



Puerto de Cartagena



Autoridad Portuaria de Cartagena

2023

SUSTAINABILITY REPORT



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MISSION, VISION AND

Fomento del crecimiento sostenible
con infraestructuras y servicios eficientes,
ágiles y transparentes.



Ser plataforma intermodal referente
en el Mediterráneo a través de Puerto 4.0
con un equipo cohesionado



Chairman's message

— This report reflects our company's commitment to the responsible management of our resources and operations, as well as to the well-being of the communities and the environment in which we operate. You will find a detailed analysis of our actions, projects, and initiatives developed to promote sustainability in all our activities.

In addition, the sustainability report includes our future goals and objectives, which are aligned with the United Nations Sustainable Development Principles and international corporate sustainability standards.

In recent years, the Port Authority's activities have increased significantly, along with its economic impacts and benefits, as well as its social impact on the community as a whole. To establish a relationship in which both parties benefit and understand the value each contributes to the community as a whole, the key is to establish a form of communication that is real, stable, and based on trust and transparency.

In 2023, we have consolidated our position as the fourth-largest port in Spain, the leading importer, and the leader in bulk cargo traffic and foreign trade within the Spanish port system. More than 37.6 million tons in total traffic. Our best-ever record for cargo movement, 5 million tons more than the previous year.

With these figures, the Port of Cartagena remains the leading importer in Spain, meaning that one in every ten tons of any cargo entering Spanish ports has arrived through this port. Regarding exports, we have consolidated our position as the fifth-largest exporter, ranking first in Spain in terms of total imports plus exports. All of this, combined with the contribution of our human capital, allows us to establish ourselves, once again, as the most profitable port in the Spanish port system.

According to the 2023 financial year-end figures, revenue amounted to €60.81 million. Net revenue (income from taxes and fees) reached €49.98 million, an increase of 3.06% compared to the previous year. The net amount of the turnover reached the amount of € 40,908, with a decrease of 3.06% compared to the previous year.

Operating income was €18.13 million, 8.13% lower than the previous year.

The policy adopted by the Economic and Financial Department of agile payments to suppliers was maintained, with payments made once invoices have been validated, thus avoiding potential cash flow strains for our suppliers or service providers. This year, the average payment period was reduced compared to the previous year.

At the end of 2023, the Port Authority of Cartagena presented a balanced financial position, with positive working capital of €147.51 million. A basic line of economic policy is financial self-sufficiency, without resorting to debt and with its own resources to meet planned investment plans.

In addition to the above, the Port Authority of Cartagena has a broad people-centered policy, developing various lines of work that enrich and benefit its

workforce, making the Port of Cartagena a port committed to sustainability, co-responsible for its economic, social, and environmental surroundings, focused on providing services under conditions of maximum quality, efficiency, safety, sustainability, and reliability, and based on the values of transparency, consistency, communication, and dialogue with the General Governments (GGII) and, most importantly, with its citizens.

The Port of Cartagena, which holds the Presidency of the EMAS Club of the Region of Murcia, is a benchmark in the Spanish port system for the efficient and sustainable management of its services.

Our environmental management focuses on reducing our ecological footprint and preserving natural resources. Over the past year, we have implemented various initiatives to minimize our energy and water consumption, reduce our greenhouse gas emissions, and efficiently manage our waste. In addition, we have invested in clean and renewable technologies to drive a transition to a low-carbon economy.

Good corporate governance and business ethics are fundamental pillars of our operations. During this period, we have strengthened our policies and practices regarding transparency, integrity, and accountability. We have promoted an organizational culture based on ethical values, which encourages honesty, respect, and diversity.

We care deeply about the well-being of our communities and employees. During this period, we have strengthened our relationships with local stakeholders, supporting community development projects, promoting education and training, and ensuring fair and safe working conditions for all APC staff. In addition, we have reinforced our commitment to diversity, equity, and inclusion at all levels of the organization.

In developing the Port of Cartagena's CSR Policy, the strategy and objectives have been aligned with the SDGs (Sustainable Development Goals) launched by the UN with the mission of addressing, together, the major challenges facing the planet. The Port of Cartagena is firmly committed to contributing to the achievement of the SDGs. To this end, we have identified and prioritized the goals on which port activity has the greatest impact, focusing our actions on achieving these global goals by 2030. We have successfully engaged the port community in the "Commitment to Sustainable Development of the Port of Cartagena," and we have created an SDG platform that highlights the contribution of the Port of Cartagena and its companies to achieving them.

Also, as could not be otherwise, we support and renew our commitment to the principles of the Global Compact and reaffirm our work and collaboration to achieve them.

In short, the 2023 Sustainability Report reflects our ongoing commitment to sustainability in all its dimensions. While we have made significant progress during this period, we recognize that we still face significant challenges and that there is much work to be done. Looking ahead, we are committed to continuing to work closely with our stakeholders to drive positive change and build a more sustainable world for generations to come.

We sincerely thank all our GGII for their continued support and pledge to continue reporting on our sustainability progress in the coming years.





Institutional Dimension

SDGs TO WHICH THEY MOST CONTRIBUTE IN THIS DIMENSION





Port Authorities have their legal basis in Royal Legislative Decree 2/2011, of September 5, which approves the Consolidated Text of the Law on State Ports and the Merchant Marine, unifying all the contents of the previous laws, and is the current legal reference.

This law identifies the Ports of General Interest, under the Ministry of Public Works, as the body responsible for implementing the Government's port policy and coordinating and monitoring the efficiency of the State-Owned Port System, along with general coordination with the various bodies of the General State Administration that establish controls in port areas.

The Port Authority of Cartagena is a public body with its own personality and assets, responsible for the administration, management, control and operation of the Port of Cartagena.

As an assistance and information body for the Maritime Captainty and the President of each Port Authority, there is the Navigation and Port Council, where companies, groups and organizations of the Port Community are represented. This Council has no decision-making power in the management of the port, but its opinions are taken into account when establishing management policies. In addition, there are several technical committees to support the council.

*See composition in the annex.

Government and organization

The governing bodies of the Port Authority of Cartagena are two: the Board of Directors (whose composition and operation are regulated by Royal Decree-Law 2/2011) and the Chairman.

The main functions of the Board of Directors include:

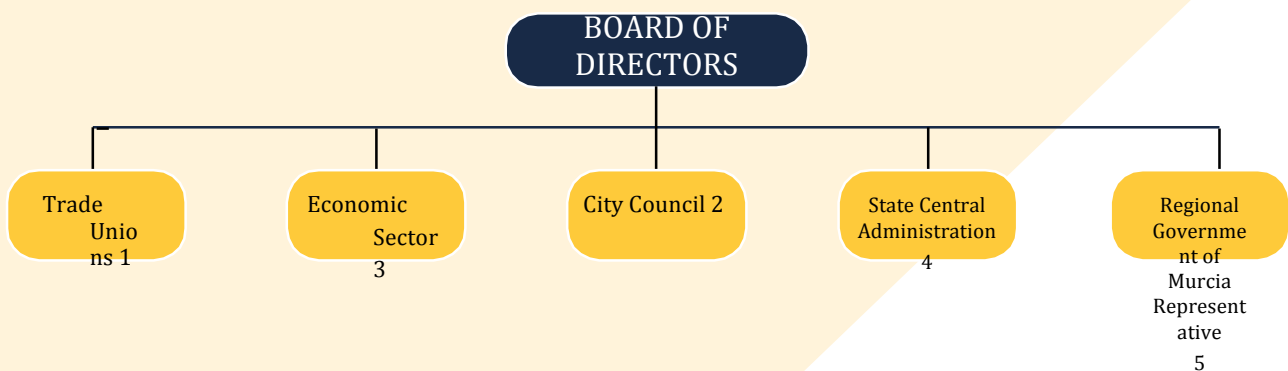
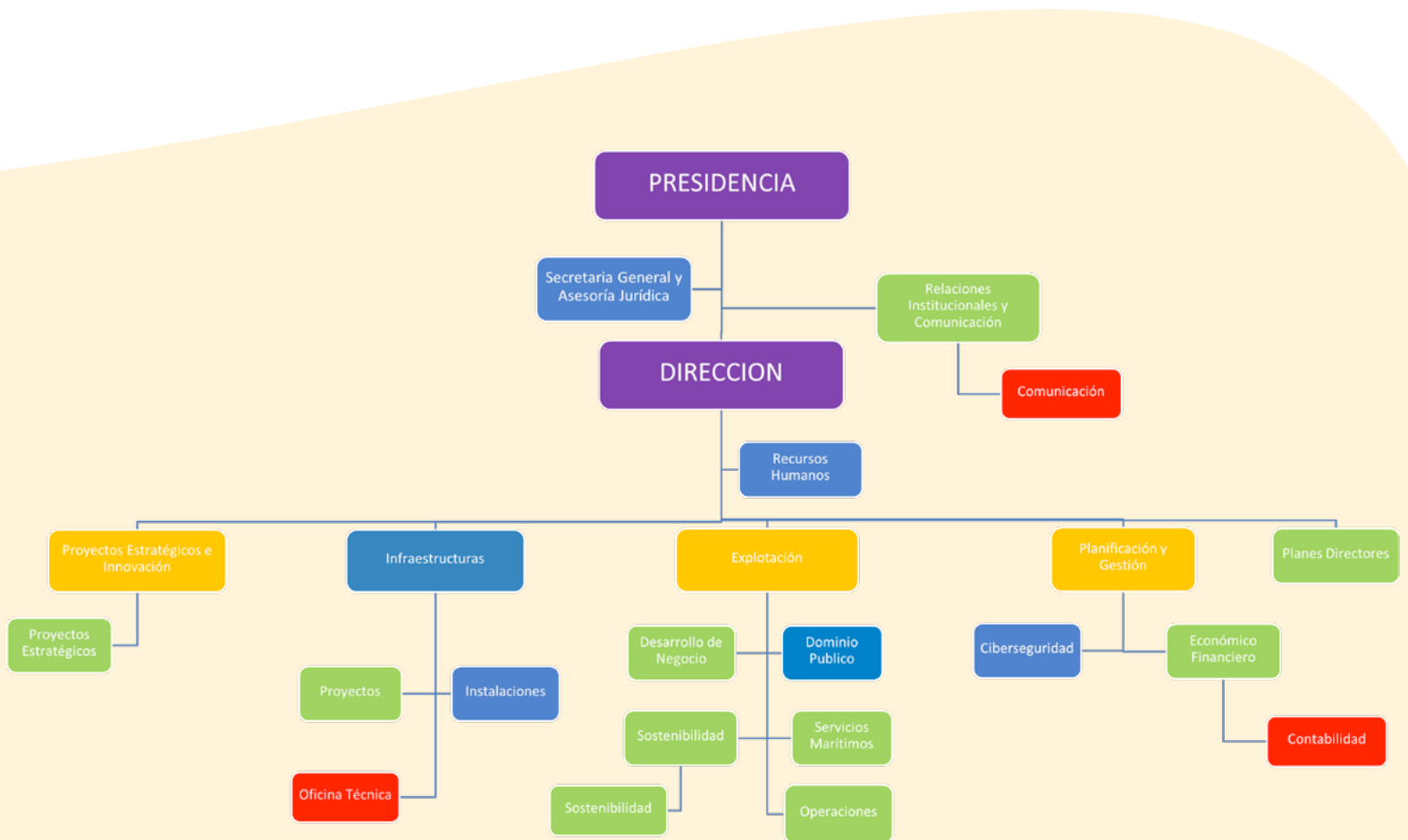
- Governing and administering
- Establishing its management and internal operating rules
- Granting concessions and authorizations
- Promoting free competition in the provision of services by private companies
- Managing its assets
- Setting annual objectives
- Agreeing on actions and resources to defend its interests

**BOARD OF
DIRECTORS**
Art.30

2/2011

CHAIRMAN
Art.31
RDLaw
2/2011

**Management
Body
Director.**
Art.33
RDLaw 2/2011



The Port Authority of Cartagena has several management systems in force.

The Port Authority of Cartagena has an integrated management system, which integrates the Sustainable Development Goals into its strategic objectives. It also has the following support systems.

Balanced scorecard

Balanced scorecard for the implementation of strategies and definition of objectives, establishing indicators that allow the monitoring and evaluation of each of these objectives.

Quality management system: ISO 9001

Quality management system certified according to ISO 9001 since 1996, making the port of Cartagena a pioneer within the Spanish port system in implementing a quality management system.

Environmental Management system

Environmental management system in accordance with ISO 14001 and adherence to EMAS, which are already implemented and certified.

Occupational health and safety system

Occupational health and safety system as per ISO 45001 standard,

The policy is available in the Annex to this report.



Management systems enforced in the Port Community

At least one annual conference is held for the Port Community to inform them about the benefits of adopting and certifying management systems. In this regard, all specifications include requirements indicating the need to implement management systems, as this could become mandatory in the near future.

Furthermore, and in accordance with Article 245 of Royal Decree-Law 2/2011, a good practices agreement protocol has been approved to provide incentives to companies that adhere to the protocol and commit to complying with certain requirements, including the need to have environmental management systems in place.

A survey is conducted annually with companies in the port environment and those directly related to it to verify their implemented management systems.

Facilities and technical features

The port of Cartagena is located in the Southeast of Spain, within the Autonomous Community of the Region of Murcia. It represents the natural exit by sea for the entire Cartagena Region, the Region of Murcia and many of the nearby provinces of other communities.

LAND SURFACES (m2)	
Warehouses	543,099
Roads	262,534
Rest	1,528,212
Total	2,396,241
Shleter docks	m/l
Curra Dock	600
Navidad Dock	190
Bastarreche Dock-peer	817
Southeast dock	1000
Docks length	m/l
Cartagena	6831
Escombreras	7266
Total	14,097
Anchorage (Hectares)	
4983	
Escombreras dock	
Large gas tankers docking	Liquid bulk
Fertilizer dock	Crude Oil Terminal
Solid Bulk Terminals	Multipurpose Terminal



Cartagena dock	
Cruise terminal	Container terminal
Fishing boats	General Goods Terminal
Sports and leisure	Fruit and vegetable Terminal

Infrastructures in progress and works

Main actions carried out:

- APC central building refurbishment.
- Plaza Mayor. Phase 1. Alfonso XII Dock and Plaza Héroes de Cavite square
- Paving of the operations area at the Multipurpose and South docks. .
- New fenders at the Santa Lucía pier and bays 10 to 14 of the LBT.
- Quick Escape Hooks (GER) upgrades on bays 10 to 14 of the LBT.
- New connection rack with bays 19 and 20.
- New drinking water supply networks in the Cartagena and Escombreras docks.

For more information, consult the APC annual report: [www.apc.es/webapc/publicaciones/documentacion/memorias anuales](http://www.apc.es/webapc/publicaciones/documentacion/memorias%20anuales)



Upgrading GERS on Faces 10 to 14 of the LBT.

To ensure compliance with safety regulations in this type of terminal, the APC has planned the supply and installation of 17 new Quick Escape Hooks on Faces 13 and 14. To this end, the existing GERS, which are over 25 years old on average, have been removed, and new pipelines have been built and existing foundations and installations have been improved.

New drinking water supply networks in Cartagena and Escombreras docks.

Most of the port's drinking water supply networks were built before 2000, many of them using fiber cement. Due to the increasing number of breaks, the APC designed a plan to renew them, aiming to replace them over several years.





New fenders at the Santa Lucía pier and bays 10 to 14 of the LBT.

The APC is standardizing the type of defenses used in its docks to save on maintenance.. Therefore, a plan was designed to replace the existing shield defenses, many of which were worn out and needed to be replaced with cylindrical ones.



Dredgings

Future projects:

Draft increase on various fronts.

The increase in vessel draft in recent years, in order to maximize transport costs, has generated the need for deeper docks. In front of the Isaac Peral dock, there is a higher area of the seabed that limits the berthing of larger vessels. Dredging to lower this area to a depth of

-15.5 m would allow the entry of deeper vessels without requiring any work on the dock.

The area with depths greater than -15.5 m corresponds to an area of 49,000 m².

The seabed surface is made up of cemented sandstone, and as was the case years ago, a cutter dredge is expected to be required. The volume of rock material to be dredged is approximately 18,000 m³.

Dredging carried out:

No dredging has been carried out this year



Port-City Interface

The following actions, described above, are part of the Port Authority's projects aimed at Port-City integration.

- Plaza Mayor. Phase 1. Alfonso XII Dock and Plaza Héroes de Cavite square

Trade Shows and external promotion/Logistics



Members of the following logistics associations:

- Spanish Association for the Promotion of Short-Distance Maritime Transport, with the aim of facilitating the development of competitive multimodal transport chains with significant participation of maritime transport.
- Medports Association, with the aim of strengthening cooperation between Mediterranean ports, maintaining sustainable infrastructure, exchanging experiences, and increasing the visibility of maritime transport.
- FERRMED, with the goal of uniting Europe from north to south through a railway corridor connecting the areas of greatest economic and logistics activity, primarily strengthening the ports of the Spanish Mediterranean.

Trade Shows and external promotion/Cruises

The most important activities carried out are detailed below.

To promote the services offered by the Port of Cartagena, the company has participated in the following fairs and forums:

- Medports GA held in Tunis.
- Fruit Logistica held in Berlin.
- Fame Innova held in Torre Pacheco.
- Transport Logistics held in Munich (a logistics fair).
- Breakbulk held in Rotterdam.
- Medports Forum held in Barcelona.
- SIL held in Barcelona.
- Agrifood Congress held in Tarragona.
- Petrochemical Logistics Convention held in Marseille.
- EPCA held in Viena.
- Fruit Attraction held in Madrid.
- European Bulk Liquid Storage held in Cartagena.
- Sepor held in Lorca.
- SPC Annual Conference in Huelva.

