

PORT AUTHORITY OF SANTANDER

Annual Report

20 19



Puerto de Santander



Autoridad Portuaria de Santander



Annual Report

2019

INDEX		
01 MESSAGE FROM THE CHAIRMAN page 3	02 BOARDS OF DIRECTORS page 5	03 DIRECTOR'S REPORT page 8
04 TRAFFIC DEVELOPMENT page x	05 FINANCIAL PERIOD page x	06 STRATEGIC, TACTICAL AND OPERATIVE MANAGEMENT page x
07 CORPORATE ACTIVITIES page x	08 BUSINESS EXPANSION page x	



PORT AUTHORITY OF SANTANDER

Message from the Chairman

01



Puerto de Santander



Autoridad Portuaria de Santander

THE PORT OF SANTANDER, THE MAINSTAY OF THE REGIONAL ECONOMY

With 6.5 million tons and as a consequence of the great effort made by all the members of the Port Community, we closed an excellent year as far as traffic is concerned second only to 2005 when the port attained the record figure of 6.6 million. Moreover, this milestone is enhanced by the fact that Santander was the port with the highest percentage growth on the north coast and the second highest for the whole of the Spanish port system.

In addition to the sharp increase in solid bulk products, which represent more than half of the total goods traffic of the port, it should be stressed that 2019 produced some particularly heartening data such as the considerable increase in general merchandise, in particular that of containers, which is leading us towards a future of more diversified products to open up new possibilities for development. In the same way, there has been a striking increase in the number of cruise ships visiting us, which prove that administrations working together give excellent results.

These results have been accompanied by a strong surge in investment which has taken the form of works as important for day to day port operations such as the improvement of the structures of the wharves, the development of spaces which were not being exploited or the

construction of new infrastructures to house some of the port services. Moreover, further action has been planned for the near future which will change forever the current face of the port to make it much more efficient and in keeping with the times. These include alterations to the Ferry Terminal, the transfer of the ferry mooring areas to the Maliaño Wharves, and the construction of a LNG supply terminal.

As for the major milestones of 2019, I would like to emphasise that the good practices of the port workers have been rewarded for the fourth consecutive year by the Spanish Association of Car and Truck Manufacturers (Asociación Española de Fabricantes de Automóviles y Camiones, ANFAC), which refers to Santander as the port most highly valued by vehicle manufacturing companies.

We have also recovered the Frontier Inspection Point (Puesto de Inspección Fronterizo, PIF) with which we have expanded the type of goods which may be imported via

the port from third party countries and have become the headquarters of the “Fund 4.0”, an inter-port compensation programme designed to incorporate innovation as a competitiveness element in both the public and private logistics-port sector of Spain.

Actions such as these complement others of a cultural and educational nature such as the exhibitions held at the Palacete del Embarcadero and the Cabo Mayor Lighthouse Art Centre and the celebration of the II International Logistics Congress, the XIX edition of the “Latin American Course of Technology, Operations, and Environmental Management of Ports”, and the University Master’s Degree in Coastal and Port Engineering of the Universidad de Cantabria.

I would like to close this balance of the year 2019, exhaustive details of which can be found throughout the Report, by expressing my gratitude for the daily work of all those people who make it possible for our port to be the mainstay of the regional economy, and who make a vital contribution to the generation of wealth and employment to make Cantabria a stronger and more competitive region.

Jaime González López
President of the Port Authority of Santander



PORT AUTHORITY OF SANTANDER

Boards of Directors

02



Puerto de Santander



Autoridad Portuaria de Santander

MEMBERS OF THE BOARD OF DIRECTORS		
<p>PRESIDENT OF THE PORT AUTHORITY OF SANTANDER</p> <p>Mr Jaime González López</p>	<p>HARBOUR MASTER</p> <p>Mr César Díez Herrera</p>	<p>DIRECTOR OF THE PORT AUTHORITY OF SANTANDER</p> <p>Ms Cristina López Arias</p>
MEMBERS REPRESENTING THE AUTONOMOUS REGION OF CANTABRIA		
<p>VICE-PRESIDENT OF THE BOARD</p> <p>Mr Francisco Luis Martín Gallego Minister for Innovation, Industry, Tourism, and Trade.</p>	<p>Mr José Luis Gochicoa González, appointed on 4-04- 2019 to replace Mr José M^a Mazón Ramos. Minister for Public Works and Housing.</p>	<p>Mr José M^a Fuentes-Pila Estrada Spokesman of the Municipal Regionalist Group of the Town Council of Santander.</p>
<p>Ms Ainoa Quiñones Montellano, appointed on 3-10-2019 to replace Mr Celestino Fernández García.</p>		

REPRESENTATIVES OF THE GENERAL STATE ADMINISTRATION		
<p>Mr Telmo Esteban Fernández Government Delegation</p> <p>State Attorney - Head of the Legal Affairs Department for Cantabria.</p>	<p>Mr Santiago Díaz Fraile Head of the Human Resources Coordination Department of the Public Body of State Ports.</p>	<p>Mr Benjamín Piña Patón Area Manager for Public Works of the Government Delegation.</p>
<p>Mr César Díaz Maza Representative of the Town Council of Santander.</p>	<p>Mr Carlos González Gómez Representative of the Town Council of Camargo.</p>	<p>Mr Modesto Piñeiro García-Lago Representative of the Official Chamber of Commerce, Indus- try, and Shipping of Santander.</p>
<p>Mr Antonio Toca Corino Representative of the Trade Union Section of the Unión General de Trabajadores.</p>	<p>Mr Enrique Conde Tolosa, appointed on 24-07-2019 to replace Mr Lorenzo Vidal de la Peña López-Tormos.</p> <p>Representative of the confederation of Business Organisations and SMEs of Cantabria</p>	<p>D. Adolfo Ruigómez Momeñe Secretary of the Board of Directors</p>



PORT AUTHORITY OF SANTANDER

Director's Report

03



Puerto de Santander



Autoridad Portuaria de Santander

MANAGEMENT REPORT

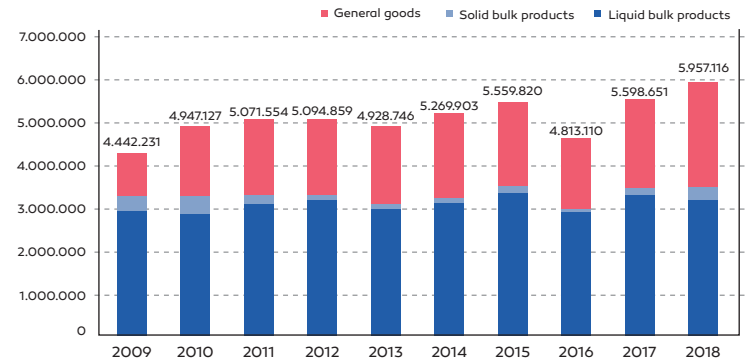
As far as the volume of goods moved by the Port is concerned, the year we now close has been the second best recorded in history. The figure of 6.5 million tons exceeds by 10.1% that attained in 2018, the fourth best year in the history of the port. Taking into account that the Spanish port system showed an increase of 0.27% and that Santander is its second most important port after the Bay of Cadiz, the 2019 accounting period can be considered to have been excellent.

The increase in port activities has had a favourable albeit very moderate effect on the business turnover, which has registered an increase of 0.56%.

TRAFFIC

In the 2019 accounting period 599,812 tons more than in 2018 passed through the wharves of the port. However, the number of stopovers fell by 0.7%. In contrast the GT of the ships increased by 0.9%. This fact reveals on the one hand the optimisation of the load capacity of the ships and on the other an increase in their size. Generically the 10% increase in bulk solid products and the 12.3% increase in general goods were noteworthy. The most positive behaviour was however that of container traffic with an increase in the number of Twenty-foot

Equivalent Units (TEUs) of 35.8% in comparison with the previous year. This figure is closely linked to the satisfactory evolution, albeit from modest initial figures, of the regular Con-Ro line with the Belgian port of Zeebrugge. In sharp contrast, the 6.7% decrease in the number of passengers and the 5.5% drop in the number of vehicles were the most negative aspects.



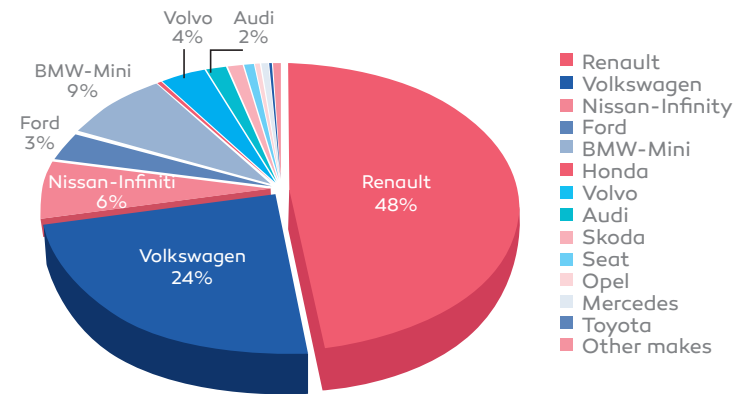
The terminal of liquid bulk products and the treacle depot moved jointly 323,611 tons, 4.7% less than in 2018. This drop can be justified by the poor behaviour of exports of bioethanol, which with a decrease of 26% limits the increase in oil products to a total figure of 34.7%. In any case, the importance of the traffic in liquid bulk products continues to be marginal as it does not exceed 5% of the goods moved by the port. Sugar (99%), soya cakes (74%) and scrap metal (45%) in this order were the solid

bulk products recording the highest increases, driving this method of presenting merchandise to a share of 55.6% of total port traffic and a register of 3,646,528 tons.

The general goods section continues to increase, in this case by 12.3% to 2,586,789 tons. It accounts for 39.5% of port traffic. Again Ro-Ro traffic leads the section of general goods with 79.83% of the total. There has been a noteworthy increase of 112% (645,241 tons) in the case of CLdN, a shipping company which lies in second place within the general goods section and is only outstripped by the traffic in vehicles (652,767 tons), with Brittany Ferries in third place with 518,783 tons. Moreover, the Luxembourg shipping company moved traffic of 14,316 TEUs with containers to register an increase of 35.8%. Special mention is due to the increase in traffic of intermodal rolling transport as the number of UTIs has increased by 45% (40,221 units) compared with the previous year.

The movement of vehicles has fallen by 5.5% to a figure of 457,503 units. The exports of Renault and Volkswagen continue to contribute the largest share (63%) and represent an increase of 3.2%. The traffic of imports, which has been directly affected by the reduction of vehicle registrations on the Spanish market, fell by 17.4%. Despite the overall decrease in vehicle traffic, instead of falling the clients' portfolio increased slightly to exceed 20 makes.

The pie diagram below shows the distribution of vehicle traffic by makes and by their ranking



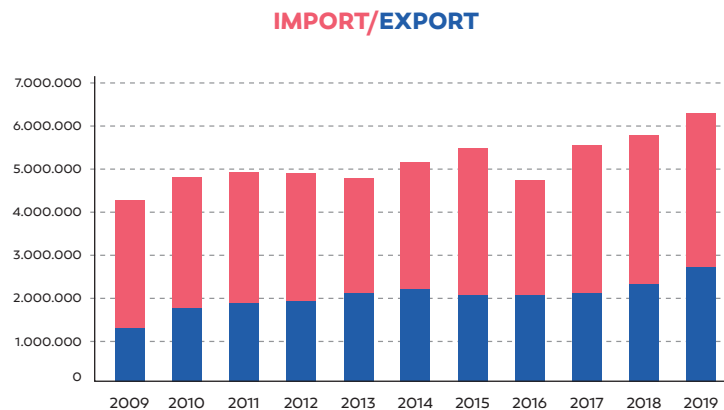
Santander is in fourth place in the Spanish port system after the ports of Barcelona, Valencia, and Vigo, which all have factories in the vicinity.

The number of passengers embarking or disembarking in Santander rose to 235,625, which was 6.7% less than in 2018. Of these 206,348 travelled on ships of Brittany Ferries and the remaining 29,277 did so on the 21 stopovers of cruise ships. This number of stopovers represents an increase of 162% compared with the previous year.

As far as fresh fish unloaded at the Fish Market of the Port of Santander is concerned, 3,470 tns were handled (1,600 tns less than in 2018), mostly species such as the sarda or hake.

From the analysis of the ratio variables of tons exported / tons imported and of the rate of use of the port railway system, the following conclusions can be drawn:

- Imports have risen 9% with an evolution of the ratio of tons exported / tons imported which has meant an increase in comparison with the ratio of 2018 from 0.72 to 0.74. The graph below shows the evolution of this ratio:



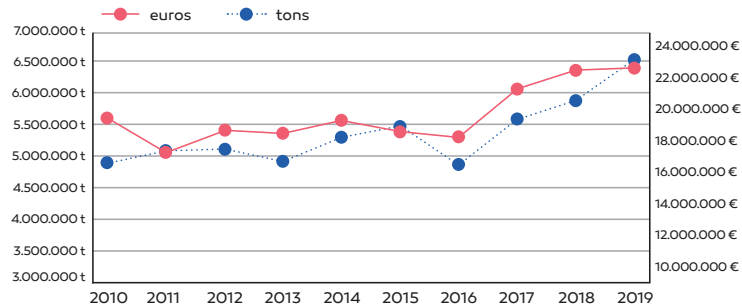
- Port rail traffic: The share of the railway has fallen slightly to 15%. In this respect it should be emphasised that although its advantage over other ports has narrowed the Port of Santander continues to lead the ranking of the Spanish port system. The main goods of this traffic are cement, new vehicles, cereals, bioethanol, and coal in that order. It is particularly noteworthy that the traffic in cereals has tripled in comparison to that of 2018; moreover slight increases have been observed in both cement and new vehicles. Despite the fact that the unloading of cereals at the Port registered similar figures to those of 2018 (+ 2.3%), the increase in the share of the train compared with road traffic in order to import cereal via Santander bound for Babilafuente has been the main driving force of this section.

For this reason, improving the rail corridor with the plateau continues to be essential if we are to guarantee the competitiveness of our port. The increase in the lines for goods trains, the extension of their length, and the increase in the admission capacity of the logistics centre of Muriedas are pending subjects considered to be three of the most relevant actions with a positive effect on the port of Santander.

ECONOMIC RESULTS

The business turnover of 2019 (22,981 thousand euros) represented an increase of 0.56% compared with that obtained for the previous year. In this case the increase in port activities has not been reflected equally in the increase of income. There are two reasons for this disparity:

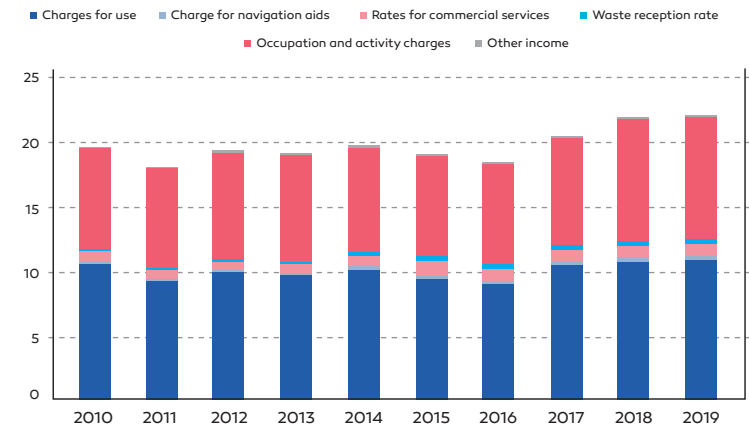
- The importance in the business turnover of regular shipping lines, which in accordance with the application of the reductive coefficients established in the Revised Text of the Law on State Ports and the Merchant Navy (Texto Refundido de la Ley de Puertos de Estado y de la Marina Mercante, TRLPMM) enjoy substantial discounts on shipping and merchandise charges.
- The application of strategic bonuses to reward increases in the number of stopovers on regular lines and in tons moved.



The “charges for use” with 11.1 million € led the business turnover. Those charges directly related to the traffic, such as shipping and goods charges, have seen increases in income of 3% and 5.1% respectively.

The sum of the income raised from the “occupation charges” and the “activity charges”, both of which are related to the exclusive use of the public domain, have recorded a joint increase of 4.2%. The income from both charges amounted to the figure of 9.04 million euros.

As is now habitual in the business structure, the occupation and activity charges, shipping charges, and goods charges, in that order, continue to be those which have generated the highest income in the accounting period.



The result of the 2019 accounting period was 3.631 thousand euros, which represented a decrease of 32% compared with the result for 2018. To break the figure down into sections, the operating result has fallen by some 1.7 million euros. There are two reasons for this: on the one hand, the moderate increase in the business turnover; on the other hand, the increase of over 1.7 million euros of the section Other operating charges.

The financial result for 2019 continues to fall in line with the lack of the payment of deposits on the banking market and the higher financial costs associated with current accounts.

INVESTMENTS

In 2019 the investments made by the Port Authority of Santander amounted to 4.83 million euros. The figure was distorted by the penalty related to the Raos 9 contract and also by the delay in the adjudication of the works of construction for the new silo for vehicles.

The renovation of the superstructure of the Raos 3 wharf with a amount of 2.1 million euros, the new maintenance warehouses with 0.66 million euros, and the development of the Raos South curvilinear triangle with 0.59 million euros were the actions which had the greatest effect on

the total calculation of the certificates of the year.

PUBLIC DOMAIN

During the year 2019 the following actions can be emphasised:

The granting of 214 authorisations has been processed as a consequence of the various occupations of the public port domain with movables or removable installations or without them for a period not exceeding three years. These include 78 authorisations referring to sporting activities, cultural activities, etc.

The granting of 31 authorisations for works has also been processed by those authorised and/or concessionaires holding occupations within the Service Area of the Port.

Likewise the granting of 14 administrative franchises has been processed as a consequence of the occupation of the public port domain with works or non removable installations or uses for a period exceeding three years, among which the following are included:

Eleven (3) franchises granted for the occupation of warehouses intended for fishing use, which are located on the West Wharf of the Maliaño Dock.

- Franchise granted to the SOTILEZA FISHING ASSOCIATION for the installation of floating jetties for mooring pleasure craft at the Maliaño Dock.
 - Franchise granted to SÍNTAX LOGÍSTICA, S.A., for a logistics centre for vehicles imported via the Port of Santander on the Raos central jetty (unification of three franchises).
 - Franchise granted to ALKIÓN TERMINAL SANTANDER, S.A.U, for the exploitation of a liquid bulk terminal on the Raos central jetty.
 - Franchise granted to CLdN SHIPPING LINES SPAIN, S.L., for the reception and dispatching of general Ro-Ro merchandise on the Raos central jetty.
 - Franchise granted to NED ESPAÑA DISTRIBUCIÓN GAS, S.A.U., for the piping of a natural gas connection to the company Santander Coated Solutions, S.L. at the Raos north jetty.
 - Franchise granted to the TOWN COUNCIL OF MARINA DE CUDEY for a tourist office in the Port of Pedreña Services Building.
 - Franchise granted to POLSAN, S.L., for the installation of a floating jetty where craft can moor in order to be supplied with fuel at the Molnedo Dock.
 - Franchise granted to the SOMO CULTURAL SPORTS FISHING ASSOCIATION for the occupation of a depth of water for mooring craft by means of the system of buoys and mushroom anchors at the Puntal de Somo Wharf.
 - Franchise granted to the CONSORTIUM OF THE FREE TRADE ZONE OF SANTANDER for the storage of general non dangerous goods originating from the embarking and disembarking of ships in the Wissocq area.
 - Franchise granted to LOS REGINAS, S.L., for the occupation of a building intended for issuing tickets to passengers for navigation in waters of the service area of the Port, offices, and a drinks and snacks store on the Calderón Wharf.
 - Franchise granted to the SANTANDER NOATUM MULTI-PURPOSE TERMINAL for the installation of mobile modules for the carrying out of activities to complement the Ro-Ro operations at the Port of Santander on the Raos north jetty.
- Likewise certificates have been processed for the modification of franchises, extensions of deadlines, early termination, rescues, acknowledgement of ownership, transfers and partial rescues.

OTHER ACTIVITIES

As for the initiatives implemented by the Port Authority for the business promotion of the Port, its participation in the following sectorial fairs in 2019, is of note:

- “Seatrade” of Fort Lauderdale (cruise sector).
- “Seatrade” of Hamburg (cruise sector).
- “Cruise Summit” of Madrid (cruise sector).
- “SIL” of Barcelona (logistics sector).
- “Breakbulk” of Bremen (logistics, port and shipping sector).
- “Fruit Attraction” of Madrid.
- “Transport Logistic” of Munich.
- “Wind Europe” of Bilbao.

In addition to the renewal of the ISO 9001 / ISO 14001 and the OHSAS 18001/2007, standards, the Port Authority adapted the first two mentioned to the new regulations established by the 2015 version.

As could hardly be otherwise as this traffic is of strategic importance to the port which is given particular attention, the service quality certificate of conformity for ANFAC/State Ports traffic of new vehicles was renewed. In this context, for the fourth consecutive year Santander was considered the most highly regarded port in the ranking of Spanish vehicle ports. This is reflected in the latest study of the “Port Maritime Logistics Assessment”

published by the National Association of Car and Truck Manufacturers (Asociación Nacional de Fabricantes de Automóviles y Camiones, ANFAC).

Throughout 2019 the Port Authority of Santander has continued its commitment to carry out outstanding formative and cultural activities, both directly and through the International Centre of Port Technology and Administration (Centro Internacional de Tecnología y Administración Portuaria, CITAP).

Among the teaching activities carried out within the framework of the CITAP the following can be singled out: the Master’s Degree in Coastal and Port Engineering of the Universidad de Cantabria in the speciality of Port Engineering; the II International Logistics Congress; the seminar on “A Strategy of Economic and Social Development for Cantabria”; the XIX Latin American Course on Technology, Operations, and Environmental Management in Ports; and the second and third edition of the International Course of Commerce: maritime transport and port operations (ports as intermodal and logistic centres).

