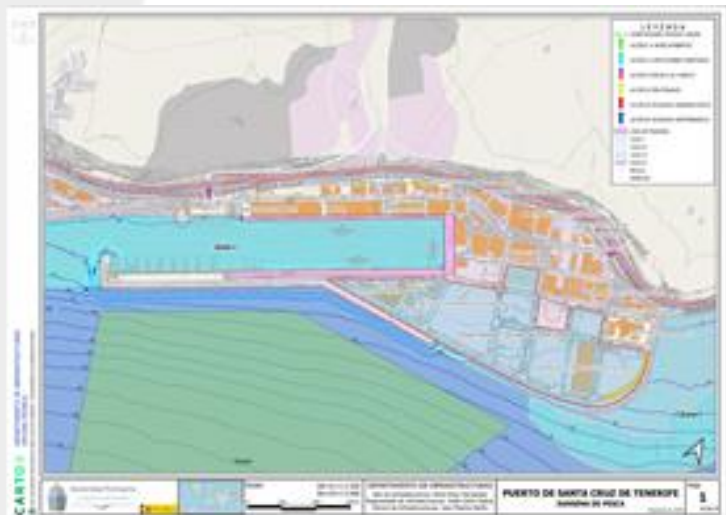
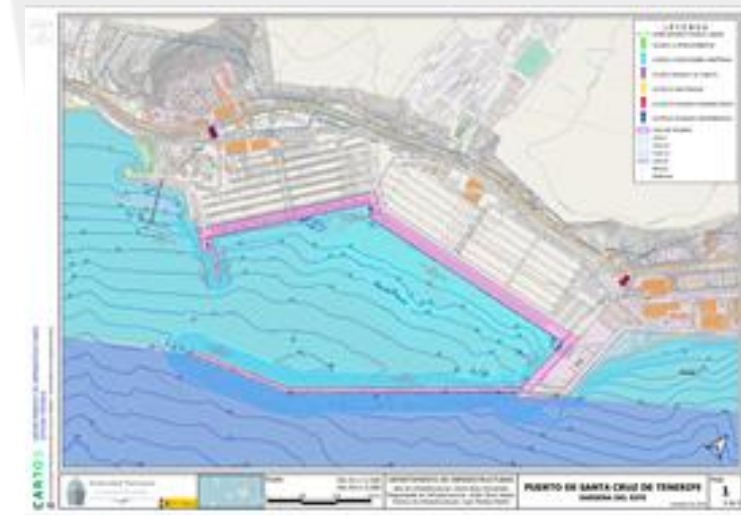
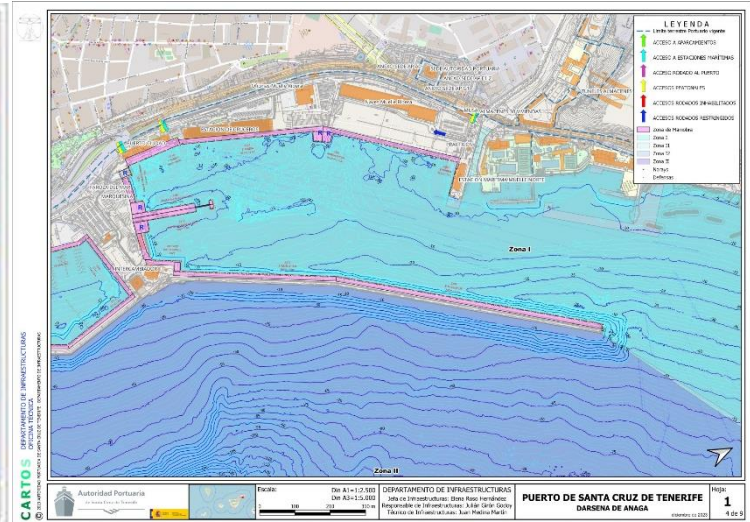
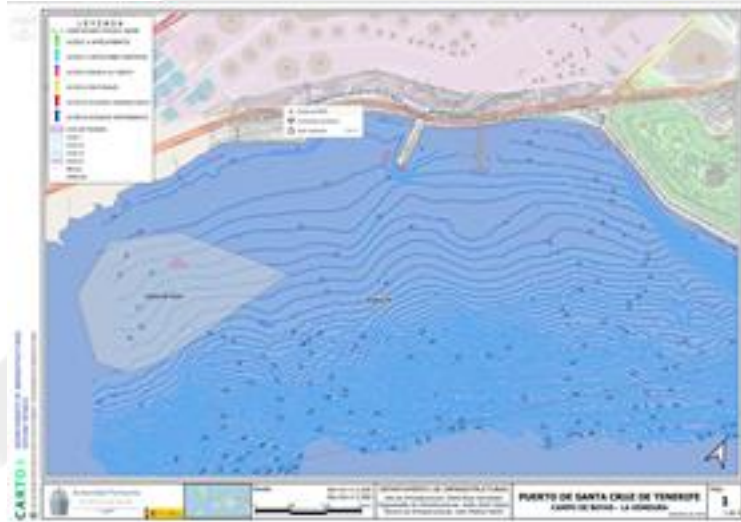
## INFRASTRUCTURE AND CAPACITY

The Ports managed by the Port Authority of Santa Cruz de Tenerife are in the following locations:

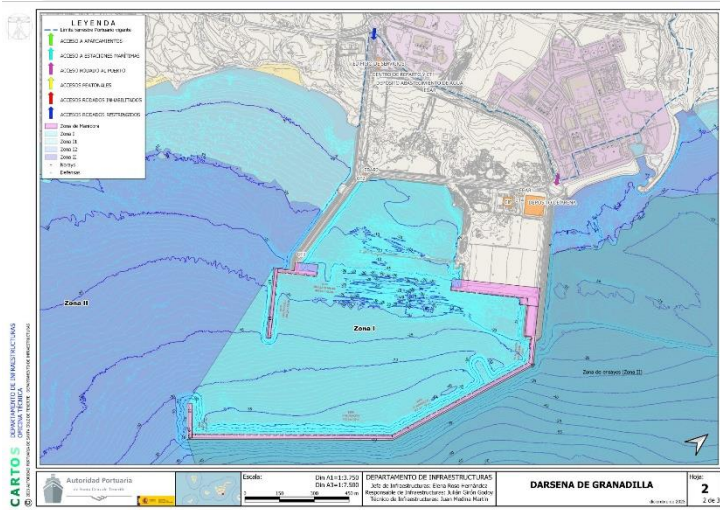
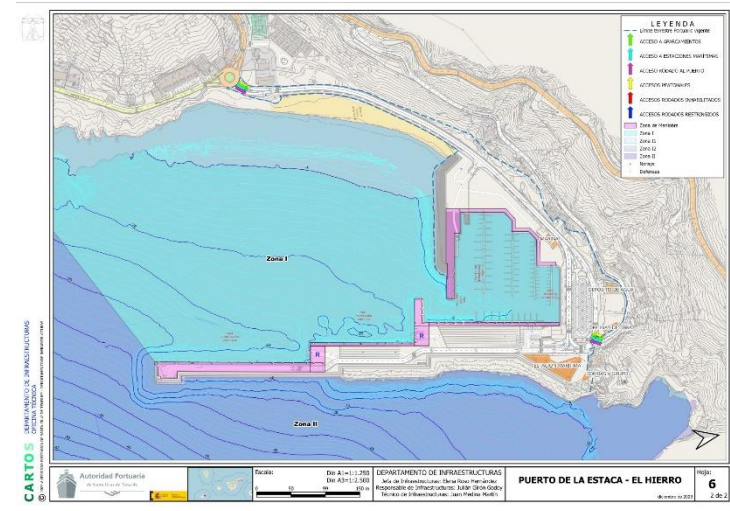
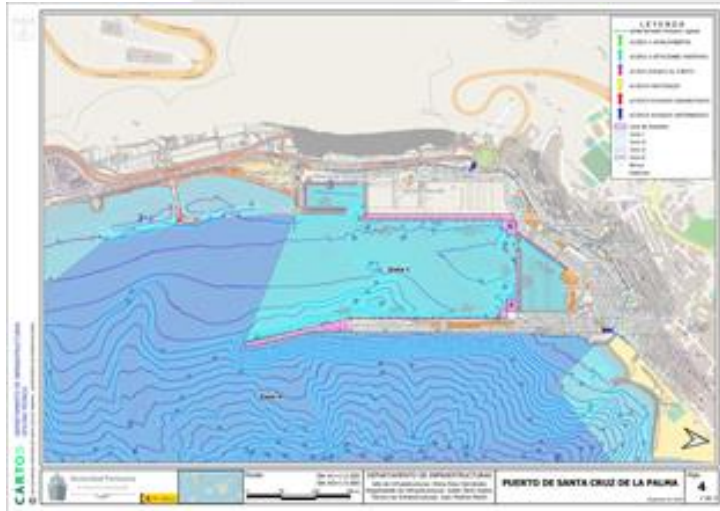
PORT	LOCATION	TOTAL SURFACE AREA
1. Puerto de Santa Cruz de Tenerife	28° 27'37"N 16° 14'47"O	2.025.237 m2
2. Puerto de Los Cristianos	28° 02'55"N 16° 43'09"O	36.490 m2
3. Puerto de Granadilla	8° 04'28"N 16° 29'31"O	
4. Puerto de La Gomera	28° 5'29.87" N 17° 6'47.92" O	29.810 m2
5. Puerto de La Palma	28° 40'41"N 17° 45'58"O	81.865 m2
6. Puerto de La Estaca (El Hierro)	27° 47'06"N 17° 54'06"O	23.800 m2



## PORT OF SANTA CRUZ DE TENERIFE



## PORTS OF LA PALMA, LA GOMERA, LA ESTACA, GRANADILLA AND LOS CRISTIANOS



## SERVICES GENERAL

Traffic management, coordination and control service

The operations coordination and control service

Signalling, beaconing and other assistance services

Police service in common areas

The lighting service of the common areas

The regular cleaning service

Emergency prevention and control services

## SERVICES PORT SERVICES

Pilotage service

Mooring service and unmooring

Port towage service

Ship-generated waste reception service

Passenger services

## COMMERCIAL SERVICES

These services are provided on a competitive basis and the Port Authority grants authorisations for the provision of those services that are considered strategic for the port.

### Undertakings providing port services which operate in the port during 2022

Type of services	Number of
Stowage	5
MARPOL	6
Pilotage	5
Trailer	1
Mooring	7
Passage Cruises	7

### Companies holding a concession or an authorisation for private occupancy of the public domain linked to the movement of goods, passengers, fishing, nautical sports, or naval construction and repair

Type of occupation	Number of enterprises
Concessions	178
Authorisations	322

### Concessionable land area (m2)

Land area under concession	3.113.659 m2
Santa Cruz de Tenerife	2.304.213 m2
Granadilla (under construction)	419.327 m2
Santa Cruz de La Palma	190.767 m2
San Sebastián de La Gomera	85.428 m2
The Stake	63.198 m2
Los Cristianos	50.726 m2



## FREIGHT AND PASSENGER TRAFFIC.

	2020	%/Total Traffic	2021	%/Total Traffic	2022	%/Total Traffic
<b>GENERAL MERCHANDISE</b>	<b>6.685.523</b>	<b>60%</b>	<b>7.196.030</b>	<b>64,7%</b>	<b>7.553.945</b>	<b>61,6%</b>
S/C. DE TENERIFE	5.142.190	54,8%	5.534.526	59,7%	5.976.295	57,1%
S/C. DE LA PALMA	737.554	84,9%	757.585	85,6%	664.410	82,6%
SS DE LA GOMERA	173.554	86,1%	183.810	86,6%	207.529	88,6%
LOS CRISTIANOS	560.224	95,2%	642.672	95,1%	631.538	94,1%
LA ESTACA (EL HIERRO)	72.443	85,6%	77.437	85,6%	74.173	85,0%
<b>SOLID BULKS</b>	<b>378.168</b>	<b>3,4%</b>	<b>449.461</b>	<b>4,0%</b>	<b>408.558</b>	<b>3,3%</b>
S/C. DE TENERIFE	355.896	3,8%	431.308	30,4%	390.780	3,7%
S/C. DE LA PALMA	22.272	2,6%	18.153	3,4%	17.778	2,2%
SS DE LA GOMERA	-	-	-	-	-	0,0%
LOS CRISTIANOS	-	-	-	-	-	0,0%
LA ESTACA (EL HIERRO)	-	-	-	-	-	0,0%
<b>LIQUID BULKS</b>	<b>3.563.814</b>	<b>32,0%</b>	<b>3.035.510</b>	<b>27,3%</b>	<b>3.690.470</b>	<b>30,1%</b>
S/C. DE TENERIFE	3.433.766	36,6%	2.901.113	52,4%	3.552.833	33,9%
S/C. DE LA PALMA	96.852	11,1%	99.955	62,0%	105.582	13,1%
SS DE LA GOMERA	22.469	11,2%	22.661	8,5%	21.290	9,1%
LOS CRISTIANOS	-	-	-	-	-	0,0%
LA ESTACA (EL HIERRO)	10.727	12,7%	11.781	17,8%	10.765	12,3%

	2020	2021	2022
<b>TOTAL TRAFFIC</b>	<b>11.133.501</b>	<b>11.130.129</b>	<b>12.270.994</b>
S/C. DE TENERIFE	9.390.322	9.266.097	10.473.774
S/C. DE LA PALMA	869.015	885.171	804.510
SS DE LA GOMERA	200.870	212.374	234.308
LOS CRISTIANOS	588.616	676.057	671.190
LA ESTACA (EL HIERRO)	84.678	90.430	87.212
<b>PASSENGERS</b>	<b>3.544.850</b>	<b>4.642.605</b>	<b>5.144.193</b>
S/C. DE TENERIFE	1.200.854	1.420.760	1.686.441
S/C. DE LA PALMA	295.358	536.771	400.573
SS DE LA GOMERA	806.668	958.637	1.193.454
LOS CRISTIANOS	1.115.503	1.570.308	1.700.581
LA ESTACA (EL HIERRO)	126.467	156.129	163.144
<b>VEHICLES OF REG. PASSAGE</b>	<b>1.103.884</b>	<b>1.485.402</b>	<b>1.714.998</b>
S/C. DE TENERIFE	392.961	515.868	674.723
S/C. DE LA PALMA	91.886	161.180	154.082
SS DE LA GOMERA	218.304	267.079	303.249
LOS CRISTIANOS	348.533	475.140	512.422
LA ESTACA (EL HIERRO)	52.200	66.135	70.522
<b>PROVISIONING</b>	<b>500.017</b>	<b>444.591</b>	<b>613.804</b>
S/C. DE TENERIFE	455.645	397.036	552.164
S/C. DE LA PALMA	12.255	9.410	16.683
SS DE LA GOMERA	5.388	5.903	5.489
LOS CRISTIANOS	25.221	31.031	37.195
LA ESTACA (EL HIERRO)	1.508	1.211	2.273

	2020	2021	2022
<b>CONTAINERS /TEUS</b>	<b>377.237</b>	<b>435.909</b>	<b>479.698</b>
S/C. DE TENERIFE	356.239	414.972	463.149
S/C. DE LA PALMA	19.725	19.447	15.092
SS DE LA GOMERA	334	350	363
LOS CRISTIANOS	727	892	901
LA ESTACA (EL HIERRO)	212	248	193
<b>SHIPS (STOPOVERS)</b>	<b>15.961</b>	<b>18.081</b>	<b>19.289</b>
S/C. DE TENERIFE	6.522	7.551	8.451
S/C. DE LA PALMA	2.585	2.950	2.818
SS DE LA GOMERA	2.556	2.656	3.051
LOS CRISTIANOS	3.914	4.438	4.484
LA ESTACA (EL HIERRO)	384	486	485
<b>CRUISE SHIPS</b>	<b>277</b>	<b>506</b>	<b>623</b>
S/C. DE TENERIFE	189	289	335
S/C. DE LA PALMA	51	90	156
SS DE LA GOMERA	31	87	97
LOS CRISTIANOS	-	7	5
LA ESTACA (EL HIERRO)	6	33	30
<b>CRUISE PASSENGERS</b>	<b>345.093</b>	<b>304.405</b>	<b>759.918</b>
S/C. DE TENERIFE	228.403	188.362	542.290
S/C. DE LA PALMA	70.656	62.123	141.333
SS DE LA GOMERA	43.225	47.614	69.631
LOS CRISTIANOS	-	1.813	628
LA ESTACA (EL HIERRO)	2.809	4.493	6.036

Note: The data for the Port of Granadilla are included in those for the Port of Santa Cruz de Tenerife.





