

Environmental Report 2022

Environmental Report elaborated in accordance with the requirements
of the PERS model (Port Environmental Review System)



Puerto de Melilla



Autoridad Portuaria de Melilla



ENVIRONMENTAL REPORT DIRECTION

Port Authority of Melilla



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PRESENTATION

The surroundings of the Port of Melilla have the presence of spaces qualified as community importance and special conservation, which are also passing areas of migratory birds and cetaceans as well as habitat for protected species.

Within this natural context, it is crucial maintaining adequate environmental conditions. For that purpose, the Port Authority of Melilla controls the environmental aspects of the port activity that might generate significant impacts over its surroundings, and transmits the Port Community the necessity of preserving the environment.

Among the measures implemented for the management of these environmental aspects, the self-consumption and clean electricity generation projects, included in the Energetic Optimization Plan for the reduction of the Port Authority's carbon footprint, are especially relevant.

Regarding the electricity generation from renewable sources, the technical assistance for the preparation of the study of the photovoltaic energy capacity has been tendered during 2022, whilst the installation of solar panels in the parking area of the small crafts basin is planned for the year 2023.

Other measures of energy efficiency and decarbonisation developed during 2022 include the installation of LED luminaries, the acquisition of tires considering their energy efficiency classification (which affects the fuels consumption and the CO₂ emissions), the contract for the supply of electrically propelled cars and motorcycles and the preparation of a study to guarantee the connection of the generator sets aimed at supplying electric energy to mega-yachts so these can switch off their engines during their stay at the port.

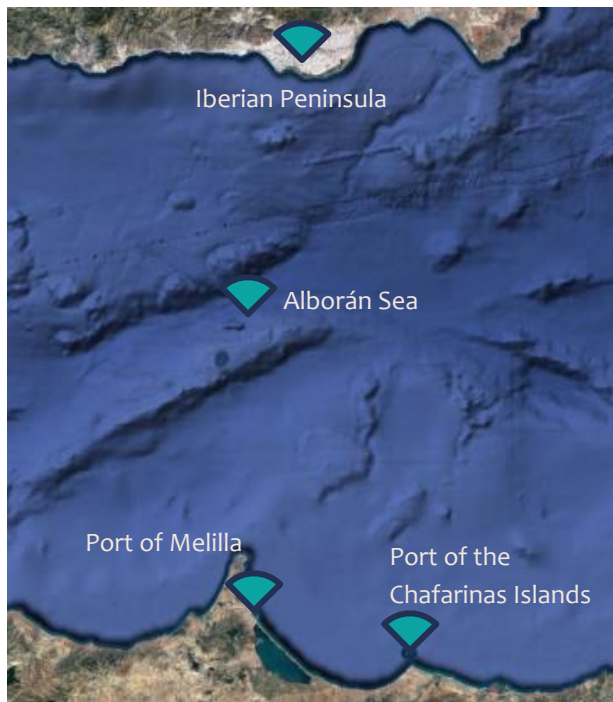
In this year it has also been approved the latest version of the Internal Maritime Plan of the port, which includes the actuation procedures in case of marine pollution emergencies. To this regard, it is important to highlight the absence of spills and complaints related to the environmental quality during the year.

In the future, the Port Authority of Melilla plans to enhance an economic growth of the port dissociated from a negative environmental impact, and to continue improving its environmental vigilance and management to maintain the port surroundings in a condition that guarantee the environment protection and its biodiversity.



THE PORT AUTHORITY OF MELILLA

The **Port Authority of Melilla** is a public body dependent of the Ministry of Transports, Mobility and Urban Agenda through the public entity State Ports, which 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.



This entity of public law has its own legal personality and wealth and full ability to act.

Its activities adjust to the **private legal system** (except in the functions of public power of the organisation), even in the acquisitions of wealth and contracting, in accordance with what it is established in the *Consolidated Text of the Law of the State Ports and the Merchant Navy (CTLSPMN)*, approved by the *Legislative Royal Decree 2/2011, of 5 September*, the *Law 40/2015, of 1 October, of Legal Regime of the Public Sector*, the Law of General Budget in force at each moment and the rest of applicable legal regulations.

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GOVERNMENT AND MANAGEMENT



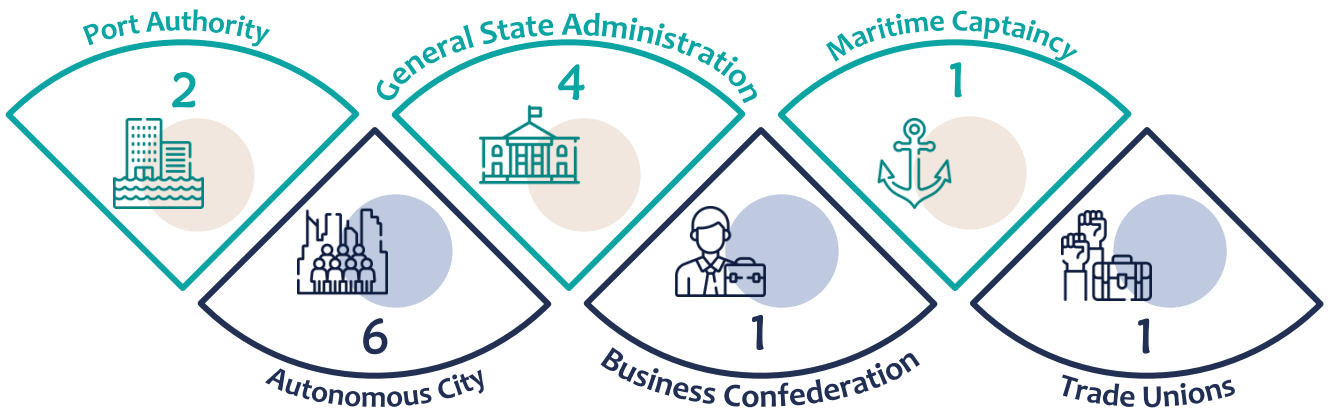
Government, management and assistance bodies