Regarding container traffic, a campaign of visits has been carried out to the main exporting companies in the region of Murcia to present the services provided by the port. Work has been done with various shipping companies to launch new shipping lines.

Some of the port's promotional material has been updated: video and brochures on different types of traffic

Cruises

The following activities were carried out last year:

- Attendance at Fitur in Madrid.
- Creation of a tourist map of Cartagena for Cruise-Friendly Trade, a joint initiative of the Chamber of Commerce, City Council, Open Commercial Center, and Port Authority.
- Attendance at the second CLIA European Summit held in Paris.
- Attendance at the Seatrade Cruise Global trade fair in Miami.
- Participation in the Medcruise General Assemblies in Corfu in May and in Burgas in October.
- Attendance at the CLIA Ports & Destinations Dialogue held in Hamburg.
- Participation in the Seatrade Europe trade fair in Hamburg in September.
- Participation in the Monaco Yacht Show on recreational nautical sports.
- Attendance at the World Travel Market in London.
- Participation as a sponsor at the International Cruise Summit in Madrid.
- Sending a quarterly newsletter to cruise lines and specialized press with the most relevant news.
- Presence in the specialized digital press.
- Cruise Tourism Monitoring Committee.
- Participation in various Medcruise working groups.
- Participation in the ESPO Cruise & Ferry Network working group.
- Participation in regular ESPO meetings.
- Member of Cartagena Port of Cultures.
- Attendance at the Murcia Region Tourism Roundtable.
- Partners of Medcruise and CLIA.

Movement of goods

The main industrial sectors represented in the port are: oil refining, regasification, construction materials, animal feed, chemical products and fruit and vegetable products.

For more information, please visit the APC website at <http://www.apc.es>

Turnover invoiced to the five main clients:

65.50% Percentage of the total net amount

ORIGINS AND DESTINATIONS OF GOODS:

Hinterland Southeast/Central Spain

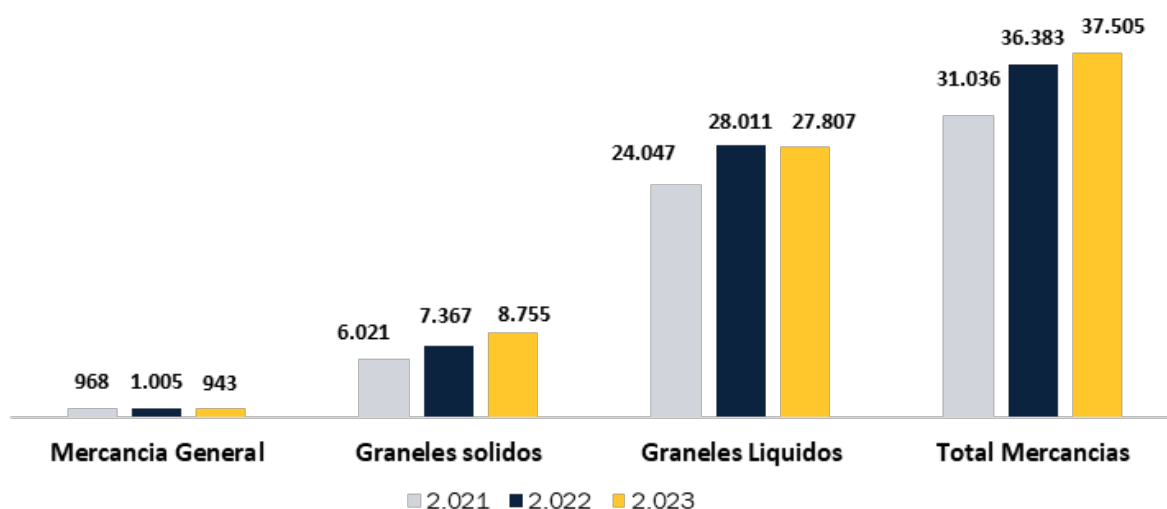
Foreland USA, Brazil, Mexico, Italy, Saudi Arabia



PERCENTAGE OF TOTAL TONS MOVED IN THE PORT THAT CORRESPOND TO CONCESSIONED OR AUTHORIZED MARITIME TERMINALS OF GOODS TRAFFIC OUT OF TOTAL GOODS TRAFFIC.	COMPANIES UNDER CONCESSION AND COMPANIES WITH ADMINISTRATIVE AUTHORIZATIONS.	PERCENTAGE OF ACTUAL LAND AREA CHARACTERIZED AS COMMERCIAL USE, CONCESSIONED.
CONCESSIONED OR AUTHORIZED MARITIME GOODS TERMINALS 29,503,349	COMPANIES UNDER ADMINISTRATIVE CONCESSION REGIME 53	CONCESSIONABLE LAND AREA 909,503
<u>TOTAL FREIGHT TRAFFIC</u> 37,503,953	<u>COMPANIES UNDER ADMINISTRATIVE CONCESSION REGIME</u> 67	<u>LAND SURFACE UNDER CONCESSION</u> 721.614
RATIO 78.67		RATIO 79.34 %

Evolution of movement of main goods in thousands of tons.

There is a summary of merchandise movements for 2023 in the annual report, which can be consulted on the website.: www.apc.es.



	2021		2022		2023		
	Tones variation	% on total of year	Tones movement	% on the movemnt total year	Tones	% on the total year	% movement as to 23/22
TOTAL TONS MOVED	31,036,454	100	36,383,587	100	37,504,761	100.00	3.15
Liquid bulk	24,047,180	77.48	28,011,168	76.99	27,807,541	74.14	-0.73
Solid bulk	6,021,397	19.40	7,367,627	20.25	8,754,708	23.34	19.30
CONVENTIONAL GENERAL MERCHANDISE	353,869	1.14	375,165	1.03	293,657	0.78	-22.61
GENERAL MERCHANDISE IN CONTAINERS UNDER IMPORT-EXPORT REGIME	613,450	1.98	628,464	1.73	648,047	1.73	3.12
GENERAL MERCHANDISE IN CONTAINERS IN TRANSIT AND FISHING REGIME	559	0.0	1,163	0.0	808	0.00	-32.39

Services, concessions and management of the public domain

All activities authorized to operate in the port under a concession or authorization regime, including basic port services (towing, mooring, stevedoring, pilotage and collection of waste from ships), are regulated by conditions and regulatory documents where, in addition to the appropriate economic considerations and guarantees of service, environmental, safety and occupational risk prevention considerations are included. These go beyond strict legal compliance, incorporating obligations derived from our management systems that seek to influence the operation of the

operating companies so that they adopt more efficient management procedures, which in the future may become mandatory.

The functions of both the Port Authority and the service providers are defined in the Port Law.

The main function of the Port Authority, within the criteria of efficiency, effectiveness, and publicity, is to regulate the provision of services, and the main function of companies is to provide services in accordance with the criteria established in the Port Law and in the specific specifications regulating the services.

Generally required conditions in service specifications and concession titles

- To have an EMS for the entire activity
- Specific conditions regarding air quality levels or discharges
- Reference to specific operational practices for controlling environmental aspects
- Requirement for specific technical measures to prevent or mitigate emissions, discharges, or spills (irrigation systems, workshop requirements, etc.)
- Requirement regarding the level of order and cleanliness of work facilities
- Reference to the development of maintenance in areas appropriately equipped for this purpose
- Need to have maintenance plans for equipment or systems whose malfunction or condition may cause emissions, spills, or discharges.
- Waste management requirements

.-In the movement of goods, reference is made to the management of cargo waste and stowage of goods.

.-Reference to contingency plans and necessary resources

.-Obligation to have environmental liability insurance in accordance with Law 27/2007

.-In dock operations, the obligation to have an operations manager responsible for operations at all times

.-Provision of sanitation and stormwater networks in concessions

.-Soil contamination control and decontamination in concessions



Communication mechanisms with operators, customers and the port community

All available information on competitions, tenders, works, and projects is available on the Port Authority's website, allowing any company to obtain this information and participate in any open competition. Information on port taxes and fees is also accessible. Other communication and information channels include this CSR report, the annual report, the quarterly Dársenas bulletin, the annual EMAS environmental statement, and the service guide, which are complemented by timely information provided through press releases and press conferences held by the

press office and the sales department.

The main element of communication and participation open to the entire port community on environmental matters is the Environment Committee, which represents concessionaire companies, stevedores, organizations, and port workers.

The Environment Committee remains as an effective element of communication and consultation between users and organizations that make up the port Community.

Information mechanisms:

Mechanisms established by the Port Authority to ensure that any operator wishing to provide services in the port or apply for a concession can transparently understand the conditions for operating in the port.

The following measures have been implemented by the Port Authority to guarantee free access and free competition for private enterprise in the port.

- The regulatory specifications for the various port services are available online.
- Information sessions are held periodically for potential target sectors, providing information on the access conditions for operating in the port.
- The Port Authority makes documentation available to potential operators clearly detailing the procedures and steps to follow to operate in the Port, either as service providers or as concession holders.

Any query related to the provision of services in the port or aimed at applying for a concession is answered, providing information on the requested aspect, within a period of less than 5 days.

Initiatives promoted to improve the efficiency, quality of service, and performance of the services provided to cargo.

The forums where the Port Authority consults on the above aspects are within the committees formed for this purpose, such as the Quality Committee, Basic Port Services Committee, Cruise Promotion Committee, Environment Committee, Security Committee, safety working groups, etc.

Joint commitments to service end customers.

- Promotes and coordinates quality committees or groups with the port community.
- Has implemented several initiatives aimed at streamlining cargo inspection processes, such as signing protocols with other administrations, improving infrastructure related to customs inspection, etc.
- Has developed and submitted Specific Service References for approval.
- The APC is certified according to ISO 9001:2015 in: Port management of vessels in container, dry bulk, general cargo, and cruise ship traffic.
- For each of these traffic types, a Quality Plan is established, to which port operators adhere by signing a contract, committing to comply with certain deadlines, services, and cargo care.
- The APC publishes the corrective rates and indices annually on its website in both Spanish and English.
- The APC promotes and coordinates the Quality Committee, composed of Mooring Officers, Pilots, Tugboats, Shipping Companies, and Stevedores. In addition, there is an internal Quality Monitoring Group.

Customer Service (SAC)

This AP has a SAC for processing complaints, suggestions, claims, and requests for information.

- All port users can report them via the website, email, fax, telephone, or in person.
- The Quality Committee meets semi-annually to evaluate service quality and collect complaints and/or suggestions.
- Satisfaction surveys are sent biannually to: customs agents, shipping agents, stevedoring companies, and freight forwarders.
- The elements to be analyzed are: vessel waste collection services, pilotage, mooring, towing, loading-unloading and stowage-unloading services, Port Authority services, PIF, and inspections and infrastructure.
- The results of the questionnaires are analyzed by the Monitoring Group, where appropriate measures are taken.

Year	2021	2022	2023
Information	362	406	380
Claim	6	11	17
Complaint	21	17	41
Suggestion	5	11	6
Data Set Request	6	2	7
Room Reservations	2	0	0
Visit	18	44	48
Total	420	491	499



Complaints regarding noise levels, dust emissions, or air quality:

- In 2023, there were 17 complaints. The most frequent causes were related to the maintenance and repair of Port-City facilities and the transport of live animals by truck.
- This year, two complaints regarding noise pollution were received: one from a private individual regarding a noisy anchored boat and another from a resident of the Yacht Club regarding the horns of a cruise ship. Measures are being taken in both cases. There were no complaints in the previous two years.
- Regarding air quality, no complaints have been registered in the last three years.

Sustainable Mobility

The Port of Cartagena has taken measures to promote the use of non-polluting vehicles such as bicycles, installing bicycle racks in the main administrative centres.

- The Port of Cartagena is connected by rail at the Escombreras basin, although it is poorly served. Work has currently begun on improving rail access to the Escombreras basin expansion.

In addition, within the Land Accessibility Fund, an agreement has been signed with Adif to improve the Camarillas bypass, which will allow for better connections between the port of Cartagena and the center of the peninsula. The agreement for the improvement of the Escombreras station, which will allow direct train traffic to and from the port, is also being processed.

- All documentation is ready

to sign the rail connection agreement once the rail access to the Escombreras expansion is built, and contacts have begun with Adif for its signature. Furthermore, under the supervision of Adif, the necessary mechanisms and protocols are being installed to allow direct trains to depart from the port of Cartagena.

- General training has been provided to those responsible for rail traffic safety within ports, and it is hoped that specific training for port traffic management and/or support staff will soon begin.
- Strategic guidelines have been established for commercial promotion and management for potential shippers, logistics operators, and railway operators to attract and promote this rail traffic to the port of Cartagena.



The priority infrastructure actions to improve mobility are reported below.

A) PRIORITY INFRASTRUCTURE ACTIONS OUTSIDE THE PORT SERVICE AREA

Action, justification for priority 1.-
ROAD

Section of the CT-34

In order to maintain the same section throughout the access to the Escombreras basin, a widening of the road is proposed between the access roundabout to Repsol Butano (the last roundabout owned by the APC) and the last roundabout on the state road network at the end of the CT-34.

2.- RAILWAY

- Railway superstructure of the "Camarillas Bypass" will shorten journey times.
- "Camarillas Bypass" facilities
- "Improvements to the Escombreras Station"

B) PRIORITY INFRASTRUCTURE ACTIONS INSIDE THE PORT SERVICE AREA

Action, justification for priority 1.-
ROAD

Accessibility and urbanization in the Espalmador area
The Port Authority of Cartagena is studying the possibility of expanding the Cartagena Basin through the Espalmador area to meet the growing demand for future traffic and resolve any potential congestion problems that may arise.

As a result, it is necessary to improve access to the planned expansion, which will affect the current road structure accessing the Espalmador area.

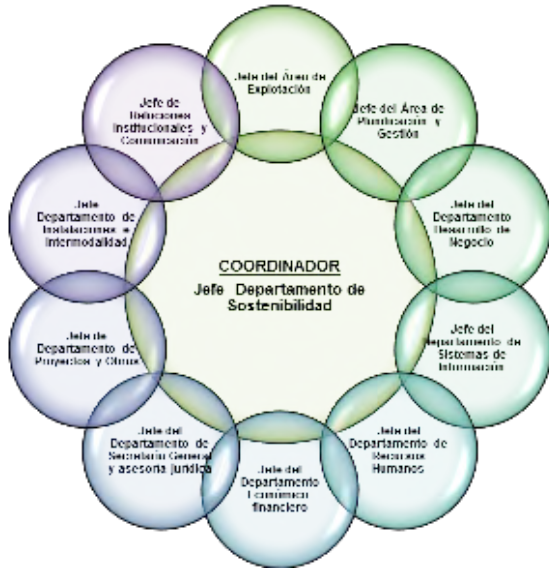
2.- RAILWAY

Rail access. It includes the construction of a new rail access from the current track that runs from the Escombreras station to the new Escombreras Basin. The project includes the necessary infrastructure between the existing track and the existing service area, as well as the entire superstructure, ballast, tracks, safety, and communication facilities from the connection point to the track yard for the expansion of the Escombreras Basin. This includes superstructure and safety facilities, as well as the replacement of affected services.

Likewise, both docks have road access directly connected to the A-30 motorway. There are RO-RO berthing facilities in both docks.

Sustainability Strategy

Sustainability at the APC is a matter of ongoing management and, over time, has achieved several significant milestones. This commitment has allowed issues related to environmental management to achieve positive returns and generate trust in the port community. A path taken that fosters commitment to new goals for the coming years.



