

ENVIRONMENTAL REPORT

2021



Puerto de Melilla



Autoridad Portuaria de Melilla



REAL CLUB MARITIMO

Memoria Ambiental 2021

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PRESENTATION

The efficiency measures adopted by the Port Authority of Melilla, such as the acquisition of led lighting technology, have become evident even in a year in which the dominant scenario has been the recovery after the SARS-CoV-2 pandemic, with a generalised consumption reduction regarding 2019 (last year representative of the port activity).

In this same scope, the Port Authority of Melilla is working in an **“Environmental Sustainability Plan”** that enhances the use of photovoltaic energy, for self-consumption and even for energy self-sufficiency, and that establishes measures to control consumptions, such as the implementation of smart counters.

As for the transition to a cleaner mobility and the carbon footprint reduction, the **“Action Plan”** of the Noise Map elaborated in the framework of the **“ANCHOR LIFE”** project includes the installation of an OPS (onshore power supply) system for the connection of ships in the Ribera I and Ribera II docks, with the consequent reduction of acoustic and atmospheric emissions. In addition, the Port Authority plans to renovate the analogous system implemented in the Espigón Dock and the generator sets that it owns for the connection of sport vessels.

Moreover, this entity continues collaborating with other important environmental projects, such as the already finished ones **“LIFE REMoPaF”** and **“Puertalmar”**, for the preservation of species and ecosystems. During 2021, dissemination activities have been addressed to the population in relation to these projects.

In the framework of the pollution prevention in the port waters and the zero spills expectation, the Port Authority has performed an activation drill of the port **“Internal Maritime Plan”**, thus ensuring the fast and adequate actuation in case of marine pollution.

All the previous actuations are framed in the Environmental Management System (EMS) of the Port Authority, certified in accordance with the UNE-EN ISO 14001:2015 standard and the PERS model of EcoPorts.

This commitment to the environment is transferred to the companies that comprise the Port Community and has allowed, one year more, the attainment of the **“Blue Flag”** on the part of the Noray Port.

THE PORT AUTHORITY OF MELILLA

The Port Authority of Melilla is a public body with its own legal personality and wealth and with full ability to act, dependent on the Ministry of Transports, Mobility and Urban Agenda through the public entity State's Ports.

This de jure entity administers and manages the infrastructures and the port public domain of the Port of Melilla and the Port of the Chafarinas Islands, under criteria of profitability and efficiency, adjusting its activities to the private legal system, even in the patrimony acquisition and contracting, according to the *Consolidated Text of the Law of the State's Ports and the Merchant Navy* (CTLSPMN), approved by the *Legislative Royal Decree 2/2011, of 5th September*.

∞	Organisation	Port Authority of Melilla
∞	Telephone	952.67.36.00
∞	Fax	952.67.48.34
∞	Address	Marina Española Avenue, n°4, 52001, Melilla (Spain)
∞	Web page	puertodemelilla.es
∞	email	puertodemelilla@puertodemelilla.es

In addition to the specific applicable legislation (the mentioned CTLSPMN), the Port Authority of Melilla is ruled by other legal provisions, such as:

- ∞ Law of General Budget in force at each moment;
- ∞ *Law 40/2015, of 1st October, of Legal Regime of the Public Sector.*

The following image presents the location of the two ports managed by the Port Authority of Melilla.



GOVERNMENT AND MANAGEMENT

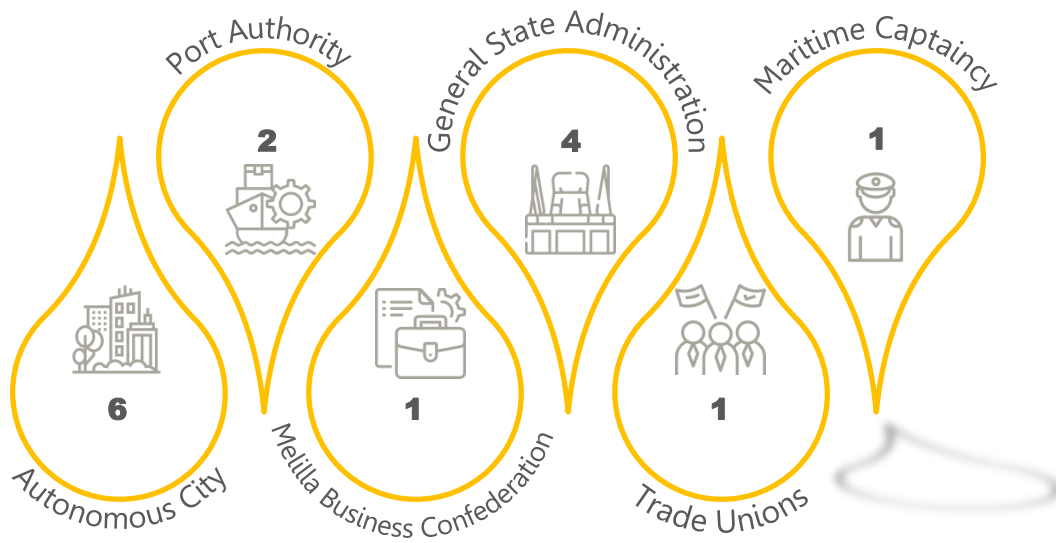
Government bodies

- ∞ **Management Board:** administers and approves the port organisation, its economic activity and annual accounts, fixes the management objectives and the commercial services fees, approves the ordinances, and further competences assigned by the article 30 of the CTLSPMN.
- ∞ **President:** represents the Port Authority and its Management Body, establishes general directives for the services management, ensures the regulations compliance, and further functions assigned by the article 31 of the CTLSPMN.





Composition of the Management Board



Management bodies

- ∞ **Director:** steers and manages the entity and its services, proposes the management objectives criteria of actuation, investment, finance, annual accounts and necessities of personnel, and further functions assigned by the article 33 of the CTLSPMN.

The out of agreement personnel, at the discretion of the Director, conform the Management Committee, which assist her/him in her/his functions



Assistance bodies and committees

The councils and committees that, directly or indirectly, assist the government and management bodies of the Port Authority of Melilla are:

- ∞ **Navigation and Port Council:** information body of the President and the Maritime Captainty with representation of the natural and legal people relevant or with interest in the maritime trade and the port functioning;
- ∞ **Port services committee:** is created in the Navigation and Port Council, and is composed by the services users (or organisations that represent them) and the most representative sectorial organisations of workers and services providers;
- ∞ **Management System Committee:** leads, coordinates and analyses the performance in quality, environment and occupational risk prevention (ORP);
- ∞ **Health and Safety Committee:** realises a regular and periodic query on the Port Authority actuations regarding the ORP;
- ∞ **Work Council:** collegiate body that represents the pool of workers;
- ∞ **Protection Consultative Committee:** advises of measures for an adequate protection of the port and its users;
- ∞ **Information Security Management Committee:** is in charge of the security in relation to the Information and Communication Technologies and the compliance with the data protection regulation;
- ∞ **Integral Security Committee:** covers the Critic Installation specific issues.

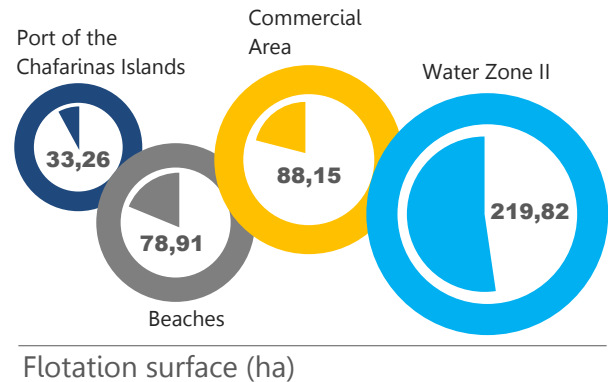
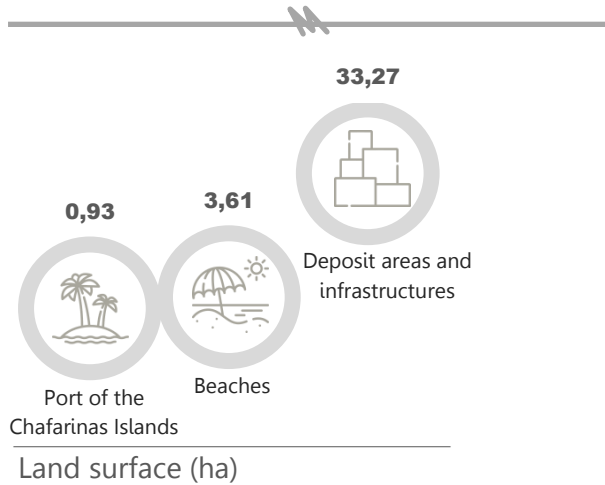


ACTIVITY DESCRIPTION

Port infrastructures

The Port Authority of Melilla manages the port infrastructures and spaces in accordance with the “land lord port” model, which favours the provision of services on the part of both the public and private initiative. In particular, in the Port of Melilla, the Maritime Station and the passengers traffic are managed by private entities.

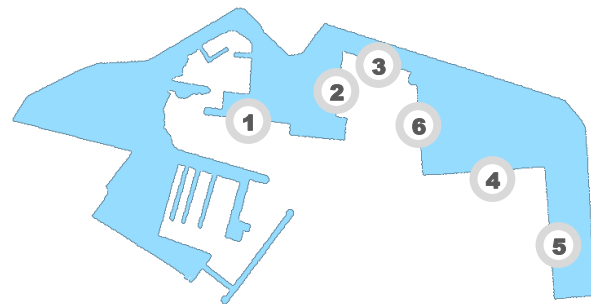
The Port of Melilla has 77.579,55 m² out of the land area under concession (the 40,07% of the total surface available for that purpose)



The service area of the Port of Melilla is distributed in:

- ∞ **Sports area:** 109.900 m² of institutional, nautical-sport, infrastructures, passengers, fishing and complementary equipment and tertiary use, including the Port Authority building, the mineral loading and leisure and services companies;
- ∞ **South Breakwater and terrains next to the beach of San Lorenzo:** 33.551 m² of recreational tolerance, infrastructures and reserve;
- ∞ **Commercial area:** 218.795 m² occupied by manoeuvre areas without buildings, the Maritime Station and other facilities. It is composed by the following docks:

On its part, the Port of the Chafarinas Islands has a jetty-pier, stranding ramp, 5 tonnes crane and mooring dock, used for the mooring of military vessels, investigation personnel and the National Park Autonomous Body.



