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2021 has been a year full of successes insofar as we are concerned with compliance with port policy in the four aspects referring to sustainability in the Annual Company Plan Project: **institutional, economic, social, and environmental**.

I would like to begin with the **institutional field** as this accounting period has been particularly challenging owing to the return to normal after the end of the COVID-19 crisis. It must be said that the good work in the search for and the application of formulae of coordination at all levels, both by the Administration and by Civil Society, made us capa-

ble of maintaining and improving our vocation of contributing to the development of the competitiveness of our industrial and commercial fabric. In this way we have worked on a daily basis alongside a port community which becomes stronger every day so as to build the institutional and social credibility which has allowed us to guarantee that logistic chains have a safe environment in which to carry out their operations.

This maintaining of the trust of port users and the outstanding joint effort has allowed us to achieve the best year ever as far as the traffic of merchandise is concerned; we have

approached the coveted figure of 7,000,000 tons which we hope to achieve in an accounting period in the near future. In this manner we have maintained an **economic sustainability** which is essential if we are to carry out the transformation process which the port has already begun. With a public-private investment of some 170 million euros and remaining faithful to our commitment of not filling in the Bay, the PAS has decided to continue its vertical growth in collaboration with the Regional Government of Cantabria and the Spanish Government with the construction of a silo for vehicles and its growth towards industrial

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environments near the current port enclosure such as the Llano de La Pasiiega, hoping that Cantabria can join the Atlantic Corridor by means of the Y of the Basque Country.

This considerable effort to invest so as to improve the port infrastructures, and with them the competitiveness of the port and customer service, thus takes the form of not only the aforementioned vertical parking but also works as necessary as Raos wharves 6 and 9, the renovation of the branch line towards the Raos central breakwater with the splitting into two of the line to increase its capacity, a new ferry terminal which involves the construction of a new wharf, a Ro-Ro ramp and a station for supplying Liquefied Natural Gas (LNG), new container and fertiliser terminals, and the construction of a ramp to speed up the loading and unloading of vehicles on wharves 6 and 9.

We thus hope to build a port ready for the future which meets our growth objectives by means of the rationalisation and optimisation of space, preserving our natural environment for future generations. This is the most important way for us to be committed to **Cantabrian society** and to give it at the same time **economic prosperity** and a sustainable future for our children.

Moreover, we have led numerous projects to allow citizens to enjoy port areas in disuse and thus shape a matchless seafront. We have highlighted port spaces as significant as the Gamazo dry dock, the Pump Hut, the Zaera Dune, the exhibition area of the ENAIRE Foundation, the Maura wharf, Puertochico, the area of Los Peligros, the Maritime Station, the parade of Calle Antonio López, and the Varadero area in addition to the demolition of the Maliaño warehouses and the space generated which will become part of the new ferry terminal.

And all this without neglecting our cultural activities in spaces as emblematic as the Palacete del Embarcadero or the Cabo Mayor Lighthouse Art Centre, which in 2022 will be enhanced by the celebration of the 150th anniversary of the creation of the Board of Works of the Port of Santander and the 30th of the publication of the Law of Ports and the Merchant Navy by means of which the Port Authorities were established; we are already working on the programme for these events.

As for **environmental stability**, in addition to being one of the most outstanding ports of the Cantabrian coast thanks to the complex terminalisation process we are developing, I would like to stress that our stra-

tegy is that of a sustainable smart port. In order to achieve this we are implementing a Big Data smart platform for the quality control of the air, water, soil, and waste management; and developing action plans for encouraging renewable energy, the fight against climate change, habitat management, sustainable mobility or the circular economy, and the decarbonisation of the system and the reduction of the carbon footprint to make us a greener port.

This very positive balance of the year 2021 as far as sustainability is concerned encourages us to carry on working to ensure that our port continues to be the powerhouse of progress in Cantabria. In this way we will be building a stronger and more competitive region with increased employment and an improved lifestyle.

Francisco L. Martín Gallego
President of the Port Authority of
Santander

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board of
directors

President of the Port
Authority of Santander

**Mr. Francisco Luis
Martín Gallego**

Harbour master

**Mr. César Díaz
Herrera**

Director

**Mr. Santiago Díaz
Fraile**

MEMBERS REPRESENTING THE AUTONOMOUS REGION OF CANTABRIA

Vice-president of the board

**Mr. Francisco Javier
López Marcano**

Minister for Industry, Tourism, Innovation,
Transport and Trade

**Mr. José Luis
Gochicoa González**

Minister for Public Works and Housing

**Mr. José María
Fuentes-Pila Estrada**

Spokesperson of the Municipal Regionalist
Group of the City Council of Santander

**Mr. Juan José
Sota Verdión**

REPRESENTATIVES OF THE GENERAL STATE ADMINISTRATION

**Mr. Telmo Esteban
Fernández**

Government Delegation State Attorney -
Head of the Legal Affairs Department for Cantabria

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	Ms. Ainoa Quiñones Montellano	Government Delegate
	Ms. Aránzazu de Miguel Peña	Area Manager for Contracting and Risk Management Of State Ports
Representative of the City Council of Santander	Mr. César Díaz Maza	
Representative of the Town Council of Camargo	Mr. Carlos González Gómez	
Representative of the Official Chamber of Commerce, Industry and Shipping of Santander	Mr. Modesto Piñeiro García-Lago	
Representative of the Trade Union Section of the Unión General de Trabajadores	Mr. Antonio Toca Corino	
Representative of the Confederation of Business Organisations and SMEs of Cantabria	Mr. Enrique Conde Tolosa	
Secretary of the Board of Directors	Mr. Adolfo Ruigómez Momeñe	

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MANAGEMENT REPORT

There is no doubt that the record of tons moved by the port (6,767,563) must be considered to be the most relevant piece of data at the close of the 2021 accounting period. Although the year-on-year growth rate of Spain was 5.5%, the epidemiological evolution of the first months of 2021 conditioned economic activity. The economic and industrial dynamism registered from the second half of the year was however progressively reduced by the alterations to the supply chains and the rising prices of energy raw materials.

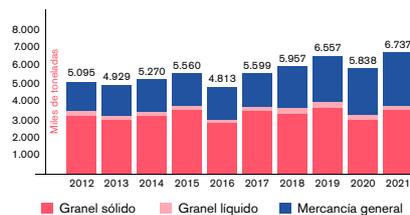
The traffic record reached represented a difference of 15.4% compared with the previous year. This percentage is much higher than the average figure of the Spanish port system, which saw a rise of 5.28%, and equally is higher than the average of the ports of the Cantabrian coast, which jointly rose to 8.92%.

The turnover has also evolved positively although in this case the progress was 5.9% to reach 20,319 thousand €.

Traffic

The 6,767 thousand tons were transported in 1,561 ships; this figure reflects an increase of 17.5% and quantifies in its turn an increase in the overall GT of the ships of 19.3%.

To break down the merchandise by its presentation methods, the only negative figure (-2.6%) was recorded for liquid bulk products. General merchandise, with an increase of 15.1%, and above all solid bulk products with an increase of 16.9%, were those which made the traffic record possible.



To turn to the good results in the category of solid bulk products, the following among them stand out for their improvements; sugar (+167%), iron and steel products (89%), cereals (56%), and manganese (51%). In absolute terms however it is cement, with a share of 17%, and fertilisers with 12% which are the commodities having the greatest effect on the overall sum of solid bulk products.

Gradually the historical dependence of the port on bulk products continues to decline as it can be observed that their share is still falling (one point less, to 52%) compared with

general merchandise. There is no doubt that this is good news as this category represents a greater diversification of clients and above all a higher added value per ton.

Liquid bulk products fell by 2.6% and only accounted for 3% of total port traffic.

In the category of general merchandise the most relevant products are vehicles and their parts, iron and steel products, and paper.

Ro-Ro traffic continues to rise with a share of 81%. The 2,430 thousand tons handled by wheeled traffic now account for 36% of total annual trade and constitute the best record of the historical series. Intermodal Transport Units (Unidades de Transporte Intermodal, UTIs) reached a record of 62 thousand units and a growth rate of 30%. As far as annual stopovers are concerned, Ro-Ro traffic also reached highly significant figures for the port, i.e. 47%.

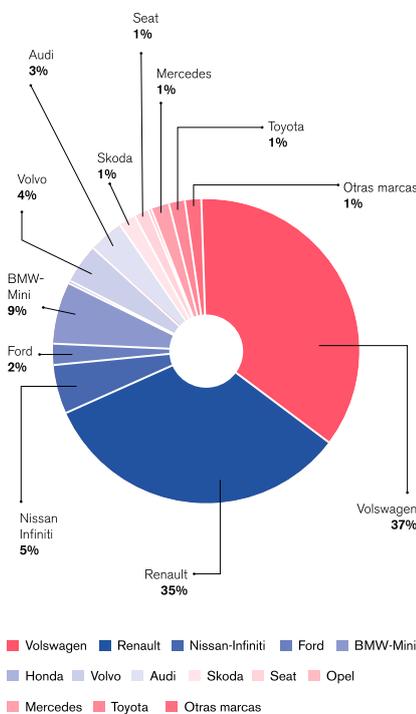
Containers, most of which were handled by wheeled traffic, also showed a very positive figure as they increased by 44%.

The vehicle distribution sector continues to lose importance with a further decline of 15%. The components crisis as to manufacture and a

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depressed European market are the main reason for the negative figures. Volkswagen, Renault, and BMW are the main manufacturers using the Raos terminal.



Ferry passengers increased by 62.4% to reach a figure of 118,975, which was a clear improvement on that of 2020 but still far from the usual figures of over 200,000 passengers. Although the number is very low, the re-establishment of cruise traffic can be considered positive; with three stopovers it accounted for just under 1,500 cruise-goers.

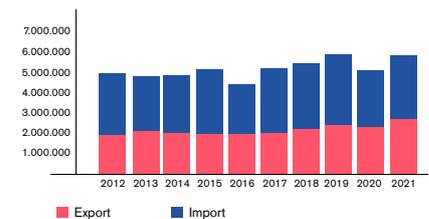


The fish market of the port saw its captures increase by 19.4% to 5,366 tons. As is now becoming usual, April and May were the most favourable months due largely to the fishing season of the mackerel, a very important species for Santander.

In terms of foreign trade, with a share of 43% the EU is the main origin and destination of port traffic. Despite Brexit, the United Kingdom again heads the ranking of business partners with 23% of the share. It had lost this position in 2020 to Belgium which is in second place with 21% of foreign trade. Both are followed by Brazil, Russia, and Lithuania in that order. Our registers show that Spain has exchanged merchandise with as many as 93 countries at the port of Santander. As far as the balance of trade is concerned, exports

continue to dominate but to a lesser extent if we compare the figures with those of the year 2020. To be precise, the ratio of tons imported to tons exported fell from 1.21 to 1.16 tons.

Comercio exterior (excluye las taras y el tránsito marítimo)

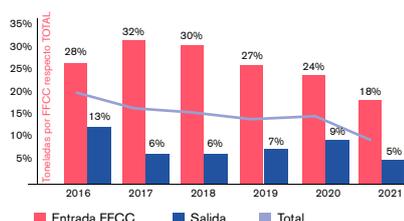


The distribution of merchandise by transport category for entering the port and shipment from the same continues to show an overwhelming preference for road transport (86%). Indeed rail has lost a large part of the share achieved in 2020, falling from

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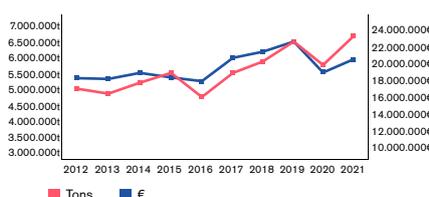
16% to 11%. This is the worst figure of the last ten years and confirms the negative trend, which reveals the need for revising the competitiveness of the port-rail system at all levels. However, new specialised port terminals will require an optimised and more intensive use of this category, which means that Santander must undergo a positive evolution from the point of view of the railway in the forthcoming years.



Cement, vehicles, and cereals in this order are the commodities which make most use of the rail category. Santander is in second place in relative terms of rail use, only behind the port of Marín.

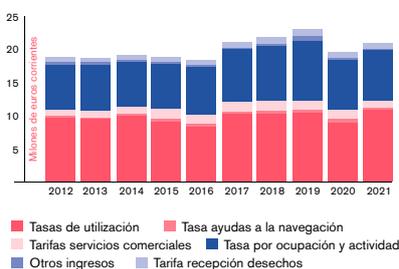
Economic results

Although it was not at the level of the traffic recorded, the turnover rose by 5.9% to reach 2,319 thousand €. As a consequence of this divergence, the profitability by ton fell to 3.2 €/t, which was the lowest ratio in the last ten years.



The section of income is led by that of the charges for use, which increased significantly to 10,981 thousand € to represent an increase of 20.9%. The most positive points of these charges were: the shipping charges, with an increase of 26.6%, and above all the passenger charges with an increase of 71.3%, which clearly benefitted from the reactivation of British tourism.

Although given the general increase in traffic the activity charges marked a growth rate of 9.6%, the occupation charges, affected to a large extent by the drop in spaces devoted to importing vehicles, suffered a significant decrease of 16.5%.



The operating income was 656 thousand €, which was 650 thousand

€ less than that of 2020. The accounting period finally closed with a figure of 1,827 thousand €, or what amounts to the same thing a drop of 7.95% compared with the previous accounting period.

With a working capital at the close of 50 million euros, financial solvency is ensured with regard to short-term obligations.

Investments

The certificates of the year 2021 reached 16.6 million €, which was a much higher figure than that of 2020. It showed an increase of some 10 million €, which indicates the initiation of the ambitious plan to adapt the port infrastructures to the requirements of the new terminals and future business development.

The 9.07 million € corresponding to stage I of the new vertical warehouse intended for the transit and storage of vehicles should be stressed as the most relevant point. A lesser but still relevant effect on the total of the certificates was that of the 2.59 million € intended for the renovation and doubling of the railway line affording access to the port. In third place in importance we can mention the construction of the new wharf for ferries of sections 1 to 4 of Maliaño with 1.34 million €.

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- Finally, 35 reports on: renouncing concessions, substantial and non substantial modifications of concessions, recognition of ownership and transfers, unification and division of concessions, rescues, extensions of deadlines, temporary suspensions, partial transfers, authorisations for the establishing of guarantee, and transfers of capital, together with a report of the declaration of the unnecessary nature of a surface area corresponding to the port public domain (El Caballo Lighthouse in Santoña).

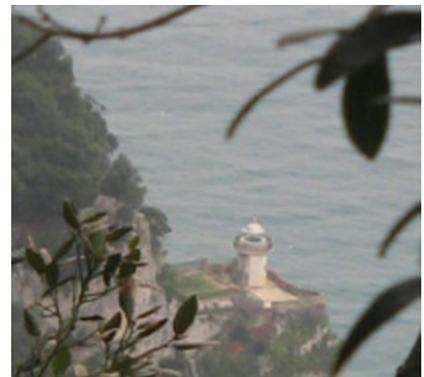
Public domain

Throughout the year 2021 the following proceedings can be highlighted:

- The granting of 67 authorisations as a consequence of the various occupations of the port public domain with personal property or detachable facilities or without them for a period not exceeding three years. These include the authorisations referring to sailing and sports activities, vehicle exhibitions, etc., and contracts for the use of heritage assets.
- The granting of 73 authorisations as a consequence of various activities carried out by various holders within the Port Service Area (port-city interaction, vehicle access...).
- The granting of 60 authorisations

for holding various sporting events in the waters of the Port.

- The granting of 31 authorisations for building work carried out by those authorised and/or concessionaires being the holders of occupations within the Port Service Area.
- The granting of 6 administrative concessions as a consequence of the occupation of the port public domain with works or permanent installations or uses for periods of over three years.
- Report for the initial approval by the Board of Directors of the Port Authority of Santander of the "Assessment of the land and the water surface of the service area of the Port of Santander and the land affected by navigation aids, February 2021.



Other activities

Throughout the year 2021 the Port Authority of Santander has continued with its habitual policy and has promoted interaction with various business associations and players from the port sector taking part in the creation of working groups, or

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ganising encounters at which ideas and projects are exchanged and taking part in events from different economic sectors.

From a business point of view, in December a satisfaction survey on various aspects of the daily activity of our port was distributed to the different users of the installations of the PAS and also to the various links of the logistics chain and to end customers. This was done to allow them to express their level of satisfaction, comment on aspects to improve, make suggestions, etc... This survey was sent to 150 companies and had a high response rate; it undoubtedly improved the relationship of our entity with all these players, who provided valuable information which will help us to improve our services.

Together with the renovation of the ISO 9001, ISO 14001, and ISO 45001 standards, in the case of traffic as important to the Port of Santander as that in new cars the PAS also renovated the Spanish Association of Car and Truck Manufacturers (Asociación Nacional de Fabricantes de Automóviles y Camiones, ANFAC) and State Ports Certificate.