Composition of the CSR committee



APC Interest Groups



1996

APC certifica su gestión de la calidad según ISO 9001



2004

APC certifica su gestión ambiental según ISO 14001



2008

APC se registra como organización EMAS



2009

Creación del Comité de Responsabilidad Social en APC y del Club EMAS Murcia



2011

APC certifica su gestión de la salud y la seguridad según OHSAS 18001 (y actual ISO 45001)



2012

Mapa de Diálogo de APC con sus grupos de interés



2015

Creación de la Cátedra Medio Ambiente APC– Campus Mare Nostrum, junto a la UPCT y la UMU



2016

Plan de Responsabilidad Social 2016/2017



2018

Plan de Responsabilidad Social 2018/2020 + Adhesión al Pacto Mundial



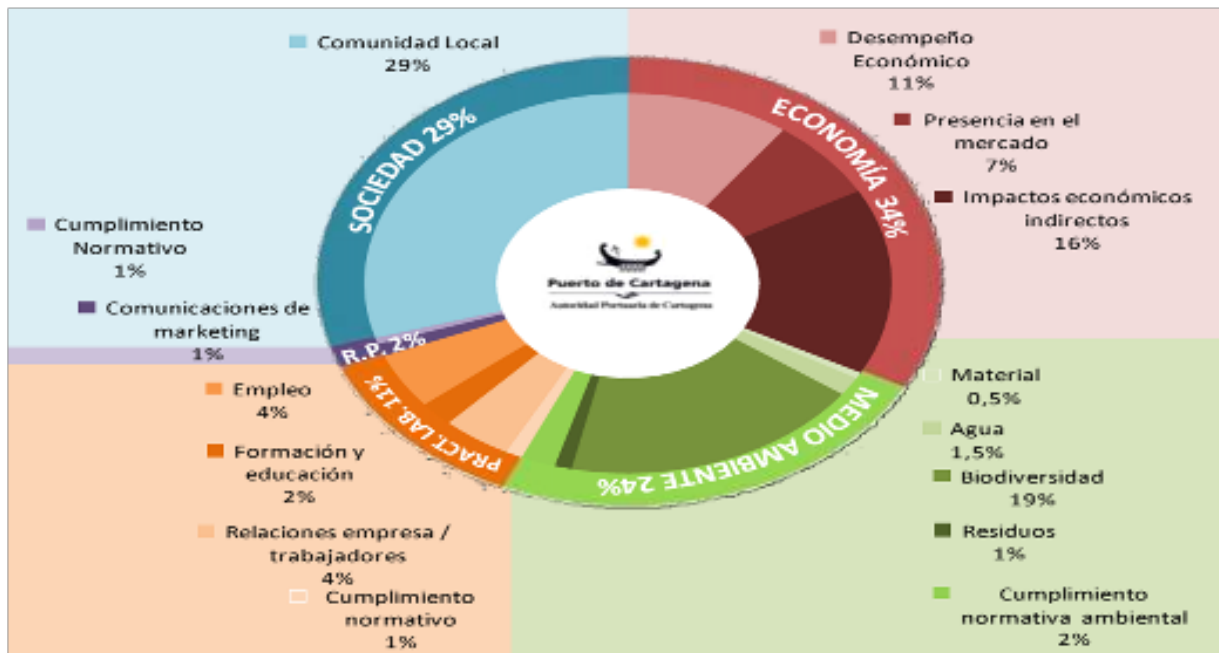
2019

Premio europeo EMAS de gestión ambiental en la categoría de organizaciones públicas pequeñas + Certificado de Revisión Ambiental PERS



2020

Firma del acuerdo de Compromiso por el Desarrollo Sostenible del puerto de Cartagena



Materiality of the APC



2014

Plan de comunicación responsable + Integración red ECOPOINTS



2022

Plan de Sostenibilidad 2022/2025











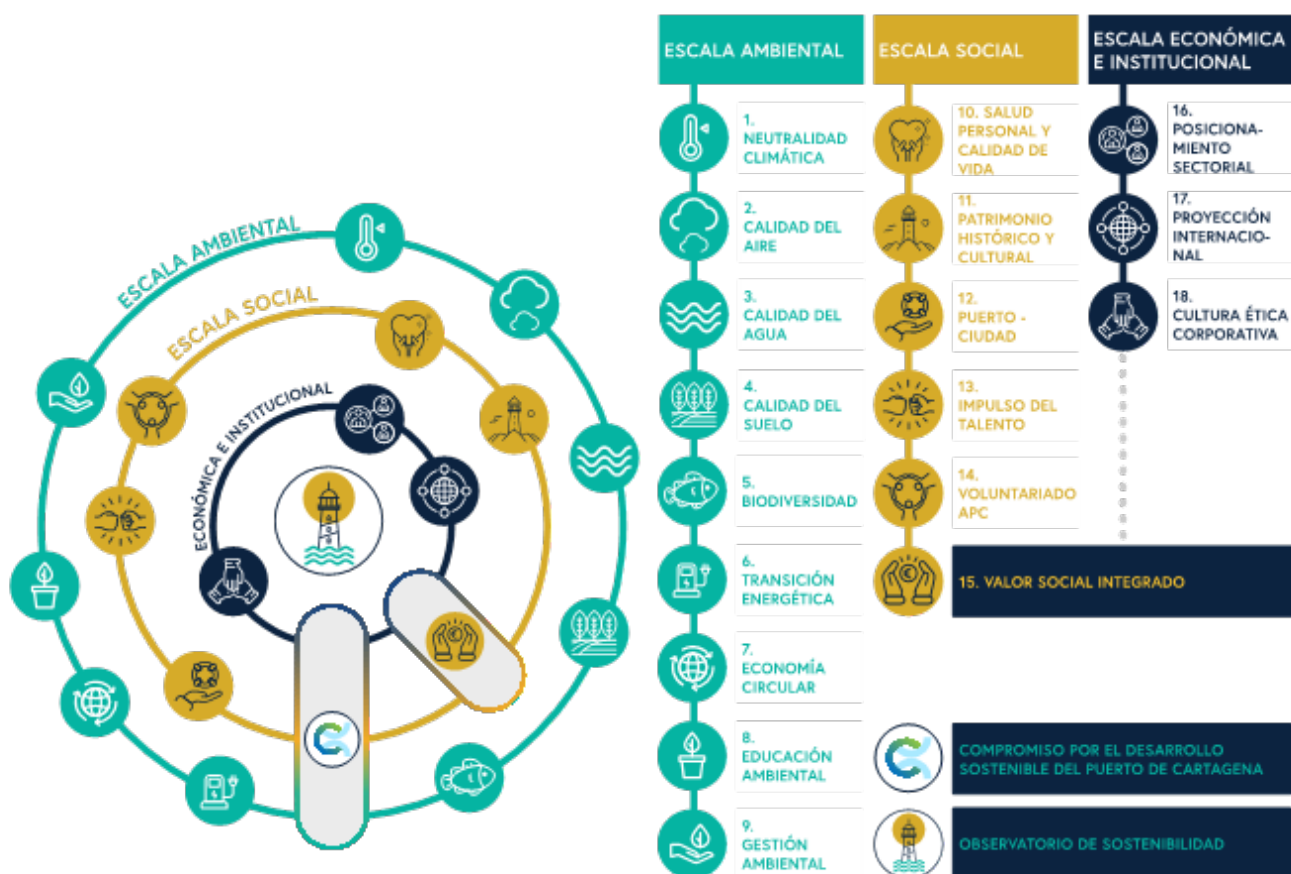




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PS PLAN DE SOSTENIBILIDAD 2022/2025

The 2022/2025 Sustainability Plan of the Port Authority of Cartagena represents a consolidation of the cross-cutting vision of sustainability. It is based on a three-tiered structure (environmental, social, economic, and institutional) and integrates a set of policies, programs, and areas of action in which the APC is immersed and which, together, support sustainability action. Therefore, it includes actions already approved and/or initiated, along with others specifically designed. Together, they involve action from different areas of sustainability.



Nine of the 18 axes of work have been integrated into the environmental tier. These address mature issues in the APC's sustainability management, such as actions to maintain and improve air, water, or soil quality, or the conservation of ecosystems and biodiversity; along with other emerging issues that represent an opportunity, such as climate neutrality, energy transition, or environmental education (understood in a broad sense and with the aim of reaching diverse audiences and stakeholders). The axis is completed by environmental management, which is committed to strengthening the management of environmental aspects within the organization.

The social scale integrates six axes of work focused on managing personal health and the quality of life of the organization and its members, enhancing the historical and cultural heritage of the Port of Cartagena, strengthening the relationship between the port and the city, promoting talent, volunteering, and assessing the social value generated by the APC. A total of 15 actions are planned for the next four years, aimed at strengthening the APC's social action.

The third scale is oriented toward the economic and institutional axis, especially the latter. It seeks to strengthen the APC's management in disseminating sustainability actions within and outside the sector, and in promoting its sustainability culture and corporate culture. More information at <https://www.apc.es/webapc/compromiso/rsc/gestionandors>

Summary of the Sustainability Plan for 2023

In the second year of implementation of the Sustainability Plan, 42% of the initially planned actions have been executed or are in progress.



86% of the actions are in progress or already executed.



55 of the 64 actions are implemented or in the implementation phase.

At the end of fiscal year 2023, the status of the actions is:

- 17 actions are considered in progress (status at 25%) as they have begun and may continue over the coming years.
- 31 actions are considered partially executed (50%) as part of the established objectives have been achieved.
- 7 related actions are considered executed (100%):
 - o Completion of the social value update.
 - o Study of the emotional value generated by APC.
 - o Holding of the communication event to highlight the methodology and results of the Social Value.
 - o Content design and information collection.
 - o Editing and layout of the environmental profile.
 - o Review and update of the stakeholder map.
 - o Updating the materiality study.

Overall, the list of 64 actions included in the APC's 2022/2025 Sustainability Plan Monitoring Framework is considered to be 41.8% complete.

En ejecución	48
Implementadas	7
No implementadas (en 2022)	9
Grado de implementación 2023 (%)	41,8

APC's Contribution to the Sustainable Development Goals and Global Compact Principles



Translating the United Nations' vision of sustainable development and adapting it to the reality of the Port of Cartagena is a task that the APC is intensively undertaking.

Since 2016, the APC has been working to analyze how its daily activities contribute to the goals contained in each of the 17 objectives. Following awareness-raising in various workshops and consultations with stakeholders, both internally and within the Port Community, it is considered that the Port Authority's daily activities contribute directly to six of the sustainable development goals, another six indirectly, and the rest to a lesser extent.

We will now discuss the evolution of the APC's contribution this year to the 10 principles of the Global Compact and the 17 SDGs.

It's not about providing a comprehensive account of all of the APC's actions (contributions without significant impacts, ephemeral or one-off contributions, etc.), but rather focusing on:

- Activity criteria (linked to daily activities)
- Our strategy (Sustainability Plan)
- Being relevant to the APC and its stakeholders (materiality analysis)

Evolution of individual progress of each SDG:

BACK



EQUAL



SLOWLY FORWARDS



ADEQUATE PROGRESS



Among all our goals related to the SDGs, we can highlight the Platform for the Sustainable Development of the Port of Cartagena, in which we aim to bring together as many members of the port community as possible until reaching 28 members on said platform by 2023. Recently created, with it we want to promote SDG 17 and contribute the entire community to achieving the SDGs



1: BACK 2: EQUAL 3: PROGRESS

SDGs with direct impact



5 IGUALDAD DE GÉNERO	- Of the latest additions, 80% are women. - There is gender equality at the Port Authority (APC) in all applicable areas.
8 TRABAJO DECENTE Y CRECIMIENTO ECONÓMICO	- Growth in freight and cruise activity - Consolidation of management systems (9001, 14001, EMAS, OHSAS) - Training in occupational health and well-being - Digital transformation of the Port of Cartagena, developed by 40% - Direct, indirect, and induced employment generation - Enhancement of APC roles and internal work
9 INDUSTRIA, INNOVACIÓN E INFRAESTRUCTURA	- Development of rail connection infrastructure - Improvements to the Port's urban environment: promotion of sustainable mobility, improvement and enhancement of pedestrian paths, etc. - Promotion of the "Ports 4.0" network and digital transformation of the Port - Development of Portlab, a port innovation ecosystem to advance toward a more intermodal, innovative, efficient, and welcoming model

SDGs with direct impact

13 ACCIÓN POR EL CLIMA



- Calculation and registration of the Port's Carbon Footprint (Scope 3)



- Evolution of the carbon footprint



- Promotion of Liquefied Natural Gas as a benchmark fuel in the maritime sector



- Promotion of the adoption of less polluting electrical energy sources (with a lower CO2 emission rate)



- Progress in the adoption of a low-emission sustainable mobility model.

14 VIDA SUBMARINA



- APC facilities with wastewater treatment systems



- Technical instruction ROM 5.1-13 implemented for port water quality control (including monthly port water quality sampling)



- Development of projects to protect marine fauna from underwater noise



- Study of biological communities on the seabed off Calacortina and Escombreras Island



- Underwater noise study



- Increase in the number of plots targeted for reforestation with Posidonia oceanica in port waters



17 ALIANZAS PARA LOGRAR LOS OBJETIVOS



- APC driving force on the adoption of management systems by port community companies (with the aim of getting more companies to join the EMAS registry)



- Educational group visits



- Annual renewal of commitment to the Global Compact



- Development of actions within the framework of the APC volunteer plan



- Calculation of the Port's Integrated Social Value



- Actions of the "Commitment to Sustainable Development of the Port of Cartagena" - Platform for knowledge, contribution, and dissemination of the SDGs in the Port Community.

SDGs with Indirect impact



3 SALUD Y BIENESTAR



- Noise map of Escombreras dock
- Permanent pollutant measuring stations.
- Implementation of the APC Occupational Health Improvement Plan 2024-2026.
- Installation of cardioprotection columns and application courses

6 AGUA LIMPIA Y SANEAMIENTO



- Efficiency improvements.
- Wastewater management and treatment.

7 ENERGÍA ASEQUIBLE Y NO CONTAMINANTE



- Increased efficiency in electricity consumption at our facilities.
- Photovoltaic energy generation.
- Renewal of vehicle fleet with hybrid or low-emission vehicles.
- Promotion of Liquefied Natural Gas as a benchmark fuel in the sector
- Evolution in fuel consumption.

11 CIUDADES Y COMUNIDADES SOSTENIBLES



- Authorization of activities in the port area - Seafront Promenade.
- Port-City collaboration agreement on Corporate Social Responsibility.
- Refurbishment of areas and trails for public enjoyment.
- Creation of the Port of Cartagena GreenTour.
- Revegetation and territorial regeneration actions: Revegetation of the Punta Aguilones quarry, Escombreras Dock, and Cabo de Palos Lighthouse.

SDGs with Indirect impact



• Integration of sustainability into public procurement. Development of a guide for integrating green public procurement criteria in different categories:

- Paper and office supplies
- IT equipment: printing, computers, and monitors
- Building lighting
- Building cleaning products and services
- Street cleaning services
- Design, drafting, and construction of office buildings
- Textile products
- Vehicle purchase and rental
- Office furniture purchase



• Inclusion of sustainability criteria in events organized by the APC



• Management of waste produced by the APC and ships (MARPOL waste) with a recycling and reuse perspective, integrating circular economy principles



• Contribution to the recovery of endangered species



• Study of the impact of port activities on soil quality and human health

• Development of studies on birdlife present in the port environment



• Monitoring of wintering seagull populations on Escombreras Island and in its dock.



• Genetic study of the ocellated lizard population (*Timon lepidus nevadensis*) on Escombreras Island



• Monitoring the yellow-legged gull population and monitoring seabirds in the area surrounding the Mazarrón Lighthouse



• Control of opportunistic species on Escombreras Island



• Adjustment and signage of the Aguilones Trail



• Reforestation and environmental restoration of the Cabo de Palos Lighthouse.



Minor contribution SDGs



Our impact on these Goals is minor, so we will not analyze them in the same detail. Only the contribution to SDGs 4, 10, and 16 is highlighted as the main contributions.

4
EDUCACIÓN
DE CALIDAD


-  • Renewal of the agreement for the Mare Nostrum Environmental Chair in collaboration with the UPCT and the UMU.
-  • Development of training activities at APC on environmental issues and Occupational Risk Prevention.
-  • Development and dissemination of a new educational module on Posidonia Oceanica, with the aim of providing students with knowledge of Posidonia Oceanica and the vital functions it performs.

16
PAZ, JUSTICIA
E INSTITUCIONES
SÓLIDAS


-  • Code of Ethics and Good Conduct
-  • Promoting APC's performance through management models based on a Code of Ethics and Good Conduct.

The Port Authority of Cartagena remains committed to complying with the principles of the Global Compact. With this reaffirmation, we support and respect human rights and the first step of the United Nations Guiding Principles on Business and Human Rights. Likewise, we commit to ensuring that our suppliers also comply with it and make our customer service channel available to our stakeholders to process all complaints included in this section.

Our suppliers are generally national; however, this does not prevent us from reiterating our commitment to prevent forced labor and child labor.

MAIN ACTIVITIES DEVELOPED IN CSR



"GET TO KNOW YOUR PORT"

Curricular program in the Region's schools, with visits to the port³⁶.