	Dock	Use
1	Ribera I	Passengers, vehicles load/unload
2	Ribera II	Passengers, Ro-Ro
3	Nordeste I	Passengers, Ro-Ro (reserved for military ships), tertiary complementary use, infrastructures, shelter and institutional
4	Nordeste II	Goods, tertiary (preference in solid bulk and containers)
5	Nordeste III	Goods, tertiary (preference in dangerous goods)
6	Espigón	Passengers, goods, tertiary. Multipurpose shelter dock

New developments

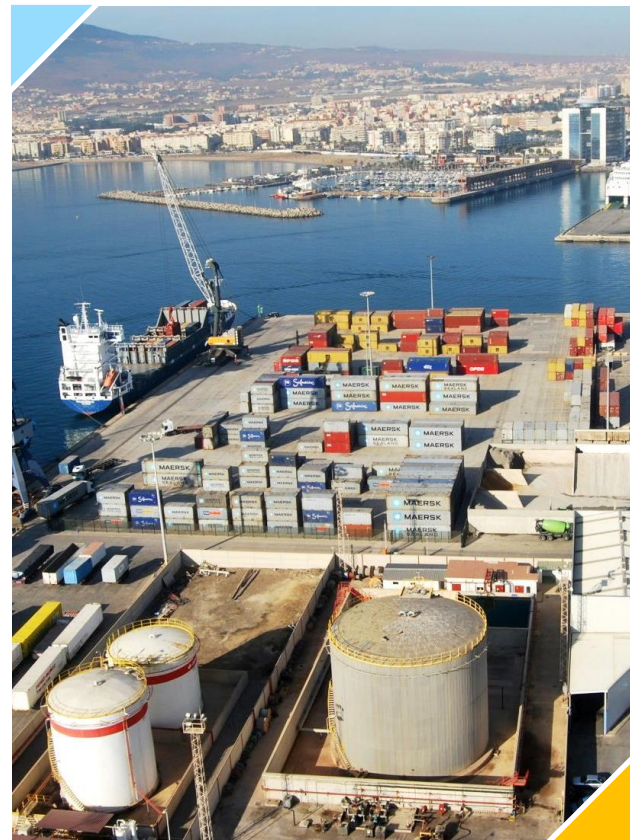
- ∞ **Creation of an access to the surveillance house in the Paseo del Espaldón of the Nordeste III Breakwater:** a metal stair has been terraced to the Nordeste III Breakwater to ease the access to the house from the internal road;
- ∞ **Rehabilitation of access control motorised doors of commercial docks:** engines substitution and anti-tipper reinforcement installation in six security doors;
- ∞ **Improvement of the bivalves shed rooftop drainage:** the shed rooftop drainage has been improved through waterproofing and lateral chutes substitution;
- ∞ **Enlargement of the fire fighting network and improvement of the pavement in the counter breakwater of the Sports Port:** the PVC layout of the hydrant network has been replaced and enlarged, the pedestrian pavement has been improved and the electric, water, communications and safety cameras networks have increased their dotation and capacity;
- ∞ **Rehabilitation and improvement of the mineral loading rooftops drainage:** the cornice has been rehabilitated and a new perimetral drainage has been installed, with a cement mortar gutter waterproofed with an asphaltic sheet.

Actuation	End	Investment 2021
∞ Creation of an access to the surveillance house in the Paseo del Espaldón of the Nordeste III Breakwater	04/2021	43.866,76 €
∞ Rehabilitation of access control motorised doors of commercial docks	07/2021	32.724,22 €
∞ Rehabilitation and improvement of the mineral loading rooftops drainage	12/2021	90.779,83 €
∞ Enlargement of the firefighting network and improvement of the pavement in the counter breakwater of the Sports Port	12/2021	265.429,51 €
∞ Improvement of the bivalves shed rooftop drainage	01/2022	7.103,13 €

During 2021, the Port Authority of Melilla has modified the document **“Additional information to the Environmental Impact Study of the of the Port of Melilla External Expansion” construction project** and has again submitted it to the procedure of consultation to the affected Public Administrations and interested people, having issued its results and its analysis to the Environmental Assessment General Management of the Ministry for the Ecologic Transition and the Demographic Challenge, being yet awaiting its answer in relation to the attainment of the Environmental Impact Statement.

This actuation is losing strength in favour to the **“City Expansion Project”**, a maritime neighbourhood to be built in terrain gained to the sea that is framed in the **“City Strategic Plan”** and in which the Port Authority has certain influence, specially in relation to the maritime-terrestrial development studies. This project includes the expansion of industrial land and the establishment of facilities for municipal use and of nautical-sport development, and even an international airport, thus guaranteeing an economy and trade boost and enhancing the city business conglomerate.

The Port Authority is working, after the interest shown by the private initiative, in the construction of an additional Maritime Station in the Port of Melilla

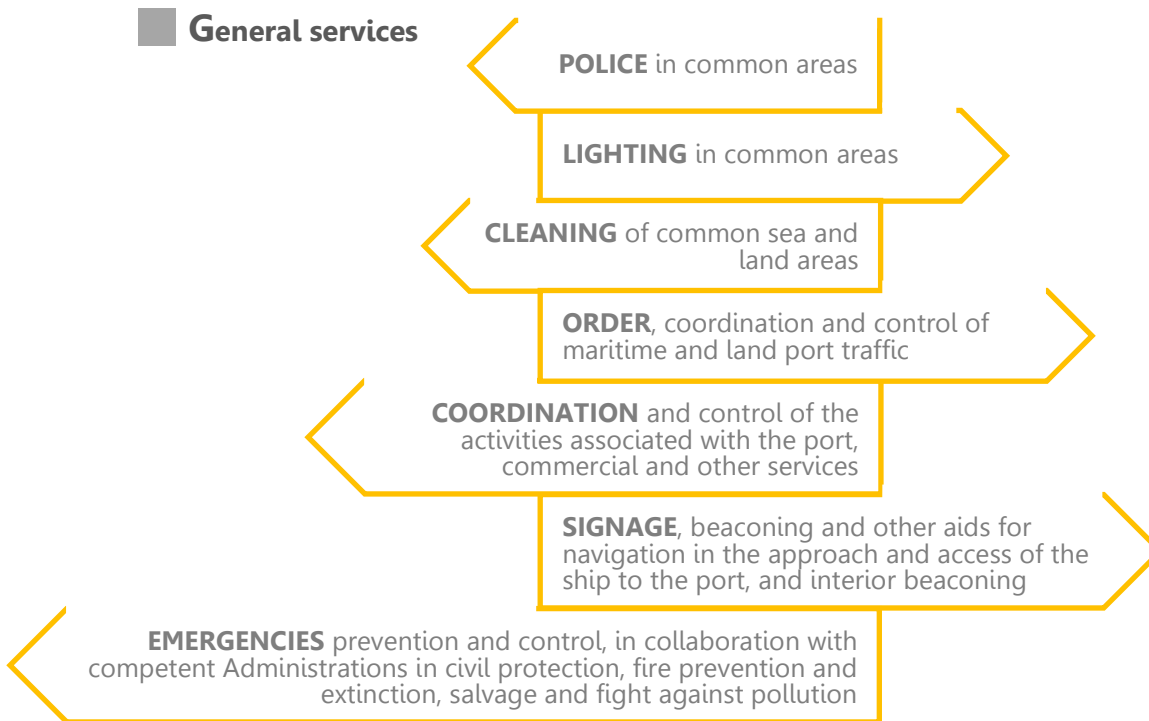


Services provided

General services

These are services that the Port Authority (or third-parties) provides to comply with its functions, and from which the users benefit without needing to apply for them.

The port activity is performed by public and private initiatives in accordance with the “**landlord port**” model, in a framework of free competence among operators

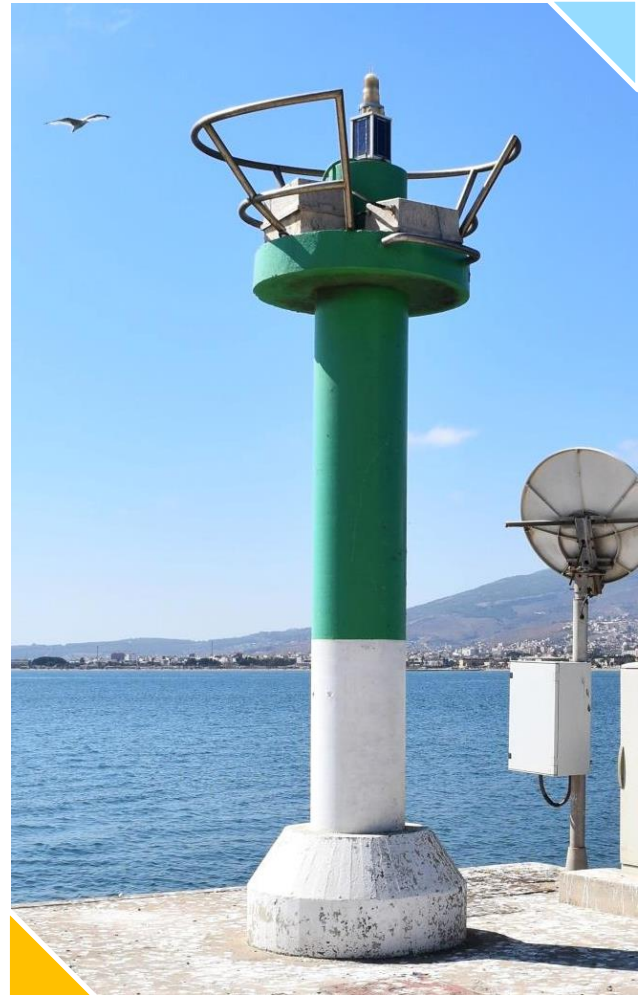


Maritime signage services

These correspond to the installation, maintenance, control and inspection of visual, acoustic, electronic or radio electronic devices, active or passive, aimed at improving the safety during navigation and ships movements and, in its case, confirm the ships position during navigation.