Bodies of the Port Authority of Melilla

Government	Management Board	Administers and approves the port organisation, fixes the management objectives and fees, and further competences assigned by the article 30 of the CTLSPMN
	President	Represents the Port Authority and its Management Board, establishes general directives for the services management, ensures the regulations compliance, and further functions assigned by the article 31 of the CTLSPMN
Management	Director	Steers and manages the entity, proposes the management objectives and actuation criteria, and further functions assigned by the article 33 of the CTLSPMN. She/He can be assisted by a Management Committee conformed by the out of agreement personnel
Assistance	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 port functioning and the maritime trade
	Port Services Committee	Created in the Navigation and Port Council by services users or their representatives and organisations representing workers and providers
	Management System Committee	Leads, coordinates and analyses the quality, environment and occupational risk prevention (ORP) performance
	Health and Safety Committee	Performs a regular and periodic query on the ORP actuations of the Port Authority
	Work Council	Collegiate body that represents the workers
	Protection Consultative Committee	Advises of measures for an adequate protection of the port and its users
	Information Security Management Committee	In charge of the security in relation to the Information and Communication Technologies and the compliance with the data protection regulation



Composition of the Management Board:





ACTIVITY DESCRIPTION

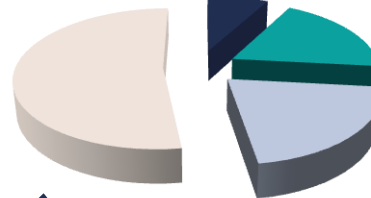


Port infrastructures

The port infrastructures and spaces of the Port of Melilla are managed under the “land lord port” model, in which the services are provided both by the private initiative (as it is the case of the passengers traffic and the Maritime Station) and the public initiative.

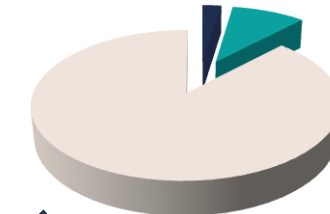


Water surface:



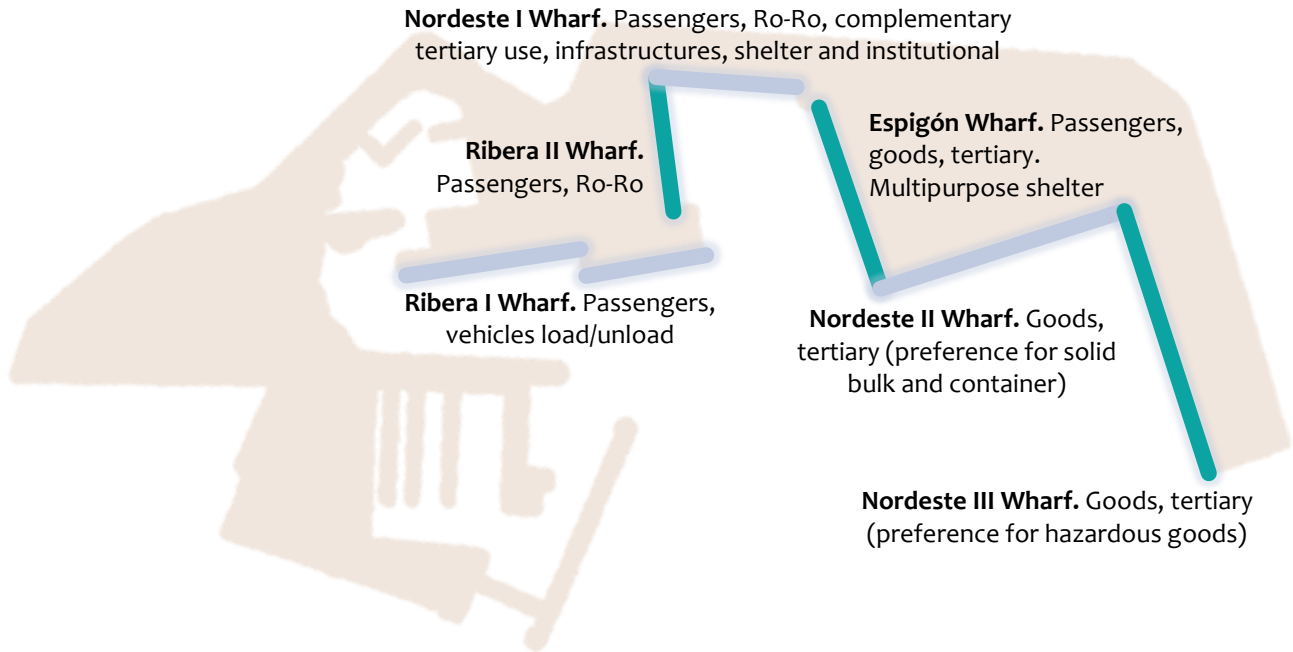
- Port of the Chafarinas Islands: 33,26 ha
- Beaches: 78,91 ha
- Commercial Port: 88,15 ha
- Water Zone II: 219,82 ha

Land surface:



- Port of the Chafarinas Islands: 0,93 ha
- Beaches: 3,61 ha
- Infrastructures and deposit areas: 33,27 ha

Out of the land surface available to tenants, the 34,88% (67.830,01 m²) is under concession



The service area of the **Port of Melilla** is distributed as follows:

- ∴ **Commercial area:** manoeuvre areas without buildings, Maritime Station, facilities, wharfs indicated in the image above;
- ∴ **Sport area:** infrastructures, passengers, institutional, nautical-sport, mineral loading, companies (leisure, services), fishing, complementary equipment and tertiary, Port Authority building;
- ∴ **South Breakwater and terrains next to San Lorenzo Beach:** infrastructures, recreational and reserve.

As for the **Port of the Chafarinas Islands**, it has a breakwater-jetty, a stranding ramp, a 5 tonnes crane and a berthing quay for military vessels and investigation and National Parks Autonomous Body personnel.