According to the report entitled "Assessment of Port-Maritime Logistics" published by the Association of Car Manufacturers therefore, the Port of Santander is once again among the most highly rated and is given a score

of 4.2 points out of 5.

Likewise, from a business point of view and in keeping with Article 245.3 of the Law on Ports, the PAS has established among other measures 28 possible discounts to the charges accrued for traffic and services considered to be a priority or strategic.

Throughout the year 2021 owing to the restrictions imposed by the pandemic which involved the physical suspension of some trade fairs and affected the mobility of people between different countries, the Port Authority of Santander only attended physically the Annual Conference of the ECG Association which was held in Brussels on 14th and 15th October. However, by using electronic tools such as Teams it took part on the Internet in all the activities, such as webinars or videoconferences, promoted and organized by the various associations of which the Port of Santander is a member.

However, the activities of the Customer Service (Servicio de Atención al Cliente, SAC) continued as normal and the following interventions were registered:

Intervention type	SAC 2021
Complaint	4
Claim	3
Management	0

Suggestion/offer	0
Query/application	39
Total interventions	44

As it is a responsible organisation, the PAS embraces environmental management and makes the protection of the environment a corporate value and an asset of development, growth, and social integration. Santander is not only one of the most outstanding ports on the Cantabrian Coast; thanks to the ongoing process of terminalisation it adopts a strategy of smart sustainability. The implementation of a Big Data platform will allow the monitoring of the quality of the air, water, and soil and waste management. Plans of action are being drawn up to encourage the use of renewable energy, the fight against climatic change, habitat management, sustainable movement or the circular economy, and the decarbonisation of the system with the consequent reduction of the carbon footprint with the objective of becoming a totally green port. Its membership of the demanding Community register EMAS, a voluntary mechanism for companies and organisations that wish to assess, manage, and improve their environmental performance, should be considered as an endorsement of all our efforts.

The formative work carried out during the years prior to the pandemic





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was affected and practically all the most relevant activities were suspended. However, this was not the case with collaboration with academic institutions as the PAS received students on work experience despite the health situation.

Cultural activities have continued to be closely linked to the two exhibition centres currently held by the PAS: the Palacete del Embarcadero and the Cabo Mayor Lighthouse Art Centre. Despite being affected by the health crisis, they were able

to return to normal conditions for the most part as from the second half of the year by holding mainly exhibitions and temporary activities.



04



evolution of traffic

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evolution
of traffic

COMMENTS ON THE YEAR 2021

A. Traffic of merchandise according to its presentation:

During the 2021 accounting period the traffic of merchandise entering or leaving the Port of Santander by sea reached the figure of 6,736,866 tons, which was **15.4%** higher than that attained during the same period of 2020. The number of stopovers increased by 17.5% and the passenger traffic rose 64.5%. It should be

emphasized that container traffic in Twenty-foot Equivalent Units (TEUs) increased 44.4% compared with the previous year.

Solid bulk products represent over 50% of total traffic and general merchandise represents 45% of the total. The trend of the latter group is that of yearly growth and it is therefore becoming a more and more

significant part of total traffic. General merchandise has therefore once again attained our best ever figure.

The important traffic types are analysed in more detail according to their presentation.

The comparative tables below take into account the variations compared with both 2020 and 2019:

Solid bulk traffic	2019	2020	2021	% 2021/2020	% 2021/2019
COAL (including PEAT)	278.833	220.994	282.168	28%	1%
SCRAP METAL	236.017	225.144	238.157	6%	1%
SOYABEAN CAKES	155.373	135.763	153.646	13%	-1%
DIRECT REDUCED IRON	276.163	150.572	177.709	18%	-36%
SEPIOLITE	16.044	16.075	8.703	-46%	-46%
MANGANESE	237.564	215.329	324.845	51%	37%
OTHER MINERALS	87.082	54.735	46.960	-14%	-46%
FODDER	152.363	146.491	126.683	-14%	-17%
FERTILISER (including phosphates and potash)	486.920	504.686	420.778	-17%	-14%
SODIUM CARBONATE	351.132	252.278	303.716	20%	-14%
SODIUM SULPHATE	202.595	294.811	273.642	-7%	35%
IRON AND STEEL PRODUCTS	52.758	40.892	77.461	89%	47%
CEMENT	527.966	466.131	598.975	28%	13%
CEREALS	466.375	223.564	347.661	56%	-25%
SUGAR	82.000	35.516	94.669	167%	15%
OTHER SOLID BULK PRODUCTS	37.343	43.158	62.076	44%	66%
TOTAL	3.646.528	3.026.139	3.537.849	17%	-3%

Liquid bulk traffic	2019	2020	2021	% 2021/2020	% 2021/2019
OIL PRODUCTS	0	0	6.400		
OTHER OIL PRODUCTS	64.345	42.420	50.287	19%	-22%
CHEMICAL PRODUCTS	107.904	53.020	42.969	-19%	-60%
BIOETHANOL	80.279	47.222	29.883	-37%	-63%
TREACLE	40.399	35.480	45.230	27%	12%
OTHER LIQUID BULK TRAFFIC	30.684	35.554	33.282	-6%	8%
TOTAL	323.611	213.696	208.051	-3%	-36%



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General merchandise

Within this section Ro-Ro traffic stands out with 2,430,499 tons

which is 12.9% higher than the figure for 2020, despite the fact that vehicle traffic fell more than 15%.

Indeed the number of Intermodal Transport Units increased over 30% compared with the previous year.

General Merchandise	2019	2020	2021	% 2021/2020	% 2021/2019
LOW-CARBON STEEL	134.710	144.888	96.074	-34%	-29%
OTHER IRON AND STEEL PRODUCTS	186.861	266.628	326.236	22%	75%
PAPER AND PULP	198.766	166.649	192.770	16%	-3%
TIMBER	27.218	49.257	66.185	34%	143%
SODIUM CARBONATE	96.695	91.606	168.364	84%	74%
VEHICLES AND THEIR PARTS	754.481	541.559	526.430	-3%	-30%
MACHINERY, APPLIANCES, ETC.	132.211	144.687	152.854	6%	16%
RO-RO MAXIMUM LOADING WEIGHT	426.559	471.228	559.313	19%	31%
OTHER GENERAL MERCHANDISE *	629.288	721.397	902.740	25%	43%
TOTAL	2.586.789	2.597.899	2.990.966	15%	16%

*This category includes very varied merchandise transported in intermodal transport units.

B. Land transport used for entering and leaving the port:

intons	2021	2020	2019	Variation 2021/2020	Variation 2021/2019
Road	5.787.782	4.835.220	5.448.092	19,7%	6,2%
Rail	767.431	911.237	1.003.924	-15,8%	-23,6%
Pipeline	64.585	42.420	64.346	52,3%	0,4%
Maritime transit	117.068	48.857	40.566	139,6%	188,6%
TOTAL	6.736.866	5.837.734	6.556.928	15,4%	2,7%

The main means of land transport at the Port is road with some 86% of total traffic; the next in importance is rail with almost 11% although this proportion has fallen in recent years.

It should be stressed that 18% of the merchandise embarked enters the Port by rail (in order of importance: cement, vehicles, bioethanol, and iron and steel products). The

remaining 5% is sent by rail once it has been disembarked (in order of importance: cereals, vehicles, coal, and manganese).

05



economic and financial period

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Autoridad Portuaria de Santander



economic and financial period

2021 Statement of financial position

During the 2021 accounting period the non-current assets increased to 302 million euros. This section consists almost entirely of fixed assets and is the most important amount of net worth of the Port Authority from a qualitative point of view. This amount is slightly higher than that of the 2020 accounting period.

The current assets (short-term credits and cash) have decreased slightly from 60 to 56 million euros during 2020; this drop is mainly related to the lower number of debtors.

The long-term debts (non-current liabilities) of the 2021 accounting period have increased significantly with regard to the previous accounting period. The short term debts (current liabilities) have also increased during 2021 by approximately 3 million euros. The Port Authority of Santander is at a minimum level of obligations that constitutes only 3% of total liabilities.

The working capital (the difference between the current assets and the current liabilities) decreased by approximately 7 million euros in 2021 to 50 million euros at the close, which shows the excellent financial solvency of the Port Autho-

riety enabling it to meet its short-term obligations.

2021 Profit and loss account

The result of the 2021 accounting period was 1,827 thousand euros while the result of the 2020 accounting period was 631 million euros. If we break it down into sections, the operating result has increased by some 1.1 million euros and the expenses are in general at approximately the same level.

The financial result during 2021 continues to fall in line with the lack of payment of deposits on the banking market and the increase in the financial costs associated with current accounts.

06



**strategic,
tactical, and
operational
management**

**management
report**

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strategic,
tactical, and
operational
management

DESCRIPTION OF MAJOR INVESTMENTS

Raos 9 Wharf

This is a multipurpose wharf 290 metres in length located on the wall of the Raos Central Breakwater which has been built with cemented caissons at a level of -14.50 m compared with the base level of the port. Once it is in operation the port will have a second berth for deep-sea Ro-Ro ships of up to 200 m in length, which will significantly improve the capacity and level of service of the port.

Total estimated investment: 30 million €. Completion expected: 2024.

Section 1-4 of the Maliaño Wharves

Section 1-4 of the Maliaño Wharves was built between 1928 and 1932 with a depth of 8 metres. The course of time has led to structural deterioration which now prevents the carrying out of business operations. With its demolition and the construction of a new wharf, a berth area of 375 m of the historic port of Santander will be recovered and it will be possible to increase its depth to 9.5 m in the future if this should be necessary. In the short- and medium-term it is to be used for the berthing of Ro-Ro cargo ships and Ro-Pax ships (ferries on regular shipping lines); it will also have fixed LNG supply services. The change of the ferry berthing lo-

cation at the terminal will allow the development of cruise traffic at the Wharf of Blocks which will be freed alongside the Botin Art Centre.

The work is financed by funds from the Connecting Europe Facility (CEF) which is a means of connecting Europe.

Total estimated investment: 17 million €. Completion expected: 2023.

Section 4 Maliaño Wharves floating Ro-Ro section

A floating Ro-Ro ramp to improve the quality of the service provided to the fleet of ferries and Ro-Ro cargo ships which will berth at the new wharf of the 1-4 Maliaño section; there will be no limitation to the width of the ramps of the ships. The Port Authority already has three floating Ro-Ro ramps of the same model in service.

Total estimated investment: 4 million €. Completion expected: 2023.

Restoration of the Maura Wharf

The Maura Wharf is an old wharf of prefabricated piles built in 1940-1941 with a reticulated structure of reinforced concrete which is in poor condition. The concrete covering of the girders of the slab has been worn away with the first layer of the

lower framework; most of the diagonal strut girders of the pillars are broken. Although this wharf is not of interest as far as the commercial exploitation of the port is concerned, the Santander City Council wishes to maintain it as part of the promenade. For this reason a port-city collaboration agreement has been drawn up for the restoration of the wharf for exclusive use as a promenade; this work will be financed 50% by the City Council and the Port Authority and the wharf will be kept as part of the service area of the port.

Estimated total investment: 1 million €. Completion expected: 2022.

Restoration of the ferry terminal (embarkation car park)

Planning of a parking area for cars, trucks, and semi-trailers of the terminal for ferries and Ro-Ro cargo ships to bring cars closer to the maritime station of the Wharf of Blocks and make use of the services it provides (cafeteria, restaurant, terrace, and exhibition halls). The semi-trailer park is currently located at the Logistics Area (Zona de Actividad Logística, ZAL) of the port with top security locks to keep out intruders. The works consist of a project to renovate the road surfaces and improve the lighting, piping, and auxiliary elements such as locks, glass canopies, and new border checkpoints.



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Total investment made: 3 million €. Completion expected: 2023.

Raos South curved triangle development

The filling-in of the so-called “Charca de Raos” (stage I) will allow the adding of 36,000 m² to the surface area of the vehicle terminal. The work includes the deep draining of the runoff water outside the port which in this area runs into the Raos South Dock. The filling-in with quarry material until the area of level ground is crowned maintains its drainage conditions until development is subsequently carried out. The works for the development and enclosure of the plot (stage II) will be executed once the primary consolidation settlements have been stabilised; it is estimated that it will be necessary to wait at least 12 months. The development of the plot includes a road on the perimeter, locks, a flexible road surface, surface drainage, and a lighting network.

Total estimated investment: 5 million €. Completion expected: 2025.

Preparing plot 8.2.3 for a Pre-Delivery Inspection (PDI) vehicle area

The concessions granted at the port for logistic activities regarding iron and steel products have occupied spaces which were previously used by vehicle logistics operators

in order to attend peaks of imported traffic. The new terminal under concession for semi-trailers and containers at Raos 8 has also reduced the vehicle terminal by an area of 60,000 m². On the other hand, the implementing of the Raos 9 berthing service will also act as a catalyser for deep-sea Ro-R traffic which will require more storage space. Given this situation, the development of the public vehicle terminal has been planned to include vertical storage (a vehicle silo); the first stage will be a horizontal frame of 70,000 m² between the road parallel to the Raos 8 wharf and the railway terminal.

Total estimated investment: 18 million €. Completion expected: 2022.

Alterations to the Maritime Station

The maritime station requires a series of actions in order to extend its useful life, improve its functional nature, and facilitate the economic exploitation of a building with a number of limitations owing to its level of architectural protection. These actions include the construction of a second elevator to speed up the embarking and disembarking of passengers, the waterproofing of the roof for its future use as a terrace, the regeneration of the concrete structure, the repair of the external fittings, and the inner redistribution of rooms with new units for the National Alien Police and the Customs.

Total estimated investment: 1.5 million €. Completion expected: 2021.

Building of operations

A building will be constructed on the North Margin wharf for the relocation of the SASEMAR and Port Police services. These installations will solve the problem of the lack of changing rooms and toilets for the female staff, which is more and more numerous, and space can be recovered on the last floor of the current headquarters of the Port Authority. Prior to this investment some old sheds were demolished to free the space necessary for the work.

The work is financed by the Port Compensation Fund.

Total estimated investment: 1.2 million €. Completion expected: 2024.

Replacement of the double railway tracks providing access to the port

Replacement of the Iberian gauge and metric gauge tracks providing access to the port with a double Iberian gauge track and maintaining one of the tracks with 4 wires for the metric gauge. The section for renewal is located between the limit of the service area and the access to the Raos North Breakwater. It includes the Iberian gauge sidings towards the Raos Central Breakwater (terminals for vehicles, cements, and che-



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mical products) and the necessary escape routes between the double tracks so that rail traffic does not need to be interrupted during maintenance work on one of the access lines. Owing to the poor condition of the tracks which causes frequent derailments, the platform and material of the tracks will be fully replaced (cleaning up, draining, and improving the area of level ground, layers of sub-ballast and ballast, concrete sleepers, new rails, and signalling). The work is financed by the European funds of the Recovery and Resilience Mechanism (Mecanismo de Recuperación y Resiliencia, MRR).

Total estimated investment: 4 million €. Completion expected: 2022.

Automation and improvement of public lighting installations

The general lighting service in the public areas of the port (operation and storage areas) is improved by means of spotlights with LED technology and the independent remote control of each tower. By using controllers or drivers it will be possible to adjust the light intensity of each area to adapt it to the time zones and specific needs of port exploitation at

each moment with the consequent saving on electricity consumption. The action will be carried out in stages and contemplates the replacement of the current high-pressure sodium vapour projectors with LED projectors.

The work is financed by the European funds of the MRR.

Total estimated investment: 1 million €. Completion expected: 2023.





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2021 TRAINING REPORT

Training given in 2021

In 2021 the formative approach of previous years was continued by developing and complying with the content of the 2021-2024 Training Plan, which was agreed with the Legal Representation of the Workers when it was drawn up. Likewise, the on-line training of officially approved courses in the State Ports Virtual Classroom, which is managed by the Agontec Company and linked to Skills Management, was also continued together with the virtual formative platform Formateca of the Conforssa Group for general training.

To be precise a total of 62 different formative actions were carried out, of which some involved several groups; a total of 4640 classroom teaching hours/course were taught to 221 students.

Of the 62 Formative Actions taught 7 were in the classroom; these were those of the Prevention of Occupational Hazards, the Environment, and English.

The remaining 55 were on-line both by means of the Virtual Classroom of the Ongoing Professional Practice Evaluation (OPPE) and Formateca of the Conforssa Group.

In 2021 the following courses related to Skills Management were given:

> **Technical Skill n° 1 - Legal advice:** "Organic Law on Data Protection and the guaranteeing of digital rights".

> **Technical Skill n° 3 - Business and Marketing:** "Business and Marketing. Level 1" and "Business and Marketing. Level 2"

> **Technical Skill n° 9 – Development of Human Resources and Organisation:** "Awareness of equal opportunities".

> **Technical Skill n° 11 – Management of Fishing Activities:** "Management of Fishing Activities. Level 1".

> **Technical Skill n° 13 – Management of Merchandise:** "Management of Merchandise. Level 1" and "Management of Merchandise. Level 2".