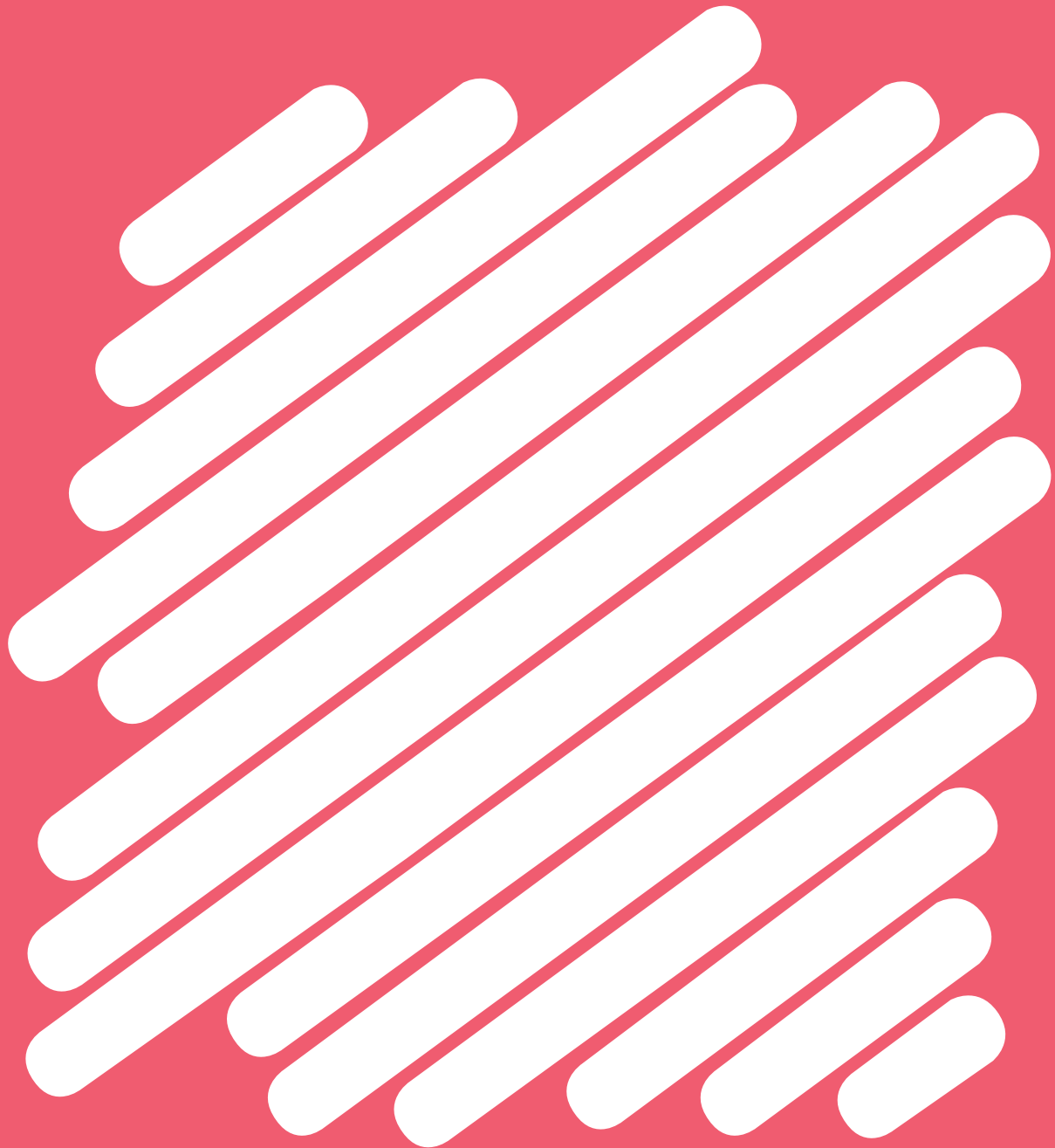
Moreover, students have been placed on work experience at various departments of the Port Authority and there have been various technical, institutional and informative visits. Regarding these visits, we have opened our installations on 63 occasions with the purpose to show them to education centres and various neighbour, social

and guild* associations. Over a tenth* of them are groups from other EU countries such as Italy or France.

Likewise collaboration has been maintained with other bodies in courses and seminars and in the organisation of technical congresses and professional meetings (Master's Degree in Commerce, Transport, and International Communications, Summer Courses at the Universidad Internacional Menéndez Pelayo – UIMP, IV Port Law Congress...); and links and cooperation have been established regarding training with Latin American port bodies such as the National Port Authority of Peru or COCATRAM.

The activities in the exhibition halls owned by the Port Authority have held frequent exhibitions which can be summed up as follows:

- 8 temporary exhibitions were held at the Palacete del Embarcadero with 41,066 visitors being recorded in 2019, a figure which is slightly higher than that of the previous year.
- The Cabo Mayor Lighthouse Art Centre staged 5 temporary activities which, as part of the permanent exhibition of the Sanz-Villar Collection, were visited by 46.792 people, which represented an increase of over 30% compared with 2018.



PORT AUTHORITY OF SANTANDER

Traffic Development

04



Puerto de Santander



Autoridad Portuaria de Santander

COMMENTS ON TRAFFIC

YEAR 2019

During the 2019 trading year the traffic of merchandise entering or leaving the Port of Santander by sea reached 6,556,928 tons, a figure 10.1% higher than that achieved for the same period of the year 2018. The number of stopovers fell by 0.7% and passenger traffic by 6.7%. It should be stressed that container traffic increased almost 36% in comparison with the previous year.

Liquid bulk

The effect of this section on the total traffic was scarcely 5% at 323,611 tons and it has fallen by 4.7%

Important variations:

	2018	2019	%
OTHER OIL PRODUCTS	47.756	64.345	35%
BIOETHANOL	108.531	80.279	-26%

Solid bulk

This group of merchandise represented 55% of the traffic generated at the Port during the period analysed at 3,646,528 tons, which means an increase of 10%.

Important variations:

	2018	2019	%
SCRAP METAL	162.373	236.017	45%
SOYA CAKES	89.115	155.373	74%
FODDER	222.468	152.363	-32%
FERTILISERS (Including Phosphates and Potashes)	436.826	486.920	11%
SODIUM SULPHATE	227.346	202.595	-11%
CEMENT	428.761	527.966	23%

General merchandise

General merchandise stood at 2,586,789 tons and grows every year; it now accounts for 40% of the total merchandise and increased 12% compared with the previous period.

Within this section Ro-Ro traffic stands out at 2,187,265 tons which is an increase of 19% compared with the pre-

vious year and therefore once again a best-ever Port figure. The increase in intermodal transport traffic stands out, as the number of UTIs did so by 45% in comparison with the previous year.

However, within Ro-Ro traffic that of vehicles by units has fallen for the second consecutive year by 5.5% and at a higher proportion imports by 17%.

Important variations in general merchandise:

	2018	2019	%
PAPER AND PULP	202.663	198.766	-2%
MACHINERY, APPLIANCES, ETC.	106.888	132.211	24%
RO-RO CARGO TARES	329.236	426.559	30%
OTHER GRAL. MERCHANDISE*	483.885	629.288	30%

*This section includes very varied merchandise which is transported in intermodal transport units.

Rail traffic

15% of the merchandise entering or leaving the Port for embarking or disembarking in 2019 did so by rail, to be precise 1,003,924 tons compared with 966,380 for the previous year. However, the use of the railway as a percentage of the total traffic decreases gradually each

year. This proportion has been 20% in other accounting periods.

The railway is more often used for the entry of merchandise for embarkation as it accounts for 27% of the total merchandise embarked.

The products that enter by rail to embark in order of importance are as follows: cement, vehicles, and bioethanol.

The products that leave by rail once they have been disembarked in order of importance are as follows: cereals, coal, and vehicles. They represent only 7% of the total merchandise disembarked.

Financial Period

05



Puerto de Santander



Autoridad Portuaria de Santander

STATEMENT OF FINANCIAL POSITION

At the close of the 2019 accounting period the non-current assets amounted to 288 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 quantitative point of view. This amount is slightly lower than that of the 2018 accounting period.

The current assets (short-term credits and cash) have increased by 5.6 million euros in absolute terms during 2019. This represents a percentage rise of 10% with regard to the 2018 accounting period. A significant increase in cash assets can be appreciated.

The long-term debts (non-current liabilities) of the 2019 accounting period have increased with regard to the previous accounting period, although this is admittedly of limited relevance as the figure is 275 thousand euros. Equally, the short-term debts (current liabilities) increased by 200 thousand euros in 2019. The Port Authority of Santander is at a minimum level of obligations that constitutes only 1.6% of total liabilities.

The working capital (the difference between the current assets and the current liabilities) increased by 5 million euros in 2019 to 55 million euros at the close, which shows the excellent financial solvency of the Port Authority enabling it to meet its short-term obligations.

PROFIT AND LOSS ACCOUNT

The result of the 2019 accounting period was 3,631 thousand euros, which was a 32% decrease compared with the result for 2018. If we break it down into sections, the operating result has fallen by some 1.7 million euros. There are two reasons for this; on the one hand the moderate increase in the business turnover and on the other the increase by over 1.7 million euros of the section Other operating costs.

The financial result during 2019 continues to fall in line with the lack of payment of deposits on the banking market and the higher financial costs associated with current accounts.



Strategic, tactical and operative management

06



Puerto de Santander



Autoridad Portuaria de Santander

DESCRIPTION OF MAIN INVESTMENTS

RAOS 9 WHARF

This multi-purpose wharf 290 metres long located on the wall of the Central Breakwater of Raos, built with cemented caissons at a level of -14.50 m compared with the base level of the port, is aligned with the jetty of the terminal for chemical products (Alkion).

Once it is being exploited the wharf will allow the establishing of a second berth for regular deep-sea Ro-Ro shipping, which will mean a substantial improvement in the level of service provided to this kind of ship of over 60,000 GT. The works were awarded to FCC Construcción in February 2017 for 17,253,173 €, with an execution deadline of 18 months (up until 18th October 2018). The contractor requested the modification of the contract (owing to disagreements on the project of gravel columns and sheet piling), which was not accepted by the Port Authority. FCC Construcción suspended the works in April 2018 after having carried out 18% of them. The contracting body extended the period of the contract to February 2020 and applied the penalties stipulated in the specifications of the tender, requiring the contractor to resume the works in June 2018. After a year without any work being carried out the dispute has still to be settled and it is expected that the contract with FCC Construcción will be terminated at the end of the new deadline in February

2020. The budget and deadlines of the investment plan have been estimated taking into account the hypothetical event of the termination of the present contract and a subsequent call for tender for a new project involving the unfinished work. Deadlines are unpredictable from now on and there is a high risk that the instalments anticipated will not be complied with.

SECTION 1-4 OF THE MALIAÑO WHARVES

Section 1-4 of the Maliaño wharves has covered warehouses and a hydraulic Ro-Ro ramp in good condition that was built in the late 1990s. However the wharf of piles, which was built between 1928 and 1932 with a depth of water of 8 metres, is in an advanced state of structural decay above the low tide level and this limits its business exploitation. With the project of the renovation of the wharf two berths over a length of 375 m with a depth of water of at least 9.5 metres will be recovered for the mooring of cruise ships, and alternative, Ro-Ro cargo ships, and Ro-Pax ships. This also resolves the mooring of inactive ships outside the cruise season, an alternative berth to the wharf of blocks of the ferry terminal is achieved in case its ramp should be out of order owing to a breakdown or maintenance. It also provides an alternative berth to the wharf of blocks of the ferry terminal in case its ramp should be out of order owing to a breakdown or maintenance. An investment of 42,328 €/linear metre of wharf of piles is estimated including the necessary dredging to increase the depth of water, rigid

concrete paving in the manoeuvring area, and the movement of the Ro-Ro ramp in adaptation to the conditions of the new wharf.

RENOVATION OF SUPERSTRUCTURE ON RAOS 3 WHARF

The deformations in the fillings of the extrados of the wharf and the differential settlements between caissons of the main wharf used in solid bulk operations, together with the deterioration of the road surface, oblige stevedoring companies to secure the support legs of the vehicle cranes and hoppers. Forklift trucks are used with difficulty in operations requiring the simultaneous and coordinated work of two machines (for example, in bringing wind parts to the wharf). The action programmed consists of the longitudinal levelling of the manoeuvring area of the wharf, including crane lanes, a rigid paving of concrete with steel fibres on the first line of storage, new service channels, and drainage networks with systems for the runoff of contaminating particles. The investment is expected to be 78 €/m² on a surface area of approximately 28,500 m². The execution of works was awarded for 2,229,012.69 € with a deadline of 9 months.

ALTERATIONS TO THE FERRY TERMINAL

The new arrangement will bring cars nearer the Ferry Terminal to make better use of the services it offers (cafete-

ria, restaurant, terrace, and exhibition) and situate further away the parking of semi-trailers of the Ro-Ro ramp and the city centre. This will improve the services for the passengers of the terminal and at the same time permanently remove the semi-trailer lorry park from the most exclusive area of the waterfront. The work consists of the replacement of the tarmac and the improvement of the lighting, piping, and auxiliary elements such as locks, a shelter for motorbikes, and new Customs and National Police checkpoints.

RAOS SOUTH CURVED TRIANGLE DEVELOPMENT

The filling in of the so-called “Charca de Raos” (stage I) allows the inclusion of approximately 36,000 m² to the storage surface area of the vehicle terminal. An environmental survey of the area has been carried out and measures have been proposed to compensate the elimination of woodland from the habitats of the 2000 Nature Network. The project includes the deep draining of the runoff waters which flow into the Raos South Dock. A filling of 110,000 m³ with quarry material is anticipated with an average price of 18.50 €/m³.

PREPARING PLOT 8.2.3 FOR VEHICLE PDI

The franchises of logistic activities involving iron and steel products (sheet coatings) are occupying space which

was previously available to vehicle logistics operators to cater for peak traffic volume. The new terminal for semi-trailers and containers on Raos 8 has taken away an area of almost 50,000 m² from the vehicle terminal. On the other hand, the putting into operation of the Raos 9 Wharf will act as a catalyst for Ro-Ro traffic which will require more storage space. Given this situation, the proposal is to develop a high-rise storage area at the public vehicle terminal, building a slab floor of 73,000 m² between the road parallel to the Raos 8 wharf and the rail terminal in such a way that the LPR service can be provided on the ground floor and the FPT service on the slab floor. The silo will be extended by two further floors (up to 145,000 m²) as PDI service demand increases. A project and work tender is proposed with an investment of 120 €/m² on the ground floor (deep and solid foundations) and of 160 €/m² on a slab floor (metal structure and facilities), including access ramps, safety locks, LED lighting, power points for electric vehicles, and fire detection.

ALTERATIONS TO THE FERRY TERMINAL

These include a series of actions to improve the state of repair, the operation, and the economic exploitation of a building with considerable limitations owing to its level of architectural protection and unusual design. These include the building of a second lift to speed up the disembarking of the ferries, the waterproofing of its roof for future

use as a terrace, the regeneration of the concrete structure, carpentry on façades, and the interior redistribution of the rooms. There is a computable built-on surface area of 4,140 m² with an anticipated investment of 350 €/m².

NEW MAINTENANCE WAREHOUSES

The installations of the Port Authority Maintenance Service must be moved from the sheds they currently occupy alongside Calle Antonio López in order to free space which is necessary for the urban development. They include the technical office, changing rooms (of its own and of maintenance contracts), the purchase warehouse, the beacon warehouse, the electrical workshop, the garage for repairs/carpenter's shop, and the pool of machinery with a total built-on surface area of approximately 2,300 m². The new location will be the former GERPOSA franchise on the Wisocq Industrial Estate. It was necessary to demolish its offices and to develop access points.

RENOVATION OF THE DOUBLE RAILWAY LINE AFFORDING ACCESS TO THE PORT

Renovation of the Iberian gauge and metric gauge lines affording access to the Port, transforming them into a double Iberian gauge line and maintaining 4 lanes on one track for the metric gauge. The renovated section is lo-

cated from the limit of the service area to the access to the North Breakwater. It will include the Iberian gauge deviations as far as the Central Breakwater of Raos and the escape routes between the double tracks so as not to interrupt the traffic during maintenance work. The poor condition of the tracks leads to frequent derailments and makes it advisable to replace the platform and material of the track completely along a section of approximately 975 metres. The action to be taken includes the cleaning, drainage, and improvement of the area of level ground with geotextile, the layers of sub-ballast and ballast, concrete sleepers, new lanes, and road signs. The total length of the line is 1,950 metres and a track investment of 2,000 €/m is estimated including the necessary deviations and drainage work.

NEW ACCESS CONTROL FOR THE PORT

The improvement in direct access to the Port from the network of dual carriageways by means of a raised roundabout, requires the completion of the action with a new access control which will operate more smoothly than the current one. An investment of 500,000 € is estimated in the control buildings and a further 700,000 € in the development and rigid paving of the whole of the area affected by the control and vehicle queues.

ACTIONS IN INFORMATION SYSTEMS, COMMUNICATIONS, ETC.

The port installation protection plan requires the continuous improvement of the video surveillance installations (high-definition cameras, thermal cameras, and infrared cameras) and security in customs enclosures (greater height, double bayonet). On the other hand, the depots at the port of merchandise of high-value goods (vehicles, machinery) also require stricter anti-infiltration controls.

MAKING USE OF RAIN WATER

The rain water collected on the large roof of the mineral solid bulk terminal of NOATUM is recovered in pipes in order to store it in a concrete tank (cistern) which will serve to supply the cleaning tanker truck so that it can hose down and sweep the wet route used by the Port Authority in the common areas of the port (mainly roads). The cistern was built with an investment budget of 214,000 € and will be completed with a supporting structure and piping connection from the roof, with an expected additional investment of 85,000 €.

AUTOMATION AND IMPROVEMENT OF PUBLIC LIGHTING EQUIPMENT

The projectors of the public lighting towers of the Port Authority were replaced by led luminaires which allow the regulation of the light intensity depending on the time of night, and therefore on the operating needs. An investment of 25,000 €/tower has been estimated for a total of 60 towers.

RECOVERY OF FRANCHISES BY ARRANGING TERMINALS

The variability of port traffic may create situations of a demand for infrastructures and new conditions in certain installations under the franchise system. The necessary modifications will involve the alteration of the terms of the franchise which is to be programmed. This item includes the fixed amount of 125,944.60 €/year corresponding to financing during the franchising deadline for the improvement of the land with columns of gravel at the mineral solid bulk terminal, so as to guarantee the acceptable voltage of 100 KPa at the foundation level as is anticipated in the bid conditions of the franchising tender.

GENERIC AND MINOR INVESTMENTS

This section includes works with a lower budget of less than 600,000 €, and with an accumulated investment of less than 10% of the annual investment.

HUMAN RESOURCES AND OCCUPATIONAL SAFETY

TRAINING

In 2019 the formative approach of previous years was continued by developing and complying with the content of the 2017-2020 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 of the Formateca of the Conforsa Group.

To be precise a total of 75 different formative actions were carried out, of which some involved several groups; a total of 8,238 classroom teaching hours/course were taught to 281 students.

Of the 54 Formative Actions taught 11 were in the classroom:

- English.
- Taking charge of rail traffic.
- Installation protection officer.
- Installation protection officer.

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

All these actions are related to Skills Management through the Virtual Classroom of the OPPE managed by the Agontec Company; the courses were 17 in number:

- Management of Fishing Activities. Level 1.
- Management of Fishing Activities. Level 2.
- Management of Merchandise. Level 1.
- Management of Merchandise. Level 2.
- Logistics and Intermodality. Level 1.
- Logistics and Intermodality. Level 2.
- Port Seamanship. Level 1.
- Port Regulations. Level 1.
- Port Regulations. Level 2.
- Port Operations and Services. Level 1.
- Port Operations and Services. Level 2.
- Port Sector and Strategy. Level 1.
- Port Sector and Strategy. Level 2.
- Navigation Aid Systems. Level 1.
- Navigation Aid Systems. Level 2.
- Passenger Traffic. Level 1.
- Passenger Traffic. Level 2.

INDUSTRIAL SAFETY AND THE PREVENTION OF OCCUPATIONAL HAZARDS

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”.

Internal emergency plan of the port of Santander

On 7th June 2016 the Department of Civil Defence and Emergencies of the Regional Government of Cantabria issued a report recommending the official approval of the Internal Emergency Plan (Plan de Emergencia Interior, PEI) of the Port of Santander. This plan was subsequently approved by the Board of Directors of the Port Authority of Santander in its ordinary session held on 28th June 2106.

The Internal Emergency Plan of the Port of Santander was never activated in 2019.

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 2019:

- On 4th July an emergency drill was held to simulate the evacuation of the operator of a truck crane as a result of a fire breaking out in the engine room.



- On 11th November an emergency drill simulated a fire in a ship moored at the dock.



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 substan-

ces 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.

In 2019 the Internal Maritime Plan was activated as a result of the following incidents:

On 14th February there was an oil spill on the water mass owing to the bursting of one of the hoses of the hydraulic circuit of the Bridge of Raos.

On 1st April oil was spilled at the Northern Wharf of Raos from the collector located between Wharves 1 and 7 of Raos. The work of the cleaning and oil removal was completed on 2nd April.

On 12th November there was a fuel spillage from a ship

located at the ASTANDER installations. The Internal Maritime Plan of the installations and the Internal Maritime Plan of the Port of Santander were activated with the aim of helping ASTANDER with the cleaning of the water mass and removing hydrocarbons from it.

On 29th December a spillage of soot from the ship occurred while the latter was engaged in a casting-off manoeuvre.

Internal maritime plan drills of the port of Santander

Emergency Drills are exercises designed 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 11th November the Internal Emergency Plan of the Port of Santander and the Internal Maritime Plan were activated during a drill simulating a fire in a ship moored at the dock.



Management system for health and safety at work (OHSAS 18001:2007)

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.

The auditing of the SGSST of the PAS was carried out on 9th and 10th April 2019; the auditors determined that the

Port Authority of Santander has established and maintains an efficient system to ensure compliance with its policy and objectives. The auditing team confirmed that the management system meets the requirements of the standard and is maintained and duly implemented.

As for the results of the auditing, no “Non conformity” was detected and the following strong points in the system were established:

- Knowledge of Occupation Health and Safety (Seguridad y Salud Laboral, SSL).
- The internal auditing report is noteworthy for the detail of the specific auditing notes of the processes audited.
- The availability to all workers of all information and documentation on the Prevention of Occupational Hazards and Human Resources on the INTRANET is remarkable.
- The administration manual and prevention plan define the responsibilities and duties of each post.
- The updating, distribution, and training on the technical regulations of port security for all those involved in the enclosure of the PAS.

Occupational health and safety committee

Article 38 of Law 31/1995 of 8th November on the Preven-

tion 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 participative body for the regular and periodic investigation of the actions of the company regarding the prevention of occupational hazards.

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

During 2019 the CSSL met on the following dates:

- 29th March.
- 29th October.

While the following meetings were called off due to a lack of attendance:

- 28th June.
- 17th September.
- 11th October.

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, CCCA-PPS) was formed.

During 2019 this Committee held an ordinary session on the following dates:

- 12th March.
- 20th June.
- 21st November.



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 Autho-

riety 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.

During 2019 the CRPAPS met on the following dates:

- 22nd March.
- 14th June.
- 15th November.

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.

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:

- Supporting associations, schools, Universities, companies of any type and size, and European local authorities and encouraging them to take road safety measures in Europe.
- Recognising the contributions of civil society to road safety.
- 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.

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

THE IMPORTANCE OF THE ENVIRONMENT

The Port Authority of Santander considers that port development must unfold hand in hand with the protection of the environment and social cohesion. It is therefore implementing environmental protection initiatives that aim to achieve the desired balance between business and economic growth and the protection of the natural and social environment so as to encourage sustainable development.

