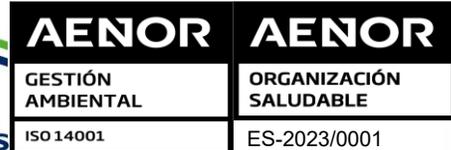




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Portuaria
SANTA CRUZ DE TENERIFE

ENVIRONMENTAL REPORT 2025

PORT AUTHORITY OF SANTA CRUZ DE TENERIFE





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Environmental Report 2025 Presentation



2024

- Ensuring a harmonious coexistence between ports and the cities that host them is an essential priority in the management of ports of general interest. In the case of the Port Authority of Santa Cruz de Tenerife, this premise has guided one of the most relevant lines of action in recent years, making decisive progress in the consolidation of a port-city relationship based on cooperation and mutual benefit.
 - As in human relations, institutional bonds are based on principles of respect, loyalty and dialogue. These values have guided the collaboration between the administrations involved, achieving particularly significant results in 2024 that highlight the effectiveness of the joint work between the port and the city.
 - Among the most outstanding milestones is the transfer to the public, in February, of an area of 13,300 square meters on the coast of Valleseco, today recognized as the new bathing area of Santa Cruz. This achievement, the result of an administrative process of more than two decades, is already part of the recent history of the capital of Tenerife.
 - The so-called Valleseco Puddle Zone, with an investment of close to 19 million euros from an inter-administrative agreement, offers 340 meters of coastline and various areas equipped with protective, floating platforms, dock, accessible ramps and landscaped areas. This space, promoted by the collaboration between the Port Authority, the Cabildo de Tenerife, the City Council of Santa Cruz de Tenerife and the Government of the Canary Islands, is an example of inter-institutional cooperation and integration of the seafloor, into urban life.
 - Another project of particular relevance is the promotion of the financing of the design prepared by the Herzog & De Meuron studio for the Link Quay, which includes the construction of the buildings of the cruise and passenger terminal. For its materialization, the signing of a new inter-administrative agreement has been proposed that will make this strategic action a reality for the port and urban development of the capital.
 - However, the port-city relationship cannot be limited to the execution of large infrastructures, but must also be projected in the day-to-day management and permanent collaboration in areas such as the environment, the provision of services or the organisation of cultural activities, always maintaining the efficiency and safety of port operations.
- In the field of sustainability, Puertos de Tenerife is developing the Port Zero programme, a set of actions aimed at achieving neutrality in carbon dioxide emissions and contributing to the fulfilment of global climate objectives. The initiatives contemplated include the electrical connection of ships at berth, the production and use of renewable energies for self-consumption, the implementation of intelligent public lighting, hydrogen cell tests and research on the energy use of waves. Also noteworthy is the offshore wind farm project in the waters of the port of Granadilla, promoted as a private initiative of an experimental nature in the field of R+D+i.
 - This commitment is not limited to port management, but also seeks to strengthen public knowledge about the economic and social relevance of ports, their contribution to job creation and their essential role in the productive and logistical activity of the islands.
 - Cruise activity is one of the main tourist drivers of the archipelago. With more than 1.3 million passengers in the ports dependent on this Port Authority at the end of 2024 and upward forecasts for 2025, the sector continues its consolidation. In this context, the same is also done with the collaboration agreement signed jointly with the ports of Las Palmas, Madeira, Azores and Cape Verde, -CAI- a historic alliance that brings together a market of almost three million passengers and reinforces Atlantic cooperation in tourism and port matters.
 - Another relevant traffic corresponded to fuel provisioning, which in 2024 reached 770,349 tonnes supplied – an increase of 25 percent compared to the previous year – to more than 5,300 ships, in turn 23.4 percent more. The strategic position of our ports, as a connection point between three continents, offers a competitive advantage that we continue to strengthen, both in the field of trade routes and in the strengthening of our ship repair capabilities.
 - At Puertos de Tenerife we defend both the recognition of the singularities of the Canary Islands as an outermost region and the need to guarantee competitive maritime traffic that contributes to the economic and social balance of the islands.
 - Overcoming present and future challenges will strengthen our port community and allow us to continue consolidating a model of sustainable development, generating employment, wealth and social cohesion, in which ports continue to be essential infrastructures for the progress of the archipelago





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Environmental Report 2025

The Port Authority



The Port Authority of Santa Cruz de Tenerife

- The Port Authority of 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 Puertos del Estado, and those that correspond to the Autonomous Communities.
- Under the premise of executing them in optimal conditions of efficiency, economy, productivity and safety, its broad powers range from the realisation, 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 cohesively, homogenising and grouping the activity of the six ports of the province, the Port Authority of Santa Cruz de Tenerife coordinates and ensures the correct arrangement and use of the elements involved in the conservation and maintenance of its port facilities, adapting them not only to the security measures in force but also to the most modern technologies in terms of maritime traffic and port infrastructures. refers.

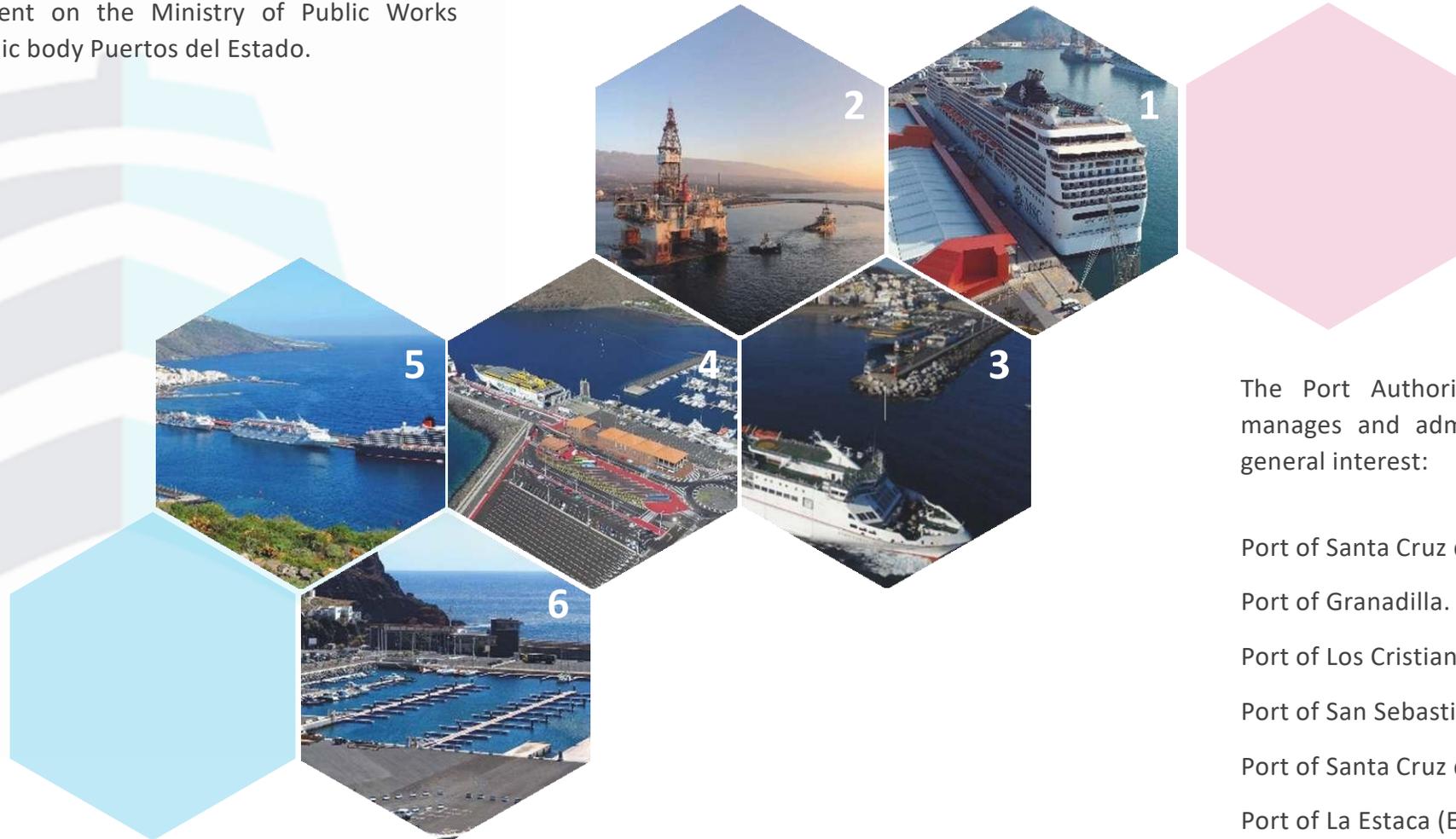
- Puertos de Tenerife manages six ports in a fragmented territory far from our main supply and export markets. The ports are the only node for the transport of goods that is really viable, and as such, they are true thermometers of the economic activity of the islands. Thus, effectively managing port infrastructures takes on a special meaning in our case, since we must no longer only facilitate the passage of people and goods, but we are also fundamental dynamic elements in the local economy.
- On 17 May 2023, the Board of Directors approved the new Strategic Plan 2023 – 2027 (with a review scheduled for 2026) 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 Canarian society, innovative and sustainable.

MISSION	VISION	VALUES
To create value for Canarian Society with excellent and entrepreneurial management of the Ports of Tenerife	To be a key element of sustainable connectivity between islands, a benchmark for the blue economy and the Europe-Africa-America intersection	Leadership; Innovation; Proactivity; 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).