The functions of the Port Authority in relation to the maritime signage are:

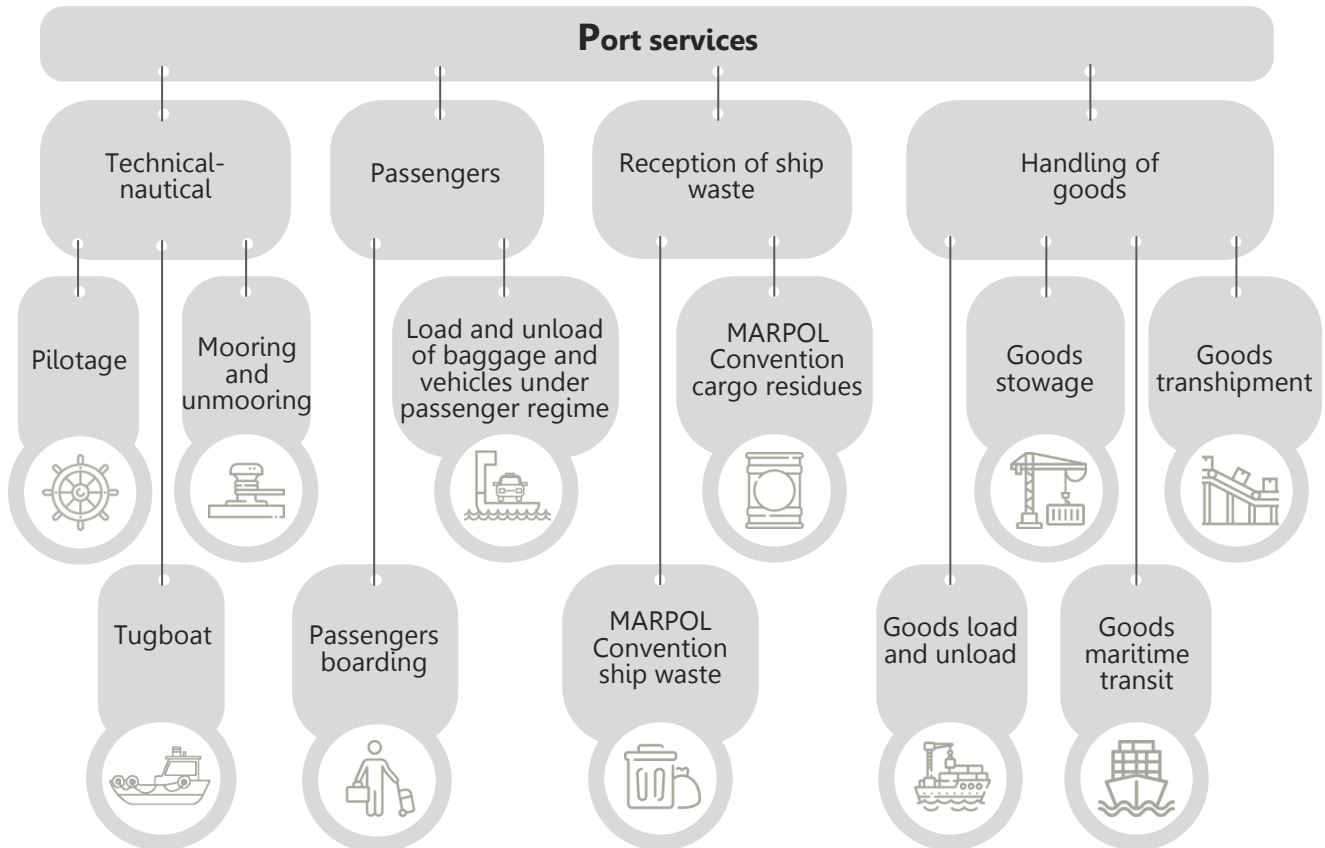
- ∞ To ensure the **effective compliance of beaconing**;
- ∞ To approve the projects of execution or modification of **maritime signage devices**;
- ∞ To inform about the **execution or modification projects whose installation and maintenance correspond to third-parties**;
- ∞ **To inspect the navigation aids of third-parties** and, in its case, to adopt measures that restore the service.



Port services

These correspond to the activities necessary to the ports operation and the development of the operations associated with the maritime traffic, and they are provided by the private initiative through the attainment of licence.

In 2021, a Sheet of Particular Prescriptions for provisionally licensing the fuel supply service, which will be considered as port service, has been under redaction

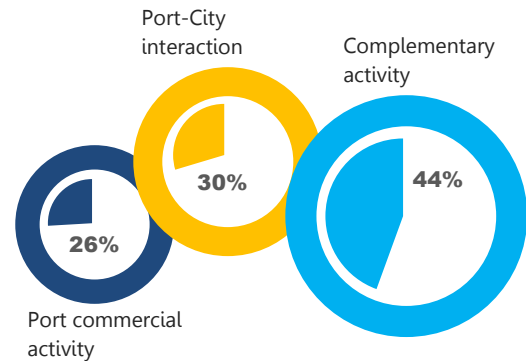




Commercial services

These are the commercial activities linked to the port activity that are not considered as port services. They are provided by third-parties through the attainment of authorisation.

Occupation of the port public domain



Port commercial activity

Activity of companies under concession regime

In the Port of Melilla, 81 companies under concession and 8 authorised companies provide services. The 100% of the authorised companies is dedicated to complementary activities

2



Stowage

1

1

1

1



Pilotage



Tugboat



Mooring



Passengers

Companies providing port services

Freight traffic

The total number of ships that entered the Port of Melilla along the year 2021 is 948. This figure implies an increase of around the 5% regarding the previous year, even though it is yet far from the one obtained in the preceding years.

Despite this small increment, the total of goods handled this year has slightly decreased in relation to the values reached in 2020, as a collateral damage to the border closure.

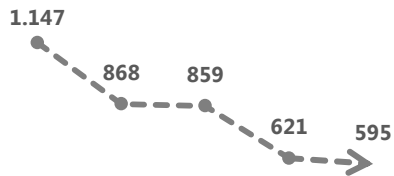
At this regard, it is worth mentioning the absence of Lo-Lo containers traffic, the reduction of Ro-Ro containers and the maintenance of the liquid and solid bulks in similar values to those of 2020.

Thus, the total goods handled this year have been 595.000 tonnes.

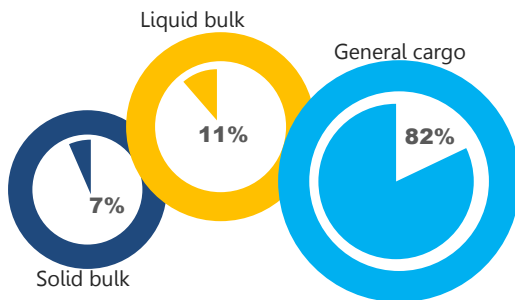
The provisioning operations have resulted in a total of 6.000 tonnes of fuel supplied, a value a 5% above the one obtained in the year 2020



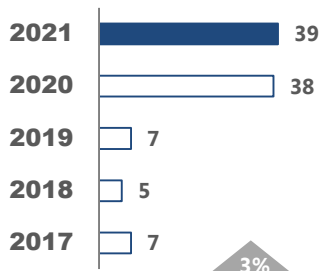
Total of goods (t·10³)



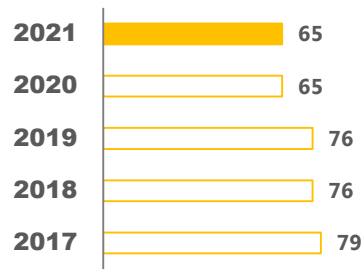
2017 2018 2019 2020 2021



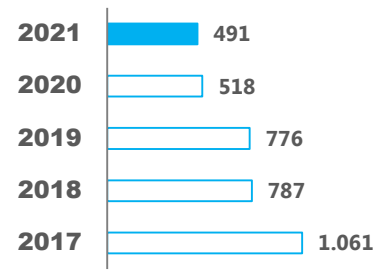
Distribution of goods (%)



Solid bulk (t·10³)



Liquid bulk (t·10³)



General cargo (t·10³)

Passengers traffic

Since the declaration of the pandemic in March 2020 until November 2021, none cruises have called at the Port of Melilla, so the passengers traffic data of 2021 are yet far from the figures of previous years.

To reverse this situation and improve the results regarding the following year, the Port Authority works tirelessly, establishing contacts with shipping lines, which has allowed arranging a great number of calls for the year 2022.



As for the Ro-Pax traffic, during the year 2020 an emergency maritime contract was in force, adapted to the COVID-19 circumstances, which included a minimal number of rotations.

In 2021, the Port Authority interceded to recover a number of rotations similar to those of 2019, and the Ministry of Transports, Mobility and Urban Agenda, through the Merchant Navy General Management, awarded a new contract that included 6 weekly rotations (both ways) with Málaga, 3 with Almería and, for the first time, 3 with Motril.