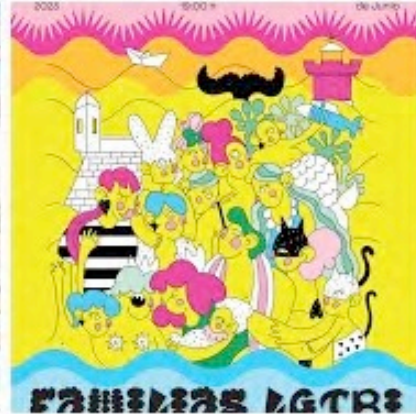
Port Christmas Market



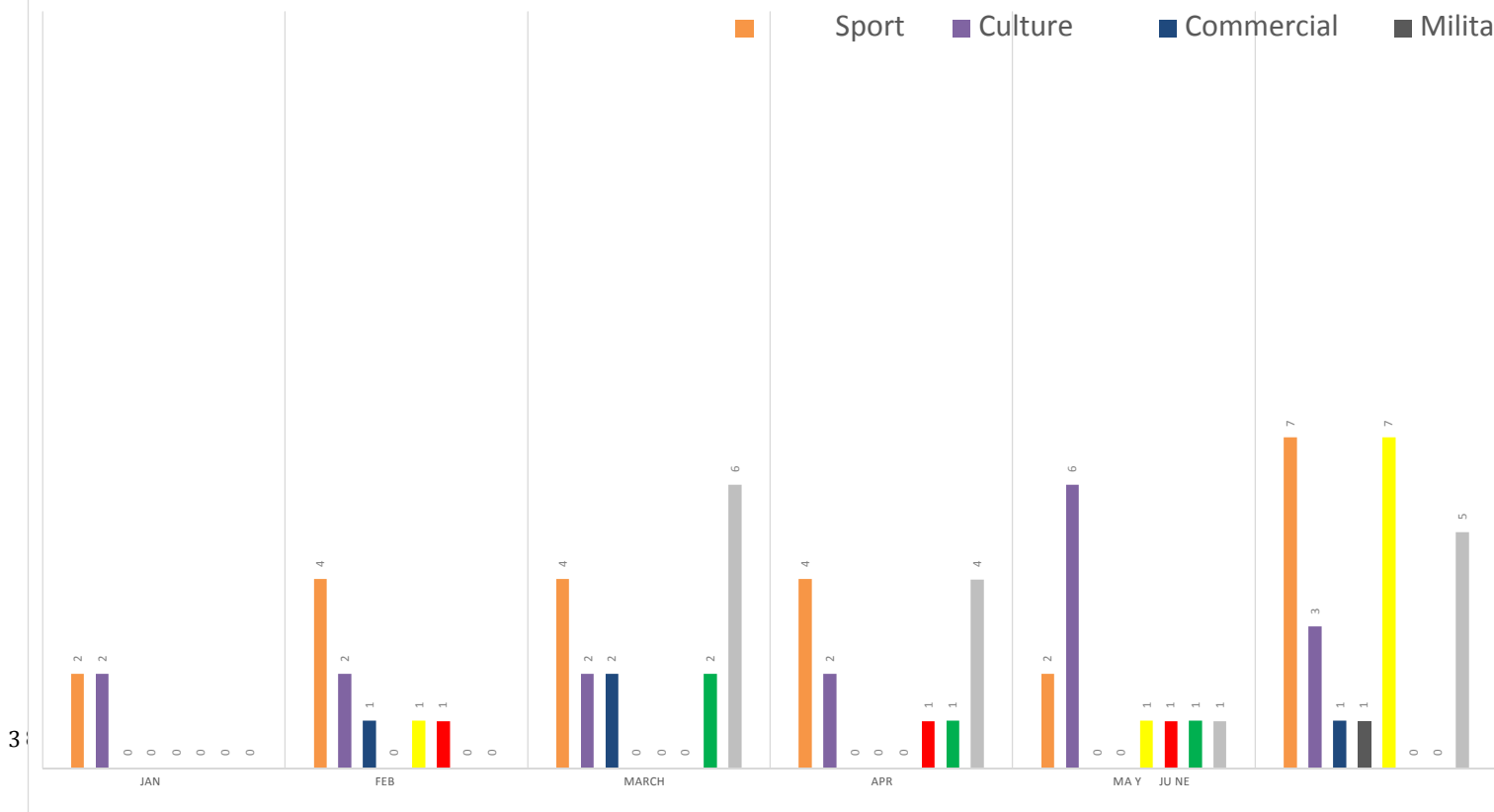
APC Volunteering

- Toy collection campaign with the slogan:
"Bring a toy and we'll buy another for you."
 - "Faro Biodiversidad" Project: Restoring the natural habitat around the Cabo de Palos Lighthouse
 - 8th 10k Race
- This year to benefit the Custoride and Alcer Sureste associations





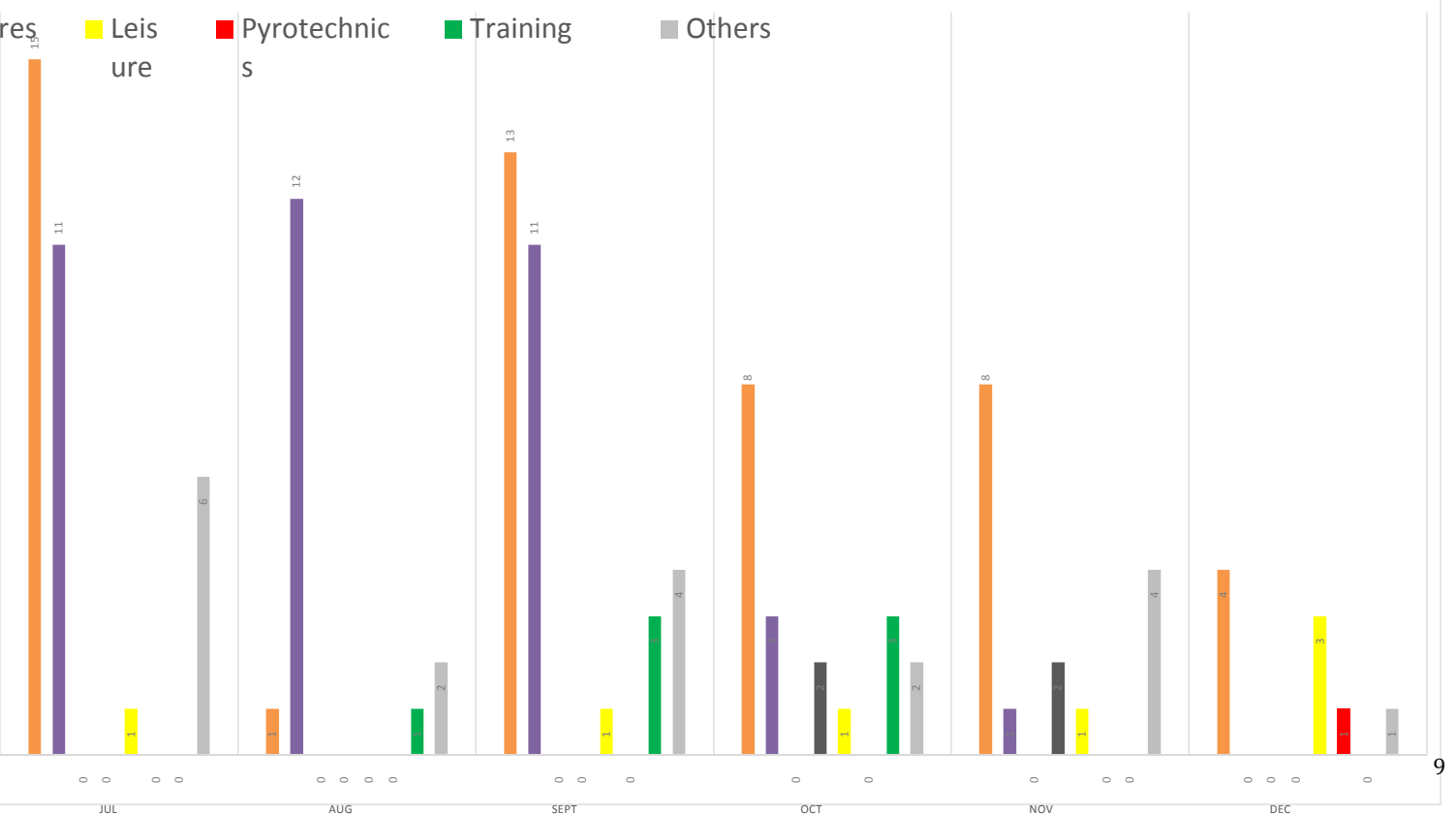
PERMIS



202 Recreational Activities Authorized in the Port Area with 198 Days of Occupation of the Seafront Promenade



OS 2023



Institutional Commitment

The Port Authority is working to optimize port management, provide information to stakeholders, and enable administrative management of clients or suppliers. Work is currently underway on a prototype electronic registry, file manager, and archive for the electronic office, as well as communication projects and the provision of services via the internet or other electronic means:

- Electronic Invoicing
- New Web GIS for port calls available on the website
- New Dock Access Control System and Paperless Lifting
- Improvements to the Employee Portal
- European MED-PCS Project for the management of information attached to cargo or the provision of services
- It is also part of the Puertos del Estado R&D&I group called Smart Ports within the Framework Program promoted by Puertos del Estado and the Ministry

Currently, a PCS "port community system" service is available on the website for service integration. Currently, the following actions can be carried out electronically:

- Vessel call requests
- Vessel clearance
- Dangerous Goods notifications and declarations
- Paperless clearance
- Electronic streamlining of customs procedures
- Access requests, having created a web-based GIS for coordinating activities.

Regarding the scope of the electronic headquarters service, the following services are currently enabled:

- Electronic settlement of fees and rates
- Reception of ship call information (DUE)
- Web-based GIS of berths
- Public Domain Management integrated with GIS
- AIS

Real-time information is available on the port status, status of calls, and planned calls. There is also a cruise ship call schedule independent of the DUE, updated by the consignees themselves to facilitate cruise service planning. The schedule is annual, with the forecasted cruise calls confirmed. This calendar is updated daily and can be added to mobile device calendars via a calendar format, as it is publicly posted on Google Calendar.

To support and facilitate our GGII, a webcam and Wi-Fi have been installed in the cruise ship area, and free Wi-Fi is available for customers, suppliers, and public organizations in official APC buildings.

Technical or business associations to which the Port Authority belongs or in which it participates.

- The Cruise-Friendly Trade (CAC) consortium remains operational, guaranteeing the opening of associated establishments when a cruise ship with more than 300 passengers stops in Cartagena.
- Likewise, the "Cartagena Port of Culture" consortium, made up of the Autonomous Community, the Cartagena City Council, the Cartagena Chamber of Commerce, COEC, the Polytechnic University of Cartagena and the Port Authority itself. This consortium, launched in 2001, aims to restore and enhance the city's cultural tourism resources. More information at cartagenapuertodecultura.com
- The APC participates in the International Association of Port Rights.

Coordination and collaboration projects with other administrations

The Port Authority participates in the following agreements:		
Agreement between the Ministry of Defense and the Port Authority of Cartagena on the definition of actions in the "El Espalmador" area and the "Muelle del Carbón" in the Cartagena basin	2021	Ministerio de Defensa
Convenio entre la Administración General del Estado (Secretaría General de Administración Digital) y la Autoridad Portuaria de Cartagena, para la prestación de los servicios asociados a la utilización de la «Gestión Integrada de Servicios de Registro» (GEISER) como aplicación integral de registro	2021	General State Administration
Addendum to the Legal Assistance Agreement between the General State Administration (Ministry of Justice, State Attorney General's Office, and the Directorate of the State Legal Service) and the APC.	2022	Ministry of Justice-State Attorney General's Office
Agreement between the State Tax Administration Agency and the Port Authority of Cartagena, for the collection of public resources by executive proceedings. (Official State Gazette, April 29, 2022)	2022	State Tax Administration Agency
Agreement with the Port Authority of Cartagena, regulating the financial contributions of the Port Authority of Cartagena from the Port Land Accessibility Financial Fund in relation to the "Duplication of the access road to the Escombreras Basin (CT34) between points 9+020 and 9+290." (Official State Gazette, September 14, 2023)	2023	ADIF-EPPE
Modifying addendum to the Regulatory Agreement for the financial contributions of the Port Authority of Cartagena from the Port Land Accessibility Financial Fund in relation to the improvement of the Escombreras Terminal managed by ADIF.	2023	ADIF-EPPE

Foundations, cultural initiatives, courses, seminars, and social programs promoted or supported by the Port Authority:

Cultural initiatives.

- "GET TO KNOW YOUR PORT" Programme

Number of schools that visited the port during 2023: 58 schools from the EDUCARM program

Number of students in the EDUCARM "Get to know your port" program: Total: 2,123 visitors.

- "Of the Sea, Music, and Bands" Cycle.
- Christmas Market Concerts
- Location of spaces on the port esplanade for events such as exhibitions, fairs, sporting events (regattas, water polo matches, rowing, etc.), cultural events such as concerts from the La Mar de Músicas festival, or military events, among others.



ECONOMIC DIMENSION

SDGs TO WHICH THEY MOST CONTRIBUTE IN THIS DIMENSION





At the Port Authority of Cartagena, we highlight the policy of cost containment, the opening of new business areas, and the diversification of traffic that have allowed us to improve our bottom line in recent years.

Financial year 2023 results

26,518

Average net non-current assets (thousands of €)

404,747

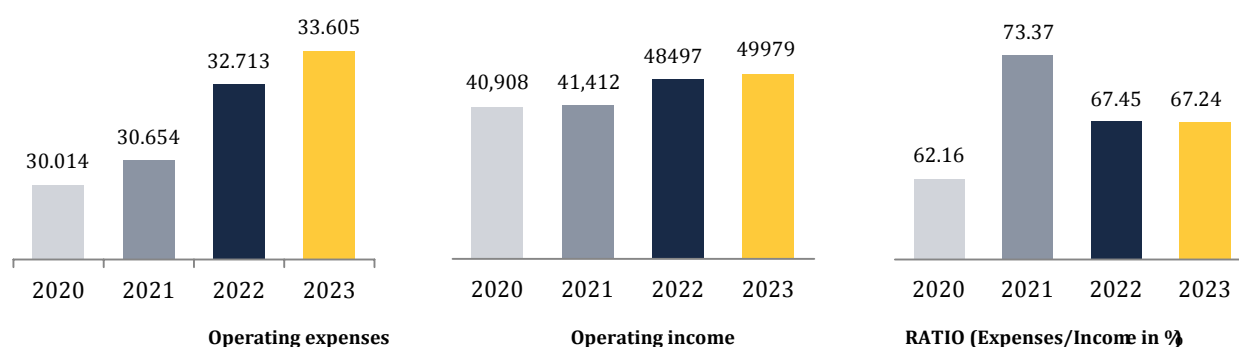
Ratio (result/asset)

6.55%

	2020	2021	2022	2023
Total invoicing/number of employees	215308.58	223852.16	266470.66	273114.21
Expenditure per employee per year	168091.66	152076.97	188110.15	175601.14
Revenue per employee/year in thousands of €	234.67	244.26	296.55	246.93
Total turnover/tons moved per year	1,243.71	1334.35	1325.50	1332.66
Debt service (financial expenses versus cash flow in %)	0	0	0	0
Cash-flow vs. total direct public investment (APC only) in %	208.95%	206.94%	155.96%	312.86%
Evolution of foreign investment compared to own investment	1.82	2.86	1.78	3.59
Investment volume ratio with respect to net assets (definition law 2/2012)(1)	0.043	0.037	0.048	0.028
Turnover invoiced to the top 10 customers, as a % of the total	76.20%	75.60%	80.10%	79.00%
Income from commercial rates with respect to net amount of turnover, in %.	0.95%	0.85%	0.78%	0.87%
Volume of services and external supplies in relation to turnover in % (contribution to the generation of indirect employment)	12.91%	14.49%	15.81%	14.33%
Gross added value per worker expressed as cash flow + salary of employees / number of permanent workers average annual (2)**	190,341.97	212807.37	245846.75	281497.33
Cash generation thousands of €/number of employees, average annual fixed workforce	131.24	143.64	207.23	241.89
Gastos de personal, expresado como % del PIB (cash flow+sueldos y salarios)(2)**	27.09%	25.99%	24.10%	22.31%
Total R&D resources expressed as a % of gross added value	0	0	0	0

(1) * Using only the net assets for the current fiscal year (Law 2/2012)

(2) ** Salaries and Wages are the gross amount of payroll, which appears in the Salaries and Wages accounting account, while for Salaried Compensation, it is the net amount of payroll, which appears in the Outstanding Salaries account.





Various economic aspects

	2021	2021	2022	2023
EBIDTA in Euros	23196.88	23491.90	28286.19	29578.62
% variation in EBIDTA compared to the previous year	-19.11%	1.27	20.41	4.57%
Tons moved	32,892.52	31035.92	36588.30	37503.95
Ratio (EBIDTA/TON)	0.71	0.76	0.77	0.79

Debt service, expressed as 100 x (Debt amortization + Interest) / Cash Flow		Assets without activity expressed as a percentage of the net book value over the total average net assets (as defined by Law 02/2012)	
Amortizations	0	Land without activity in the last 5 years	-6,845.00
Interests	0	Average net assets	404,747.00
Total amount	0	RATIO (%)	-1.69%
Cash flow	35,149.00		
RATIO (%)	0		

Level and structure of investments

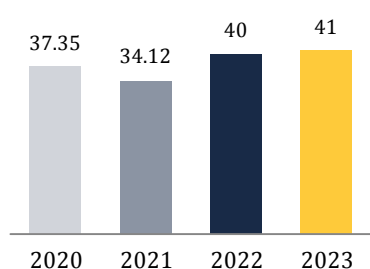
Public investment by the Port Authority in relation to cash flow	2020	2021	2022	2023
Own public investment	11996.00	12979.90	19799.12	11234.88
Cash flow (generated resources)	25066.00	26861.00	30878.00	35149.00
RATIO	47.86%	48.32%	64.12%	31.96%
Foreign investment versus public investment by the Port Authority				
Foreign investment	21806.00	37147.00	35173.00	40372.00
Own public investment	11996.00	12979.90	19799.12	11234.88
RATIO	181.78%	286.19%	177.65%	359.35%

Assessment of asset renewal expressed as the ratio of annual investment volume to average net assets (as defined by Law 02/2012 of June 29 on the General State Budget)	2020	2021	2022	2023
Annual investment	11996.00	12979.90	19799.12	11234.88
Average net assets	280027.08	353234.14	409516.00	404747.00
RATIO	4.28%	3.67%	4.83%	2.78%

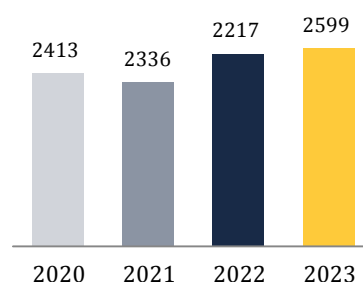
Business and services

	2020	2021	2022	2023
Net amount of turnover	40908.63	41412.65	48497.66	49979.90
Fees for private occupation of public port domain	5135.62	5913.62	6040.10	6235.50
100x (Occupancy rates / Net turnover)	12.55%	14.28%	12.45%	12.48%
Income from occupancy and activity rates	4512.26	6543.83	6040.35	6820.04
100x (Operating rates / Net turnover)	11.03%	15.80%	12.45%	13.65%

Tons moved per m2 of service area characterized as commercial use (surface area for concessions)



Tons moved per linear meter of active dock each year, meaning dock in operation during the last three years