HEADLIGHTS

Likewise, the areas affected by the maritime signalling service are within its competence, including lighthouses, beacons and assigned land:



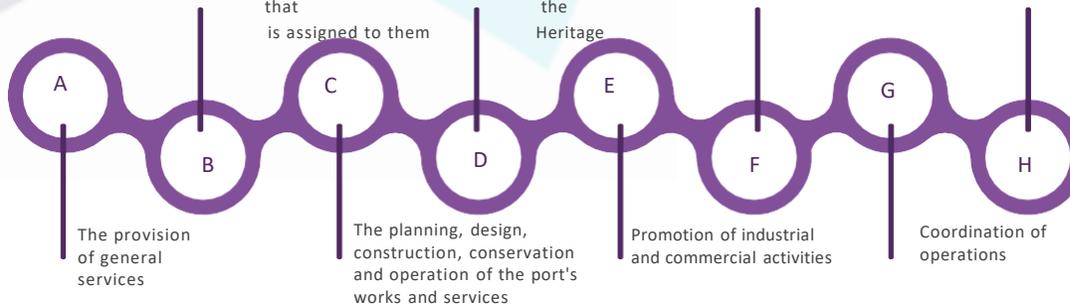
THE COMPETENCIES

The planning of the port's service area and port uses

The management of the port public domain and maritime signals that is assigned to them

The optimization of economic management and the profitability of the Heritage

The management and coordination of port traffic



THE MAIN ACTIVITY OF THE PORT AUTHORITY

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



The products and income of its assets



Fees accrued for the use of the public domain



The income generated by the exercise of its activities



Aid and subsidies



Contributions received from the Interport Compensation Fund



Allocated in the General State Budget



Those from credits, loans



Donations, legacies and other contributions



Any other that is attributed by the legal system



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

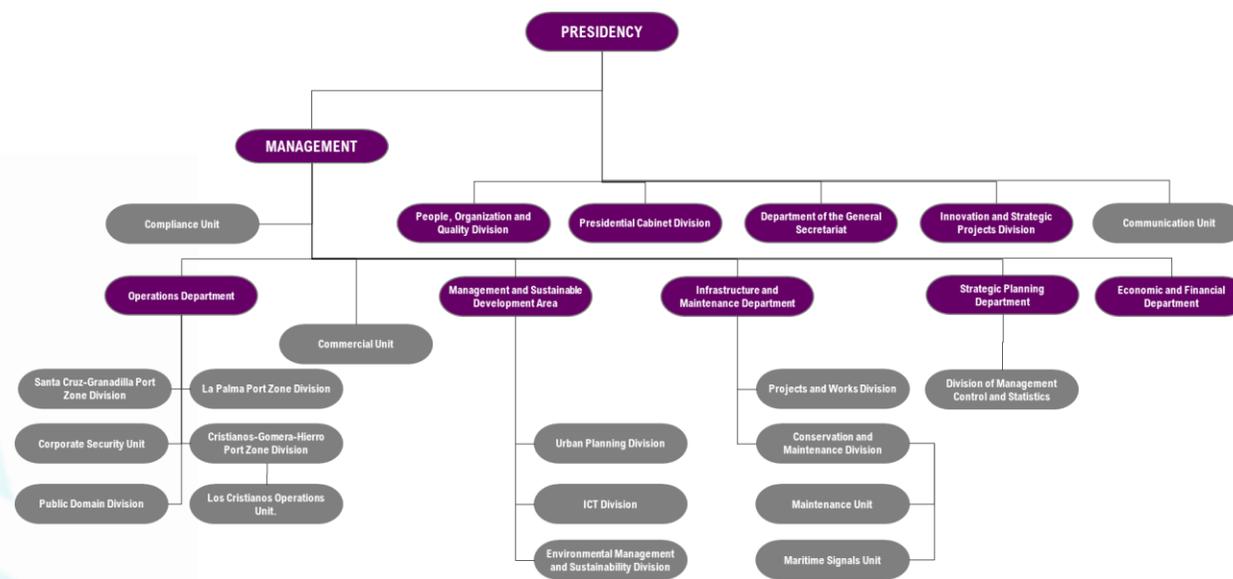
- 2 Ex-officio members, who are the President of the Port Authority and the Maritime Captain of the province.
- 3 General State Administration
- 4 Autonomous Community of the Canary Islands
- 4 Island Councils (one for each island)
- 2 Town Halls (one from the City Council of Santa Cruz de Tenerife,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



MANAGEMENT COMMITTEE AND ITS STRUCTURE



 Management Committee.

The Management Committee is made up of the Management, the Area Heads, and the Heads of Departments. Some divisions may be invited to the Steering Committee from time to time.

ASSISTANCE BODY

Navigation & Port Council	A body to provide information to the Harbour Master and the President of the Port Authority on matters related to maritime trade.	Port Inspection Center Committee	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.
Port Services Committee	It includes service users or organisations representing them and the most representative sectoral organisations of workers and service providers.	Council of Users of the Port Inspection Centre	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.
Safety Advisory Committee	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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Nature and Size of Port Activities



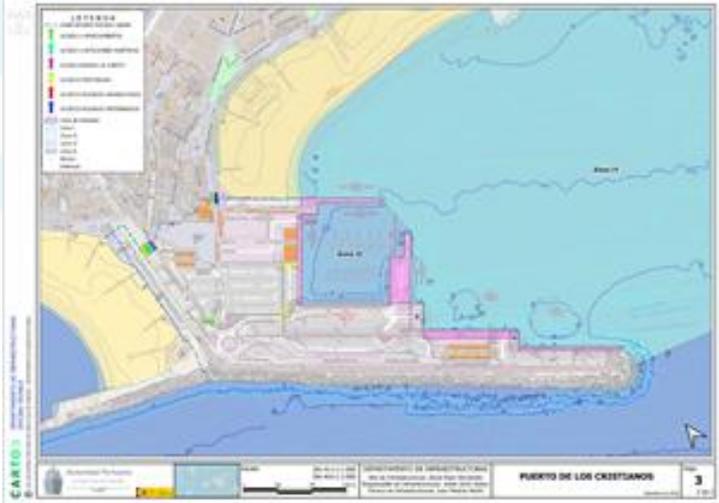
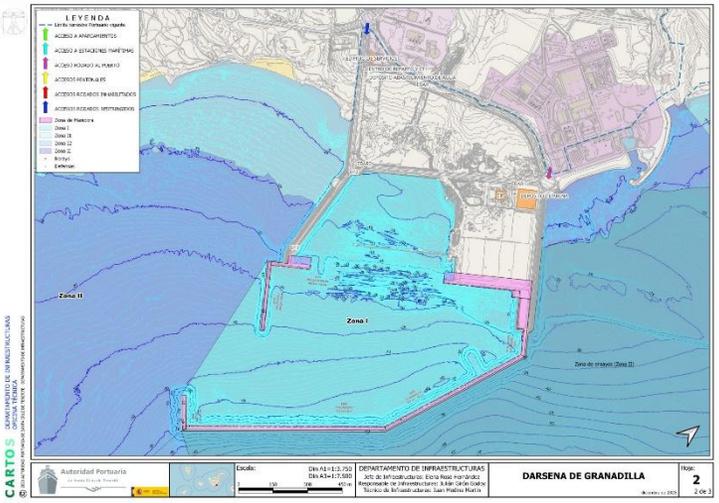
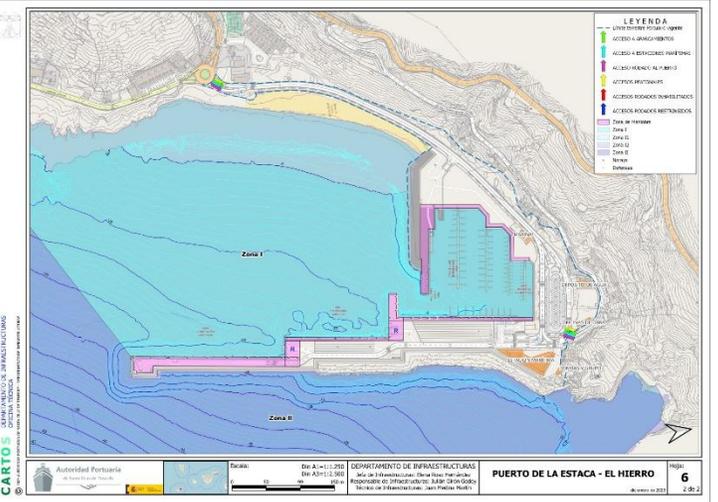
INFRASTRUCTURES AND CAPACITY

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

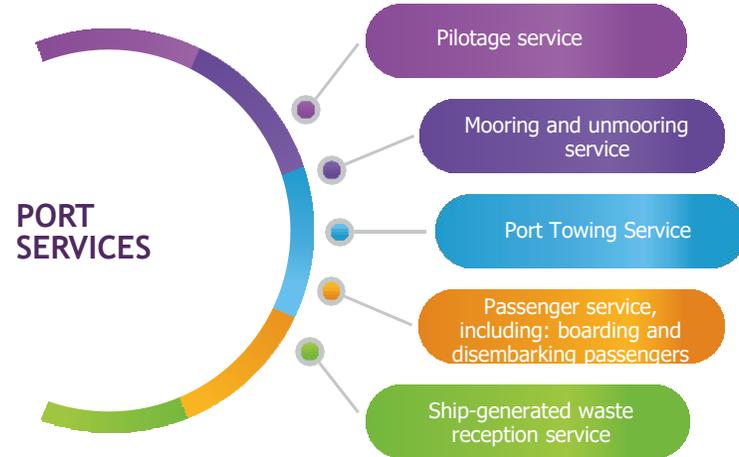
Port	Location	Total Surface Area
Port of Santa Cruz de Tenerife	28°27'37"N 16°14'47"O	1.898.900 m2
Port of Los Cristianos	28°02'55"N 16°43'09"O	52.778 m2
Port of Granadilla	8°04'28"N 16°29'31"O	662.900 m2
Port of S. S. de La Gomera	28°5'29.87" N 17°6'47.92" O	79.595 m2
Port of Santa Cruz de La Palma	28°40'41"N 17°45'58"O	171.716 m2
Port of La Estaca (El Hierro)	27°47'06"N 17°54'06"O	60.830 m2



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



SERVICES PROVIDED



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

Companies providing port services that operate in the port during 2024

Types of services	Number of Companies
Stowage	5
MARPOL	6
Pilotage	5
Towage	1
Mooring	7
Cruise ship passenger	7

Concessionaire companies or companies with private occupation authorisation of the public domain linked to the movement of goods, passengers, fishing, nautical sports or shipbuilding and repair

Type of occupation	Number of Companies
Concessions	160
Authorizations	296

% Concessionable land area	
Land area under concession	72.7%
Santa Cruz de Tenerife	85.2%
Granadilla (in the Construction phase)	49.4%
Santa Cruz de La Palma	74.8%
San Sebastián de La Gomera	46.9%
La Estaca	42.2%
Los Cristianos	52.3%



FREIGHT AND PASSENGER TRAFFIC.