## FREIGHT TRAFFIC AND PASSENGERS.

MAIN ORIGINS AND DESTINATIONS OF GOODS 2022

COUNTRY	DISEMBARKED TM	COUNTRY	EMBARKED TM
SPAIN	6.375.376	SPAIN	3.423.122
BELGIUM	158.810	MAURITANIA	71.030
BRAZIL	140.310	PORTUGAL	47.195
DENMARK	104.266	NIGERIA	39.784
NETHERLANDS	88.337	BENIN	36.985
MAURITANIA	85.894	CÔTE D'IVOIRE	33.989
GREECE	79.372	CHINA	32.591
UNITED KINGDOM	65.922	MOROCCO	25.204
ITALY	61.964	GHANA	20.874
FRANCE	60.897	SENEGAL	11.312

% TURNOVER  
TOP 5 CUSTOMERS 2022

TOTAL PORT AUTHORITY	51%
SANTA CRUZ DE TENERIFE	38%
LOS CRISTIANOS	90%
SANTA CRUZ DE LA PALMA	74%
SAN SEBASTIÁN DE LA GOMERA	95%
LA ESTACA (EL HIERRO)	85%
GRANADILLA	95%

### DESCRIPTION OF THE MAIN SECTORS

As it is a port facility in an island territory, we cannot highlight one main activity, since all traffic enters through the port.





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# ENVIRONMENTAL REPORT 2023

## 4. ENVIRONMENTAL SUSTAINABILITY POLICY



GA-2014/0189

## Sustainability Policy Environmental

The Port Authority's Environmental Sustainability Policy, publicly available on its website, states the Port Authority's commitment to stakeholder communication and participation, environmental protection, pollution prevention and compliance with legal and other requirements, among others. This Policy is reviewed periodically to ensure that it is up to date, reflects the characteristics of the Port Authority and represents its aims.



### ENVIRONMENTAL SUSTAINABILITY POLICY OF THE PORT AUTHORITY OF SANTA CRUZ DE TENERIFE

The Port Authority of Santa Cruz de Tenerife, made up of the ports of Santa Cruz de Tenerife, Granadilla, Los Cristianos, Santa Cruz de La Palma, San Sebastián de La Gomera and La Estaca on the island of El Hierro, is a fundamental support for the passenger and goods exchange system (essential for the supply of the islands) and the rest of the port activities on our islands.

The Port Authority of Santa Cruz de Tenerife has assumed the sustainable development of its ports as a guiding principle of its action, and therefore, it must attend to the development of the necessary transversality that sustainability implies in its environmental, economic, social, institutional and technological aspects, assuming as a priority objective, within its strategy, that its ports are environmentally sustainable.

The Strategic Framework of the Port System of General Interest points out the scope of environmental sustainability in ports: "being a green port concerns the complete cycle of port activity, from the design and execution of port infrastructures, to their operation, including the optimisation of water and energy consumption, the application of the circular economy principle aimed at the collection and management of waste (such as that of the MARPOL service for ships), and the adequate physical and functional integration of ports into their natural and urban environment, through the control of impacts on the quality of air, water, soil and soundscape (aerial and underwater). However, a requirement must be established for the highest environmental quality in all the environments in which a port is located - marine, land, air and ecosystem - as well as for the maximum possible eco-efficiency."

In order for our ports to be environmentally sustainable, it is necessary that, in addition to the commitment of the Port Authority itself, which commits all members of the organisation to sustainable management, this ethical commitment is extended to all companies established in the public domain that it manages and that customers participate in this Environmental Sustainability Policy: suppliers, and other companies in the sector.

This commitment is reflected in the following:

- Comply with current applicable environmental legislation, continuously adapting to it, and complying with any other requirements that the Port Authority subscribes to.
- Have an Environmental Management System, integrated with the organization's strategy, that allows the identification of significant environmental aspects and the minimization of adverse environmental impacts through the establishment and fulfillment of objectives and goals that lead to continuous environmental improvement.
- Ensure the protection of the environment and the prevention of pollution, seeking to prevent and minimise emissions, consumption, discharges, noise and waste generated as a result of its activity, trying to reduce and/or recover as much as possible the waste generated.



- Measure, control and minimize the consumption of natural resources and energy, incorporating eco-efficiency criteria in general and energy efficiency in particular, in order to achieve adequate environmental and energy performance of the services provided.

- Promote the adequate physical and functional integration of ports into their natural and urban environment through collaboration with public administrations, the port community, universities and social agents.

- To promote, promote or facilitate the development of projects that minimise greenhouse gas emissions, that compensate for gas emissions that cannot be reduced, and that incorporate measures to adapt to climate change, and Port Community initiatives that contribute to the objective of making our ports sustainable.

- Incorporate the above commitments in the processes of planning, planning, management and conservation of the public port domain, in all strategic planning tools, as well as in the environmental management system.

This policy will be made public, explained and assumed by all members of the Port Authority of Santa Cruz de Tenerife.

Approved by the Board of Directors of the Port Authority of Santa Cruz de Tenerife at the meeting held on 8 February 2023



## Environmental Sustainability Policy

The Port Authority's Environmental Sustainability Policy, publicly available on its website, states the Port Authority's commitment to stakeholder communication and participation, environmental protection, pollution prevention, and compliance with legal and other requirements, among others. This Policy is reviewed periodically to ensure that it is up-to-date, understands the characteristics of the Port Authority and represents its purposes

### ENVIRONMENTAL SUSTAINABILITY POLICY OF THE PORT AUTHORITY OF SANTA CRUZ DE TENERIFE

The Port Authority of Santa Cruz de Tenerife, made up of the ports of Santa Cruz de Tenerife, Granadilla, Los Cristianos, Santa Cruz de La Palma, San Sebastián de La Gomera and La Estaca on the island of El Hierro, is a fundamental support for the passenger and goods exchange system (essential for the supply of the islands) and the rest of the port activities on our islands. The Port Authority of Santa Cruz de Tenerife has assumed the sustainable development of its ports as a guiding principle of its action, and therefore, it must attend to the development of the necessary transversality that sustainability implies in its environmental, economic, social, institutional and technological aspects, assuming as a priority objective, within its strategy, that its ports are environmentally sustainable.

The Strategic Framework of the Port System of General Interest points out the scope of environmental sustainability in ports: "being a green port concerns the complete cycle of port activity, from the design and execution of port infrastructures, to their operation, including the optimisation of water and energy consumption. the application of the circular economy principle aimed at the collection and management of waste (such as that of the MARPOL service for ships), and the adequate physical and functional integration of ports into their natural and urban environment, through the control of impacts on the quality of air, water, soil and soundscape (aerial and underwater). However, a requirement must be established for the highest environmental quality in all the environments in which a port is located - marine, land, air and ecosystem - as well as for the maximum possible eco-efficiency."

In order for our ports to be environmentally sustainable, it is necessary that, in addition to the commitment of the Port Authority itself, which commits all members of the organisation to sustainable management, this ethical commitment is extended to all companies established in the public domain that it manages and that customers participate in this Environmental Policy. suppliers, and other companies in the sector.

This commitment is reflected in the following:

- Comply with current applicable environmental legislation, continuously adapting to it, going beyond trying, when possible, to comply with strict regulations.
- Have an Environmental Management System, integrated with the organization's strategy, that allows the identification of significant environmental aspects and the minimization of adverse environmental impacts through the establishment and fulfillment of objectives and goals that lead to continuous environmental improvement.
- Ensure the protection of the environment and the prevention of pollution, seeking to prevent and minimise emissions, consumption, discharges, noise and waste generated as a result of its activity, trying to reduce and/or valorise the waste generated as much as possible.
- Measure, control and minimize the consumption of natural resources and energy, incorporating eco-efficiency criteria in general and energy efficiency in particular, in order to achieve adequate environmental and energy performance of the services provided.
- Promote the adequate physical and functional integration of ports into their natural and urban environment through collaboration with public administrations, the port community, universities and social agents.
- To promote, promote or facilitate the development of projects that minimise greenhouse gas emissions, that compensate for gas emissions that cannot be reduced, and that incorporate measures to adapt to climate change, and Port Community initiatives that contribute to the objective of making our ports sustainable.
- Incorporate the above commitments in the processes of planning, planning, management and conservation of the public port domain, in all strategic planning tools, as well as in the environmental management system.

This policy will be made public, explained and assumed by all members of the Port Authority of Santa Cruz de Tenerife. Approved by the Board of Directors of the Port Authority of Santa Cruz de Tenerife on 8 February 2023.





Autoridad Portuaria  
Santa Cruz de Tenerife



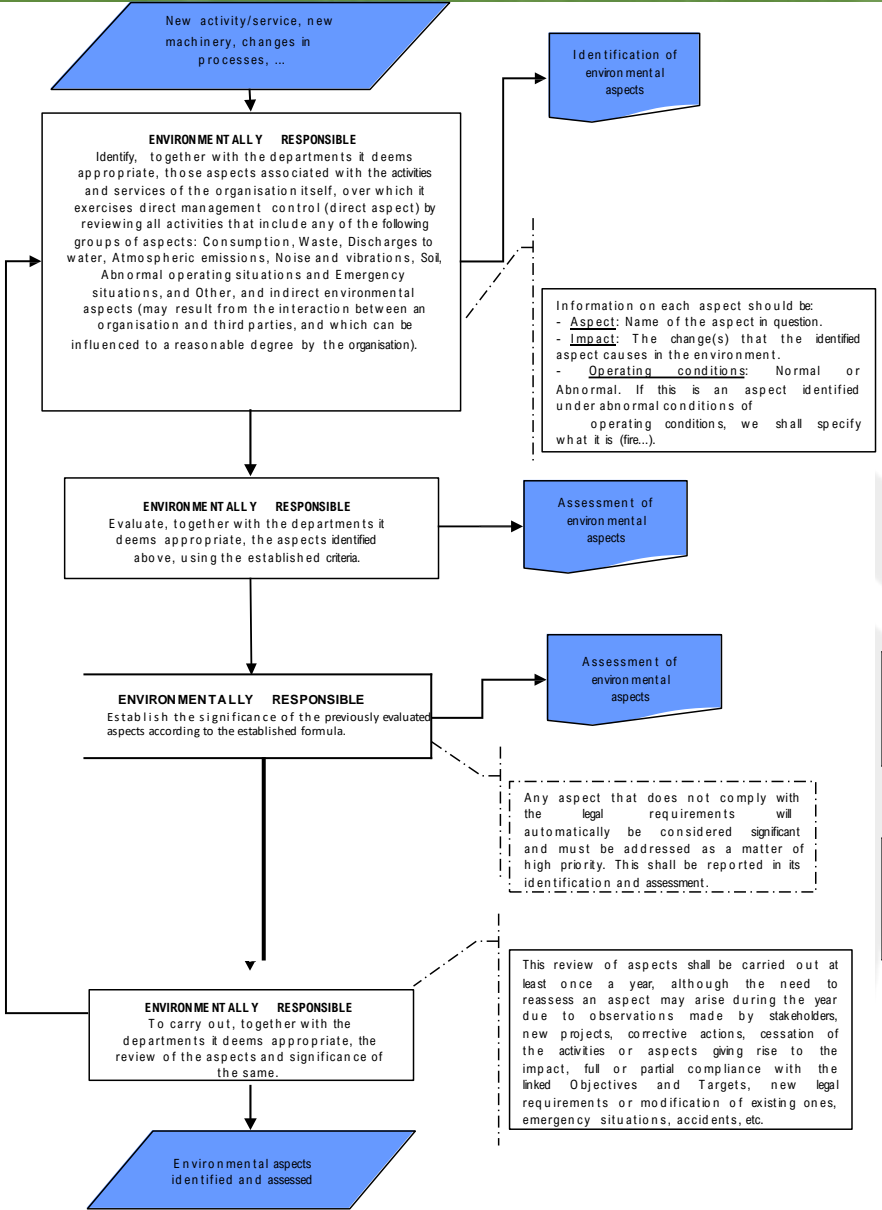
# ENVIRONMENTAL REPORT 2023

## 5. ENVIRONMENTAL ASPECTS AND IMPACTS



GA-2014/0189

# Environmental Aspects and Impacts



The Environmental Management System of the Port Authority of Santa Cruz de Tenerife includes a procedure for the identification and evaluation of environmental aspects (PMA-01) which establishes a method for identifying and evaluating the environmental aspects associated with its activities and services, and those generated directly and indirectly in the installations of all the ports.

In this procedure environmental aspects are identified by the environmental manager in the organisation. This includes identifying both direct contacts and indirect environmental aspects in normal and abnormal situations. Similarly, potential environmental aspects are identified, based on an analysis of accidents and emergency situations that have occurred, and on a study of the facilities and activities carried out.

	DIRECT ASPECTS	ACCIDENTAL ASPECTS	INDIRECT ASPECTS (SUPPLIERS AND SERVICE PROVIDERS)
EVALUATION CRITERIA	1: Magnitude 2: Frequency 3. Nature	1: Protection Level 2: Frequency 3. Nature	1: Ability to Influence 2: Frequency 3. Nature
FORMULA THAT DEFINES WHETHER AN ENVIRONMENTAL ASPECT IS SIGNIFICANT	Each environmental aspect is evaluated by the indicated parameters and can take values between 1, 2 and 3		
	$I = \text{Mag.} \times \text{Frec.} \times 3 * \text{Natur.}$	$I = \text{Lev.} \times \text{Frec.} \times 3 * \text{Natur.}$	$I = \text{Abil.} \times \text{Frec.} \times 3 * \text{Natur}$
	Significant are those that have a total score above half of the maximum value that the appearance would have if it had the maximum score in all concepts.		



CRITERIA	NATURE OF APPEARANCE	TIPO	<input type="checkbox"/> Cuantitativo	<input checked="" type="checkbox"/> Cualitativo
REMARKS				
ASPECT GROUP	INTERPRETATION OF THE CRITERIA	VALUE		
Water consumption	Groundwater abstraction (well) or riverbed	3		
	Municipal water supply network	2		
	Process water is recirculated. Recycled water is used	1		
Energy consumption	Coal, fuel oil, diesel and petrol	3		
	Natural Gas & Electric Power	2		
	Other types of energy: renewables, alternatives (hybrids), energy recovery	1		
Material consumption	Resource recognized as overexploited or in the process of depletion (e.g. oil or aquifers). Product Consumption no recycled and without a recognized eco-mark or compliance with ecological criteria. Dangerous product.	3		
	Limited and/or fragile resource such as wood, non-recycled paper/cardboard. Consumption of recycled and non-recycled products, indistinctly	2		
	Resources that are not overexploited or have sufficient availability. Total consumption of recycled products or products with a recognized ecological mark or compliance with ecological criteria.	1		
Waste	Hazardous Waste	3		
	Non-hazardous waste not managed by manager	2		
	Non-hazardous waste managed by manager	1		
Discharges	Pollutant requiring discharge authorization	3		
	Discharge with small amounts of grease or detergents destined for the sewer network or own treatment plant	2		
	Comparable to domestic	1		
Emissions	Emission derived from fuel oil and coal flue gases. Emission of toxic or harmful products (special pollutants according to Annex 3 D 833/75, except VOCs and particulate matter)	3		
	Emissions derived from the combustion of petroleum products such as diesel/fuel oil or auxiliary equipment such as compressors. Emission derived from diesel flue gases. Emission of volatile organic compounds, sulfur dioxide, nitrogen oxides, CFCs, ammonia, particulate matter, etc.	2		
	Emission derived from the combustion of natural gas. Emission of inert, non-metallic particles with a diameter greater than 100 microns, carbon dioxide or others. Emission from combustion of greener fuels (biofuels) or better available techniques	1		
Noise and vibration	Noise or vibration is continuous	3		
	Noise or vibration is discontinuous (neither continuous nor punctual)	2		
	Noise or vibration is punctual	1		

CRITERIA	FREQUENCY	TYPE	Quantitative	Qualitative
REMARKS				
ASPECT GROUP	INTERPRETATION OF THE CRITERION	VALUE		
ALL	The appearance occurs on a daily basis	3		
	The appearance occurs more frequently than daily and less frequently than monthly.	2		
	The appearance occurs more frequently than monthly.	1		

CRITERIA	MAGNITUDE	TYPE	<input checked="" type="checkbox"/> Quantitative	<input type="checkbox"/> Qualitative
REMARKS	The organisation obtains the data through the environmental indicators. For a newly identified aspect and/or for which no data is available, a value of 3 will be given.			
ASPECT GROUP	INTERPRETATION OF THE CRITERION	VALUE		
ALL	Number which, according to your indicator, has not improved compared to the previous year.	3		
	This amount, according to your indicator, is an improvement of between 0% and 3% over the previous year.	2		
	The amount which, according to your indicator, was an improvement of more than 3% over the previous year.	1		

CRITERIA	LEVEL OF PROTECTION	TYPE	<input type="checkbox"/> Quantitative	<input checked="" type="checkbox"/> Qualitative
REMARKS				
ASPECT GROUP	INTERPRETATION OF THE CRITERION	VALUE		
Abnormal and emergency situations	There are no preventive measures or procedures for dealing with emergencies.	3		
	Preventive measures are in place but there is no emergency action procedure.	2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Preventive measures and emergency response procedures are in place.	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