The schedule of environmental protection proposed by the Port Authority of Santander is based mainly on the following strategies:

- Quality and Environmental Management with the help of an Integrated Management System applicable to the “Management of Services of the commercial port and administration of the public domain” and certified according to standards ISO 9001-14001. By means of this system the Port Authority has defined a Quality and Environmental Policy containing the general principles for the protection and improvement of the port environment and has also established the necessary environmental objectives and goals by which it aims not only to minimise environmental impact but also to adopt a work culture to include environmental criteria in the business strategy of the port.
- The environmental control of ports services and activities by means of Environmental Rules. Compulsory Code of Behaviour for port users.
- Public investment and expense programmes concerning environmental aspects like: cleaning the land service area of the Port and the water on a daily basis, waste management; the installing of equipment for measuring particles and gases for air quality control; control equipment for municipal dumping in the Bay and for settling tanks at the wharf aimed at removing the solid particles dumped at the dock; noise research in sensitive port-city areas; soil and pollution risk research; the installing of equipment and systems for fighting marine pollution; initiatives for saving natural resources (rain water collection cisterns for cleaning, control of water leakages, and replacing existing lighting with LED lamps).
- Incentives for boosting private investment in installations and equipment (specialised terminals, etc.) which improve the environmental aspects of operations beyond that required by current legislation.
- Extending the implementation of Quality and Environmental Management Systems to the suppliers of Port Services and Specialised Terminals as stipulated in the Terms and Conditions. Currently the

Port Services and some Commercial Services (pilotage, port towage, mooring and unmooring, goods handling, vessel waste reception, and fuel and oil supply) and specialised Terminals ISO 14001 certification Management Systems.

The Quality and Environmental Policy of the Port Authority is available to the general public on its website:

www.puertosantander.com

QUALITY AND ENVIRONMENTAL POLICY

The **Port Authority of Santander** must provide port and logistics services with a level of quality and respect for the environment which makes them sustainable and suitable for the needs of its clients. To this end it establishes a Quality and Environmental Policy in keeping with its level of competence, which contemplates the following **Principles of Action**:

- Operating within the framework of the legislation applicable to its functions and complying with other requirements originating from interested parties or voluntary agreements.
- Preventing, controlling, and minimising pollution by means of the application of organisational and technological measures which are suitable and viable within the framework of its competence.
- Getting to know and meeting the needs and expectations of interested parties to ensure the sustainability of port and logistic services.
- Getting to know the context of the organisation so as to develop its strategic objectives.
- Carrying out process-orientated management taking into account its entries and exits and also the risks and opportunities associated with the same.
- Allocating human, technological, and financial resources in order to achieve the environmental and quality objectives proposed.
- Creating awareness of quality and environmental matters among people working in the name of the Port Authority.
- Maintaining communication channels with the Port Community, Public Administrations, social and economic partners, and society in general regarding the activities of the port and its relationship with quality and the environment.
- Integrating environmental aspects in the processes of planning, management, and conservation of the public port domain, encouraging the environmental improvement of the Port Service Area.

In order to develop its Quality and Environmental Policy in the field of the management of commercial port services and the administration of the public domain, the Port Authority has implemented a Management System which is documented and checked regularly and which allows knowledge and assessment of its processes and the establishing and revising of the objectives and goals for continuous improvement.

The employees of the Port Authority and the companies carrying out activities in the Port Service Area are urged to support this Policy, which is available to any person or entity which requests it.

This policy is the reference framework of the strategic Management of the organisation.

Approved by the President of
the Port Authority of Santander,
in March, 2019.



ENVIRONMENTAL MANAGEMENT AT THE PORT AUTHORITY

AIR QUALITY

Measures implemented by the Port Authority to control emissions related to port activities as a whole (administrative, operational and technical measures):

- Standard follow-up of the activities of operators of merchandise (authorisations as activities liable to pollute the atmosphere)
- Environmental Regulations and disciplinary proceedings
- Specific instructions from the Management for certain operations
- Continuous measurement of air quality parameters (gases and particles)
- Characterisation studies of the impact of port activities on air quality
- Reorganisation of the port's activities so as to move the sources of emissions away from most sensitive or vulnerable areas
- Improvement of internal roads or points of access with the aim of reducing the movement of trucks through built-up areas
- Environmental criteria in the organisation and allocation of berths
- Requirements concerning emissions into the at-

mosphere under the granting of franchises

- Signing agreements on Good Environmental Practice
- Requirements of Specialised Terminals
- Operative stoppages owing to adverse wind speed and direction

Air quality control network in port areas

The Port of Santander has a network of 3 fixed stations for measuring particles (fraction PM₁₀) so that the prevailing conditions of the port enclosures can be known in real time. The station of the Port Authority also has the use of gas monitors (SO₂, CO, and NO, NO₂, NO_x). The stations are managed by the Port Authority and the Specialised Terminals.

PM ₁₀ (R.D 102/2011)	Legal limit	2015	2016	2017	2018	2019
Nº of daily readings involving danger to health (Limit 50 µg/m ³)	35	49	35	22	33	41
Annual average of daily mean values involving danger to health (µg/m ³)	40	38,05	42,44	34,93	33,81	44,18

SO ₂ (R.D 102/2011)	Legal limit	2015	2016	2017	2018	2019
Nº of readings involving danger to health (average 1h > 350 µg/m ³)	24	0	0	0	0	0
Nº of readings involving danger to health (average 24h >125 µg/m ³)	3	0	0	0	0	0

NO ₂ (R.D 102/2011)	Legal limit	2015	2016	2017	2018	2019
Nº of readings exceeding the time limit and thus dangerous to health (1 h >200 µg/m ³)	18	57	276*	89*	0*	2
Annual average of health protection readings (µg/m ³)	40	17,54	39,20	39,92	23,92	18,88

(* 2016: nº justified as a result of the faults detected and adjustments made to the system; 2017: exceeding the limit justified owing to the greater movement of vehicles (Ro-Ro traffic) near the station; 2018: the Maintenance Service of the analysers considers that the piece of data is correct (equipment in good condition) and that it may be influenced by other factors: environmental conditions, wind, etc.

CO (R.D 102/2011)	Legal limit	2015	2016	2017	2018	2019
Nº of daily readings involving danger to health (10 mg/m ³)	Eight-hour average	0	0	0	0	0

Operational control: environmental stoppages

For the environmental control in real time of the operations, weather variables such as wind speed and direction are used. This allows the taking of decisions to guarantee an immission of particles lower than that established in Royal Decree 102/2011 for urban areas (Environmental Regulations).

The environmental stoppages in the handling of merchandise owing to exceeding the speed allowed and the affecting or risk of affecting third parties are shown in the table below.

	2015	2016	2017	2018	2019
Nº OPERATIVE STOPPAGES	22	22	9	33	23
Nº SHIPS	15	13	16	24	24
MAIN COMMODITIES AFFECTED	sulfato (6:50h) sepiolita (5:30h) prered. (7:20h) trigo (16:50h) chatarra (2:05h) ferrom. (0:30h) carbonato (1:35h) cereal (0:45h) guisantes (1:25h)	sulfato (10:28h) sepiolita (0:50h) prered. (4:10h) trigo (1:15h) ferrom. (0:20h) carbonato (1:20h) bentonita (1h)	sulfato (7:15h) sepiolita (8:45h) prered. (2:20h) trigo (3:02h) prered. (0:20h)	sulfato (12:21h) prered. (5:00h) trigo (1:20h) alfalfa (1:50h) arrabio (7:00h) avena (0:40h) cemento (5:10h) feldesp. (3:05h) h. colza (7:10h) sosa (1:52h)	sulfato (9) (12:18h) sepiolita (2) (1:30) prered. (8) (19:20h) maiz (1) (0:35h) fertiliz (1) (0:55h) h. soja (1) (1:45h) carbona (1) (1:10h) feldesp (1) (3:00h)
TOTAL ACCUMULATED TIME (Hours)	42.50	18.23	21.42	43.36	40.33

NOISE EMISSION

Action implemented on identified sources of noise:

- Noise quality measurement campaigns
- Surveillance by Port Authority Personnel
- Installation of noise barriers
- Speed limits on port roads
- Improved road surfaces
- Limitations on activity at night (loading/unloading scrap metal)
- Reorganising internal traffic to reduce the movement of trucks through built-up areas
- Reorganising port activities to keep sources of noise away from built-up areas

In 2019 a noise impact study was initiated owing to the ferry and cruise traffic at the Ferry Terminal with the aim of identifying its sources and analyzing its effect on the environment, it was completed in 2020. The study was motivated by the complaints received by citizens and included modelling which allowed us to estimate the potential effects for future action at the Ferry Terminal.

After assessing noise levels it was concluded that corrective measures will only be necessary if the presence of vessels at night increases. In that case it would be recommendable to act on brief sources of noise which are extremely annoying such as those caused by the impact

of joints and PA systems and sirens.

Given the variety of noise levels of the numerous sources involved at each stage in the carrying out of the activities, as well as the proximity of residential and other buildings which may be affected, the study proposes seventeen (17) preventive measures aimed at reducing the inconvenience.

WATER QUALITY AND DUMPING

Water Planning

The delimitation for the waters of Area I of the port continues to classify them as highly modified transition water depths. Denomination of highly modified masses: ES087MAT000150, ES087MAT000160, and ES087MAT000170: Santander Bay: Port, interior, and hinterland respectively.

Environmental objectives for the water depths of the Port of Santander (2015-2021 Water Plan):

Elimination of the dumping of black water at the port docks.



Highly modified water depths ES087MAT000150, ES087MAT000160, and ES087MAT000170: Santander Bay: Port, interior, and hinterland.

Measures implemented and reflected in the Water Plan:

- Instructions for avoiding accidental spills and dumping (Environmental Regulations of the Port of Santander).
- Equipment for cleaning the water of Sector I of the Port Service.
- Environmental Management Systems and the ISO 14001 certificate.

- Internal Maritime Plan against accidental marine pollution.
- MARPOL waste management for port installations.
- Controlling the dumping of black water at the docks by means of port receptors.

Dumping into the sea

An inventory monitored and characterised by the Port Authority of points for dumping into the sea is available (points inscribed on the “Register of points for dumping into the sea along the seaboard of the Autonomous Region of Cantabria”). There is also an inventory of specific and dispersed emissions in which the risks have been estimated and assessed by means of ROM 5.1 methodology on the Quality of coastal waters in port areas.

Periodical analyses are carried out of the runoff dumped into the sea from the port receptors.



Figure 1: Plan of the rainwater reception basins and dumping control points of the Port Authority of Santander.

Measures implemented by the Port Authority with the aim of improving and controlling the dumping connected with port activities as a whole:

- An inventory and characterisation of the pollution sources at the docks.
- The follow-up of the awarding of regulated dumping permits.
- Specific technical instructions relative to solid bulk loading/unloading.
- Specific instructions for cleaning wharves.
- Surveillance of wharf operations by the Port Police Service.

- Improvement of runoff management (placement of settling tanks at the public wharf of solid bulk).
- Specific environmental requirements on the management of waste water and runoff in the awarding of concessions.
- Bonuses awarded for good environmental practices (Good Environmental Practice Agreements).
- Approval of Internal Maritime Plans (IMPs) to address marine contamination emergencies.
- Daily cleaning of water and ramps by the cleaning service.

Cleaning docks and communal water areas

The “Pelican” type launch of the Cleaning Service of the Port of Santander removed from the waters and ramps of the Port Service Area in 2019 a total of 254.48 tons of solid waste. The management of the waste collected is controlled by the Port Authority, which is also responsible for collecting and managing dead animals from the water and marine dumping.

Soil

Quality controls are carried out periodically on the underground waters of the piezometric network installed at the Port of Santander with the aim of checking the evolution of the control parameters and assessing their environmental situation.

The conclusions of the last risk assessment carried out of the piezometric network indicate that the impact detected in the soil and in the underground water of the areas investigated at the Port of Santander does not represent an unacceptable risk to the health of the people working at the location or in the vicinity or for those living nearby, with both current and future uses being taken into account.

During the first six months of 2019 the works of characterisation and risk analysis on the land of the Dry Dock of the Port of Santander were carried out so as to meet the requirements of the Regional Ministry of the Environment regarding the change of uses expected for said area. The Quantitative Risk Analysis determines the existence of evidence of risk situations for the people located in the area and in the vicinity. Immediate actions were therefore proposed such as paving those areas lacking concrete flooring or which have deteriorated with the aim of reducing the risk.

In 2019 an exploratory soil characterisation study was also carried out prior to the new franchise, which is crucial for acknowledging the initial situation and the measures required in the event of the suspending of the activities (CLdN, 2019).

WASTE MANAGEMENT

General panel of the waste managed by the Port Authority by means of the Cleaning Service in the common land and water areas of the Port in 2019:

Rótulos de fila	Meruelo	Dangerous	Assesment	Total general
WATER	254.480 Kg			254.480 Kg
RAMPS				
Ramps	254.480 Kg			254.480 Kg
WHARF	942.260 Kg	735 Kg	521.710 Kg	1.464.705 Kg
PORT				
Engine oil		735 Kg		735 Kg
Rubble			193.680 Kg	193.680 Kg
PORT OF	34.160 Kg		100.740 Kg	134.900 Kg
OTHER				
Sweepings	7.500 Kg		1.500 Kg	9.000 Kg
Corn			19.250 Kg	19.250 Kg
Timber	2.060 Kg			2.060 Kg
Plastics			1.380 Kg	1.380 Kg
PORT				
Sweepings	898.540 Kg		181.320 Kg	1.079.860 Kg
Paper and cardboard			7.080 Kg	7.080 Kg
Madera			16.760 Kg	16.760 Kg
FISHING PORT	96.060 Kg	19.375 Kg	9.160 Kg	124.595 Kg
FISH				
Pallets			1.920 Kg	1.920 Kg
Sweepings-RSU	96.060 Kg			96.060 Kg
Nets			7.240 Kg	7.240 Kg
FISHING RECYCLING CENTRE		19.375 Kg		19.375 Kg
RECEPTOR	85.700 Kg			85.700 Kg
PORT				
Sweepings-RSU	24.620 Kg			24.620 Kg
BUILDING&FRANCHISES				
Sweepings-RSU	61.080 Kg			61.080 Kg
GENERAL TOTAL	1.378.500 Kg	20.110 Kg	530.870 Kg	1.929.480 Kg

Evolution of the waste generated in previous years:

COMMON LAND AREA AND WATER DEPTH	2015	2016	2017	2018	2019
General sweepings of the port (Tn):					
Organic fraction	348	458,5	446,64	819,30	898,54
Inert fraction	72,08	153,6	165,71	166,42	0,00
Assessed		5,18	43,285	266,71	181,32
TOTAL	420,08	617,28	655,635	1.252,43	1.079,86
Sweepings from loading/unloading by stopovers (Tn)					
Organic fraction	148,52	140,585	82,96	67,82	34,16
Inert fraction	29,3	24,26	0	0,00	0,00
Assessed			116,04	36,34	100,74
TOTAL	177,82	164,85	199,00	104,16	134,90
Waste removed from the water depth (Tn)					
Organic fraction	263,48	150,64	223,4	234,26	254,48
Inert fraction	20,96	19,54	5,34	0,00	0,00
TOTAL	284,44	170,18	228,74	234,26	254,48

Accidents

The Port Authority manages the waste generated in the accidents taking place on the water surface and at water depth of unknown origin (municipal dumping through the Raos 1-7 sump, vehicle and machinery spillage at wharves, etc.).

The IMP (Internal Maritime Plan) was activated on four occasions in 2019, **managed waste: 45,820 kg.**

Rubble

Assessed in 2018: **205,120 kg** and in 2019: **193,680 kg.**

Works

Identification and monitoring of the waste per work (Operation/Maintenance Area):

- Concrete walls in Calle Antonio López (IP 41/19). **Scrap 3.48 Tn; Rubble: 182.79 Tn.**
- Conditioning and installation of 4 lighting towers (IP 37/19). **Concrete mixtures 47.90 Tn; scrap: 10.300 Tn.**
- Safety fencing at Maritime Command Headquarters and External Health Department (IP 7/19). **Scrap: 2.8 Tn; Rubble: 28.46 Tn.**
- Renovation of the Art Collection Archive and Deposit. **Concrete mixtures, construction materials, timber, 73.12 Tm assessed.**
- Concrete walls for port enclosure in Avenida Sotileza and Calle Antonio López (IP 89/19) **Rubble: 347.52 Tn.**
- New control for the access to Raos Wharves (P-336).

- Renovation of the hold deck for fishing gear located near the fish market (P-338).
- Renovation of the building for the new maintenance facilities located in Calle Río Miera (P-341).

Identification and control of the waste per work (Infrastructure area):

	RENOVATION OF OVERSTRUCTURE IN RAOS WHARF 3 (2019)	RENOVATION OF THE FERRY TERMINAL (2019)	PAVING ON THE RAOS NORTHERN BREAKWATER (2019)	MAINTENANCE DRAINAGE (2019)	TOTAL
DANGEROUS WASTE					
PLATES AND PIPES OF ASBESTOS CEMENT (KG)	10.400				10.400
Total (Kg)	10.400	-	-	-	10.400
MIXTURE OF NON CONTAMINATING MATERIALS (STONES, EARTH, ETC) (LER170504) (Kg)	14.843.670	553.275			15.396.945
LANDS IN THE NON DANGEROUS WASTE DUMPING SITE (INVASIVE PLANTS) (LER200201) (Kg)			284.320		284.320
CONCRETE DEMOLITION AND CONSTRUCTION WASTE (LER170101) (Kg)	955.420	277.230			1.232.650
BITUMINOUS MIXTURES, COAL TAR AND OTHER TAR PRODUCTS (Kg)	5.363.072	526.900			5.889.972
PRUNING AND VEGETAL WASTE (Kg)			30.530		30.530
TOTAL (Kg)	21.162.162	1.357.405	314.850	-	22.834.417

Waste from ships (MARPOL)

MARPOL I WASTE (Hydrocarbons)	2015	2016	2017	2018	2019
SHIPS USING THE SERVICE	27,12%	27,81%	11,50%	28,78%	29,86%
AVERAGE DELIVERY PER STOPOVER (m ³)	11,31	11,40	13,86	12,28	11,84

MARPOL V (Similar to urban)	2015	2016	2017	2018	2019
SHIPS USING THE SERVICE	42,21%	48,83%	52,83%	51,26%	51,43%
AVERAGE DELIVERY PER STOPOVER (m ³)	2,11	2,60	2,32	2,37	2,46

ECOEFFICIENCY OF NATURAL RESOURCES

Electric Energy

ELECTRIC ENERGY (PAS Installations) (Kw/h)	2015	2016	2017	2018	2019
PAS TOTAL	2.901.248,59	2.862.746,33	3.614.710,09	3.179.842	3.210.192
SERVICE SURFACE AREA (m ²)	2.833.430	2.833.430	2.833.430	2.833.430	2.833.430
Kwh/m ² RATIO	1,024	1,010	1,276	1,12	1,13

SOURCES OF CONSUMPTION	% OF THE TOTAL
ROAD LIGHTING	50%
OFFICES (LIGHTING, AIR CONDITIONING, ETC.)	30%
OTHER USES (INDICATE WHICH ONES)	20%

Monitoring measures or initiatives, savings during 2019:

- Change to LED lamps on three lighting towers.

Water

WATER CONSUMPTION (m ³)	2015	2016	2017	2018	2019
PAS TOTAL	43.965	20.098	30.000	48.519	49.132
SERVICE SURFACE AREA (m ²)	2.833.430	2.833.430	2.833.430	2.833.430	2.833.430
RATIO m ³ /m ²			0,011	0,017	0,017

SOURCES OF CONSUMPTION	% OF THE TOTAL
DOMESTIC/OFFICES	12,60
OTHER USES (CLEANING ROADS/FIELDS/ CLEANING EQUIPMENT)	52,27
PAS INDUSTRIAL INSTALLATIONS (ICE FACTORIES, FISH MARKET, BOX WASHING AREA*)	20,49

NETWORK EFFICIENCY IN %	2017	2018	2019
(% OF THE MONITORED AND REGISTERED CONSUMPTIONS WITH RESPECT TO THE TOTAL WATER SUPPLIED)	84,42%	66,71%	68,76%

Monitoring measures or initiatives, savings during 2019:

- Water saving system for public roads and docks by means of cisterns for collecting rainwater.
- Detecting and monitoring of water leakages.

Fuel

FUEL IN KWH	2017	2018	2019
PAS TOTAL	299.735,64	339.055,47	309.774,83
SERVICE SURFACE AREA IN m ²	2.833.430	2.833.430	2.833.430
m ³ /m ² RATIO	0,106	0,120	0,109

FUEL TYPE	% OF TOTAL
NATURAL GAS	-
BUTANE AND PROPANE GAS, OR LIQUEFIED PETROLEUM GASES	-
PETROL	14,38%
GAS OIL	85,62%
BIOFUEL	-

SOURCES OF CONSUMPTION	% DEL TOTAL
HEATING/HOT WATER/SANITARY HOT WATER	9.73%
VEHICLES	75.48%
VESSELS	3.16%
GENERATORS	8.17%
OTHER USES (FISH MARKET-BRIDGE; INDUSTRIAL USE)	0%

Saving measures applied during 2019:

- Buying 2 electric vehicles.
- Replacing sodium vapour lamps with LED lamps.

INFORMATION SYSTEMS

During the 2019 accounting year the division of information systems and technology has focused a large part of its work on the following services:

- Developing and improving the service of the ITC division.
- Updating the services of the electronic administration platform.
- Implementing the IP telephony service.
- Improving the services of the control and security of the port enclosure.

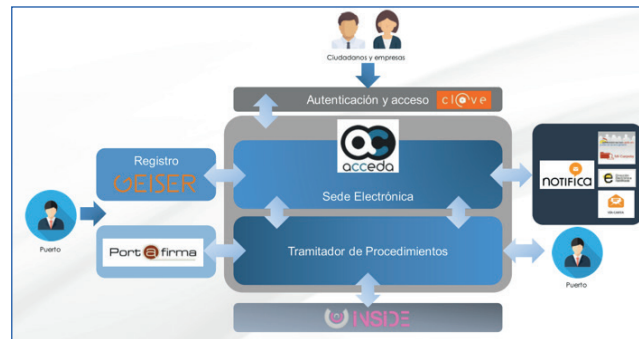
At an internal level of the division, the first significant action consisted of the technological renovation of the servers and storage units which were part of the core of the systems of the Port Authority of Santander (PAS). The essential objectives of this action were to make the operation of the systems less complex and to give this infrastructure high availability and mechanisms of operative contingency. The technological solution is based on software from the manufacturer VMware of HCI (Hyper-Convergent Infrastructure) and DELL EMC hardware. The final result of this work has allowed the PAS to obtain sufficient storage and processing resources for the next 4 years.