	2022	%/Total Traffic	2023	%/Total Traffic	2024	%/Total Traffic
GENERAL MERCHANDISE	7.553.945	61,6%	8.288.145	63%	9.054.794	64,9%
S/C. DE TENERIFE	5.976.295	57,1%	6.522.629	58,5%	7.225.134	60,8%
S/C. DE LA PALMA	664.410	82,6%	797.431	84%	815.393	84,3%
SS DE LA GOMERA	207.529	88,6%	218.693	89,2%	220.048	89,8%
LOS CRISTIANOS	631.538	94,1%	670.854	84,1%	703.060	94%
LA ESTACA (EL HIERRO)	74.173	85,0%	78.549	84,6%	91.160	86,8%
SOLID BULK	408.558	3,3%	376.356	4,0%	336.445	2,4%
S/C. DE TENERIFE	390.780	3,7%	353.916	2,9%	314.645	2,6%
S/C. DE LA PALMA	17.778	2,2%	22.440	3,2%	21.799	2,3%
SS DE LA GOMERA	-	0,0%	-	-	-	0,0%
LOS CRISTIANOS	-	0,0%	-	-	-	0,0%
LA ESTACA (EL HIERRO)	-	0,0%	-	-	-	0,0%
LIQUID BULK	3.633.842	29,8%	3.753.583	28,5%	3.640.197	26,1%
S/C. DE TENERIFE	3.496.205	33,6%	3.613.091	32,4%	3.498.556	29,4%
S/C. DE LA PALMA	105.582	13,1%	106.471	11,2%	109.916	11,4%
SS DE LA GOMERA	21.290	9,1%	21.235	8,7%	19.727	8,1%
LOS CRISTIANOS	-	0,0%	-	-	-	0,0%
LA ESTACA (EL HIERRO)	10.765	12,3%	12.785	13,8%	11.997	11,4%

	2022	2023	2024
TOTAL TRAFFIC	12.214.348	13.156.873	13.951.077
S/C. DE TENERIFE	10.417.128	11.156.267	11.885.656
S/C. DE LA PALMA	804.511	949.542	967.694
SS DE LA GOMERA	234.308	245.073	244.930
LOS CRISTIANOS	671.189	713.119	747.809
LA ESTACA (EL HIERRO)	87.212	92.871	105.079
PASSENGERS	6.264.675	7.160.494	7.385.595
S/C. DE TENERIFE	2.269.367	2.694.273	2.852.744
S/C. DE LA PALMA	545.974	602.326	652.955
SS DE LA GOMERA	1.275.922	1.413.168	1.369.859
LOS CRISTIANOS	2.002.462	2.268.994	2.320.341
LA ESTACA (EL HIERRO)	170.950	181.733	189.696
VEHICLES RÉG. PASSAGE	1.714.998	1.805.053	1.804.485
S/C. DE TENERIFE	674.723	722.132	732.305
S/C. DE LA PALMA	154.082	158.102	157.242
SS DE LA GOMERA	303.249	317.072	312.501
LOS CRISTIANOS	512.422	534.738	530.892
LA ESTACA (EL HIERRO)	70.522	73.009	71.545
REFRESHMENTS	613.804	734.124	915.350
S/C. DE TENERIFE	552.164	664.502	845.608
S/C. DE LA PALMA	16.683	23.141	20.520
SS DE LA GOMERA	5.489	5.155	5.155
LOS CRISTIANOS	37.195	39.789	42.157
LA ESTACA (EL HIERRO)	2.273	1.537	1.919

	2022	2023	2024
CONTAINERS /TEUS	479.698	496.693	508.899
S/C. DE TENERIFE	463.149	475.219	489.556
S/C. DE LA PALMA	15.092	19.488	17.800
SS DE LA GOMERA	363	661	497
LOS CRISTIANOS	901	1.123	842
LA ESTACA (EL HIERRO)	193	202	204
SHIPS (STOPOVERS)	19.289	19.211	19.280
S/C. DE TENERIFE	8.451	8.299	8.775
S/C. DE LA PALMA	2.818	2.636	2.549
SS DE LA GOMERA	3.051	3.324	3.269
LOS CRISTIANOS	4.484	4.531	4.269
LA ESTACA (EL HIERRO)	485	421	418
CRUISE SHIPS	623	535	590
S/C. DE TENERIFE	335	312	352
S/C. DE LA PALMA	156	122	154
SS DE LA GOMERA	97	81	73
LOS CRISTIANOS	5	5	4
LA ESTACA (EL HIERRO)	30	15	7
CRUISE PASSENGERS	759.918	1.106.278	1.318.760
S/C. DE TENERIFE	542.290	817.647	973.972
S/C. DE LA PALMA	141.333	190.193	254.128
SS DE LA GOMERA	69.631	94.829	88.876
LOS CRISTIANOS	628	928	336
LA ESTACA (EL HIERRO)	6.036	2.681	1.450



FREIGHT AND PASSENGER TRAFFIC.

MAIN ORIGINS AND DESTINATIONS OF GOODS 2024

COUNTRY	LANDED TM	COUNTRY	SHIPPED TM
SPAIN	6.871.998	SPAIN	3.890.729
BRAZIL	217.987	PORTUGAL	88.492
SWEDEN	206.819	MAURITANIA	70.784
UNITED KINGDOM	111.232	IVORY COAST	70.720
NIGERIA	96.581	BENIN	63.658
INDIA	94.190	SIERRA LEONE	48.978
NETHERLANDS	88.542	NIGERIA	38.904
FRANCE	84.451	GHANA	31.937
CHINA	59.816	BRAZIL	31.338
MOROCCO	53.039	MOROCCO	22.699
GERMANY	50.179	GAMBIA	19.665
		REST	215.079

% TURNOVER

5 TOP CUSTOMERS 2024

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 a main activity, since all traffic enters through the port.





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Environmental Report 2025

Environmental Sustainability Policy



Sustainability Policy Environmental

The Port Authority's Environmental Sustainability Policy, publicly available on its website, declares 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 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, declares 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, constitutes a fundamental support for the passenger and freight exchange system (essential for the supply of the islands) and for 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 implies sustainability 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 indicates the scope that environmental sustainability must have in ports: "being a green port concerns the complete cycle of port activity, from the design and execution of port infrastructures, to their operation, through the optimisation of water and energy consumption, the application of the circular economy principle aimed at the collection and management of waste (such as the MARPOL service for ships), and the adequate physical and functional integration of ports into their natural and urban environment, by controlling the impacts on the quality of air, water, soil and soundscape (aerial and submarine). 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 highest possible eco-efficiency."

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 manage and involve customers in this Environmental Policy. suppliers, and other companies in the sector.

This commitment is specifically reflected in:

- Comply with current environmental legislation, continuously adapting to it, going beyond trying, when possible, to comply with what is strictly regulatory.
 - Have an Environmental Management System, integrated with the organization's strategy, which 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.
 - To 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 their activity, trying to reduce and/or recover the waste generated as much as possible.
 - Measure, control and minimise 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.
 - To 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 make it possible to offset 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, management, management and conservation of the port public 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 the 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.



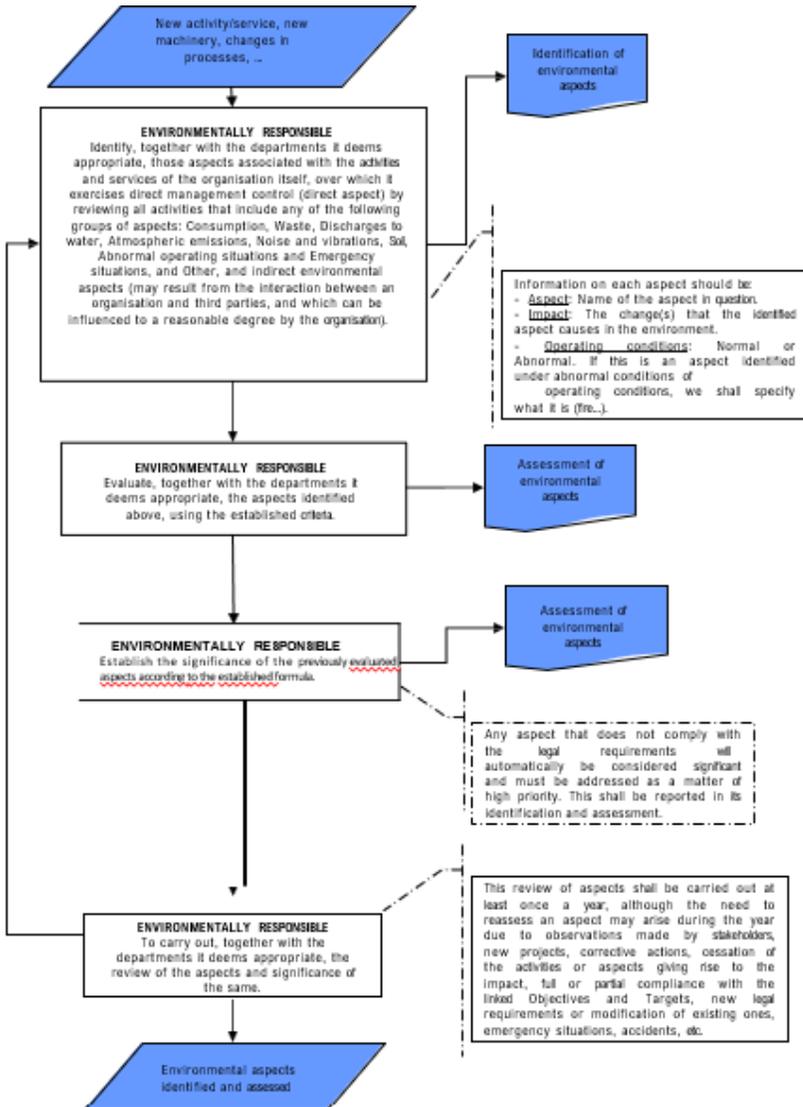


Autoridad
Portuaria
SANTA CRUZ DE TENERIFE

Environmental Report 2025

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) that establishes a method for identifying and evaluating the environmental aspects associated with its activities and services, and those generated directly and indirectly in the facilities of all ports. In this procedure, the environmental aspects are identified by the person responsible for the environment in the organization. This includes identifying both direct contacts and indirect environmental aspects in normal and abnormal situations. Similarly, potential environmental aspects are identified, based on an accident analysis, and emergency situations that have occurred, and in 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
	Each environmental aspect is evaluated by the indicated parameters, and can take values between 1, 2 and 3		
FORMULA THAT DEFINES WHETHER AN ENVIRONMENTAL ASPECT IS SIGNIFICANT	$I = \text{Mag.} \times \text{Frec.} \times 3 * \text{Natur.}$	$I = \text{Lev.} \times \text{Frec.} \times 3 * \text{Natur.}$	$I = \text{Abil.} \times \text{Frec.} \times 3 * \text{Natur.}$
	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.		



Environmental Aspects and Impacts

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. (citizens/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
Electricity Consumption	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>Transport fuel consumption (diesel and petrol)</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
<p>Water Consumption (1)</p>	<p>Activities carried out by the Port Authority</p>	<p>Consumption of scarce resources / Water pollution / Contribution to climate change / Loss of biodiversity</p>	<p>Administrative and management tasks of the services provided by the Port Authority. Maintenance. Cleaning tasks. Garden irrigation.</p>	<p>Bureaux. Port Authority warehouses and workshops. Irrigation systems. Maritime Stations</p>	<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). 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. ROYAL LEGISLATIVE DECREE 1/2001, of 20 July, approving the revised text of the Water Law. (MODIFIED) Royal Decree 150/2023, of February 28, 2023, approving the maritime spatial planning plans of the five Spanish marine demarcations Royal Decree 3/2023, of January 10, 2023, establishing the technical-sanitary criteria for the quality of drinking water, its control and supply ROYAL LEGISLATIVE DECREE 2/2011, of 5 September, approving the Revised Text of the Law on State Ports and the Merchant Navy 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) Royal Decree 79/2019, of February 22, 2019, which regulates the compatibility report and establishes the compatibility criteria with marine strategies LAW 22/1988, of 28 July, on costs. LAW 41/2010, of 29 December, on the protection of the marine environment ORDER FOM/1793/2014, of 22 September, approving the National Maritime Plan for the response to pollution of the marine environment. 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. Royal Decree 1695/2012, of 21 December, approving the National Marine Pollution Response System 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
<p>Water Consumption (2)</p>	<p>Activities carried out by the Port Authority</p>	<p>Consumption of scarce resources / Water pollution / Contribution to climate change / Loss of biodiversity</p>	<p>Administrative and management tasks of the services provided by the Port Authority. Maintenance. Cleaning tasks. Garden irrigation.</p>	<p>Bureaux. Port Authority warehouses and workshops. Irrigation systems. Maritime Stations</p>	<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.