> **Technical Skill n° 15 – Economic-Financial and Budget Management:** "Economic-Financial and Budget Management. Level 1".

> **Technical Skill n° 16 - Languages:**

"Classroom English", "English A1", "English A2", "English B1", "English B2", "English C1", "English: Telephone assistance" and "French B1".

> **Technical Skill n° 19 – The Environment:** "The Environment. The Basics", "The Environment. Level 1", "The Environment. Level 2" and "Drill of dumping pollutants into the sea".

> **Technical Skill n° 20 – Port navigation:** "Port navigation. Level 1".

> **Technical Skill n° 21 – Port Regulations:** "Port Regulations. Level 1" and "Port Regulations. Level 2".

> **Technical Skill n° 22 – Port Operations and Services:** "Port Operations and Services. Level 1" and "Port Operations and Services. Level 2".

> **Technical Skill n° 23 – Prevention of Occupational Hazards:** "Basic POH (30 hours)", "POH. Level 1", "POH with DVDs", "POH in the manual handling of loads and awkward postures", "POH in the Electrical Sector (Average and High Voltage)", "POH and Road Safety", "Function of middle-level management in POH", "First Aid (basic notions)" "Basic Life Support and use of a Semi-automatic Defibrillator (Introduction)", "BLS and use of a Semi-automatic Defibrillator



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(Renovation)” and “Food Handler”.

> **Technical Skill n° 24 – Labour Relations:** “Labour Relations. Level 1” and “Labour Relations. Level 2”.

> **Technical Skill n° 25 – Port Sector and Strategy:** “Port Sector and Strategy. Level 1” and “Port Sector and Strategy. Level 2”.

> **Technical Skill n° 26 – Industrial Safety:** “Industrial Safety. Level 1” and “Industrial Safety. Level 2”.

> **Technical Skill n° 28 – Navigation Aid Systems:** “Navigation Aid Systems. Level 1” and “Navigation Aid Systems. Level 2”.

> **Technical Skill n° 29 – Passenger Traffic:** “Passenger Traffic. Level 1” and “Passenger Traffic. Level 2”.

> **Technical Skill n° 30 – System Use and Exploitation:** “Basic Access 365”, “Advanced digital skills”, “Introduction to the positioning of search engines”, “Basic Excel 365”, “Advanced Excel 365”, “Excel computer applications spreadsheets”, “Advanced Excel 2010” and “Word computer applications text processing”.

> **Generic Skill n° 1 - Communicating:** “How to improve your self-esteem”.

> **Generic Skill n° 2 - Managing:** “Time management”.

> **Generic Skill n° 5 - Planning:** “How to draw up an Equality Plan”.

> **Generic Skill n° 6 – Teamwork:** “Efficient Communication and Teamwork”.

2021 Report on industrial safety and the prevention of occupational hazards

1. Introduction

In the document entitled “**HEALTH AND SAFETY POLICY AT WORK**” of 5th February 2020, the President of the Port Authority of Santander considers that “Health and Safety at Work is an essential part **of Maritime and land operations related to port services and trade together with the management of the public domain of the port** and this is assumed as the responsibility of all those who work to organise them. Being aware of this principle, he undertakes to:

- Avoid any damage to or worsening of the health of all port workers.
- Encourage the continuous improvement of health and safety management at work.

All this aims to improve the level of Health and Safety Protection at Work of all port workers by implementing an appropriate Management System based on preventive action.

In order to be able to comply with all of the foregoing, the Presidency of the **Port Authority of Santander (PAS)** will provide the organisational and material resources necessary to achieve the objective of reducing accidents, incidents, and occupational diseases as much as possible, always taking the technological limits into account. Equally the applicable legal requirements concerning Health and Safety at Work will be complied with, together with other requirements that the company endorses on a voluntary basis”.

2. Internal Emergency Plan of the Port of Santander

The Port’s Self-Protection Plan was approved by the Board of Directors of the Port Authority of Santander in its ordinary session held on 12th March 2021. Once this Plan had been approved, a copy was sent to the General Office of the Ministry of the Presidency, Interior, Justice, and External Action of the Regional Government of Cantabria for its registration in the Registry of Self-Protection Plans and Prevention and Evacuation Measures of Cantabria. On 25th June 2021, the Internal Management Department reported that the Self-Protection Plan had been registered in this Registry.

The Self-Protection Plan of the Port of Santander was never activated during 2021.



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3. Emergency drills

Article 4 of Royal Decree 393/2007 of 23rd March, which approves the Basic Self-Protection Ruling of the centres, establishments, and sections devoted to activities that may give rise to emergencies, establishes that in order to assess the self-protection plans and ensure the efficiency and operating capacity of the emergency action plans, emergency drills will be carried out with at least the regularity stipulated by the plan and in any case at least once a year to assess its results.

With the aim of complying with that established in the aforementioned Royal Decree, the following emergency drills were performed in 2021:

> On 21st December an evacuation drill was held at the Sotoliva Building. The exercise consisted of an evacuation of staff and visitors who were in the Building owing to a fire in on one of the floors, which triggered the fire alarms.

Once the drill had been finalized, an evaluation of its carrying out was made by analysing response times, communication during the exercise, etc.

4. Internal Maritime Plan of the Port of Santander

Royal Decree 1695/2012 has been the essential ruling applicable at a national level to prevent and fight

against pollution in accidents involving hydrocarbons, without taking into account incidents involving other substances. This Royal Decree 1695/2012 of 21st December approved the National Response System in the event of an accidental or deliberate marine pollution incident; it includes in its field of application not only hydrocarbons but also those harmful and potentially dangerous bulk substances that are outside the application of the aforementioned Royal Decree 253/2004. The National Response System establishes that the ports which are owned by the state must draw up Internal Maritime Plans. This must be done by the Port Authorities, who must also take into consideration the Internal Maritime Plans of those facilities located at the port.

The Internal Maritime Plan of the Port of Santander was approved by the State Merchant Navy Office by a resolution of 5th August 2016 after a favourable report from the Maritime Harbourmaster's Office of Santander and the Department of the Environment of the Regional Government of Cantabria.

The Internal Maritime Plan of the Port of Santander was not activated at any time in 2021.

5. Internal Maritime Plan Drills of the Port of Santander

Emergency Drills are exercises de-

signed to train personnel with duties as part of the Internal Maritime Plan of the Port of Santander in techniques for combating pollution.

The personnel that makes up the emergency teams is also given training in the form of the courses instigated by **"ORDER FOM/555/2005 of 2nd March, which implements training courses on the prevention of and fight against the pollution caused by the loading, unloading, and handling of hydrocarbons in a port and maritime scenario"**.

> On 27th and 28th October 2021 an exercise to respond to marine pollution was carried out at the Concha Beach in Suances owing to a marine spill caused by the collision of two ships, one of which transported 40,000 t of fuel oil.

The objective of this drill was to evaluate operational cooperation among different Administrations, Organisms and Institutions involved in a scenario of accidental arrival of pollution to the coast of the Autonomous Region of Cantabria. During this exercise, the following plans were activated: the Internal Maritime Plan of the Port of Santander (PIM), the National Maritime Plan (PMN), the Emergency Territorial Plan of Civil Protection of Cantabria (PLATERCANT) and the State Seashore Protection Plan against Pollution (RIBERA Plan).



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6. Management system for health and safety at work (iso 45001:2018)

The year 2010 saw the implementation of the Management System for Health and Safety at Work (Sistema de Gestión de Seguridad y Salud en el Trabajo, SGSST) in accordance with the requirements of the OHSAS 18001:2007 standard as a prelude to its certification. The certificate of the Management System for Health and Safety at Work of the PAS was issued by the Certifying Body on 6th May 2011.

In 2020 the transition of the Management System was carried out under Standard OHSAS 18001:2007 to certify the Management System for Health and Safety at Work of the

Port Authority of Santander under Standard ISO 45001:2018. In the SGSST audit of the APS, which was performed on 13th and 14th May of 2021, auditors determined that the Port Authority of Santander has established that the management system's efficacy has been tested in situ by means of random sampling, conducted by a competent audit team, especially concerning the compliance of work flows with norm requirements and with what is described in the management system documentation. The specific characteristics of the organization's economic activities, the applicable legal and regulatory requirements, as well as the requirements stated in other applicable documents have also been taken into account.

To that end, a sampling system has been utilized, interviews have been held and relevant documentation has been examined.

7. Occupational health and safety committee

Article 38 of Law 31/1995 of 8th November on the Prevention of Occupational Hazards establishes that companies with at least 50 employees must form an Occupational Health and Safety Committee (Comité de Seguridad y Salud Laboral, CSSL), which is a joint and chartered participatory body for the regular and periodic investigation of the actions of the company regarding the prevention of occupational hazards.

Additionally, article 34 of the 3rd collective agreement of Ports of the State and Port Authorities establishes that in every Port Authority and in the Ports of the State an Occupational Health and Safety Committee will be set up. This joint chartered Committee is a participatory body intended for the regular and periodic investigation of the actions of the aforementioned Public Bodies regarding the prevention of occupational hazards, provided that the number of workers is not lower than fifty.



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The CSSL of the Port Authority of Santander currently consists of four Prevention Delegates and four Port Management representatives.

During 2021 the CSSL has met on an ordinary basis on the following dates:

- > 18th March
- > 11th June
- > 17th September
- > 29th October

8. Committee for the control and coordination of preventive activities of the Port of Santander

Royal Decree 171/2004, which is a continuation of Article 24 of Law 31/1995, establishes in its Article 11 various means of business coordination. These include the holding of periodic meetings by the concurrent companies, which is the method chosen by the Port Authority in order to coordinate with the concurrent companies in the Port Enclosure. These meetings have been held since 21st December 2005, on which date the Committee for the Control and Coordination of Preventive Activities of the Port of Santander (Comité de Control y Coordinación de Actividades Preventivas del Puerto de Santander, CCCAPPS) was formed.

During 2021 this Committee held an extraordinary session on 29th April in a hall of the Hotel Bahía so as to analyse different aspects of occupational health and safety in the Port of Santander with the representatives of the Port Community.

9. Preventive resources committee

Point 3 of Article 10 of Royal Decree 171/2004 of 30th January, which is a continuation of Article 24 of Law 31/95, establishes as follows: "The main employer must ensure that the contractor and subcontractor companies which concur at its work centre have established the necessary means of coordination between them".

With the basis being this obligation to establish means of control and coordination, the decision was made to form the Preventive Resources Committee of the Port Authority of Santander (Comité de Recursos Preventivos de la Autoridad Portuaria de Santander, CRPAPS) ex novo as a means of monitoring, coordinating, cooperating with, informing, and training the companies contracted by the Port Authority of Santander on Occupational Health and Safety, which provide their services continuously at the Service Area of the Port of Santander.

The duties of the CRPAPS are complementary and do not constitute a replacement for those legal obligations concerning the prevention of occupational hazards which are enforceable in the case of companies with a representation on the CRPAPS.

Owing to the security measures established against COVID-19 this Commission did not meet in 2021.

10. Training on industrial safety and the prevention of occupational hazards

As part of the preventive policy of the Port Authority of Santander, the training of its personnel by means of courses on both prevention and emergencies in installations or related to the environment, must be emphasised.

11. European road safety charter

The Port Authority of Santander has been a signatory of the "EUROPEAN ROAD SAFETY CHARTER" since 27th January 2006; it confirmed its commitment on 9th September 2009.

The European Charter is a programme promoted by the European Commission with the following objectives:



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- Supporting associations, schools, Universities, companies of any type and size, and European local authorities and encouraging them to take road safety measures in Europe.
 - Facilitating the acquiring and the exchanging of knowledge on road safety within the European Union among members of civil society.
 - Facilitating a genuine dialogue so as to transfer road safety experiences and practices in all fields of government of the European Union.
 - Recognising the contributions of civil society to road safety.
- The current mission of the European Road Safety Charter is to encourage, promote, and expand this community still further, with the final goal of reducing the number of road accident victims by 2020.



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THE IMPORTANCE OF THE ENVIRONMENT

The Port Authority of Santander considers that port development should unfold within a framework of environmental protection and social cohesion.

In this sense, in addition to having a comprehensive system for management of quality and the environment certified under standards UNE-EN ISO 9001:2015 and 14001:2015, it has been developing initiatives for protecting the environment which aim to achieve the desired balance between business and economic growth and the protection of the natural and social setting in favour of sustainable development.

The strategic line of environmental protection of the Port Authority of Santander includes the following actions:

> Implementation and annual follow-up of sustainability objectives which form part of the Business Plan. In 2021 the achieving of the following has been initiated and/or continued:

- **Implementation of the Eco-Management and Audit Scheme (EMAS)**, the Community regulations intended to encourage the commitment to

continuous improvement and transparency in relation to the environmental behaviour of the organisation. Pending verification and register during the current year.

- **Supervision and management of the quality of port waters.** Port waters are included in the scope of application of the Water Framework Directive (Directiva Marco del Agua, DMA). In order to meet the demands of the DMA and the port management needs the "ROM 5.1-13: Quality of coastal waters in port areas" has been updated. There are 4 action programmes: the programme of the delimitation and classification of the Water Management Port Units; the programme of the assessment and management of environmental risks; the programme of the supervision of environmental quality; and the programme for the management of pollution incidents.

- **Supervision of the quality of contaminated soil.** A Work Plan for contaminated soils has been designed with a Geographical Information System (GIS) so as to locate geographically the existing concessions and associate the basic characteristics for the management of legal obligations on contaminated soil such

as the control of possible sources of contamination and the evolution of both soils and port waters.

- **Supervision of the acoustic impact.** An acoustic measurement campaign has been carried out to assess the noise made by the arrival, stay, and departure of ferries, cruise ships, and works in proximity to citizens, with the object being prevention and the obtaining of data in order to continue the study of the assessment of the acoustic impact at the Maritime Station of the Port of Santander.

- **Energy efficiency.** A viability study has been carried out of the implementation of alternatives for the generating of energy by means of renewable sources so as to supply the installations of the Port Authority, mainly on roofs of buildings (photovoltaic energy) and on plots (wind energy).

> Projects of the development and improvement of port infrastructures in which the environmental sustainability and the quality of life of the inhabitants of the surroundings of the port are taken into account. The following actions have been initiated or are ongoing:



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- The construction of a silo for storage at a height so as to allow more efficient land use for the operations of car traffic (the ground floor and the first floor are in use and expansion to three further floors is envisaged).
 - A new ferry terminal which will not only improve passenger services but also involves improving port-city actions.
 - A station for supplying Liquefied Natural Gas (LNG) for ships which is intended initially for those which Brittany Ferries has under construction and which will permit the reduction of the carbon footprint.
 - New terminals for containers and fertilisers.
 - New land access to the Port of Santander from the A-67 motorway which will serve to distribute road traffic and help to improve the movement of traffic in a key area for both the transit of cars and that of merchandise.
 - The resuming of the works of Raos Wharf 9, increasing the length of the wharf for transoceanic lines.
- > Environmental control of port activities and services by means of Environmental Rules which establish the compulsory code of conduct for port users.

> Incentives to encourage private investment in installations and equipment (specialised terminals, etc.) which improve the environmental aspects of operations by means of environmental discounts contemplated in the agreements on good practices stipulated in Article 245.1.b of the revised text of the Law on State Ports.

In this sense the investments made in 2021 by three companies under these agreements stand out:

- **NOATUM Multi-purpose Terminal:** Preparing and modifying old hoppers so as to improve their working conditions from the point of view of the environment and safety at work
 - **NOATUM Santander Terminal:** The installation in its warehouse of a system for distributing minerals to optimise space (a conveyor belt instead of fork-lift trucks).
 - **TASA:** Installations for making use of rainwater and the construction of a hut for the storage of containers of dangerous waste
- > Expanding the implementation of environmental management systems for the providers of port services, business services, and specialised terminals, a container terminal, and an LHG terminal by means of clauses in the specification document, with

practically all of them being certified in ISO 14001 and/or the EMAS.

Comprehensive management policy

The Quality and Environmental Policy of the Port Authority is available for its groups of interest on the following website:

<http://www.puertosantander.com>

This Policy reflects the commitment of the Port Authority of Santander to among other aspects the protection of the environment, the prevention of pollution, compliance with legal requirements, and continuous improvement in the environmental sector.

COMPREHENSIVE MANAGEMENT POLICY

The Port Authority of Santander manages the land and maritime operations related to port traffic and services in addition to the port public domain in accordance with its mission of providing its users with quality logistic and port services, thus contributing towards the economic development and the improvement of its social and natural environment.

The vision which marks the action of the Port Authority of Santander focuses on ensuring the following:

- Its clients know and recognise the Port of Santander for the innovation, quality, and efficiency of its logistic and port services and also for its respect for the environment.
- Its operators find in the Port of Santander a reliable and efficient collaboration framework for the carrying out of their activities.
- Its employees are sensitive to quality and environmental issues and also motivated by the stability of the employment and the balance between work and family life.
- The socioeconomic environment recognises the Port of Santander for its ethical and environmental conduct.