As security at a cyber level is essential, in this sense various different tasks have been carried out at an EndPoint level, installing control and security products to prevent possible attacks. At another level a service in the cloud has been contracted to allow the blocking of malicious destinations on the Internet before a connection is established. This service is capable of analysing data to identify patterns, detect anomalies, and create models to predict whether a domain or IP is malicious or not. Moreover, it automatically correlates the data and blocks attacks when necessary. In this same sense the division has rejected the use of the backup tape as a permanent means of creating its copies in favour of using copies on a removable disk, which allows a shorter backup window time and its maintenance offline; in this way its availability is guaranteed if a serious incident occurs.

The migration of the mail server to the cloud has been carried out with the objective of guaranteeing the service and its availability on a platform which is always up-to-date. This service also includes the licence of the office computer software of the employees of the PAS and as an added value it has the capacity to store files in the cloud; it can share and collaborate with these files and allow communication in a videoconference context with other employees or outside collaborators. This same project included the migration of all the operating systems of the employees to a single updated version which is Windows 10. Together with this updating, new camera

and sound systems were implemented in a large number of the installations so as to allow the extensive use of videoconferences at the company.

As for the process of digital transformation (which has already been initiated) and with the aim of guaranteeing regulatory evolution, reducing maintenance and hosting costs, and ensuring compliance with all legal requirements, the PAS decided to use solutions of the General State Administration. It therefore put into operation several solutions based on the catalogue of the Technological Transfer Centre of the Ministry of Finance and Public Duties which are suitable for its needs, implementing the services of Electronic Headquarters, Register, Notification, Signature, and Electronic Dossier.



To be precise, this year the solution of the Electronic Headquarters and Processor has been put into operation; it is part of the application of the register, notification, and cl@ve (code). As a register a solution based on GEISER has been implemented which allows the meeting of the needs of both electronic and physical registers and is perfectly integrated with the Electronic Headquarters; in its turn it is certified with the Register Interconnection System (Sistema de Interconexión de Registros, SIR). Moreover, a platform has been prepared for the generation of electronic dossiers according to the National Integration Scheme (Esquema Nacional de Integración, ENI) based on the INSIDE solution. Finally, a gateway has been set up to allow the notification in electronic form of all outgoing documents of the register of the PAS, using the NOTIFIC@ solution in order to do so.

On the other hand, the work started in 2018 on the migration of the telephony of the PAS has now been completed. This work involved the migration of said telephony to an IP telephony system based on Open Source applications which allow the company not to be related to any brand, thus improving the functions of the service and the scalability and profit of its costs. This action has allowed, among many other benefits, the implementation of an automatic operator with smart voice recognition, the implementation of audio conference devices, high-performance telephones, integration with contact management software, etc.

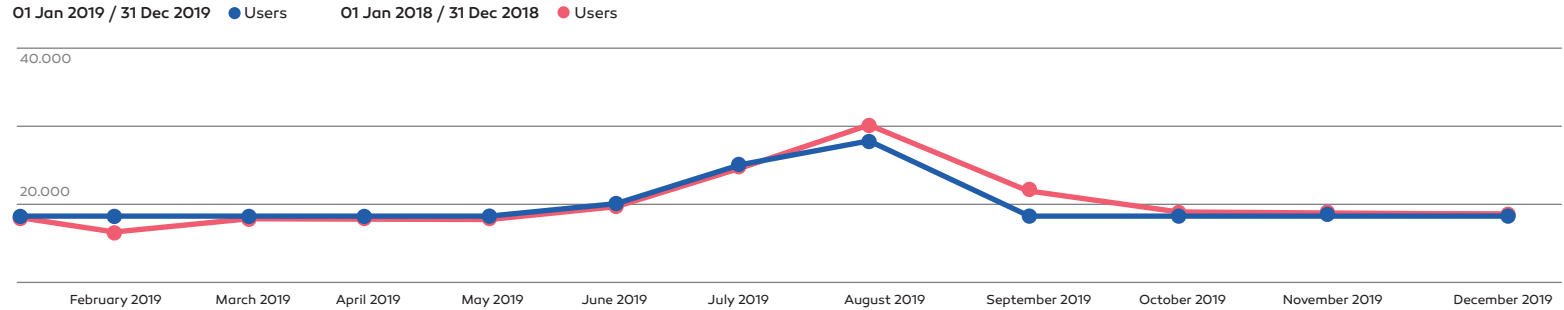
Another essential part of the Division has been the continued implementation of security systems based on machine learning technologies and artificial intelligence, which allow the carrying out of active and dynamic surveillance based on the learning of the systems during their exploitation. This has significantly improved the work of perimeter and open space surveillance. To be precise more servers have been included in the video surveillance system, which allow more and improved features above all concerning the level of the success and follow-up of objectives. These additions are complemented by a large number of state-of-the-art cameras and sensors which facilitate control and security work from the control centre (CCS). The latter has also been fully renovated by means of a solution which converts the complexity of systems and the large amount of information they provide into an intuitive experience by means of a global, personalised, and flexible vision of multiple sources so as to have everything under control. The implementation of this new service has allowed an ergonomic solution which facilitates to a large extent the work of the controller, in such a way that each user can configure the arrangement of the systems as he/she wishes. This allows a significant improvement in the degree of comfort of the user with the systems.

Finally, considerable progress has been made in the implementation of authorisations and the controlling of access to the port enclosure by means of QR codes. This

service has been introduced at the Maliaño control point. In connection with this service a gateway link has been implemented with the access systems of a terminal of the Port, in such a way that the authorisation that has been validated by the terminal allows access to the port enclosure at the same time as to the terminal. The PAS intends to establish agreements with the terminals which allow the integration of the various services. Various access controls have also been implemented by means of Licence Plate Readers (LPRs) which allow automated access to the Port.

Statistics of content use on the Internet

As for the use of the information on the **www.puerto-santander.es** website, it should be emphasised that during this trading year (2019) there has been an increase of 2.85% in the number of users. The remainder of the figures continue to be positive as in previous years.



Meaning of the indicators:

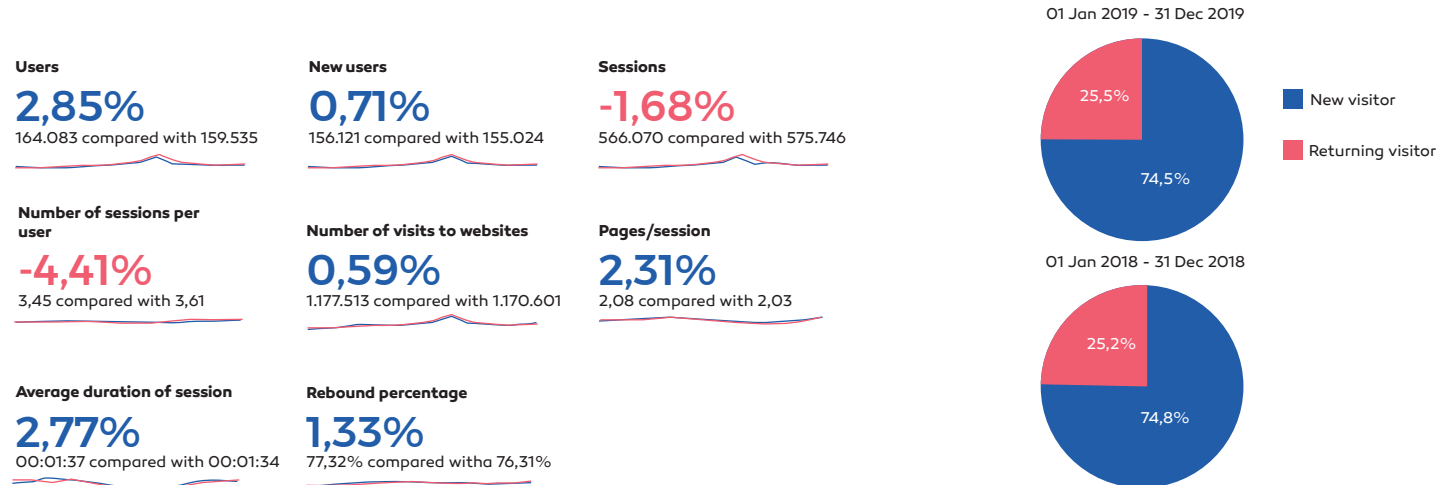
Session: Entry of a user at a specific moment. Even if he/she enters several websites this will be counted as a single session.

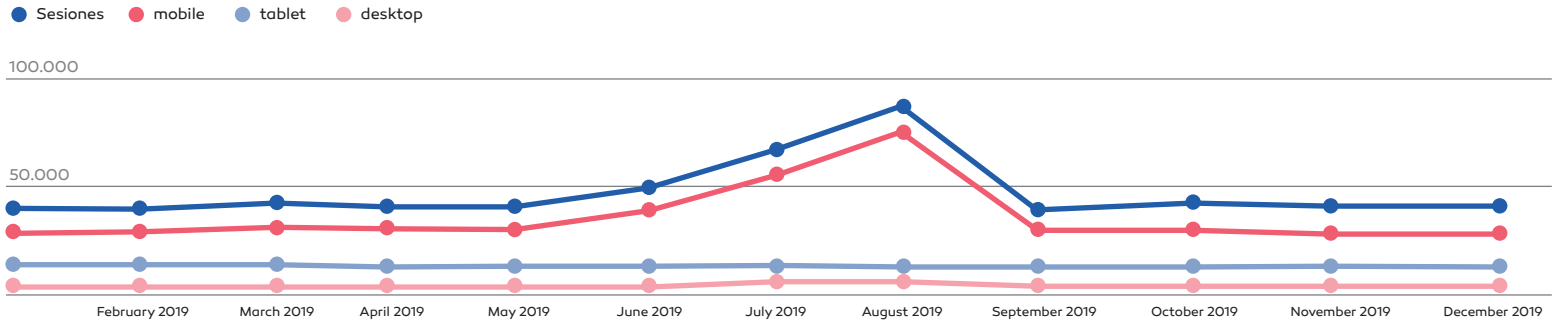
User: Visitor identified by his/her IP address.

Pages visited: Number of pages visited.

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

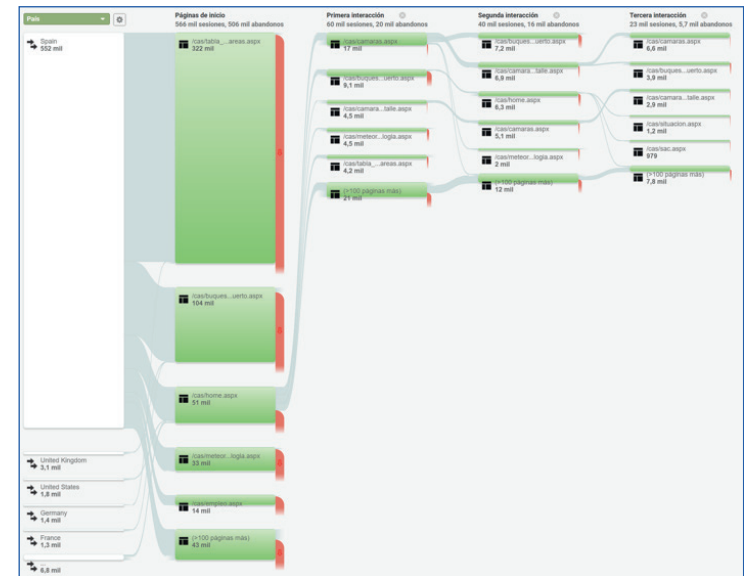
New visits: Visitors who had not previously entered our website.



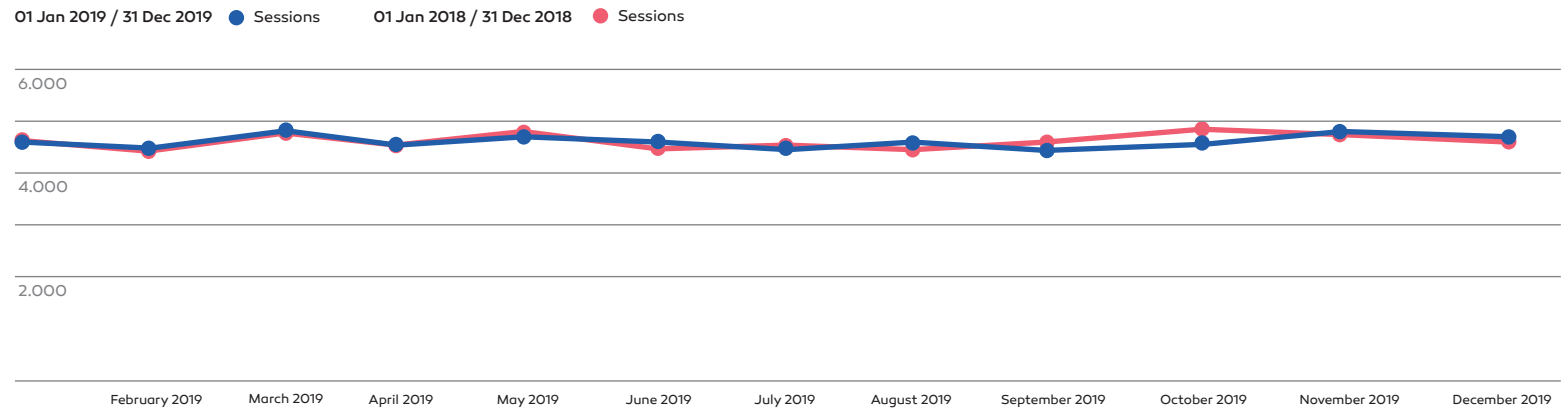


As far as the devices by which our information is accessed are concerned, the use of mobiles as a tool to access our website has completely supplanted any other current technological alternative. This trend points us towards how we must work on the forthcoming objectives.

Finally, it can be seen that the information most frequently consulted on the website is the tide table, followed by information from live cameras. Job vacancies and weather information were a long way behind.



As for the application for Port Services Management (Gestión de los Servicios Portuarios, GPS), <https://gps.puertasantander.es>, it can be seen that in 2019 the use of this service was very constant over time and it appears that the number of users has reached its limit; nothing striking can be observed.



PORT SERVICES. MAINTENANCE

Throughout 2019 the Maintenance services have implemented various contract files for both expenses and investment. Among the latter those related to the protection of the port enclosure, the maintenance of buildings and installations, and action for maintaining roads and lighting elements stand out.

- New access control to raos wharves.
- Alterations to the building for new maintenance installations in calle rio Miera.
- Security fence on the roof of the maritime facilities.
- Security fence in the area of the naval headquarters and border health control.
- Concrete low wall for port enclosure in calle Antonio López.
- Concrete low walls for port enclosure in avenida so-tileza and calle Antonio López.
- Renovation and expansion of the border checkpoint for lifting temporary suspension.
- Conditioning and installing four lighting towers.
- Supplying and installing a public lighting tower on raos wharf 3.
- Supplying, spreading, and compacting bituminous mixtures when hot.
- Supplying and installing 2 moisturisers for the fishing installations area at the market of the port of Santander.
- Supplying of fixed urban elements for restricting vehicular access to the Calderón wharf.
- Road markings in various areas of the port of Santander.
- Treatment of paint on the structure of the roof of the maritime facilities.
- Exterior paintwork of the façades of the headquarters.
- Renovating the exterior of the la torre island building.
- Acquiring a platform truck for the maintenance service of the PAS.

NEW ACCESS CONTROL TO RAOS WHARVES

The access control to the Raos Wharves, the West Raos control point, is the main entrance to the Port of Santander for Ro-Ro merchandise. Owing to its age, its aesthetics and operation are inadequate. Its remodelling has been initiated with improved aesthetic criteria; the functionality requirements for this type of infrastructure are also being complied with.



ALTERATIONS TO THE BUILDING FOR NEW MAINTENANCE INSTALLATIONS IN CALLE RIO MIERA

The priority town planning objectives of the Town Council of Santander include the expansion of Calle Antonio López, the width of which is currently delimited by the outer façade of the sheds housing the workshops and offices of Maintenance and Maritime Signposting of the Port of Santander. In accordance with an agreement with the Town Council of Santander, the Ministry of Infrastructures, and the Port of Santander, the first of these will demolish the sheds and remodel Calle Antonio López.

In order to carry out this work it will first be necessary to transfer the workshops and offices affected to a new location. For this purpose the existing buildings in the area of port public domain where Calle Peña Prieta meets Calle Río Miera, which were formerly occupied by the GERPOSA Company, were considered to be suitable.





SECURITY FENCES

This section includes several files which show the effort which has been made by the Port Authority to improve the security conditions of its traffic. In 2019 these concentrated on the ferry terminal and the Maliaño area:

Security fence on the roof of the maritime facilities



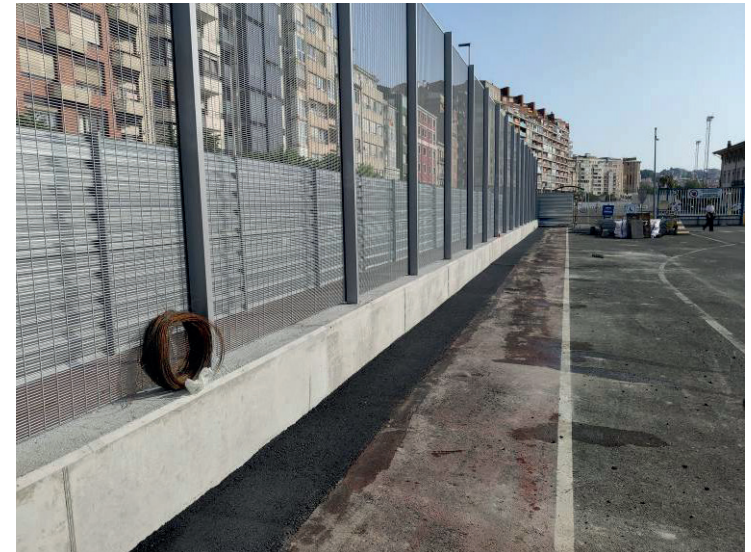
Security fence in the area of the naval headquarters and border health control

After the replacement of the old fencing with a 4 m security fence on a concrete low wall of 0.5 m on the northwest and southwest areas of the Maritime Facilities, attempts at illegal entry into the port enclosure and in particular the ferry terminal have moved to the existing fences in the area of the Naval Headquarters and Border Health Control, which are insufficient to dissuade potential intruders. In order to protect the commercial traffic of ferries to and from the port it was considered necessary to replace the aforementioned fencing with a security fence.



Port enclosure in calle Antonio López y Avenida Sotileza

It includes several contract files of low walls and enclosures from the area of the Border Health Control which has already been closed to Avenida Sotileza, maintaining the type and appearance of the previous enclosures of the Ferry Terminal.





CONDITIONING AND INSTALLING FOUR LIGHTING TOWERS

Supplying and installing a public lighting tower on the raos 3 wharf

In the 1980s when the first Raos wharves were built, the lighting of the open spaces was achieved by using lattice towers of some 30 metres in height crowned with between 8 and 12 lights with sodium vapour or mercury

lamps. Given the advanced age and the height of these towers, changing or repairing the lights located on their crowns would be very risky. Because of this they are being replaced by towers with dodecagonal sections and mobile crowns 30 m in height; the opportunity is being taken to install lights with LED technology.





SUPPLYING, SPREADING, AND COMPACTING BITUMINOUS MIXTURES WHEN HOT

Road markings in various areas of the port of Santander

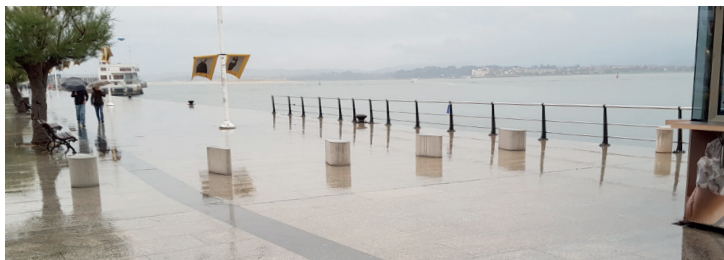
The passage of general merchandise and bulk commodities generates a large number of heavy goods vehicles on the roads of the Port of Santander. This fact leads to the progressive wear of the structural capacity of the bearing layer of the road surface and the deterioration of the road markings. To correct these problems various actions have been contracted in 2019. Those related to road markings included the creation of spaces for semi-trailers on surfaces of the North Margin and the Central Breakwater of Raos.





Supplying fixed urban elements for restricting vehicular access to the Calderón wharf

The Port Authority of Santander commissioned the definition of a series of fixed urban elements to be installed on the ends of the Calderón Wharf to prevent the access of vehicles to said wharf so as to maintain its structural stability.



EXTERIOR PAINTWORK ON THE FAÇADES OF THE HEADQUARTERS

The current headquarters of the Port Authority of Santander is a three-storey building located on the Maliaño Wharf on the edge of the Bay of Santander. The interior of this building was fully renovated in 2005 and its façades were restored in 2006.

The marine environment to which the building is exposed and the time which has passed since the previous restoration of façades made new action necessary to avoid further deterioration and renew the appearance of the building.



RENOVATING THE EXTERIOR OF THE LA TORRE ISLAND BUILDING

The building located on La Torre Island was constructed in 1982. It is a three-storey construction with a garage area for boats alongside the ground floor.

The marine environment to which the building is exposed and the time which has passed since the previous work made new action necessary to avoid further deterioration and renew the appearance of the building.

Therefore the exterior of the building has been renovated by painting the façades and restoring the railings, joinery, and metallic tilt-up canopy doors.





ACQUIRING A PLATFORM TRUCK FOR THE MAINTENANCE SERVICE OF THE PAS

During this accounting period it became necessary to acquire a new truck which includes a lifting platform with a lighter basket than the current one. The vehicle has a maximum weight not exceeding 3,500 kg so as to avoid the installation of a tachograph and to allow it to be driven with an ordinary licence.





Corporate Activities

07



Puerto de Santander



Autoridad Portuaria de Santander

PRESENTATION

As in previous accounting periods, this document summarises the main initiatives implemented by the Department of Corporate Activities in 2019.

The main novelty with regard to previous years is that according to the definition of duties approved on 3rd July 2019 to coincide with the organisation chart approved by the Board of Directors at a meeting held on 11th March 2019, the Department of Corporate Activities was entrusted with the administrative management of the cultural activities of the Port Authority, owing to which this report contains a summary of the most noteworthy tasks carried out in this field.

In keeping with the duties and activities carried out by the Department of Corporate Activities, apart from this introduction the content of this document has been organised in eight sections.

The first is devoted to the International Centre of Port Technology and Administration, while the second and third concentrate on describing the teaching and innovation and research activities carried out during the year.

Subsequently, the block devoted to “International Relations” describes the initiatives carried out by the Port Authority with port entities from outside Spain in the field

of the exchange, transfer, and generation of knowledge on port matters; next we refer to the work carried out in editing publications and briefly mention other activities carried out during the year.