ENVIRONMENTAL ASPECT		IMPACT	ACTIVITY/SERVICE	SOURCE	APPLICABLE LEGISLATION
<p>Emissions from vehicles, machinery, tools and engines</p>	<p>Activities carried out by the Port Authority</p>	<p>Air pollution /Global warming and contribution to climate change/ Biodiversity loss</p>	<p>Port Authority vehicles. Generators and machinery for construction and maintenance tasks.</p>	<p>Machinery, works and maintenance.</p>	<p>Law 34/2007, of 15 November, on air quality and protection of the atmosphere 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. REGULATION 517/2014 of 16 April 2014 on fluorinated greenhouse gases and repealing Regulation 842/2006. 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. 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. 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. REGULATION 517/2014 of 16 April 2014 on fluorinated greenhouse gases and repealing Regulation 842/2006. 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. Royal Decree 108/1991 of 1 February 1991 on the prevention and reduction of environmental pollution caused by asbestos.</p>



Noise.

ENVIRONMENTAL ASPECT		IMPACT	ACTIVITY/SERVICE	SOURCE	APPLICABLE LEGISLATION
<p>Noise from vehicles, machinery, tools and engines</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>



Generation of Hazardous Waste.

ENVIRONMENTAL ASPECT		IMPACT	ACTIVITY/SERVICE	SOURCE	APPLICABLE LEGISLATION
<p>Hazardous Waste Generation (RP) 1</p>	<p>Activities carried out by the Port Authority</p>	<p>Fuel consumption / Air pollution / Soil pollution / Water pollution / Contribution to climate change / Loss of comfort due to odour emissions</p>	<p>Maintenance of facilities and infrastructures.</p>	<p>Warehouses & Maintenance Workshops.</p>	<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 DECISION 2014/955 of 18 December amending Decision 2000/532 on the list of wastes in accordance with Directive 2008/98 REGULATION 1357/2014 of 18 December 2014 replacing Annex III to Directive 2008/98 on waste and repealing certain Text Directives. 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. 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. LAW 7/2022, of 8 April, on waste and contaminated soils for a circular economy. Royal Decree 110/2015, of 20 February, on waste electrical and electronic equipment. Royal Decree 128/2022, of February 15, 2022, on port facilities for the reception of waste from ships. Royal Decree 106/2008 of 1 February 2008 on batteries and accumulators and the environmental management of their waste Royal Decree 646/2020, of July 7, 2020, which regulates the disposal of waste by landfill. Royal Decree 553/2020, of June 2, 2020, which regulates the shipment of waste within the territory of the State.</p>



Generation of Hazardous Waste.

ENVIRONMENTAL ASPECT		IMPACT	ACTIVITY/SERVICE	SOURCE	APPLICABLE LEGISLATION
<p>Hazardous Waste Generation (RP) 2</p>	<p>Activities carried out by the Port Authority</p>	<p>Fuel consumption / Air pollution / Soil pollution / Water pollution / Contribution to climate change / Loss of comfort due to odour emissions</p>	<p>Maintenance of facilities and infrastructures.</p>	<p>Warehouses & Maintenance Workshops.</p>	<p>Royal Decree 679/2006, of 2 June, which regulates the management of used industrial oils. ORDER of February 23, 2022, which regulates the content and periodicity of the Soil Situation Reports in the Autonomous Community of the Canary Islands. 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. LAW 1/1999, of 29 January, on Waste in the Canary Islands. ORDER of May 14, 1996, which regulates the Personal Registry Book for Small Producers of Toxic and Hazardous Waste in the Canary Islands. Decree 51/1995, of 24 March, which regulates the Register of Small Producers of Toxic and Hazardous Waste generated in the Canary Islands MUNICIPAL ORDINANCE (Arona) of public cleaning in Arona. (29/01/2001) ORDINANCE (Granadilla de Abona) on waste collection. (16/11/2020) ORDINANCE (Santa Cruz de la Palma) Municipal ordinance for cleaning and use of public roads and waste in general. (19/03/2021) (Modification ORDINANCE (Santa Cruz de La Palma) on cleaning and use of public roads and waste in general (15/02/2016) 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 2025

Environmental Aspects Management



- The Port Authority of Santa Cruz de Tenerife (hereinafter APTF) is committed to sustainable development in its port activities, as well as to good environmental performance in the ports it manages.
- In 2000, the Water Framework Directive (hereinafter WFD) was born, which establishes a common framework for action in water policy. After 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 deal with these bodies of water that inevitably suffer from constant anthropic pressures. In 1990, the first normative document of Maritime Works Recommendations (ROM) emerged, which, from its beginnings, 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 bodies of water or natural bodies of water; This classification will allow us to establish the optimal values to determine its environmental quality.

- Next, an environmental risk assessment and management programme 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, and finally, the necessary preventive and corrective measures are proposed for each situation.
- Finally, a monitoring plan is established to evaluate the evolution of the 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.
 - - Emergencies.



Water quality

- The Environmental Quality Monitoring Programme (hereinafter PVCA) makes it possible to assess the evolution of the environmental quality of the different UGAPs, whether natural or highly modified, that are included within the Port Service Area.
- 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.
- In total, 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), Port of La Estaca (El Hierro) and Port of Granadilla (Tenerife). The sampling actions of the latter, however, are carried out by the Granadilla Environmental Observatory (OAG).
- For the correct characterisation of the pelagic environment, sampling is carried out in accordance with the UNE-EN ISO 5667-1:2007 standard (Water quality. Sampling. Part 1: Guide for the design of sampling programs and techniques). The aim is to monitor biological, 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 1).

PARAMETERS		INDICATORS	PERIODICITY
Biological quality		Chlorophyll "a"	QUARTERLY
Physico-chemical quality	General Conditions	Temperature, salinity, pH	
	Oxygenation conditions	Oxygen saturation	
	Nutrients	Ammonium, nitrates, phosphates	
	Transparency conditions	Turbidity	
Specific contaminants	Arsenic, Chromium, Copper, Zinc, Toluene		
Chemical quality	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, Tributilestano	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
Physico-chemical quality	General Conditions	Granulometry and organic matter	QUARTERLY
	Nutrients	Total Nitrogen Kjeldahl (mgN/kg)	
		Total Organic Carbon (%)	
		Total phosphorus (mgP/kg)	
Chemical quality	Priority substances	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	ANNUAL

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

	BIOLOGICAL QUALITY	PHYSICAL-CHEMICAL QUALITY	NUTRIENTS	SPECIFIC CONTAMINANTS
PUERTO DE SANTA CRUZ	MAXIMUM	GOOD	NO ANOMALIES	GOOD
PUERTO DE LOS CRISTIANOS	MAXIMUM	GOOD	NO ANOMALIES	GOOD
PUERTO DE LA PALMA	MAXIMUM	MODERATE	NO ANOMALIES	GOOD
PUERTO DE LA GOMERA	MAXIMUM	MODERATE	NO ANOMALIES	GOOD
PUERTO DE LA ESTACA	MAXIMUM	MODERATE	NO ANOMALIES	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 is among the potentially polluting activities established by Royal Decree 100/2011, of 28 January, 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 mandatory periodic inspections of them.
- In line with the provisions of Royal Decree 102/2011, of 28 January, 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 August 2, 2022 of the Ministry of Transport, Mobility and Urban Agenda, which establishes measures for the improvement of 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, for its implementation 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 the periodic inspections of the facilities. In any case, Royal Decree 1367/2007, of 19 October, which develops Law 37/2003, of 17 November, on Noise, is complied with, with regard to acoustic zoning, quality objectives and acoustic emissions.
- For the control of 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, for implementation 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 summarizes the HC obtained for the Port Authority of Santa Cruz de Tenerife in the years 2017, 2018, 2019, 2020, 2021, 2022, 2023 and 2024 according to scope.

- The highest greenhouse gas emissions of the Port Authority of Santa Cruz de Tenerife, as is the case in the rest of the ports internationally, are those framed in scope 3, which are caused by land traffic and maritime traffic within the limits of the port.
- These emissions account for an average of 98.9% of total APT emissions.

Carbon footprint of the Port Authority of Santa Cruz de Tenerife [kgCO₂eq]

PORT AUTHORITY OF S/C DE TENERIFE	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	YEAR 2023	YEAR 2024
Total Scope 1	130.588	166.851	169.275	118.899	92.140	71.860	80.400	89.400
Total Scope 2	1.139.723	1.991.954	1.279.432	-25.097	1.093.640	1.269.630	1.274.790	1.666.850
Total Scope 3	108.340.091	96.616.131	90.797.113	137.111.032	128.563.276	143.245.684	145.004.533	926
Maritime traffic in the APT	108.338.630	96.614.633	90.795.620	137.098.573	128.562.500	143.244.800	145.003.600	*
Land Traffic (Freight and Passengers)**	1.461	1.498	1.493	12.459	776	884	933	926
TOTAL HC APT	109.610.402	98.774.936	92.245.820	137.204.834	129.749.056	144.587.174	146.359.723	1.757.176

*As a result of a new revision of the State Ports Guide/CEDEX, a new methodology has been developed for the calculation of emissions from maritime traffic through a new tool (online), which Puertos del Estado makes available to ports, with the Port Authority being in the process of applying this new methodology/tool.

**Note: From 2021 onwards, Land Traffic emissions are calculated with a different methodology than that used for previous years, basing this new methodology on the distance travelled by land vehicles within the port limits:

Starting from specific information for berths of all ports, and for all types of land traffic.

Considering that the engines of the trucks are stopped during the loading/unloading stages of the same.

Carbon Footprint Intensity of the Port Authority

BY SCOPE



- Of these scope 3 emissions, practically all of them, 99.4%, correspond to emissions from Maritime Traffic, and the remaining 0.6% to Land Traffic.
- Emissions from maritime traffic come mainly from the operation of auxiliary engines when ships are docked, and depend mainly on the power of these engines and the duration of the berths. These emissions from auxiliary engines account for approximately 90% of the total emissions associated with maritime traffic in ports, which originate during the manoeuvring and berthing stages.
- Both emissions from land traffic and maritime traffic have been increasing from 2021 to 2024, as a result, likewise, of the increase in passenger and freight traffic, during this period, in the ports of the APT.