The priority objective of the Port Authority of Santander is to be a green, sustainable, and smart port which acts as a green catalyst for the remainder of the logistic chain and the merchandise handled at the port. In order to do so, it implements an environmental strategy based on three essential pillars:

- Digitisation of the processes and implementation of a Big Data smart platform for monitoring and making decisions in the fields of the quality of the air, water, and soil and also the management of waste.
- Establishing the objectives of sustainable development, to be precise those of energy efficiency, water management, the circular economy, and the creation of alliances, with specific goals to be attained in the next five years.
- Decarbonisation of the system and reduction of the carbon footprint by the convergence of the above two pillars.

The Port Authority of Santander has a comprehensive quality and environment management system which contemplates the following principles of action:

- Getting to know and as far as possible meeting the needs and living up to the expectations of the interested parties so as to ensure the sustainability of the port and logistic services, establishing an Environmental Sustainability Plan.
- Achieving its strategic objectives based on the analysis of the context of the organisation and contemplating the three pillars mentioned above.
- Carrying out process-orientated management taking into account the risks and opportunities associated with the same and applying the principle of continuous improvement, innovation, and the protection of the environment.
- Allocating the necessary resources (human, technological, and financial) in order to achieve the environmental and quality objectives established.
- Operating within the framework of the legislation applicable to its functions and activities and also complying with those other requirements of interested parties or voluntary agreements.
- Promoting, controlling, and minimising contamination by means of the application of appropriate and viable organisational and technological measures, within the framework of its competence and in cooperation with port companies and other Public Administrations.
- Integrating environmental aspects in the processes of the planning, management, and promotion of the port public domain and also in the scheduling of works and the providing of services, promoting the environmental improvement of the service area of the port.
- Encouraging the motivation, participation, and awareness of the organisation and of the whole of the port community as part of the culture of sustainability.
- Maintaining appropriate communication channels with the Port Community, Public Administrations, social and economic partners, and society in general with regard to the activities of the port and in relation to quality and the environment.
- Publishing on an annual basis information on the environmental performance of the Port Authority.

Approved by the **President of the Port Authority of Santander**
May 2022





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Environmental management of the Port Authority of Santander

The environmental performance of the Port of Santander in 2021 compared with the previous years:

1. Air quality

ENVIRONMENTAL OBJECTIVE 6:

Improving the perception of the surroundings on the environmental performance of the port.

ENVIRONMENTAL OBJECTIVE 7:

Reducing the pressure of the activity of port workers on air quality.

ENVIRONMENTAL OBJECTIVE 14:

Assessing and managing the carbon footprint.

The Port Authority of Santander does not carry out any activities which have the potential to contaminate the atmosphere. Its main direct emissions are associated with motor vehicle combustion (currently practically all the fleet is electric) and craft, together with the operation of generator sets and other maintenance machinery and works.

Other activities which are carried out at the port are of greater relevance concerning emissions into the atmosphere, such as operations related to the handling of solid bulk commodities. For their follow-up and management there is **an air quality**

control network in the port area.

Red de control de calidad del aire en zona portuaria.

The Port Authority of Santander has an air quality control station which measures PM10 fraction particles and SO₂, CO and NO, NO₂, NO_x gases.

The NOATUM and TASA specialised terminals have fixed control stations which measure PM10 fraction particles.

The following table shows the results of the station of the PAS to the effect that **in 2021 the legally established limits were not exceeded:**

		RD 102/2011 legal limit	2019	2020	2021
SO ₂	N° of times health protection exceeded (mean 1h > 350 µg/m ³)	24	0	0	15
	N° of times health protection exceeded (mean 24h > 125 µg/m ³)	3	0	0	3
NO ₂	N° of times health protection deadline exceeded (1 h > 200 µg/m ³)	18	2	0	0
	Annual health protection average (µg/m ³)	40	18,88	9,98	29,11
CO	N° of times daily health protection exceeded (10 mg/m ³)	8-hour mean	0	0	0
PM ₁₀	N° of times daily health protection exceeded (mean 24 h > 50 µg/m ³)	35	41	22	27
	Annual mean of average health protection values (µg/m ³)	40	44,18	32,5	30,51



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In order to control emissions into the atmosphere, the Port Authority carries out a daily follow-up of port activities, encourages the improvement of the equipment of the operators, and has Environmental Rules applicable to all workers. **Environmental stoppages are made during the operations of the loading and unloading of bulk solid commodities.**

The table below shows the number and duration of the operational stoppages made during the handling of merchandise owing to the exceeding of the speed limit and the effect or risk of the effect on third parties.

	2019	2020	2021
N° operational stoppages	24	17	23
N° ships	18	12	14
Total time accumulated (h)	40h 23 min	30h 02min	60h 15min

Moreover, **the carbon footprint** was calculated using the methodology developed by the Cedex "Methodological Guide to calculating the carbon footprint of ports" for State Ports and with the support of the tool developed by the Port of Vigo.

We have considered the years 2020 and 2021 and Scopes 1, 2, and 3 (for Scope 3 the companies notified more replies for 2020). The results can be seen in the table below:

	Emissions (tCO ₂)	
	2020	2021
1	66,521	62,764
2	0,00	0,00
3	101.813.706,71	38.503.772,39
TOTAL	101.880.228,36	38.566.536,43

Scope 1 is related to the direct emissions caused by sources or processes which are owned or controlled by the Port Authority of Santander, such as the consumption of fossil fuels, while Scope 2 includes the indirect emissions caused by the generation of the electricity purchased and consumed. In this sense it should be stressed that the sales company contracted by the PAS supplies renewable energy with a guarantee of origin certificate; its emission factor is therefore 0 kgCO₂/kWh.

Control measures implemented

- Technical instructions for some operations included in the environmental rules.
- Procedure for controlling the emission of particles into the atmosphere in the handling of solid bulk commodities and repairs at the dry dock.
- Management of disciplinary proceedings owing to non-compliance with environmental regulations.
- Inclusion of requirements regarding emissions into the atmosphere under conditions of the granting

of concessions and authorisations (activities subject to regulations).

- Regulation follow-up of the authorisations of activities with the potential to contaminate the atmosphere carried out by merchandise operators.
- Air quality stations at the Port of Santander: the providing of continuous measuring equipment for parameters of gas and particles.
- Characterisation studies of the effect of port activities on air quality.
- Reorganisation of port activities to move the emission sources away from the most sensitive or vulnerable areas.
- Improvement of internal roads or access points so as to reduce the passage of trucks through built-up areas.
- Environmental criteria in the organisation and allocation of mooring berths.
- Signing of agreements on good environmental practices.
- Requirements for specialised terminals.
- Operational stoppages if there is a risk of impact or contamination.



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- Encouraging investments to improve equipment by concessionary/stevaging companies and new concessions.

2. Noise

ENVIRONMENTAL OBJECTIVE 6:

Improving the perception of the surroundings on the environmental performance of the port.

The most important sources of noise emissions are the those of the traffic of ferries and cruise ships at the Maritime Station which gave rise to **a single complaint owing to the acoustic impact in 2021.**

Owing to the proximity of the port and the city of Santander, controlling the acoustic impact of port activities is important if we are to achieve the welfare of both citizens and the whole of the port community. It is for this reason that there has been a **campaign for the continuous recording of noise levels in 2021.**

Between May and December four noise sensors were installed on the Maliaño Wharf so as to record the noise levels continuously and thus ascertain the repercussion of the works and the period from the arrival to the departure of the ferries and cruise ships passing through the Maritime Station.



Control point	Location
1	Maritime station
2	Maritime headquarters
3	Opposite shed
4	Adjacent to access to free trade zone

In these campaigns it has been observed that **the most sensitive period on the Maliaño Quay is at night** when the activity and traffic of the city is reduced and the noise of the Port can be more clearly perceived by the population nearest to the **Maritime Station**. The remainder of the port activities have scarcely any noise impact on citizens.

In order to minimise noise impact, different measures are applied such as periodic measuring campaigns, the installation of noise barriers, the supervision of port operations by

personnel of the Port Authority, the improvement of road surfaces, and the lowering of speed limits, and also the reorganisation of the activities and the internal traffic so as to move the sources of noise away from urban areas.

Control measures implemented

- **Campaigns for measuring the acoustic quality in sensitive port-city areas:**

> Study to assess the acoustic impact of the traffic of ferries and cruise ships at the Maritime Station of the Port of Santander. 16/10/2020.

> Campaign for the continuous registering of the noise levels at the installations of the Port Authority of Santander. May- December 2021.



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- Supervision by personnel of the Port Authority.
- Installation of noise barriers.
- Speed limits on port roads.
- Improvements to road surfaces.
- Limitations on activities during the night (loading/unloading scrap metal).
- Reorganisation of the internal traffic to reduce the passage of trucks through urban areas.
- Reorganising port activities to move sources of noise away from urban areas.

3. Water quality and waste

ENVIRONMENTAL

OBJECTIVE 6: Improving the perception of the surroundings on the environmental performance of the port.

ENVIRONMENTAL

OBJECTIVE 8: Reducing the pressure of the port operators on water quality.

ENVIRONMENTAL QUALITY 10:

Having an efficient and comprehensive response in order to act in the event of a marine contamination emergency.

ENVIRONMENTAL

OBJECTIVE 11: Preventing dumping in the sea owing to bad practice and recovering the costs of intervention in marine contamination emergencies.

The main water discharges at the Port of Santander are as follows:

- Sewage from buildings belonging to the Port Authority discharged into the sanitation network of the Bay or the municipal receptor.
- Sewage from activities carried out in the port area (concessions / authorisations).

- Rainwater from the port area discharged from the port receptor to port docks.

- Other accidental spillages: while loading and unloading merchandise, supplying fuel, or other spillages from ships against the regulations.

Spillage control plan

The Port Authority of Santander has an inventory of points of spillage into the sea. On a periodic basis analyses are carried out of the water discharged into the sea from the port receptor.



Figure: Plan of the rainwater reception basins and spillage control points



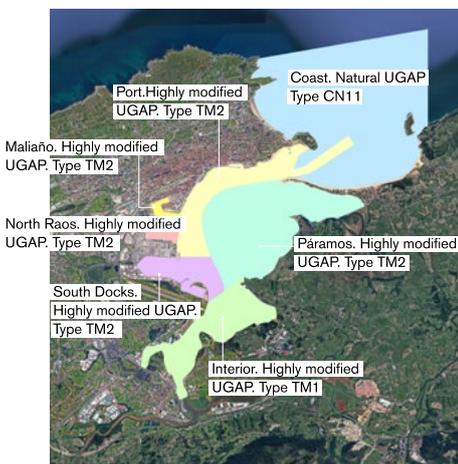
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Quality of the Coastal Waters in port areas ROM 5.1-13

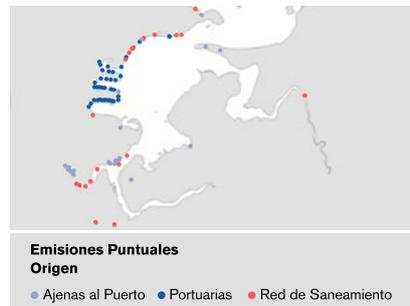
In 2021 the implementation of ROM 5.1-13 was revised. A research contract was signed with IH Cantabria on the management of the coastal waters in the service area of the Port of Santander. The result of the check was as follows:

- Delimitation and classification of port water management units. Seven Water Management Units (Unidades de Gestión Acuática, (UGAP), namely 6 UGAPs of highly modified transition and 1 natural coastal UGAP, were delimited and classified.



- Assessment and management of environmental risks: Specific and scattered contaminating emissions are identified and characterised and their environmental risk is assessed. The specific emissions originate from drains of companies, discharges of

rainwater, and overflow channels from the sanitation network; 15% of them are external (located beyond the service areas of the port). Scattered emissions are generated by the loading and unloading of solid bulk commodities



- Assessment of the environmental quality of natural and highly modified UGAPs (2016-2021): both the natural coastal UGAP and the modified transition UGAPS are in **an ecological and chemical situation which has been classified as good or very good.**

- Management of pollution incidents: this includes the analysis of the register of polluting incidents according to their magnitude, frequency, and level of danger and the vulnerability of the area affected.

The measures implemented apart from the analytical control of spills, the Internal Maritime Plan (Plan Interior Marítimo, PIM) – which it has not been necessary to activate in the 2020-2021 period, the Plan for the reception and handling of waste generated by ships and loading

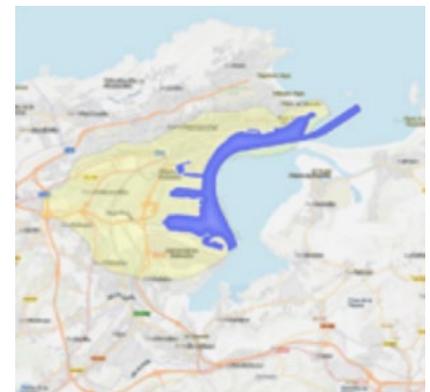
waste and the supervision of wharf operations by the Port Police – include in particular the operation of **the installation of hydrodynamic decantation units on the wharf to reduce the amount of solids in suspension brought to the dock.**

Hydrological Planning

The Hydrological Plan of the Hydrographical Demarcation of Western Cantabria was revised in 2021 (the third planning cycle is that of 2022-2027) in accordance with the calendar of the Water Framework Directive, although this is still pending approval.

The plan delimits and classifies the port water as highly modified transition water masses owing to the hydromorphological alterations deriving from the existence of a major port:

- Bay of Santander-Port (ES-087MAT000150). A good ecological potential and chemical situation. No worsening has been detected.





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- Bay of Santander-Interior (ES-087MAT000160). The objective is to reach a good ecological potential and good chemical situation by 2027 because during the 2nd cycle the condition of the water mass has worsened.



- Bay of Santander-Páramos (ES-0878MAT000170). A good ecological potential and chemical situation. No worsening has been detected.



On the other hand, there is a natural water mass known as the Bay of San-

tander in good ecological condition.

> Among the functional measures defined and justified for the new cycle the following can be mentioned:

- New wharf of caissons at Raos 9 with dredging.
- New wharf of piles at Raos 6 with dredging.
- New wharf of piles. Renovation of Sections 1-4 of the Maliaño Wharves along a length of 390 m maintaining its current depth of water without dredging. The solution chosen involves no environmental impact because the water mass is maintained (filling in is not carried out).
- Construction of nautical-sports facilities on the Central Dock of Pedreña.

> The environmental measures defined for the new cycle include::

- Elimination of the dumping of sewage at the port docks by the connection of the leached material from the sweepings to the sanitation network of the Bay by means of physicochemical treatment.

Moreover, in order to improve the quality of port waters the craft of the cleaning service of the Port of Santander removed in 2021 a total of 230,78 Tn of waste from the water mass and ramps of the service area, 5% less than the previous year.



Control measures implemented

- Inventory and characterisation of dumping points and sources of contamination of the docks.
- Analytical controls of spills at the port docks.
- MARPOL waste management in private installations.
- Technical instructions for operations included in environmental regulations.
- Approval of the Inland Maritime Plan (PIM) of the Port of Santander (June 2016).
- Approval of the Plan for the reception and handling of waste generated by ships and cargo waste (March 2020).
- Guidelines for the periodic cleaning of the water sheet, wharves, and port road surfaces.
- Supervision and control of wharf operations by the Port Police service.



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- The coordination of prevention and action in the event of emergency, salvage, and the fight against pollution by SASEMAR.
- Periodic practice drills in the service area to improve the coordination between contingency plans.
- Control and follow-up of regulation permits for dumping at concessions.
- Environmental regulations on the management of sewage and rainwater under conditions of the granting of concessions and authorisations.
- Establishing Agreements on Good Environmental Practice (discounts for better environmental practice).
- Improvements in the management of rainwater to the sea by the installation of hydrodynamic decantation units to eliminate waste of solid particles on the wharf for handling solid bulk commodities (Raos 2 and 3).
- Paving of wharves to avoid silting in the receptors.
- Cleaning and unblocking of man-holes, galleries, channelling, installations of decantation units at the wharf, sumps, and gutters.
- Processing of dumping authori-

sations (sewage and rainwater).

4. Quality of the soil and groundwater

ENVIRONMENTAL

OBJECTIVE 9: Reducing the pressure of the activities of port operators on the soil quality.

At the Port of Santander there are plots on which activities which may contaminate the soil are carried out or have been carried out; three areas can be identified:

- Maliaño Wharf – Dry Dock
- Raos North Breakwater
- Raos South Breakwater

In 2009 the environmental characterisation of the soils and the potentially polluted groundwater of the Port of Santander was carried out. Since that date periodic controls of the quality of groundwater of the piezometric network installed at the Port of Santander and updates of the Assessment of Environmental Risks (Valoración de Riesgos Ambientales, VRA) have been carried out with the aim of checking and assessing the evolution of the control parameters.

In addition, soil characterisations are carried out when there is a change in land use with the promoter being



Proposal of piezometers for the future RECA of the Port of Santander



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either the Port Authority or the concessionaires.