The Port of Melilla is divided in commercial area (218.795 m²), sport area (109.900 m²) and South Breakwater and terrains next to San Lorenzo Beach (33.551 m²)



New developments

The works performed during 2022 have been:

- ∴ **Supply and installation of LED luminaries in the restricted parking of the Maritime Station:** substitution of obsolete lamps and improvement of their energy efficiency;
- ∴ **Supply of 70 LED modules for their installation in the fishing basin luminaries:** substitution of obsolete lamps by LED;
- ∴ **Supply and installation of basis for beacons in the Port of Melilla and the Port of the Chafarinas Islands:** substitution of daylight signage that did not meet the minimum dimensions;
- ∴ **Enablement in offices in the ground floor of premises 1, 7 and 8 in the Ancient Maritime Station building:** renovation of deteriorated premises;
- ∴ **Renovation and repair of the perimetral hoop of the shed n°5:** structural enablement of the front and back facades;
- ∴ **Renovation of the shed n°5:** construction of a new building, rearrangement of the parking and fire compartmentalisation in premises in accordance to the in force regulations.

The investment certified in the development of infrastructures in 2022 has been of 765.782,36 €



Supply and installation of basis for beacons



Renovation and repair of the perimetral hoop



New building of the shed n°5



Besides those, the Port Authority of Melilla has performed actions prior to the resumption of the **Strait Crossing Operation**, including the installation of a marquee that can be dismantled with capacity for 130 vehicles, which has allowed the traffic and parking of vehicles in the surroundings of the ships boarding.

Moreover, in 2022 the Port Authority has worked in the sheets for the public tender of the construction works of the **“Wharf for great length vessels”** project, the first step to the new cruises jetty. The wharf will have its berthing in the shelter breakwater of the Sport Port and about 400 m long

to answer the needs of great length vessels.

Additionally, the sheet for the tender of the **“Arrangement of Security Areas of the Port of Melilla, New Customs Enclosure”** construction works has been prepared, which plans a segregation of spaces in the security area and the configuration of a new customs enclosure more reduced and an industrial / commercial area that facilitates the development of this activity and revitalises the sector, making the activities in the whole port environment compatible by the optimisation of the operation of the existing public domain surfaces.



Services provided

General services

These are the services from which the port users benefit without need of request, as well as those necessary for the **compliance with the functions** of the Port Authority.

The Port Authority, without detriment to their management might be entrusted to third-parties, provides the general services indicated on the right:



..... GENERAL SERVICES

-  Order, coordination and control of port traffic, both maritime and land
-  Coordination and control of the operations associated with the port and commercial services and other activities
-  Signage, beaconing and aids for navigation in the approach and access of the ship to the port, and interior beaconing
-  Police in the common areas, without detriment to the competences that correspond to other administrations
-  Lighting of the common areas
-  Usual cleaning of the land and water common areas (excluding the cleaning due to goods operations)
-  Prevention and control of emergencies (civil protection, fires, rescue and fight against pollution)





Maritime signage services

Its purpose is the installation, maintenance, control and inspection of visual, acoustic, electronic or radio electric devices, active or passive, aimed at improving the **safety during navigation and the ships movements** in the service area of the Port of Melilla and, if so, confirming the position of ships during navigation.

The functions regarding maritime signage performed by the **Port Authority** are:

- ∴ To approve the projects of execution or modification of the maritime signage devices;
- ∴ To guarantee the effective compliance with the beaconings established by the State Ports;
- ∴ To inform about the projects of execution of new devices or modification of the existent ones, whose installation and maintenance correspond to third-parties;
- ∴ To inspect the aids for maritime navigation whose installation and maintenance correspond to third-parties and the adoption of measures aimed at restoring the service.





Port services

These are the activities of necessary provision for the operation of the port, aimed at making possible the **operations associated with the maritime traffic** in the territorial scope of the Port Authority.

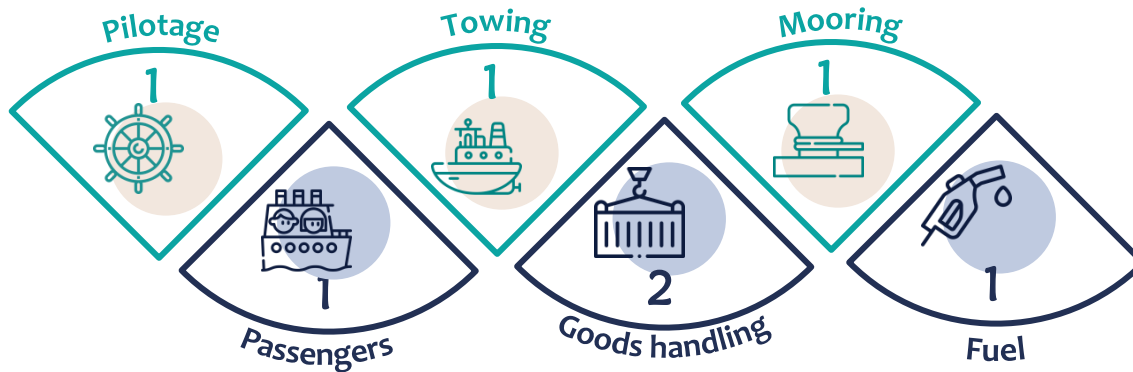
They are provided, under the free competition principle, by the **private initiative**, through the attainment of **licence** granted by the Port Authority.

The news of 2022 include the **adaptation of the towing, pilotage and mooring sheets** to the new models of the State Ports, and the appliance for a **provisional licence according to the new sheet for the supply of fuels** derived from oil, biofuels and synthetics through pipes, tanker truck and/or service station.