Generated value and productivity

	2020	2021	2022	2023
Net amount of turnover	40908.63	41412.65	48497.66	49979.90
Average annual workforce	191	187	182	170
INCEN/number of employees	214.18	221.46	266.47	294.00
EBIDTA	23,196.88	23491.90	28286.19	29578.62
Average annual workforce	191	187	182	170
EBIDTA/number of employees	214.18	125.63	155.42	173.99

Other expenses

Expenses on commercial promotion of the port expressed as a total in euros and as a percentage of other operating expenses:	
Commercial promotion expenses (€)	622,430.69
Other operating expenses (€)	12,287,610.04
Percentage	5.07%

Expenses for foundations, cultural initiatives, or other social programs		Investments for foundations, cultural initiatives, or other social programs	
Expenses	87,343.62	Investments	0.00
Total expenses	36,096,137.68	Total investments	11,234,877.88
Percentage on the total amount	0.24%	Percentage on the total amount	0.00%

Financial resources allocated to programs or projects aimed at improving the port-city interface. In euros:			
Expenses	0.00	Investments	1101872.34
Total expenses	36096137.68	Total investments	11234877.88
Percentage on the total amount	0.00%	Percentage on the total amount	9.81%

Expenditures and investments in protection and security, expressed as totals and as percentages of total expenditures and investments:			
Expenses	110700.39	Investments	44713.26
Total expenses	36096137.68	Total investments	11234877.88
Percentage on the total amount	0.31%	Percentage on the total amount	0.40%

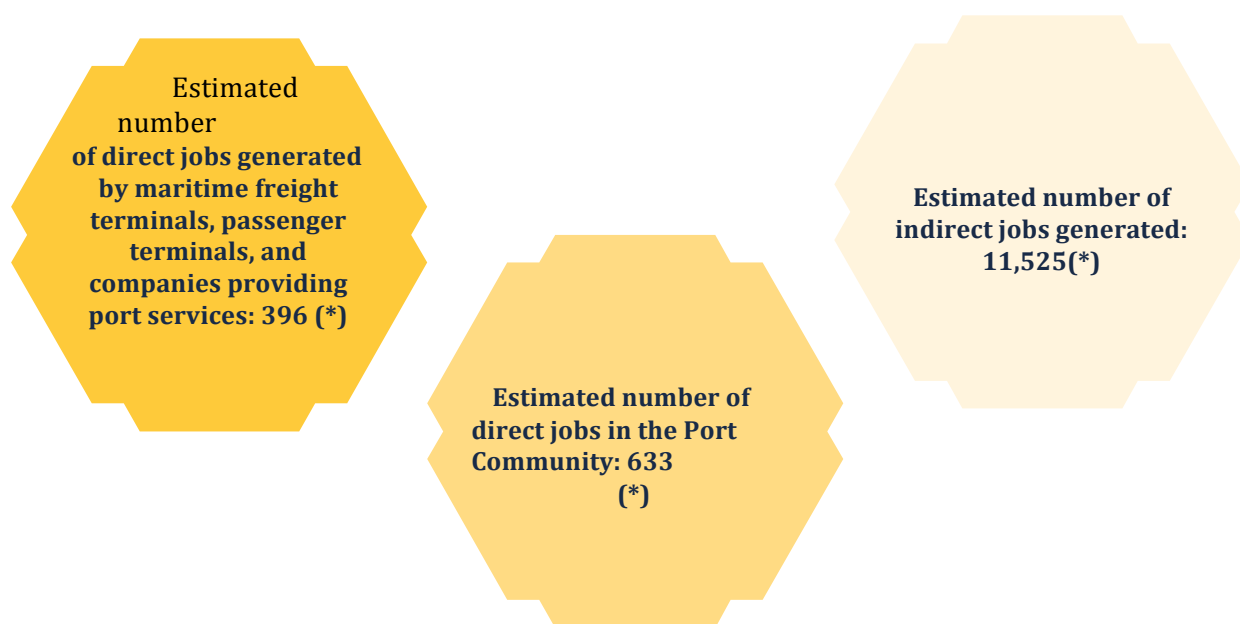
Environmental expenditure and investments:			
Environmental expenses	140,550.90	Environmental investments	66,038.63
Total expenses	36096137.68	Total investments	11234877.88
Percentage on the total amount	0.39%	Percentage on the total amount	0.59%

Cleaning costs in common land and water areas excluding VAT:			
Cleaning of common areas in the two docks	67,226.00	Land cleanup expenses	100,445.00
Garbage collection in the two docks	33,219.00	Land surface area of service	2,353,630
Perimeter cleaning and dock access	45000	Land cleanup expenses / Service area land surface	0.042
Cleaning of buildings and premises	124,704.24	Expenses for cleaning the water surface	
		Surface area zone I	224,370,000
Border Control Post Cleaning	18,542.14	Expenses for cleaning the water surface / Area I	
TOTAL	164,111.84		

Environmental management expenditure and investments: Expenses and investments in environmental monitoring and characterization, expressed as totals in euros and as respective percentages of the total expenses and investments of the Port Authority.			
Investments associated with the implementation, certification and maintenance of the environmental management system	0.00	Investments in environmental characterization	0.00
Total investments	11234877.88	Total tangible and intangible investments	11,234,877.88
Investments in SGA/T. investments *100	0.00%	(Investments in characterization / Total tangible and intangible investments) * 100	0.00%
Expenses associated with the implementation, certification and maintenance of an environmental management system	4,400.00	Expenses in environmental characterization	38,451.16
SGA expense/Other operating expenses)* 100	36,096,137.68	(Characterization expenses / Other operating expenses) * 100	36,096,137.68
	0.01%		0.11%

Estimated number of jobs

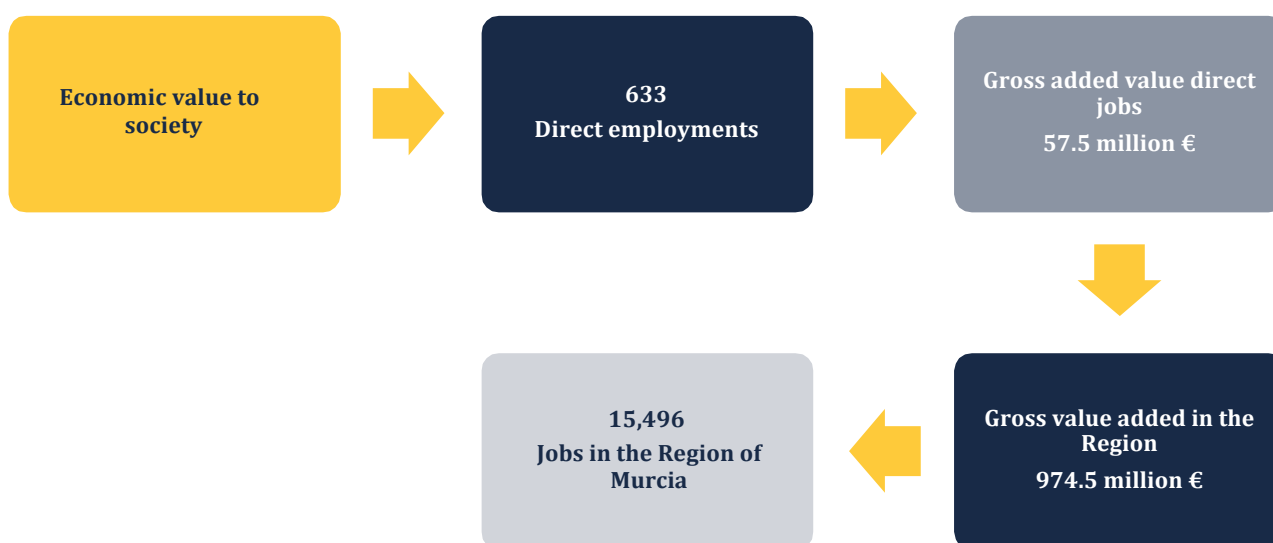
(*) This figure is calculated based on the study conducted by the UPCT on the regional economic impact of the Port of Cartagena in 2013.



Contribution of economic value to society, Economic and social impact

Based on the study conducted in 2013 on the economic impact of the Port of Cartagena on the regional and regional economy by the research team of the Department of Economics at the Polytechnic University, a fairly reliable estimate can be made of the current impact of the port on the regional and regional economic fabric.

Although these conclusions cannot be considered exact due to Given the multiple factors and variables affecting everything related to employment and the economy in the current global economic crisis, it is possible to provide an approximate indication of the importance of port activity in Cartagena to the economic fabric of the region.



There is a detailed relationship on the PROFIT AND LOSS ACCOUNT FOR THE 2023 FINANCIAL YEAR on the APC website, in the Economic Information section

<http://www.apc.es/webapc/publicaciones/documentacion>



Puerto de Cartagena

Autoridad Portuaria de Cartagena



LA CONTABILIDAD SOCIAL DE LA AUTORIDAD PORTUARIA DE CARTAGENA

SOCIAL MONETIZATION

The Port Authority of Cartagena has developed a monetary calculation of the value it generates for society through its global activity. To this end, it has pioneered the Polyhedral Model, based on Stakeholder Theory, which allows for understanding the value transferred by the Port of Cartagena to its various stakeholders, both through market and non-market mechanisms, allowing for the calculation of the socioeconomic impact it generates. The year 2019 was taken as a reference.

The methodological process used to calculate the non-market social value in monetary units consists of six successive steps: 1) development of the stakeholder map; 2) direct dialogue with participants and representatives of the various stakeholder groups; 3) identification of non-market value transfer mechanisms [value variables] and their translation into quantitative indicators; 4) calculation of fair value for the various defined quantitative units; 5) Quantitative identification of the outputs generated by the APC for each of the variables; 6) calculation, integration, and visualization of the results.

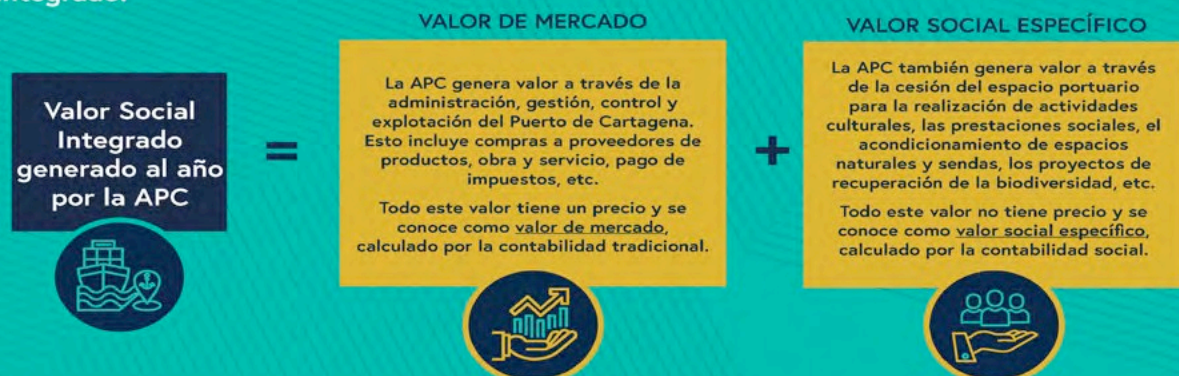
This methodological process has a wide range of references in the scientific literature and has been previously used in more than 200 organizations. Some of the value transfer mechanisms that can be highlighted in this section are: participation in national and international conferences, use as a multipurpose and social space, social benefits for employees, information transfer, and research support, among others.

This process of monetizing the social value generated by the APC allows not only to improve management but also to increase transparency and visibility of the value to the public. For its part, the transfer of social value into monetary units allows the APC to better integrate it with economic value, enabling dialogue between social, environmental, and economic issues. This allows it to more fully visualize the real value generated for all its stakeholders.

This innovative project is being carried out with the expert support of GEAccounting, a non-profit organization focused on the development and implementation of Social Accounting "urbi et orbi."

¿Cómo genera valor la Autoridad Portuaria de Cartagena?

En 2019, el Puerto de Cartagena fue el primero del Estado en calcular su valor social integrado:



En 2021 se actualizó el cálculo, añadiendo una dimensión más al valor social integrado: el valor emocional.

VALOR SOCIOEMOCIONAL DEL PUERTO DE CARTAGENA



¿Cuánto valor generó en 2021 la Autoridad Portuaria de Cartagena?



¿Cómo se calcula el valor social específico?

Identificamos los grupos de interés a los que aportamos valor:

- Personas trabajadoras de la Autoridad Portuaria de Cartagena
- Empresas que prestan servicios portuarios
- Clientes
- Administraciones públicas
- Instituciones educativas y de investigación
- Medios de comunicación
- Población de Cartagena y el resto de la Región de Murcia

Les pedimos que identifiquen aquello que les aporta valor:

- Cesión para uso de la explanada para actividades culturales
- Uso público de senderos en la naturaleza
- Fomento de la investigación
- Prestaciones sociales
- Participación en congresos
- Información recibida
- Agilización de trámites
- Etc.

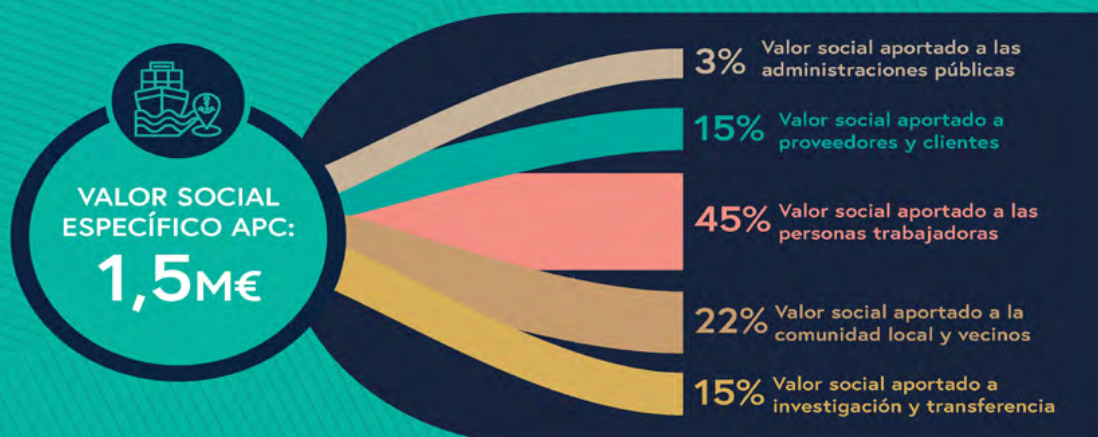
A través de una metodología* desarrollada específicamente para este tipo de cálculo, la APC ha obtenido un Valor Social Específico para el año 2021 de:

1,5
millones de euros

*Geaccounting

¿Cómo se distribuye este valor social específico?

Metodología: modelo poliédrico para el análisis del valor social – SPOLY



Resultados de la contabilidad social 2021



Retorno social / Retorno económico = 9,1 veces

La incidencia social de la inversión de la Autoridad Portuaria de Cartagena multiplica en 9,1 veces la incidencia económica.

El retorno de la actividad económica es del 3,7% pero socialmente la incidencia es de 33,5%.



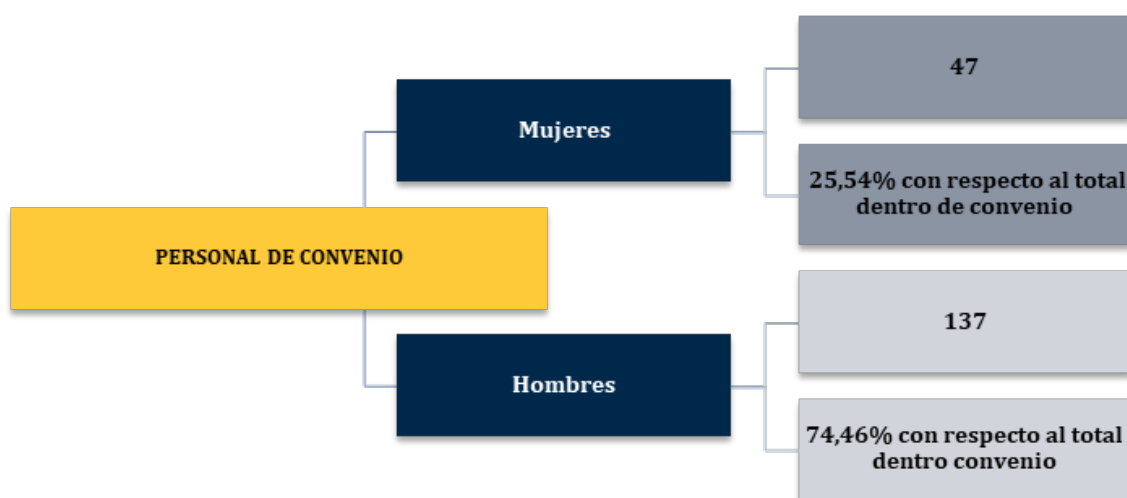


SOCIAL DIMENSION

SDGs TO WHICH THEY MOST CONTRIBUTE IN THIS
DIMENSION







Staff characteristics – equity – employment	2021	2022	2023
Average annual workforce	185.37	182.34	180.50
Total workers	185	182	180
Permanent	152	150	154
Temporary	33	32	26
Percentage of temporary ones with respect to the total	17.83	17.71	14.70
Workers covered by agreement	162	158	157
Percentage of Workers covered by agreement	87.55%	86.88%	87.26%
Percentage of women out of the total number of workers	22.70%	23.18%	25.54%

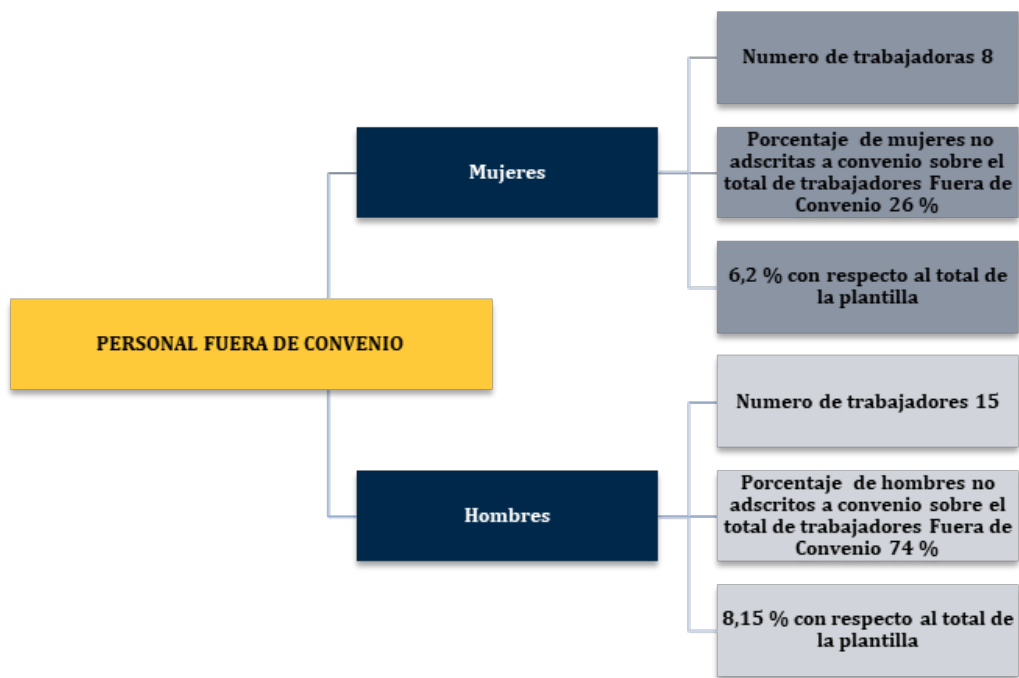
SOCIAL DIMENSION

The tool used for human resources management derives from the competency-based management model designed for the 27 port authorities that manage ports of state interest and imposed by the Third Collective Agreement of State Ports and Port Authorities. This competency-based management model aims to comprehensively manage selection and employment policies, training, promotion, and career development, taking into account the recognition of personal performance and achievement.