In 2021:

> A new control was carried out of the groundwater of the Piezometric Network of the Port of Santander.

During the campaign the general attenuation or stabilisation of the concentration of the compounds analysed in the groundwater compared with the previous year was observed. In no cases were any risks detected as to the health of the workers of the installations.

> The characterisation of land and groundwater and the quantitative analysis of risks in the area of the work of the "Demolition of warehouses on land at Calle Antonio López in Santander" was carried out with the result of the systemic risk and risk of cancer for workers being acceptable.

> A Land Management Plan was developed in accordance with the characterisations carried out and the activities in concession. A GIS support tool is available which allows:

- The identification of the National Classification of Economic Activities (Clasificación Nacional de Actividades Económicas, CNAEs) of the concessions.
- Knowledge of to which concessionaires RD 9/2005 applies.

naires RD 9/2005 applies.

- Inventory of all the characterisations carried out at the Port.

- Overall vision of the plots characterised and the state of the land in all the concessions characterised.

- Periodical control of the RECA and inclusion of new piezometers in it.

Control measures implemented

- MARPOL waste management at port installations.

- Technical instructions for operations included in the environmental regulations.

- Approval of the Internal Maritime Plan (PIM) of the Port of Santander.

- Approval of the Plan for the reception and handling of waste generated by ships and loading waste.

- Guidelines for the periodic cleaning of the water surface, wharves, and port road surfaces.

- Supervision and control by the Port Police service.

- Environmental characterisation of the soil and potentially polluted groundwater of the Port of Santander (2009)

- Periodic sampling of the quality of the soil and groundwater by means of the piezometric network.

- Exploratory characterisation of the soil prior to the occupation of new critical concessions and the requirement of decontamination if this is necessary when the activity is abandoned.

- Study of the soil and analysis of risks on port land when a change in use is envisaged.

- Plan for the management of contaminated soils at the Port of Santander (2021).

5. Waste management

ENVIRONMENTAL

OBJECTIVE 5: Optimising the management of the waste generated by the port authority.

ENVIRONMENTAL

OBJECTIVE 12: Encouraging the best environmental techniques of the ships mooring at the port.

The Port Authority of Santander manages the waste generated by its activities:

> **Buildings** (where the waste generated and collected is separated into paper and cardboard, containers, batteries, and toners).

> **Workshops** (which generate waste



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from the activities of the maintenance and preservation of infrastructures, maritime signals, the machinery as a whole, and waste from civil works).

> **Works** (construction and demolition waste)

> **Other waste generated at specific times** (scrap metal, dead animals in the sea, computer equipment, vehicles at the end of their useful life, etc.)

Moreover, it carries out the com-

prehensive management of waste in the service area of the port by providing a cleaning service in common areas of both land and water, wharves, and areas of level ground, also taking charge of the reception of the waste generated by ships, official craft, craft of the port services, sports or leisure craft, and fishing boats.

The Port Authority of Santander managed in 2021 the total amount of 1,302 Tn of waste, of which 364.32 Tn (28%) were valued and 937.75 Tn (72%) sent to the tip. The waste

directly generated by the Port Authority of Santander (except works) was 56.42 Tn.

If we do not include the collection of inert waste and sweepings, most of which is sent to the tip, 99% of the remaining waste is gathered separately and valued.

The graphs below show the waste generated in 2021 by origin and its evolution in recent years:

Port authority (buildings, workshops, maintenance workshops, and others)

Waste	Origin	Amount by destination (kg)		
		Valuation	Tip	
SOLID URBAN WASTE RECEPTOR	Buildings and workshops		28.310	RNP
CONTAINERS	Buildings and workshops	334		RNP
PAPER AND CARDBOARD	Buildings and workshops	17.042		RNP
ENGINE OIL	Workshops	6.157		RP
LAMPS	Buildings and workshops	98		RP
TONERS	Buildings and workshops	15		RP
SCRAP METAL	Workshops	11.300		RNP
ELECTRICAL MATERIAL	Dismantling maintenance warehouses	3.760		RP
MATERIAL ELÉCTRICO (RAEES)	Servicios informático	2.279		RP

RNP National Register of Suppliers

RP Register of Suppliers



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In 2021 no dangerous waste was collected from workshops because the cleaning service has unified collection with that proceeding from the fishing recycling centre; it is not

possible to differentiate the data.

Commercial port (wharves, roads, and from ship stopovers)

This waste is generated by the cleaning of the wharves and roads of the port area and also that deriving from losses of merchandise during general port operations (stopovers).

Waste	Origin	Amount by destination (kg)		
		Revaluation	Tip	
PLASTIC BUOYS	General port operations	3.460		RNP
PRUNING	General port operations	810		RNP
WOOD	General port operations	33.740		RNP
INERT WASTE	General port operations – stopovers	3.000	11.640	RNP
ORGANIC REMAINS	General port operations -stopovers	155.270		RNP
SWEEPINGS	Wharf and roads of the Port	101.390	485.200	RNP

RNP National Register of Suppliers
RP Register of Suppliers

Evolution of waste from the commercial port

Waste (kg)	2017	2018	2019	2020	2021
PLASTIC BUOYS					3.460
PRUNING	3.870	19.290			810
WOOD		3.700	16.760	8.380	33.740
INERT WASTE	82.960	67.820	34.160	25.360	14.640
ORGANIC REMAINS	116.040	36.340	100.740	175.805	155.270
SWEEPINGS	738.140	1.121.566	1.079.860	687.980	586.590



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Fishing port (fish market and recycling centre)

The recycling centre provides the service of the collection of dangerous waste for users of the Port of Santander.

ous waste for users of the Port of Santander.

Waste	Origin	Amount by destination (kg)		
		Valuation	Tip	
SOLID URBAN WASTE RECEPTOR	Market – Fishing Port		81.960	RNP
FISHING NETS	Market – Fishing Port	11.540	1.780	RNP
ABSORBENTS AND IMPREGNATED SOLIDS	Fishing Port recycling centre		216	RP
ENGINE OIL	Fishing Port recycling centre	9.168		RP
AEROSOLS	Fishing Port recycling centre	37		RP
CONTAMINATED METALLIC CONTAINERS	Fishing Port recycling centre	1.359		RP
CONTAMINATED PLASTIC CONTAINERS	Fishing Port recycling centre	1.070		RP
USED OIL FILTERS	Fishing Port recycling centre	901		RP
FLUORESCENT MATERIAL	Fishing Port recycling centre	236		RP
ANTIFREEZE	Fishing Port recycling centre	78		RP
ELECTRICAL MATERIAL	Fishing Port recycling centre	1.275		RP

RNP National Register of Suppliers

RP Register of Suppliers

Evolution of dangerous waste from the Fishing Port Recycling Centre

Waste (kg)	2017	2018	2019	2020	2021
ABSORBENTS AND IMPREGNATED SOLIDS			640	220	216
ENGINE OIL	8.213	16.345	14.630	9.025	9.168
AEROSOLS			220		37
CONTAMINATED METALLIC CONTAINERS	234		400	2.020	1.359
CONTAMINATED PLASTIC CONTAINERS	429		800	400	1.070
USED OIL FILTERS	400		1.000	400	901
FLUORESCENT MATERIAL				360	236
ANTIFREEZE			60		78
ELECTRICAL MATERIAL			1.000	100	1.275
TONERS (ORIGIN PAS – BUILDINGS & WORKSHOPS)	75		25		15



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Accidents

The Port Authority manages the waste generated by accidents on

the surface and in the water of unknown origin such as spills from vehicles and machinery on the wharves.

In 2021 the PIM was not activated at any time.

Waste	Origin	Amount by destination (kg)		RNP
		Valuation	Tip	
ABSORBENTS AND IMPREGNATED SOLIDS	Accidental		500	RP

RNP National Register of Suppliers
RP Register of Suppliers

Other

Waste	Origin	Amount by destination (kg)		RNP
		Valuation	Tip	
SOLID URBAN WASTE RECEPTOR	Buildings and concessions		97.360	RNP
SWEEPINGS	Ramp / Water sheets		230.780	RNP

RNP National Register of Suppliers
RP Register of Suppliers

Loading and unloading operations with excess waste

Loading and unloading operations with excess waste	2017	2018	2019	2020	2021
N° OF PORT OPERATIONS WITH WASTE EXCEEDING 0.15%*	2	0	0	0	0
EXCESS TONS	2,72	0	0	0	0

(*) From 0.15% of the merchandise declared the operation is considered to be "incorrect from a quality and environmental point of view", which means that a charge for excess waste is applicable (Agreement of the Board of Directors. 16:09.2009)



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WORKS

Exploitation and Maintenance Area

Exploitation-maintenance works waste (kg)	Roof of the Suances Lighthouse	Demolition of the North enclosure of plot A of the ZAL area	New access control to the RAOS wharf (Works 2020)	Surfacing plot in the ZAL area	Relocation of the distribution cabinet of the CT3	Demolition Calle Antonio López (maintenance warehouses) *
ASBESTOS CEMENT	300					
IRON						51.970
CONCRETE		95.920	1.759.000		31.260	
WOOD						35.420
MATERIALS				8.593.488		
CONCRETE MIXTURE						928.000
BITUMINOUS MIXTURES		60.960				
STONES AND EARTH			4.592.000			
PLASTIC						6.640
INSULATION WASTE						1.520
PLASTER						7.340
CONTAMINATED WASTE						1.800
CARDBOARD						750
TOTAL	300	156.880	6.351.000	8.593.488	31.260	1.033.440

* Works managed by the municipality (not included in the total waste generated in 2021)

During 2021 the amount of waste from works carried out owing to maintenance fell by 46% compared with the previous year.

MAINTENANCE CONSTRUCTION/DEMOLITION WASTE (RCD) (kg)	2020	2021
SCRAP METAL	67.180	
ASBESTOS CEMENT		300
CONCRETE	285.030	1.886.180
MATERIALS	1.441.230	8.593.488
MIXTURE OF CERAMIC MATERIALS	746.780	
BITUMINOUS MIXTURES	270.140	60.960
STONES AND EARTH	25.226.680	4.592.000
PLASTIC	2.300	



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RCDs Mantenimiento (kg)	2020	2021
RAEES (LED PROJECTORS)	640	
WASTE FROM DEMOLITION OF ROAD SURFACE	121.850	
BIODEGRADABLE WASTE	53.100	
MIXED CONSTRUCTION AND DEMOLITION WASTE	3.050	
TOTAL	28.150.800	15.132.928

Area of Infrastructures

Infrastructure works waste (kg)	Renovation of ferry terminal toilets	Preparing plot 8.2.3 for a P.D.I. for cars (silo ground floor and first floor)	Section 1-4 Maliaño Wharves	Double renovation of railway line giving access to port
MIXTURE OF NON-CONTAMINATING MATERIALS (stones, earth, etc.)		26.542.950	1.877.540	13.906.296
CONCRETE RCD		540.000	7.496.510	389.640
MIXTURE OF CONCRETE, BRICKS, TILES, AND CERAMIC MATERIALS	26.980	538.580		8.860
MIXED RCD				46.110
IRON AND STEEL			183.860	152.460
MIXED METALS				70.080
INSULATION MATERIAL				
BITUMINOUS MIXTURES, COAL TAR, AND OTHER TAR PRODUCTS	3.660	146.760		
PLASTIC		1.380		860
WOOD		8.820		1.100
PAPER AND CARDBOARD		1.460		
TOTAL	30.640	27.779.950	9.557.910	14.575.406

During 2021 the amount of waste from works carried out on infrastruc-

tures increased by 87% compared with the previous year.



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INFRASTRUCTURE RCD (kg)	2020	2021
MIXTURES OF NON-CONTAMINATING MATERIALS (STONES, EARTH, ETC.)	25.270.901,23	42.327.616
EARTH ON TIP OF NON-DANGEROUS WASTE (INVASIVE PLANTS)	37.640	
CONSTRUCTION AND DEMOLITION WASTE – CONCRETE	538.340	8.425.320
MIXTURES OF CONCRETE, BRICKS, TILES, AND CERAMIC MATERIALS	1.133.660	574.420
MIXED CONSTRUCTION AND DEMOLITION WASTE	374.240	46.110
IRON AND STEEL	61.790	336.320
MIXED METALS		70.080
BITUMINOUS MIXTURES, COAL TAR, AND OTHER TAR PRODUCTS	387.040	150.420
PLASTIC	2.300	2.240
WOOD	9.960	9.920
PAPER AND CARDBOARD		1.460
PRUNING AND PLANT REMAINS	5.500	
TOTAL	27821.371	51.943.906

Waste from ships (MARPOL)

The International Agreement for preventing pollution by ships (1973), which was modified by the Protocol

of 1978 drawn up in London on 17th February 1978 (MARPOL 73/78), requires signatory states to ensure the availability of appropriate reception installations at their ports for the va-

rious types of waste generated by shipping activities, which are regulated by various annexes of the Agreement.

Marpol I waste	2017	2018	2019	2020	2021
SHIPS USING THE SERVICE	11,50%	28,78%	29,86%	28,03%	30,56%
AVERAGE DELIVERY PER STOPOVER (M3)	13,86	12,28	11,84	8,67	12,22

Marpol V waste	2017	2018	2019	2020	2021
SHIPS USING THE SERVICE	52,83%	51,26%	51,43%	47,31%	52,72%
AVERAGE DELIVERY PER STOPOVER (M3)	2,32	2,37	2,46	1,72	2,35



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Control measures implemented

- Cleaning service for comprehensive waste management.
- Fishing recycling centre.
- Improvements in the follow-up and control of waste at origin.
- Increasing waste intended for valuation.
- Requiring operators to improve their operations and equipment.
- Discounts to shipping charges for improved environmental practices.

6. Ecoefficiency of natural resources

ENVIRONMENTAL

OBJECTIVE 4: Achieving more efficient management of the natural resources used by the port authority.

The Port Authority of Santander carries out a periodic follow-up of its direct consumption of natural resources and of the consumption of other users of the Port.

The natural resources to be taken into account are as follows:

- Electrical energy

- Water
- Fuels
- Other consumption (paper, toners)

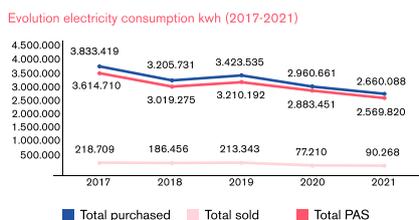
Electrical consumption

Electrical energy is consumed for night lighting, the lighting and air conditioning of offices, and for other equipment such as cold-storage rooms, machinery and electric vehicles, computer equipment, etc.

The monthly evolution of the electricity consumption in 2021 can be seen in the graph below:



The following graph shows the evolution of the electricity bought from and sold to other users in the last five years (the difference between them is related to the consumption of the Port Authority of Santander):



It is noteworthy that in 2021 the electricity consumption of the PAS fell -11% compared with the previous year.

Control measures implemented

- Making a diagnosis of the energy performance.
- Study of the Implementation of Renewable Energies at the Port.
- Remote control of exterior lighting in open spaces and on perimeters.
- Replacement of lighting by LED lights (Cabo Mayor Lighthouse, lighting towers, archive).
- Purchasing energy from 100% renewable sources.
- Acquiring a fleet of electric vehicles.

Water consumption

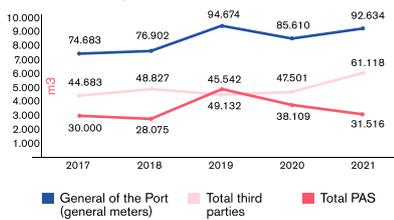
The water consumed by the Port of Santander is recorded from the readings of the general meters. A follow-up is carried out of the water consumption of other users in the port area to whom the water consumed is billed (third parties). The difference between them is the consumption of the Port Authority of Santander (PAS).



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Evolution water consumption PAS (2017-2021)

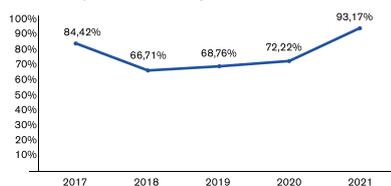


in 2021 third-party consumption increased by 29% while the consumption of the PAS fell 17% compared with 2020.

The existence of rainwater tanks has allowed a saving of 9,583 m3 in 2021 by using the water collected for road cleaning.

The following graph shows the evolution of the efficiency of the water network (2017-2021). It is an indicator which links the difference between the consumption of the input meters (average consumption measured by the supply company) and the consumption of the output meters (what is actually consumed by the activities of the PAS and third parties). The difference between them indicates the losses of the distribution network owing to the existence of leaks.

Network efficiency (%) General Port (general meters)



As a result of the leaks detected and subsequently repaired, a considerable improvement in the efficiency of the network in 2021 was achieved.