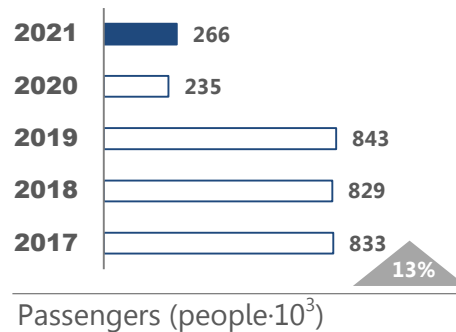
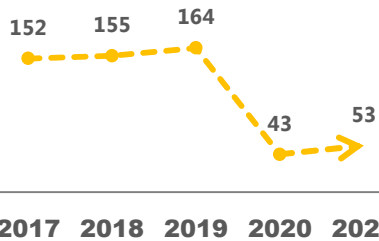
Thus, during 2021 these 12 weekly rotations, and 3 additional, have been performed, with expectations to increment to 18-22 among the three destinations in 2022.

The regular traffic of passengers and vehicles has therefore shown a slight recovery regarding 2020, although it supposes around the 30% of the data of 2019, before the COVID-19 pandemic facilitated the closure of the border with Morocco and the cancelation of the **“Strait Crossing Operation”**.

Nevertheless, 2022 is expected to reach pre-pandemic values, in case of the border reopening with the neighbour country.



Passengers (vehicles · 10³)



The total number of passengers (regular lines and cruises) has increased regarding the previous year

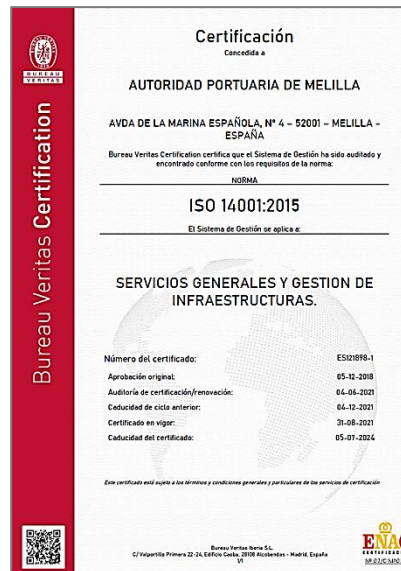
ENVIRONMENTAL MANAGEMENT

In its daily management, the Port Authority considers the quality of the services provided, the respect to the environment and the guarantee of safety and health for everyone who works in the facilities it manages.

For that, it owns an **Integrated Management System (IMS) on Quality, Environment and Occupational Health and Safety** since the year 2012, with the scope **“General Services and Infrastructure Management”**.

The implementation of this IMS has widely been proven by the certifications obtained according to the standards **UNE-EN ISO 9001:2015, UNE-EN ISO 14001:2015 and ISO 45001:2018**, granted by ENAC accredited companies, and the satisfactory achievement of all the pertinent annual audits (monitoring or certification).

Thus, this body ensures the compliance of the applicable regulations on these matters, as well as the unification of criteria to continuously improve in their management.



Additionally, the EMS of the Port Authority also holds the European recognition **“Port Environmental Review System” (PERS)**, specific for the port sector, according to the **“EcoPorts Foundation”** model of the **“European Sea Ports Organisation” (ESPO)**.

The EMS of the Port Authority of Melilla obtained in 2020 its third biennial renovation in accordance with the PERS model



ENVIRONMENTAL POLICY

The Port Authority of Melilla imbues its “**Quality, Environment and Health and safety Policy**”, available for download on the website of the Port of Melilla, with its commitment to the protection of the environment and the biodiversity, the sustainable consumption of resources and the mitigation of climate change.

The key principles of this Policy, shown in the next page, are the following ones:

- ∞ To provide services with an excellent level of **quality and efficiency** that satisfy clients and users and promote **competitiveness** in the Port of Melilla;
- ∞ To comply with the applicable **legal provisions** as well as the voluntarily assumed requirements;
- ∞ To inform about its activity performance through the **publication of an annual report** at public disposal;
- ∞ To maintain **fluid communication channels** with the stakeholders to identify their necessities and expectations and plan joint actions to improve the port management;
- ∞ To promote an **active participation** through training and raising awareness among the Port Authority staff and the companies developing their activity in the port enclosure;
- ∞ To integrate **optimal working conditions** for the Port Authority personnel and users in planning and management processes of the Port Authority, preventing damages and health deterioration;
- ∞ To avoid occupational incidents, establishing actions aimed at **removing dangers** and reducing the risks the Port Authority workers are exposed to;
- ∞ To protect the environment and **prevent pollution** in the scope of its activity and in accordance with the competences that the applicable legal framework assigns to it;
- ∞ To opt for the **sustainable development** of the port, based on the balance among the economic growth, the social cohesion and responsibility and the respect for the environment.

ENVIRONMENTAL POLICY STATEMENT

Port of Melilla. Environmental policy

Port Authority of Melilla, declares its firm commitment to promote the port activity growth from respect for the environment by minimizing the emissions to air, land and water in all our operations. The activities and services of the port concentrate on general services of the Port and infrastructure management with associated environmental effects and impacts throughout its area of influence.

To minimize environmental effect and impact we shall:

1. Prevent, minimize and control potential environmental impacts by having an appropriate environmental management programme that guides and improves our environmental performance, focuses on prevention of pollution, and pays due regard to nature conservation.
2. Develop our activities from compliance with legal requirements that apply and those other requirements to which the Port voluntarily subscribe.
3. Work to prevent environmental accidents and maintain a high level of preparedness to reduce the effects of any accidents or incidents that may occur.
4. Use our resources as efficiently as possible and endeavor to reduce the use of energy and raw materials in proportion to the volumes handled, working towards the following specific goals implementing an environmental monitoring and implementing and environmental management system for the port activities according the requirements of ISO 14001:2015 and link objectives in efficiency energy
5. Maintain fluid communication channels with other ports, government and other public or private entities in order to undertake joint actions to fulfil our environmental policy and consult adequately within the local community and relevant organizations on their environmental programs.
6. Pursue a sustainable development of the Port of Melilla, based on achieving a balance between economic growth, social cohesion and respect for the environment.
7. Transmit and encourage active participation through training on environmental issues and awareness both staff of the Port Authority and companies with activities in port areas.
8. Periodically revise the environmental policy, taking due notice of the results from completed environmental audits and changes in future condition.
9. Make sure that all necessary resources for the implementation of our environmental policy are allocated.
10. Publish an environmental report available to the public.

Melilla, November of 2020

THE MANAGING DIRECTOR


Signed by: I. Ayala Navarro
DIRECTOR GENERAL



SIGNIFICANT ENVIRONMENTAL ASPECTS AND IMPACTS

Annually, the Port Authority of Melilla assesses, from a lifecycle perspective, the aspects of its activity that might produce significant environmental impacts, in accordance with the Technical Guidelines **“Criteria for the evaluation of environmental aspects”** and the Documented Procedure **“Evaluation of significant environmental aspects”** of its IMS.

This assessment is conducted by completing an **“Environmental aspects and impacts matrix”**, of the own activity of the Port Authority as well as the ones performed in areas managed by it and over which it has control capacity and influence (concessions, authorisations, contractors, etc.).

In addition to the aspects that result significant after the completion of the matrix, the Port Authority establishes the following fixed significant environmental aspects:

- ∞ Accidental spillage of hydrocarbons or other hazardous substances;
- ∞ Accidental fire of facilities (extinction);
- ∞ Emission of CO₂ equivalent tonnes in the port activity.

The environmental aspects assessed as significant in 2021 are shown next. These are complemented with the **“Register of environmental aspects”** of the section 1.2 of PERS.



	Aspect	Impact	Focus	Associated operations	Legal scope
∞	Accidental spillage of hydrocarbons or other hazardous substances	Marine environment pollution	Water sheet	Small crafts traffic. Sport activity. Liquid bulk load, unload, storage and transport (specially hydrocarbons)	(1) (2) (3) (4) (5) (6) (7) (8) (9) (10)
∞	Accidental fire of facilities (extinction)	Air pollution, damage and/or nuisance to people	Facilities	Normal functioning of the port	(11) (12) (13)
∞	Emission of CO₂ equivalent tonnes in the port activity	Air pollution	Port activity in general, electric consumption in particular	Normal functioning of the port	(14) (15) (16) (17) (18) (19)
∞	Consumption of hazardous substances or packages that have contained those	Potential water, air and soil pollution. Natural resources and energy consumption in operations and its consequently associated impact (management of hazardous waste)	Port Authority workshops	Workshops cleaning to free space for concessions	(20) (21)
∞	Development of new infrastructures	Habitats destruction or alteration and coastal dynamics alteration	Works performed in the port enclosure	Infrastructure accomplishment, pending Environmental Impact Statement of the Port of Melilla External Expansion project	(3) (4) (5) (7) (10)

(1) MARPOL Convention

(2) OPRC Convention

(3) Council Directive 92/43/CEE, of 2nd May 1992

(4) Law 26/2007, of 23 October

(5) Law 42/2007, of 13 December

(6) Royal Decree 1695/2012, of 21 December

(7) Law 21/2013, of 9 December

(8) Royal Decree 804/2014, of 19 September

(9) Order FOM/1793/2014, of 22 September

(10) Royal Decree 79/2019, of 22 February

(11) Law 31/1995, of 8 November

(12) Royal Decree 393/2007, of 23 March

(13) Royal Decree 513/2017, of 2nd May

(14) Law 34/2007, of 15 November

(15) Commission Regulation (EC) No 1516/2007 of 19 December 2007

(16) Regulation (EC) No 1005/2009 of the European Parliament and of the Council of 16 September 2009

(17) Regulation (EU) No 517/2014 of the European Parliament and of the Council of 16 April 2014

(18) Royal Decree 115/2017, of 17 February

(19) Royal Decree 920/2017, of 23 October

(20) Ley 11/1997, of 24 April

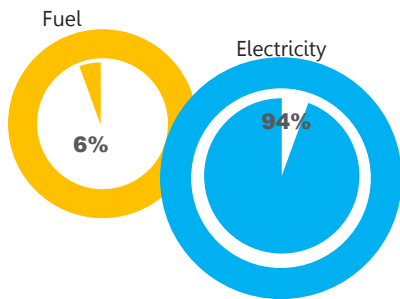
(21) Ley 7/2022, of 8 April

ENVIRONMENTAL PERFORMANCE

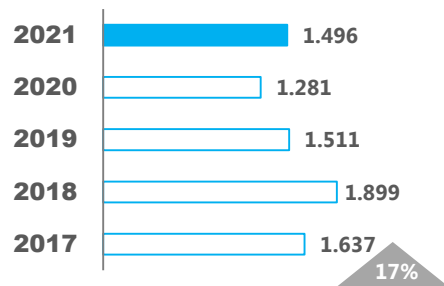
Eco efficiency

Energy consumption

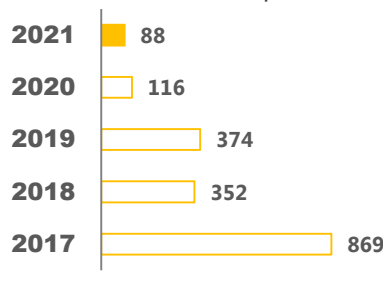
In the Port of Melilla, the energy consumed is distributed according to the following graph.