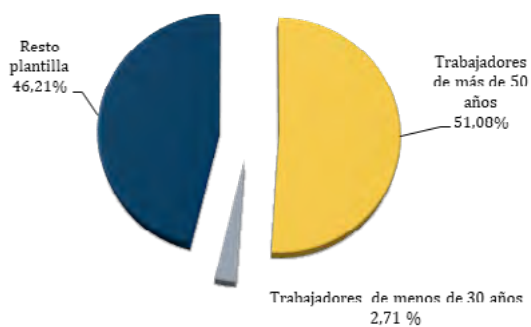
The Port Authority has considered the need to undertake an objective study to determine the optimal functional workforce, adapted to the processes currently developed in the port sector. Therefore, it has set itself the goal of diagnosing the organizational structure, work processes, the distribution of activity flows, and the staffing of the APC, formulating an improvement program and a proposed organizational configuration for each of its areas to ensure the fulfilment of its mission and guarantee the fulfilment of its role with the city and with its users and clients.

Within the company's Social Responsibility Policy, one of the main objectives is to improve the work motivation of our employees. To this end, we have implemented a series of measures that have been in place for some time, such as family-life balance, teleworking, study support, etc. Despite all these measures, we are striving to improve and have implemented an Employee Motivation Plan since 2018, which has been enhanced with a new Occupational Health Improvement Plan.

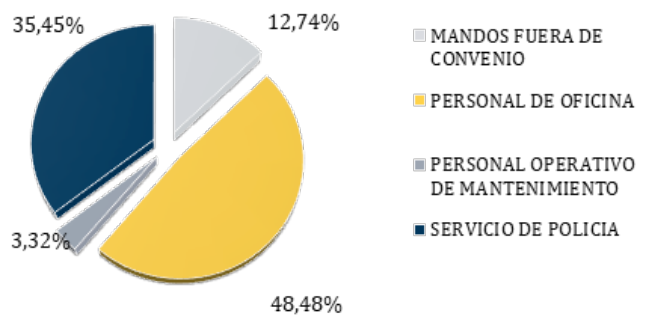
Furthermore, although there is a general Equality Plan for all State Ports, as part of our improvement plan, we have approved our own Equality Plan to strengthen and improve this aspect.



Porcentaje de trabajadores fijos con respecto al total de la plantilla



COMPOSICIÓN DE LA PLANTILLA



APC In-door football Team

Occupational health and accidents

Medical examinations carried out on the staff: 129 (70.8% of the total workforce)

Evolution of the annual accident frequency rate (AFR)	2021	2022	2023
Number of accidents with sick leave	4	0	3
IF FREQUENCY INDEX	8.70%	0.0%	12.08%

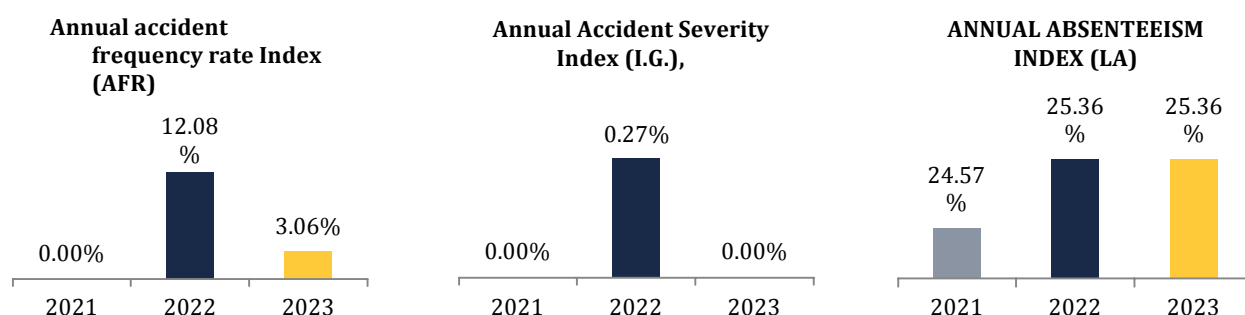
(IF) Number of accidents resulting in sick leave per million hours worked

Evolution of the annual accident severity index (I.G.),	2021	2022	2023
Days of sick leave due to work-related accidents	6		80
GRAVITY INDEX (IG)	0.02%	0.0	0.27

(IG) Number of lost days per thousand hours worked

Evolution of the annual absenteeism rate (IA)	2021	2022	2023
SICK LEAVE DUE TO COMMON ILLNESS	3870	4345	6019
ANNUAL ABSENTEEISM INDEX (AI)	21.69%	24.57	25.36

(IA) percentage of days lost due to common illness



Training

The current competency-based management model establishes minimum knowledge and skills requirements for each position. Therefore, and in order to meet the goal of addressing any potential gaps that may exist, the APC schedules joint training activities for groups or individual training activities for specific cases.

In addition to this training, the training required by each department for its routine work needs is scheduled annually.

Furthermore, employees have received training on the SDGs and Human Rights through educational workshops. Information and updates on these topics are provided periodically via the intranet.

Workshops have also been held on Anxiety and Stress Management, Emotional Life Management, Practical Ergonomics, Joint Health, and more.

TRAINING COURSES 2022	HOURS Of the course.	Amount of workers	Total: HOURS	10 acciones formativas realizadas
	30	54	1620	
	20	3	60	
COMPETENCY MANAGEMENT TRAINING COURSES	HOURS Of the course.	Amount of workers	Total: HOURS	5.338 horas de formación
	2	121	242	
	1500	2	3000	
	60	1	60	95% de la plantilla con formación Medio Ambiental
	60	2	120	
	2	118	236	

Evolution of the average number of training hours per worker	2021	2022	2023
Total training hours within the Agreement	3942	3402	5312
Number of workers under the Agreement	162	102	161
Average training hours per worker within the agreement	24.33	22.33	33
Total training hours out of the Agreement	72	2	24
Number of workers out of the Agreement	23	24	23
Average training hours per worker out of the agreement	3.04	0.4	1
Percentage of workers who follow training programs within the agreement	95%	54.00%	88.9%
Percentage of workers who follow training programs out of the agreement	13%	4.1%	100%

Efforts in specific environmental training	
Number of people dedicated to environmental management and supervision	69(1)
Number of workers who have received environmental training based on their skills in port environmental monitoring or management tasks:	80(2)
Number of workers who have received environmental training of the characteristics indicated in the previous point during 2022:	4
Percentage of workers with environmental training compared to the average annual workforce in 2022	43.95%

(1) Port Police (64) + Technicians and environmental managers (2)

(2) Port Police (64) + sustainability staff (5)

Efforts in training on occupational risk prevention:			
Training hours	270	Average percentage of hours per worker	5



Contributions: Insurance and Social Fund

On the one hand, and in accordance with Article 47 of the Third Collective Agreement of Puertos del Estado and Port Authorities, the APC has an accident insurance policy for its entire workforce, contracted with the company "La Estrella Sociedad Anónima," which guarantees fair compensation for the employee and their heirs in the event of serious accidents suffered while at work.

Also regulated in the current Collective Agreement is the Fund for Social Purposes, which includes only employees within the Collective Agreement.

Creating social value, relations with the Port Community

Creating social value and improving all social aspects that can help improve the quality of life of employees is a priority element in the company's management policies. In this way, we have always tried to ensure that employees actively participate in all aspects of work. Although these are the legal responsibility of the company, they can be improved and enriched with their opinions and contributions.

Thus, there are three committees in which employees have permanent representation, allowing them to make any type of query, suggestion, or opinion. These committees are the Environment Committee, the Quality Committee, and the Health and Safety Committee. They include the company, employee representatives, and members of the Port Community, including companies and other organizations. Likewise, employees maintain representation on the APC Board of Directors, allowing them to participate with voice and vote in decision-making at the highest level.

There are also regular meetings with port agents (shipping agents, stevedores, and concessionaires) to monitor the coordination of activities related to occupational risk prevention services. In addition to the technicians responsible for occupational risk prevention and safety, the APC may also be attended by worker representatives if necessary to better address the issues under consideration.

Social Contribution

The APC maintains eight social housing units for workers who do not have their own homes. These units, located in the Escombreras Valley outside the service area, guarantee housing through the payment of a rent.

A Social Club is also open to workers, offering a meeting space and a function room. The APC sports center, which houses the sports facilities, is adjacent to the Social Club.





ENVIRONMENTAL DIMENSION

SDGs TO WHICH THEY MOST CONTRIBUTE IN THIS DIMENSION





Port activity, involving large infrastructure, vessels of all types, the handling of various goods, transport chains, and a multitude of companies located in the port area, requires exhaustive control and monitoring of the environmental aspects associated with each element of the activity, in order to ensure the necessary balance between economic development and respect for the environment.

The port authority maintains a firm commitment to promoting all types of environmental initiatives, and in this regard, the port authority signed its adhesion to the Social Pact for the Environment, promoted by the Regional Government, on December 6, 2006, and publicly presented its commitments to environmental responsibility on March 7, 2007. The Social Pact for the Environment aims for organizations, institutions, and companies to voluntarily include environmental management as a fundamental element of their operations.

Detailed information on the data included in this section is available in the EMAS Declaration of this port authority, which can be found on our website: <http://www.apc.es/webapc/publicaciones/documentacion>.

The environmental commitments made by the Port Authority of Cartagena are:

- **Control and reduction of water consumption**
- **Control and reduction of Electric power consumption**
- **Air quality control at the solid bulk terminal**
- **Control of the port's water quality**
- **Control of waste management**
- **Adherence to Regulation EC 1221/2009 (EMAS)**
- **Measures to promote clean energy**
- **Installation of solar accumulators for energy use in heating and hot water systems in new developments**
- **Promotion of sustainable mobility programs and the use of public transport**
- **Promote the adherence to the Social Pact for the Environment of at least 25% of the authorized concessionaire companies in the port**





APC Environmental Chair–Mare Nostrum Campus (UPCT-UMU)

Cartagena Port Authority, aware of the permanent work that shall be carried out on the environment, launched in July 2015 the Environment Chair with the Polytechnic University of Cartagena and the University of Murcia, through the Campus of International Excellence "Mare Nostrum 37/38", by signing a Collaboration Agreement with both Universities.

The creation of this Chair has been configured as a permanent structure of collaboration between the Port Authority, the Polytechnic University of Cartagena and the University of Murcia, aimed at channeling R & D & I actions, technological and scientific, training and informative assistance, in the environmental field. Its Permanent Committee, composed of representatives from the Port Authority of Cartagena and both universities, is responsible, among other things, for defining and approving the specific objectives of the Chair, and all matters necessary to achieve them, including the activities and projects to be developed, the annual report, and the appointment of associate members of the Chair, institutional collaborators, or external collaborators for the development of specific study, advisory, or research activities.

Since its inception, the Port Authority's activities have been carried out through significant collaboration and involvement in various training, academic, and outreach activities, as well as in research activities of interest to the Port Authority related to the protection, conservation, or improvement of the environment. In particular, regarding 2023, the calls

for research projects and professional initiation scholarships, the presentation of awards for Final Degree Projects (FDPs) and Master's Thesis (TFMs), and participation in activities aimed at disseminating and reflecting on all aspects related to the Chair's objectives stand out, primarily in the areas of biodiversity and the responsible management of species and habitats, environmental stewardship of the territory, natural resource management, and the design of measures aimed at the conservation, sustainable use, or improvement and restoration of natural heritage and biodiversity.

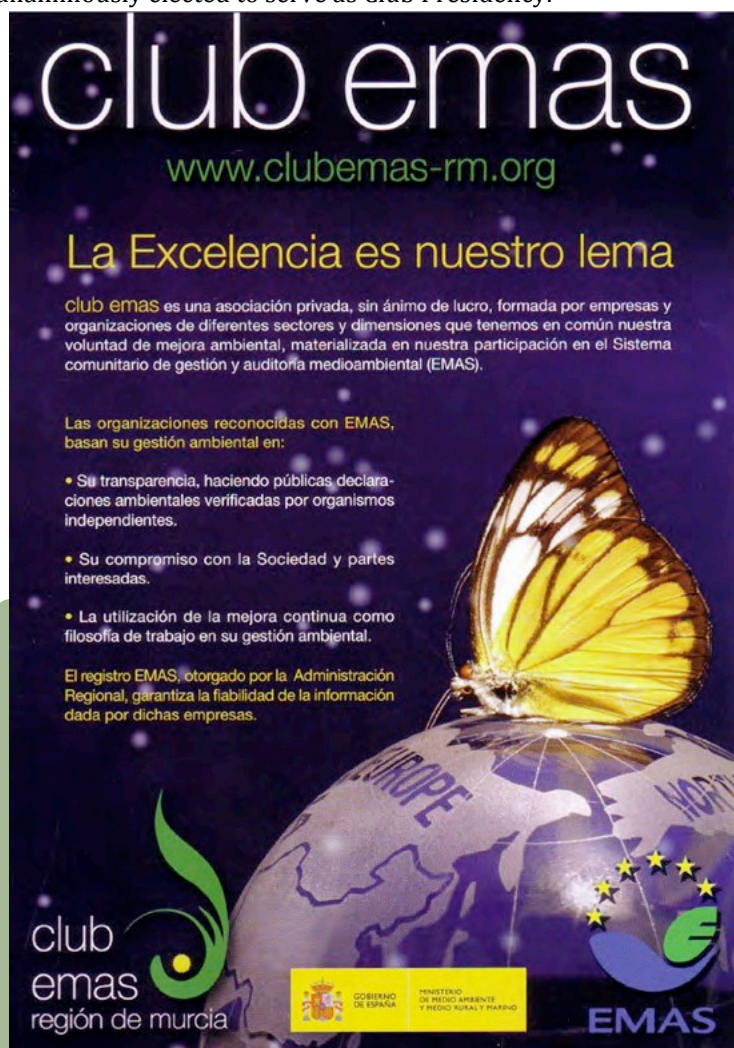
Among the research contracts awarded for development during 2023 by the Chair of the Environment, the following studies have been carried out: "Monitoring the colonization of sustainable artificial reefs" – Polytechnic University of Cartagena; "Landscape impact study of the Barlomar Port Terminal. An analysis using visual impact indicators based on the intrinsic values of protected areas in the Natura 2000 Network" – Polytechnic University of Cartagena; and "Artificial intelligence-based technology for the dissemination and communication of environmental actions" – University of Murcia.

EMAS CLUB

The main purpose of this new non-profit association is to contribute to the continuous improvement of the environmental behaviour of organizations and society in general, to promote EMAS dissemination (Community System for Eco-management and Environmental Auditing, EU Regulations 2017/1505 and EC 1221/2009), collaborate with the administrations for the development of initiatives and contribute positively to the regional economy.

EMAS-recognized organizations have a defined environmental policy, an environmental management system in place, and periodically report on the operation of said system through a public environmental declaration (available on the website: www.apc.es) verified by independent bodies. These entities are recognized by the competent body of the Regional Environmental Administration with EMAS logo that guarantees the reliability and veracity of the information given by said companies.

The club's official headquarters are located in the Port Authority's representative building, and the Port Authority of Cartagena itself was unanimously elected to serve as Club Presidency.