Control measures implemented

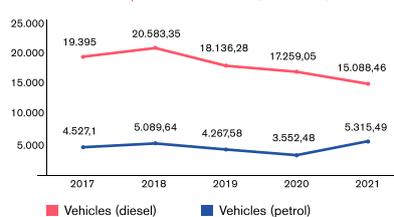
- **Water saving system for cleaning public thoroughfares and wharves by means of rainwater tanks.**
- **Detection and control of water leaks.**

Fuel consumption

The consumption of fuel is essentially that of the fleet of vehicles and machinery. Other forms of consumption are those of the air conditioning of vehicles and the use of generator sets and motor vessels. In 2021 the boiler of the maintenance warehouses ceased operation owing to the moving to the area of a new installation.

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

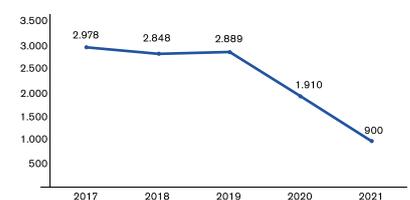
Evolution of fuel consumption vehicles in litres (2017-2021)



In 2021 there was a drop (-13%) in the consumption of diesel for transport and an increase (+50%) in the consumption of petrol compared with the previous year.

The evolution in the consumption of fuel deriving from the use of the boiler for heating in changing rooms and Domestic Hot Water (DHW) in the maintenance installations in recent years can be seen in the graph below:

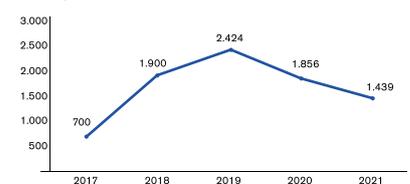
Evolution of fuel consumption maintenance warehouse (boiler) in litres (diesel) (2017-2021)



A sharp drop in recent years can be appreciated owing to the COVID-19 pandemic and the removal of the workshop boiler in 2021.

As to the boiler and elevator located at the fish market, the consumption of fuel (diesel) in recent years was as follows:

Evolution of fuel consumption fish market (boiler) in litres (diesel) (2017-2021)





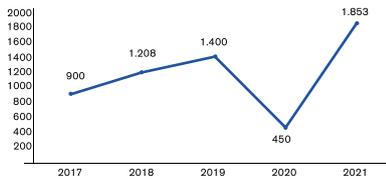
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In 2021 the consumption at the fish market (tank and elevator) fell by 22%. The consumption of the fish market elevator was 20 litres in 2021; there was no consumption in the two previous years.

As for the craft used by the Port Authority of Santander, the result of the consumption of fuel (red diesel) is that shown in the following graph:

Evolution of fuel consumption craft (red diesel) (2017-2021)

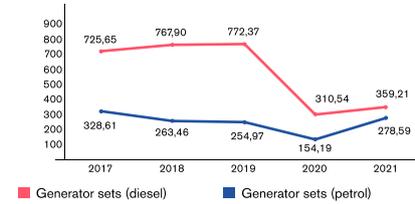


In this case, during last year the consumption increased by 312% compared with 2020, in which year craft were used less owing to the global pandemic situation. The gradual increase is due to various reasons: the speed of crossing, the distance,

periods of numerous checks of beacons, and multiple bathymetry.

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

Evolution of fuel consumption generator sets in litres (2017-2021)

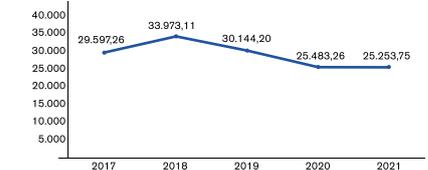


In the case of generator sets, there has been an increase in the consumption of fuel compared with the previous year (16% in diesel and 92% in petrol), which is probably the consequence of the lower consumption of 2020 owing to the global pandemic.

As a whole, the total consumption of fuel in 2021 is the same as that

of the previous year (-1%) as can be seen in the following graph:

Total fuel evolution litres (2017-2021)



After several years during which the consumption of fuel has dropped, in 2021 it was similar to that of the previous year.

Control measures implemented

- Replacement of 10 fuel-using vehicles by 100% electric vehicles

Other consumption

This year for the first time there has been a follow-up of the consumption of paper and toners consumed by office activity.

Paper	2020	2021
N° OF DIN A-4 SHEETS	295500	310500
N° OF DIN A-3 SHEETS	4500	5500
TOTAL	291000	316000

Toners	2020	2021
N° OF ONER UNITS	15	18



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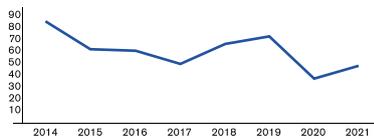
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7. Environmental incidents and complaints

For years the Port Authority of Santander has recorded environmental incidents and complaints, analysing the causes and establishing the appropriate action for preventing or correcting them.

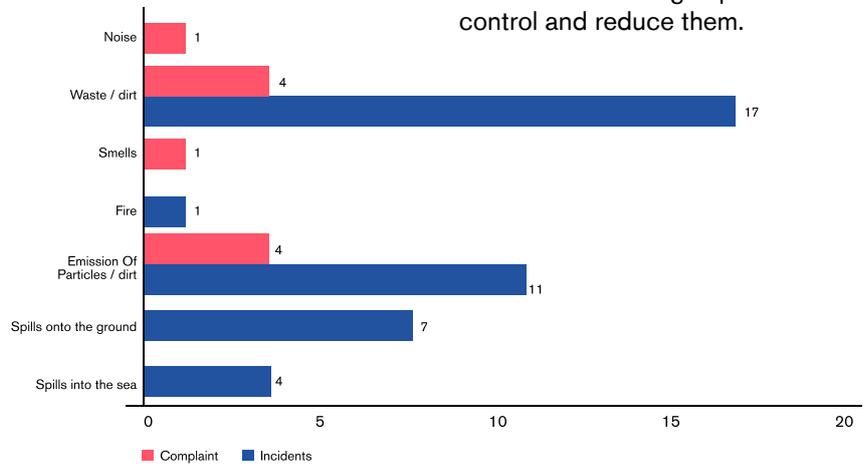
The following table shows the evolution of the total incidents and complaints since 2014:

Evolution of total incidents and complaints



The environmental incidents and complaints are classified by type as follows:

Environmental incidents and complaints by type, 2021



The most frequent complaints are those relating to the emission of particles and dirt in operations with solid bulk commodities. Preventive measures are being implemented to control and reduce them.



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INFORMATION SYSTEMS

During the 2021 accounting period the division of Information Systems and Technology has concentrated much of its work on the following projects included in three main categories which are developed below:

1. Developments and improvements of the services of the ICT division

2. Digital transformation

3. Improvement of the services of the monitoring and surveillance of the port enclosure

Development and improvement of the ICT division

The need for information security at our company is constant; increasingly the PAS seeks greater visibility, competitiveness, and scalar magnitude in the port sector. To achieve this the massive use of data and Internet technology is essential, but this may become a threat if security measures to protect the transit, exchange, and storage of information are not taken.

For this reason the communication and perimeter security control equipment of the company has been replaced in full. This work has allowed the increasing of the capacity of analysis

and routing of the previous device so as to prepare the company for a future in which communications are essential and the security of the latter is guaranteed. To be precise the project contemplated the installation of two pieces of UTM equipment of the Unified Management of Threats which gives both perimeter and local security. Moreover, with this action the electronics of the communication CORE of the PAS has been replaced, which has meant a significant improvement in the features and the preparation of the communication systems for the future.

On another note, the installation of the two security tools of the National Cryptological Centre (Centro Criptológico Nacional, CCN-CERT) has begun. The former is a type of software providing protection for the equipment against harmful codes of the ransomware type. In order to do so, it uses a light agent for Windows systems which is in charge of the deployment and implementation of vaccines. The connection of the agent with the central service of the cloud of the CCN-CERT allows the downloading and executing of the vaccines for their equipment. Likewise the service automatically updates the vaccines so as to cover adaptations to the new forms of execution of the ransomware.

A contract has been drawn up in order to have an external backup copy in a remote Data Centre in the EU and a certificate in accordance with the rules of the National Security Scheme. The copies, which are made daily, faithfully reflect the essential machines and services of the PAS; this allows having replicas of the machines and backup copies of their data. This system allows the granular recovery of any data or file; even in the extreme case of a disaster it allows the starting up of the machines in the remote location and the availability of the services as if they were being executed locally.

A cloud service has been contracted to ensure data security and threat detection in the Microsoft Office 365 systems. This will allow the analysis of files and e-mails in search of viruses, malware, etc., the sandboxing of the suspicious files detected, and the sending to quarantine of those considered to be dangerous.

Digital transformation

Progress has been made in the digitalisation of the customs process in collaboration with the Tax Office, the Civil Guard, the National Police, and the private operators affected. The automated control of the customs service developed by the PAS allows



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Its implementation has allowed the speeding up of the merchandise access control as the whole process is carried out automatically with the reading (Optical Character Recognition, OCR) of the number plates. However, as this solution does not allow the automating of the control, an analysis has been carried out to implement a Web Service permitting the declaration of the exit of the imported merchandise by the sending, among other data, of the registration number of the tractor unit and the registration number of the trailer/container declared to the Customs; this service will make the transit of the imported merchandise as easy as possible. Work is also being carried out on the development of a specification for the land transport of exports and it is hoped that this will be implemented before the end of 2022.

On the other hand, with the introduction two years ago of the Electronic Administration tools the Registry service was requesting a solution to the need for having all the registered documentation on the premises. For this reason a new web service has been implemented which will

allow the local availability of all the dossiers of the documentation processed by the systems of the Public Administration, which has improved the speed of the service and also made the treatment simpler.

Improvement of the services of the monitoring and surveillance of the port enclosure

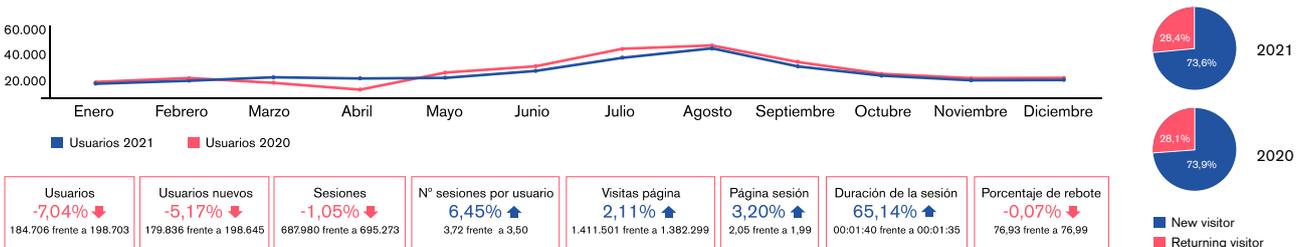
Another essential part of the Division was the continuation of the implementation of surveillance systems based on machine learning and artificial intelligence technology which allow the active and dynamic surveillance of port enclosures. Based on the learning of the systems during their exploitation, this continues to significantly improve the surveillance of the perimeter and the open space. To be precise, more servers have been included in the video surveillance service; this has allowed a substantial improvement in the facilities mentioned, especially the average response time, level of success, and follow-up of objectives. These incorporations are complemented by a large number of cameras and state-of-the-art sensors which facili-

tate the tasks of control and surveillance from the Control Centre (Centro de Control, CCS).

New services and uses have been included for the accreditations of access to the Port Enclosure which allow a more flexible and simpler control procedure. The accreditation of the PAS has been integrated with one of the terminals in the Port, which allows the user to access the enclosure and the terminal with the presentation of a single identification in QR format.

Annual statistics of the use of the contents on the Internet.

As for the use of the information available on the website www.puertosantander.es, it should be stressed that during the 2021 accounting period the number of users fell by 7.04%. However, this drop was observed during the summer months; the audience during the remainder of the year is similar to or larger than that of the previous year. For this reason it is assumed that the drop is due to a temporary circumstance and does not constitute a future trend.





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Meaning of the indicators:

> **Session:** Entry of a user at a specific moment. Even if he/she enters several websites this will be counted as a single session.

> **User:** Visitor identified by his/her IP address.

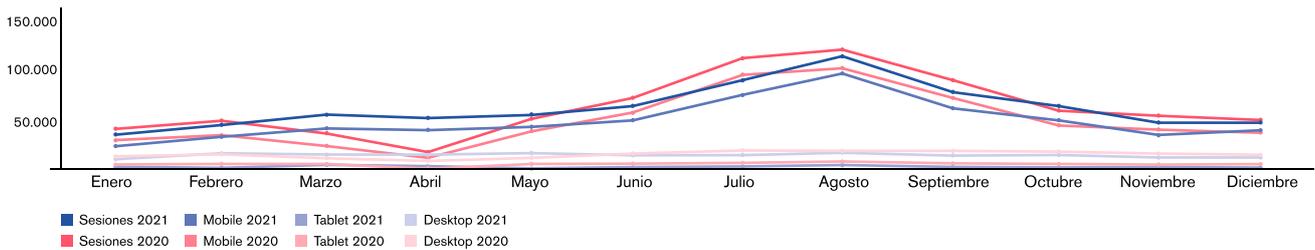
> **Pages visited:** Number of pages visited.

> **Rebound:** When a visitor enters and leaves the website from the same page without visiting other contents.

> **New visits:** visitors who had not

previously entered our website.

As for the devices with which our information is accessed, mobiles continue to be the main tools used for accessing our websites. Computer access is becoming less and less frequent.



Finally, it has been observed that the information most frequently con-

sulted on the website is the tide table followed by daily information on

ships at the Port and live cameras.

Página de destino ?		Adquisición	
		Sesiones ?	↓
		687.980	% de total: 100% (687.980)
1	/cas/tabla_mareas.aspx	447.092	64,99%
2	/cas/buques_puerto.aspx	89.189	12,96%
3	/cas/home.aspx	47.087	6,84%
4	/cas/metereologia.aspx	22.632	3,29%
5	/cas/empleo.aspx	18.443	2,68%
6	/cas/cameras.aspx	9.908	1,44%
7	/casempleo.aspx?modo=detallar&idOferta=63	6.384	0,93%
8	/cas/camara_detalle.aspx?camara=1	3.572	0,52%
9	/cas/lonja.aspx	2.779	0,40%
10	/cas/camara_detalle.aspx?camara=3	2.764	0,40%





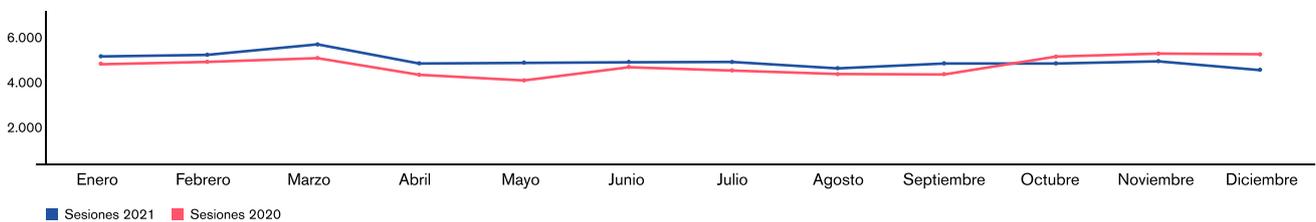
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As for the application for the **Management of Port Services (GPS)**, <https://gps.puertasantander.es>, a website for the providing of in-

formation to the whole of the Port Community and for managing the services provided by the latter, it has been observed that in 2021 the use

of this service was very constant over time and its number of users has reached its limit; during this year the number of sessions increased by 1.28%.



PORT SERVICES. MAINTENANCE

Throughout the year 2021 the Maintenance services have carried out various contracting procedures for both expenses and investment. The following stand out: those concerned with the protection of the port enclosure, the maintenance of buildings and installations, action for maintaining roads and lighting elements and various electrical installations, among which the infrastructure for recharging electric vehicles stands out. The main tasks, which are briefly documented in the remainder of the document, are given below:

- Restoration of the pedreña maritime station
- Repairing the gamazo dock
- Modular building for new installations of the civil guard

maritime service on the north margin

- Furniture and equipment of the new maintenance installations
- Paving of plot and expansion of the enclosure for semi-trailers
- Painting and repainting of road markings
- Action on tower island (replacement of hangar doors and new exterior lighting)
- Hire of awnings and huts for customs and border control
- Securifort fence on the bridge roundabout

Recharging points for electric vehicles (headquarters, sotoliva building, and maintenance installations)

- Supplying 6 electric vans
- Relocation of the ct-3 distribution cabinet and electrical connection to the cocantra area
- Accessibility plan for port authority buildings
- Maintenance and preservation of equipment and installations (2020-2024)
- Cleaning service for the offices of the port authority of santander (2021-2025)
- Supplying electricity to the ins-



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tallations of the port authority of santander (2021-2022)

• Maritime signals

Restoration of the Pedreña Maritime Station

The Pedreña Maritime Station shows considerable deterioration on its façades and leaks have been found inside owing to the appearance of vegetation on the roof. A specialised repair of the façades and the roof has been undertaken and this action has been taken advantage of to carry out other minor work of maintenance and the improvement of the appearance of the paving, the false ceilings, the outside railing, the lighting, the furniture, and the repair and painting of the mast existing in the station area.