CRITERIA	CAPACITY TO INFLUENCE	TYPE	Quantitative	Qualitative
REMARKS				
ASPECT GROUP	INTERPRETATION OF THE CRITERION	VALUE		
Environmental performance of contractors/suppliers	Contractors/Suppliers do not define Environmental Management Plans for the Services/Activities, nor is the monitoring and control of aspects carried out.	3		
	There is environmental management by Contractors/Suppliers but there is no documentary evidence of the monitoring and control of the aspect considered.	2		
	Contractor/Supplier has an Environmental Plan for the contracted Service/Activity and monitors and controls the environmental aspect under study.	1		
Choice and composition of services/procurement, Composition of product range/purchasing management	Environmental criteria are not defined in contracting and procurement.	3		
	For non-registered/certified contractors/suppliers, the environmental clauses defined in the contract are fulfilled, the transfer of environmental criteria in procurement and contracting is not guaranteed.	2		
	Procurement from registered (EMAS) / certified companies, There are defined environmental criteria in procurement management, Purchase of eco-labelled products	1		
Administrative decisions, planning and transfer of best practices to third parties. Investments and grants	There are no awareness campaigns or transfer of good practices to third parties, There are no environmental criteria in the processing of grants, subsidies and licences.	3		
	There is no documentary evidence of the implementation of awareness campaigns and the transfer of good practices to third parties, There is no monitoring and control of the management of aid, subsidies and licences.	2		
	Awareness-raising campaigns are carried out and good environmental practices are transferred to third parties. (citizen tourists/socio-economic actors), There are environmental variables in the management of grants, subsidies and licences.	1		



## Significant Environmental Aspects in the Port Authority's Ports.

The direct and indirect environmental aspects of the Port Authority have been evaluated. As a result of the evaluation at the beginning of 2023, the following results have been significant (The APTF always considers electricity and water consumption as significant, regardless of their result in the evaluation):

### Electricity Consumption

ENVIRONMENTAL ASPECT		IMPACT	ACTIVITY/SERVICE	FOUNTAIN	GOVERNING LAW
<b>Electricity Consumption</b>	Activities carried out by the Port Authority	Consumption of non-renewable resources / Air pollution / Water pollution / Light pollution / Global warming and contribution to climate change / Loss of comfort / Loss of biodiversity / Landscape impact	Administrative and management tasks of the services provided by the Port Authority. Maintenance. Exterior Lighting. Services to Vessels. Passenger Service.	Bureaux. Port Authority warehouses and workshops. External luminaires of the Ports. Maritime Stations. OPS ships and containers.	Royal Decree 314/2006, of March 17, 2006, approving the Technical Building Code Law 2/2011, of March 4, 2011, on sustainable economy, among others. Law 15/2014, of 16 September, on the rationalisation of the public sector and other administrative reform measures. Royal Decree 564/2017, of June 2, 2017, amending Royal Decree 235/2013, of April 5, 2013, approving the basic procedure for the certification of the energy performance of buildings. Order FOM/588/2017, of 15 June, amending the Basic Document DB-HE "Energy Saving" and the Basic Document DB-DH "Environmental Health", of the Technical Construction Code approved by Royal Decree 314/2006, of 17 March. Order PCI/86/2019, of January 31, 2019, which publishes the Agreement of the Council of Ministers of December 7, 2018, approving the Green Public Procurement Plan of the General Administration of the Nation, its bodies and the managing entities of the Social Security (2018-2025). Royal Decree 390/2021, of June 1, 2021, approving the basic procedure for the certification of the energy efficiency of buildings.





## Transport Fuel Consumption

ENVIRONMENTAL ASPECT		IMPACT	ACTIVITY/SERVICE	FOUNTAIN	GOVERNING LAW
<p><b>Transport fuel consumption (diesel and petrol)</b></p>	<p>Activities carried out by the Port Authority</p>	<p>Consumption of non-renewable resources / Air pollution / Water pollution / Global warming and contribution to climate change / Loss of comfort / Loss of biodiversity / Landscape impact</p>	<p>Port Authority vehicles. Generators and machinery for construction and maintenance tasks.</p>	<p>Road traffic</p>	<p>Royal Decree 102/2011, of January 28, 2011, on the improvement of air quality. (MODIFIED) INSTRUMENT of acceptance of the Amendment of the Text and Annexes II to IX and the incorporation of new Annexes X and XI to the Protocol to the 1979 Convention on Long-range Transboundary Air Pollution on the Reduction of Acidification, Eutrophication and Ozone in the Troposphere, adopted in Geneva on 4 May 2012. LAW 34/2007, of 15 November, on air quality and protection of the atmosphere. Royal Decree 100/2011, of January 28, 2011, updating the catalogue of activities potentially polluting the atmosphere and establishing the basic provisions for its application. LAW 31/1988, of 31 October, on the protection of the astronomical quality of the observatories of the Institute of Astrophysics of the Canary Islands. Royal Decree 818/2009, of 8 May, approving the General Regulations for Drivers. Royal Decree 919/2006, of July 28, 2006, approving the Technical Regulations for the Distribution and Use of Gaseous Fuels and its Complementary Technical Instructions ICG 01 to 11. (MODIFIED) Royal Decree 706/2017, of July 7, 2017, approving the supplementary technical instruction MI-IP 04 "Installations for the supply of vehicles" and regulating certain aspects of the regulation of petroleum installations. ROYAL DECREE LAW 29/2021, of December 21, 2021, adopting urgent measures in the field of energy for the promotion of electric mobility, self-consumption and the deployment of renewable energies.</p>



## Water Consumption

ASPECTO AMBIENTAL		IMPACTO	ACTIVIDAD/SERVICIO	FUENTE	LEGISLACIÓN APLICABLE
Water Consumption (1)	Activities carried out by the Port Authority	Consumption of scarce resources / Water pollution / Contribution to climate change / Loss of biodiversity	Administrative and management tasks of the services provided by the Port Authority. Maintenance. Cleaning tasks. Garden irrigation.	Bureaux. Port Authority warehouses and workshops. Irrigation systems. Maritime Stations	<p>Royal Decree 849/1986 of 11 April 1986, which approves the Regulations of the Public Hydraulic Domain that develops the preliminary titles, I, IV, V, VI, VII and VIII of the revised text of the Water Law, approved by Royal Legislative Decree 1/2001. (MODIFIED).</p> <p>Royal Decree 927/1988, of July 29, 1988, approving the Regulations on the Public Administration of Water and Hydrological Planning, in development of Titles II and III of Law 29/1985, on Water.</p> <p>ROYAL LEGISLATIVE DECREE 1/2001, of 20 July, approving the revised text of the Water Law. (MODIFIED)</p> <p>Royal Decree 150/2023, of February 28, 2023, approving the maritime spatial planning plans of the five Spanish marine demarcations</p> <p>Royal Decree 3/2023, of January 10, 2023, establishing the technical-sanitary criteria for the quality of drinking water, its control and supply</p> <p>ROYAL LEGISLATIVE DECREE 2/2011, of 5 September, approving the Revised Text of the Law on State Ports and the Merchant Navy</p> <p>Royal Decree 876/2014, of 10 October, approving the General Coastal Regulations. (Judgment of October 27, 2016, of the Third Chamber of the Supreme Court, partially upholding the appeal filed against Royal Decree 876/2014, of October 10, 2014, approving the General Costs Regulation, and annulling paragraph 9.b)</p> <p>Royal Decree 79/2019, of February 22, 2019, which regulates the compatibility report and establishes the compatibility criteria with marine strategies</p> <p>LAW 22/1988, of 28 July, on costs.</p> <p>LAW 41/2010, of 29 December, on the protection of the marine environment</p> <p>ORDER FOM/1793/2014, of 22 September, approving the National Maritime Plan for the response to pollution of the marine environment.</p> <p>LAW 2/2013, of 29 May, on the protection and sustainable use of the coastline and amending Law 22/1988, of 28 July, on Coasts.</p> <p>Royal Decree 1695/2012, of 21 December, approving the National Marine Pollution Response System</p> <p>Royal Decree 1290/2012, of 7 September, amending the Regulations on the Public Hydraulic Domain, approved by Royal Decree 849/1986, of 11 April, and Royal Decree 509/1996, of 15 March, implementing Royal Decree-Law 11/1995, of 28 December, establishing the rules applicable to the treatment of urban wastewater</p>



## Water Consumption

ASPECTO AMBIENTAL		IMPACTO	ACTIVIDAD/SERVICIO	FUENTE	LEGISLACIÓN APLICABLE
Water Consumption (2)	Activities carried out by the Port Authority	Consumption of scarce resources / Water pollution / Contribution to climate change / Loss of biodiversity	Administrative and management tasks of the services provided by the Port Authority. Maintenance. Cleaning tasks. Garden irrigation.	Bureaux. Port Authority warehouses and workshops. Irrigation systems. Maritime Stations	<p>ORDER SCO/1591/2005, of 30 May, on the National Drinking Water Information System (SINAC). Royal Decree 345/1993 of 5 March 1993 establishing standards for water quality and production of molluscs and other live marine invertebrates. ORDER of October 30, 1992, which determines the amount of the fee for the occupation and use of the maritime-terrestrial public domain, established in Law 22/1988, on coasts. Decree 184/2018, of 26 December, which definitively approves the Insular Hydrological Plan of the El Hierro River Basin District. DECREE 137/2018, of 17 September, which definitively approves the Island Hydrological Plan of the La Gomera River Basin District LAW 12/1990, of 26 July, on the waters of the Canary Islands Decree 134/2011, of May 17, 2011, approving the Regulation regulating indoor water supply and water evacuation installations in buildings. Decree 86/2002, of 2 July, approving the Regulations on the Public Hydraulic Domain. Decree 174/1994, of 29 July, approving the Regulations on the control of discharges for the protection of the Public Hydraulic Domain. ORDINANCE (Cabildo Insular de La Palma) regulating the Use and Discharges to the Regional Sanitation and Purification Systems of Breñas-Mazo and El Paso-Los Llanos. (24/09/2014) REGULATION (Breña Baja) of Drinking Water Supply Service. (28/02/2014) Decree 169/2018, of 26 November, which definitively approves the Island Hydrological Plan of the La Palma River Basin District. ORDINANCE (Santa Cruz de Tenerife) of the Supply and Sanitation Installations in Buildings and Urbanizations. (27/05/2013) MUNICIPAL ORDINANCE (Santa Cruz de Tenerife) regulating the Use and Discharges to the Sewerage Network. (06/07/2012) GENERAL REGULATION (Valverde) of the Municipal Drinking Water Supply Service. (02/10/2013)</p>



## Emissions.

ASPECTO AMBIENTAL		IMPACTO	ACTIVIDAD/SERVICIO	FUENTE	LEGISLACIÓN APLICABLE
Emissions from vehicles, machinery, tools and engines	Activities carried out by the Port Authority	Air pollution /Global warming and contribution to climate change/ Biodiversity loss	Port Authority vehicles. Generators and machinery for construction and maintenance tasks.	Machinery, works and maintenance.	<p>Law 34/2007, of 15 November, on air quality and protection of the atmosphere</p> <p>REGULATION 2068/2015 of 17 November 2015 establishing, in accordance with Regulation 517/2014, the model labels for products and appliances containing fluorinated greenhouse gases.</p> <p>REGULATION 517/2014 of 16 April 2014 on fluorinated greenhouse gases and repealing Regulation 842/2006.</p> <p>REGULATION 1516/2007, of December 19, 2007, which establishes the standard leak control requirements for fixed refrigeration, air conditioning and heat pump equipment containing certain fluorinated greenhouse gases.</p> <p>INSTRUMENT of acceptance of the Amendment of the Text and Annexes II to IX and the incorporation of new Annexes X and XI to the Protocol to the 1979 Convention on Long-range Transboundary Air Pollution on the Reduction of Acidification, Eutrophication and Ozone in the Troposphere, adopted in Geneva on 4 May 2012.</p> <p>REGULATION 2068/2015 of 17 November 2015 establishing, in accordance with Regulation 517/2014, the model labels for products and appliances containing fluorinated greenhouse gases.</p> <p>REGULATION 517/2014 of 16 April 2014 on fluorinated greenhouse gases and repealing Regulation 842/2006.</p> <p>REGULATION 1516/2007, of December 19, 2007, which establishes the standard leak control requirements for fixed refrigeration, air conditioning and heat pump equipment containing certain fluorinated greenhouse gases.</p> <p>Royal Decree 108/1991 of 1 February 1991 on the prevention and reduction of environmental pollution caused by asbestos.</p>



## Noise.

ASPECTO AMBIENTAL		IMPACTO	ACTIVIDAD/SERVICIO	FUENTE	LEGISLACIÓN APLICABLE
<p><b>Noise from vehicles, machinery, tools and engines</b></p>	<p>Activities carried out by the Port Authority</p>	<p>Noise Pollution / Loss of Comfort due to Noise / Loss of Biodiversity.</p>	<p>Port Authority vehicles. Generators and machinery for construction and maintenance tasks.</p>	<p>Machinery, works and maintenance.</p>	<p>Royal Decree 920/2017, of October 23, 2017, which regulates the technical inspection of vehicles.                      ORDER PCI/1319/2018, of 7 December, amending Annex II of Royal Decree 1513/2005, of 16 December, implementing Law 37/2003, of 17 November, on noise, with regard to the assessment of environmental noise.                      Royal Decree 2822/1998, of 23 December, approving the General Vehicle Regulations.                      Royal Decree 1367/2007, of October 19, 2007, implementing Law 37/2003, of November 17, 2003, on Noise, with regard to acoustic zoning, quality objectives and acoustic emissions                      LAW 37/2003, of 17 November, on noise.                      EAL DECREEE 212/2002, of February 22, 2002, which regulates noise emissions in the environment due to certain machines for outdoor use.                      MUNICIPAL ORDINANCE (Santa Cruz de Tenerife) for the protection of the environment against the emission of noise and vibrations. (19/06/1995)                      Resolution of 2 August 2022, of the Port Authority of Santa Cruz de Tenerife, which publishes the Port Ordinance establishing regulatory rules for certain activities to limit air pollution in the ports of the Port Authority of Santa Cruz de Tenerife.</p>



## Hazardous Waste Generation.

ASPECTO AMBIENTAL		IMPACTO	ACTIVIDAD/SERVICIO	FUENTE	LEGISLACIÓN APLICABLE
Hazardous Waste Generation (RP) 1	Activities carried out by the Port Authority	Fuel consumption / Air pollution / Soil pollution / Water pollution / Contribution to climate change / Loss of comfort due to odour emissions	Maintenance of facilities and infrastructures.	Warehouses & Maintenance Workshops.	<p>REGULATION 2023/1542, of 12 July 2023. on batteries and waste batteries, amending Directive 2008/98/EC and Regulation (EU) 2019/1020 and repealing Directive 2006/66/EC</p> <p>DECISION 2014/955 of 18 December amending Decision 2000/532 on the list of wastes in accordance with Directive 2008/98</p> <p>REGULATION 1357/2014 of 18 December 2014 replacing Annex III to Directive 2008/98 on waste and repealing certain Text Directives.</p> <p>Royal Decree 9/2005, of January 14, 2005, which establishes the list of potentially soil-polluting activities and the criteria and standards for the declaration of contaminated soils.</p> <p>Royal Decree 265/2021, of April 13, 2021, on end-of-life vehicles and amending the General Vehicle Regulations, approved by Royal Decree 2822/1998, of December 23.</p> <p>LAW 7/2022, of 8 April, on waste and contaminated soils for a circular economy.</p> <p>Royal Decree 110/2015, of 20 February, on waste electrical and electronic equipment.</p> <p>Royal Decree 128/2022, of February 15, 2022, on port facilities for the reception of waste from ships.</p> <p>Royal Decree 106/2008 of 1 February 2008 on batteries and accumulators and the environmental management of their waste</p> <p>Royal Decree 646/2020, of July 7, 2020, which regulates the disposal of waste by landfill.</p> <p>Royal Decree 553/2020, of June 2, 2020, which regulates the shipment of waste within the territory of the State.</p>



## Generación de Residuos Peligrosos.

ASPECTO AMBIENTAL		IMPACTO	ACTIVIDAD/SERVICIO	FUENTE	LEGISLACIÓN APLICABLE
<b>Hazardous Waste Generation (RP) 2</b>	Activities carried out by the Port Authority	Fuel consumption / Air pollution / Soil pollution / Water pollution / Contribution to climate change / Loss of comfort due to odour emissions	Maintenance of facilities and infrastructures.	Warehouses & Maintenance Workshops.	<p>Royal Decree 679/2006, of 2 June, which regulates the management of used industrial oils.</p> <p>ORDER of February 23, 2022, which regulates the content and periodicity of the Soil Situation Reports in the Autonomous Community of the Canary Islands.</p> <p>Decree 147/2007, of May 24, 2007, which regulates the legal regime of contaminated soils in the Autonomous Community of the Canary Islands and creates the Inventory of Contaminated Soils of the Canary Islands.</p> <p>LAW 1/1999, of 29 January, on Waste in the Canary Islands.</p> <p>ORDER of May 14, 1996, which regulates the Personal Registry Book for Small Producers of Toxic and Hazardous Waste in the Canary Islands.</p> <p>Decree 51/1995, of 24 March, which regulates the Register of Small Producers of Toxic and Hazardous Waste generated in the Canary Islands</p> <p>MUNICIPAL ORDINANCE (Arona) of public cleaning in Arona. (29/01/2001)</p> <p>ORDINANCE (Granadilla de Abona) on waste collection. (16/11/2020)</p> <p>ORDINANCE (Santa Cruz de la Palma) Municipal ordinance for cleaning and use of public roads and waste in general. (19/03/2021) (Modification)</p> <p>ORDINANCE (Santa Cruz de La Palma) on cleaning and use of public roads and waste in general (15/02/2016)</p> <p>Municipal ORDINANCE (Santa Cruz de Tenerife) on waste management and cleaning of public spaces for a circular economy of SC Tenerife (26/12/2022)</p>





Autoridad Portuaria  
Santa Cruz de Tenerife



# ENVIRONMENTAL REPORT 2023

## 6. MANAGEMENT OF ENVIRONMENTAL ASPECTS





- The Port Authority of Santa Cruz de Tenerife (hereinafter APTF) is committed to sustainable development in its port activities, as well as good environmental performance in the ports it manages.
- In 2000, the Water Framework Directive (hereinafter WFD) was born, establishing a common framework for action in water policy. Following the entry into force of this regulation in the European Union (EU), water is now considered a key element in the conservation of associated ecosystems.
- However, the environment surrounding the ports posed a challenge on how to treat these bodies of water, which inevitably suffer from constant anthropic pressures. In 1990, the first normative document of Recommendations for Maritime Works (ROM) was issued, which, since its inception, has evolved into the current ROM 5.1-13: Quality of coastal waters in port areas.
- ROM 5.1-13 is a voluntary tool that arises from the need to establish standardization, at the European Union level, for compliance with the environmental quality standards set out in the WFD, which promotes a sustainable use of water resources. It is a port management instrument that tries to adapt the WFD rules to special enclaves such as ports.
- The first thing that ROM 5.1-13 aims to establish are the different Port Aquatic Management Units (hereinafter UGAPs), which unify large bodies of water with homogeneous characteristics according to their uses and activities, physical-chemical and hydrodynamic characteristics, as well as their morphology. In this way, we can have highly modified water bodies or natural water bodies; This classification will allow us to establish the optimal values to determine its environmental quality.