Port services

Technical-nautical	Pilotage
	Port towing
	Un/Mooring
Passengers	Passengers un/boarding, un/load of baggage and vehicles under passenger regime
Reception of ship waste	Reception of waste and residues of annexes I, IV, V and VI of MARPOL Convention 73/78
Goods handling	Goods un/load, stowage, maritime transit and transhipment
Fuel supply	Provisioning of solid, liquid or gaseous fuel

Empresas prestadoras de servicios portuarios:





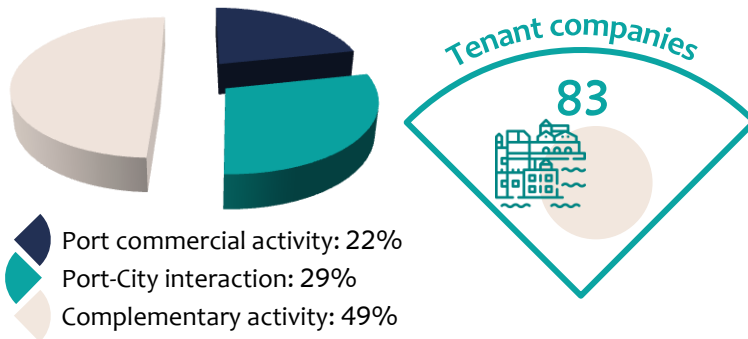
Commercial services

These are the activities of commercial nature provision that, without having the consideration of port services, are **linked to the port activity**.

They are provided in the **competence** regime through the attainment of **authorisation** from the Port Authority.

Occupation of the port public domain

Activities of tenant companies:



Out of the 6 authorised companies existent in the Port of Melilla, 4 provide complementary activities, and the other 2 are dedicated to port commercial activities





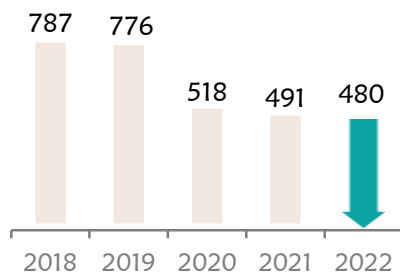
Freight traffic

Although the number of ships that have called at the Port of Melilla has increased, the tonnes moved have continued falling, as a consequence of the closure of the land frontier by Morocco in March 2020 that continues to this date.

Thus, the freight traffic exclusively corresponds to the current demand of the Autonomous City of Melilla.

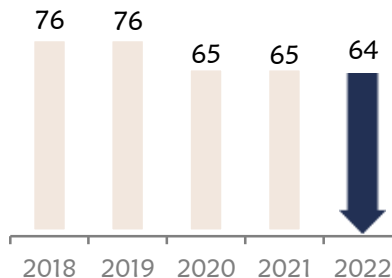


In total, $572 \cdot 10^3$ t of goods have been moved in 2022, which supposes a decrease of the 4% regarding 2021



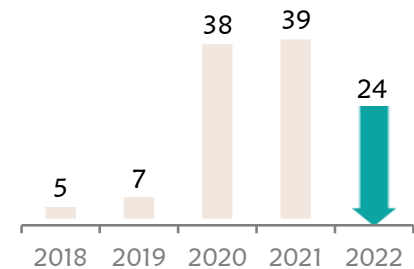
General cargo (t·10³)

↓ 2%



Liquid bulk (t·10³)

↓ 2%



Solid bulk (t·10³)

↓ 38%



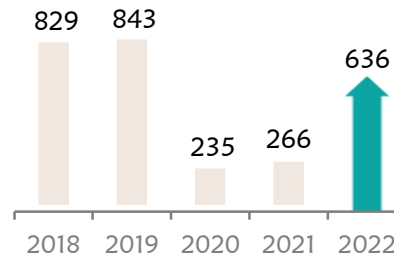
Passengers traffic

The **border crossings and customs** between Melilla and Morocco have reopened for the passengers traffic during 2022, which has allowed the preparation in this year, for the first time since 2019, of the **Strait Crossing Operation**, in which hundreds of people attend to Melilla to cross the frontier.

This circumstance, together with the connections with Almería, Málaga and Motril, has resulted in an **important increment of the passengers and vehicles under passenger regime traffic**, which is expected to continue growing if the fluidity conditions in the frontier improve.

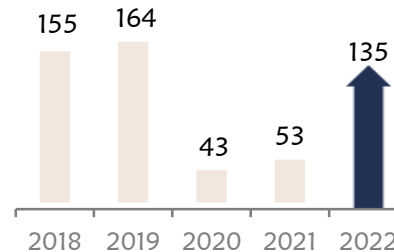


Additionally, the cruise activity has shown a **significant recovery, reaching a total of 9 vessels and 5.028 passengers** during the year 2022, which represents one of the best results in the last years in this sector.



Passengers·10³

↑ 139%



Vehicles in passenger regime·10³

↑ 155%

ENVIRONMENTAL MANAGEMENT

The Port Authority owns, since the year 2012, a certified **Integrated Management System (IMS) on Quality, Environment and Occupational Health and Safety** according to the standards **UNE-EN ISO 9001:2015, UNE-EN ISO 14001:2015 and ISO 45001:2018**, with the scope **“General Services and Infrastructures Management”**.

This IMS allows it to comply with the applicable regulations in these matters and to develop its job under criteria of quality of the services provided, respect to the environment and guarantee of health and safety of the professionals present in its facilities, making possible the continuous improvement in its management.

In addition, its **Environmental Management System** owns, since the year 2016, the European recognition **“Port Environmental Review System” (PERS)**, specific for the port sector, in accordance with the **“EcoPorts Foundation”** model of the **“European Sea Ports Organization” (ESPO)**.

During 2022, the **IMS of the Port Authority of Melilla has successfully succeeded the correspondent tracking audit** in accordance with the mentioned standards, verified by companies accredited by ENAC, and it has **worked to obtain the biennial renovation of PERS in 2023**.