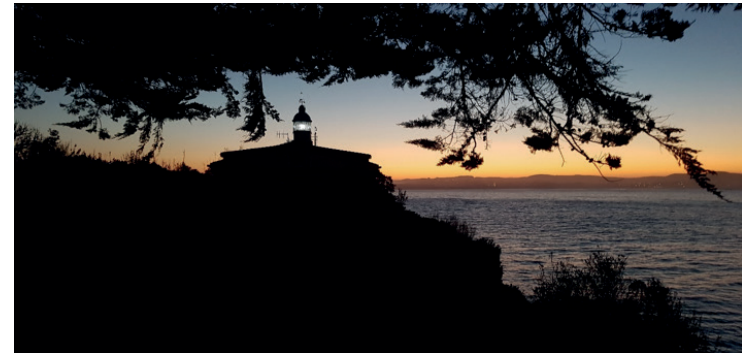
Finally, the last two sections of the document mention the work carried out at the Documentation Centre of the Port Authority of Santander (PAS) and those with a cultural theme.

INTERNATIONAL CENTRE OF PORT TECHNOLOGY AND ADMINISTRATION

INTRODUCTION

Promoted by the Port Authority of Santander, the Universidad Internacional Menéndez Pelayo, the Universidad de Cantabria, State Ports, and the Regional Government of Cantabria, the International Centre of Port Technology and Administration (Centro Internacional de Tecnología y Administración Portuaria, CITAP) was founded in 2009. It is an initiative of international scope and Latin American vocation orientated towards the construction of a space of knowledge for the modernisation and progress of the port industry.

The headquarters of the CITAP are located in the installations of the La Cerda Lighthouse of the Port Authority and are part of the “Cantabria Campus Internacional”, one of the Campuses of Excellence of Spanish universities. Furthermore, for following up its activities it has an Executive Committee consisting of representatives of its promoting entities.



Installations of La Cerda Lighthouse - Headquarters of the International Centre of Port Technology and Administration.

**INSTITUTIONAL AND CORPORATE MANAGEMENT:
GOVERNANCE**

EXECUTIVE COMMITTEE



The International Centre of Port Technology and Administration is governed by its Executive Committee; this body held no meetings in 2019. Its composition has not changed with regard to that of last year with the exception of the departure of Eduardo Vázquez de Castro and Rodrigo Martínez-Val Peñalosa, the representatives of the UIMP, who resigned from their posts in early January 2019 on the occasion of the appointment of the new team of Vice-rectors of said entity; the appointment of new representatives remains pending.

 <p>GOBIERNO de CANTABRIA</p>
<p>REGIONAL GOVERNMENT OF CANTABRIA Ministry of Innovation, Industry, Tourism, and Commerce</p> <p>Ms Mónica de Berrazueta Sánchez de Vega General Secretary</p> <p>Mr Jorge Muyo López Director General of Innovation, Technological Development, and Industrial Enterprise</p>


<p>UNIVERSIDAD INTERNACIONAL MENÉNDEZ PELAYO</p> <p>Representative: Pending appointment</p> <p>Representative: Pending appointment</p>


<p>UNIVERSIDAD DE CANTABRIA</p> <p>Ms Marta Pascual Sáez Vice-rector of the Coordination of Strategic Action</p> <p>Ms Consuelo Arranz de Andrés Vice-rector of Students and Enterprise</p>


<p>STATE PORTS</p> <p>Mr Santiago N. Díaz Fraile Area Manager for the Coordination of Human Resources</p> <p>Mr José Damián López Maldonado Head of the Department of Technology of Infrastructures</p>

	GOBIERNO DE ESPAÑA	MINISTERIO DE TRANSPORTES, MOVILIDAD Y AGENDA URBANA	
PORT AUTHORITY OF SANTANDER			
<p>Mr Jaime Santiago González López President</p> <p>Ms Cristina López Arias Director</p> <p>Secretary: Mr Francisco Javier Álvarez Head of the Department of General Administration and Legal Affairs of the Port Authority of Santander</p>			

TEACHING

The training given in 2019 revolved around the following axes of preferential action: the organisation of courses, seminars, meetings, and technical congresses; the programme of student work experience, visits to port installations, and the support given to the teaching initiatives promoted by other public and private entities.

COURSES, SEMINARS, WORKSHOPS, AND CONGRESSES

By means of the regular organisation of specialised courses, workshops, seminars, and congresses, whether indi-

vidually or in collaboration with other entities interested in promoting joint initiatives, the Port Authority aims to train and develop talent for the sector.

Seminar - Workshop “Making ideas come to life”

Management:

Néstor Guerra Escohotado

Higher Engineer of Telecommunications, entrepreneur, mentor, and Lean Start-up expert trainer.

Venue: La Magdalena Tennis Club; Avenida de la Magdalena 8, Santander.

Dates: 25th - 26th February.

Entities: Port Authority of Santander, SODERCAN, CISE, Management of Innovation, Technological.

Within the framework of the actions undertaken as from the “Ports 4.0” initiative so as to promote the creation of an “ecosystem” of innovation around the Port of Santander, in collaboration with SODERCAN and the Management of Innovation, Technological and industrial Development, and Industrial Enterprise of the Regional Government of Cantabria and State Ports, the Port Authority organised the seminar-workshop “MAKING IDEAS COME TO LIFE I” with a triple aim.



Opening ceremony of the Seminar-Workshop “Making Ideas Come to Life I”.

In the first place, facilitating initial contact between technologically based companies and start-ups and the players of the logistics-port community of Santander.



Speech by José Llorca, Head of the Area of Innovation of State Ports, at the Seminar-Workshop “Making Ideas Come to Life I”.

Secondly, giving the participants practical knowledge on the most efficient techniques and tools of creative thought for the generation and conceptualisation of ideas and their transformation into innovative initiatives and projects; in effect the Port of Santander wishes the aforementioned “ecosystem” to develop also in a “learning atmosphere” by providing opportunities and contexts so that its members can feed on new knowledge and attitudes which inspire and fire their imagination.



Speech of the teacher and entrepreneur Néstor Guerra at the Seminar-Workshop “Making Ideas Come to Life I”.



Speech of the teacher and entrepreneur Néstor Guerra at the Seminar-Workshop “Making Ideas Come to Life I”.

And thirdly, acting as a potential for catalysing and mobilising ideas liable to be presented at the first announcement of “Ports 4.0”.



Group photo of the participants in the Seminar-Workshop “Making Ideas Come to Life I”.

International Trade: maritime transport and port operations

Module: ports as intermodal and logistic centres



System: On-Line

Dates: 6th edition, 11th March – 26th May.

Dates: 7th edition, 23rd September – 8th December.

Entities: ICEX-CECO in collaboration with Extenda, the Andalusia Agency for Foreign Promotion, Aragón Exterior, Avante Extremadura; SODERCAN, the Regional Government of Navarra; the Institute of Public Works of the Region de Murcia; Igape and Proexca; the Port Authority of Santander.

Specially conceived for professionals of the international area of companies orientating their production towards export markets (mainly SMEs) or with an interest in initiating foreign trade, the course has 120 teaching hours which are taught entirely on-line.



Its programme takes the form of four modules offering students knowledge of logistics and port operations; risks inherent to maritime transport, with particular emphasis on the stage in which the product passes through the port; customs, Incoterms, transport contracts, etc. The training is complemented with visits to the major Spanish ports.

The Port Authority of Santander is responsible for the designing and drawing up of the contents of the module concerning “Ports as Intermodal Nodes and Logistic Centres”, which was taught by Cristina López Arias, the Director of the Port Authority of Santander.

In 2019 there were two editions of this course together with the corresponding sessions and technical visits made to the Port of Santander; these events are mentioned in another section of this report.

III International Logistics Congress

Management:

Jaime González López

President of the Port Authority of Santander.

Paul Willems

Director of Land Transport Spain DB Schenker.

Venue: Assembly Hall of the Campus de Las Llamas. UIMP. Avenida de los Castros 42. Santander.

Date: 09th May.

Entities: Entities promoting the International Centre of Port Technology and Administration (CITAP): the Port Authority of Santander, State Ports, the Regional Government of Cantabria, the Universidad Internacional Menéndez Pelayo, the Universidad de Cantabria, and the sponsorship of Bergé y Cia, S.A.

The main objective of this annual event, which is conceived and promoted by the Port Authority of Santander, is looking into the present and future of the sector; acting as a platform of dialogue and reflection both on the practices, processes, and problems which are transforming its current modus operandi and on the challenges, trends, and dynamics of change which are called to shape its future.



Authorities and representatives of the company sponsoring the “III International Logistics Congress”.

The Congress was held as part of the academic activities of the Universidad Internacional Menéndez Pelayo and had an attractive programme in which distinguished experts from prestigious international companies approached current and future issues for the sector, such as technological innovation, new requirements which the market is demanding from the supply chain, or the competitive strategies of short-distance maritime transport. This set of evocative themes was dealt with by means of round tables so as to encourage dialogue and the exchanging of ideas and lively discussions.



Views of the Assembly Room of the Assembly Hall of Las Llamas during the “III International Logistics Congress”.

XIX Latin American Course of Technology, Operations, and Environmental Management in Ports

Management:

Ignacio Arrondo Peral

Deputy Director of Economics and Finance - Analytical
Accountant of State Ports.

Cristina López Arias

Director of the Port Authority of Santander.

Javier López Lara

Coastal Infrastructure Manager of IH Cantabria.

Venue: Santander. Campus de Las Llamas of the UIMP.

Dates: 10th May - 06th June.

Entities: Public Body of State Ports, Port Authority of Santander, Universidad Internacional Menéndez Pelayo, Universidad de Cantabria, Cantabria Campus Internacional, Interamerican Commission of Ports of the Organisation of American States.

The Latin American Course on Technology, Operations, and Environmental Management in Ports is an initiative of international cooperation between State Ports in representation of the Spanish port system and the Interamerican Commission of Ports of the Organisation of American States, which has the collaboration of the Port Authority of Santander and is part of the academic programme of the “Cantabria Campus Internacional” of the

Universidad de Cantabria and the Universidad Internacional Menéndez Pelayo.



Picture of the group at the opening session of the “XX Latin American Course on Technology, Operations, and Environmental Management in Ports”.

It consists of a “Specialised Course” of 260 teaching hours equivalent to 10.4 ECTS credits and lasts four weeks. Designed to facilitate the training and the technical recycling of professionals from the Latin American port sector with particular reference to casuistry and Spanish experience, the Course offers its students selective specialisation according to their academic profile and professional duties with the choice of two areas of knowledge: “PORT OPERATIONS” and “ENVIRONMENTAL MANAGEMENT”,

The course was taught by Ignacio Arrondo Peral, the Economics-Financial Deputy Director of Economics and

Finance and Analytical Accountant of State Ports; Javier López Lara, Associate Professor of Hydraulic Engineering of IH Cantabria - Universidad de Cantabria, who replaced Íñigo J. Losada Rodríguez, the Full Professor of Hydraulic Engineering who had been teaching this course since the first edition; and Cristina López Arias, the Director of the Port Authority of Santander.

As in previous years, the Course was organised as a full-time study system with classroom teaching and was made up of over 100 themes organised in 19 thematic units; likewise it included the making of technical visits to ports, terminals, and port installations of various types and also to teaching and research centres related to the contents of the Course.



Visit to the Port of Santander. "XX Latin American Course on Technology, Operations, and Environmental Management in Ports".

Its teachers consisted of a large team of over 80 experts and specialists with considerable professional experience from the world of universities (laboratories and specialised research and teaching centres); directors and technicians working in the public port sector (Port Authorities, State Ports, etc.); and top executives from different fields of private initiative related to the sector: operators of terminals, consultants, construction companies, etc.



Visit to the Headquarters of the Port Authority of Santander. "XX Latin American Course on Technology, Operations, and Environmental Management in Ports".

In its XIX edition the Course had a total of 20 participants with varying technical profiles from a wide range of Latin American countries: Argentina, Chile, Colombia, Costa Rica, Guatemala, Honduras, Panama, Peru, the Dominican Republic, and Uruguay.



Closing ceremony “XX Latin American Course on Technology, Operations, and Environmental Management in Ports”.

It should be emphasised that in this edition the students had the opportunity to take part in the professional events which were held in Santander prior to the initiation of the academic activities of the Course: the 2019 Santander Cruise Forum, which was held on Wednesday 8th May at the Centro Botín Assembly Room and which was devoted to the analysis of a specific business segment of the sector: premium and luxury cruises; the “III International Logistics Congress” held on Thursday 9th May at the Assembly Hall of the Campus de Las Llamas of the UIMP, an event which is mentioned in greater detail in another part of this report; and the launch of the ship “MV Laureline” of the company CLdN CARGO, a ceremony which was held in the morning of Friday 10th

May at the Wharf of the Passenger Terminal of the Port of Santander.

The participation of the students in the aforementioned events was very high as 80% of them were present at the Forum and 85% at the III International Logistics Congress and the launch of the ship.



Ceremony of the launch of the ship “MV Laureline” of CLdN CARGO - “XX Latin American Course on Technology, Operations, and Environmental Management in Ports”.



**University Master's Degree in Coastal and Port Engineering
Speciality: Port Engineering**

Subject: General Knowledge of the Port System and the Port of Santander

Management:

Cristina López Arias

Director of the Port Authority of Santander.

Venue: Headquarters of IH Cantabria. PCTCAN. Calle Isabel Torres 15, Santander.

Dates: 13th May – 03rd June

Entities: IH Cantabria - Universidad de Cantabria, and the entities promoting the International Centre of Port Technology and Administration (CITAP): the Port Authority of Santander, State Ports, the Regional Government of Cantabria, the Universidad Internacional Menéndez Pelayo, and the University of Cantabria.

The objective of this master's degree was to provide specialised knowledge in order to understand the complex coastal processes and solutions to the challenges proposed in the development of projects in the coastal, estuary, and port sector by means of the most advanced methodologies, and practical training in the use of pioneering tools which are being developed both at the Environmental Hydraulics Institute of Cantabria and in other international centres.



University Master's Degree in Coastal and Port Engineering - Speciality: Port Engineering.

The Port Authority of Santander has been collaborating with the Environmental Hydraulics Institute to develop this initiative by supporting its teaching; and more specifically by contributing with the teaching of the subject of "Port Management". The latter concentrated on the students' acquiring general knowledge on the Spanish port system and the Port of Santander, together with a series of skills in the field of port planning and exploitation which are essential if one is to face the designing of this type of infrastructures.

Seminar - Workshop
“Making ideas come to life II: a practical approach to launching new products and services”

Management:

Néstor Guerra Escohotado

Higher Engineer of Telecommunications and Lean Start-up Expert Trainer.

Venue: Pabellón de Servicios Campus de Las Llamas. UIMP. Avenida de los Castros 42. Santander.

Date: 11th June.

Entities: Port Authority of Santander, SODERCAN, CISE, Management of Innovation, Technological Development, and Industrial Enterprise of the Regional Government of Cantabria, State Ports, and the UIMP.

As a continuation to the congress held in late February, the Port Authority of Santander, again in collaboration with SODERCAN and the Management of Innovation, Technological Development, and Industrial Enterprise of the Regional Government of Cantabria, organised the seminar-workshop on “Making ideas come to life II: a practical approach to launching new products and services”.



Opening ceremony of the Seminar-Workshop “Making Ideas Come to Life II”.

Part of the academic programme of the Universidad Internacional Menéndez Pelayo, this training action, which was also taught by Néstor Guerra Escohotado, consisted of a combination of theoretical and practical sessions designed to provide knowledge and tools for designing models based on how to create, deliver, and capture value, on the understanding of the development process of the client and the key activities related to the validation of these models in their initial stage, and on how to design experiments - or Minimal Viable Products - to interact with the users or clients and involve them in an adaptive and incremental manner. All this concentrates on the application of said tools to the drawing up of proposals liable to be presented at the “Ports 4.0” initiative.



Speech of the teacher and entrepreneur Néstor Guerra at the Seminar-Workshop “Making Ideas Come to Life II”.

Workshop “Short-distance maritime traffic in Central America: challenges and opportunities”

Management:

Jaime González López

President of the Port Authority of Santander.

José Dopeso

Director of Maritime and Port Affairs of COCATRAM.

Venue: Double Tree Hilton. San José - Costa Rica.

Dates: 11th - 18th August.

Entities: COCATRAM and the Port Authority of Santander.

Through the Central American Committee for Maritime Transport (Comisión Centroamericana de Transporte Marítimo, COCATRAM), for two decades the Central American countries have been studying the possibilities of implementing Short-Distance Maritime Traffic solutions in the region so as to strengthen their integration and physical cohesion and improve the articulation and competitiveness of the supranational market. Given that one of the strengths of the Port of Santander lies in the development of this kind of traffic, and under the protection of the “International Non Normative Agreement” signed in May by COCATRAM and the Port Authority of Santander in August in San José, Costa Rica, a regional workshop was held in order to study and diagnose the possibilities of the development of logistic chains of regional cabotage and its possible economic profitability for the private sector.

For this purpose a mixed working group was set up consisting on the part of Middle America of: Otto Noack and José Dopeso, Managing Director and Director of Maritime and Port Affairs of COCATRAM respectively; Carlos Ernesto González-Lastra, Honorary President of COCATRAM; Rodolfo Sabonge of Logitrans Advisory; Eduardo Lugo, General Manager of the Maritime and Logistics Consulting Group; and William García, Director of Economic Integration for Central America; and on the part of the port community of the Port of Santander: Jaime González, President of the Port Authority of Santander; Jose Antonio del Río, Head of Break Bulk and UECC Spain; and José Luis González, CEO of ABC Logistic S.L.; and acting as the narrator of the Middle American project, Carolina Olivares Salguero.



Progress of the Workshop: Short-Distance Maritime Traffic in Central America: challenges and opportunities.

IV Congress of Port and Maritime Law

Management:

José Antonio Morillo-Velarde del Peso

Head of the Legal Advice Service of State Ports.

Fernando Bárcena Ruiz

Lawyer and President of the International Association of Port Law.

Venue: Assembly Hall of the Palacio de la Magdalena of Santander. Universidad Internacional Menéndez Pelayo.

Dates: 12th-13th September

Entities: The international Association of Port Law, the Public Body of State Ports, the Port Authority of Santander, the Spanish Association of Maritime Law, the Universidad Internacional Menéndez Pelayo, and the remainder of the entities which promote the International Centre of Port Technology and Administration (CITAP): the Universidad de Cantabria, and the Regional Government of Cantabria.

As in previous editions, the contents of the IV Congress on Port and Maritime Law took the form of a round table and a series of talks given by experts in which three essential matters were analysed. In the first place, Royal Decree-Law 9/2019 of 29th March which modifies Law 14/1994 of 1st June and the legal adaptation of the system of workers for the providing of the port service of the handling of merchandise, and secondly, (EU) Regulation 2017/352 of the European Parliament on Port Services and their implementation. Thirdly, a study was made of Royal Decree 131/2019 which determines the obligations for establishing Shipping Agents and their manner of operation.

Finally and by way of culmination, the participants were given an overall view of port regulations and governance in Latin America and the Caribbean.



Speech of Mariola Sánchez Gutiérrez, Director of the Legal Area of RANDSTAD.



Speech of Pablo Suckel Ayala, Attorney of the San Antonio Port Company, Chile.



Closing ceremony of the Congress.

Seminar on the Port–City Relationship: global competitiveness, local sustainability

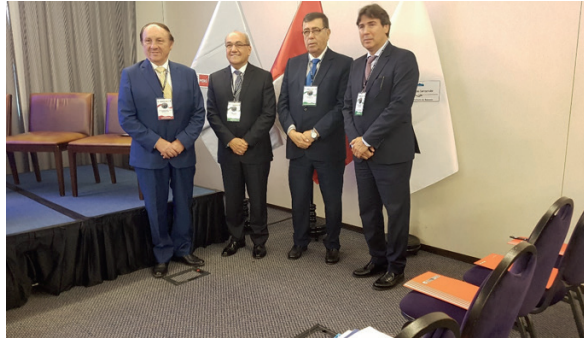
Design of the programme: Port Authority of Santander and National Port Authority of Peru.

Venue: Hotel Novotel. Avenida Victor Andrés Belaúnde 198, San Isidro 15073, Lima. Peru.

Dates: 11th-13th September.

Entities: The National Port Authority of Peru, the Port Authority of Santander, and the Interamerican Commission of Ports of the Organisation of American States (OAS).

The participation of the Port Authority of Santander in this seminar was part of the actions of collaboration with the National Port Authority (Autoridad Portuaria Nacional, APN) of Peru carried out under the protection of the “International Non Normative Agreement” signed with said entity in 2016; and also part of the support given to the “Port–City” Working Group created within the Interamerican Commission of Ports of the OAS.



Authorities and institutional representatives in the opening ceremony of the “Seminar on the Port–City Relationship: Global Competitiveness - Local Sustainability”.

Designed as an international event to facilitate dialogue, the exchanging of ideas, and joint reflection on the current challenges and priorities of Latin American port cities, and at the same time as a promoting and inspiring focus of the construction of a shared vision of their future, its objectives and its contents were organised in three modules in keeping with the following axes of reflection and debate: “Means and Trends of Change in Latin American Port Cities”, the main aim of which was analysing and understanding the present situation of Latin American ports and port cities; “Port Cities, Smart Territories”, the objective of which was to try to characterise the port city as a smart territory, in other words to profile the current pattern of what we now understand as a “smart port city”; and “Strategic Planning of Port Cities”, a block which was devoted to reflection on the practical applica-

tion of strategic planning as an instrument of dialogue and collaboration between ports and cities.



Speech of Jaime González, President of the Port Authority of Santander, at the Seminar on the Port–City Relationship: Global Competitiveness, Local Sustainability.

The Port of Santander not only collaborated in the conception of the programme, gave advice on the selection of speakers, supported the leading and moderating of the debates, and took part in the discussions of the seminar; it also contributed three talks to its content. The first of these was entitled “Port-city relationships in Spain: the experience of the Port of Santander” and was given by the President of the Port Authority, Jaime González López. The other two, entitled “Port, city, and city cum port: smart territories” and “Ideas for considering port-city relationships” were given by José Ramón Ruiz Manso, the Head of the Department of Corporate Activities.



View of the conference hall during the speech of Jaime González, President of the Port Authority of Santander, at the Seminar on the Port–City Relationship: Global Competitiveness, Local Sustainability.

Port Innovation Workshop

Management:

José Ramón Ruiz Manso

Head of the Department of Corporate Activities of the Port Authority of Santander.

Venue: Centro Cultural of the Pontificia Universidad Católica de Perú. Lima. Peru.

Dates: 16th and 17th September 2019

Entities: National Port Authority of Peru and Port Authority of Santander.

This training initiative is also part of the collaboration with the National Port Authority of Peru. In this case it has been conceived as an action specifically designed for personnel of this entity with three priority objectives: beginning to sow a culture of innovation within the APN, aiming to make its employees aware of the importance of creativity and intra-enterprise as sources of the generation of value, and the improvement, transformation, and modernisation of the modus operandi of the Peruvian port system. The workshop gave the participants basic knowledge and practices with regard to certain concepts, techniques, and tools of creative thought orientated towards the generation and conceptualisation of ideas and their transformation into innovative initiatives and projects; and aimed to generate a thought-provoking portfolio of innovation “opportunities” and “challenges” focussing on the interests of the APN.