- Next, an environmental risk assessment and management program is established, where all those points where pollutant emissions could occur are identified. At each of the points, a risk assessment is carried out through a process approved by a series of UNE standards, proposing, finally, the necessary preventive and corrective measures for each situation.
- Finally, a monitoring plan is established to evaluate the evolution of environmental quality of different factors:
  - - Monitoring of the environmental quality of water.
  - - Air Quality
  - -Noise pollution
  - - Greenhouse Gases.
  - - Monitoring of the environmental quality of the soil.
  - - Environmental monitoring of small works not subject to environmental assessment.
  - - Environmental monitoring of the waste generated by the APTF.
  - -Emergency.



## Water Quality

- The Environmental Quality Monitoring Program (hereinafter PVCA) makes it possible to evaluate the evolution of the environmental quality of the different UGAPs, whether natural or heavily modified, that are included within the Port Service Zone.
- Each of the bodies of water to be studied is duly classified as a natural or highly modified body of water in each Island Hydrological Plan, based on RD 817/2015.
- A total of 22 sampling stations have been sampled, positioned within the ZSP and distributed in the five ports that are under the administration of the Port Authority of Santa Cruz de Tenerife: Port of Santa Cruz de Tenerife (Tenerife), Port of Los Cristianos (Tenerife), Port of Santa Cruz de La Palma (La Palma), Port of San Sebastián de La Gomera (La Gomera), Puerto de La Estaca (El Hierro) and Puerto de Granadilla (Tenerife). The sampling of the latter, however, is carried out by the Granadilla Environmental Observatory (OAG).
- For the correct characterization of the pelagic environment, sampling is carried out following the UNE-EN ISO 5667-1:2007 standard (Water quality. Sampling. Part 1: Guide to the Design of Sampling Programs and Techniques. The aim is to monitor biological, physicochemical and chemical quality through a series of indicators included in ROM 5.1-13 and previously established in the corresponding Hydrological Plans (Table 1).

PARAMETERS	INDICATORS	PERIODICITY	
<b>Biological quality</b>	Chlorophyll "a"	QUARTERLY	
<b>Physico-chemical quality</b>	General Conditions		Temperature, salinity, pH
	Oxygenation conditions		Oxygen saturation
	Nutrients		Ammonium, nitrates, phosphates
	Transparency conditions		Turbidity
Specific contaminants	Arsenic, Chromium, Copper, Zinc, Toluene		
<b>Chemical quality</b>	Priority substances	Antraceno, Benceno, Benzo-a-pireno, Benzo-b-fluoranteno, Benzo-k-fluoranteno, Benzo-g,h,i-perileno, Indeno (1,2,3)-c,d-pireno, Fluoranteno, Naftaleno, Tributilestaño	ANNUAL

- For the correct characterization of the benthic environment, sampling is carried out following the UNE-EN ISO 5667-19:2010 standard (Part 19: Guide for the sampling of marine sediments). The aim is to monitor the physical-chemical and chemical quality through a series of indicators included in ROM 5.1-13 and previously established in the corresponding Hydrological Plans (Table 5).

PARAMETERS	INDICATORS	PERIODICITY	
<b>Physico-chemical quality</b>	General Conditions	Granulometry and organic matter	QUARTERLY
	Nutrients	Total Nitrogen Kjeldahl (mgN/kg)	
		Total Organic Carbon (%)	
<b>Chemical quality</b>	Priority substances	Total phosphorus (mgP/kg)	ANNUAL
		Cadmio, Plomo, Mercurio, Níquel, Antraceno, Fluoranteno, Benzo-a-pireno, Benzo-b-fluoranteno, Benzo-k-fluoranteno, Benzo-g,h,i-perileno, Indeno (1,2,3)-c,d-pireno, , Naftaleno	

The following table presents the results obtained for each port, with the different indicators:

	BIOLOGICAL QUALITY	PHYSICO-CHEMICAL QUALITY	NUTRIENTS	SPECIFIC CONTAMINANTS
<b>PUERTO DE SANTA CRUZ</b>	MAXIM	MAXIM	NO ABNORMALITIES	GOOD
<b>PUERTO DE LOS CRISTIANOS</b>	GOOD	GOOD	NO ABNORMALITIES	GOOD
<b>PUERTO DE LA PALMA</b>	GOOD	VERY GOOD	NO ABNORMALITIES	GOOD
<b>PUERTO DE LA GOMERA</b>	GOOD	VERY GOOD	NO ABNORMALITIES	GOOD
<b>PUERTO DE LA ESTACA</b>	MAXIM	GOOD	NO ABNORMALITIES	GOOD



## Air Quality

- The atmospheric emissions generated by the Port Authority are basically those from the combustion gases emitted by the vehicles and machinery owned by the company, none of which are among the potentially polluting activities established by Royal Decree 100/2011, of January 28, 2011, which updates the catalogue of potentially polluting activities and establishes the basic provisions for their application. These emissions are controlled by means of the corresponding periodic inspections that are mandatory.
- In accordance with the provisions of Royal Decree 102/2011, of January 28, 2011, on the improvement of air quality, the Port Authority monitors air quality through fixed stations of the Canary Islands Air Quality Control and Surveillance Network.
- Similarly, the Port Ordinance has been published establishing regulatory rules for certain activities to limit air pollution in the ports of the Port Authority of Santa Cruz de Tenerife in the Resolution of 2 August 2022 of the Ministry of Transport, Mobility and Urban Agenda, which establishes measures to improve acoustic and air quality.
- To promote the continuous improvement of the port's environmental management, the Port Authority has drawn up the Environmental Code of Conduct, which includes good environmental practices, to be implemented by concessions, authorisations, contractors and companies that carry out their activities within our port environment.



## Noise pollution

- The noise generated by the Port Authority comes mainly from the vehicles and air conditioning equipment of the facilities, and is controlled, firstly, through the regulatory technical inspections and secondly, through periodic inspections of the facilities. In any case, Royal Decree 1367/2007, of October 19, 2007, which implements Law 37/2003, of November 17, 2003, on Noise, is complied with with regard to acoustic zoning, quality objectives and acoustic emissions.
- In order to control the noise generated in the Ports, the Port Authority, on its own initiative, has drawn up the corresponding Noise Map, in accordance with Royal Decree 1367/2007 (although it is not a legal requirement to be complied with by the Port Authority).
- Similarly, the Port Ordinance has been published establishing regulatory rules for certain activities to limit air pollution in the ports of the Port Authority of Santa Cruz de Tenerife in the Resolution of 2 August 2022 of the Ministry of Transport, Mobility and Urban Agenda, which establishes measures to improve acoustic and air quality.
- To promote the continuous improvement of the environmental management of ports, the Port Authority has drawn up the Environmental Code of Conduct, which includes good environmental practices, to be implemented by concessions, authorisations, contractors and companies that carry out their activities within our port environment.
- The Port Authority of Santa Cruz de Tenerife controls noise emissions in its port areas. Noise quality control is another of the priority objectives of the Management and Sustainable Development Area. To this end, noise studies are carried out at regular intervals in different ports and port areas, as well as for different activities carried out in the ports.



## Greenhouse gases

- Aware of its contribution to global warming, the Port Authority of Santa Cruz de Tenerife quantifies the greenhouse gas emissions derived from its activity.
- The following table and graph summarises the HC obtained for the Port Authority of Santa Cruz de Tenerife in the years 2017, 2018, 2019 and 2020 according to scope.

### Carbon footprint of the Port Authority of Santa Cruz de Tenerife [kgCO<sub>2</sub>eq]

PORT AUTHORITY OF S/C DE TENERIFE	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020
<b>Total Scope 1</b>	<b>130.588</b>	<b>166.851</b>	<b>169.275</b>	<b>118.899</b>
<b>Total Scope 2</b>	<b>1.139.723</b>	<b>1.991.954</b>	<b>1.279.432</b>	<b>-25.097</b>
<b>Total Scope 3</b>	<b>109.864.766</b>	<b>98.545.887</b>	<b>94.819.665</b>	<b>140.299.162</b>
Other organizations operating in the APT	64.773	2.433.410	2.531.006	1.954.738
Maritime traffic in the APT	108.338.630	96.614.633	90.795.620	137.098.573
Passenger vehicle traffic in the APT	245.541	266.676	293.908	209.572
Transport of goods by truck within the APT	1.215.821	1.231.168	1.199.130	1.036.279
<b>TOTAL HC APT</b>	<b>111.135.077</b>	<b>100.704.692</b>	<b>96.268.372</b>	<b>140.392.964</b>

- Emissions associated with maritime traffic at the Port Authority of Santa Cruz de Tenerife accounted for an average of 96.1% of the total emissions during the period 2017-2020. These emissions come mainly from the operation of the auxiliary engines when the ships are docked.

- With regard to Scopes 1 + 2, emissions under the control of the Port Authority, there was a decrease from 2018 to 2020, due to the energy efficiency and electric vehicle acquisition projects carried out during the aforementioned years. The negative figure of Scope 2 for the year 2020 is noteworthy, due to the fact that the Port Authority contracted the 100% renewable electricity supply and turned the electricity production of the photovoltaic installations on the roof of the Fish Market of the Port of S/C de Tenerife and the roof of the Maritime Station of La Palma into the grid.
- The Port Authority of Santa Cruz de Tenerife proposes to continue implementing improvements through the Strategic Plan for the Reduction of GHG Emissions, whose main objective is to comply with global, European, national and sectoral objectives and targets and inclusion in the carbon footprint register of the Ministry for Ecological Transition and the Demographic Challenge.
- As the main conclusion of the aforementioned Reduction Plan, it should be noted that the emissions under the direct control of the Port Authority associated with the consumption of electricity and fuel will be reduced by 100% compared to 2019. In other words, by 2030 it will become a carbon-neutral Port Authority, thanks to the self-generation of renewable energies, electricity supply with a guarantee of renewable origin and a zero-emission vehicle fleet.
- This is a more ambitious objective than the one set by the Strategic Framework of Puertos del Estado, which sets a target of a 70% reduction compared to emissions in 2019.
- With regard to the set of total emissions, which includes both those defined in the previous paragraph and the emissions associated with the activity that occur in sources that are controlled by an organization that operates within the limits of the Port Authority, the objective of a 70% reduction in emissions compared to 2019 stands out. This objective will be achieved mainly through the implementation of OPS (On-Shore Power Supply) projects, which currently allow and will allow ships calling at the Port Authority's ports to be supplied with electricity from renewable sources, which will prevent the emission of more than 63,000 tonnes of greenhouse gases (GHG) into the atmosphere by 2030.



## Soil Control

- The Port Authority has a piezometric network designed for public spaces in order to monitor the soil of the port's service area, to prevent and repair, if necessary, damage to the floor of the port's service area, as established in Decree 147/2007. of 24 May, which regulates the legal regime of contaminated soils in the Autonomous Community of the Canary Islands and Royal Decree 9/2005, of 14 January, which establishes the list of potentially soil-polluting activities.
- Incidents of possible contamination in an area of public use are reported via the port police and are managed according to the environmental incident procedure.
- Under the Environmental Monitoring Plan (PVA) is the monitoring of groundwater through the piezometric network of the APSCT. The inspection of each well is carried out on a semi-annual basis, focusing on the following works:
  - Checking for the possible presence of supernatant free product
  - Purging of the well, as deemed necessary
  - In situ measurement of physico-chemical parameters (pH, conductivity and temperature)
  - Sampling
- Once the sample has been taken, and it has been verified that there is no presence of hydrocarbons, temperature, pH and conductivity parameters are measured using a multiparameter probe. Finally, a sample is taken and transferred to the laboratory, where the presence of microbiological agents such as Coliforms and Escherichia coli will be analyzed.
- During the year 2022, no presence of hydrocarbon was found in any sampled piezometer.

## ONSEIA Environmental Monitoring

- Under the Environmental Monitoring Plan (PVA) is the monitoring of small works and activities not subject to an environmental impact study (ONS). These works are those that are not included in Annex I and/or Annex II of the current environmental regulations for projects, which are:
  - – LAW 21/2013, of 9 December, on environmental assessment (BOE No. 296, Wednesday 11 December 2013);
  - – LAW 14/2014, of 26 December, on Harmonization and Simplification in the Protection of Territory and Natural Resources (BOC No. 2, Monday 5 January 2015)
- Throughout 2022 and 2023, a total of 20 works of these characteristics have been monitored distributed between the Port of Santa Cruz de Tenerife, the Port of Santa Cruz de La Palma, the Port of Los Cristianos, the Port of Granadilla and the Port of La Estaca.
- The Site Managers of each of them have been contacted, and a document has been delivered with all the information they must provide regarding the work in question, whenever relevant.



## Waste Management

- The Port Authority of Santa Cruz de Tenerife is responsible for managing the waste produced directly by the organisation as a Producer (Law 7/2022, of 8 April, on waste and contaminated soils for a circular economy). This activity takes place in the ports of Santa Cruz de Tenerife, Los Cristianos and Granadilla. In the Ports of La Palma, La Gomera and La Estaca, Urban Waste is managed by the Cabildos of each island. Hazardous waste is managed by authorised managers in each of the ports.
- In compliance with the aforementioned Law, it is registered as a Small Producer of Hazardous Waste
- Companies located in the ports managed by the Port Authority of Santa Cruz de Tenerife are obliged to correctly manage the waste they generate in their facilities by their own means, always through Authorised Managers.
- However, Clean Points have been set up in the peripheral ports and in Los Cristianos so that users of marinas and small fishing boats can segregate their hazardous waste, with the Port Authority taking charge of this waste.