UNE-EN ISO 9001:2015 certificate



UNE-EN ISO 14001:2015 certificate



ISO 45001:2018 certificate



PERS certificate

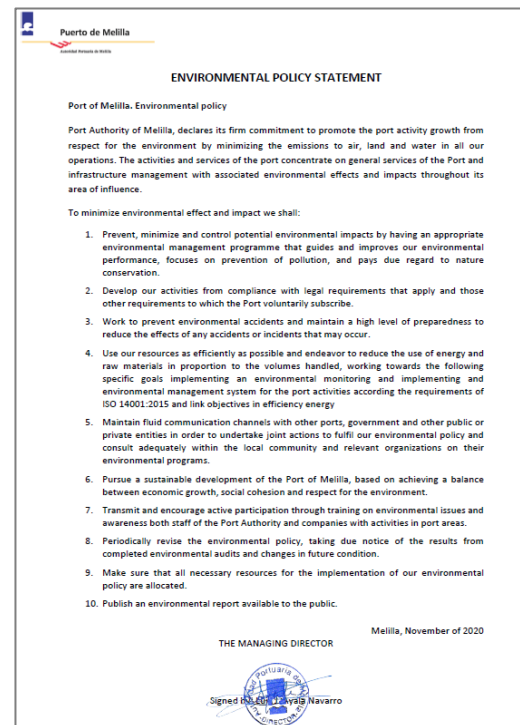


ENVIRONMENTAL POLICY

The Port Authority of Melilla reflects in its **“Quality, Environment and Occupational Health and Safety Policy”** its commitment to the protection of the environment and biodiversity, the sustainable consumption of resources and climate change mitigation. The key principles included in this Policy, available for its stakeholders in its webpage, are the following ones:

- ∴ To provide services of quality and efficiency that promote competitiveness;
- ∴ To comply with the applicable legal regulations and the voluntarily assumed requirements;
- ∴ To inform about its activity performance through an annual report publicly available for its stakeholders;
- ∴ To maintain communication channels with the stakeholders in order to identify their needs and expectations and to plan actions;
- ∴ To enhance the active participation of the staff of both the Port Authority and the companies that perform their activity in the Port of Melilla;
- ∴ To integrate optimal working conditions in port activity planning and management;

- ∴ To avoid occupational incidents by establishing actions that remove dangers and reduce the risks the Port Authority workers are exposed to;
- ∴ To protect the environment and prevent pollution;
- ∴ To opt for the sustainable development.



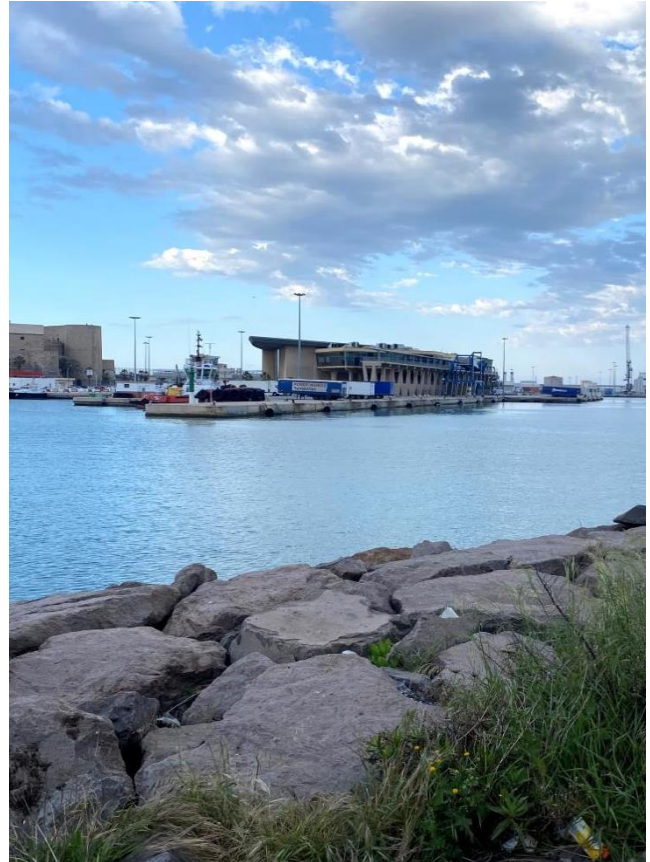


SIGNIFICANT ENVIRONMENTAL ASPECTS AND IMPACTS

The Port Authority annually assess the aspects related to its activity that might produce significant environmental impacts, as well as those of the activities developed within the port enclosure and over which it has control and influence, from a lifecycle perspective.

To perform this assessment, it uses the methodology and the criteria established in its **Integrated Management System on Quality, Environment and Occupational Health and Safety** and, concretely, in the procedure **“Evaluation of significant environmental aspects”** and the Technical Guidelines **“Criteria for the evaluation of environmental aspects”**, recording the results in the **“Environmental aspects and impacts matrix”**.

The environmental aspects that have resulted as significant in 2022 are shown next. These results are complemented with the **“Register of environmental aspects”** of section 1.2 of PERS.





**ACCIDENTAL SPILLAGE OF HYDROCARBONS
..... OR OTHER HAZARDOUS SUBSTANCES**



Impact: marine environment pollution



Focus: water sheet



Associated operations: vessels and small crafts traffic, load, unload, storage and transport of liquid bulk (specially hydrocarbons)



Legal framework: MARPOL Convention, OPRC Convention, Council Directive 92/43/EEC of 21 May 1992, Law 26/2007, of 23 October, Law 42/2007, of 13 December, Royal Decree 1695/2012, of 21 December, Law 21/2013, of 9 December, Royal Decree 804/2014, of 19 September, Order FOM/1793/2014, of 22 September and Royal Decree 79/2019, of 22 February



**EMISSIONS OF CO₂ EQUIVALENT TONNES
..... IN THE PORT ACTIVITY**



Impact: air pollution



Focus: port activity in general, electric consumption in particular



Associated operations: average port operation



Legal framework: Law 34/2007, of 15 November, Commission Regulation (EC) No 1516/2007 of 19 December 2007, Regulation (EC) No 1005/2009 of the European Parliament and of the Council of 16 September 2009 and Regulation (EU) No 517/2014 of the European Parliament and of the Council of 16 April 2014