View of the classroom of the Centro Cultural of the Pontificia Universidad Católica de Perú during the Port Innovation Workshop. Photo: National Port Authority of Peru.



Working group during the Port Innovation Workshop
Photo: National Port Authority of Peru.



Working group during the Port Innovation Workshop
Photo: National Port Authority of Peru.

On the basis of these general objectives the programme was divided into two modules. The first of these, entitled “Creativity and Innovation. Conceptual Approximation”, consisted of four lectures designed to give those attending a basic conceptual and reflective approach to the dynamics of creativity and innovation.

The second consisted of the holding of an “Innovation Workshop” organised in four stages: “Focussing: Innovation Opportunities and Challenges”; “Creativity: Brainstorming”; “Conceptualisation and Prototyping of Ideas”; and “Demo Day”; all this with the aim of identifying and selecting relevant innovation “opportunities” and “challenges” generating value for the National Port Authority; creating ideas for giving answers to the challenges selected; assessing the most promising ideas and analysing their possibilities of becoming effective innovation actions; shaping the ideas chosen so as to try to make them tangible; describing and arguing the ideas so as to expound and explain them in public; and subjecting the ideas to processes of improvement by means of the identification of their critical points, weaknesses, etc.

STUDENT WORK EXPERIENCE

The supervised training of students in actual work contexts is essential for their academic and personal development and their professional performance in the future. Work experience constitutes a specific learning situation in which students have the opportunity to apply and complement the knowledge they have acquired and to make their first contact with the world of employment.

The Port Authority of Santander has been collaborating with educational institutions in this training work, allowing students of different formative levels and profiles to undergo work experience in various functional and operative sectors of the Port of Santander. In 2019 ten students underwent work experience at the Port of Santander.

NAME	DATES	ORIGIN	WORK EXPERIENCE DEPARTMENT
DIEGO PÉREZ ABASCAL	01/01/2019 31/03/2019	Degree in Industrial Organisation Engineering. Universidad Europea del Atlántico	Economics-Finance and Internal Control Dept.
PEDRO SANTAMARÍA ENRIQUE	01/01/2019 31/03/2019	Degree in Company Administration and Management. Universidad Europea del Atlántico	Economics-Finance and Internal Control Dept.
YARISNEY GONZÁLEZ SIERRA	04/02/2019 17/02/2019	Laboreso Programme	Exploitation and Maintenance Dept.
SERGIO BAJO ANGULO	08/04/2019 28/06/2019	Administrative Management Formative Cycle. Hernán Cortés Technical College	Dept. of Corporate Activities
MELISSA VINDAS MATEO	1/04/2019 14/06/2019	Degree in Company Administration and Management. Universidad Europea del Atlántico	Economics-Finance and Internal Control Dept.
RAÚL AGORRETA VIELBA	01/04/2019 30/06/2019	Degree in Labour Relations and Human Resources. Universidad de Cantabria	Dept. of Human Resources.
MIGUEL ÁNGEL PENAGOS ABASCAL	01/04/2019 30/06/2019	Degree in Labour Relations and Human Resources. Universidad de Cantabria	Dept. of Human Resources.
ABRAHAM MALLO MIRANDA	03/06/2019 31/07/2019	Degree in Civil Engineering. Universidad de Cantabria	Dept. of Infrastructure
PAULA JOSÉ VEGA CAMPO	23/07/2019 31/12/2019	Degree in Company Administration and Management. Universidad Europea del Atlántico	Economics-Finance and Internal Control Dept.
JUAN ANTONIO HERREROS BRAGADO	05/08/19	Degree in Industrial Organisation Engineering. Universidad Europea del Atlántico	Economics-Finance and Internal Control Dept.

INSTITUTIONAL AND UNIVERSITY VISITS

The Port Authority of Santander understands the visits to its facilities, regardless of their format or audiences, to be not an opportunity to learn but also a formative experience in which discovery, direct observation, and personal experience constitute the fundamental procedure for the building of knowledge.

INSTITUTIONAL AND TECHNICAL VISITS

In 2019 eight technical/institutional visits were arranged by the Department of Corporate Activities, most of which were orientated towards getting to know in situ various facets and aspects of the Port.

During the first official visit of the Governance Committee of the UIMP (Universidad Internacional Menéndez Pelayo) to Santander after their appointment, three of its members, María del Mar García Hernández, Vice-rector of Scientific Dissemination and Exchange; Pilar García Mouton, Vice-rector of the Teaching Department of Spanish and Other Languages, and Miguel Remacha Moreno, Vice-rector of Postgraduate Studies and Research; accompanied by Eloy Gómez Pellón, visited La Cerda Lighthouse and its surroundings and held a meeting to deal with various aspects of collaboration between both institutions.

CALENDAR OF INSTITUTIONAL AND TECHNICAL VISITS	
DATE	VISIT
13 th February	<p>María del Mar García Hernández Vice-rector of Scientific Dissemination and Exchange of the UIMP (Universidad Internacional Menéndez Pelayo).</p> <p>Pilar García Mouton Vice-rector of the Teaching Department of Spanish and Other Languages of the UIMP.</p> <p>Miguel Remacha Moreno Vice-rector of Postgraduate Studies and Research of the UIMP.</p> <p>Eloy Gómez Pellón Director of the Head Office of the UIMP in Santander.</p>
7 th May	<p>Otto Noack Sierra Executive Manager of the Central American Committee for Maritime Transport (Comisión Centroamericana de Transporte Marítimo, COCATRAM).</p>
18 th June	<p>VI Edition of the ICEX Course: International Trade: Maritime Transport and Port Operations.</p>
21 st August	<p>María Luz Morán Calvo-Sotelo Rector of the UIMP.</p> <p>Pilar García Mouton Vice-rector of the Teaching Department of Spanish and Other Languages of the UIMP.</p> <p>Carlos Gómez García Manager of the UIMP.</p>
26 th September	<p>Cristina Rechy Coordinator of Projects of the Interamerican Committee on Ports (CIP) of the Organisation of American States.</p>
11 th -12 th November	<p>Mónica Segnini CEO of DESACARGA, Integrated Logistics Services - Costa Rica.</p> <p>Mario Zárate Manager of DESACARGA, Integrated Logistics Services - Costa Rica.</p>
14 th -15 th November	<p>Ana Luisa Mejía Barrientos Head of Port Consultancy and Planning Unit of Quetzal Port Company.</p> <p>Claudia María Cermeño Technical Assistant III Quetzal Port Company.</p> <p>Celeste Eunice Recinos Quetzal Port Company.</p>
26 th November	<p>VI Edition of the ICEX Course: International Trade: Maritime Transport and Port Operations.</p>



Members of the Governance Committee of the UIMP at La Cerda lighthouse.

Subsequently in August María Luz Morán Calvo-Sotelo, the Rector of the UIMP, Pilar García Mouton, and Carlos Gómez García, the Manager of the University, visited the port facilities accompanied by the President of the Port Authority, Jaime González López.



Members of the Governance Committee of the UIMP in their visit to the Raos facilities.

At the beginning of May the Port Authority received Otto Noack Sierra, the Executive Manager of the Central American Committee for Maritime Transport (COCATRAM). During his visit Mr. Noack not only signed an “International Non Regulatory Agreement” with the Port Authority of Santander, a matter which will be mentioned in a further chapter of this document; he also visited the main port terminals in addition to the IH Cantabria Institute of Environmental Hydraulics through the mediation of the PAS.



The visit of Otto Noack Sierra, the Executive Manager of the Central American Committee for Maritime Transport (COCATRAM) to the Port of Santander.

He also attended the 2019 II Santander Cruise Forum and the III International Logistics Meeting, and gave the opening lecture of the XIX Latin American Course on Technology, Operations and Environmental Management of Ports, which was entitled “Developing a maritime and port strategy for Central America”.



Otto Noack Sierra, the Executive Manager of the Central American Committee for Maritime Transport (COCATRAM) giving the opening lecture of the XIX Latin American Course on Technology, Operations and Environmental Management of Ports.

As part of the academic programme of the Course on “International Trade: Maritime Transport and Port Operations”, a formative activity promoted by the ICEX with the collaboration of the Port Authority of Santander as is indicated in another chapter of this document, two other visits took place, one in June and the other in November, to correspond to the sixth and seventh editions of the Course.



Students of the 6th edition of the Course on “International Trade: Maritime Transport and Port Operations” on their visit to the Port of Santander.

These visits not only included a guided tour of the port installations and a closer look at the vehicle terminal and that of agrifood bulk commodities, but also specific talks in which the students were given information on the characteristics and particularities of the Port, including the customs procedures carried out at ports.



Students of the 7th edition of the Course on “International Trade: Maritime Transport and Port Operations” on their visit to the Port of Santander.

In September the Port received Cristina Rechy, the Project Manager of the Interamerican Commission of Ports (Comisión Interamericana de Puertos, CIP) of the Organisation of American States (OAS), an entity with which she collaborates in the organisation of formative activities such as the Latin American Course on Technology, Operations and Environmental Management of Ports or in the field of port-city relationships.



The visit to Santander of Cristina Rechy, the Project Manager of the Interamerican Commission of Ports (CIP) of the Organisation of American States (OAS).

During her visit, she held a meeting with Mar García de los Salmones, the Manager of the UIMP Head Office in Santander, which constitutes the academic and residential headquarters of this Course.

The visit of Mónica Segnini and Mario Zárate, the CEO and General Manager and Director of DESACARGA, Integrated Logistics Services in Costa Rica, was arranged in November. The Costa Rican firm has undertaken the project of implementing a short-distance maritime traffic service along the Central American Pacific coastline, and for this reason it is concerned with the study and first-hand knowledge of the solutions which are being implemented in the Port of Santander for this type of regular shipping lines.



Mónica Segnini and Mario Zárate from the DESACARGA Company at La Cerdá Lighthouse.

Apart from carrying out on this visit a follow-up in situ of the operations performed in the short-distance maritime transport terminals of the Port of Santander, the representatives of DESACARGA also had the opportunity to hold an interview with Pablo Pellón, the General Manager of CLdN Shipping Lines Spain; José Antonio del Río, Head of Break Bulk - Head of Spain UECC; Roberto Castilla, the Deputy Manager of Brittany Ferries España; and Manuel Trueba, the Manager of Cantabriasil / Marítima Dávila Santander.

Also in November, the Port of Santander received the visit of a delegation of technicians from the QUETZAL PORT COMPANY (Guatemala), whose members were: Ana Luisa Mejía Barrientos, the Head of the Port Advisory and Planning Unit; Claudia María Cermeño, Technical Assistant III; and Celeste Eunice Recinos. The visit focused on

this occasion on issues such as the operation of certain specialised terminals (mineral solid bulk, agrifood, and vehicles), the operation of the Fish Market, and experiences in port-city relationships.



Ana Luisa Mejía Barrientos and Claudia María Cermeño from the Quetzal Port Company with the President of the Port Authority of Santander, Jaime González.

UNIVERSITY VISITS

During 2019, a total of five visits were received from university groups, which involved the reception of a total of 114 people.

CALENDAR OF UNIVERSITY VISITS		
DATE	VISIT	N.º PEOPLE
29 th January	Students of the Master's Degree in Commerce, Transport, and International Communications - Dpt. of Economics - Faculty of Economic Science and Business Studies. Universidad de Cantabria, and 2 nd -year students of the LA MARINA High School.	21
1 st March	1 st -year students of the Degree in Geography and Spatial Planning. Subject: "Territory and Landscape. Initiating Field Observation". UC	19
27 th March	Students of the University Master's Degree in Telecommunication Engineering. UC	23
10 th May	Students of the Degree in Environmental Studies. Universidad Europea del Atlántico.	40
28 th November	Students of the Technical College of Maritime Engineering. UC	25
TOTAL		114



Visit of the 1st-year students of the Degree in Geography, Universidad de Cantabria.



Visit of the students of the Master's Degree in Telecommunication Engineering.
Universidad de Cantabria.

OTHER TEACHING ACTIVITIES: COLLABORATION

In addition to the design and organisation of its own training activities and those conceived and carried out in collaboration with other institutions interested in encouraging joint initiatives, the Port Authority of Santander supported a series of formative actions promoted or launched by other entities.

COLLABORATION WITH THE UNIVERSIDAD DE CANTABRIA

Aware of the interest in and the importance of the training of professionals in the port sector, the Port Authority of Santander has been collaborating with the Universidad de Cantabria in two formative activities with different profiles.

University Master’s Degree in Coastal and Port Engineering

Collaboration with this master’s degree, which is mentioned in another chapter of this report and which to be precise specialises in Port Engineering, took the form of the designing and teaching of the subject “Port Management”. This activity was carried out from 13th May to 3rd June on the premises of the IH Cantabria Institute of Environmental Hydraulics.



University Master’s Degree in Commerce, Transport, and International Communications

As in previous years, collaboration with this Master’s degree took the form of the providing of teachers and the making of technical visits to the port installations.



COLLABORATION WITH THE UNIVERSIDAD INTERNACIONAL MENÉNDEZ PELAYO

Three activities of the summer academic programme of the Universidad Internacional Menéndez Pelayo were held on the premises of the International Centre of Port Technology and Administration of the La Cerda Lighthouse:

Seminar: Summer School on Quantum Technologies

Director:

Diego Porras Torre

Institute of Fundamental Physics, Higher Council for Scientific Research (Concejo Superior de Investigaciones Científicas, CSIC).

Secretary:

Ramón Aguado Solá

Institute of Material Science in Madrid, CSIC.

Dates: 17th to 21st June, 2019

Bodies: UIMP, CSIC.



I International School on Particle Physics and Cosmology. New windows to the Universe: gravitational waves and multi-messengers

Director:

Teresa Rodrigo

Professor of Atomic Physics. Director of the Institute of Physics of Cantabria (CSIC-UC).

Alberto J. Castro-Tirado

Research professor. Institute of Astrophysics of Andalusia.

Dates: 1st to 5th July 2019.

Bodies: UIMP, CSIC General Foundation.



Seminar: Interuniversity Master's degree in Contemporary History. Series of lectures. Historiography and historic methodology: new challenges.

Director:

Fernando Molina

Permanent Researcher and Doctor of Contemporary History. Universidad del País Vasco (UPV/EHU).

Secretary:

Víctor Amado

Associate Professor of Contemporary History. Universidad del País Vasco (UPV/EHU).

Dates: 1st to 5th July 2019.

Body: UIMP.



School:
IV “Tariana Pérez de Guzmán el Bueno” Environmental School.

The challenges of the Anthropocene: from research and communication to a new governance of the planet’s resources.

Director:
Fernando Valladares
Research Professor of the National Museum of Natural Science, CSIC.
Associate Professor of the Universidad Rey Juan Carlos.

Secretary:
Belén Acuña Míguez
Doctor in Biology.

Dates: 15th to 19th July 2019.

Collaboration: Fundación Tatiana Pérez de Guzmán el Bueno.



Installations of La Cerda Lighthouse. Classroom building.

INNOVATION AND RESEARCH

PORTS 4.0 – SANTANDER PORT LAB

Through the “Ports 4.0” Fund and its local driving forces, the “Port Labs”, the Spanish port system has implemented an “open innovation” programme focused on attracting, supporting and facilitating the use of talent and enterprise to the sector with the aim of driving its productivity, competitiveness, and sustainability.

Initially endowed with 25M€, the Fund has the aim of financing innovative, incremental and ground-breaking ideas and projects which generate solutions, different skills, and competitive advantages for the logistics-port industry.

The programme has an incubator/accelerator of “startups” and “spin-offs”, KPMG– INNSOMNIA, which intends to provide advice, orientation and support for the ideas and projects with the aim of encouraging their taking-off and release into the market.

The 14 sites of “Ports 4.0” include that of Santander in the installations of La Cerda Lighthouse of the Port Authority of Santander.



Installations of La Cerda Lighthouse. Headquarters of the Santander Port Lab.

With the aim of encouraging and increasing the capacity of innovation of the Port of Santander and its logistics-port community, and also building up a creative and entrepreneurial fabric around it (startups, spin-offs, advanced engineering, research centres, etc.) with the potential to conceive and develop products, services, technologies, etc. to enhance the Port Authority of Santander, the latter has been working in collaboration with the Management in Innovation, Technological Development and Industrial Enterprise of the Regional

Government of Cantabria, the Society for the Regional Development of Cantabria (SODERCAN) and the International Santander Centre for Enterprise (Centro Internacional Santander Emprendimiento, CISE) to create an “ecosystem” which enables the flow and combination of internal and external knowledge, facilitates experimenting, and fosters the emergence, the crystallisation, and the implementation of good ideas and projects; the Santander Port Lab is assigned the role of the “revitalising element” of this “ecosystem”.

In addition to the formative activities described in another section of this report therefore, and in line with the work carried out during the last quarter of 2018, five briefings were held during 2019 both in small groups and also in plenary sessions with the aim of the in-depth presentation of “Ports 4.0”.

1ST Briefing

Venue: Council Hall of the Port Authority of Santander. Maliaño Wharves s/n, Santander.

Date: 8th February. (Plenary session).

Bodies: Port Authority of Santander; Management in Innovation, Technological Development and Industrial Enterprise of the Regional Government of Cantabria, the Society for the Regional Development of Cantabria

(SODERCAN) and the International Santander Centre for Enterprise (CISE).

The purpose of this session, to which local bodies, firms and “startups” developing products and services with similar profiles and connected with the activities of ports were invited, was to present the idea of an “innovation ecosystem” of the Port of Santander: its perspective, mission, members, work areas and roadmap; and also to exchange opinions and points of view regarding the shaping and operation of this “community”, innovation in the port sector, etc.



Opening session of the Ports 4.0 briefing.



View of the Council Hall of the PAS during the Ports 4.0 briefing.

2nd Briefing

Venue: La Cerda Lighthouse. Port Authority of Santander. Parque de la Magdalena s/n. Santander.

Date: 24th April (Small group).

Bodies: Port Authority of Santander; Management in Innovation, Technological Development and Industrial Enterprise of the Regional Government of Cantabria, the Society for the Regional Development of Cantabria (SODERCAN).

This briefing was similar in format to those held during the last quarter of 2018 and was aimed at the members of two clusters: MARCA, the Cantabria Maritime Cluster,

and the Sea of Innovation Cantabria Cluster (SICC) focusing on Marine Energy, with the participation of the following companies and bodies: Acorde, Astander, Technology Components Centre (Centro Tecnológico de Componentes, CTC), Degima, Demoliciones Submarinas, Edronica, Enwesa, IH Cantabria, McValnera, and Saitec Offshore Technologies.



The presentation of Antonio Cortiguera, the Head of the Information Technologies and Systems Division of the PAS during the Ports 4.0 briefing held at the La Cerda Lighthouse.

3rd Briefing

Venue: International Santander Centre of Enterprise (CISE). CDTUC. Technical College of Civil Engineering). Avenida de los Castros s/n, Santander.

Date: 30th April (Small group).

Bodies: Port Authority of Santander; International Santander Centre for Enterprise (CISE).

As part of the collaboration between the Port Authority of Santander and the International Santander Centre for Enterprise (CISE), a body with the mission not only of generating a better society by encouraging creative and innovative abilities in individuals and collective groups but also of managing the knowledge necessary to improve the entire entrepreneurial capacity of society, it was thought to be of interest to organise a work session with the students of their formative programmes in innovation and enterprise, with the aim of inviting them to join the “Innovation and Enterprise Ecosystem” and introducing them to the “PORTS 4.0” initiative and encouraging them to take part in it.



The presentations of Antonio Cortiguera, the Head of the Information Technologies and Systems Division, and Patricio Arrarte, the Head of the Ro-Ro Traffic Division of the PAS, during the Ports 4.0 briefing held at the International Santander Centre for Enterprise (CISE).

Jornada ports 4.0

Venue: Palacio de la Magdalena. UIMP. Parque de la Magdalena s/n, Santander.

Date: 12th July (Plenary session).

Bodies: Port Authority of Santander; Management in Innovation, Technological Development and Industrial Enterprise of the Regional Government of Cantabria, the Society for the Regional Development of Cantabria (SODERCAN); State Ports; UIMP; KPMG - INNSOMNIA Incubator/Accelerator.



View of the Banqueting Hall of the Palacio de la Magdalena during the Ports 4.0 event.

At this briefing Quim Martínez Bosch, the Management Consulting Director of KPMG Asesores, S.L., gave a technical lecture on the constitution of the Ports 4.0 fund, its release, roadmap, expected results, collaboration channels, etc. After a round of questions from those attending there was a discussion on the innovation challenges facing the Port of Santander and its logistics community, chaired by Jaime González, the President of the Port Authority of Santander, and Federico Gutiérrez-Solana, the Manager of the CISE.



View of the Banqueting Hall of the Palacio de la Magdalena during the Ports 4.0 event.

Ports 4.0 event - Afterwork Santander

Venue: Fundación Botín Assembly Hall. Calle Pedrueca N° 1, Santander.

Date: 28th November (Plenary session).

Bodies: Port Authority of Santander; Management in Innovation, Technological Development and Industrial Enterprise of the Regional Government of Cantabria, the Society for the Regional Development of Cantabria (SODERCAN); State Ports; UIMP; KPMG - INNSOMNIA Incubator/Accelerator. Fundación Botín.



Photo of the Assembly Hall of the Fundación Botín during the Ports 4.0 event.
Afterwork Santander.



View of the Assembly Hall of the Fundación Botín during the Ports 4.0 event.
Afterwork Santander.

During this briefing, which was attended by Jorge Muyo López, the General Manager of Innovation, Technological Development and Industrial Enterprise of the Regional Government of Cantabria; Cristina López Arias, the Director of the Port Authority of Santander; and Federico Gutiérrez-Solana, the Director of the CISE. Silvia Moreno Lombardo, a Consultant of KPMG Asesores, S.L., not only gave a talk on the Ports 4.0 fund and the regulatory basis of the programme but also presented the Incubator/Accelerator office of the Ports 4.0 fund in Santander together with the advisory plan anticipated for its operation.

STUDIES AND REPORTS

Port-city relationships in Latin America

As a follow-up to the report submitted in March 2018 entitled “PERU, PORTS AND PORT CITIES: Relationships and Dynamics in a Globalised World”, which covered the initiatives carried out in 2017 in Lima and Paita under the “International Non Regulatory Agreement” signed in 2016 by the National Port Authority of Peru and the Port Authority of Santander, with the aim of designing and encouraging a port-city strategy for the Peru port system, a new report was drawn up in 2019: “PERU, PORT-CITY INTEGRATION: CONCEPTUALISATION AND STRATEGIC FORMULATION”, which not only mentioned the “port-city” actions carried out in Lima, Piura and Paita between 26th November and 11th December, 2018 but also gave an account of the results of the works carried out in the workshops with the aim of taking a closer look at the conceptualisation, formulation, and implementation of a port-city strategy for the National Port Authority of Peru.