### Waste generated in the Ports of Santa Cruz and Los Cristianos.

	Type of Waste	2020 KG	2021 (Kg)	2022 (KG)
PUERTO DE SANTA CRUZ	Municipal Solid Waste	147.530,00	41.545,00	169.760,00
	Hazardous waste	5.293,00	3.670,00	7.379,00
	Oils	2.744,00	3.362,00	4.955,00
	<b>Total</b>	<b>155.567,00</b>	<b>48.577,00</b>	<b>182.094,00</b>
PUERTO DE LOS CRISTIANOS	Municipal Solid Waste	60.030,00	82.580,00	32.460,00
	Residuos Peligrosos	4.503,00	6.411,00	8.237,00
	Aceites	3.450,00	4.495,00	7.423,00
	<b>Total</b>	<b>67.983,00</b>	<b>93.486,00</b>	<b>48.120,00</b>

- The amounts of hazardous waste generated in 2022 increased significantly in the Port of Santa Cruz and the Port of Los Cristianos, due to the registration of more PR removals. In 2022, the removal of this waste is much better organized. The gradual increase in activity in the Port of Santa Cruz causes MSW to increase again due to the return of passengers and increase in traffic. In Los Cristianos, however, the management of MSW has been much lower.
- Although to a lesser extent, in 2023 we will also obtain data from La Gomera and La Estaca, by proceeding to register them as Small Producers of Hazardous Waste and thus obtain reliable data on them. In 2023, Hazardous Waste will be managed through authorised managers in Tenerife, as these services are not provided on the peripheral islands. It will be from 2023 when data will be obtained on the amount of hazardous waste generated in the Ports of the peripheral islands.
- As of 2022, the corresponding records of RP shipments are already carried out on the E-SIR platform, delegating this function to authorised waste managers.
- In 2022, there was a better control of the waste generated in the works carried out by contracts in the different Ports. The aim is to have full control of this waste by 2023, through the regular request to the contractors for the technical assistance contracted for this purpose.
- Royal Decree 1381/2002 of 20 December 2002 on port reception facilities for waste generated by ships and cargo residues, establishes the obligation of all ships docking in the ports of the Port Authority of Santa Cruz de Tenerife to deliver waste subject to the MARPOL Convention to authorised managers for the management of MARPOL waste.
- The following graph presents the data on the volume of waste managed during the year 2022 (Annexes I, IV and V):

	PORT SANTA CRUZ	PORT GRANADILLA	PORT LOS CRISTIANOS	PORT LA PALMA	PORT LA GOMERA	PORT LA ESTACA
MARPOL I	9.612 m3	200 m3	721 m3	0 m3	333 m3	333 m3
MARPOL IV	224 m3	0 m3	0 m3	0 m3	0 m3	0 m3
MARPOL V	5.456 m3	4 m3	0 m3	0 m3	0 m3	0 m3

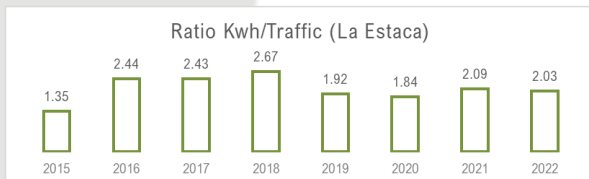
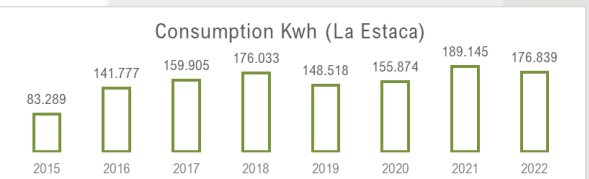
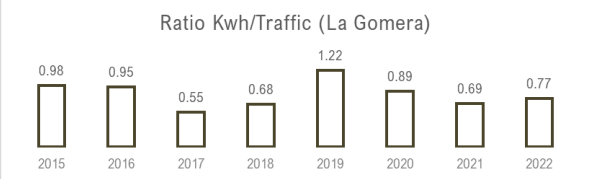
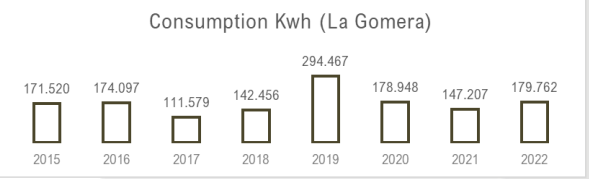
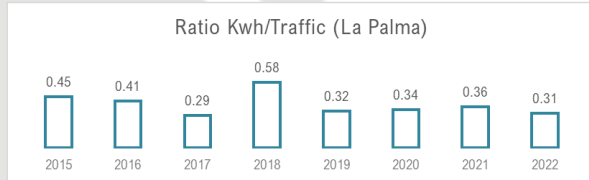
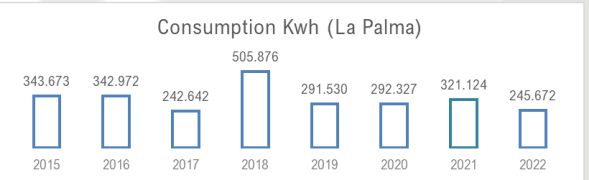
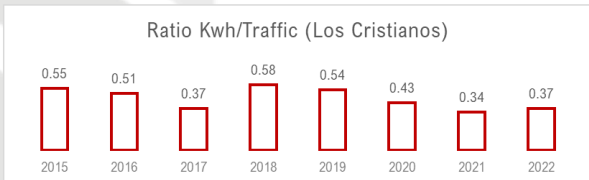
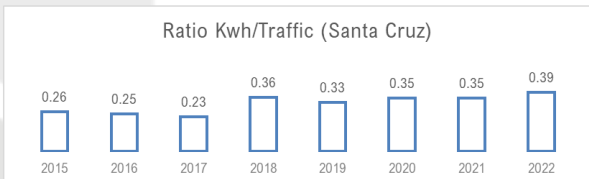
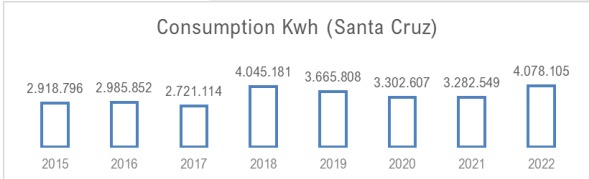


## Environmental Emergencies

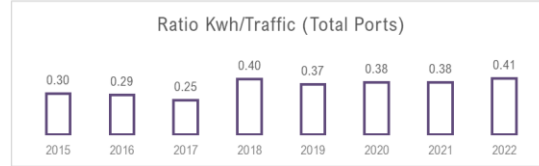
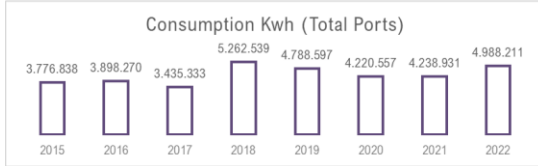
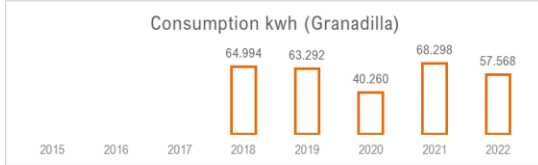
- One of the functions assigned to the Port Authorities by Royal Legislative Decree 2/2011, of 5 September, which approves the Revised Text of the Law on State Ports and the Merchant Navy, is to "control compliance with the regulations affecting admission in the port area, handling and storage of dangerous goods, as well as security and protection systems against terrorist and anti-social actions against fires and emergency prevention and control under the terms established by the regulations on civil protection, without prejudice to the competences that correspond to other bodies of the public administrations, as well as collaborating with the competent administrations on civil protection, fire prevention and extinguishing, rescue and pollution control" (Article 26(1)(j)).
- In order to carry out this function, the Consolidated Text establishes the need for Port Authorities to draw up different response plans to situations of environmental and emergency risk, which are specified in the following:
  - Maritime Interior Plan (PIM) prepared in compliance with Royal Decree 1695/2012, which establishes the contingency measures in the event of a marine pollution event that occurs within its scope of application, in a port, a maritime terminal for the handling of goods, a marine platform for the exploration or exploitation of natural resources at sea, as well as any other maritime facility located in areas where Spain exercises sovereignty, sovereign rights or jurisdiction.
  - The Port Protection Plan of each Port, in application of Royal Decree 1617/2007, of December 7, 2007, which establishes measures to improve the security of ports and maritime transport, as well as the Port Facility Security Plans that each of the port facilities identified in their corresponding Ports.
  - Internal Emergency Plan (PEI) of each port based on the provisions of Royal Decree 145/1989, of 20 January, which approves the National Regulations on the Admission, Handling and Storage of Dangerous Goods in Ports. The Port Authority has reached an agreement with the Harbour Master's Office on the procedures for the management of dangerous goods, creating for users the SALVIA, a programme for managing the admission and permanence of dangerous goods in the port's service area.
- The Port Authority has the corresponding Internal Emergency Plan for the Port and the Emergency Control Centre, the latter function being carried out jointly by the Port Police Control Room and the Service Coordination Centre (CCS), and from which all the operations that constitute the various phases of the actions related to the application of the Regulation with regard to the control of emergencies are coordinated that may originate. The availability of the Emergency Center is 365 days / 24 hours.
- The Self-Protection Plan of each port in application of Royal Decree 393/2007 of 23 March, which approves the Basic Self-Protection Standard. The Self-Protection Plan is the Internal Emergency Plan (PEI) adapted to Royal Decree 393/2007.
- The respective plans include sections relating to the implementation of drills.
- Within the scope of the port community and with the aim of responding in the most agile and coordinated way possible to possible disasters and risk situations, the different terminals regularly carry out emergency drills of which they report to the Port Authority of Santa Cruz de Tenerife. In 2022, 6 PIM activation drills were carried out, one for each Port.
- For the detection and registration of any environmental incident within the Ports, the Port Authority has the PMA-15 Environmental Incident Procedure, through which the port police, through inspections, warnings or complaints, submits a report on environmental incidents related to emissions, spills, noise or waste, registering an incident report that is transferred to the Head of Environment of the Port Authority for study, classification and report if applicable. Any environmental incident can activate the Internal Emergency Plan, with no activation of the PIM recorded throughout the years 2022 and 2023.
- In 2022, 19 incidents were reported by the Port Police in the Port of Santa Cruz, 5 in Granadilla, 2 in La Palma and 1 in Los Cristianos, categorized in relation to the environment. In the rest of the Port, no environmental incidents have been recorded.



## Electrical Power Consumption



The total consumption figure for all ports increased by 17.68% compared to 2021. 6.57% kWh/traffic. While consumption increased in the ports of Santa Cruz, La Gomera and Los Cristianos, it decreased in La Palma, La Estaca and Granadilla. The general increase in electricity consumption is due to the return to normality and the increase in traffic and movements in 2022, compared to 2020 and 2021.



### Port Authority electricity consumption by use during 2022:

Source of consumption	% of total
Road lighting	29,00%
Offices (lighting, air conditioning, etc.)	38,00%
Other Uses (Lighthouses & Industrial)	33,00%

The data provided is measured

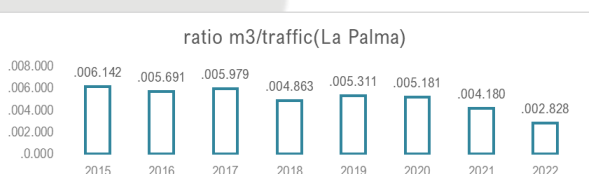
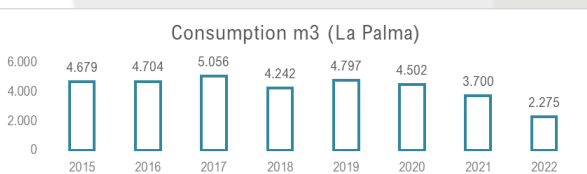
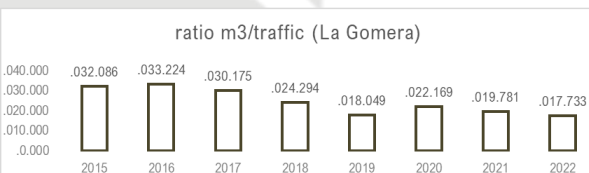
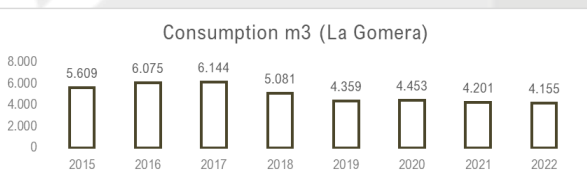
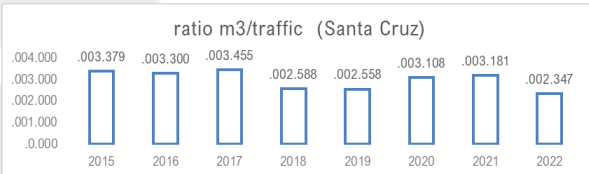
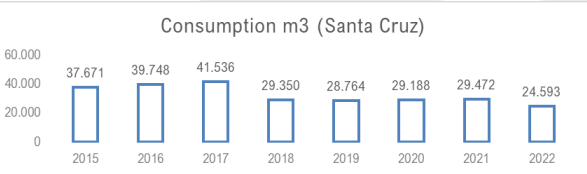
### Measures or initiatives for the control, saving, or production of electrical engineering

- Installation of meters to have a better understanding of consumption by application
- Lighting optimisation, indicating what it consisted of
- Photovoltaic systems.
- Optimisation of air conditioning systems, indicating what it consisted of



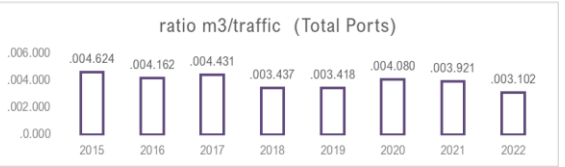
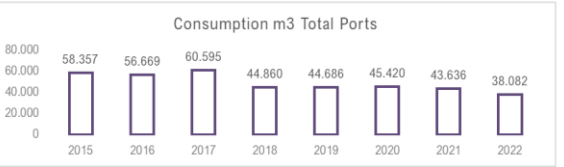
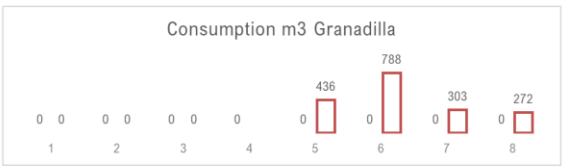
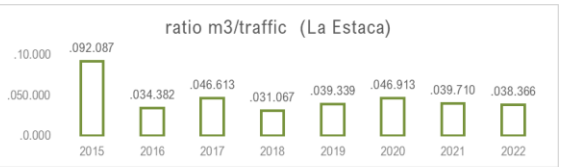
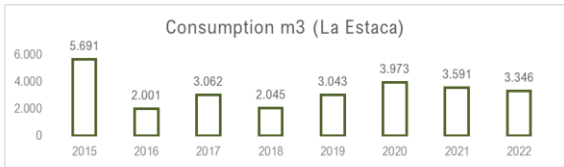


## Consumo de agua



In the total calculation of water consumption of all ports, their consumption has decreased in 2022. All the ports show a decrease in water consumption with respect to passenger traffic in a more than notable way, except in Los Cristianos, which shows a slight increase.

The general consumption of all Ports shows a downward trend in the last 6 years, decreasing in m3 in 2022 by 12.83% compared to 2021. If we relativize water consumption with port traffic, it can be seen that the consumption of liters of water per ton in 2022 decreases by 20.89% compared to 2021.



## Water Consumption

### Port Authority Water Consumption by USOS during 2022

#### PORT AUTHORITY OF SANTA CRUZ DE TENERIFE

Source of consumption	% over the total
Household/Workshops	39,22%
Irrigation of green	60,78%
Irrigation dust prevention systems (only if they are from the PA)	-
Other uses (indicate which)	-

#### PORT OF SANTA CRUZ DE TENERIFE

Source of consumption	% over the total
Household/Workshops	33,28%
Irrigation of green	66,72%
Irrigation dust prevention systems (only if they are from the PA)	-
Other uses (indicate which ones)	-

#### PORT OF LOS CRISTIANOS

Source of consumption	% over the total
Household/Workshops	87,65%
Irrigation of green areas	12,35%
Irrigation dust prevention systems (only if they are from the PA)	-
Other uses (indicate which ones)	-

#### PUERTO DE S.S. DE LA GOMERA

Fuente de consumo	% sobre el total
Doméstico/oficinas	26,57%
Riego zonas verdes	73,43%
Sistemas de prevención de polvo por riego (solos son de la AP)	-
Otros usos (indicar cuáles)	-

#### PORT OF S/C DE LA PALMA

Source of consumption	% over the total
Household/Workshops	44,49%
Irrigation of green	55,51%
Irrigation dust prevention systems (only if they are from the PA)	-
Other uses (indicate which ones)	-

#### PUERTO DE LA ESTACA (EL HIERRO ISLAND)

Source of consumption	% over the total
Household/Workshops	61,27%
Irrigation of green	38,73%
Irrigation dust prevention systems (only if they are from the PA)	-
Other uses (indicate which ones)	-

#### PORT OF GRANADILLA

Source of consumption	% over the total
Household/Workshops	100,00%
Irrigation of green	-
Irrigation dust prevention systems (only if they are from the PA)	-
Other uses (indicate which ones)	-

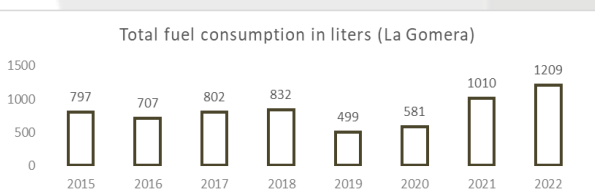
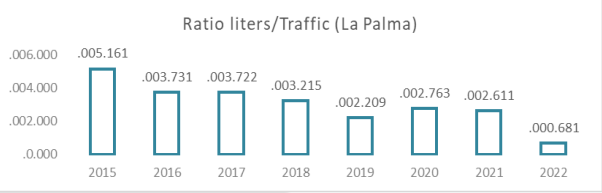
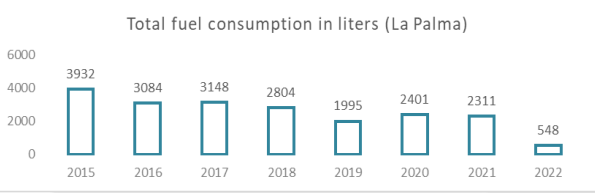
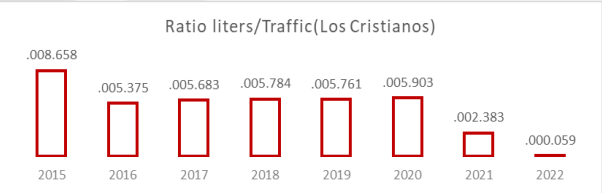
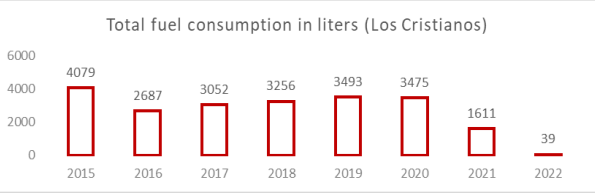
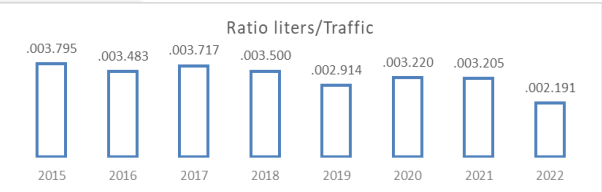
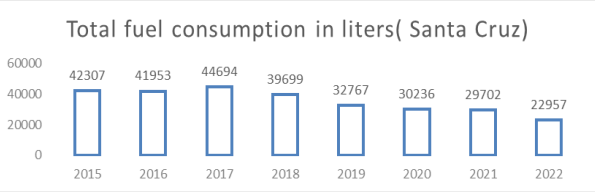
The data provided is measured

#### Water-saving measures implemented

- Installation of control meters for all own consumption.
- Installation of remote-controlled meters in the adductions.
- Optimization of controllers for irrigation control in gardens.
- Reduction of flushometer closing times.