Distribution of energy consumption (%)



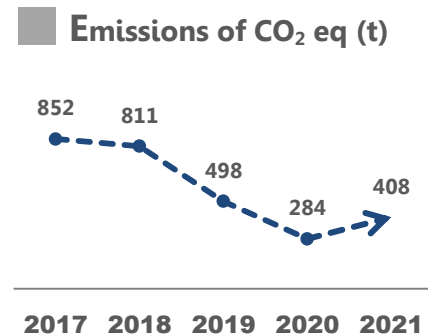
Electricity consumption (MWh)



Fuel consumption (MWh)

From these consumptions, it is possible to calculate the carbon footprint with scope 1+2 by means of the **“Carbon footprint calculator for an organisation (scope 1+2)”** available on the webpage of the **Ministry for the Ecologic Transition and the Demographic Challenge**.

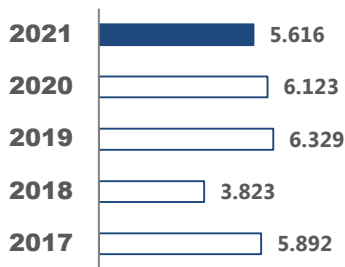
The CO_{2eq} emissions have grown regarding 2020 (a non-representative year due to the activity reduction from the pandemic). Its decrease in relation to 2019 shows the efficiency of the measures adopted by the Port Authority to reduce the energy consumption, such as the implementation of led lighting technology.



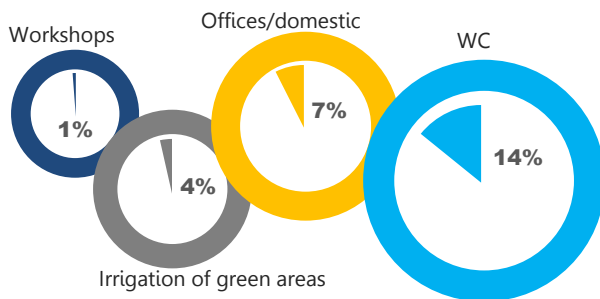
Emissions of CO₂ eq (t)

Water consumption

The water consumption is 100% controlled and it has maintained in the order of the previous years, showing a slight decrease regarding 2020.








Water consumption (m³)  8%



Distribution of water consumption (%)

Measures to reduce the energy and water consumption

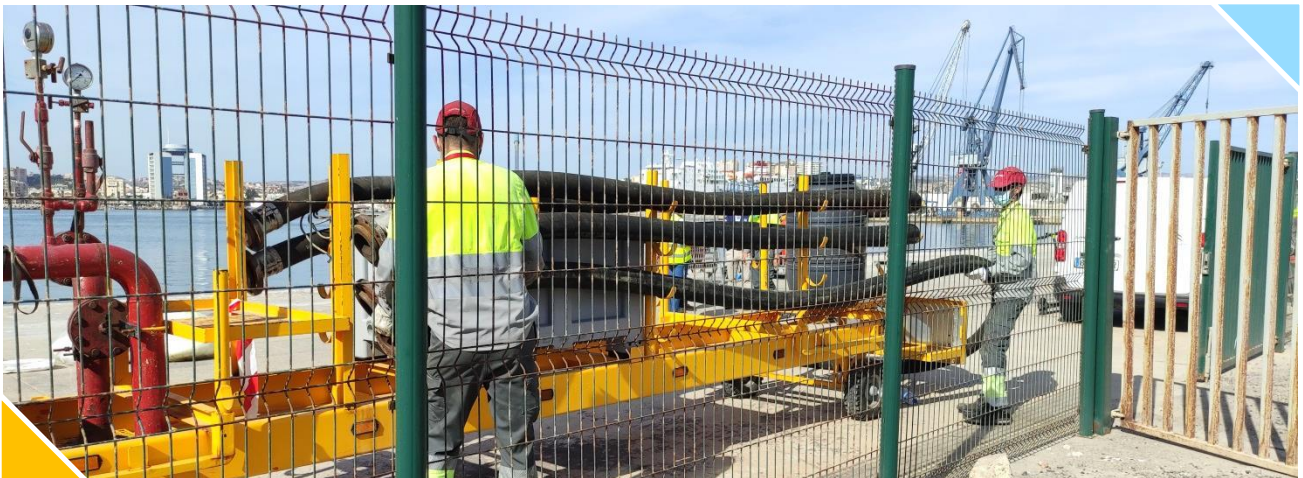
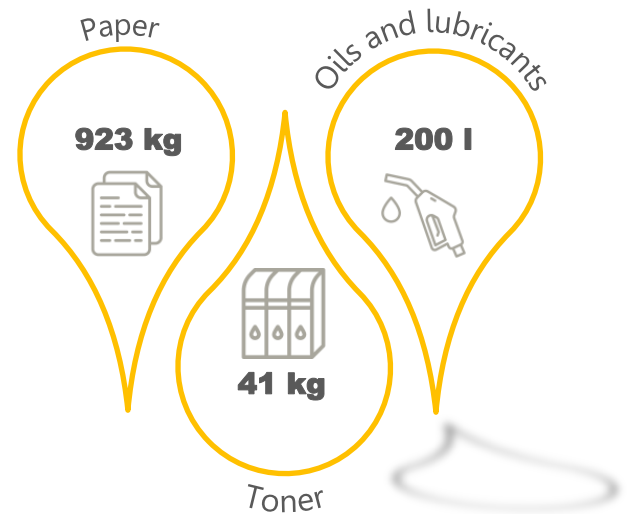
- Installation of led technology in vial lighting towers and in offices luminaries 
- Sensitisation and training of the staff 
- Checklists for consumption review 
- Exhaustive maintenance programme of the water supply network 
- Daily read of the water meters 

Materials consumption

The materials acquired by the Port Authority are usually consumed in the offices (paper and toner), besides during the maintenance and conservation activities (oils and lubricants).

The consumption of oils and lubricants has decreased in relation to 2020, and the same for paper, result that states the efficacy of the digitalisation measures implemented in the Port Authority, such as the electronic notifications and a greater environmental awareness of the staff.

As for the toner consumption, it has slightly increased in comparison with the previous year.

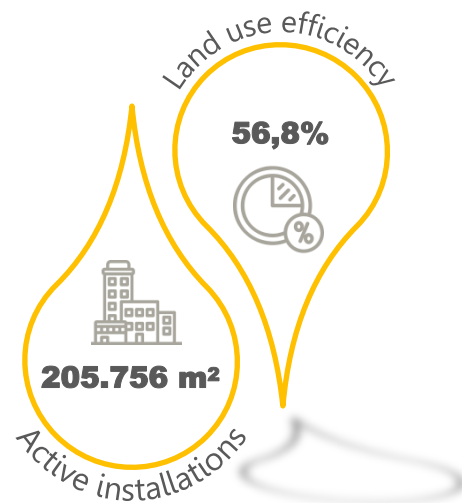




Land use efficiency

The port land use efficiency is calculated as the ratio of the surface occupied by active facilities (the Port Authority's and the ones franchised or authorised) to the surface of the land service area.

In 2021, the active facilities have reached the value of 56,8% in relation to the total land surface.

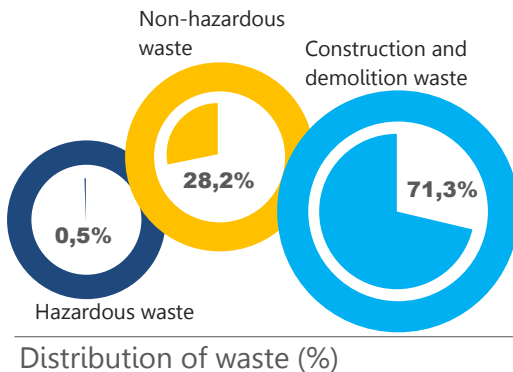


MANAGEMENT OF ENVIRONMENTAL ASPECTS

Waste management

The activities developed in the port might generate **hazardous waste** (workshops and facilities conservation activities), **non-hazardous waste** (catering, commercial and leisure activities in the service area, office work, and docks, roads and common areas cleaning) **and inert waste** (construction and demolition waste produced in the construction works).