Main activities carried out by the EMAS Club

- DEVELOPMENT AND STUDY OF A PROPOSAL FOR ACTIVIZING THE EMAS CLUB.
- MONITORING OF COMPANIES PARTICIPATING IN THE EMAS BUSINESS TRAINING PROJECT.

Main activities: carried out on environmental issues by the Port Authority

- From June to September, the anti-pollution barrier was installed on Cala Cortina beach to prevent the effects of a potential spill.
- Work continues on the Posidonia Oceanica Reforestation Pilot Project, with 60 fragments of the plant planted in the port waters and another 100 in the Trincabotija area.
- Inventory of the Escombreras chamomile population.
- Waste cleanup on Escombreras Island.
- Sample collection and analysis of port waters continues as part of the land-sea discharge control and port water quality monitoring. The results for the three UGAPS indicate that the environmental quality of the water bodies is classified as good or very good.
- Controls are being carried out on the yellow-legged gull population on the island of Escombreras and in the area surrounding the Mazarrón lighthouse.



CIRCULAR ECONOMY

INDUSTRIAL SYMBIOSIS PROJECT BASED ON DATA MANAGEMENT PILOT TEST IN THE PORT ENVIRONMENT

The main objective of this pilot project is to obtain initial information on data management at the Port of Cartagena.

The specific objectives are:

- To determine some of the types of data available to companies in the port (activity, resources, workers, waste, turnover, etc.).
- To explore how to obtain information on the main types of resources and waste managed at the Port of Cartagena.
- To identify synergies and opportunities to improve resource management on a pilot basis.
- To identify other potentially valuable resource data for a larger project that could be included in the subsequent analysis (electricity, water, thermal energy, wastewater, etc.).
- To investigate, in the immediate vicinity of Cartagena, some of the activities that may be attractive for improving resource management in the port with a circular dimension. 1

RESOURCE ANALYSIS: WASTE

The main focus of the analysis to identify circular economy opportunities in a region is on the waste and resources generated, and the potential recirculation of materials. The data source in this case comes from the companies themselves. It is considered that information from public agencies throughout the Cartagena region could be available, which would allow for a complete territorial analysis.

Information on waste managed by three companies in 2018 was analyzed.

SECTOR ANALYSIS

The study area consisted of the ecosystem activities of the port of Cartagena in the Region of Murcia. In this case, the pilot sector analysis was conducted with a small sample of only three companies. However, when massive amounts of data from an ecosystem are available, this type of sectoral analysis yields important results for identifying the main resources of the ecosystem and the territory analyzed.

Based on these three companies, we present the types of information that could be of interest for a comprehensive analysis.

FINAL ANALYSIS:

- After initially analyzing the waste managed by the companies participating in the test, the most relevant waste and the largest quantities (e.g., MSW, mixed metals, washing water, wood) were identified and organized at various scales and using different parameters.
- This pilot test demonstrates that, with the analysis of just three port companies, the potential

synergies found and suggested by this team were at least twelve (12). There may be more if we combine other variables. We could say that the business sample was not very significant (only three of the total companies working in the port), but even so, a small sample provides a glimpse of the immense potential for industrial symbiosis that exists in the port ecosystem.

- Following this pilot analysis of the port ecosystem, port companies and authorities will be able to assess the level of investment and the appropriate priority ranking to improve recovery and synergies between materials and resources to move toward a Port Industry 4.0.
- It is necessary to increase the sample of companies, sectors, and services to find greater diversity that would allow for greater synergies to be visualized. In this pilot test, the three companies analyzed shared the waste management service, and it would be more enriching for the program (or the next project) to have a larger sample of services with greater sectoral diversity to increase the number of possible synergies.
- This tool has the ability to creatively convert knowledge into new or improved products or services in response to market demand and other social and environmental demands. This method of organizing information should be significantly better from an environmental perspective and should boost the port's systemic management.
- The potential for a larger-scale proposal aimed at increasing the possibilities for innovation in knowledge management for the management of companies in the port system is clearly evident, creating the possibility of establishing the framework for Industry 4.0 for ports.

CARBON FOOTPRINT

Since 2015, we have been calculating the Scope 1 and 2 carbon footprints of our facilities, but we wanted to go further, as evidenced by this study conducted throughout the Port area.

APC CARBON FOOTPRINT SCOPE 1+2	tCO2 equi	tCO2 equi/1,000 tons moved	Changes in HC emissions from 2019-21 compared to 2020-22
2019	275.3	0.0081	Reduction of emissions from 72.13%
2020	44.41	0.0014	
2021	56.06	0.0018	
2022	64.69	0.0018	

The study and calculation of the Scope 3 Carbon Footprint (includes all the activities and facilities of the Port Authority and those of all the companies, ships and vehicles that have operated in the port during the year 2017, which was chosen for the calculation), was carried out by the Centre for Studies of Applied Techniques, within CEDEX (Ministry of Development) within a commission of State Ports and Cartagena Port.

The CEDEX Carbon Footprint Guide, 2016, prepared with Puertos del Estado (PdE), serves as a reference for assessing the carbon footprint of the Port of Cartagena. This guide was the result of collaborative work with various Port Authorities with experience in this type of work, business organizations, private companies, and academic authorities specializing in marine, nautical, and electronic engineering. The guide was based on the Ghg Protocol methodology, which aims to organize port activities to compile an emissions inventory in an organized manner, without creating information gaps or overlapping activities with a potential for GHG and pollutant emissions.

ANALYSIS OF RESULTS. CONCLUSIONS.

Port pollution is due to activities associated with port requirements and the location of energy-intensive companies within port areas, whose location is dictated by the logistical needs of ports. They represent the entry and exit gates for goods and passengers bound for other destinations within and outside the Iberian Peninsula.

In the generation of greenhouse gas emissions, the largest share of port activity is in the group defined as concessionaire companies for logistics reasons at the Port of Cartagena. The combined cycle power plant with natural gas dominates all activities, followed by extraction plants, oilseed milling, etc. Those related to port activity itself take up an insignificant proportion

in relation to the activities that we could consider productive, which are located within the port area for logistics and energy reasons.

Port traffic, berthing, and maneuvering emit GHG emissions proportional to their energy consumption, although the emission factor for fossil marine fuels is higher than the emission factors for fuels used in road and energy-producing industries. The weight of marine fuels relative to other pollutants (NOx and SO2) is greater than that of other activities per unit of energy consumed. The SO2 emitted by road has disappeared due to the desulfurization of the fuels used in this mode.

The NOx emission factors from ships are on the order of 50 times higher than those of a combined cycle plant using natural gas for power generation.

The activity of the APC facilities represents only % of the entire port community.	Concessions are those that generate the largest carbon footprint, due to the greater impact of the LNG power generation plant located in the surrounding area.	The impact of maritime traffic accounts for 20% of the total, of the CF	The rest of port activities represent only lower percentages than
1%	79%	20%	1%

Environmental management

Atmosphere and Port Water Quality Monitoring

During 2023, aspects related to air and water quality were measured or characterized.

Port water quality measurements and sampling include the following monitoring: Monthly monitoring of receiving waters:

- Continuous profile throughout the entire water column: Temperature, salinity, pH, chlorophyll a, turbidity, % oxygen saturation.
- Hydrocarbons (one monthly sample at each point).

Semi-annual monitoring of receiving waters:

- Cd, Pb, Ni, and Hg. (one sample per semester at 5 points in the Cartagena basin at two depths). Annual

sediment monitoring:

- Total Organic Carbon (% in sediment, fine fraction).
- Kjeldahl Nitrogen (mg/l in fine fraction). (mg/l in fine fraction).
- Total Phosphorus (mg/l in fine fraction).
- Heavy metals - Cd, Pb, Ni, and Hg).
- PAHs.

(One annual sample at each point for each indicator)

These monitoring measures for land-sea discharges and water quality are performed monthly by personnel from the Sustainability Division, with the support of fleet personnel and technicians from Laboratorios Munuera, the company that performs the analyses.

Regarding air quality, there are two data collection stations. To monitor emission levels* of dust (PM10), it also has analyzers for PM10, CO, NOx, SO2 particles, and other devices.

Natural resource management - ecoefficiency

Land use

Port area with active activities, including those owned by the port and those under concession or authorization: 1,389,246 m² (This includes the entire service area, except for roads and vacant lots in the Escombreras expansion). This represents 59.79% of the total service area.



Water

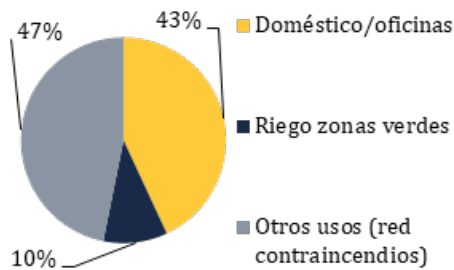
The Port Authority has its own water distribution network, which is monitored by meters installed at the port head. In the Cartagena basin, water is purchased directly from the Taibilla Canal Association, and in the Escombreras basin, from Aqualia. Regardless of this, some facilities, both its own and those of concessionaires, are directly connected to the municipal network, depending on their location, and receive their billing directly from the supply company. The percentage of the network controlled by the Port Authority is over 75%.

Work continues to improve network efficiency through better sectorization and the installation of new meters with remote measurement in the remaining sections, so that real-time

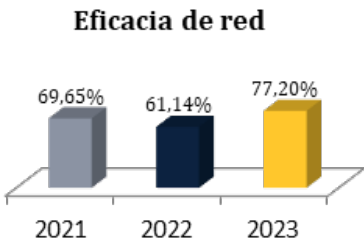
consumption readings can be obtained and leaks can be more easily detected for the entire network.

The main savings measures implemented have been: network sectorization, real-time remote monitoring, new pipes and electronic meters, water-saving elements in gardens, computer control, outsourcing of supplies, installation of irrigation monitoring in Cartagena and at the quarry, replacement of natural grass with artificial turf in locations where cost savings justify this action, etc.

The Port Authority's water consumption by use this year, in its own facilities, has been: **Total 12,881 m3** Water consumption data is summarized in the following graphs and tables.



Sources of own consumption



Sources of own consumption

	2021	2022	2023	23/ 22%
TOTAL General	111976	149365	148662	-2.52%
TOTAL Uncontrolled	31984	58046	33900	-41.47%
Total own facilities	12248	17427	12138	-26.09%
Service area surface in m2	2.389.892.m2	2.389.892.m2	2.389.892.m2	
Relation to total surface area	0.0046	0.0062	0.0058	

Leaks

All the facilities of Cartagena Port Authority have adequate sanitation systems, either through a septic tank, a septic tank with a treatment plant or connected to its own sanitation network. This private sewage system is connected to the municipal network, managed by the hydrogea company.

In Escombreras dock, due to the impossibility of connection to the municipal network, all the facilities have their own sanitation systems with a watertight pit or

purification-digestion system.. Therefore, 100% of the facilities have wastewater collection or treatment systems.

This wastewater is generated by office buildings, workshops, access control areas, and concessions, which discharge into the Port Authority's own collectors. There are no industrial or mixed discharges; all are domestic.

Total volume	2,058 m3	Local collector	2.003m3
ARU Volume	2058	Septic tank	25.5
ARI Volume		Own treatment	
Mix volume			

In order to ensure compliance with the regulations in this matter, and independently of the periodic inspection carried out by technicians from the Sustainability Division, in all the conditions of authorization or concession for new facilities that are authorized in the port, specific clauses on emissions, waste, discharges, safety and prevention are included. In this way, it is obliged to comply with prescriptions that go beyond strict legal compliance.

Likewise, all contracted works or services include contractual clauses of an environmental nature relating to waste management, the prohibition of any type of unauthorized dumping, and the procedure to be followed in the event of incidents.

Leaks that may be present in the port and their order of relevance:	
Leak origin	Relevance order
Untreated urban wastewater	3(*)
Treated urban wastewater (WWTPs)	5
Rivers, streams, gullies or irrigation ditches	2
Rain or irrigation runoff, unchanneled or channeled untreated	4
Industrial waste from port concessions	1
Works	6
Dredgings	14
Cleaning and blasting of boat hulls	13
Poor practices in cleaning and maintenance of docks and equipment	10
Non-regulatory discharges from vessels (bilges, etc.)	11
Spills during loading/unloading of solid bulk	12
Refueling and provisioning of ships at dock	9
BUNKERING of anchored vessels	Not performed
Accidental spills during loading/unloading of liquid bulk	8
Other discharges (indicate which ones): Accidental of unknown origin	7

(*) In case of breakdown

The conditions of permits and concessions include clauses regarding the obligation to hold all applicable permits and authorizations. This requirement is verified by requesting a copy of the documentation related to these obligations (periodic analyses, declarations, reports, permits, etc.). Currently, there are two industrial water discharge points authorized by the Autonomous Community of Murcia in the Cartagena basin. One of these is inactive due to the cessation of industrial activity. A total of 23 points are used for occasional discharges in the event of rain.

In the Escombreras basin, due to its importance as the main industrial hub in the region and the presence of a large number of companies, a total of 14 industrial water discharge points and 10 additional points are authorized for stormwater discharges in the event of rain.

All authorized discharges are subject to a comprehensive monitoring and control plan by the environmental authority of the Autonomous Community and the Port Authority itself.



Measures implemented by the Port Authority to improve or control the quality of the port's waters:

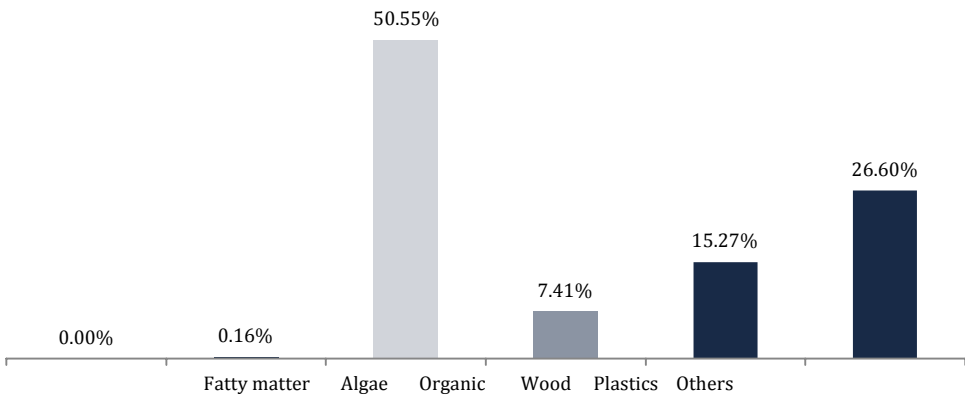
- Inventory and characterization of dock pollution sources
- Monitoring of regulatory discharge permits
- Periodic water and sediment quality characterization campaigns
- Mandatory standards and enforcement of sanctioning regimes
- Specific technical instructions for loading/unloading solid bulk cargo
- Direct on-dock supervision by Port Authority technicians
- Improvements to the sanitation network
- Installation of designated areas for equipment cleaning and maintenance
- Specific environmental requirements for wastewater and runoff management under concession granting conditions
- Environmental requirements for equipment maintenance and cleaning in service specifications and granting conditions
- Development and approval of internal contingency plans (PICCMA), currently PIM
- Improvement in the provision of own resources for combating accidental marine pollution
- Acquisition of anti-pollution barriers and controls for the "protection of the aquatic environment through the control and monitoring of water quality in Cartagena's port area

Water quality

During the year, the vessel contracted to clean port waters continued to operate.

Since this vessel began operating, segregated monitoring of the different types of waste collected daily from the surface of the waters has begun, with the following results:
During 2023, a total of 4,657 kg of solid waste was removed from the port's water surface.

A good indicator of the state of the port's waters is the detection of the noble pen shell, *Pinna nobilis*. This demonstrates the good condition of the waters, as this species only appears in areas that are very clean, as confirmed by environmental authorities, who have rated the ecological and chemical status of the port's waters as good.



Electric power

The Port Authority purchases electricity from the supplying company (Iberdrola) and subsequently distributes it through its own transformer stations and distribution lines for various uses (mainly its own facilities, lighting, and sales to concessionaires). All energy purchased by the Port Authority comes from renewable sources.

The most significant consumption data for this Port Authority are presented below, specifically the totals, as well as the percentage of consumption in each port area.

To improve energy efficiency and control, the following actions have been taken in recent years:

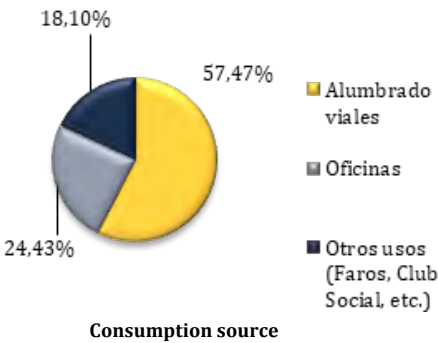
- All dock lighting is powered by flow reduction equipment, which allows for savings of over 30% in energy consumption.
- Installation of reactive energy compensators in the transformer stations.
- Installation of low-consumption lighting elements.
- Telematic control of the transformer stations.
- There is a data capture network for electricity meters that covers most external and own consumption. This data is displayed and queried using a SCADA program.
- Scheduled shutdown of air conditioning and lighting equipment
- Older air conditioning systems are being replaced with high-performance free-cooling units, and they are being monitored to control shutdowns outside of business hours.
- Installation of new LED street lighting on the roads in San Pedro, Curra, and Cuesta Cala Cortina.
- Installation of new LED street lighting on the road between the roundabouts in front of the workshop building.
- Installation of solar panel power supply at the Escombreras roundabout.
- Installation of LED luminaires in Plaza Héroes de Cavite.

These indicators are used to more effectively monitor electricity consumption in facilities under the control of the Port Authority. The degree of control over the different consumption levels is over 75%.