Repairing walls and open cracks on the breakwater protecting the Gamazo Dock

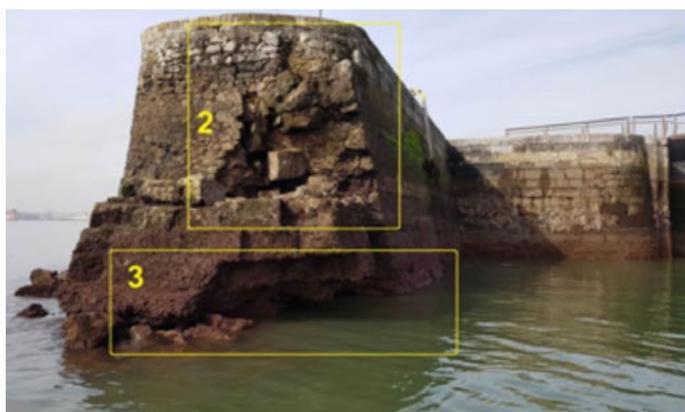
Owing to the age of this infrastructure and the action of the sea, the front of the breakwater of the outer dock lost some pieces of masonry in two areas subjected to the force of the tides. After an inspection it was found that the deterioration had worsened as further pieces of masonry had been lost and the core of the breakwater had been left exposed. Urgent action was therefore taken to repair the walls and open cracks of the front of the breakwater.





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Modular building for new installations of the civil guard maritime service

The old installations of the Civil Guard Maritime Service on the North Margin not only have an obsolete if not dilapidated appearance but also occupy a space on which the Port Authority intends to build the new Port Police installations. In addition, given the expected increase in the number of members of the Civil

Guard from both the Tax Section and the Maritime Service which means a larger surface area is needed for changing rooms, this building will meet the new needs. We have outsourced to a specialised company the drawing up of the project, the assistance to the technical management, the laying of foundations, and the supplying, the assembly, and the remainder of the civil engineering of the new installations of the Civil Guard Maritime Service.

The ground floor of the building has a surface area of 272 m² with a distribution hall, a work and multiple use room, a lounge, and a porch. There is a work patio adjacent to the ground floor which gives access to two workshops and two spaces for warehouses and garages. On the first floor, which has a surface area of 215 m², there are three separate spaces for changing rooms, toilets, and showers.





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Furniture and equipment of the new maintenance installations

Once the works of the “new Maintenance installations in Calle Río Miera” had been completed, the supplying and installation of the necessary furniture and equipment for their implementation was contracted. The building mainly houses the Maintenance Department of the Port Authority of Santander, offices, and workshops. On the ground floor lies the Purchase service and in a specific area premises for trade unions and changing rooms for the personnel of the Maintenance contract.

Owing to the age and the deterioration of the old furniture and the fact that the new installations have a larger surface area than the previous ones in the sheds of Calle Antonio López, these installations have been given new furniture. 18 furnished workstations have been distributed in various individual and shared offices together with a meeting room, a filing room, a warehouse, an office, changing rooms, offices of the trade unions, and a training classroom.



Paving of plot and extension of the enclosure for semi-trailers

In October 2021 the company Brittany Ferries intended to make two stopovers at the Port of Santander with the ship “Galicia”. This ship has a much larger semi-trailer capacity than the ships with which the company made ferry stopovers at the port (Pont Aven, Cap Finisterre, and Baie de Sienne) and as a result the semi-trailer enclosure which began operations in July 2020 became too small for the temporary parking of unaccompanied loads which could embark and disembark from the ship “Galicia”.

Owing to this, 10,600 m² were paved of the open area to the north of the initial enclosure, the East and West walls of the enclosure were extended, and the North wall was moved some 120 m towards the north. In this way the existing enclosure was extended to more than double the capacity of the initial 78 places for semi-trailers (there are now 162



Painting and repainting of road markings

Road markings are those visual guides located on the road surface to form lines or signs for the purpose of providing information and regulating the traffic. Either from the passing of time or from vehicles within the port running over them, road markings wear away which means that they become less visible and do not fulfil satisfactorily their function of signalling.





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On the other hand, the changing conditions of port traffic or the unusual development of certain traffic means that on occasion it is necessary to erase the road markings on some open spaces or roads to reorganise the traffic or regulate the parking or the placing of merchandise. It was considered necessary to tend for this contract both for carrying out appropriate preventive maintenance of the existing road markings and for painting new road markings.



Actions at tower island (Replacing hangar doors and new exterior lighting)

En la línea de actuaciones para mejorar las instalaciones de la Isla de la Torre se acometieron los trabajos de renovación del alumbrado exterior y de sustitución de las puertas preleva de los hangares de la Isla de la Torre.



In line with the action to improve the installations of the Isla de la Torre (Tower Island), work was undertaken to renovate the exterior lighting and replace the horizontal split doors of the hangars of the island.

In the case of the horizontal split doors of the hangars, the old dilapidated doors were replaced by new metallic made-to-measure doors which are activated manually.

For the new lighting LED technology was chosen as the installation of the new made-to-measure lights provides the necessary level of lighting for using the installations of the island safely and for improving the level of surveillance. Moreover, it is possible to light up the island with various configurations of intensities and colours on special days.



Hire of awnings and huts for customs and border controls

The advent of Brexit meant the implementation of procedures and protocols of a third-party country for passengers and merchandise



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coming from the United Kingdom. The most noteworthy of these refer to border controls for international passengers and customs controls on disembarkation for merchandise and passengers, including pets.

In order to meet these needs, the details of which were unknown, provisional installations were resorted to in the form of awnings and huts both at the ferry terminal (border controls) and on the North Margin, the site chosen for the custom controls.



Securifor fencing on the bridge roundabout

After the erecting of the enclosure

with concrete walls for semi-trailers in the Logistics Area (Zona de Actividad Logística, ZAL), numerous intruders managed to gain access to the port enclosure by means of the roundabout on the west side of the Raos drawbridge. This was because in that area the bars forming the railing of the bridge were at an accessible height and made it an easy matter to climb them and enter the port enclosure.

In order to prevent this, 70 m of Securifor type fencing 4 m high was installed in the North area of the West roundabout of the Raos Bridge from the concrete wall of the semi-trailer enclosure to 1 m beyond the ledge of the wharf of the fish market.

The Securifor fencing consists of posts with a rectangular cross-section and panels of steel rods 4 mm in diameter arranged horizontally and vertically to form a grid of 76.2 x 12.7 mm, which makes it hard to scale and difficult to cut the rods compared with the traditional metallic rod fences.



Recharging points for electric vehicles

(Headquarters, Sotoliva building,
and Maintenance Installations)

The replacement of the fleet of the Port Authority of Santander by electric vehicles involves the development and implementation of a recharging infrastructure (chargers) for electric vehicles safely within an acceptable time.

During 2021 therefore a total of 5 chargers were installed in the areas adjacent to or inside the headquarters and the Sotoliva and maintenance buildings. As some of these are double chargers, this means in fact 9 recharging points for electric vehicles at a power of 7.4 kW. These chargers were distributed as follows:

- > **Maintenance building:** 3 single chargers.
- > **Headquarters:** 2 double chargers.
- > **Sotoliva buildings:** 1 double charger.



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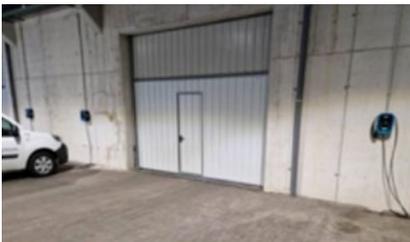
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In addition, COFRET protection boxes with power points at the Sotoliva and Maintenance buildings and 2 individual power bases alongside the headquarters were also installed so as to allow the recharging of Mitsubishi Outlanders (plug-in hybrid vehicles) and the recharging of the remainder of the vehicles if the recharging points are occupied, albeit at a power of 2.3 kW.

Supplying of 6 electric vans

The various Maintenance services of the Port Authority of Santander (car repair shop, electrical workshop, preservation, maritime signals, etc.) and of information systems had a total of 9 old Renault Kangoo vans with high mileages, which made progressive replacement necessary.

Given the type of service they will provide, their replacement with electric vehicles was appropriate so as to comply with the environmental commitments assumed by the Management of the Port Authority.





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Relocation of the CT-3 distribution cabinet

In the year 2020 the Board of Administration of the Port Authority granted a concession of 7,000 m² on the Raos North breakwater for the construction and exploitation of a fertiliser terminal.



In the interior of the area of the new terminal the Port Authority had a transformation centre (CT-3) for providing lighting for most of the breakwater and the cranes which were located on the Raos 3 wharf. In order to be able to undertake the construction of the terminal it was necessary to demolish the transformation centre, which meant the moving of the low voltage distribution cabinet in the building and the power lines of the receivers which were still in service. In order to solve the problem the decision was made to move the cabinet and the lines to a new small prefabricated hut (2.2 x 2.5 m) which was installed on

the verge of the South road of the breakwater.

Supplying electricity to the installations of the port authority of santander (2021-2022)

The supplying of electricity to the medium and low voltage installations and offices of the Port Authority of Santander for one year was tendered for by electricity marketing companies.

In addition to the service of supplying electricity, the marketing company awarded the contract will represent

the Port Authority of Santander to the company distributing the electricity, both in the management of the technical aspects of the use of distribution networks and the quality of service, and also in administrative aspects of the contract and the invoicing of the access tolls regulated by the State Administration (third-party network access costs).

Electrical connection to the cocantra area

Once the area known as Cocantra in the area of the Raos wharves had been paved and provided with lighting systems, the Maintenance de-



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partment contracted the electrical connection with an electricity installation company.

Building accessibility plan of the port authority

Accessibility is a basic quality which must be guaranteed anywhere and in particular must be present in the design of any element for public use. This is why the State Ports considered that Universal Accessibility must be one of the objectives achieved by each of the Port Authorities.

As the Port Authority of Santander (PAS) was aware of this, it aimed to improve the accessibility of the buildings of public use within the Service Area of the Port of Santander and heritage assets belonging to the PAS by contracting the drawing up of a Strategic Accessibility Plan

Maintenance and preservation of equipment and installations 2020-2024

The management model of the Spanish Port Authorities has evolved towards the outsourcing of specialised work requiring great timetable flexibility in order to improve the

competitiveness of the installations and the general services they provide.

The services of electrical and mechanical maintenance (both preventive and corrective) and the preservation of works of civil engineering of the Port Authority of Santander (equipment and installations) were contracted with this objective.

Cleaning service of the offices of the port authority of santander, 2021 - 2025

The Port Authority of Santander has buildings, installations, and offices from which its personnel provide its services and carry out its duties.

So as to maintain the health and wellbeing of both the workers and the people who visit the installations, the latter must be cleaned periodically. As the Port Authority has no personnel of its own to carry out these cleaning tasks, it is necessary to contract a specialised company which has been legally incorporated and authorised for the purpose.

Supplying 6 buoys for

marking the Pedreña-Somo channel

As a result of a bathymetry of the Pedreña-Somo navigation channel carried out in June 2020, it was found that this channel marked with buoys was shallower than in theory in certain areas as a consequence of the natural sedimentation of material which occurs at the mouth of the Ría de Cubas.

Given that the channel was in itself rather shallow, it was necessary to modify the buoys to ensure that ships would follow the natural course of the channel as this is deeper than that of the current channel. In order to achieve this, the maritime signals P7, P8, P9, P11, P12, and P14 had to be moved. As shifting some of them was unviable (shoal buoys) and others were small anchor buoys, 6 lateral buoys with a floater diameter of between 1200 and 1250 mm (3 conical green starboard hand buoys and 3 cylindrical port hand buoys) were purchased and installed so as to modify the marking of the Pedreña-Somo channel and thus change the course of navigation to a deeper channel and improve the visibility of the buoys.



07



cultural management

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Puerto de Santander



Autoridad Portuaria de Santander



cultural
management

PALACETE DEL EMBARCADERO

The paradise of forgotten hearts – stolen childhood

Antonio Aragón Renuncio

This look at over two decades of adventures, travel, stories, and images makes an impression on your retina and your conscience. Now after a careful selection from his most recent work and with this title, 'The Paradise of Forgotten Hearts – Stolen Childhood' can be contemplated at the Palacete del Embarcadero after an absence of 20 years from Cantabrian exhibitions.

From 21st january to 14th march.



Bending the earth

Javier Arce

By taking quotations from the history of recent literature, objects frozen at some point of their material transformation, and mundane artefacts which are constantly being reorganised, the artist places at the same level the dispersal of objects, images, or seeds. Arce points to focuses of encounters among popular matter, the cyclic pathways of nature, and the structures of collective memory so as to provide a dimension which is at the same time landscape and chromatics.

From 20th march to 2nd may.

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Radical pedagogy, direct democracy, and social plastic art

Joseph Beuys

On the occasion of the centenary of the birth of Joseph Beuys (Krefeld, 1921 -Düsseldorf, 1986), this exhibition aims to introduce to the Cantabrian public the figure, the ideas, and the work of this German artist. He is a point of reference in 20th-century European art; his influence is still present today not only in art but also in politics and society.

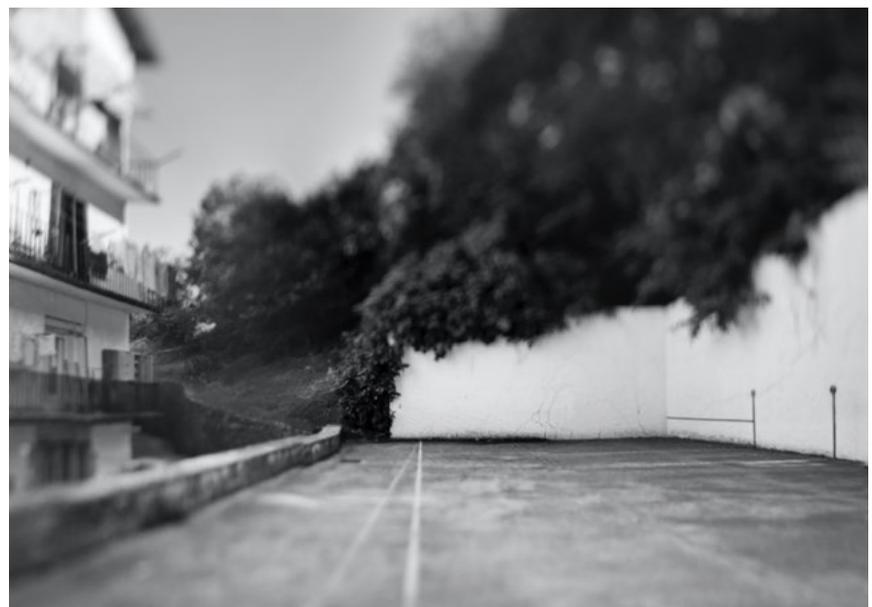
Until 29th august.

21st-Century international photography prize

Ankaria photo.
PhotoEspaña Santander 2021.

The proposals of Jon Gorospe and Mayra Martell, the winners of the 21st-century International Photography Prize of the Ankaria Foundation, look towards the future and move away from the documentary past of the image as an instant. Their work anticipates new approaches to consider in the digital age.

From 16th september to 14th november.



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From the smallest to the largest

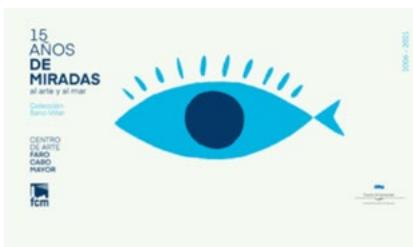
Cantabrian Physics Institute

From the smallest to the largest is a journey through the known universe and into the unknown in which the various lines of research of the Cantabrian Physics Institute are explored. This work ranges from the study of elementary particles to cosmology and also helps to resolve challenges to society such as climatic change, complex systems, and data science.

21st december 2021 to 20th february 2022.



CABO MAYOR LIGHTHOUSE ART CENTRE



It was on 18th August 2006 when the Cabo Mayor Lighthouse Art Centre (Centro de Arte Faro Cabo Mayor, CAFCM) opened its doors for the first time.

The revival of the Cabo Mayor Lighthouse as an Art Centre has also been an important contribution to the preservation of the architectural heritage of Santander. Its restoration, which respected the qualities of the buildings making up the complex and recovered the initial condition of the Lighthouse as an exempt tower, has allowed the reconciliation of its function as a signal to aid navigation with cultural activities based on the Sanz-Villar permanent collection and an annual programme of temporary

exhibitions.

In these fifteen years of existence the CAFCM has received over 500,000 visitors and has been the venue for some fifty exhibitions and a similar number of activities such as lectures, announcements, presentations, screenings, seminars, and workshops. It has consolidated itself not only as a point of contact between arts and the sea but also as one of the most outstanding cultural centres of Spain and Europe.

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Sanz-Villar collection

The central focus of the Sanz-Villar Collection is the passion of Eduardo Sanz for lighthouses, which has allowed the bringing together over almost four decades of artists, gallery owners, and cultural managers in order to achieve this magnificent collection which revolves around the treatment of the lighthouse in plastic arts.