Urban beach of the town of Paita. Peru

Moreover, in 2019 the report entitled “NICARAGUA: PORTS AND PORT CITIES. PROCESSES, CHALLENGES AND OPPORTUNITIES” was drawn up with the aim of giving an account of the training activities carried out in Managua and Corinto in December 2018 as part of the “International Non Regulatory Agreement” signed in 2017 with the National Port Company of Nicaragua, and also of expounding the main ideas and the conclusions drawn from the port-city workshops held in these cities, with the aim of analysing and diagnosing the situation of the relationships between both players and initiating strategic thinking on this issue.

Short-distance Maritime Traffic in Central America

As a result of the work sessions of the workshop “SHORT-DISTANCE MARITIME TRAFFIC IN CENTRAL AMERICA: CHALLENGES AND OPPORTUNITIES” held in August in San José, Costa Rica, under the “International Non Regulatory Agreement” signed in May between COCATRAM and the Port Authority of Santander, an event referred to in another chapter of this report, a report was drawn up to synthesize the points of view and contributions of the participants in the workshop with the aim of making the implementation of short-distance maritime traffic services feasible in the region.

The document thus synthesizes the points of view, the analysis, and the contributions of the work sessions: the SDMT business model of the European Union; the Central American market and its potential, and its supply conditions and infrastructure resources; a study of the case of Costa Rica: SDMT models adaptable to the Middle American situation; SWOT (strengths, weaknesses, opportunities and threats) analyses, proposals for action, conclusions, etc.



La Torre Island. Bay of Santander.

INTERNATIONAL RELATIONS

**CENTRAL AMERICAN COMMITTEE ON MARITIME
TRANSPORT (COCATRAM)**



In 2019 the work initiated in autumn 2018 with the Central American Committee on Maritime Transport (Comisión Centroamericana de Transporte Marítimo, COCATRAM) continued in order to sign an International Non Normative Agreement designed to promote the exchange and transfer of and access to experiences, solutions, and good practices in port matters of common interest to both parties.



Otto Noack Sierra, the Managing Director of the Central American Committee on Maritime Transport (COCATRAM) and Jaime Gonzalez, the President of the Port Authority of Santander, signing the International Non Normative Collaboration Agreement.

On 7th May therefore, on the occasion of the visit made by Otto Noack Sierra, the Managing Director of COCATRAM, the aforementioned agreement was signed. Its first effective action of cooperation was the organisation in August of a workshop in Costa Rica for reflection on the possibilities of implementing Short Distance Maritime Traffic services in Middle America; this event is mentioned in other chapters of this document.

NATIONAL PORT AUTHORITY OF PERU



As far as the National Port Authority of Peru is concerned, in addition to the training activities indicated in another section of this report and taking advantage of the trip to Lima to take part in them, two institutional meetings were held.

The first was bilateral in nature and was held on Friday 6th September at the headquarters of the National Port Authority with the following participants on the part of the National Port Authority of Peru: Guillermo Bouroncle Calixto, General Manager; Elar J. Salvador Granda, Head of the Training Unit; Roxana Jurado Tello of the Unit of Institutional Relations; and Patricia Saco Cabrera of the General Management; and on the part of the Port

Authority of Santander, Jaime Gonzalez López, President; and José Ramón Ruiz Manso, Head of the Department of Corporate Activities.



Institutional Meeting of the National Port Authority of Peru and the Port Authority of Santander.

This session generated a follow-up and a balance of the actions carried out until September 2019 by virtue of the Non Normative Agreement signed in January 2016 (videoconferences between professionals of the National Port Authority and the Port of Santander for exchanging information and experiences, documentary consultations, port-city relations, innovation, etc.). In addition the initiative of the creation of a Latin American School of Logistics and Personal Development was approached.

The second meeting, which was inter-institutional in nature, concentrated specifically on the presentation of the idea of the Latin American School of Logistics

and Personal Development (justification, opportunity, vision, mission, strategic lines of action, headquarters, organisation, etc.) was held on 9th September,

The session featured the presence of the following institutions. In representation of the National Port Authority of Peru, Edgar Patiño Garrido, President; Guillermo Bouroncle Calixto, General Manager; Elar J. Salvador Granda, Head of the Training Unit; Javier Lossio Goachet, Head of the Unit of International Relations; Patricia Saco Cabrera of the General Management; and Roxana Jurado Tello of the Unit of Institutional Relations.

Verónica Zambrano Copello, President of OSITRAN, the Body Supervising the Investment in Public Transport Infrastructures of Peru; Francisco Ruiz, the Director General for Facilitating Foreign Trade - MINCETUR Ministry of Foreign Trade and Tourism of Peru; Fernando Hugo Cerna Chorres, Director General of Regulation Policies in Multimodal Transport - MTC Ministry of Transport and Communications of Peru; and Lucero Estefany Pareja Jáuregui, Legal Specialist of the management of private investment in transport of the General Management of Transport Programmes and Projects - MTC Ministry of Transport and Communications of Peru.

Finally, the Port Authority of Santander was represented by Jaime Gonzalez López, President; and José Ramón Ruiz Manso, Head of the Department of Corporate Activities.



Inter-institutional Meeting of the National Port Authority of Peru, OSITRAN, Ministry of Foreign Trade and Tourism of Peru; Ministry of Transport and Communications of Peru and the Port Authority of Santander.

On 9th October owing to an invitation by the President of the Regional Government of El Callao (Dante Mandriotti) through the National Port Authority of Peru, Jaime González, the President of the Port Authority of Santander, took part by means of a video recording in the opening ceremony of the session of the constitution of the “Council of the City Port of El Callao”. The latter consists of representatives of the public and private institutions committed to the development of the El Callao region and will be in charge of analysing, identifying, and resolving the main problems of ports, airports, logistics, economics, and security of the constitutional province.



Speech by Jaime González, the President of the Port Authority of Santander, at the opening ceremony of the session of constitution of the “Council of the City Port of El Callao”, Peru - Photo: National Port Authority of Peru.

NATIONAL COMPANY OF PORTS OF PERU - ENAPU



Likewise, during the stay in Lima a work session was held with the National Company of Ports of Peru (ENAPU) as part of the “General Protocol of Action” signed with said entity in November 2018.

The meeting took place at the Headquarters of the State Office of Hydrography and Navigation and included among other matters an exchange of experiences between both entities regarding projects of the investment and development of port business and initiatives in the field of port-city relations.



Speech by Jaime González, President of the Port Authority of Santander, during the work session held with ENAPU, the National Company of Ports of Peru.

The following professionals took part in the session on the part of ENAPU: Juan Ramón Arrisueño Gómez de la Torre, President of the Board of Directors; Luis Alfonso Zuazo Mantilla, General Manager; Menotti Yañez Ramirez, Manager of Operations and Port Terminals; Jorge Chávez Oviden, Business Development Manager;

Rosario Peña Fuentes, Head of the Planning and Projects Office; Caharin Alberto Caparó Januefe, Manager of the Ilo Port Terminal; Óscar Domingo Coello Salaverry, Head of the Legal Advice Office; Juan Carlos Montenegro Valderrama, Supervisor for Security and Risk Prevention; and Carlos Castilla Mallcco of INFOCAP.

The Port Authority of Santander was represented by its President, Jaime Gonzalez López; and by José Ramón Ruiz Manso, Head of the Department of Corporate Activities.



Group image of the participants in the ENAPU - Port Authority of Santander work session held at the State Office of Hydrography and Navigation of the Peruvian Navy.

PUBLICATIONS

TECHNICAL PUBLICATIONS

In 2019 the Department of Corporate Activities took responsibility for the publishing of a new title in the “Navalia Técnica” collection, a series which is devoted to the publication of studies of an economic, legal, business, or similar nature, essentially based on the Port of Santander.

The above monograph, entitled “The Economic Impact of the Port of Santander on Cantabria in 2015”, was written by the professors of the Universidad de Cantabria Coto Millán, Mateo Mantecón, Casares Hontañón, and Parra Rodríguez. It represents a part of the important tradition of the studies of the economic impact of the port which began in Spain in the mid-1990s, and more specifically of the research which has been carried out since then by the Universidad de Cantabria commissioned by the Port Authority to assess the economic impact of the Port of Santander.

By means of improving the work methodologies used in previous research, in this fifth study the authors approach the impact of the activities of the Port on the economy of Cantabria in 2015, confirming the major role played by port activities in the economy of Cantabria after a decade of profound economic and social transformations in a context of structural crisis.



Title: Economic Impact of the Port of Santander on Cantabria in 2015.

Authors: Coto Millán, P.; Mateo Mantecón, I.; Casares Hontañón, P.; Parra Rodríguez, F.

Prologue: González López, J.

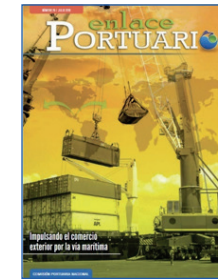
Publishing house: Port Authority of Santander. Col. Navalia Técnica Nº 7.

Santander, 2019; 133 pps

OTHER PUBLICATIONS

The National Port Commission of Guatemala is the advisory, technical, and representative entity of the Executive Body of the Country which is responsible for interacting with the Port Community and coordinating efforts for the defence of national port interests. The publications issued by this institution include the “Port Link” magazine, its official outlet, which is distributed free to some 2,000 readers from universities, government entities, international bodies, commercial attachés, diplomatic and consulate corps, organisations and companies related to international maritime trade, etc.

In late January José Ramón Ruiz, the Head of the Department of Corporate Activities, received a formal request for collaboration with the aforementioned publication by forming part of the group of authors of number 26. This collaboration took the form of an interview on the port-city theme, which was published in July.



Title: Ideas for considering port-city relations

Author: Ruiz Manso, J.R.

“Port Link” magazine Nº 26, July 2019 - Pps. 20/23

Published by: National Port Commission of Guatemala

<http://www.cpn.gob.gt/wp-content/uploads/2019/EnlacePortuario26/>

OTHER ACTIVITIES

TECHNICAL AND PROFESSIONAL CONGRESSES AND MEETINGS

In 2019 the La Cerda Lighthouse held in its installations three meetings of a professional nature.

DATE	EVENT
14 th May	Transport Cluster
20 th June	Dry Port Council of Azuqueca de Henares
17 th December	UECC Meeting

The company UECC chose the Port of Santander, of which it is an important client, for the holding of its preparatory meeting to start 2020. After a visit to the port installations a work session was therefore held in the installations of the Lighthouse.



Meeting of UECC directors at the La Cerda Lighthouse

“Pedalling for life” Initiative

The Elemental Night City Trail Sports Club, a private non-profit-making association, presented to the Port Authority the social voluntary work project “PEDALLING FOR LIFE”, an initiative designed to give all those with functional diversity and reduced mobility, who are unable to use conventional bicycles, rides and sporting activity using this method of transport in the city of Santander, thus contributing to the full social inclusion of these people.

In view of the relevance and social purpose of this project and its caring and non-profit-making aim, the Port of Santander has considered it appropriate to support this initiative of the social integration of the disabled by sponsoring the purchase of two bicycles specially adapted for the carrying out of the aforementioned activities.

DOCUMENTATION CENTRE

INTRODUCTION

The main mission of the Documentation Centre of the Port Authority of Santander is the guaranteeing of the custody, preservation, and access to the documentary heritage generated by the institution in recent times. These go back to 1872 with the creation of the Board of

Works of the Port of Santander, which has given rise to the creation of the most complete and homogeneous collection of the contemporary historical memory of our port.

The work of processing and documentary management which the Centre carries out to administer the collection under its care includes not only answering the enquiries of its internal users but also affords access to its documentary heritage within the limits established by current regulations for external users, essentially researchers, students, professionals of the port sector, etc.

Likewise the Centre attends the requests for external information from the Port Authority itself by means of the library and newspaper library and also acts as a deposit for the collection of publications issued by the institution.

NEW HEADQUARTERS

At the same time as the completion of the transfer operations and the reinstallation of its documentary collections (some 3,000 boxes with over 8,576 installation units) from their former premises in the Gamazo warehouses provided by the Port Authority to the ENAIRE Foundation for the exhibiting of the collection

of contemporary art of said entity in Santander at its new headquarters at Calle Marqués de la Ensenada, N° 12 in the vicinity of the fishing quarter, the Documentation Centre has gradually resumed its habitual activities.



Exterior of the new headquarters of the Documentation Centre of the Port Authority of Santander.

By the beginning of the year the external consultation service had been re-established after its temporary suspension in order to make every effort to ensure a rapid and efficient transfer.



Deposit of publications and additional library.

These processes were gradually completed in such a way that by the spring the Documentation Centre had fully resumed its normal activities.

As a result of all this the PAS now has modern installations which not only guarantee the necessary conditions for the processing and preservation of its documentary collections but also give it the capacity for growth and the improving of its services for the forthcoming years.

ADMINISTRATION OF DOCUMENTARY COLLECTIONS

The documentary collections housed in the Centre are organised in the following sections:

General Administrative Archive

The main documentary collection preserved by the Centre is that produced by the Port Authority in the carrying out of its duties, together with that generated by the two bodies which had preceded it in the administration of the Port since the late 19th century: the Port Board and the Port Board of Works.

In late 2019 this collection consisted of 21,846 reports organised in 8,576 installation units. Part of these reports originate from the 13 documentary transfers made during the year from the various administrative sections which make up the organic structure of the PAS, through which 128 new reports have been added.

The Map Library

One of the most significant documentary series of the Port collection is that consisting of a compilation of maps and plans, essentially relating to works and projects of the expansion of the port installations, which from the

last years of the 19th century to date reflect the physical transformation of the port. Apart from the maps left in the custody of the Delineation service, this collection also includes some 1,800 plans.

In its mission to preserve and protect the collection under its care, in 2019 the Centre undertook the restoration of four of these historic plans and maps which make up a relevant part of the documentary history of the PAS.



Restoration of historic maps and plans.



Images of the process of the restoration of historic plans and maps of the PAS.

The intervention consisted of carrying out chemical analyses, fumigation, and cleaning together with consolidating the fibres in worst condition and the replacement of the lost areas.

The “General Archive” area also includes the custody of two external documentary collections generated by defunct entities linked to the Port of Santander. The first is from the Port Works Organisation (Organización de Trabajos Portuarios, OTP), the forerunner of the current Public Limited Companies of the Management of Port Workers (Sociedades Anónimas de Gestión de Trabajadores Portuarios, SAGEP); while the second is made up of the documentation produced by the Fishermen’s Guild as the managing body of the former Fish Market.

Media Library / Photographic Library

The Documentation Centre has an interesting audiovisual collection particularly noted for its photographs, which represent a valuable record of the activities carried out at the port and of the expression of the artistic creativity associated with the port and maritime world.

This collection, which currently consists of over 10,000 digitalised photographs, is organised in two sections: the “Old Collection” of images from before 1975 and the “Modern Collection” of images from later than that year. Of the total number of digitalised images, 3,451 now have their corresponding descriptive index cards on the Apclmatge database.

In 2019 the documentary processing applied to this collection concentrated essentially on the revising and updating of the catalographic index cards of the images in both sections.



View of the wharf projecting from the Stone Crane, Storage warehouse alongside the Pereda Gardens and the Palacete del Embarcadero. (Year: 1939).

Library / Newspaper library

Another of the documentary resources of the Centre is a specialised library which for the most part focuses on maritime and port themes: engineering, administration and law, trade, shipbuilding, ships and navigation,

Spanish and international port reports, etc. and contains some 7,500 volumes.

2019 saw 60 new titles added to this library in the form of various donations in addition to the publications issued by the PAS.

This outstanding bibliographical collection is complemented by the newspaper library with 322 titles of newspapers and Spanish and foreign specialised journals. During the accounting period the work of rearranging this collection was completed together with the updating of the corresponding “cardex” files which show in detail the situation of the numbers of each title and help the user to locate each component of the library. This collection of newspapers and magazines is distributed by means of a daily circuit which brings to the PAS personnel specialised publications in their various work areas.

Likewise and in relation to the series of digitalised news published in newspapers and magazines, essentially local themes pertaining to the Port of Santander, 434 new articles were included on the database which administers this collection.

TABLE SUMMARISING 2019 MANAGEMENT OF DOCUMENTARY COLLECTIONS			
SECTIONS	INCREASE TO COLLECTION		
GENERAL ADMINISTRATIVE ARCHIVE	Dossiers	Dossiers registered in 2019	128
		Total n° of dossiers on 31 st December 2019	21.846
CARTOGRAPHY	Maps/plans	Units registered in 2019	-
		Total n° of units on 31 st December 2019	1.792
MEDIA LIBRARY / PHOTOGRAPHIC LIBRARY	Photographs	Images digitalised in 2019	-
		Total n° of images digitalised on 31 st December 2019	10.681
LIBRARY / NEWSPAPER	Library	Books registered in 2019	60
		Total n° of books registered on 31 st December 2019	6.844
	Newspaper library	Magazines registered in 2019	1
		Total n° of magazines registered on 31 st December 2019	322
	News Press	Articles registered in 2019	434
		Total n° of articles registered on 31 st December 2019	26.874

USER SERVICE

The change of headquarters of the Centre and the corresponding process of the transfer and arrangement of its collections, which began during the last months of 2018, has affected the volume of enquiries, loan requests, reproduction requests, etc. received in 2019.

As far as “external enquiries” are concerned, 18 requests were attended from 12 users who examined 50 reports and three books. The consultation of this documentation has contributed towards the writing of certain publications such as the book “Islands, islets, and lighthouses of Cantabria” by Fernando Moreno; of research articles for the Altamira Journal – Centre of Santander Studies, doctoral theses, end-of-degree and master’s degree projects, the preparing of lectures for the Maritime Museum of Cantabria; and materials intended to provide content for events such as the Sea Festival or the 150th Anniversary of the Bergé Group.

As for “internal enquiries”, a total of 11 requests were attended from nine users from the various areas and departments who needed information for projects of the Port Authority of Santander: the Palacete del Embarcadero, the Raos wharves, the new Fish Market, etc. This involved mobilising 53 reports, eight books, and a magazine. Of this set of services, 14 required the transfer of the documentation and nine requested some

form of reproduction. In all cases the latter were digital in nature and were resolved through the network of the Port itself.

In addition to the work carried out to answer the enquiries made by users, the Documentation Centre also collaborated with the project of the restoration of the Palacete del Embarcadero by drawing up a report on this emblematic port building. This report included a historical review of the latter and of the cultural activities held there between 1985 and 2019 in order to prepare the dossier of the request for financing from the state funds of the 1,5% Cultural.

Likewise, during the last month of the year there was internal dissemination of a list of duplicate publications offered by the Documentation Centre of the Port of Valencia (CEDIPORT), processing the requests for books by PAS personnel.

DEPOSIT FOR PUBLICATIONS

The Documentation Centre also acts as a depository and distributor for the publications issued by the Port Authority of Santander as an instrument of the dissemination of the cultural activities of the Port. The tasks associated with these activities include the distributing and exchanging of books with the libraries

of local, national, and international public and private institutions.

The collection consists of some 200 publications including books on history, economics, art catalogues, and photography and digital productions. The most significant part of the collection is that of the Navalia programme, which based on four collections (Navalia Visual, Navalia Técnica, Navalia Library, and Navalia Classroom) has helped to expand and renovate a bibliographical space devoted to reflection on and the dissemination of the maritime past and present of Cantabria.

In 2019 two new titles were included in the collection. The first corresponds to the catalogue of the “Viewpoint” exhibition of the Cadiz artist Antonio Rojas which was held in the Cabo Mayor Lighthouse Art Centre. The second consists of a new study of the impact of the Port of Santander on the economy of Cantabria in 2015. This study was coordinated by Professor Pablo Coto and written by Ricardo Hontañón, Pedro Casares, Ingrid Mateo, and Francisco Parra. The technical data of both publications are as follows:

Title: Viewpoint. Exhibition catalogue.

Author: Antonio Rojas

Publishing house: Port Authority of Santander.
Santander, 2019; 44 pages

Title: Economic Impact of the Port of Santander on Cantabria in 2015.

Authors: Coto Millán, P.; Mateo Mantecón, I.; Casares Hontañón, P.; Parra Rodríguez, F.

Prologue: González López, J.

Publishing house: Port Authority of Santander. Col. Navalia Técnica Nº 7.
Santander, 2019; 133 pages.



CULTURAL MANAGEMENT

INTRODUCTION

Since the mid-1980s the Port Authority of Santander (PAS) has been developing a project of citizen participation and integration, which based on its own actions, institutional collaboration, or patronage has essentially held cultural events and considered the latter as the privileged means to its commitment and relationship with the city and its social environment.

ADVISORY COMMITTEE FOR CULTURAL ACTIVITIES

One of the most relevant milestones of the cultural activities carried out by the Port Authority in 2019 was the initiation of the work of the Advisory Committee for Cultural Activities. It is made up of its Board of Directors with the aim of studying and assessing the viability and the quality of the various cultural proposals which the PAS receives in order to implement them at its facilities, such as the consideration of new actions and projects which in keeping with the record of the institution help to maintain or increase the level of quality of its actions.

During the accounting period the Committee consisted of the following members:

In the carrying out of the duties which have been attributed to it, the Committee was called upon 3 times in 2019 and met on 31st May, 2nd September, and 29th November respectively.

EX-OFFICIO MEMBER REPRESENTING THE PORT AUTHORITY		
CARLOS LIMORTI GARCÍA		
ELECTED MEMBERS		
MARTA MANTECÓN PÉREZ Art historian	PEDRO FERNÁNDEZ LASTRA Architect	LUIS SAZATORNIL RUIZ Professor of Art History at the Universidad de Cantabria
JUAN MARTÍNEZ MORO Artist, essayist, and Professor of Drawing	JOSÉ LUIS VICARIO MERINO Sculptor	CRISTINA ALONSO PRESMANES Pianist and composer
SECRETARY		
FRANCISCO JAVIER ÁLVAREZ GARCÍA Head of the Department of General Administration and Legal Services of the Port Authority		

PALACETE DEL EMBARCADERO

In 2019 eight exhibitions were held at the Palacete del Embarcadero which were visited by a total of 41,066 people. An extremely important circumstance of its agenda in this respect was that the annual period of opening to the public was considerably shorter than that of previous years, as in February, March, and April the building was closed for maintenance work.



Palacete del Embarcadero.

Prior to the aforementioned period of closure the hall held the exhibition entitled “Sensorium” which was produced by Repsol and allowed the visitor to travel mentally to emblematic locations of the geography of Spain by means of interactive sensory experiences which evoked

their taste, tactile, auditory, olfactory, and visual memory.

After the break for the aforementioned maintenance tasks the Palacete del Embarcadero resumed its activities by joining the first edition in Santander of the PhotoEspaña Festival. As the venue of the official section it held the “Human + Landscape - Kells Collection” exhibition which months previously had been awarded the prestigious collection prize of the Fundación Arco; the Palacete del Embarcadero was the first place where it was shown to the public.

During the summer the usual collaborations which the Port Authority carries out with the Universidad Internacional Menéndez Pelayo (UIMP) and the Lafuente Archive were maintained.