**ACCIDENTAL FIRE OF FACILITIES:
..... EXTINTION**



Impact: air pollution, damage and/or nuisance to people



Focus: facilities



Associated operations: average port operation



Legal framework: Law 31/1995, of 8 November, Royal Decree 393/2007, of 23 March and Royal Decree 513/2017, of 22 May





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CONSUMPTION OF HAZARDOUS SUBSTANCES OR PACKAGES THAT HAVE CONTAINED THEM

Impact: potential water, air and soil pollution. Natural resources and energy consumption in operations and its consequently associated impact (management of hazardous waste)

Focus: Port Authority workshops

Associated operations: storages cleaning in order to free space for tenants

Legal framework: Royal Decree 1055/2022, of 27December and Law 7/2022, of 8April

INFRASTRUCTURES DEVELOPMENT

Impact: habitat destruction or alteration and coastal dynamics alteration

Focus: works developed within the port enclosure

Associated operations: infrastructures development

Legal framework: Council Directive 92/43/EEC of 21May 1992, Law 26/2007, of 23October, Law 42/2007, of 13December, Law 21/2013, of 9 December and Royal Decree 79/2019, of 22 February

POSSIBILITY OF ACCIDENTAL SPILLAGE OF HYDROCARBONS

Impact: marine environment pollution

Focus: water sheet

Associated operations: sport activity

Legal framework: MARPOL Convention, OPRC Convention, Council Directive 92/43/EEC of 21May 1992, Law 26/2007, of 23October, Law 42/2007, of 13December, Royal Decree 1695/2012, of 21 December, Law 21/2013, of 9December, Royal Decree 804/2014, of 19September, Order FOM/1793/2014, of 22September and Royal Decree 79/2019, of 22February



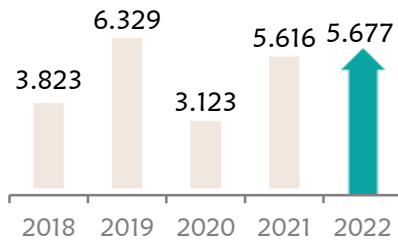


ENVIRONMENTAL PERFORMANCE



Water consumption

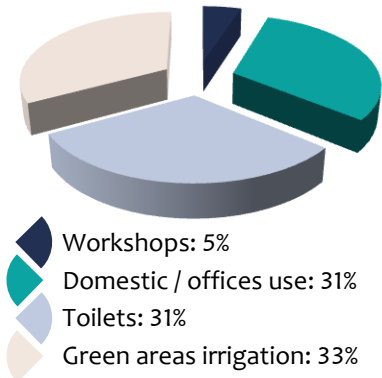
In 2022, the **water consumed** in the port has maintained in values similar to the ones of the previous year and, although it has considerably increased regarding 2020, it still is smaller than in the pre-pandemic years.



Water consumed (m³)

↑ 1%

Water consumption sources:



..... REDUCTION MEASURES



Daily read of water meters



Exhaustive maintenance programme of the water supply network



Staff sensitisation and training



The effectiveness of the water distribution network is of 95%



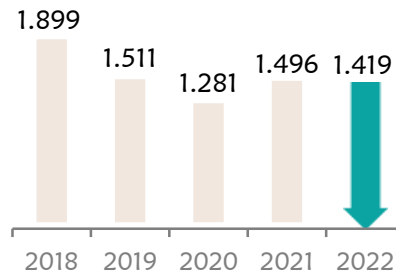
Energy consumption

The Port Authority controls its energy consumption in order to identify possible improvements of its **energy efficiency** and to implement measures to its achievement.

By means of **substituting luminaries by LED lights** in the fishing basin and the Maritime Station parking in the year 2022, the **electricity consumption** has decreased regarding 2021.

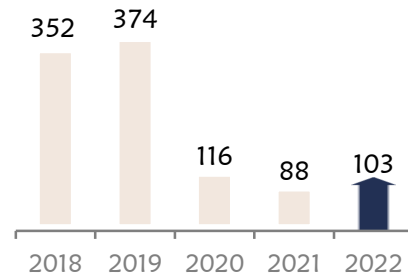
On its part, the **fuel consumption** has increased, as a consequence of the increment of vigilance patrols by the Port Police, which are the personnel that most use the Port Authority’s vehicles.

The **carbon footprint** (scope 1+2) of 2022, calculated in accordance with the “Carbon footprint calculator for an organisation (scope 1+2)” of the Ministry for the Ecologic Transition and the Demographic Challenge, has only growth a 1% regarding the previous year.



Electricity consumed (MWh)

↓ 5%



Fuel consumed (MWh)

↑ 17%

Carbon footprint	2018	2019	2020	2021	2022
Electricity consumption (MWh)	1.899	1.511	1.281	1.496	1.419
Fuel consumption (MWh)	352	374	116	88	103
Carbon footprint (t CO ₂ e)	811	498	284	408	412



In order to continue optimising resources, improving the efficiency and contributing to the reduction of the carbon footprint associated with the electric consumption in the Port of Melilla (currently proceeding from fuel combustion), the Port Authority has tendered in 2022 the writing of a **study of the photovoltaic energy generation capacity** and the feasibility of its implementation for self-consumption in roads and buildings of the Port of Melilla, including the assessment of different alternatives for the panels location, such as buildings' rooftops and the shelters of the sport port parking, the Maritime Station and the Captaincy of the commercial port.

Thus, a **study of energetic needs** is intended to characterise and compartmentalise the port and tenants consumption. Moreover, a draft of the Particular Prescriptions Sheet and the budget for contracting the installation and operation of the generation with feasibility accredited by this study will be written, including the necessary maintenance and regulatory inspections.

Meanwhile, the tenant granted to the Endesa's thermal power plant has been extended, with the addition of **new and more demanding environmental clauses**.