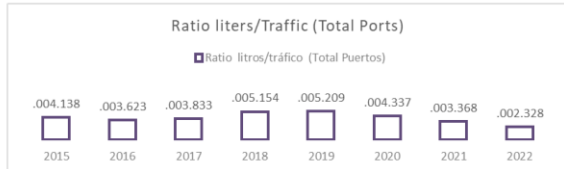
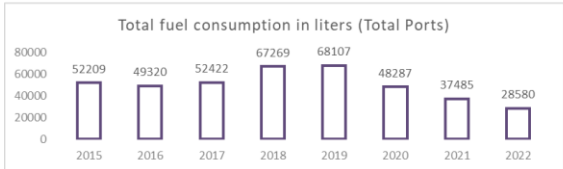
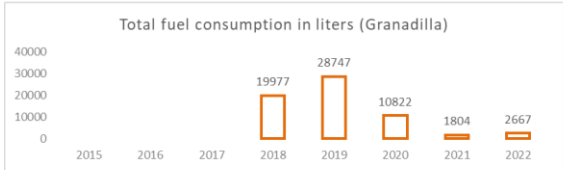
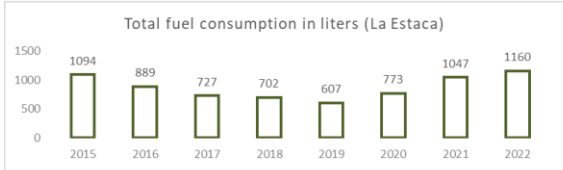


## Fuel Consumption



Fuel consumption has decreased significantly compared to 2021, specifically by 30.87% in kwh/traffic. All the ports show a significant decrease except La Gomera and La Estaca, which show an increase in consumption, mainly due to the fact that their consumption is much lower compared to Tenerife.

The overall consumption of all Ports shows a downward trend in the last 4 years, with the consumption of litres of petrol and diesel decreasing by 58.04% in 2022 compared to 2019. This significant reduction has been made possible by the gradual incorporation of electric vehicles in all Ports.



### Fuel consumption by type during 2022

Fuel Type	% of the total
Gas natural	-
Propane	-
Petrol	8%
Diesel	92%
Other	-

### Fuel consumption by use during 2022

Sources of consumption	% of total
Heating/Domestic Hot Water	-
Vehicles	99.99%
Boats	-
Generators	1.00%
Other Uses	-

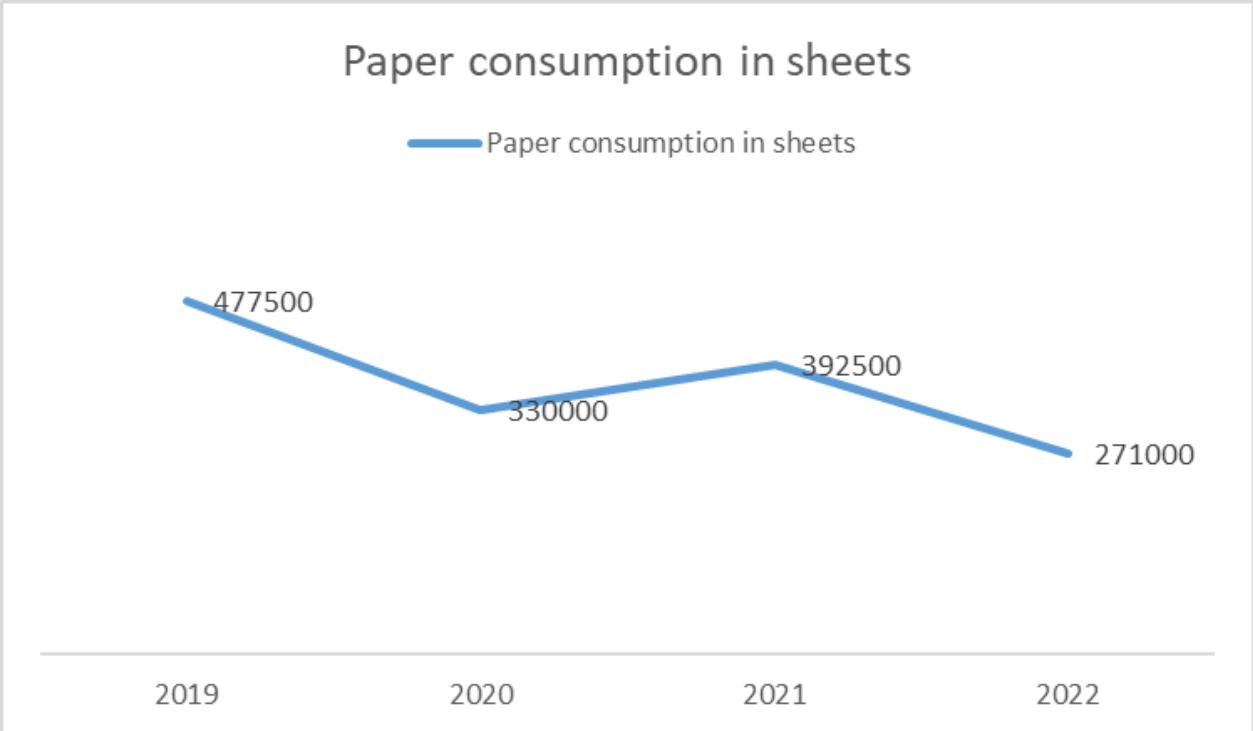


# Paper Consumption

In the total calculation of paper consumption of all ports, their consumption has decreased in 2022. Its consumption in all Ports has gone from 392,500 pages in 2021 to 271,000 in 2022, that is, a reduction of 30.92% in 2022, compared to 2021.

This significant reduction is due to the digital transformation process in which the Port Authority is involved and from which another significant reduction in paper is expected by 2023.

In addition, the purchase of paper is carried out through the strictest environmental criteria, acquiring paper with the Blue Angel label for the Ports of Tenerife and Ecolabel for the Ports of La Palma, La Gomera and La Estaca.





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Santa Cruz de Tenerife



# ENVIRONMENTAL REPORT 2023

## 7. ENVIRONMENTAL MANAGEMENT



## Organization of Environmental Management

- The Environment and Sustainability Division, integrated within the Management and Sustainable Development Area, manages the environmental aspects of the Port Authority of Santa Cruz de Tenerife, including the management of the Environmental Management System, as well as specific environmental functions and protocols.
- To ensure the establishment, implementation and maintenance of the management system, in order to comply with the requirements of the applicable regulations, the Port Authority relies on external Technical Assistance that supports the Environment and Sustainability Division.
- These functions are complemented by the environmental supervision of port activity carried out by the Port Police, which is part of the Surveillance Service and reaches 60% of the workforce.
- The rest of the workforce also has some impact on environmental management, through the performance of their work, which is carried out in accordance with the documented procedures of the Environmental Management System.

ENVIRONMENTAL RESPONSIBILITIES OF KEY PERSONNEL		
FUNCTION	POSITION	DEPARTMENT, AREA THE DIVISION
PORT OPERATIONS (DREDGING))	HEAD OF INFRASTRUCTURE DEPARTMENT	DEPARTMENT OF INFRASTRUCTURE
PORT OPERATIONS (NAVIGATION)	HEAD OF OPERATIONS DEPARTMENT	OPERATIONS DEPARTMENT
PORT OPERATIONS (SHIPPING)	HEAD OF OPERATIONS DEPARTMENT	OPERATIONS DEPARTMENT
PORT OPERATIONS (TERMINALS)	HEAD OF OPERATIONS DEPARTMENT	OPERATIONS DEPARTMENT
CARGO HANDLING OPERATIONS	HEAD OF OPERATIONS DEPARTMENT	OPERATIONS DEPARTMENT
JETTY/DOCK MANAGEMENT	HEAD OF OPERATIONS DEPARTMENT	OPERATIONS DEPARTMENT

ENVIRONMENTAL RESPONSIBILITIES OF KEY PERSONNEL		
FUNCTION	POSITION	DEPARTMENT, AREA THE DIVISION
SITE ADMINISTRATION	DIRECTOR	MANAGEMENT
PROCUREMENT OF SUPPLIES	ALL DEPARTMENTS, DIVISIONS OR AREAS	ALL DEPARTMENTS, DIVISIONS OR AREAS
LICENSES/PERMITS	HEAD OF OPERATIONS DEPARTMENT	OPERATIONS DEPARTMENT
QUALITY MANAGEMENT	HEAD OF THE PEOPLE, ORGANIZATION AND QUALITY SYSTEMS DIVISION	PEOPLE, ORGANIZATION AND QUALITY DIVISION
ON-SITE CONTRACTOR MANAGEMENT	ALL DEPARTMENTS, DIVISIONS OR AREAS	ALL DEPARTMENTS, DIVISIONS OR AREAS
CONCESSIONS AND AUTHORIZATIONS	HEAD OF OPERATIONS DEPARTMENT	OPERATIONS DEPARTMENT
ENERGY & CARBON FOOTPRINT MONITORING	HEAD OF MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA
VEHICULAR MANAGEMENT OF THE TERMINAL'S TRAFFIC	HEAD OF OPERATIONS DEPARTMENT	OPERATIONS DEPARTMENT
INSTITUTIONAL REPRESENTATION.	PRESIDENT	PRESIDENCY
INFRASTRUCTURE MAINTENANCE MANAGEMENT	HEAD OF CONSERVATION AND MAINTENANCE DIVISION	CONSERVATION AND MAINTENANCE DIVISION
IDENTIFICATION AND EVALUATION OF ENVIRONMENTAL ASPECTS	HEAD OF ENVIRONMENT	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA
IDENTIFICATION AND EVALUATION OF ENVIRONMENTAL AND OTHER LEGAL REQUIREMENTS	HEAD OF ENVIRONMENT	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA
SETTING ENVIRONMENTAL GOALS	HEAD OF ENVIRONMENT	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA
ENVIRONMENTAL TRAINING OF STAFF	JEFE DE DIVISIÓN DE PERSONAS, ORGANIZACIÓN Y SISTEMAS DE CALIDAD	PEOPLE, ORGANIZATION AND QUALITY DIVISION
ENVIRONMENTAL COMMUNICATIONS	HEAD OF ENVIRONMENT	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA
CONTROL OF ENVIRONMENTAL DOCUMENTATION AND RECORDS	HEAD OF ENVIRONMENT	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA
ENVIRONMENTAL OPERATIONAL CONTROL	HEAD OF ENVIRONMENT	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA
ENVIRONMENTAL PROCESSING OF PORT PLANNING AND URBAN PLANNING	HEAD OF ENVIRONMENT	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA



# Organization of Environmental Management

ENVIRONMENTAL RESPONSIBILITIES OF KEY PERSONNEL		
FUNCTION	POSITION	DEPARTMENT, AREA THE DIVISION
CONSUMPTION CONTROL	HEAD OF ENVIRONMENT	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA
WATER CONSUMPTION CONTROL	HEAD OF CONSERVATION AND MAINTENANCE DIVISION	CONSERVATION AND MAINTENANCE DIVISION
CONTROLLING PAPER CONSUMPTION	HEAD OF THE DEPARTMENT OF ECONOMIC AND FINANCIAL AFFAIRS	FINANCE DEPARTMENT
FUEL CONSUMPTION CONTROL	HEAD OF CONSERVATION AND MAINTENANCE DIVISION	CONSERVATION AND MAINTENANCE DIVISION
CONTROL OF ELECTRICAL ENERGY CONSUMPTION	HEAD OF INFRASTRUCTURE DEPARTMENT	DEPARTMENT OF INFRASTRUCTURE
WASTE CONTROL	HEAD OF ENVIRONMENT	ENVIRONMENT & SUSTAINABILITY DIVISION
CONTROL OF WASTE GENERATED BY THE MAINTENANCE OF INFRASTRUCTURES	HEAD OF CONSERVATION AND MAINTENANCE DIVISION	CONSERVATION AND MAINTENANCE DIVISION
CONTROL OF WASTE GENERATED BY THE OPERATION OF THE PORTS OF SANTA CRUZ, LOS CRISTIANOS AND GRANADILLA	HEAD OF CONSERVATION AND MAINTENANCE DIVISION	CONSERVATION AND MAINTENANCE DIVISION
CONTROL OF WASTE GENERATED BY THE OPERATION OF THE PORTS OF LA PALMA, LA GOMERA AND LA ESTACA	HEAD OF CONSERVATION AND MAINTENANCE DIVISION	CONSERVATION AND MAINTENANCE DIVISION
CONTROL OF WASTE GENERATED BY THE INFORMATION AND COMMUNICATION TECHNOLOGIES ACTIVITY	HEAD OF ICT DIVISION	ICT DIVISION
NOISE AND VIBRATION CONTROL	HEAD OF ENVIRONMENT	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA
CONTROL OF EMISSIONS INTO THE ATMOSPHERE	HEAD OF ENVIRONMENT	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA
CONTROL OF DISCHARGES INTO WATER	HEAD OF ENVIRONMENT	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA
CONTROL OF DISCHARGES INTO THE WATER OF THE PORT AUTHORITY	HEAD OF CONSERVATION AND MAINTENANCE DIVISION	CONSERVATION AND MAINTENANCE DIVISION
SOIL CONTROL	HEAD OF ENVIRONMENT	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA

ENVIRONMENTAL RESPONSIBILITIES OF KEY PERSONNEL		
FUNCTION	POSITION	DEPARTMENT, AREA THE DIVISION
MANAGEMENT OF ENVIRONMENTAL INCIDENTS	HEAD OF ENVIRONMENT	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA
ENVIRONMENTAL PROCESSING OF CONSTRUCTION PROJECTS AND ENVIRONMENTAL MONITORING OF WORKS	HEAD OF ENVIRONMENT	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA
ENVIRONMENTAL MONITORING OF WORKS PROJECTS NOT SUBJECT TO EIA	HEAD OF ENVIRONMENT/HEAD OF INFRASTRUCTURE DEPARTMENT	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA / INFRASTRUCTURE DEPARTMENT
MARINE STRATEGY COMPATIBILITY REPORT PROCESSING	HEAD OF ENVIRONMENT/HEAD OF INFRASTRUCTURE DEPARTMENT	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA / INFRASTRUCTURE DEPARTMENT
ENVIRONMENTAL SELECTION OF SUPPLIERS AND CONTRACTORS	ENVIRONMENTAL MANAGER	ENVIRONMENT & SUSTAINABILITY DIVISION
LICENSING OF PORT SERVICES AND COMMERCIAL SERVICES	HEAD OF PORT OPERATIONS AND SERVICES	SANTA CRUZ-GRANADILLA PORT ZONE DIVISION
GRANTING OF AUTHORISATIONS AND CONCESSIONS	HEAD OF PUBLIC DOMAIN DIVISION	PUBLIC DOMAIN DIVISION
EMERGENCY PREPAREDNESS AND RESPONSE	HEAD OF CORPORATE SECURITY UNIT	CORPORATE SECURITY UNIT
TREATMENT OF NON-CONFORMITIES, CORRECTIVE ACTIONS AND ENVIRONMENTAL PREVENTIVE ACTIONS	HEAD OF ENVIRONMENT	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA
CONDUCTING INTERNAL ENVIRONMENTAL AUDITS	HEAD OF ENVIRONMENT	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA
CARRYING OUT THE REVIEW OF THE ENVIRONMENTAL MANAGEMENT SYSTEM BY THE MANAGEMENT	HEAD OF ENVIRONMENT	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA
PREPARATION OF THE SUSTAINABILITY REPORT	HEAD OF ENVIRONMENT	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA
UNDERSTANDING THE CONTEXT OF THE ORGANIZATION	HEAD OF ENVIRONMENT	MANAGEMENT AND SUSTAINABLE DEVELOPMENT AREA
STRATEGIC PLAN MANAGEMENT	HEAD OF STRATEGIC PLANNING DEPARTMENT	STRATEGIC PLANNING DEPARTMENT
MANAGEMENT OF THE BUSINESS PLAN	CHIEF, DIVISION OF MANAGEMENT CONTROL AND STATISTICS	DIVISION OF MANAGEMENT CONTROL AND STATISTICS
MANAGEMENT OF THE CSR MASTER PLAN	HEAD OF THE PEOPLE, ORGANIZATION AND QUALITY SYSTEMS DIVISION	PEOPLE, ORGANIZATION AND QUALITY DIVISION



## Financial and personnel resources allocated to environmental management.

- The financial information during the 2022 financial year on expenses and investments in the implementation or maintenance of the Environmental Management System is as follows:

Investments linked to the implementation or maintenance of the EMS	78.900 €	€
(EMS Investments / Total Tangible and Intangible Investments) * 100	Nd	%
Expenses related to the implementation or maintenance of the EMS	33.400 €	€
(EMS Expenditure / Other Operating Expenses) * 100	Nd	%

- Economic information during the 2022 financial year on economic resources allocated to the characterization and monitoring of the port environment:

Investments in environmental characterization	11.500 €	€
(Investments in characterization / Total tangible and intangible investments) * 100	Nd	%
Expenditure on environmental characterization	252.400 €	€
(Characterization Expenses / Other Operating Expenses) * 100	Nd	%

- Economic information during the 2022 financial year on economic resources allocated to the characterization and monitoring of the port environment:

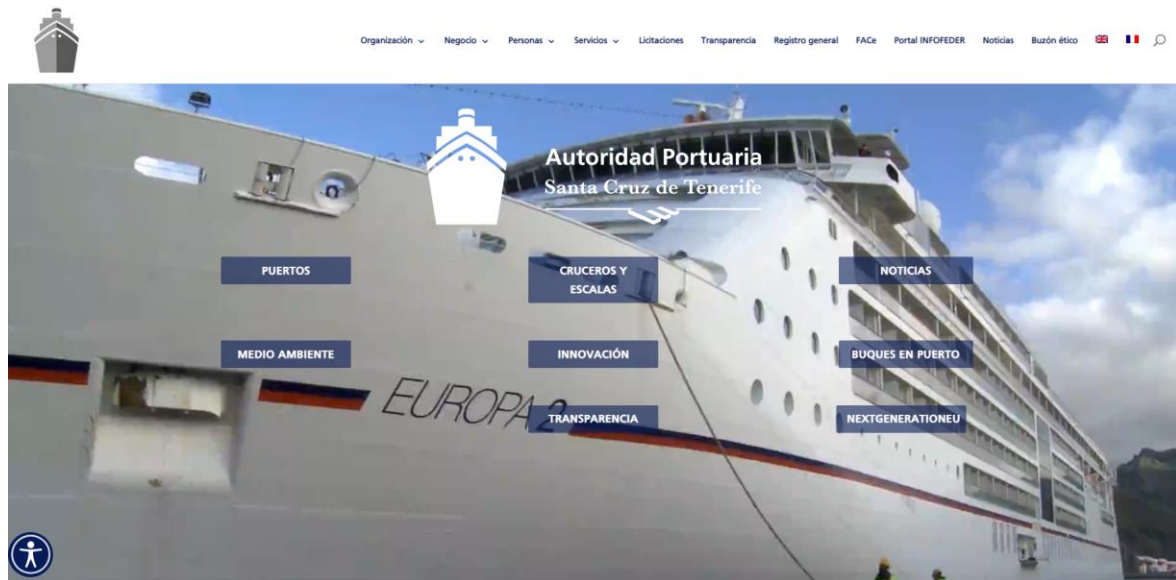
Ground Cleanup Expenses	1.100.000	€
Terrestrial surface area of service	1.659.747	m2
Expenditure on land cleaning / Surface area ground service	0,36	€/m2
Expenses for cleaning the water sheet	4.200	€
Surface area zone I	1.172.000	m2
Costs for cleaning the water surface / Zone I surface	0,01	€/m2





## Environmental training, dissemination and communication actions that promote environmental awareness

- The Port Authority of Santa Cruz de Tenerife uses various communication channels to make this information available to its stakeholders. These include:
- Website of the Port Authority of Santa Cruz de Tenerife. The Port Authority ([www.puertosdetenerife.org](http://www.puertosdetenerife.org)) website is one of the organization's main communication platforms across the full range of activities it covers, including environmental aspects.



- Publications. The publications produced by the Port Authority of Santa Cruz de Tenerife include Codes of Conduct, monographs and specific guides on particular topics, others that provide information on its activities, as well as periodicals. They can be found on the Web and are as follows:



Código de Conducta Ambiental de Puertos de Tenerife



Política de Sostenibilidad Ambiental



Ordenanza portuaria por la que se establecen normas reguladoras de determinadas actividades para limitar la contaminación atmosférica en los puertos



Memorias de Sostenibilidad



Plan de Recepción y Manipulación de Desechos de Buques y Residuos de Carga (MARPOL)



Guía de buenas prácticas en manipulación y almacenamiento de graneles sólidos en instalaciones portuarias



Guía de buenas prácticas en la implantación de sistemas de gestión ambiental en empresas portuarias



Guía de Gestión Energética en Puertos



ROM 5.1-13 Recomendaciones para la gestión de la Calidad de las aguas litorales en áreas portuarias



Buenas prácticas ambientales en Gestión de Residuos



Estrategia de Sostenibilidad de Puertos del Estado



Guía Buenas Prácticas Proyecto Mar Educa: Por el futuro de nuestras costas, sin residuos.



Cálculo de la Huella de Carbono y Plan de Reducción de Emisiones



# Organization of Environmental Management

- **Cooperation and participation in forums and seminars.** Throughout 2022 and 2023, the Port Authority of Santa Cruz de Tenerife participated in a large number of congresses and conferences on the environment in relation to ports, both national and international. These included:
  - Sustainability awards ceremony of the International Association of Ports (IAPH), held in Abu Dhabi, in its Climate and Energy category for its Tenerife Port Zero project. (October 2023).
  - Ceremony for the renewal of our ISO 14001:2015 environmental management certificate by AENOR (October 2023).
  - Participation in the Roundtable of Experts "COMMITMENT AGAINST LITTERING" of the LIBERA Project in alliance with Ecoembes. (October 2023).
  - Waste collection at the beaches of Los Cristianos and Los Tarajales (Puerto de Los Cristianos, Arona, Tenerife) within the framework of the Libera Project. (September 2023).
  - II CONFERENCE ON ENVIRONMENTAL SUSTAINABILITY AND PORT MANAGEMENT of the Port of Huelva (September 2023).
  - Round table "La Basulareza: united against an environmental problem" held at the Port Authority facilities in Santa Cruz de Tenerife (July 2023).
  - Visit to the facilities of the Cabildo de Tenerife Environmental Complex, the Canarias Recicla Foundation and Ewaste Canarias S.L. on the occasion of International Mother Earth Day (April 2023)
  - Participation in the MARLICE – International Forum on Marine Litter And Circular Economy MARLICE ISLANDS 2023, promoted by the Government of the Canary Islands and coordinated by the Spanish Association of Marine Litters (March 2023)
  - Annual waste collection meeting "1 m2 against littering" organized by SeobirdLife and Ecoembes, within the framework of the #ProyectoLIBERA. (June 2023)
  - Eclipse Final Event #finaleclipse Climate Change Assessment in Ports in South-West Europe (March 2023)

## → Environmental Complaints

- In 2022, there were 5 official complaints filed by different stakeholders. There has been one noise complaint in La Palma, two water complaints in Puerto de Santa Cruz, two air complaints in Santa Cruz, one water complaint in Granadilla.
- There are two files from 2020 and 2021 that are generating new entries because they are still open, these come from the Ombudsman (4) and Mr. Ricardo Oliva (9), both repeated noise complaints. All of them have been dealt with and answered in a timely manner.

## → Requests for Environmental Information

- Requests for environmental information are correctly tracked in the file manager. In 2021, 6 official requests for information were submitted: 4 from individuals and consulting companies, one from CEPSA and another from ECOLOGISTAS EN ACCIÓN. All of them have been answered within the deadline.





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# ENVIRONMENTAL REPORT 2023

## 8. STAKEHOLDER NEEDS AND EXPECTATIONS



GA-2014/0189



NOVEMBER 2023

# Stakeholder needs and expectations

The Port Authority of Santa Cruz de Tenerife is committed to its customers, employees and other stakeholders, and develops specific actions of Social Responsibility, especially in the area of environmental sustainability, where it has been developing, for years, environmental protection initiatives that seek to achieve a balance between commercial and economic growth and the protection of its environment.

The Port Authority orients Social Responsibility Management towards sustainability and continuous improvement, based on the analysis of the expectations of stakeholders and the result of measuring the economic, social and environmental impacts of the actions implemented in each of them. The APTF has established various communication channels adapted to each stakeholder group, with whom they maintain an active dialogue.

## Stakeholders



The stakeholders identified by the Port Authority are the people, organisations and institutions that affect or may be affected by the organisation's activities and decisions.

interested in the economic, social and environmental aspects that aroused their interest in the Port Authority's performance and which they considered to be priorities for developing the organization's Sustainability Strategy.



### ADMINISTRATION

- Harbour Master's Office Cabildos
- Customs, Soivre, Health
- Local Town Halls
- Ministry of Public Works
- Ministry of the Environment



### CLIENTS

- Shipping companies
- Shipowners
- Shipping agents
- Sports sailing
- Oil companies
- Ship Repair Companies
- Logistics companies
- Dealers



### SUPPLIERS

- Service Contracts
- Suppliers
- Strategic Works Contracts
- Minor Works Contracts
- Engineering Studies



### PORT SERVICE PROVIDERS

- Waste Reception Service
- Technical-nautical services
- Passenger Services
- Freight Handling Services



### SOCIETY

- Local Communities
- Neighborhood Associations
- Local Schools
- Universities
- Local Environmental Associations
- Non-profit social action organisations



### EMPLOYEES

- Agreement Staff
- Non-collective bargaining agreement personnel



## Stakeholder Needs and Expectations I

STAKEHOLDER	NEEDS/EXPECTATIONS
<p>CLIENTS (Shipping companies Oil companies Shipowners Repair Companies naval Consignees Logistics companies Nautical Sports Dealers)</p>	<ul style="list-style-type: none"> <li>✓ Efficient and simple procedures and procedures</li> <li>✓ Safe and sustainable infrastructure</li> <li>✓ Good coordination between the different parts of the organization</li> <li>✓ Accessibility</li> <li>✓ Information on environmental compliance required in the performance of its activity.</li> <li>✓ Provision of increasingly sustainable services.</li> <li>✓ Provision of means for the delivery of waste</li> <li>✓ Ability to respond to environmental emergencies.</li> </ul>
<p>COMMERCIAL PORT SERVICE PROVIDERS (Waste Reception Service Passenger Services Technical-nautical services Freight handling and transportation services)</p>	<ul style="list-style-type: none"> <li>✓ Port with safe, sustainable and accessible infrastructures</li> <li>✓ Dissemination and communication of its services to the port community</li> <li>✓ Information on environmental compliance required in the performance of its activity.</li> </ul>
<p>EMPLOYEES (Technical Managers) Professionals: Port Police Maintenance Support Administrative Non-collective bargaining staff President &amp; Director Management staff)</p>	<ul style="list-style-type: none"> <li>✓ Safe, sustainable and healthy environment</li> <li>✓ Information about the organization itself and its development</li> <li>✓ Active participation in certain decisions</li> <li>✓ Training and awareness-raising in environmental matters</li> <li>✓ Concern on the part of the APTF for the Environment.</li> <li>✓ Policies for sustainability, saving on consumption and proper waste management</li> <li>✓ Correct environmental planning</li> <li>✓ Provide quality services and be pioneers and competitive with the environment</li> <li>✓ Reduce the consumption of natural resources</li> <li>✓ Reduce the number of workplace accidents</li> </ul>



## Stakeholder Needs and Expectations II

STAKEHOLDER	NECESIDADES/EXPECTATIVAS
OTHER ADMINISTRATIONS (HARBOUR MASTER'S OFFICE, EXTERNAL HEALTH, TENERIFE CITY COUNCIL, PLANT AND ANIMAL HEALTH, SOIVRE, CUSTOMS, MARITIME RESCUE, MINISTRY OF THE ENVIRONMENT)	<ul style="list-style-type: none"> <li>✓ Secure access to authorized areas and controlled access to the port</li> <li>✓ Environmental Legal and Regulatory Compliance</li> <li>✓ Maintenance of the natural areas and protected species of the Ports and their surroundings in adequate conditions.</li> <li>✓ Economic savings linked to the reduction of consumption</li> <li>✓ Increasing energy efficiency in ports</li> <li>✓ Possibility of economic amortization of environmental improvements, especially in terms of energy efficiency</li> </ul>
BASIC PORT SERVICE PROVIDERS	<ul style="list-style-type: none"> <li>✓ Port with safe, sustainable and accessible infrastructures</li> <li>✓ Maintenance of the environmental and quality conditions of the infrastructures that may affect its activity (mainly in terms of water and soil)</li> <li>✓ Enjoy rebates on tariffs with environmental improvements</li> <li>✓ Provision of means for the delivery of waste</li> <li>✓ Safe traffic through the port in terms of safety and security, without the risk of contamination, fire or explosion.</li> </ul>
SUPPLIERS (You contract services You contract strategic works* Suppliers Contracts minor works Engineering)	<ul style="list-style-type: none"> <li>✓ Safe and sustainable infrastructures</li> <li>✓ Information on environmental compliance required in the performance of its activity</li> <li>✓ Safe traffic through the port in terms of safety and security, without the risk of contamination, fire or explosion.</li> </ul>
SOCIETY (Local Communities Universities Associations Neighborhood Environmental Associations Centres Local Educational Institutions Non-profit organizations)	<ul style="list-style-type: none"> <li>✓ Environmental Legal and Regulatory Compliance</li> <li>✓ That port activity generates the least possible impact on the environment and its most direct surroundings.</li> <li>✓ Measures for the prevention and containment of environmental accidents.</li> <li>✓ Maintaining air quality in the port environment</li> <li>✓ Maintaining acceptable noise levels</li> <li>✓ Fluidity of traffic lanes, avoiding nuisance due to combustion gases, as well as traffic accidents</li> <li>✓ To enhance and promote the richness of the cultural, historical and artistic heritage of the port environment</li> <li>✓ Provision of information on port management</li> </ul>





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# ENVIRONMENTAL REPORT 2023

## 9. LEGAL REQUIREMENTS



The Port Authority of Santa Cruz de Tenerife has a procedure in place to identify and periodically assess legal and other environmental requirements, the PMA-02 Identification and Assessment of Legal Requirements. In this way, it keeps its environmental authorisations up to date and regularly complies with its environmental obligations.