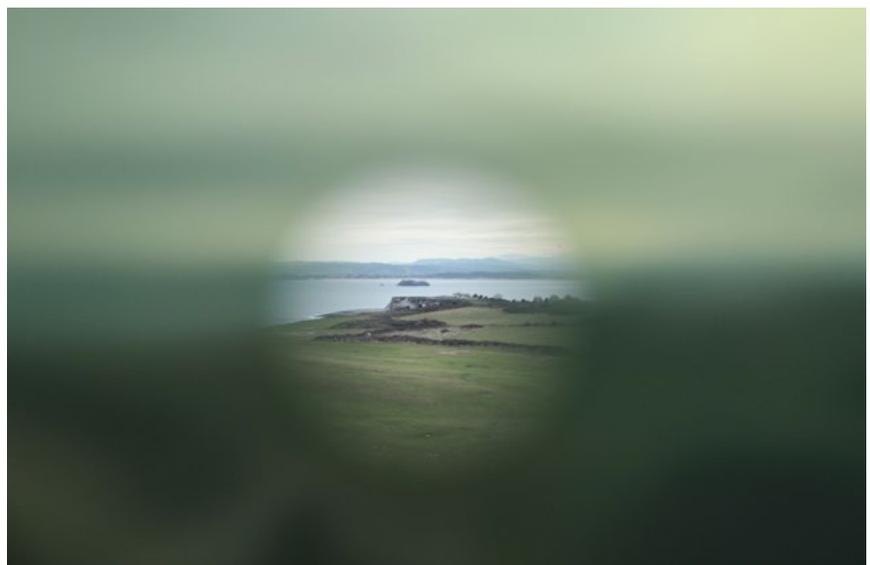
Permanent exhibition.

Everything and only light

Cristina Ataíde.

Everything and only light is a project created specifically for the Cabo Mayor Lighthouse Art Centre. The Portuguese artist Cristina Ataíde concentrates on light as the basic element which gives a lighthouse its meaning. As is habitual in her work, Ataíde chooses the elementary component which enhances the essence of the place to develop her work. In this sense she acts with the systematic rigour of the scientist.

From 16th january to 14th march.



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Strait of magellan: The water frontier

V Centenary of the First Circumnavigation of the Globe.

The “Strait of Magellan: the water frontier” penetrates the region of Magellan and the Chilean Antarctic from a multidisciplinary perspective, introducing works of contemporary artists who propose different visions of the Strait of Magellan.

From 27th march to 27th june.



Posters of the Sanz-Villar collection

As part of the series of “objects and curios” of the Sanz-Villar Collection, the Isla de Mouro Hall holds a small selection of 12 posters as an example of the symbolic and iconographical potential of lighthouses in posters from exhibitions of Eduardo Sanz himself. They announce events such as the summer programme of the Universidad Internacional de Menéndez Pelayo (1983) and the International Santander Festival (1986) and also feature in international museums such as the MET of New York and the Picasso Museum of Paris.

From 1st april to 26th august.

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Mail art

As part of the exhibition entitled "Strait of Magellan the water frontier" the Port Authority of Santander, together with the Vertexes Platform and the Casa La Porfía art gallery (Punta Arenas, Chile), invited artists from all over the world to send to the Cabo Mayor Lighthouse Art Centre an original small-format work by post. 168 works were presented as a response and are now being exhibited at the CAFCM.

From 4th july to 26th august.

Accursed realism

Félix de la Concha.

This exhibition includes series of works produced on various travels in the form of odysseys. In contrast to the occasional traveller, De la Concha does not seek "what is picturesque" of each place but rather the inspiration of the quarter and the environment where it is to be found. Like an original return to Ithaca, a lighthouse diary will link these diverse journeys to his experience in Santander.

From 10th july to 29th august.



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Mini print cantabria international. the sea and lighthouses

IV edition.

In its fourth edition the Mini Print Cantabria international competition has again set a participation record: 279 artists from 42 countries from all over the world have presented a total of 686 small-format graphic works. All the works are being exhibited at the Cabo Mayor Lighthouse Art Centre.

From 1st september to 31st december.



Memorabilia. The invented memory photoespaña Santander 2021

José Quintanilla.
PhotoEspaña Santander 2021.

Quintanilla speaks of the false ruin which became fashionable in the landscape gardens of the wealthy in the Europe of the 18th century. As generators of memory on demand, they recreate the western vision of history, clinging to a heroic past which feels threatened by the arrival of the industrial revolution and modernity and at the same soothes the conscience perturbed by the growing environmental degradation, the overexploitation of natural resources, and the appropriation of foreign wealth from colonised territories.

From 3rd september to 31st october.

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15 years of glances at art and the sea

On the occasion of its 15th anniversary, the Cabo Mayor Lighthouse Art Centre (CAFCM) of the Port Authority of Santander holds the exhibition entitled "15 years of glances at art and the sea". This is a retrospective look at the Sanz-Villar Collection and the series of temporary exhibitions and activities which have been held since the inauguration of the Centre in August 2006 to date.

Until 27th february 2022.

OTHER ACTIVITIES

"A sea of songs"

Manuel Gómez Ruiz.

For thousands of years the sea has inspired writers and poets, who have told in their works of the great feats of the mythological heroes but also of the beauty of the sea and its people, its history, and its trades. This recital by the tenor Manuel Gómez Ruiz and the pianist Nauzet Mederos aims to constitute a musical exploration of the poems and stories of the sea which have inspired the great composers for centuries.

11th june.



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Tadeusz Kantor in the Prado Museum

Tom Skipp.

The film Tadeusz Kantor in the Prado Museum is set in the museum in which the ghost of Tadeusz Kantor appears before the pictures which inspired him in his own pictorial works and in his theatre. He lingers opposite Las Meninas of Velázquez and The Third of May 1808 of Goya, and encounters and converses with some characters of his own work such as "The eternal traveller" or "The Infanta".

17th and 18th june.

Mini print Cantabria Collection Exhibition. The sea and lighthouses in Bourdeaux

Port Authority of Santander, SM Pro Art, Cervantes Institute, and Connectif Platform.

Organisation: Andrea Juan and Gabriel Penedo.

As part of the International Print Fair, the Cervantes Institute of Bordeaux exhibits a series of works from the Mini Print Cantabria International collection owned by the Port Authority of Santander (PAS) on the subject of

the sea and lighthouses. It is a joint production between the PAS and the company SM Pro Art which has made possible the first international showings of the Mini Print Cantabria collection, which consist of the winning works and those donated by the participants of the Mini Print Cantabria International Competition held each year at the Cabo Mayor Lighthouse Art Centre.

From 26th May to 9th July.
Cervantes Institute of Bordeaux, France.



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WORKSHOPS



Extra extra! 21 types

Palacete del Embarcadero

What is happening to our planet? What are we doing and what can we do for our planet? GRITA Y LEE is the selection of books which Piu Martínez has prepared for us to reflect on and achieve sustainable development. In these workshops we generate artistic formulae and crea-

tive headings. A workshop to make ourselves HEARD. We need your VOICE and your COLOUR.

Saturday 20/11 from 16:00 to 18:00 hours. Ages: 8 -12 years.

Sunday 21/11 from 12:00 to 13:30 hours. Age: 4 - 7 years.

Information and registration:
<https://www.certamentipos.es/>



Accursed realism

Félix de la Concha.

Port Authority of Santander

Pages: 48

Format: 20 x 20 cm

Binding: Paperback

Language: Spanish

Date published: July 2021



15 years of glances at art and the sea

Port Authority of Santander

DATE: December 2021

TYPE: Magazine

BINDING: Sewn with outer threads

FORMAT: 17 x 38 cm

PAGES: 112

LANGUAGE: Spanish

08



business expansion

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Puerto de Santander



Autoridad Portuaria de Santander

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business expansion

Throughout 2021 the Port Authority of Santander has continued its habitual policy and has promoted interaction with various business associations and players in the port sector and participation in the creation of task forces, organising meetings for the exchanging of ideas and projects and taking part in fairs from different economic sectors.

In this sense, both the Business Department and the Presidency and the Management maintain contact with clients and operators so as to assess their level of satisfaction by means of the feedback obtained from the main operators (whether maritime, land, or port operators) and clients. In the case of the car industry, every year contact is likewise maintained with each manufacturer and with the National Car and Truck Manufacturers' Association (Asociación Nacional de Fabricantes de Automóviles y Camiones, ANFAC) as a representative of them all; working tables are shared with the latter so as to analyse the association's assessment of the activities of the Port of Santander in its report on the previous accounting period.

In these polls the following aspects are assessed:

- Infrastructure

- General services
- Technical-nautical services
- Passenger services
- Service for receiving waste generated by ships
- Merchandise handling service
- Business services (other services linked to port activities but not constituting port services).

Furthermore, during this year progress has been made in collaboration with the various administrations and security forces (customs, civil guard, national police, Government Delegation) with the aim of bringing together the procedures implied by the United Kingdom abandoning the European Union. In this sense, and subsequent to the authorisation of the European Commission allowing the Port of Santander to recover the Border Inspection Point in April 2019, the construction and fitting out of a building in the Raos access control area was completed as a complement to the existing one; various control points were also set up within the port enclosure so that the technicians of the Inland Revenue can carry out their work.

As a complement to these initiatives, in 2021 the various users of the installations of the Port Authority of Santander (PAS), together with the various links of the logistics chain and end clients, were issued with a satisfaction survey referring to different aspects of the daily activities of our port with the aim of allowing them to state their level of satisfaction, mention aspects to be improved, make suggestions, etc...

This survey was sent to 150 companies; the response rate was high and there was a clear improvement in the relationship of our entity with all these players; valuable information was obtained to help us in the process of improving our services. In parallel with these actions, other departments such as that of Port Operations and Services maintain permanent contact with the stevedoring companies and providers of technical-nautical port services so as to analyse their operation and detect opportunities for improvement.

In the case of traffic as important to the Port of Santander as that in new cars, the PAS coordinated and led the quality system for traffic in new cars with the ANFAC, State Ports, and the Port Community of Santander. As a result of this the ANFC-State Ports Stamp of Quality was imple-



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mented. The PAS was the first Port Authority to obtain this certificate and in 2019 the Port of Santander has continued to hold this stamp of quality. Likewise the procedures and the reference of quality of this stamp are updated and improved by taking the requirements of car manufacturers as a benchmark. The monitoring committee of the ANFAC/ State Ports quality plan is the body in charge of validating the specific references. As a result of all this effort the Port of Santander was the third port most highly valued by the members of the association in the report entitled "Assessment of Maritime-Port Logistics" published by the ANFAC. This is another indicator of great relevance which is used not only by the Port of Santander but also by the Spanish port system as a whole. Its latest edition, which was published in October, considers the Port of Santander to be once again one of the most highly regarded with a score of 4.2 points out of 5.

In the same way, in 2021 from a business point of view the PAS has established among other measures the application of discounts to the charges accrued for traffic and services considered sensitive, priority, or strategic. These discounts applied to the charges are included in the State General Budget (Presupuestos Generales del Estado, PGEs); as a consequence the following guidelines have been followed:

- Considering Ro-Ro container tra-

ffic on regular shipping lines as strategic traffic.

- Considering GENERAL MERCHANDISE in unaccompanied transport elements, on short-distance regular shipping lines, and on "Con-Ro" or "Ro-Ro" ships as strategic traffic.

- Considering PASSENGERS AND VEHICLES under the passenger system and GENERAL MERCHANDISE in transport elements, on short-distance regular shipping lines, on "Ro-Pax" ships, or on ferries as strategic traffic.

- Considering VEHICLES under the merchandise system on "Ro-Ro" shipping lines as strategic traffic.

- Considering VEHICLES under the merchandise system as strategic traffic.

- Considering "RO-RO" MARITIME SERVICE general merchandise as strategic traffic.

- Maritime connectivity I: short-distance maritime transport Ro-Ro services, the creation of new regular shipping lines.

- Maritime connectivity II: short-distance maritime transport Ro-Ro services, increased traffic on regular shipping lines.

- Considering FORESTRY PRODUCTS on a regular shipping line as strategic traffic.

- WOOD as general merchandise.

During 2018, the foundations for the building of a vertical silo were laid by investing 17 million euros which will provide the Port of Santander with 75,000 square metres for the storage of vehicles. As a result of this previous work, the project and the definite economic provision were approved and issued in October 2019 with the objective of starting its construction in 2020. The situation of the pandemic prevented this but as work finally started in January 2021 this made it possible for the silo to begin to operate in December. This work was continued with the immediate initiation of the second stage of the project, which will involve the construction of a surface area similar to that of the first.

In the summer of 2018 at the Port of Santander, a heat treatment was applied to the vehicles bound for ports of New Zealand and Australia with the aim of eradicating the Brown marmorated stink bug, an insect from the Pentatomidae family. The facilities were improved by 2019 thanks to this treatment, which became more efficient in 2020 with the treatment of open areas and a specific selection of the vehicles by ports of destination. This line has been maintained during 2021 with the extension and improvement of the space set aside for the treatment of vehicles.

Likewise, this year has seen the culmination of the administrative work



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to recover a surface area of 60,000 m2 which was not being used with the aim of preparing it for use as a vehicle storage area. This will counteract the reduction in the space which the construction of the vehicle silo will involve.

On the other hand, work continues on the Core Hive project, the ultimate objective of which is to give Spain and Portugal the necessary operative network and infrastructures for supplying LNG to the logistics chains of the Atlantic and Mediterranean corridors.

As for the traffic, it should be mentioned that the Port of Santander exchanges merchandise with 90 countries, especially with Belgium and the United Kingdom which account for almost half of international traffic. During the difficult year of 2021 in which the new car market has had been particularly hard hit and has been affected by the shortage of semiconductors on the market, the performance of solid bulk commodities stands out as they account for over 50% of total port traffic with an increase of 16% compared with 2020. General merchandise is in a similar situation as it continues to grow as has been the case in recent accounting periods, to be precise by 15.1% last year to reach almost 45% of the total traffic of the Port. Within it the increase in Ro-Ro traffic is particularly noteworthy at 12.9% for the last accounting period; that of wheeled traffic was particularly relevant at 30% and the number of

Twenty-foot Equivalent Units (TEUs) the highest recorded with an accumulated upward variation of 164% in the two latest accounting periods. The merchandise embarked also continues to gain ground compared to imports as it has risen by 19% in the last accounting period to reach 47% of the port total.

Fairs

Owing to the restrictions imposed during the pandemic which involved both the physical suspension of some fairs and the mobility of people between the various countries, in 2021 the Port Authority of Santander only attended physically the Annual Conference of the ECG Association which was held in Brussels on 14th and 15th October. Nevertheless, by means of electronic tools such as Teams the Port Authority took part on the Internet in all the activities such as webinars or videoconferences which were promoted and organised by the various associations of which the Port of Santander is a member.

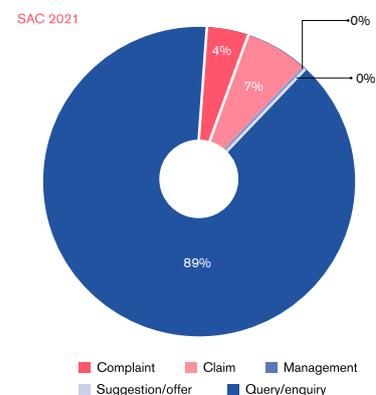
Customer Service

The Customer Service makes a form available to its users on the Port website on the Internet so as to notify the PAS of suggestions, complaints, or requests for information. The Customer Service is also provided by post, over the telephone, and by e-mail courtesy of personnel of the Ro-Ro traffic unit. With the aim of improving the service an indicator

has been established of the average response time which in 2021 reached 0.24 days, which was an improvement on the figures for the previous accounting periods and on that of 0.33 days for 2020.

The Customer Service has answered these queries, suggestions, or complaints from the various groups of interest, among which can be mentioned the members of the Port Community, end clients, and citizens in general, analysing the interventions and drawing up plans to resolve these deficiencies, if appropriate with the implementation of studies, the writing of reports, and the application of the corrective measures considered necessary in each case.

Type of intervention	2021
COMPLAINT	4
CLAIM	3
MANAGEMENT	0
SUGGESTION/OFFER	0
QUERY/ENQUIRY	39
TOTAL INTERVENTIONS	44





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Cruises

in 2021 cruises were resumed after a stoppage of over a year owing to the pandemic (this traffic was prohibited during the whole of 2020 and part of 2021). The Port was unable to participate physically at any trade fair.

As a member of the Cruise Europe and CLIA Associations it did take part in on-line meetings with representatives of the sector.

Traffic was resumed at our port in September and 3 cruise ships made stopovers here. A commemorative plaque was given to each of them as

it was the first time any had made a stopover at the Port of Santander. These were Amera of the German shipping company Phoenix Reise, Hanseatic Nature of the German company Hapag Lloyd, and the Spirit of Adventure of the British company Saga.