In 2023 is planned to finish the execution of the photovoltaic panels supply and assembly project to install in the small crafts basin parking as well as its connection to the Port Authority's own network

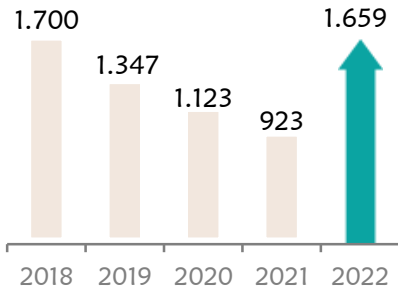




Materials consumption

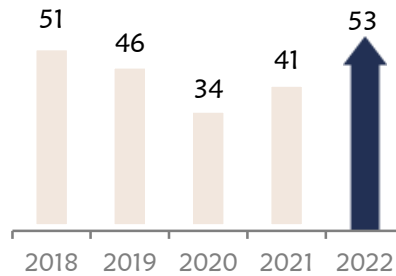
Other consumptions of the Port Authority of Melilla are the **paper and toner** used in offices and the **oil and lubricant** (lube.) used in the maintenance and conservation workshops.

The increase of the administrative activity and the maintenance tasks explain the increases obtained in 2022 for the consumption of materials



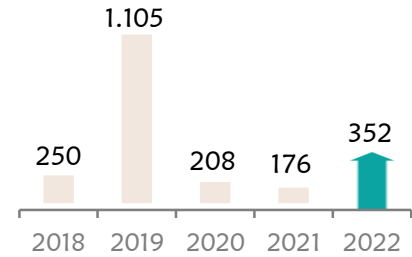
Paper consumed (kg)

↑ 80%



Toner consumed (kg)

↑ 29%



Oil and lube. consumed (kg)

↑ 100%



Land use efficiency

The port land use efficiency, calculated as the **percentage of the land service area occupied by active installations** (both the Port Authority's and under tenant or authorisation) is of 56,8%.

In 2022 the Port Authority has worked in a proposal for the modification of the Delimitation of Port Spaces and Uses aimed at improving the land use efficiency through the deactivation of premises of the sport port and next to the mineral loading



MANAGEMENT OF ENVIRONMENTAL ASPECTS

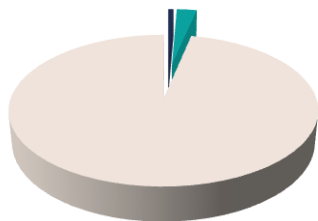


Waste management

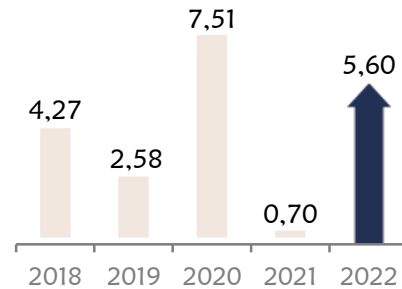
The Port Authority contracts a company for the management of the waste it generates as well as those that are not produced by its own activity, segregated as:

- ∴ **Hazardous waste:** produced at workshops and facilities conservation activities. They are deposited in the waste facilities of the fishing basin, sport port, workshops and mineral loading, or they are collected during the quays, roads and common areas cleaning;
- ∴ **Non-hazardous waste:** proceeding from the offices, leisure, trading and restaurant activities as well as the quays, roads and common areas cleaning;
- ∴ **Construction and demolition waste (CDW):** inert waste originated in the port construction works.

Waste distribution:

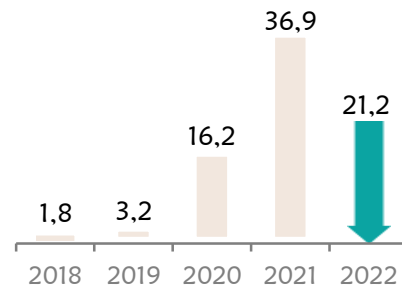


Hazardous: 0.7%
Non-hazardous: 2.6%
CDW: 96.7%



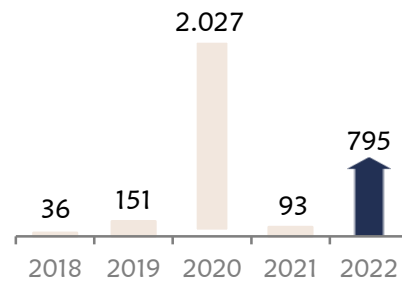
Hazardous waste (t)

↑ 700%



Non-hazardous waste (t)

↓ 43%



CDW (t)

↑ 755%



Air quality control

In order to control the air polluting emissions linked to the port activity, the Port Authority implements the following administrative, operational and technical **measures**:

- ∴ Obligated compliance standards and sanctioning files;
- ∴ Specific steering instructions for certain operations;
- ∴ Environmental criteria in berthing assignment and arrangement;
- ∴ Traffic rearrangement at port entrance and exit;
- ∴ Daily vigilance by the Port Police and direct supervision on wharfs;
- ∴ Tenants emissions inspection through vigilance cameras;
- ∴ Supervision of control measures at the arid mashing plant;
- ∴ Alert and information systems linked to the wind speed, and stop if it is adverse.

During 2022 no complaints have been produced with origin in the air quality of port surroundings

..... EMISSION FOCUSES



Industrial activities of tenants



Outdoor storage of solid bulk



Emissions from trucks boxes uncovered



Emissions from vehicles engines



Emissions from berthed vessels and cruises



Bulk handling through special uncovered systems



Construction works





Noise control

The Port of Melilla owns a **Noise Map** and its corresponding **Action Plan**, approved by its Management Board in December 2019.

Among the measures of the Action Plan is included the installation of an onshore power supply (OPS) system that allow the vessels berthed at the Ribera I and Ribera II wharfs to switch off their engines during their stay at the port and, thus, reduce the sound emissions associated, as well as pollutant gases emissions.