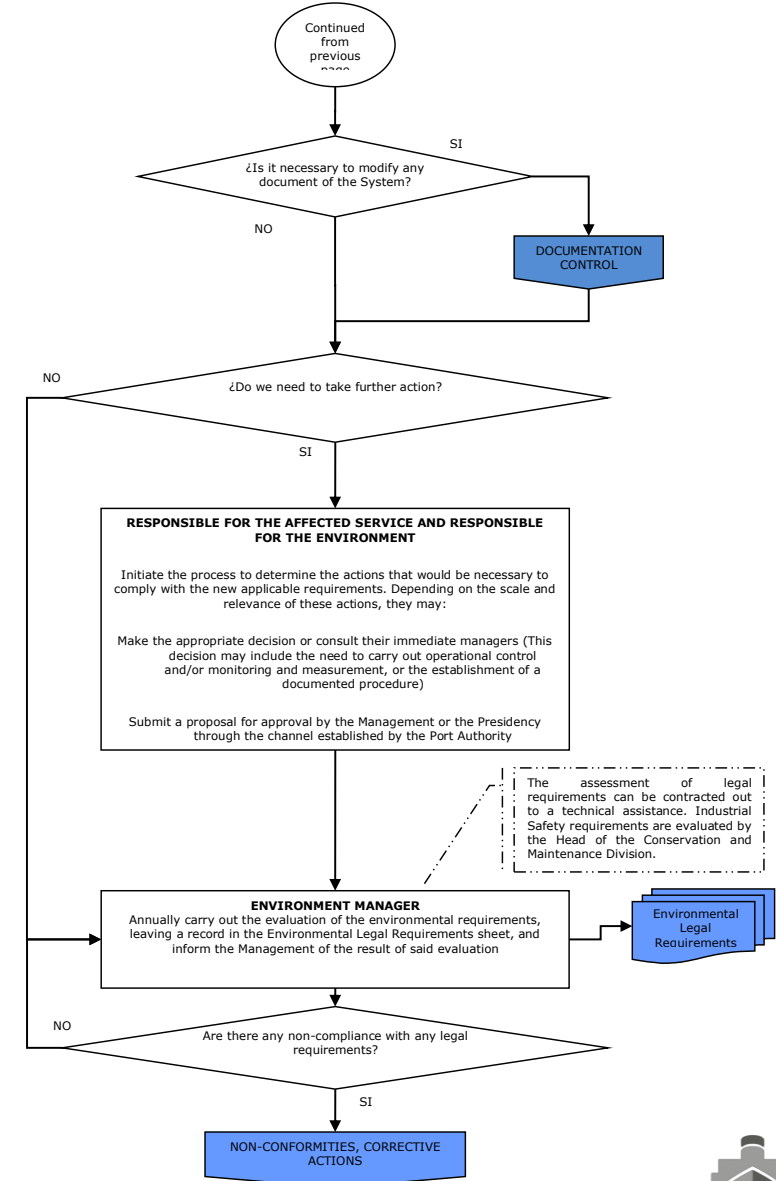
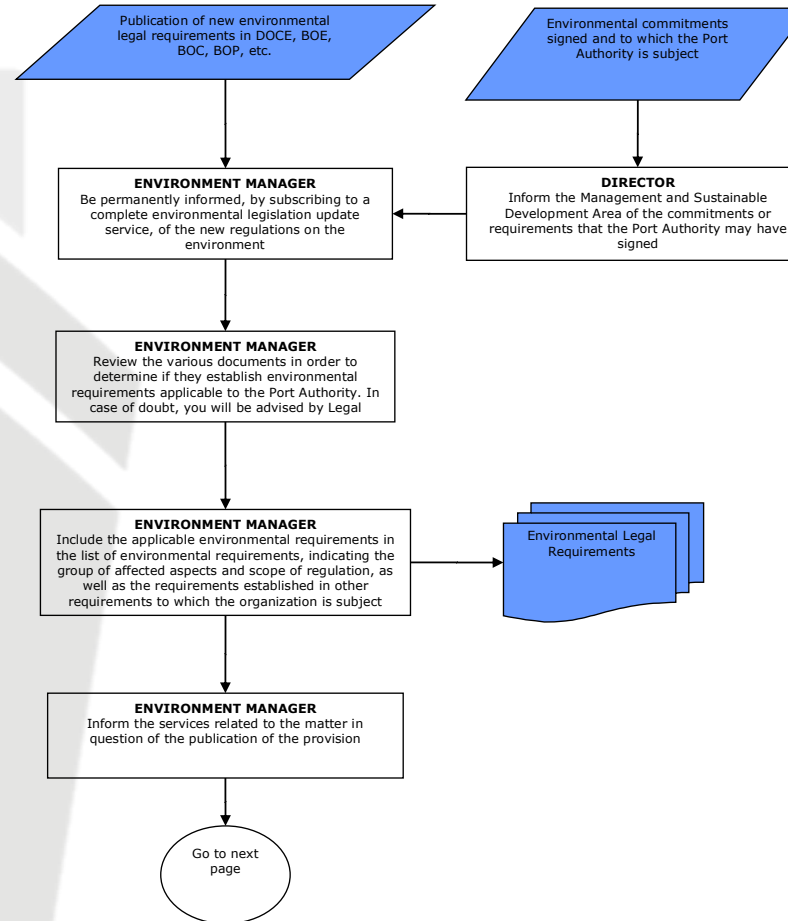
The Port Authority of Santa Cruz de Tenerife considers it essential to comply with current legislation and especially with environmental legislation, as well as with regard to Industrial Safety. This includes compliance with environmental requirements in areas such as waste segregation and management, control of air emissions, water or noise control.

The Port Authority also encourages its staff and the concessions and authorizations located in the port facility to comply with environmental legal requirements, providing training on the legal requirements that facilities must comply with in terms of hazardous waste, environmental responsibility and discharges, among others.

On an annual basis, the Port Authority assesses compliance with these requirements through the SALEM platform through its Environmental Manager and independent or external staff. Environmental and industrial legal requirements are audited annually by an independent expert auditor from the AENOR Certification Body.

The process followed to implement and evaluate those requirements is shown below:

## Legal Requirements







Autoridad Portuaria  
Santa Cruz de Tenerife



# ENVIRONMENTAL REPORT 2023

## 10. OBJECTIVES, ACTIONS AND PROJECTS



- Strategic Line 10 of the Strategic Framework of the Port System. Environmentally Sustainable Ports, establishes 3 general objectives:
- **General management objective 10.1.** Due diligence in environmental management, framed in a specific strategy and the achievement of the necessary certifications
- **General management objective 10.2.** To raise environmental quality in order to contribute to the quality of port water, air and soil, through continuous prevention and effective response, where the natural environment of the port is characterized and the preservation of biodiversity is integrated into the planning, development and operation of the port.
- **General management objective 10.3.** To highlight the value of eco-efficiency, to minimise water and energy consumption, optimise the use of space, and advance in the circular economy of port activity.
- The Port Authority's Business Plan establishes 14 operational objectives belonging to line 10 Sustainable Environmental Ports, whose goals and monitoring can be seen in section 1.4 of this report, being the following:

## OPERATIONAL OBJECTIVES

OB_1: IMPROVE THE ENVIRONMENTAL MANAGEMENT OF THE PORT AUTHORITY THROUGH THE IMPLEMENTATION OF ENVIRONMENTAL MANAGEMENT SYSTEMS (EMS).	This objective is carried out with the intention of certifying the Port Authority in Environmental Management Systems annealed and certified in order to improve the environmental management of the organization.
OB_2: IMPROVE THE ENVIRONMENTAL MANAGEMENT OF COMPANIES OPERATING IN THE PORT THROUGH THE IMPLEMENTATION OF ENVIRONMENTAL MANAGEMENT SYSTEMS (EMS).	To this end, the Port Authority's intention is to influence the environmental management of the companies operating in the port, encouraging them to also implement and certify environmental management systems.
OB_3: ENCOURAGE THE BEST ENVIRONMENTAL PRACTICES OF THE COMPANIES OPERATING IN THE PORT.	This objective aims to encourage and facilitate the signing of good practice agreements to incentivise companies through bonuses.

## OPERATIONAL OBJECTIVES

OB_4: ACHIEVE A MORE EFFICIENT MANAGEMENT OF THE NATURAL RESOURCES USED BY THE PORT AUTHORITY (PA).	To this end, the Port Authority aims to improve the efficiency of the main resources necessary for its activity, as well as the energy efficiency of its infrastructures.
OB_5: OPTIMISE THE MANAGEMENT OF WASTE GENERATED OR MANAGED BY THE PORT AUTHORITY (PA).	This objective pursues the optimisation of the management of all waste, as well as carrying out actions favouring the development of good practices in waste management throughout the port community.
OB_6: IMPROVE THE PERCEPTION OF THE ENVIRONMENT ABOUT THE ENVIRONMENTAL PERFORMANCE OF THE PORT.	This objective aims to carry out improvement actions in order to reduce the impact on the environment of the Ports and therefore the number of environmental complaints.
OB_7: REDUCE THE PRESSURE OF PORT OPERATORS' ACTIVITY ON AIR QUALITY.	To this end, the aim is to establish measures to reduce emissions from the Port Community.
OB_8: REDUCE THE PRESSURE OF PORT OPERATORS' ACTIVITY ON WATER QUALITY	This objective aims to reduce the impact of port activities on water quality, through periodic sampling and improvement of infrastructures.
OB_9: REDUCE THE PRESSURE OF PORT OPERATORS' ACTIVITY ON SOIL QUALITY.	This objective aims to reduce the impact of port activities on the soil, through periodic sampling and monitoring of concessions.
OB_10: HAVE AN INTEGRATED AND EFFECTIVE RESPONSE TO MARINE POLLUTION EMERGENCIES.	This objective aims to ensure the correct response to possible environmental emergencies, keeping means and resources ready to deal with them.
OB_11: PREVENT DISCHARGES INTO THE SEA DUE TO BAD PRACTICES AND RECOVER THE COSTS OF INTERVENTION IN EMERGENCIES DUE TO MARINE POLLUTION.	This objective aims to control episodes of marine pollution derived from bad practices in the Port Community.
OB_12: INCENTIVISE THE BEST ENVIRONMENTAL PRACTICES OF SHIPS DOCKING IN THE PORT.	This objective seeks to improve the environmental practices of ships operating in ports by encouraging the application of these practices through economic rebates in port taxes.
OB_13: PREVENT BAD ENVIRONMENTAL PRACTICES IN PORT OPERATIONS AND IN THE USE OF FACILITIES.	This objective aims to approve and disseminate codes and regulations on environmental matters that guarantee legal compliance in the Port Community and the development of the best possible environmental practices.
OB_14: ASSESS AND MANAGE THE CARBON FOOTPRINT.	To this end, the Port Authority intends to calculate its carbon footprint in order to subsequently establish plans to reduce and compensate for its footprint.



- The Port Authority of Santa Cruz de Tenerife understands Social Responsibility as an integral and essential part of the organisation itself and of each of the services it provides. That is why it establishes its commitment to envision the province's ports as ports of the future, innovative, connected, intelligent, sustainable and integrated into the city.
- From this idea was born opPORTunity, a platform for port innovation that, on the one hand, facilitates the interconnection of the islands' port agents for innovation, and on the other, supports the innovative projects that are launched in the port community.

## opPORTunity

- The platform aims to convey to the port business fabric the opportunities for improvement of its environment, and that citizens can access current news and information on logistics, international trade and sustainability, subsidies and aid related to the port sector, R+D projects, contact details of entities and training, among others.
- Innovation in ports has to be fostered by the port authorities themselves, acting as levers of the innovative system of the port ecosystem. The Port Authority of Santa Cruz de Tenerife establishes, as a priority objective within its corporate strategy, to become the epicentre that generates innovative measures from which all port actors can benefit and therefore the port itself.

- The most outstanding projects are the following:
- Electrification of ports through OPS, for the supply of electricity to ships. There are a total of 20 projects in the 6 ports under the control of the Port Authority with a total investment of more than 45 million euros until 2030. See Section 7: Best Practice 1.
- 50 MW offshore wind farm in the port of Granadilla.
- Development of energy communities in the port of Santa Cruz de Tenerife.
- Development of energy communities in the port of Santa Cruz de la Palma.
- Project for the installation of a 30 kW wind turbine for self-consumption in the port of La Estaca.
- Project for the installation of a 30 kW wind turbine for self-consumption in the port of La Gomera.
- Wave plant in the Port of Granadilla 50 kW
- Wave plant in the Port of Santa Cruz de Tenerife 60 kW



## → PROJECTS WITH EUROPEAN FUNDS.

- **ITG technology to digitize green energy generation in the ports of Leixões, Granadilla and Ferrol:** European consortium called ENEPORTS that will show the essential role of digitalisation in the decarbonisation of ports and in the efficient consumption and generation of green energy, which will include the deployment in ports of hydrogen storage or production systems, as well as electricity supply for maritime and land transport, and will increase the green energy available from different technologies, promoting technological and economic development and creating energy communities in their surroundings. In total, the ports of Ferrol, Granadilla and Leixões plan to install more than 70 megawatts by 2030.
- In addition, ENEPORTS will study the feasibility of using, in a port area, an innovative multi-source device that produces energy through the tension of mooring lines, in combination with a hydro turbine and solar panels. A shore power system (OPS) device for tugboats, based on a hydrogen-powered combustion generator, will also be tested for feasibility and compared with other existing alternatives.
- **Port Community System (PCS).** Advanced service management system at the Port Authority of Santa Cruz de Tenerife: It aims to optimise the systems that are already in place and develop new ones in order to improve our competitive position, as well as automating port and logistics processes through a single data sending, connecting the transport and logistics chains. The main objective is the elimination of the point-to-point transfer of information without centralization and orchestration, betting on the reuse of data and information for the request, authorization and provision of services, as well as for the approval of the necessary procedures for maritime traffic, which will flow in an agile way through the logistics chain that specifically makes up the APSCT, with a budget of €213,631.77.



- **CORE LNGas hive project:** The objective of the project is to develop an integrated, safe and efficient logistics chain for the supply of liquefied natural gas (LNG) as a fuel in the transport sector, especially maritime, in the Iberian Peninsula. This will promote the use of this alternative fuel not only on ships but also in port areas. The project, led by Puertos del Estado and coordinated by Enagás, has 42 partners from Spain and Portugal. The total budget amounts to €33.3M
- Through different studies, tests will be carried out on real parts of the LNG logistics chain needed to supply LNG services to ships. They include the adaptation of LNG terminals to offer small-scale services, the development of supply barges, and the use of LNG within the port area (tugboats, LNG-powered electric generators and container cranes).
- **Photovoltaic installation project for instantaneous self-consumption for the headquarters building of the Port Authority of Santa Cruz de Tenerife:** For the optimisation of the Port Authority's own facilities, the installation of a photovoltaic plant for instantaneous self-consumption is proposed at the Port Authority's headquarters located in Santa Cruz de Tenerife, with a budget of €148,939.40.
- **Adaptation and improvement of the energy efficiency of the public lighting installation of the tunnel of the link dock of the Port of Santa Cruz de Tenerife:** Adaptation of the public lighting installation with respect to the replacement and renovation of the tunnel projectors using LED technology. Work will therefore be carried out on the lighting inside this tunnel of approximately 460 metres in length with a total budget of €285,000, improving the lighting levels and energy efficiency of the facility.



- **Adaptation and improvement of the energy efficiency of the public lighting installations of the coastal road of the Port of Santa Cruz de Tenerife:** Adaptation of the public lighting installation with respect to the construction of new bases, installation of new supports, relocation of the luminaires and installation of new protection and bypass boxes, as well as the corresponding power lines and replacement of the current luminaires with more modern ones with a higher technology LED with a budget of €199,251.74, improving the lighting levels and energy efficiency of the installation.
- **Adaptation and improvement of the energy efficiency of the installations of the high-rise lighting towers of the Ribera Quay, Arms Terminal, Service Road, Link Dock and Los Llanos Dock of the Port of Santa Cruz de Tenerife:** Replacement of the current projectors with more modern ones with LED technology. Therefore, action will be taken on the exterior lighting of the aforementioned infrastructures, with a total budget of €414,127.02, improving the lighting levels and energy efficiency of the facility.
- **Improvement of energy efficiency in the installation of passenger terminal lighting in the Port of Los Cristianos. T.M. Arona S/C de Tenerife:** Replacement of the current obsolete luminaires with more modern ones with LED technology. Therefore, work will be carried out on the lighting of different rooms of the passenger terminal, with a budget of €87,967.25, maintaining the lighting levels and improving the energy efficiency of the facility.
- **Photovoltaic installation project for instantaneous self-consumption for the tunnel of the Muelle de Ribera service road in Santa Cruz de Tenerife:** Installation of a photovoltaic plant for instantaneous self-consumption in the tunnel of the Ribera Dock Access Road owned by the Port Authority located in Santa Cruz de Tenerife, which provides the necessary energy for the lighting of the tunnel, with a budget of €69,467.68.

- **Photovoltaic installation project for instantaneous self-consumption for the building of the Fishermen's Guild of Los Cristianos:** Installation of a photovoltaic plant for instant self-consumption in the Fishermen's Guild located in Los Cristianos, whose owner is the Port Authority located in Santa Cruz de Tenerife, to provide the necessary energy for the lighting of the facilities and other associated equipment, with a budget of €49,522.59.
- **Photovoltaic installation project for instantaneous self-consumption for the fishing market of the Santa Cruz de Tenerife Pier:** Installation of a photovoltaic plant for instantaneous self-consumption in La Lonja de Pesca located in the Fishing Basin, whose owner is the Port Authority located in Santa Cruz de Tenerife, which provides the necessary energy for the lighting of the tunnel, with a budget of €80,203.19.
- **Improvement of energy efficiency of the installation of public lighting in the East Dock of the Port of Santa Cruz de Tenerife:** Replacement of the current luminaires and projectors with more modern ones with LED technology, as well as the inclusion of remote management control, achieving a reduction in energy consumption, maintaining the same levels of lighting, with a budget of €329,734.