Greenhouse gases

- With regard to Scopes 1 and 2, emissions under the control of the Port Authority, they account for a small percentage of the total of the APT, with Scope 2 (emissions associated with electricity consumption) representing approximately 1% of the total, and Scope 1 (direct emissions from vehicles and machinery) 0.1%.
- It can be seen that for scope 1, after significant emission reductions in 2020 and 2021, compared to previous years, mainly due to the acquisition of electric vehicles by the APT, from 2021 onwards emissions remain almost constant with a slight downward trend.
- In terms of scope 2, however, emissions have been increasing from 2021 to 2023, with a small decrease observed in 2024. The fact that, in general, this type of emissions are increasing, is due to the fact that the electricity consumed in these years has been generated by non-renewable sources, with emission factors per generation ranging between 0.258 and 0.275 kg CO₂ emitted / kWh generated, so it is essential to use electricity from renewable sources to reduce these scope 2 emissions. apart from other energy efficiency actions that are being undertaken.
- The Port Authority of Santa Cruz de Tenerife intends 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 goals, as well as the reporting of the ATP's Carbon Footprint in the Carbon Footprint Registry. Carbon Dioxide Offsetting and Absorption Projects of the Ministry for the 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 electricity and fuel consumption 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, the acquisition of electricity with a guarantee of renewable origin, and a zero-emission vehicle fleet. This is a more ambitious target than the one set by the Strategic Framework of Puertos del Estado, which sets a 70% reduction compared to emissions in 2019.
- With regard to the total emissions of the ports as a whole, the objective of 50% reduction in emissions compared to 2019 of the Strategic Framework of Puertos del Estado stands out.
- This objective will be achieved mainly through the implementation of OPS (On-Shore Power Supply) projects, which will allow ships calling at the ports of the Port Authority of Tenerife to be supplied with electricity from renewable sources and, in this way, stop using auxiliary engines during berthing, thus avoiding a very significant amount of total emissions. As mentioned above, these account for practically all port emissions.



Soil Control

- The Port Authority has a piezometric network designed for public spaces in order to monitor the ground of the port's service area, to prevent and repair, if necessary, damage to the floor of the port's service area, as established by 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 areas of public use are reported via the port police and are managed according to the procedure for environmental incidents.
- Under the Environmental Monitoring Plan (PVA) is the monitoring of groundwater through the APSC's piezometric network. The inspection of each well is carried out on a semi-annual basis, focusing on the following works:
 - Checking for the possible presence of free supernatant product
 - Purge of the well, to the extent deemed necessary
 - On-site 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 multiparametric 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 2024, no hydrocarbon presence was found in any piezometer sampled.

ONSEIA Environmental Monitoring

- Under the Environmental Monitoring Plan (PVA) is the monitoring of small works and activities not subject to 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, being this:
 - – LAW 21/2013, of 9 December, on environmental assessment (BOE No. 296, Wednesday 11 December 2013);
 - – LAW 14/2014, of 26 December, on Harmonisation and Simplification in the Protection of Territory and Natural Resources (BOC No. 2, Monday 5 January 2015)
- Throughout 2024 and 2025, 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, having been given a document 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 soil 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.
- 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 located 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 Port of Santa Cruz

	Type of Waste	2020 KG	2021(Kg)	2022 (KG)	2023 (KG)	2024 (KG)
Puerto de Santa Cruz	Municipal Solid Waste	147.530.00	41.545.00	169.760.00	146.560.00	131.522.00
	Hazardous Waste	5.293.00	3.670.00	7.379.00	9.934.00	6.994.00
	Oils	2.744.00	3.362.00	4.955.00	6.075.00	3.442.00
	Total	155.567.00	48.577.00	182.094.00	162.569.00	141.958.00

Residuos generados en el resto de Puertos

	Type of Waste	2020 KG	2021(Kg)	2022 (KG)	2023 (KG)	2024 (KG)
Puerto de Los Cristianos y Granadilla	Municipal Solid Waste	60.030.00	82.580.00	32.460.00	105.500.00	78.198.00
	Hazardous Waste	4.503.00	6.411.00	8.237.00	54.824.00	40.957.00
	Oils	3.450.00	4.495.00	7.423.00	52.359.00	38.910.00
	Total	67.983.00	93.486.00	48.120.00	212.683.00	158.065.00
Puerto de La Palma	Type of Waste	2020 KG	2021(Kg)	2022 (KG)	2023 (KG)	2024 (KG)
	Municipal Solid Waste		31.280.00			
	Hazardous Waste		860.00		167.00	
	Oils		420.00		97.00	
Total		32.560.00	0.00	264.00		
Puerto de La Gomera	Type of Waste	2020 KG	2021(Kg)	2022 (KG)	2023 (KG)	2024 (KG)
	Municipal Solid Waste			375.52		
	Hazardous Waste			0.33		
	Oils					
Total						
Puerto de La Estaca	Type of Waste	2020 KG	2021(Kg)	2022 (KG)	2023 (KG)	2024 (KG)
	Municipal Solid Waste			---	0.00	750.00
	Hazardous Waste			185.00	0.00	570.00
	Oils			1.080.00	0.00	
Total			1.265.00	0.00	1.320.00	



Waste Management

- The amounts of hazardous waste generated in 2024 decreased slightly in the Port of Santa Cruz and in the Port of Los Cristianos. Since the removal of this waste is much better organised in 2022, although there is an increase in activity in ports, waste management is better managed and the environmental measures taken in ports cause a slight trend in waste generation.
- Although to a lesser extent, in 2023 we also began to obtain data from La Gomera and La Estaca, by registering them as Small Producers of Hazardous Waste and thus obtaining reliable data on them. In 2023 and 2024 in the Ports of La Palma, La Gomera and La Estaca, the removal of waste is not stable, given that the activity generates very little quantity.
- From 2022 onwards, the corresponding records of PR shipments are already carried out on the E-SIR platform, delegating this function to authorised waste managers.
- Royal Decree 1381/2002, of 20 December, on port facilities for the reception of ship-generated waste and cargo waste, establishes the obligation of all ships that dock 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.
- In order to comply with article 132 of the revised text of the Law on State Ports and the Merchant Navy, the Port Authority of Santa Cruz de Tenerife charges a fixed rate to ships that dock in port, whether or not they use the waste reception service. With this measure, all discharges to the sea are avoided, as ships can discharge all wastes included in Annexes I and V of the Marpol Convention as required.
- The following graph presents the data on the volume of waste managed during the year 2022, 2023 and 2024 (annexes I, IV and V):

MARPOL ANEXO I			
PORT	2022	2023	2024
	m ³	m ³	m ³
S/C TENERIFE	7.876	9.579	10.436
LOS CRISTIANOS	719	1.074	825
S/S GOMERA	300	196	221
LA ESTACA	-	-	-
S/C LA PALMA	0	25	20
GRANADILLA	40	7	175
TOTAL	8.895	10.874	11.677

MARPOL ANEXO IV			
PORT	2022	2023	2024
	m ³	m ³	m ³
S/C TENERIFE	224	288	274
LOS CRISTIANOS	-	-	-
S/S GOMERA	-	-	-
LA ESTACA	-	-	-
S/C LA PALMA	-	-	-
GRANADILLA	-	-	-
TOTAL	224	288	274

MARPOL ANEXO V			
PORT	2022	2023	2024
	m ³	m ³	m ³
S/C TENERIFE	8.993	12.924	10.038
LOS CRISTIANOS	4.904	5.162	4.824
S/S GOMERA	240	109	17
LA ESTACA	-	-	10
S/C LA PALMA	541	817	324
GRANADILLA	40	33	42
TOTAL	14.678	19.012	15.255



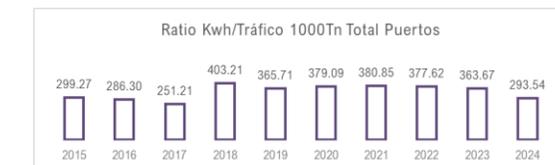
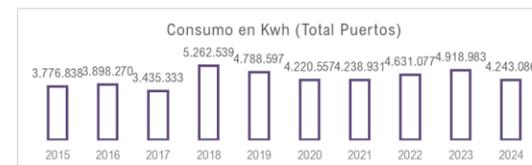
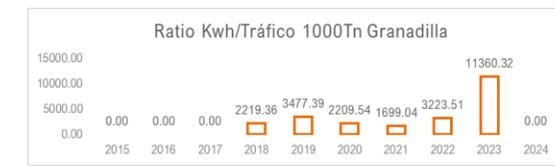
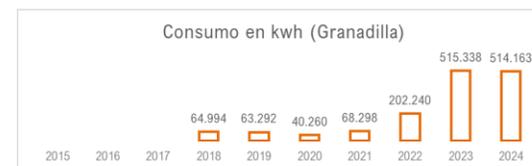
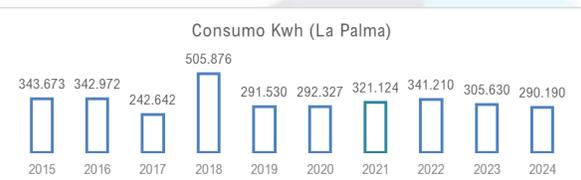
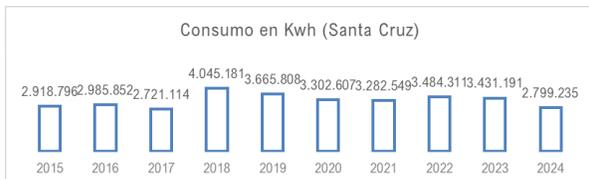
Environmental Emergencies

- 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, in the port area, compliance with the regulations that affect the admission, 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 in 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 the fight against pollution" (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 for situations of environmental risk and emergency, which are specified in the following:
- Internal Maritime 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 handling 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 Security Plan for each Port, in application of Royal Decree 1617/2007, of 7 December, 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 for the Admission, Handling and Storage of Dangerous Goods in Ports. The Port Authority has agreed 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 Services 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 emergency control 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 as quickly and coordinated as possible to possible disasters and risk situations, the different terminals regularly carry out emergency drills of which they inform 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 Port Authority's Environmental Manager for study, classification and reporting if applicable. Any environmental incident can activate the Internal Emergency Plan, with no activation of the PIM being recorded throughout 2024 and 2025.
- In 2024, 3 incidents were reported by the Port Police in the Port of Santa Cruz, 3 in Granadilla and 1 in La Palma, categorised in relation to the environment. In the rest of the ports, no environmental incidents have been recorded.



Electrical power consumption

The total consumption data for all ports decreases by 13.74% compared to 2023. 19.28% Kwh/traffic. In all ports, electricity consumption has decreased in absolute terms, except in the Port of Los Cristianos, which registered an increase of 2.87%, registering a decrease in electricity consumption if we put it into perspective with traffic, decreasing by 1.92% Kwh/Traffic.