As a tribute to Juan txu Rodríguez, the photographer who worked for the UIMP and war correspondent who was murdered in Panama thirty years ago, the institution held an exhibition entitled ‘A Graphic Report of Spaniards in the USA’ that brought together images, many of them unpublished, of researchers, film makers, sportsmen/sportswomen, and other Spanish professionals who lived there.

Between both exhibitions another on the “Paseo Pareda and Calle Hernán Cortés Transformation Project” was

held to show the public the project to convert the historic headquarters of the above Banco de Santander branch into a museum and cultural centre designed by the architect David Chipperfield.

For its part, the collaboration with the Lafuente Archive was characterised by the Spanish transition to democracy, one of the most important stages of 20th-century history in Spain. The exhibition entitled “Sequences from the Transition. Spain 1975-1979” brought together a series of photographs of several of the documentary collections which make up the Archive, in particular the Tino Calabuig Collection which gives the visitor a panoramic approach to the complexity of this period.

For the last quarter of the year three very different exhibitions were organised. The first of these, “Imago Urbis - Spanish cities in the eyes of travellers (16th-19th centuries)”, was based on collections from other institutions such as the Asturias Fine Art Museum, the Menéndez Pelayo Library, the Lafuente Archive, and the Universidad de Cantabria and the Universidad de Oviedo in an analysis of artistic images of Spanish cities from the first published atlases to the advent of photography.

As a complementary activity to this exhibition, on 27th October in the afternoon a guided tour was available to the public led by the organisers of the exhibition, the professors Luis Sazatornil and Vidal de la Madrid.



Guided tour of the exhibition “Imago Urbis - Spanish cities in the eyes of travellers (16th-19th centuries).

After this event the Port Authority joined the programme to celebrate the 15th Anniversary of the International Institute of Prehistoric Research of Cantabria (Instituto Internacional de Investigaciones Prehistóricas de Cantabria, IIIPC) by holding at the Palacete del Embarcadero the exhibition “Cutting-Edge Prehistory” at the Palacete del Embarcadero. This exhibition presented to the general public the main results of the 15 years of research of the above institution in the field of prehistory and archaeology.

The annual cycle of exhibitions of this hall concluded with a new edition of the “Tipos” exhibition, a graphic design collection which on this occasion was devoted to illustrating the relationship between design and society.

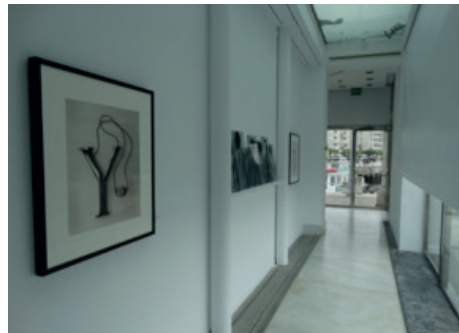


SENSORIUM

24th/27th January

Organised by:
Repsol Guide and Port Authority of Santander

Visitors: 1.968



HUMAN + LANDSCAPE

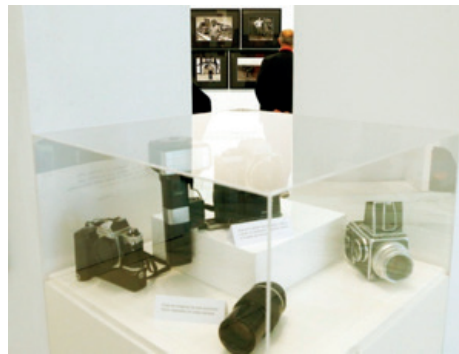
KELLS COLLECTION

PHOTOESPAÑA 2019 - SANTANDER

9th May/23rd June

Organised by:
PHotoESPAÑA, Santander Town Council, and Port Authority of Santander

Visitors: 6.006



REPORT ON SPANIARDS IN THE USA

THE UNPUBLISHED WORK OF JUANTXU RODRÍGUEZ

28th June/21st July

Organised by:
Universidad Internacional Menéndez Pelayo and Port Authority of Santander

Visitors: 4.699



**PROJECT OF THE
TRANSFORMATION OF PASEO PEREDA
AND CALLE HERNÁN CORTÉS**

26th July/4th August

Organised by:
Banco Santander and Port Authority of Santander

Visitors: 6.347



**SEQUENCES OF THE TRANSITION:
SPAIN 1975-1979**

8th August/29th September

Organised by:
Lafuente Archive, Port Authority of Santander, and Universidad Internacional
Menéndez Pelayo

Visitors: 11.660



**IMAGO URBIS
SPANISH CITIES IN THE EYES OF TRAVELLERS (16TH-19TH CENTURIES)**

3rd/27th October

Organised by:
Port Authority of Santander and Asturias Fine Art Museum

Visitors: 3.881



AVANT-GARDE PREHISTORY
15TH ANNIVERSARY OF THE IIIPC

31st October/24th November

Organised by:
International Institute of Prehistoric Research of Cantabria and
Port Authority of Santander

Visitors: 2.712



TIPOS 19

29th November 2109/5th January 2020

Organised by:
Fundación Santander Creativa; Cantabria Regional Government, and Port
Authority of Santander

Visitors: 3.793

CABO MAYOR LIGHTHOUSE ART CENTRE

The cultural activities of the Cabo Mayor Lighthouse Art Centre were also initiated later than other years, to be precise in the month of April, as during the first two months of the year the installations were closed to the public for maintenance work as with the Palacete del Embarcadero. Despite this the total number of visitors amounted to 46,792 people, 10% more than in 2018.



Cabo Mayor Lighthouse Art Centre.

As is now customary, the exhibitive activities of the Centre revolved around two axes. In the first place we have the “permanent exhibition” which consisted of a selection of works of art and a series of objects from the Sanz-Villar Collection shown in the Cabo Mayor, Cabo Menor, and Anular rooms; and secondly the “temporary exhibitions”,

the contents of which represent an individualised space in the Cabo Menor Room and the Isla de Mouro Room.

The Cabo Mayor Lighthouse Art Centre was reopened on 26th February to show the public the revision, redistribution, and expansion of the artistic contents of the “permanent exhibition”. This task was undertaken by Juan González de Riancho, an art exhibition organiser and connoisseur of the work of Eduardo Sanz.

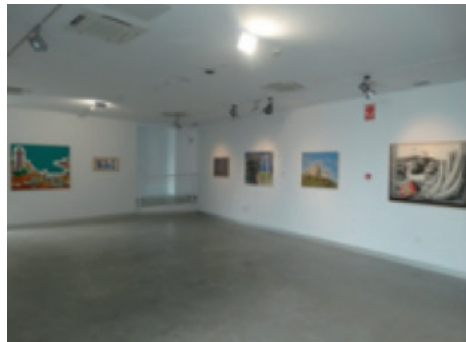
The programme of temporary exhibitions was initiated in May and consisted of four showings. The first of these was produced by the centre and devoted to the artist Antonio Rojas, who with the title “Point of View” proposed a game for the viewer on various strips of the board on what is visible between two protagonists: the vision of the world and the images of the painting. In order to do so and following a method which is now habitual in his art, the artist has resorted to reusing in a personal manner some of the traditional pictorial resources, and in a particularly appropriate manner the Renaissance idea of the representation of a window open within the painting.

July saw the inauguration of the exhibition “Morphology of the Encounter” by José Luis Serzo, an artist who lives up to his reputation of being a multidisciplinary creator and understands his work as a major story in which his characters represent archetypes running between layers of interpretation beneath the painstaking and realistic work of their representation. In this exhibition therefore the artist tells the story of Michael Burton Jr., a top finance executive inspired by the Wall Street films of the 1980s who ends up undertaking a search for a path of

initiation, perhaps of the meaning of life. This exhibition, which had been on view from January to March at the Fundación Ramón J. Sender of Barbastro Open University, was organised in collaboration with both entities.

After the success of the first edition of the competition “Mini Print Internacional Cantabria - The Sea and Lighthouses”, the Port Authority considered it appropriate to continue with this initiative, which was organised with the collaboration of the SM Pro Art Circle, by launching a new call for this prize and the subsequent exhibition of the works selected at the Faro de Cabo Mayor Art Centre. As a result the number of artists taking part in the event was doubled and it was thus consolidated as a multidisciplinary graphic art competition of almost 500 works of the highest technical and aesthetic quality from all corners of the world.

Finally, in early December as in previous years the Port Authority again collaborated with the Regional Government of Cantabria in the “Orbital Residency”, an international residency programme aimed at young artists and those starting to make their name; its results were exhibited in the temporary room of the Cabo Mayor Lighthouse Art Centre. This year Mar Guerrero and Adolfo Bimer were the artists selected to exhibit their work of ceramic objects of varying sizes linking archaeology and astronomy in addition to paintings, sculptures, and objects showing the material and metaphorical interior of the human body.



EXTENSION OF THE SANZ-VILLAR PERMANENT COLLECTION

31st March/5th May

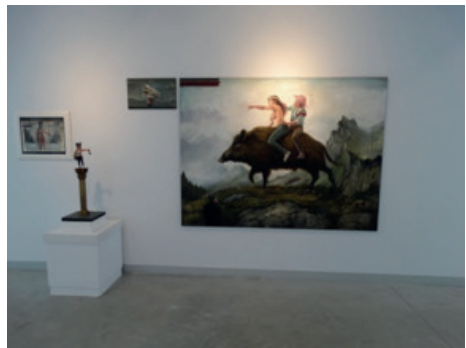
Organised by:
Port Authority of Santander



**POINT OF VIEW
ANTONIO ROJAS**

11th May/7th July

Organised by:
Port Authority of Santander



**MORPHOLOGY OF THE ENCOUNTER
JOSÉ LUIS SERZO**

11th July/15th September

Organised by:
Port Authority of Santander, Fundación Ramón J. Sender, and Barbastro Open University



II MINI PRINT INTERNACIONAL CANTABRIA. "THE SEA AND LIGHTHOUSES"

15th August/31st December

Organised by:
SM Pro Art Circle and Port Authority of Santander



**ORBITAL RESIDENCY #5
MAR GUERRERO AND ADOLFO BIMER**

7th December/5th January

Organised by:
Regional Government of Cantabria, Port Authority of Santander

ART COLLECTION OF THE PORT AUTHORITY OF SANTANDER

Both by means of the exhibition programme of its rooms and by the implementation of projects specifically designed for stimulating creativity through the reflection and exploration of the connections between the port and art as an object and form of knowledge, the Port Authority has assembled an interesting heritage consisting of paintings, drawings, sculptures, photographs, installations, graphic art, etc.

In the project of the conditioning of the warehouses located at Calle Marqués de la Ensenada no. 12 as the new headquarters of the Documentation Centre of the PAS, carried out in close collaboration with the Cabanas Fernández y Camino Architectural Studio, it was considered appropriate to devote part of these installations to the custody of the aforementioned cultural assets. A space specially designed for the preservation of these objects is being prepared which will have all the necessary devices and measures necessary for their appropriate custody and safeguarding.

As part of this dynamic, in 2019 this building was provided with the appropriate storage furniture and the art collections were installed in it.

On the other hand, on the occasion of the exhibition of the artist Antonio Rojas at the Cabo Mayor Lighthouse Art Centre, the former donated to the PAS his work “Point of View III”, an oil painting on canvas of 45 x 33 cm, as an addition to the art collection of the Port Authority of Santander.



“POINT OF VIEW III”



Antonio Rojas

Oil painting on canvas .
45 x 33 cm.

CULTURAL PUBLICATIONS

In 2019 the Port Authority published and/or collaborated in the publishing of the following cultural and artistic publications:

	<p>POINT OF VIEW Antonio Rojas</p> <p>Exhibition catalogue Published by the Port Authority of Santander. Santander, 2019 44 pps.</p>
	<p>MORFOLOGÍA OF THE ENCOUNTER José Luis Serzo</p> <p>Exhibition catalogue Published by the Port Authority of Santander Fundación Ramón J. Sender Barbastro Open University Noca Paper 2019 110 pps.</p>

	<p>II INTERNATIONAL MINI PRINT CANTABRIA Exhibition catalogue</p> <p>Published by the Port Authority of Santander SM Pro Art Santander, 2019 90 pps.</p>
	<p>Sazatornil Ruiz, Luis and Madrid Álvarez, Vidal de la (eds.): Imago Urbis. Spanish cities in the eyes of travellers (16th-19th centuries). Gijón. Published by Ediciones Trea, Gijón 2019, 696 pps.</p> <p>A book cum catalogue published on the occasion of the exhibition of the same name by Ediciones TREA and the Asturias Fine Art Museum with the collaboration of the Ministry of Science, Innovation, and Universities, the Universidad de Cantabria and the Universidad de Oviedo, and the Port Authority of Santander</p>

WORKSHOPS, PRESENTATIONS, AND OTHER EVENTS

In addition to its exhibitions, both the Cabo Mayor Lighthouse Art Centre and the Palacete del Embarcadero held other cultural initiatives in their installations. On 1st June the former was the venue for the “Picovuela” plastic art and literature workshop for children, which was part of the “So close” call of the Fundación Santander Creativa.

On 1st July as part of International Maritime Navigation Aids Day the Cabo Mayor Lighthouse Art Centre held some of the activities scheduled by the Port Authority of Santander so as to join the aforementioned celebration, including an exhibition with a small selection of both old and modern maritime signals to show the evolution of this field.



Exhibition of maritime signals on the occasion of World Maritime Navigation Aids Day.

The Cabo Mayor Lighthouse Art Centre was also the privileged scenario for the presentation of the book by Fernando Moreno entitled ‘Islands, Islets, and Lighthouses of Cantabria’, an event organised on 29th November in collaboration with the Regional Government of Cantabria and Septentrión Ediciones.



Presentation of the book ‘Islands, Islets, and Lighthouses of Cantabria’.

Likewise, during the Christmas period the Cabo Mayor Lighthouse Art Centre and the Palacete del Embarcadero held several children’s workshops on graphic design in parallel with the TIPOS 19 exhibition.



Palacete del Embarcadero. Graphic design workshop for children,

OTHER ACTIVITIES

Finally, three cultural activities carried out during the year should be mentioned. Two of them involved institutional collaboration and a third was internal.

The first of the collaborations was that of the holding on 11th February of the “International Day of Women and Girls in Science”, an initiative promoted by the Universidad de Cantabria. The Port Authority of Santander also took part and displayed for several weeks a life-size figure of Silvia Martínez Núñez, a researcher of the Cantabria Physics Institute (Instituto de Física de Cantabria, IFCA).



Ferry Terminal. “International Day of Women and Girls in Science”.

The second collaboration is related to the exhibition “Imago Urbis - Spanish Cities in the Eyes of Travellers (16th-19th centuries)”. It was organised by the Asturias Fine Art Museum and was presented as has been mentioned in this report in October at the Palacete del Embarcadero. To be precise, the collaboration referred to consisted of loaning to the aforementioned Museum of a set of display cabinets to be exhibited at the Palacio de Velarde in Oviedo from 25th April to 23rd June.

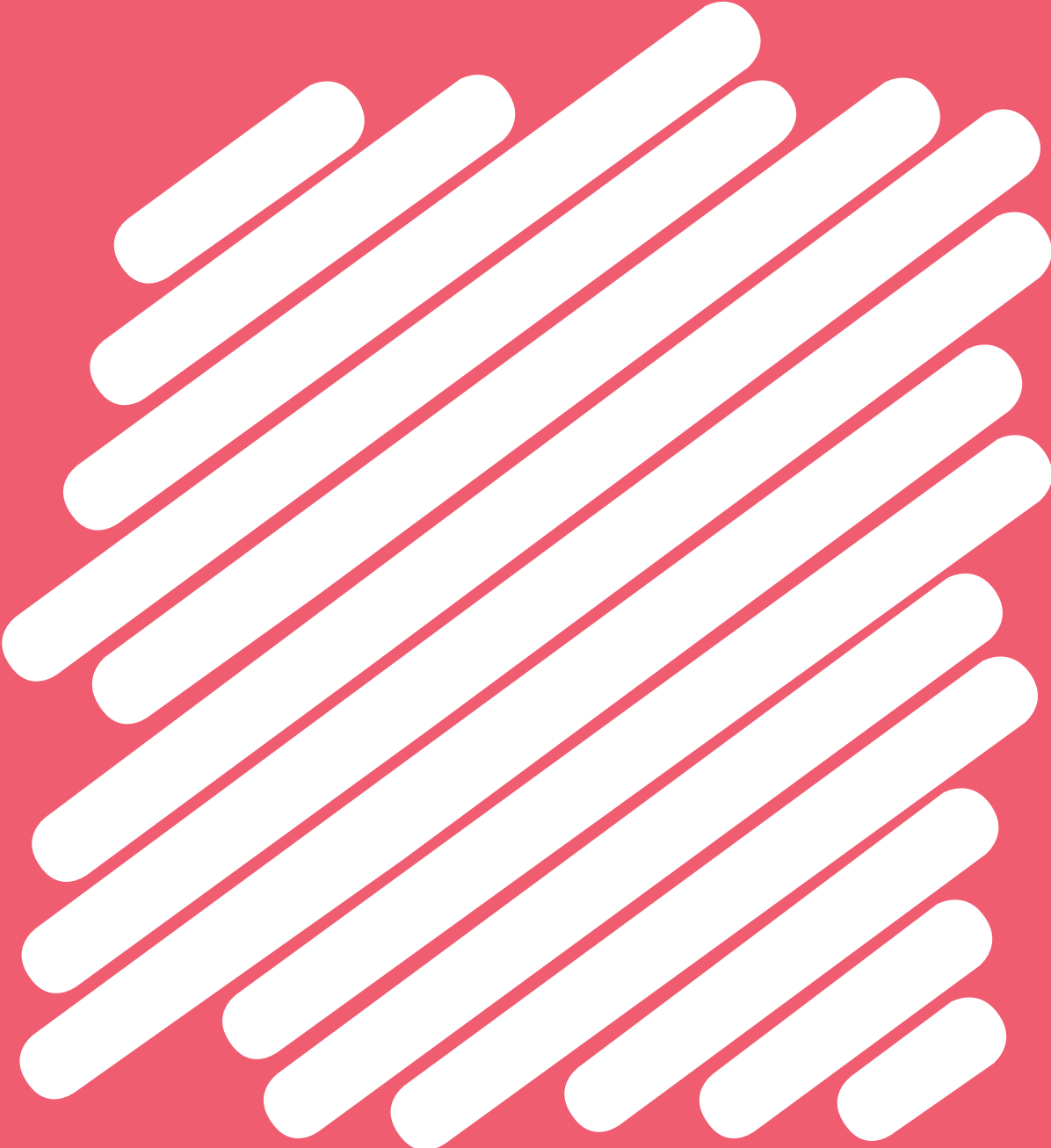


Imago Urbis - Spanish Cities in the Eyes of Travellers (16th-19th centuries)
Asturias Fine Arts Museum.



Model of the Conde Ruiseñada tug (1944).

The third of the activities carried out was the inventory and classification of all its ship models as a representation and outstanding example of the cultural heritage of the Port Authority.



Business Expansion

08



Puerto de Santander



Autoridad Portuaria de Santander

BUSINESS EXPANSION

Throughout 2019 the Port Authority of Santander has continued its policy of previous trading years and has promoted interaction with various business associations and players of the port sector in the creation of task forces, organising meetings for the exchanging of ideas and projects and taking part in fairs from various economic sectors.

In the case of traffic as important to the Port of Santander as that in new cars, the Port Authority of Santander (PAS) coordinated and led the quality system for traffic in new cars with the National Association of Car and Truck Manufacturers (Asociación Nacional de Fabricantes de Automóviles y Camiones, ANFAC), State Ports, and the Port Community of Santander. As a result of this the ANFC-State Ports Stamp of Quality was implemented. The PAS was the first Port Authority to obtain this certificate. 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 these references. As a result of all these efforts the Port of Santander has once again been the port most highly valued by the members of the association for several consecutive years.

From a business point of view, during 2019 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 to the charges are recorded in the Profit and Loss Accounts which were extended throughout the year of reference; the same discounts have therefore been applied to the 2018 year. As a result the guidelines below have been followed:

- Considering Ro-Ro container traffic 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 regu-

lar 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 m² for the storage of vehicles. As a result of all this previous work, the project and the definite economic provision were approved and issued in October 2019. Moreover, the filling in of a surface area of 40,000 m² in the southern wharves of Raos was put out to tender in November with an estimated investment of 1,100,000€. Both actions are expected to be carried out in 2020.

Along these lines, and as a consequence of the growing importance of the CLDN shipping company in the Ro-Ro traffic of the Port of Santander, the former applied for a surface area of 43,000 m² at the central dock of Raos, which was awarded on 30th April.

In the summer of 2018, as a new measure 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 Pen-

tatomidae family. The facilities were improved by 2019 thanks to this treatment, which is expected to become more efficient in 2020 with the treatment of the open areas and a specific selection of the vehicles by ports of destination.

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

The traffic of bulk commodities in 2019 accounted for approximately 60% of the total traffic of the Port of Santander, which reached the figure of 3,9700,139 tons, a considerable increase of 10% in Solid Bulk traffic. It is noteworthy that scrap metal traffic increased by 45% to reach 250,000 tons; cement traffic increased by 23% to exceed half a million tons, and sugar traffic doubled from 41,000 tons to 82,000 tons. Within the group of agro-food bulk we have seen the consolidation of figures of over 800,000 tons per year, which doubles the 394,000 tons of 2014, and also a slight variation in liquid bulk traffic, which maintains a high figure at 323,611 tons.

A considerable increase in the movement of bulk commodities is therefore consolidated to continue the trend initiated in 2017.

FERIAS

During 2019 the Port Authority of Santander took part in the following fairs:

- “Seatrade” of Fort Lauderdale (cruise sector).
- “Seatrade” of Hamburg (cruise sector).
- “Cruise Summit” of Madrid (cruise sector).
- “SIL” of Barcelona (logistics sector).
- “Breakbulk” of Bremen (logistics, port and shipping sector).
- “Fruit Attraction”, Madrid.
- “Transport Logistic” of Munich.
- “Wind Europe” of Bilbao.

CUSTOMER SERVICE

The Customer Service makes a form available to its users on the website of the Port on the Internet so as to notify the PAS of suggestions, complaints, or requests for information. The Customer Service is manned by staff of the Business Department. Throughout the year 2019 46, a total of entries were recorded. Of these, 27 were requests for information, for the most part on connections with other ports of the world and charges for specific services, 9 were requests for ship dockage or for various meetings with PAS personnel, and 5 were service supplies such as vehicle monitoring in plots, 3 claims, and 2 complaints.

The complaints only refer to those received through this channel.

The average response time has been reduced by half during this accounting period from 0.85 days in 2018 to 0.42 days in 2019.

INTERVENTION TYPE	2019
COMPLAINT	2
CLAIM	3
SPC INCIDENTS	0
SUGGESTION	5
QUERY/REQUEST	36
TOTAL INTERVENTIONS	46