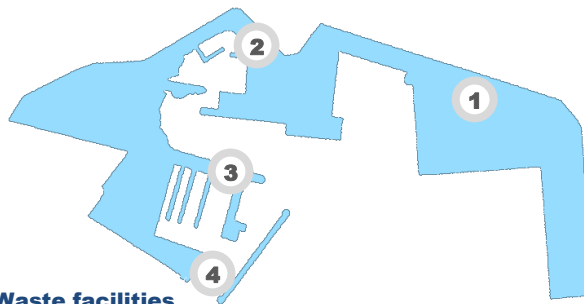
The Port Authority, through a contractor company, assumes the management of all that waste, including the ones not generated by its own activity (cleaning or abandoned waste), based on the segregation in origin principle.



Hazardous waste

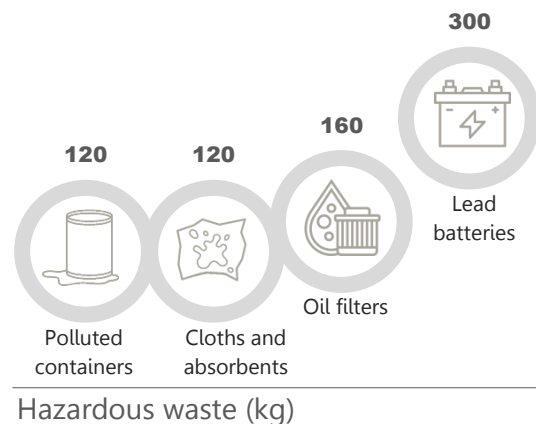
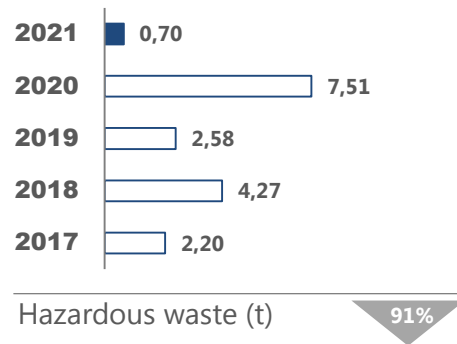
The hazardous waste generated in the port facilities in 2021 has reached the smallest figure in the last years, implying a 91% reduction regarding 2020.

This waste consisted of lead batteries, oil filters, polluted containers and cloths and absorbents, deposited in the waste facilities established in the port area to that effect, and located according to what is shown in the next picture.



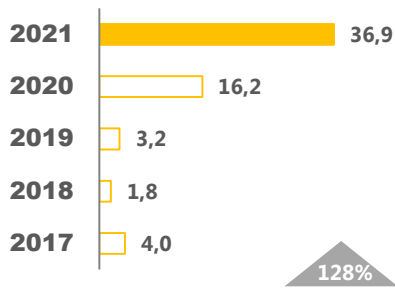
Waste facilities

- 1 Workshops
- 2 Fishing basin
- 3 Mineral loading
- 4 Dry Marine (Sports Port)



Non-hazardous waste

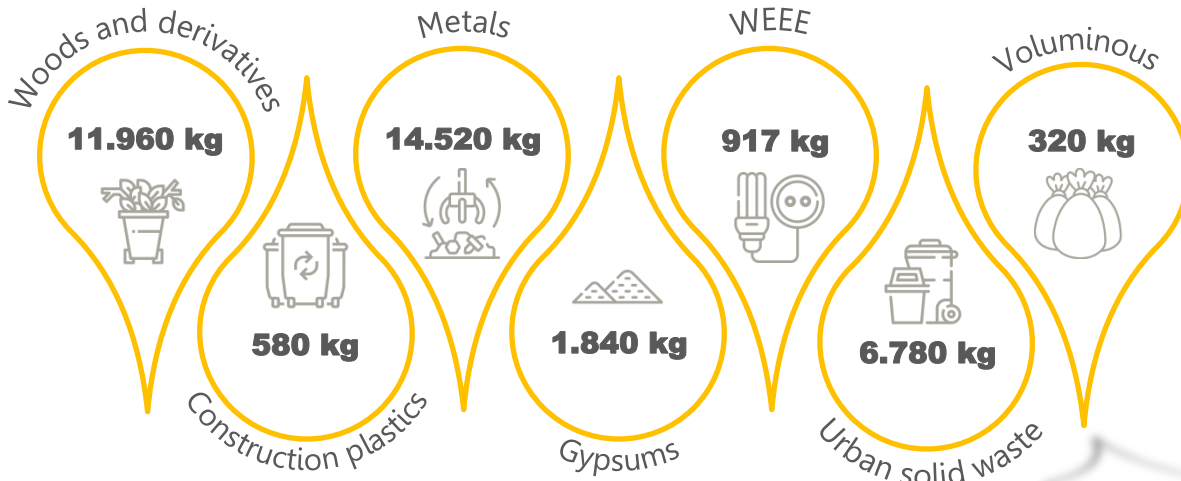
The non-hazardous waste is composed by urban solids, electrical and electronic equipment (WEEE), plastics, woods, metals, etc.



Non-hazardous waste (t)



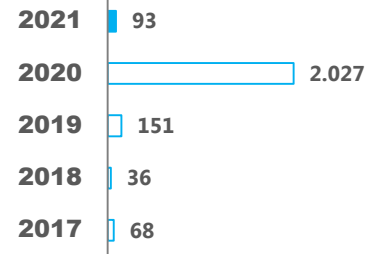
Non-hazardous waste



Construction and demolition waste

The waste produced during the construction or demolition activities in the Port of Melilla in 2021 has shown a significant decrease regarding 2020.

	Construction and demolition waste	Quantity 2021
∞	Clean	72,28 t
∞	Dirty	9,02 t
∞	Mixed	11,9 t



Construction and
demolition waste (t)

95%



Air quality control

Atmospheric emission focuses

In 2021, some operators have continued developing the activity of construction solid bulk handling, which supposes a particles emission source. The main atmospheric emission focuses in the port in 2021 are shown next, ordered by importance.

Emission focuses

INDUSTRIAL activities in concessions

OUTDOOR storage of solid bulk

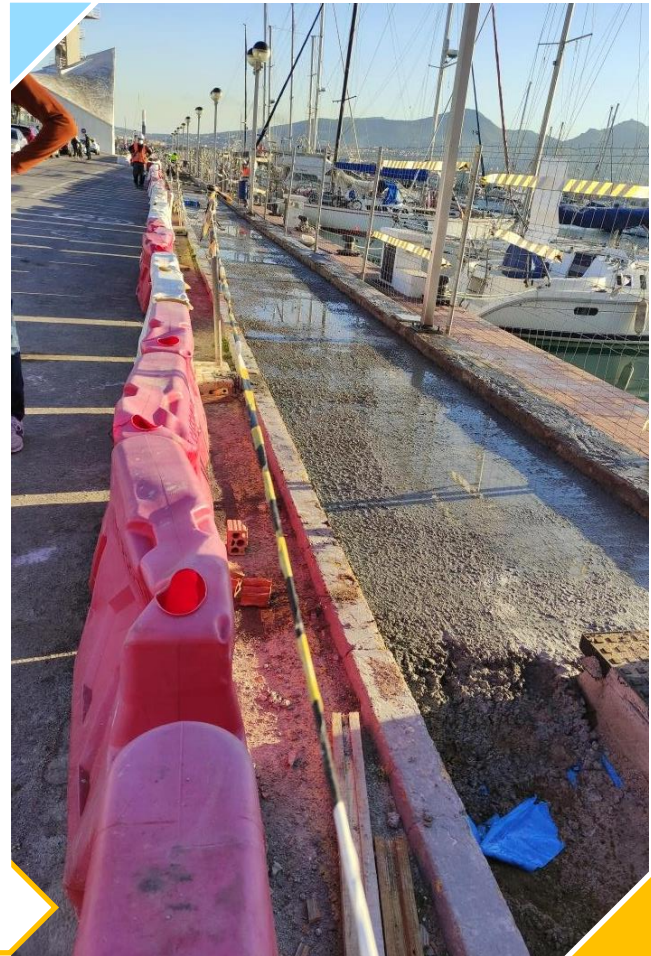
EMISSIONS from trucks boxes uncovered

EMISSIONS from vehicles engines

EMISSIONS from moored ships and cruises

BULK handling through uncovered special systems

CONSTRUCTION works



Control measures

Measures to reduce emissions

Environmental criteria in mooring assignment



Traffic rearrangement in the entrance and exit to the port



Obliged compliance standards, sanctioning files and specific instructions



Emissions daily inspection by video surveillance and the Port Police



Participation in the "CORE LNGas hive" project



Control measures supervision in the arid mashing plant



Alert and information systems linked to the wind speed, and stop if it is adverse

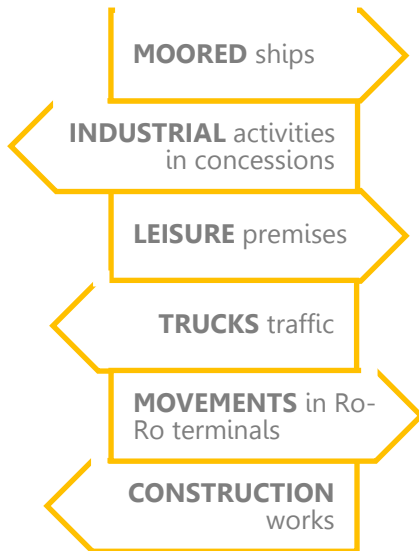


Noise control

Noise emission focuses

The main acoustic emission focuses in the Port of Melilla in the year 2021 are the ones shown below, ordered by importance.