Port Authority electricity consumption by use during 2024:

Source of consumption	% of total
Road lighting	43,00%
Offices (lighting, air conditioning, etc.)	45,00%
Other Uses (Lighthouses & Industrial)	14,00%

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



Water consumption



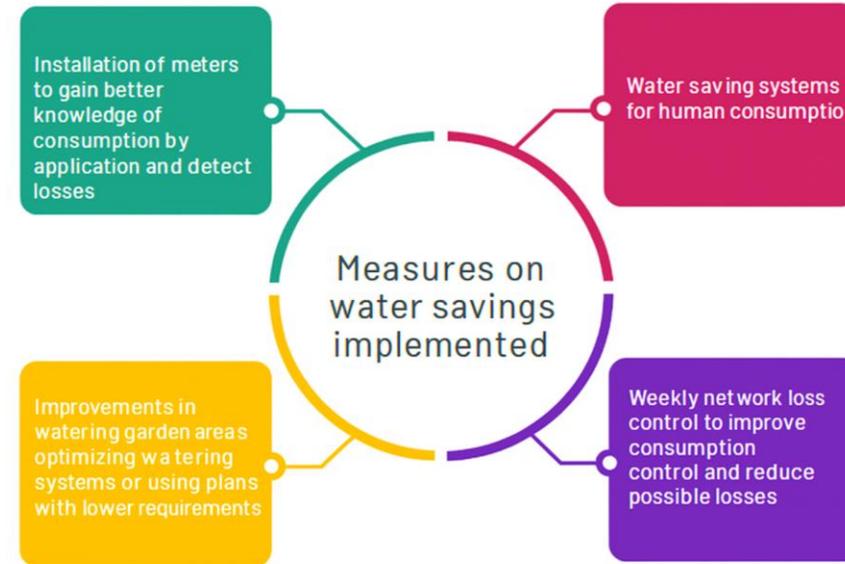
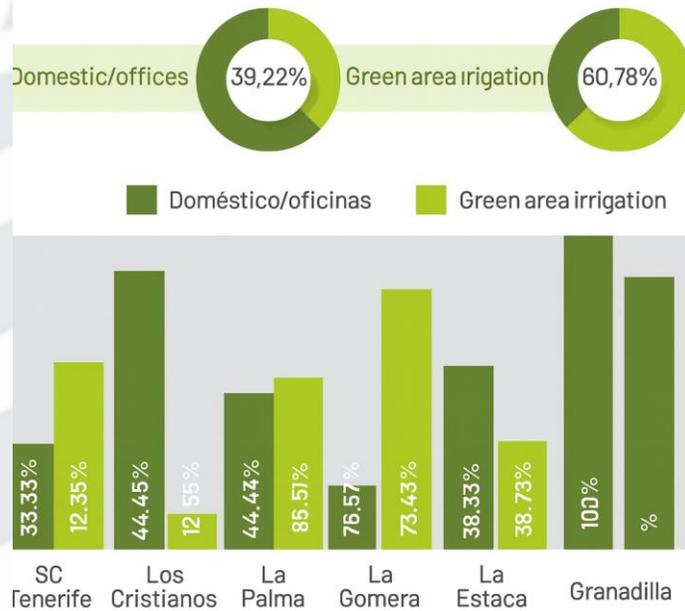
In the total calculation of water consumption of all ports, its consumption has increased in 2024. There is a notable increase in the consumption of SC and LE, for reasons that are being tried to be found out by Maintenance. The rest of the ports have had a similar behavior to the previous year, taking into account the increase in traffic.

The general consumption of all Ports shows a downward trend in the last 7 years, except for this increase recorded in 2024. If we put water consumption into perspective with the traffic of the Ports, it can be seen that the consumption of litres of water per tonne in 2024 increases by 6.06% compared to 2023.

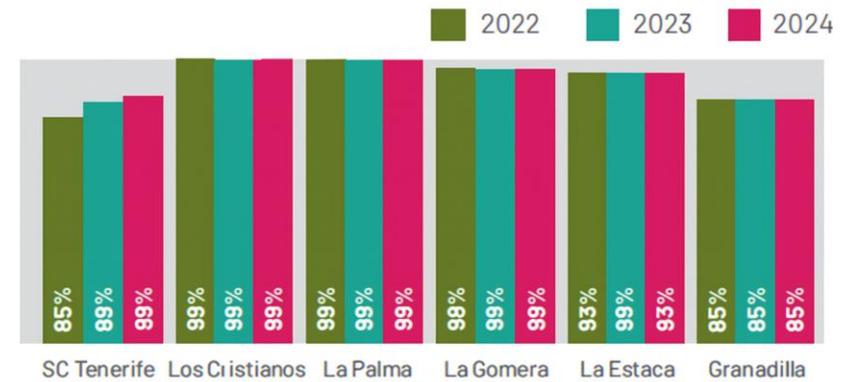


Water consumption

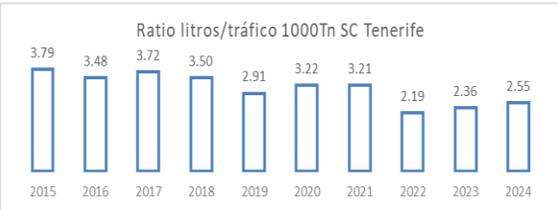
Water consumption of the Port Authority by USES during 2024



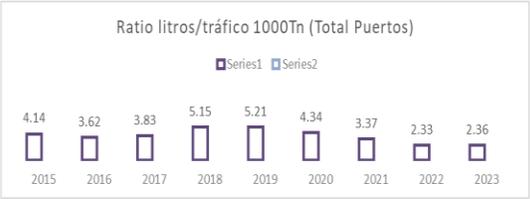
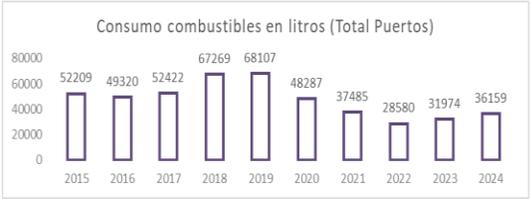
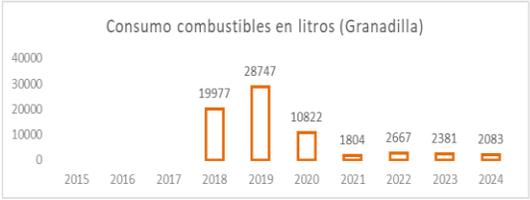
EVOLUTION, AT LEAST IN THE LAST THREE YEARS, OF THE EFFICIENCY OF THE WATER DISTRIBUTION NETWORK



Fuel consumption



Fuel consumption has increased significantly compared to 2023, specifically by 13.09% in absolute terms and by 5.82% kwh/traffic. This aspect has been determined by the increase in consumption in the Port of Santa Cruz de Tenerife mainly and with less influence the increase in the Port of La Gomera. In the rest of the ports there has been a decrease in consumption. These data have caused the downward trend in relativized fuel consumption with respect to traffic in the last 6 years to be broken. The significant increase in port activity in the last two years in both freight and passenger traffic has caused this rise, given the impossibility of electrifying certain vehicles that generate a lot of consumption, such as port police vehicles





Consumption by fuel type during 2024

Fuel Type	% of total
Gas natural	
Butane or propane gas, or liquefied petroleum gases	
Gasoline	0.21
Diesel	0.79
Biodiesel	

Consumption by fuel type during 2024.

Sources of consumption	% of total
Heating / Domestic Hot Water	
Vehicles	0.99
Boats	
Other uses	
Generators	0.01

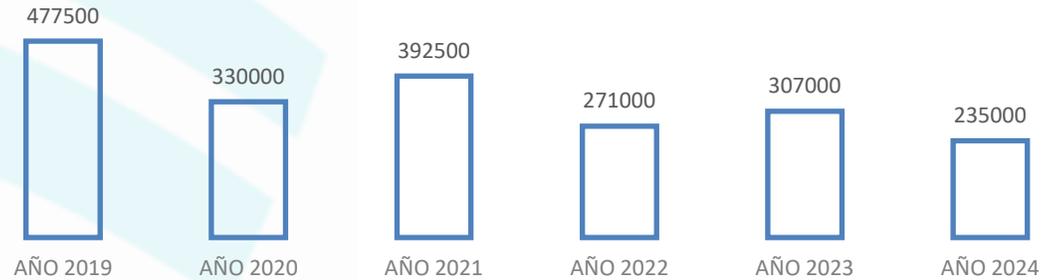


Paper consumption

Paper consumption occurs almost entirely on the island of Tenerife. In the ports of the green islands, consumption is very residual. This year 2024, after an increase in 2023, there has been a notable improvement in paper consumption of 30.64%. Regarding traffic, it has decreased by 40.43%. Significant efforts are being made in terms of digitalisation to improve this consumption.

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.

Paper consumption No. of folios





Autoridad
Portuaria
SANTA CRUZ DE TENERIFE

Environmental Report 2025

Environmental Management



Environmental Management Organization

- 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 an impact to some extent 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	CHARGE	DEPARTMENT, AREA OR DIVISION
Port Operations (Dredging)	Head of Infrastructure Area	Infrastructure Area
Port Operations (Navigation)	Head of Operations Area	Exploitation Area
Port Operations (Shipping)	Head of Operations Area	Exploitation Area
Port Operations (Terminals)	Head of Operations Area	Exploitation Area
Cargo Handling Operations	Head of Operations Area	Exploitation Area
Pier/dock management	Head of Operations Area	Exploitation Area

ENVIRONMENTAL RESPONSIBILITIES OF KEY PERSONNEL

FUNCTION	CHARGE	DEPARTMENT, AREA OR DIVISION
Site Administration	Director	Management
Procurement of supplies	All Departments, Divisions or Areas.	All Departments, Divisions or Areas.
Licenses/Permits	Head of Operations Area	Exploitation Area
Quality Management	Head of the People, Organization and Quality Systems Department	Department of People, Organization and Quality
On-site contractor management	All Departments, Divisions or Areas.	All Departments, divisions or areas.
Concessions and authorizations	Head of Operations Area	Exploitation Area
Energy and Carbon Footprint monitoring	Head of Management and Sustainable Development Area	Management and Sustainable Development Area
Vehicle management of the Terminal's traffic	Head of Operations Area	Exploitation Area
Institutional Representation.	President	Presidency
Infrastructure Maintenance Management	Head of the Conservation and Maintenance Department	Department of Conservation and Maintenance
Identification and evaluation of environmental aspects	Head of Environment and Sustainability Division	Management and Sustainable Development Area
Identification and assessment of environmental and other legal requirements	Head of Environment and Sustainability Division	Management and Sustainable Development Area
Setting environmental goals	Head of Environment and Sustainability Division	Management and Sustainable Development Area
Environmental training of staff	Head of the People, Organization and Quality Systems Department	Department of People, Organization and Quality
Environmental communications	Head of Environment and Sustainability Division	Management and Sustainable Development Area
Control of environmental documentation and records	Head of Environment and Sustainability Division	Management and Sustainable Development Area
Environmental operational control	Head of Environment and Sustainability Division	Management and Sustainable Development Area
Environmental processing of port planning and urban planning	Head of Environment and Sustainability Division	Management and Sustainable Development Area