Additionally, the Port Authority implements the following **measures** to control the noise emission focuses:

- ∴ Daily inspection by the Port Police;
- ∴ Development of acoustic quality measurement campaigns;
- ∴ Speed limitation on port roads;
- ∴ Reduction of acoustic levels of sound equipment at Sport Port premises;
- ∴ OPS system in the Espigón wharf.

In 2022 no complaints have been produced with origin in the noise of port surroundings

..... EMISSION FOCUSES



Berthed vessels



Industrial activities of tenants



Leisure premises



Trucks traffic



Movements in Ro-Ro terminals



Construction works





Water quality control

The Port Authority of Melilla implements the following **measures** to control spills that might occur in the port dock:






- ∴ Inventory and characterisation of the docks pollution sources;
- ∴ Disposal of areas to clean and maintain equipment;
- ∴ Adequate maintenance of the sanitation and rainfall network, checking collectors after rain episodes;
- ∴ Weekly edges inspection by the Port Police to detect spills and floating waste;
- ∴ Obligated compliance standards, sanctioning files and tracking of spill permits of tenants;
- ∴ Implementation of the Internal Maritime Plan (IMP) and the means to fight against pollution. The latest version of the IMP was approved by the Merchant Navy General Management in May 2022.

The 62% and 59% of the land Surface of the Port of Melilla has collection of sewage connected to the sanitation network and collection of runoffs, respectively

As for marine pollution episodes, during 2022 no one has been produced that have required the activation of the IMP.

The Port Authority participated in the drill of IMP activation performed by the tenant Endesa, under the supposition of breaking ship hose during the fuel unload at the Nordeste III Wharf. The drill ended satisfactorily, with only one observation regarding the need to update the phone directory of participants in emergencies.

..... SPILL FOCUSES

-  Non-canalised or canalised non-treated rain or irrigation runoffs
-  Construction works
-  Accidental spills during liquid bulk load or unload
-  Illegal spills from vessels (bilge or others)
-  Spills during solid bulk load or unload









ORGANISATION OF THE ENVIRONMENTAL MANAGEMENT

The Port Authority of Melilla performs its environmental management in accordance with the requirements of its Integrated Management System, which establishes a collaboration framework among all the staff, each one to the scope of their attributions.

The coordination of the environmental management is assumed by the Quality, Environment and Occupational Risk Prevention Division, which performs specific environmental functions, such as the port environmental supervision together with the Vigilance Service and the personnel attached to the Conservation Service.

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

MECHANISMS OF ENVIRONMENTAL MANAGEMENT

- 
 Distribution of documented information of the Integrated Management System
- 
 Development of drills on marine pollution episodes
- 
 Training sessions
- 
 Publication in the port’s webpage of the “Sustainability Report” and the “Quality, Environment and Occupational Health and Safety Policy”





Management Committee chart:

..... PRESIDENCY AND SECRETARY
MANAGEMENT AND SECRETARY

Economic
Financial Dept.

Operating and
Planning Dept.

Infrastructures
Dept.

General and
Legal Affairs
Dept.



Operation Division



Quality, Environment and
Occupational Risk
Prevention Division



Works and Projects
Division



Human Resources and
Organisation Division



Security Division



Information and
Communication Systems
Division



General Secretary Division

Legal Affairs,
Contracting and
Services Unit

Strategical Planning
Unit





STAKEHOLDERS' NEEDS

The Port Authority identifies its main stakeholders (people that might affect the port activity or be affected by it and that are part of the port management), with whom it implements **communication channels** that allow it to know their key **concerns**:

- .∴ Reunions and meetings;
- .∴ Questionnaires;
- .∴ Webpage;
- .∴ Social networks (Linkedin, Facebook, Twitter);
- .∴ Press releases;
- .∴ Radio.

During 2022 the concerns about the propagation of the SRAS-CoV-2 virus in the port spaces and the traffics loss have maintained. In addition, new worries have been identified, such as the increment of the electricity price and the increase in cost of some materials

..... **STAKEHOLDERS**

-  Port Authority Management and staff, as well as their representatives (Work Council and Health and Safety Committee)
-  External Prevention Service and Mutual for accidents
-  Tenants, shipping companies, vessels and operator companies
-  Users
-  Citizenship
-  Chamber of Commerce
-  State Ports and other public administrations

.....



OBJECTIVES, ACTIONS AND PROGRAMMES

..... ACTIONS OF 2022



Adjudication of the supply contract of tires with energy efficiency certificate



Installation of LED luminaries in the fishing basin and the restricted parking of the Maritime Station



Tender of the technical assistance for the study of the photovoltaic energy generation capacity



Tender of the technical assistance for the evaluation of legal requirements compliance on Quality, Environment and Occupational Health and Safety



Approval by the Merchant Navy General Management of the latest version of the Internal Maritime Plan



External audit of the Integrated Management System



Adjudication of the supply contract of electric vehicles



Future objectives:

- ∴ PERS model renovation;
- ∴ Installation of solar photovoltaic panels;
- ∴ Implementation of OPS systems;
- ∴ Energetic certification of the Port Authority's buildings;
- ∴ Resumption of sensitisation campaigns on species protection;
- ∴ Continuation of the *Patella ferruginea* population tracking;
- ∴ Modification of procedures of environmental vigilance from the Port Police.



LEGAL REQUIREMENTS





The Port Authority knows the legal regulations applicable to it. Periodically, it consults the official bulletins of the Autonomous City of Melilla, the State and the European Union, and includes the regulations within the **“List of legal regulations and other requirements”**.

The methodology applied for the identification of the legal requirements is documented in the Integrated Management System and is known by the Port Authority’s staff responsible for it.

In relation, within the section **“Significant environmental aspects and impacts”** of the present document (section 1.2 of PERS) the legal regulations that apply to each environmental aspect have been referenced.

As for the registers generated during the implementation of the PERS, within the section 1.4 of PERS, a declaration of conformity with the applicable legal requirements is included. Its compliance is annually assessed by the Port Authority of Melilla through an external specialised independent entity.

..... IDENTIFICATION PROCEDURE

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





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