■ Emission focuses



In the framework of the **“ANCHOR LIFE”** project, the noise map of the containers and the HUB terminal of the potential enlargement of the Port of Melilla have been developed, with the aim of assessing their sound impact and including their management in the EMS of the port



Control measures

Measures to reduce sound emissions

Daily inspection by
the Port Police



Development of campaigns to
measure the acoustic quality



Speed limitation in the
port roads



Reduction of the acoustic levels of sound
equipment in the premises of the Sports Port



Creation of the Noise Map
and the "Action Plan"



OPS system in the
Espigón Dock



The **"Action Plan"** includes the
implementation of an OPS system
in the Ribera I and Ribera II docks



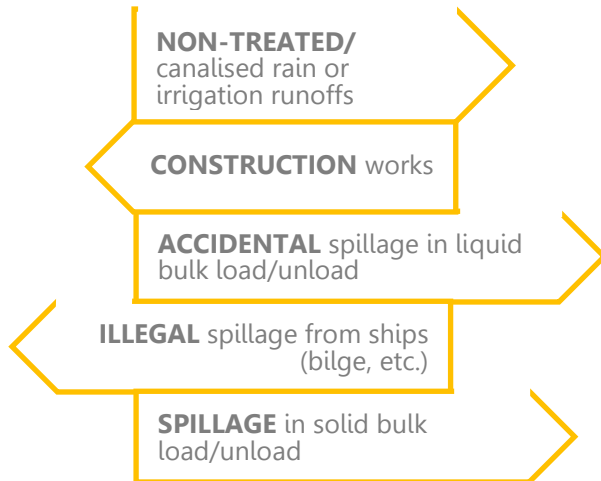
Water quality control

Spillage focuses

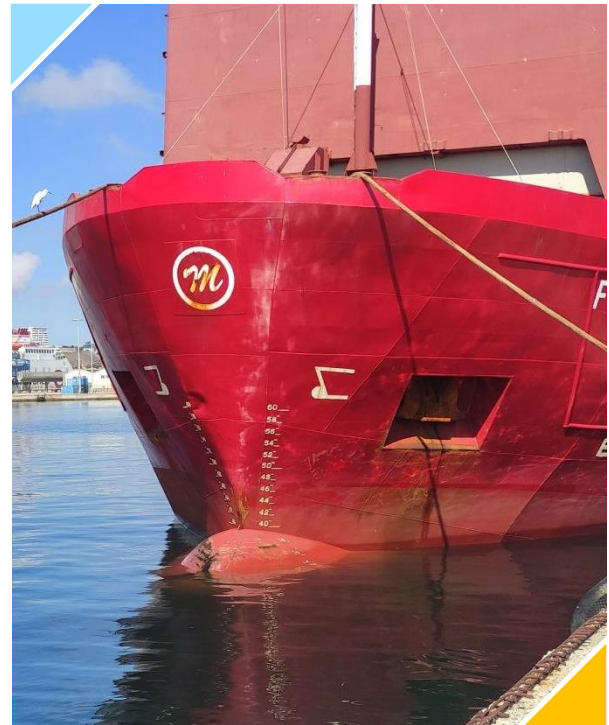
The accidental spillages are the main responsible for the port waters quality deterioration. To avoid, to the extent possible, their materialisation, the 85% of the Port of Melilla service area has a sanitation network connected to the local manifold or a sewage treatment plant, and the 59% has also runoff collection.

The main spillage focuses in 2021 have been, ordered by importance:

Spillage focuses



The Port Authority is working in a “**Collaboration Protocol**” with the Autonomous City of Melilla aimed at the optimisation of the water sheet cleaning



Control measures

Besides the previous characterisation of the spillage sources in the port basins, the Port Authority performs the following measures to control potential spillages:

Measures to reduce spillages

Disposal of areas to clean and maintain equipment



Adequate maintenance of the sanitation and rainfall water networks, checking the collectors after rain episodes



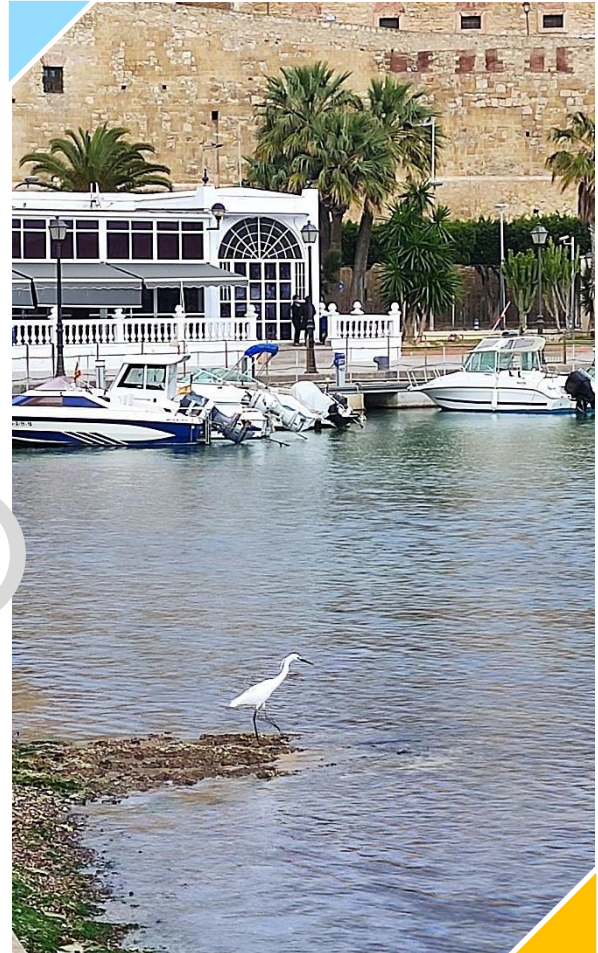
Weekly inspection of docks to detect spillages and floaters by the Port Police



Obliged compliance standards, sanctioning files and monitoring of spillage permits of concessions



Other measures are the monitoring of the port water quality and the implementation of the “**Internal Maritime Plan**”, developed in detail in the following sections.



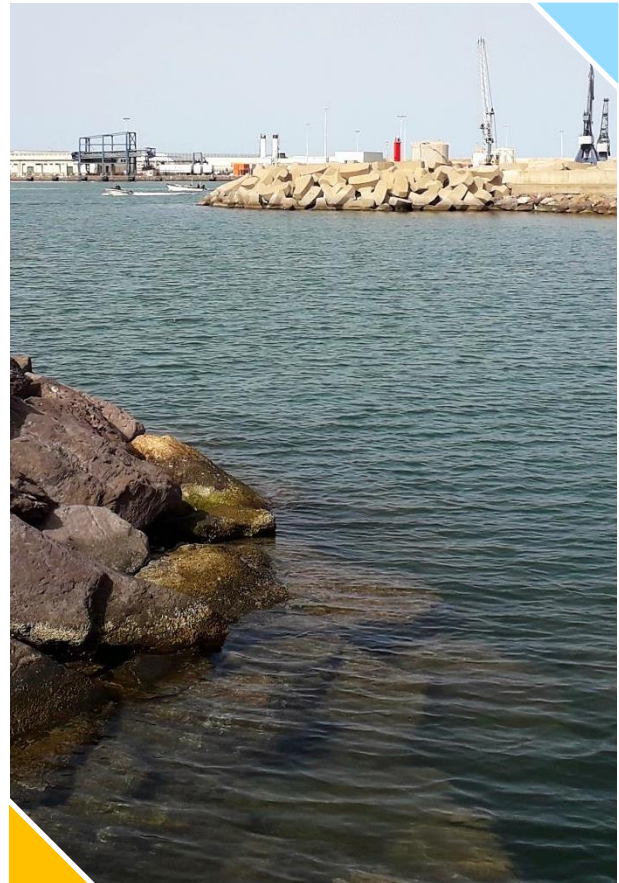
Monitoring campaigns

Annually, the Port Authority of Melilla performs four sampling campaigns for the monitoring of the port waters quality, by measuring diverse parameters representative of those in samples collected at 5 meters depth in different points of the port water area (estuary, zone II, basins, breakwaters and San Lorenzo beach), through a multi parametric probe.

The approximate locations of the sampling points are the ones shown in the following picture.



The results of the measures performed have shown no anomalies in the measured parameters





Internal Maritime Plan

The document that establishes the answer to emergencies and the actuation procedures of the answer groups to guarantee the availability of enough means to act in case of marine pollution in the Port of Melilla is the “**Internal Maritime Plan**” (IMP), whose latest update approval, on the part of the Merchant Navy General Management, is pending.

In 2021 a drill has been performed, on gasoil spill to the sea due to the break of a hose from sabotage during the discharge manoeuvre of a ship moored in the Nordeste III Dock, which has allowed practicing the operation in these situations and establishing improvements.

4 incidents of marine pollution have occurred in 2021, which have been solved without needing to activate the IMP

ORGANISATION OF THE ENVIRONMENTAL MANAGEMENT

The Port Authority of Melilla organises its environmental management in accordance with its IMS, which establishes a collaboration framework among the personnel under the coordination of the Quality, Environment and Occupational Risk Prevention Division.

This Division performs specific environmental functions and protocols, such as the environmental monitoring in port facilities, with the support of the Surveillance Service and two workers attached to the Conservation service.

The information obtained from the surveillance activities is complemented, in the framework of PERS implementation, with the **“Register of responsibilities of the Port Authority’s staff”**.