Environmental Management Organization

ENVIRONMENTAL RESPONSIBILITIES OF KEY PERSONNEL

FUNCTION	CHARGE	DEPARTMENT, AREA OR DIVISION
Consumption control	Head of Environment and Sustainability Division	Management and Sustainable Development Area
Water consumption control	Head of the Conservation and Maintenance Department	Department of Conservation and Maintenance
Paper consumption control	Head of the Department of Economic and Financial Affairs	Economic and Financial
Control of fuel consumption	Head of the Conservation and Maintenance Department	Department of Conservation and Maintenance
Electricity consumption control	Head of Infrastructure Area	Infrastructure Area
Residue control	Head of Environment and Sustainability Division	Management and Sustainable Development Area
Control of Waste generated by the maintenance activity of infrastructures	Head of the Conservation and Maintenance Department	Department of Conservation and Maintenance
Control of Waste generated by the exploitation of the port of Santa Cruz, Los Cristianos and Granadilla	Head of the Conservation and Maintenance Department	Department of Conservation and Maintenance
Control of Waste generated by the operation of the port of La Palma, La Gomera and La Estaca	Head of the Conservation and Maintenance Department	Department of Conservation and Maintenance
Control of Waste generated by the activity of Information and Communication Technologies	Head of ICT Division	Systems, Digitalization and Cybersecurity
Noise and vibration control	Head of Environment and Sustainability Division	Management and Sustainable Development Area
Control of emissions into the atmosphere	Head of Environment and Sustainability Division	Management and Sustainable Development Area
Control of discharges into water	Head of Environment and Sustainability Division	Management and Sustainable Development Area
Control of discharges into water by the Port Authority	Head of the Conservation and Maintenance Department	Department of Conservation and Maintenance

ENVIRONMENTAL RESPONSIBILITIES OF KEY PERSONNEL

FUNCTION	CHARGE	DEPARTMENT, AREA OR DIVISION
Soil Control	Head of Environment and Sustainability Division	Management and Sustainable Development Area
Environmental Incident Management	Head of Environment and Sustainability Division	Management and Sustainable Development Area
Environmental processing of work projects and environmental monitoring of works	Head of Environment and Sustainability Division	Management and Sustainable Development Area
Environmental monitoring of non-EIA works projects	Head of the Environment and Sustainability Division/Head of the Infrastructure Area	Management and Sustainable Development Area/ Infrastructure Area
Treatment of Marine Compatibility Information	Head of the Environment and Sustainability Division/Head of the Infrastructure Area	Management and Sustainable Development Area/ Infrastructure Area
Environmental selection of suppliers and contractors	Head of Environment and Sustainability Division	Management and Sustainable Development Area
Licensing of port services and commercial services	Head of the Port Operations Division	Port Operations Santa Cruz
Granting of authorisations and concessions	Head of the Department of Concessions, Authorizations and Heritage	Concessions, Authorizations and Heritage
Emergency Preparedness and Response	Head of the Department of Services, Security and Port Security	Services, Safety & Security
Treatment of non-conformities, corrective actions and environmental preventive actions	Head of Environment and Sustainability Division	Management and Sustainable Development Area
Conducting internal environmental audits	Head of Environment and Sustainability Division	Management and Sustainable Development Area
Conducting the environmental management system review by management	Head of Environment and Sustainability Division	Management and Sustainable Development Area
Preparation of the Sustainability Report	Head of Environment and Sustainability Division	Management and Sustainable Development Area
Understanding the context of the organization	Head of Environment and Sustainability Division	Management and Sustainable Development Area
Strategic Plan Management	Head of the Strategic Planning Department	Department of Strategic Planning
Business Plan Management	Head of Management Control and Statistics Division	Department of Strategic Planning
CSR Master Plan Management	Head of the People, Organization and Quality Systems Department	Department of People, Organization and Quality



Financial resources and personnel allocated to environmental management.

→ The economic information during the 2024 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 2024 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	0.08	%
Expenditure on environmental characterization	252.400 €	€
(Characterization Expenses / Other Operating Expenses) * 100	0.48	%

→ Economic information during the 2024 financial year on economic resources allocated to the characterisation 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) website is one of the organisation'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 are 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



Environmental Report 2023



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



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



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



- **Cooperation and participation in forums and seminars. Throughout 2024 and 2025, 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:**
- **2nd Conference on Cruise Tourism and Sustainability. Aidacosma ship. Port of Santa Cruz de Tenerife (2024).**
- **Green Forum Expert Table" The Circular Economy and Climate Change in the Canary Islands. Iberian Press. Arico Environmental Complex. (2024).**
- **Technologies for the Capture and Industrialization of CO2 as a challenge of the Blue Economy. University of La Laguna. (2024).**
- **XVII Spanish Conference on Coastal and Port Engineering EIVISSA. Santa Eularia Des Riu Conference Centre. (2024)**
- **The decarbonisation of Maritime Transport: Challenges and Opportunities. University of La Laguna (2024)**
- **Itinerant exhibition against the basularity of the Libera Project, on the island of La Palma, as well as in the Maritime Station of La Gomera, Los Cristianos, the Maritime Station of Santa Cruz de Tenerife and in the Port of La Estaca. (2024).**
- **Clean-up day at Las Teresitas Beach with the collaboration of the crew of the cruise ship Ventura, from the company Carnival UK (P&O Cruises & Cunard) and consigned by Pérez y Cía. Group, members of the Terramare Association and Volunteer Office of the Cabildo de Tenerife. (2024)**
- **Conference The Challenge of Organic Matter in the Canary Islands. Ministry of Ecological Transition and Energy of the Government of the Canary Islands (2024).**
- **Conference on Nature-based Solutions of the Technical Association of Ports and Coasts - ATPYC in Puertos del Estado. (2025)**
- **Workshop on maritime safety and protection of the marine environment. Island of La Gomera. (2025)**

- **Awareness days on calculation and compensation of the Carbon Footprint. FEDEPORT. Headquarters Building of the Port Authority of Santa Cruz de Tenerife. (2025).**
- **ENEPORTS Tenerife 2025 Seminar, "Digital ports for a decarbonized future. Headquarters Building of the Port Authority of Santa Cruz de Tenerife. (2025).**
- **Companies with a Purpose Conference: Sustainability and Talent in Canary Islands Organizations. BOXSEVEN. Cajasiete Assembly Hall. (2025).**
- **Forum on Bunkering and Sustainability 2025. Port Authority of Santa Cruz de Tenerife and Ship.Energy. (2025)**
- **Commitment and sustainability day in San Andrés. Crucero Ventura, Terramare Association, staff of the Port Authority of Santa Cruz de Tenerife. Barranco del Cercado. (2025)**
- **III Conference on Environmental Sustainability and Port Management. Technical Association of Ports and Coasts – ATPYC. Port of Huelva. (2025)**
- **2nd Dynamization Day of the Project "Circular Economy in Action: Connect, Learn and Lead Change to Boost your Company. Turismo de Tenerife. (2025)**
- **Canarias Blue Marine Talks 2025. Cesar Manrique Auditorium Guajara Campus. University of La Laguna. (2025)**



- **Environmental complaints**
- In 2024, there were 4 official complaints filed by different stakeholders. Request for noise reduction in port facilities, complaint about noise pollution, complaints about noise in the cleaning operations of a shipping company and complaint about smoke emission from a passenger cruise ship. All of them in the Port of Santa Cruz de Tenerife.
- In 2023, 10 complaints were registered. Six on noise pollution, of which 1 was recorded in the Port of Santa Cruz de Tenerife and 5 in the Port of Granadilla. There are also 4 complaints derived from water pollution in the Port of Granadilla.
- As already reported in the previous report, in 2022 there were 5 official complaints filed by different stakeholders. One noise complaint was received in La Palma, two water complaints in Puerto de Santa Cruz, two air complaints in Santa Cruz, and one water complaint in the Port of Granadilla.
- **Environmental Information Requests**
- Requests for environmental information are correctly monitored in the file manager.
- In 2024, 6 official requests for information were submitted: 1 from an individual, 4 from business and neighbourhood associations, 1 from the National Institute of Statistics (INE).
- In 2023, 9 official requests for information were submitted: 5 from individuals, 1 from neighbourhood associations, 1 from TUI España Turismos S.L., 1 from the State Aviation Safety Agency (AESA) and from Ecologista en Acción CODA.





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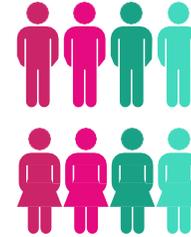
Stakeholder Needs and Expectations



The Port Authority of Santa Cruz de Tenerife is committed to its customers, employees and other stakeholders, and develops specific Social Responsibility actions, especially in the area of environmental sustainability, where it has been developing environmental protection initiatives for years 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 interest 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 activities and decisions of the organisation.

interest in what were the economic, social and environmental aspects that aroused their interest with respect to the performance of the Port Authority and which they considered priorities to develop the organisation's Sustainability Strategy.



ADMINISTRATION

- Maritime Captaincy
- Cabildos
- Customs, Soivre,
- Health
- Local Town Halls
- Ministry of Public Works
- Ministry of Environment



CLIENTS

- Shipping Companies
- Shipowners Shipping Agents Nautical sports
- Oil companies
- Ship repair companies
- Logistics companies
- Dealerships



SUPPLIERS

- Service Contracts
- Suppliers
- Strategic works contractors
- 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 entities



EMPLOYEES

- Agreement Staff
- Personnel outside the Agreement



Stakeholder Needs and Expectations I

STAKEHOLDER	NEEDS/EXPECTATIONS
CLIENTS (Shipping companies Oil companies Shipowners Repair Companies Naval Consignees Logistics companies Nautical Dealers)	<ul style="list-style-type: none"> ✓ Efficient and simple procedures and procedures ✓ Safe and sustainable infrastructures ✓ Good coordination between different parts of the organization ✓ Accessibility ✓ Information on environmental compliance required in the performance of its activity. ✓ Provision of increasingly sustainable services. ✓ Provision of means for waste delivery ✓ Capacity to respond to environmental emergencies.
COMMERCIAL PORT SERVICE PROVIDERS (Waste Reception Service Passenger services Technical-nautical services Goods handling and transport services)	<ul style="list-style-type: none"> ✓ Port with safe, sustainable and accessible infrastructures ✓ Dissemination and communication of its services to the port community ✓ Information on environmental compliance required in the performance of its activity.
EMPLOYEES (Technical Managers Professionals: Port Police Maintenance Support Administrative Personnel outside the agreement President & Director Managerial staff)	<ul style="list-style-type: none"> ✓ Safe, sustainable and healthy environment ✓ Information about the organization itself and its development ✓ Active participation in certain decisions ✓ Training and awareness in environmental matters ✓ Concern on the part of the APTF for the Environment. ✓ Sustainability, consumption savings and proper waste management policies ✓ Correct environmental planning ✓ To provide quality services and to be pioneers and competitive with the environment ✓ Reduce the consumption of natural resources ✓ Reducing the number of workplace accidents



Stakeholder Needs and Expectations II

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





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Legal Requirements



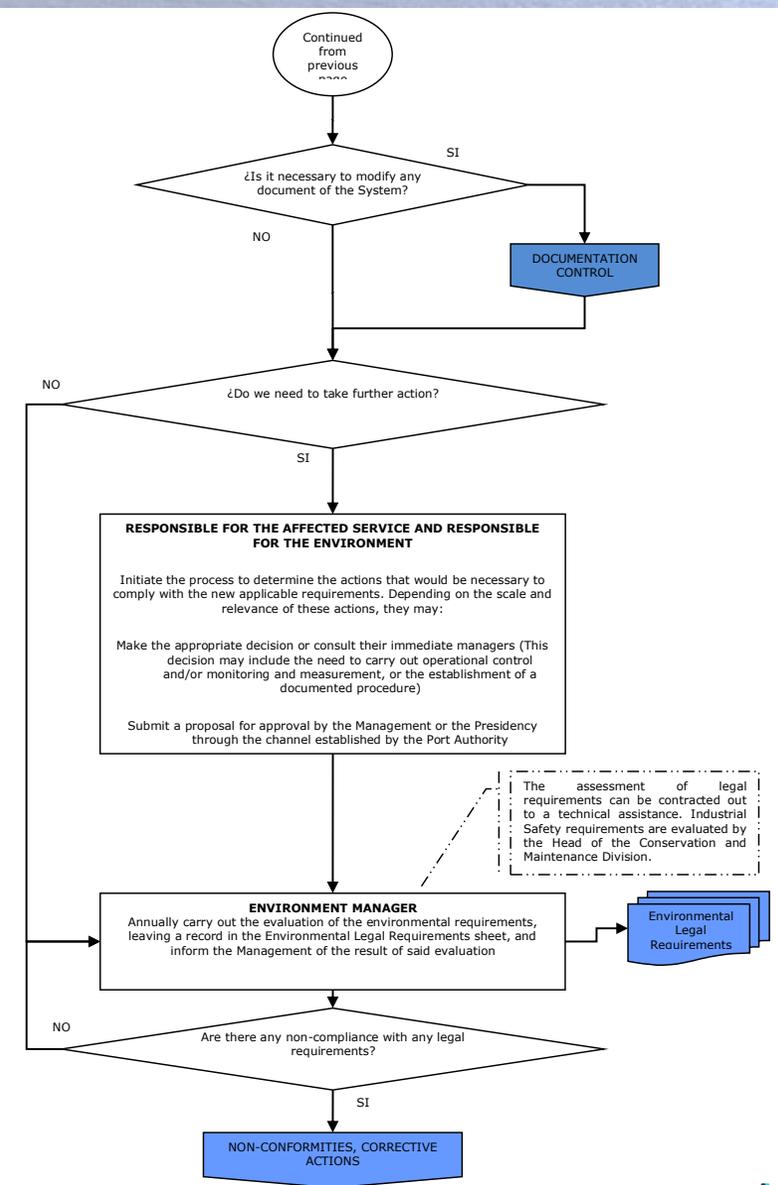
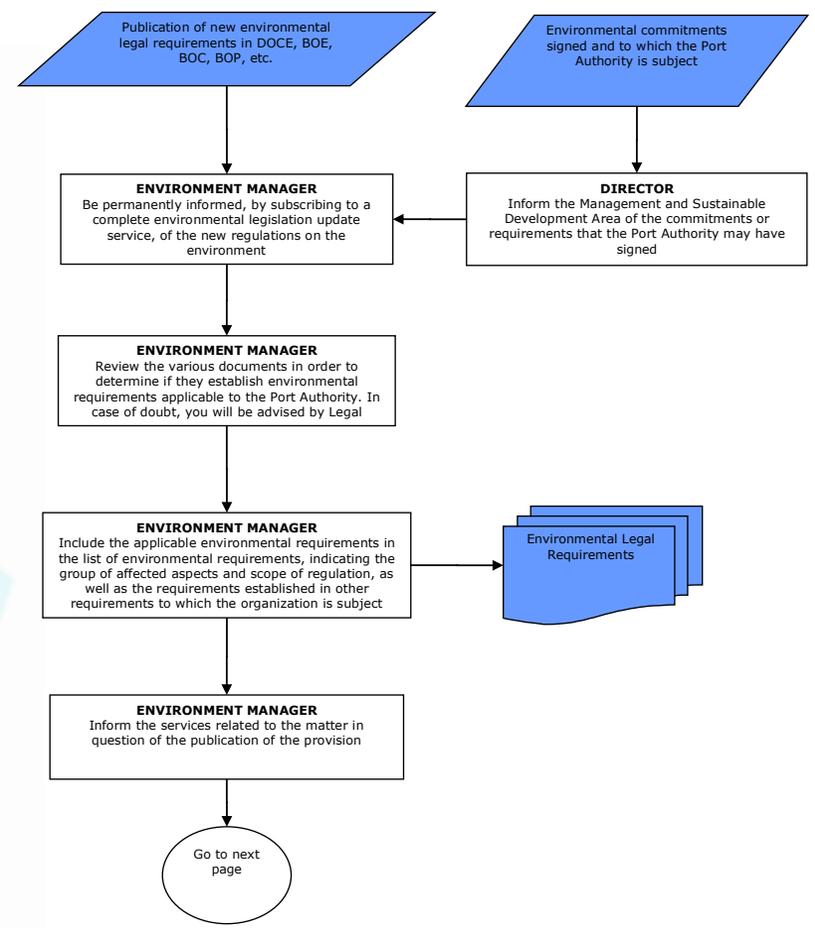
Legal Requirements

The Port Authority of Santa Cruz de Tenerife has a procedure for regularly identifying and assessing 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 environmental legislation, as well as in terms of Industrial Safety. This includes compliance with environmental requirements in aspects such as segregation and waste management, control of emissions into the atmosphere, control of water or noise.

The Port Authority also encourages its personnel and the concessions and authorizations located in the port facility to comply with environmental legal requirements, training on the legal requirements that the facilities must meet 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:





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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 due 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 value 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, the goals and monitoring of which can be seen in section 1.4 of this report, as follows:

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 ports of the province 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 port agents of the islands 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 improving 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 must be promoted by the port authorities themselves, acting as levers for 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 and therefore the port itself can benefit.

The Ports 4.0 capital fund is the corporate open innovation model adopted by Puertos del Estado and the Spanish Port Authorities to attract, support and facilitate the application of talent and entrepreneurship to the Spanish public and private port logistics sector in the context of the 4.0 economy.



These grants are aimed at financing the implementation of new ideas or projects that develop new technologies, introduce innovative products, services or processes into the market, or improve existing ones with direct application in the logistics-port ecosystem or others related to it, linked to ports of general interest or to the different links in the logistics chain.



- **OPS Master Plan Project**

- Puertos de Tenerife is part of the consortium of the OPS Master Plan project, which aims to draft a Master Plan for the supply of electricity to ships at berth in Spanish ports.

- "OPS Master Plan for Spanish Ports" is part of the National Action Framework for the development of infrastructures for the use of alternative fuels in the transport sector. It has a budget of 6 million Euros and is co-financed with 1.5 million Euros by the Connecting Europe Facility – CEF program

→ **Energy transition and decarbonisation of cruise traffic:** The Port Authority of Santa Cruz de Tenerife has consolidated its position as a pioneering port in the supply of Liquefied Natural Gas (LNG) to cruise ships. After the first supply made in 2018 to the AIDAnova vessel, in 2025 the operation was extended to the South Quay with the supply to the Mein Schiff Relax, reinforcing the port's capacity to serve new generation ships powered by alternative fuels. These actions contribute to the reduction of atmospheric emissions and the improvement of air quality in the port environment.

→ **Cruise Tourism and Sustainability Conferences:** Since 2024, the Cruise Tourism and Sustainability Conferences have been held annually on board the AIDAcosma ship, in collaboration with the Chair of Blue Economy of the University of La Laguna. This forum addresses aspects such as circular economy, alternative fuels, emission reduction and sustainable governance models in cruise destinations, promoting the transfer of knowledge between the port sector, universities and civil society

→ **Beach Cleanup and Environmental Volunteering Program:** Within the framework of the agreement with Carnival / P&O Cruises and the NGO TerraMare, an annual beach cleanup program has been implemented with the participation of cruise ship crews and local volunteers. The first action carried out in 2025 involved P&O Cruises crew, reinforcing the co-responsibility between port, shipping company and territory in the conservation of the coastline. These actions are complemented by joint work with the university to analyse the type and origin of the plastic waste collected, incorporating a scientific dimension to the project. The programme also integrates awareness-raising actions aimed at young people and schoolchildren, promoting recycling and the protection of the coastal environment as an essential part of the sustainability of the destination



- **"All on board" educational project:** The "All on board" programme, developed with CLIA and MSC Cruises, incorporates content related to maritime sustainability, energy transition and the blue economy, bringing the educational community closer to the functioning of the cruise sector and its evolution towards more sustainable models. In 2025, a pilot edition has been developed in schools in Santa Cruz de Tenerife and the first international competition of the project has been launched, reinforcing port culture and environmental awareness
- **Territorial cooperation and circular economy on non-capital islands:** During 2025, mentoring sessions have been held with the Cabildos of La Palma and El Hierro, aimed at island technicians and local companies linked to cruise excursions. These actions incorporate sustainability and circular economy criteria, favouring the adaptation of the offer to the new profile of the cruise passenger and reinforcing the positive impact of tourism on local economies, especially in the case of La Palma after the volcanic eruption
- **Port-city integration with an environmental and social dimension:** The port-city integration policy includes the opening of port spaces to cultural and social events, highlighting the Christmas Concert of the Port of Tenerife, held for more than three decades. These actions contribute to the social acceptance of port activity and strengthen the link between sustainability, culture and territory.
- Blue Supply Chain es una iniciativa de cooperación transnacional diseñada para liderar el despliegue de las renovables marinas en Canarias, Madeira, Cabo Verde, Mauritania y Ghana. Busca avanzar en tres pilares principales. Gracias a su enfoque de cooperación territorial, Blue Supply Chain contribuirá al despliegue efectivo de las energías renovables marinas, favoreciendo la transición energética y el cumplimiento de los objetivos europeos de descarbonización
- **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.
- **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.
- **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



- **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.
- **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.