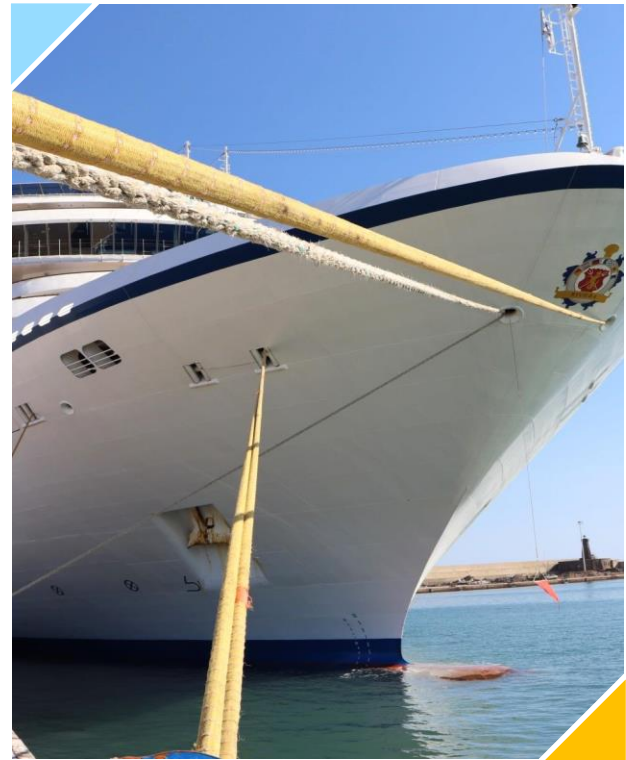
Mechanisms of environmental management

DISTRIBUTION of documents of the Integrated Management System

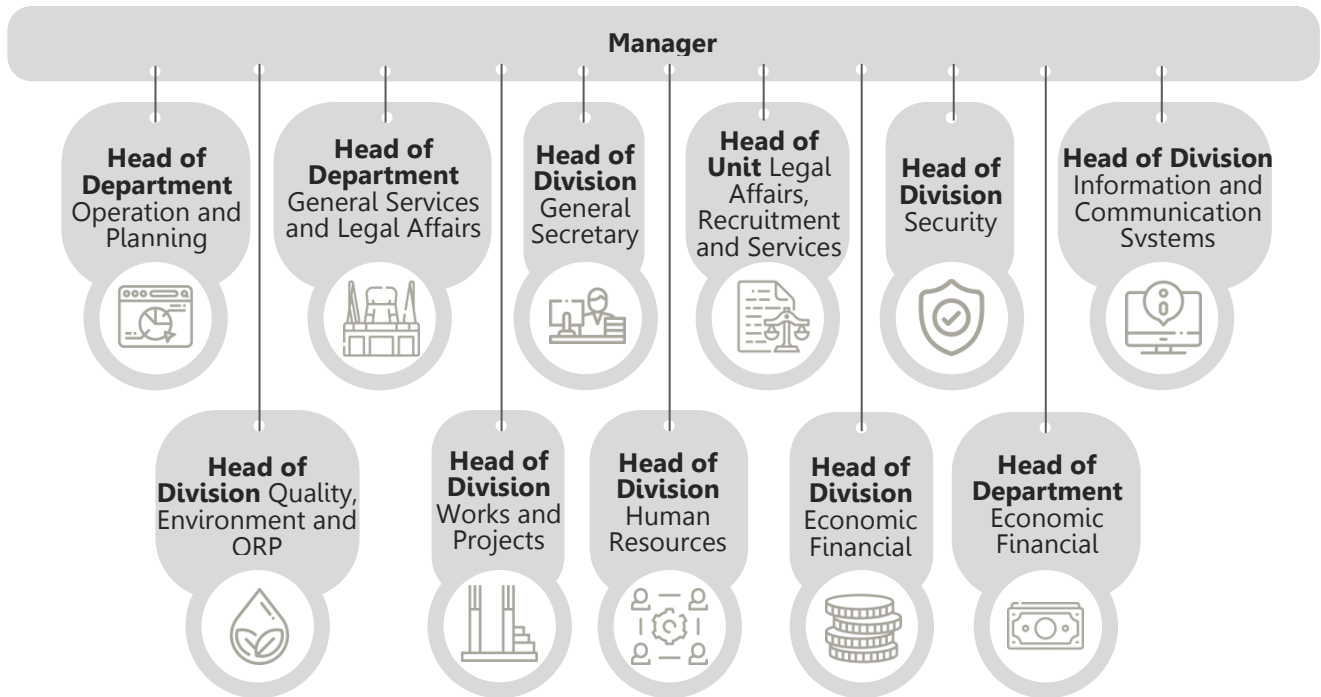
REALISATION of drills on marine pollution situations

IMPARTATION of training sessions

PUBLICATION on the port’s website of the “Sustainability Report” and the “Quality, Environment and Health and Safety Policy”



Management Committee chart



NECESSITIES OF THE STAKEHOLDERS

The Port Authority has implemented the following communication channels with its stakeholders or interested parties (those people that can affect the port activity or be affected by it and that are part of the port management).

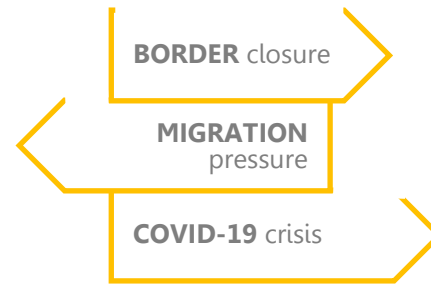


The main stakeholders of the Port Authority of Melilla are:

- ∞ Organisation management;
- ∞ Staff and their representatives (Work Council and Health and Safety Committee);
- ∞ External prevention service and Mutual for accidents;
- ∞ Concessions;
- ∞ Shipping companies and vessels;
- ∞ Operator companies;
- ∞ Users;
- ∞ Citizenship;
- ∞ Chamber of Commerce;
- ∞ State's Ports and other public administrations.

The Port Authority knows the main concerns of these stakeholders by the mentioned communication channels. In 2021, the issues that have concerned the Port Authority of Melilla's stakeholders the most have been the following ones:

Concerns of the stakeholders

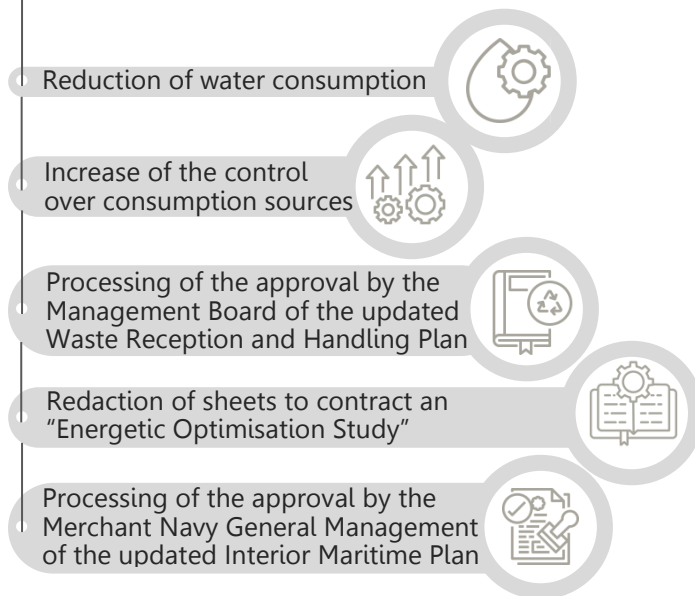


OBJECTIVES, ACTIONS AND PROGRAMMES

Actions of 2021

During the year 2021, the following landmarks have been reached in the environmental matter.

Environmental landmarks



Future objectives


Aimed at continuing improving its management in the environmental scope of sustainability, the Port Authority has established the following challenges:

- ∞ Redaction of the **"Environmental Sustainability Plan"**;
- ∞ **Reduction of the energy consumption and the carbon footprint** of the organization;
- ∞ Installation of a **cold ironing** system in the Ribera I and Ribera II docks;
- ∞ **Improvement of the waste management and segregation**;
- ∞ Environmental processing of the **"Port of Melilla External Expansion"** project.

LEGAL REQUIREMENTS

The Port Authority knows the legal regulations that apply to it and includes them in the **“List of legal regulation and other requirements”** of its Integrated Management System after the periodical analysis of the official bulletins of the Autonomous City of Melilla, the State and the European Union, according to the following process:

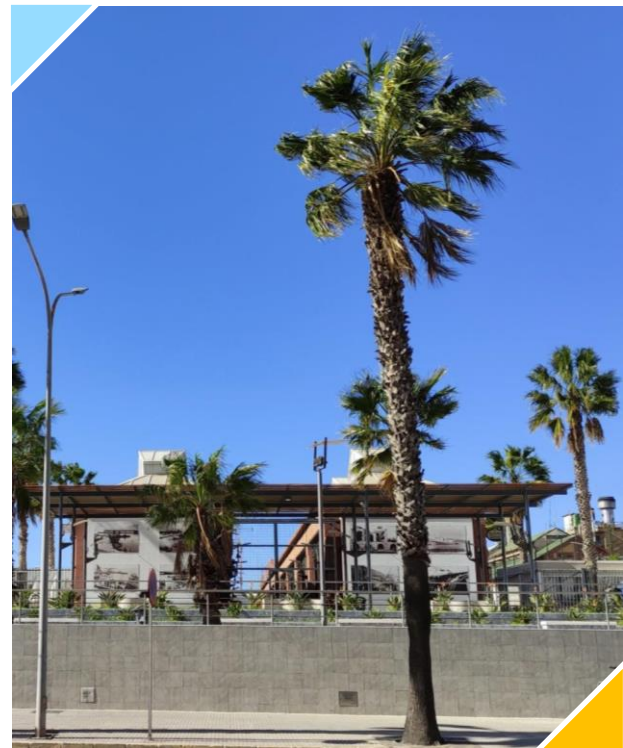
Actuation

- 1 Regular consultation of the official bulletins
- 2 Detection, inclusion in the “List of legal regulations and other requirements” and control of the applicable requirements
- 3 Implementation of actions for compliance by the pertinent Head of Department
- 4 Assessment of the requirements compliance 

This process is included in a documented procedure of the Integrated Management System and is known by all the staff that plays a role in this matter.

Additionally, in the section **“Significant environmental aspects and impacts”** of the present document (section 1.2 of PERS), the legal requirements that apply to each one of the mentioned environmental aspects are referred.

As for the registers generated in the PERS implementation, the section 1.4 of PERS includes a declaration of conformity with the applicable legal requirements, whose compliance is annually evaluated by the Port Authority of Melilla through a specialized independent and external company.



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