On the other hand, the 15 kW photovoltaic panels installed at the Fishermen's Guild were reaching the end of their useful life and have been decommissioned. New solar installation projects and hydrogen use are underway as part of the 2030 environmental strategy.

	2022			2023			Variation Mw 23/22
	Kw/h/year	m2	Indicator	Kw/h/year	m2	Indicator	
Héroes de Cavite building	331906	1639	202.50	331906	1639	145.93	-27.94%
S. Lucia Workshop Building	318.2306	1685	188.86	318.2306	1685	167.99	-11.05%
Cartagena Roads and Docks	433.281	505,985	0.85	433.281	505985	0.87	1.91%
Escombreras Roads and Docks	1,086,594	1022009	1.06	1086594	1022009	0.97	-7.91%
Total own facilities	2,353,676	1532118	1.53	2353676	1532118	1.63	6.62%

	2021	2022	2023
Consumption in kWh	2512075	2353676	2509444
Service area surface in m2	1532118	1532118	1532118
Ratio Kwh/m	1.64	1.54	1.67



Fuel

Fuel consumption is generated by service vehicles, electric generators and vessels. Currently, the Port Authority of Cartagena has designed a Vehicle Renewal Plan. Through this plan, the entire vehicle fleet is being upgraded to eco-friendly vehicles.

With the acquisition of two more hybrid vehicles this year, 50% of the fleet has been renewed.

The generators are only used during power outages, so their fuel consumption varies beyond the Port Authority's control.

Evolution of fuel consumption kWh/total port area:



Waste from other companies present in the port

All companies that operate within the Port Service Zone (concessions, authorizations, execution of works and provision of services), in addition to having the obligation to comply with the sectoral legislation that is applicable to them, shall previously provide to be authorized or contracted, their consent to the contractual clauses and additional environmental requirements that are included in all the specifications and conditions. In this way, an additional element of control over all aspects of the activity is added, incorporating specific clauses on industrial safety, risk prevention and respect for the environment. In this sense, and without prejudice to the powers that the law grants to other administrations, inspection and control over all companies is carried out by personnel from the Sustainability Department and the Port Police.

The abandonment of any waste, mixture with each other, incineration or delivery to an unauthorized manager is strictly prohibited.

Own waste

Cartagena Port Authority is registered as a small waste producer in the Autonomous Community of the Region of Murcia under the number 2,913,

A selective collection system for non-hazardous waste is in place, extending to all vessels docking at the port. The Service Area includes 58 4.5 m3 containers and 310 800 l containers. For selective collection, there are 10 underground containers and a paper compactor in the leisure area of Paseo de Alfonso XII.

The amounts of non-hazardous waste correspond to all the Port Authority's own facilities and to the containers for public use distributed throughout the port's Service Area, it does not include waste delivered by ships or those of concessionary and authorized companies.

There is no Port Authority facility containing PCBs or PCTs.

The APC keeps records of the volume and type of waste generated by the cleaning service, and its disposal.

Out of the total waste collected by the port's cleaning service for landfill disposal during 2023, 188,609 kg of inert waste was collected.

The management of the APC's own waste continues, being audited annually in the internal and external monitoring audits of the SIG.

During 2023, a total 563 kg of own hazardous waste have been collected at Cartagena Port Authority Workshops green point.

In addition, a total of 249,580 kg of non-hazardous and inert waste was collected from this APC's facilities and from the public containers for selective collection distributed throughout the port's Service Area (this waste includes, in addition to paper and cardboard, light packaging and organic waste, alkaline batteries, septic tank sludge, toner and ink cartridges, and inert waste).



Type of residue	Separated collection	Valorization
	(t. waste separated/t. total waste generated)	(t. recovered waste / t. total waste generated)
R.S.U	100% out of 249 t.	100% out of 249 t.
Hazardous Waste Kg.	100% out of 1.85 t.	A valorization of 72%
Oils	0.0002 t.	100%

Waste from ships and vessels

All vessels docking at the port are required to deliver their waste (Marpol Waste) to an authorized Marpol facility, as established in Royal Decree 128/2022, of February 15, on port facilities for the reception of ship waste.

Amounts collected in 2023

OILEOUS (Annex I) (Annex II) LES (Annex IV) (Toxic and hazardous waste)				SUBST.	HARMFUL	WASTEWATER -	GARBAGE (Annex V)	OTHER WASTE	T O T A L T O T A L R E S IDUES SE RVICES m3		
m3	Serv ices	m3	Serv ices	m3	Serv ices	m3	Services	m3	Serv ices		
11,455	1003	493.62	23	210.64	14	7783.9	3196	0	0	19943.9	4236

It should be noted that maritime transport is the one with the highest environmental performance, being the one with the least tones waste and emissions generated in relation to the volume of cargo transported. Furthermore, all companies supplying fuels and lubricants to ships comply with the provisions of Royal Decree 1695/2012, of December 21, which approves the National Response System to marine pollution.

Accounting is maintained for the waste collected at all clean-up points, along with cleaning of common areas and the water surface.

Measures implemented by the Port Authority to improve waste management in the port:

- Clean-up points with separate collection.
- Mandatory regulations and disciplinary proceedings.
- Specific management instructions for certain operations.
- Penalties for abandoning waste in unauthorized locations.
- Good practice guides or environmental codes of conduct.
- Periodic monitoring of concessions and port service providers to verify compliance with the administrative requirements established by the waste law.
- Good practice agreements.

Sources of waste present in the port:	
Type of source or activity	Order
	Importa nce
• MARPOL waste delivery	1
• Cargo and stowage waste (discarded cargo, packaging, etc.)	2
• Fishing (packaging, nets, fish remains, etc.)	6
Sweeping debris from solid bulk handling	
• Cleaning docks, roads, and common areas	5
Cleaning the surface of the water	
• (floating solids)	3
Cleaning accidental spills	
• Bar, leisure, and commercial activities in the service area	4
• Works	12
• Concession activities generated by concessions	11
• Cleaning septic tanks	7
• Machinery maintenance	8
•	9
•	10

Emissions to the atmosphere

The Air Quality Law establishes that maritime terminals, the handling and storage of goods therein, as well as maritime and fishing traffic, constitute elements that can potentially pollute the atmosphere. The movement of solid bulk cargo is one of the types of traffic present in the Port of Cartagena that has experienced the greatest growth in recent years.

The movement of solid bulks is one of the traffics present in Cartagena Port that has experienced the greatest growth in recent years. This type of traffic, due to its nature and condition, generates high dust emissions when handled in bulk.

Along with bulk handling, the main sources of emissions are construction works, emissions from port machinery, berthed vessels, and emissions from some authorized concession activities (combined cycle plants, cement manufacturing, or oilseed grinding).

The Port Authority has an inventory and assessment of the existing atmospheric emission sources in the port.

Main causes of deterioration in the port's air quality

- Dust and particle emissions
- Flue gases: CO, NO_x, SO_x, etc.
- The intrusion of Saharan dust

Recorded data:

	M. Principe Measuring station	Felipe M. Multi-purpose measuring station
Annual Average Value PM10 concentration	34.67 µg/m ³	31.63 µg/m ³
Days on which there have been significant levels of Saharan intrusion *	77 days	77 days
Days on which levels have been exceeded	33 days	14 days
Days on which Saharan intrusion coincides with exceeding the daily legal limit	10 days	8 days
Annual average value excluding days with significant levels of Saharan intrusion	33.22 µg/m ³	30.10 µg/m ³

To monitor the levels of dust (PM10) emissions generated at the bulk solids terminal, a pollutant measuring booth (with analyzers for PM10, CO, NO_x, and SO₂ particles), a weather station, and a comprehensive computer system for real-time measurement and control were installed in 2004. The system has been operational ever since, carrying out daily monitoring of PM10 emissions and

Saharan dust intrusion, correlating it with meteorological data and port operations. Likewise, in 2020, two new pollutant measuring booths were installed, equipped with state-of-the-art particle analyzers and management and control software that enables real-time access to information, enabling rapid action if emission levels or particles that may pose a threat to human

health or the environment are exceeded.

The Port Authority verifies whether port service concessions and operators meet the administrative and control requirements established by Law 33/2007 and Royal Decree 100/2011 on air quality, requesting copies of their annual declaration, annual reports, and the necessary permits. It should be noted that there is no specific legislation regulating particulate emissions in port areas.



Measures that have been implemented by the Port Authority to control air polluting emissions:

- Monitoring of port operators' authorizations and regulatory notifications regarding atmospheric emissions
 - Mandatory standards and sanctioning procedures
 - Specific management instructions for certain operations.
 - Good practice guides and voluntary environmental codes
 - Direct on-dock supervision by Port Authority technicians
 - Air quality parameter measurement systems or periodic campaigns are available
 - Studies have been conducted to characterize the effect of port activity on air quality
 - Reorganization of port activity to move emission sources away from sensitive areas
 - Improvement of internal roads or access routes aimed at reducing truck traffic through urban areas
 - Environmental criteria for the planning and allocation of berths
 - Conditions regarding atmospheric emissions in service regulatory documents
 - Requirements regarding atmospheric emissions under the conditions for granting concessions

or industrial facilities, so the only existing reference is Royal Decree 102/2011, of January 28, regarding the improvement of air quality, applicable to urban agglomerations. This Royal Decree establishes, for urban agglomerations, the maximum annual average at 40 µg/m³.

Specific technical measures linked to the control of dust emissions such as:

- Wheelwash systems
- Wind speed-related warning and information systems

- Irrigation systems for bulk storage and roadways
- Specific instructions on good practices for loading, unloading, and handling solid bulk materials

Another important issue to consider is the location of the measuring stations, installed in the bulk storage and handling area. These stations measure the particles

emitted during port operations more accurately. This is unlike other stations, which measure the particles present in the air at a specific location (immission), but without being able to establish their source. Therefore, it could be considered that the measurements made at the Bulk Terminal correspond to real emission values rather than immission*.

Taking these previous considerations into account, the data recorded during 2023 were: (see Table 1, page 76)

Noise

Following the completion of the noise map of the Cartagena Basin in 2011, measurements were taken along the entire perimeter of the service road in the Cartagena Basin and inside the S. Lucía and S. Pedro docks. The study's conclusions indicate that the noise levels recorded in the service area are influenced by traffic on the service road open to the public and not by port operations, which record levels below the legal limits, set at 65 dB during the day and 55 dB at night.

This map was prepared to determine the actual levels of noise pollution in the port and its perimeter, and was not in compliance with any legal provisions or requirements.

Part of the area covered by the noise map is also included in the noise map prepared by the Honorable. City Council of Cartagena (the leisure area of Paseo de Alfonso XII), and there is no evidence of negative data from port operations being found in this other noise map.

In 2017, the undertaking of the noise map of Escombreras Dock was contracted to the company SGS Tecnos, S.A. With this noise map the whole of the port is completed, since in 2012 the one corresponding to the Cartagena dock was made.

The study complies with Royal Decree 1367/2007, of October 19, which fully implements Law 37/2003 on Noise, with regard to acoustic zoning, quality objectives, and acoustic emissions.

The study consisted of a characterization and modeling of noise sources in all areas of the basin, access roads, and adjacent natural areas. To this end, data were collected during the day, evening, and night at 41 locations. These data, along with vehicle capacity data at the various terminals, were used to input the sound power of machinery, facilities, and industrial processes into a CADNA-A model, comparing actual values with those calculated by the model.

Analysis of the maps obtained shows that the activity produced by the Escombreras basin does not exceed the maximum permitted levels in the surrounding area during the day, evening, and night. Values were found well below 75 dB during the day and evening periods, and 65 dB during the night (the industrial zone to which it belongs).

Noise sources present in the port and their order of relevance	
Type of activity	Relevance order
Truck traffic	3
Railway traffic	11
Port machinery	4
Scrap handling	8
Container handling	2
RO-RO terminal movement	7
Industrial activity in concessions	5
Docked ships	9
Works	6
Leisure venues	10
Service road	1

The Natura 2000 Network is the main instrument for nature conservation in the EU. Cartagena has several areas included in its sphere of influence.

- **Sierra de la Fausilla mountain range**
- **Escombreras Island**
- **Palomas Island:**
- **Coastal strip of the Region of Murcia**
- **Muela - Cabo Tiñoso Regional Park**
- **Hormigas Islands Marine Reserve**
- **Submerged valleys of the Mazarrón escarpment SAC**

Soil management Natural environment

Within the influence of the port area, there are several protected areas bordering it. Recognizing the importance of these areas, it has implemented, among other initiatives, actions that have restored the ecological balance of port waters, promoted the presence of protected species in the port, and reforested public spaces.

The yellow-legged gull population on Escombreras Island has been reduced to sustainable levels, allowing the presence of other protected species: Audouin's Gulls, European Shags, Peregrine Falcons, Shearwaters, Terns, and other protected gulls. This decline in the yellow-legged gull population on the island has reduced pressure on an endemic species, the Escombreras chamomile, a unique species not found elsewhere in the EU. The reforestation carried out in Sierra de la Fausilla and the subsequent maintenance and conservation have provided the community with approximately 10 hectares of public-use areas reforested with native species. In addition, water quality control is allowing the development of species both within the port and in the anchorage areas bordering several protected areas.

Control of the yellow-legged gull population at Mazarrón Lighthouse

Control of the yellow-legged gull population authorized by the CARM (Mediterranean Marine Conservation Area), on its own initiative. Action to eliminate chicks and nests until the population is at a sustainable level for the ecosystem and environment.

Investment and expenditure: €7,350 in 2023

Control of the yellow-legged gull population on Escombreras Island

Control of the yellow-legged gull population authorized by the CARM (Mediterranean Marine Conservation Area), on its own initiative. Action to eliminate chicks and nests until the population is at a sustainable level for the ecosystem and the environment.

Investment and expenditure: €7,350 in 2023

Investment and expenditure: €7,350 in 2023

Sierra de la Fausilla mountain range- Escombreras

It continues to be developed, conserved, maintained, and reforested through its own initiative. Reforestation with more than 700 native species in the area created by the quarry. Improvements and maintenance have been carried out throughout 2023. Investment and expenditure: €4,392 in 2023

Work on characterization and inventory of the natural environment

In recent years, several studies have been conducted to understand the characteristics of port water quality, sediments and benthic invertebrates, current dynamics in the environment, and the specifics of the marine ecosystem.

These studies have included:

Study and characterization of water bodies: conducted by the Autonomous University of Madrid, entitled "Contribution to the improvement and control of water quality in port service areas," during 2003-2005. This study served to characterize port water bodies based on the specifications of the Water Framework Directive (Directive 2000/60/EC).

Study of environmental conditions in the area where potential hydrocarbon spills develop in the port of Cartagena, conducted by CEDEX (Center for Studies and Experimentation in Public Works, Ministry of Public Works) in 2006.

Characterization and diagnostic study of the marine ecosystem in the Cabo Tiñoso area, conducted by Tragsatec for the General Directorate of Livestock and Fisheries of the Autonomous Community of the Region of Murcia. This area includes most of the port's Anchorage Zone II.

CETACUSTIC PROYECT



As part of the Port Authority's strategy, it launched a project to incorporate underwater noise as one of the significant environmental impacts, seeking to advance understanding and mitigate its impacts. This pioneering project, which falls squarely within SDG Goal 14 "life below water," contributes to improving governance by promoting cooperation between the administration and economic stakeholders operating in the same area, in this case the marine environment, including protected areas such as SAC ES6200048.

MONITORING OF MARINE BIRDFAUNA ASSOCIATED WITH THE PORT OF CARTAGENA AND ITS SURROUNDINGS. (2016- 2022)



The Port of Cartagena and its surroundings constitute the largest hotspot for seabirds of conservation interest along the entire Murcia coast. Within a very small area, there is the only breeding colony of Cory's Shearwater, the largest breeding colony of European Storm Petrel, the second largest breeding colony of European Shag (the largest being the one on Grosa Island), and what appears to be the largest concentration (in terms of number of birds and time) of Balearic Shearwaters on our entire coast.

Furthermore, the area surrounding the port is an ideal place to observe other seabirds that are very rare in our region (Scalloped Razorbill and Northern Gannet) and whose sightings usually occur only during migratory passages.

Continued work of this type will increase the effectiveness of management decisions and the development of action plans.

STUDY ON DIATOMATIC COMMUNITIES AS INDICATORS OF WATER QUALITY AND SENTINEL OF ENVIRONMENTAL CHANGE.



The Mediterranean Sea basin is currently considered a biodiversity hotspot (Médail & Quézel, 1999), where a significant portion of the species inhabiting it remain unknown to science or are difficult to recognize (cryptic diversity) (Ratorgeff et al., 2014).

Diatoms are part of both planktonic and benthic communities and are widely recognized as the most diversified group of algae.

In addition to their enormous contribution to the planet's total biodiversity, diatoms are the main primary producers in the oceans and constitute the base of their food

chains (Brezzinski et al. 1998). On the other hand, benthic communities, by remaining linked to the substrates throughout their development cycle, permanently integrate the conditions of the environment in which they live, becoming the most precise environmental bioindicators.



REALIZATION OF THE CARLIT OF THE PORT OF CARTAGENA

The CARLIT (coastal mapping based on the type of algae associated with water quality levels in the intertidal zone) has been completed.

Fieldwork has identified the coastal stretches that correspond to each of the defined environmental quality categories, and then weighted them based on the length of each stretch and its environmental value. All the information acquired in the field is transferred to a digital version of the study area map and subjected to GIS methodology processes (QGIS Version 2.18

- Pisa) to obtain information on the length of each characterized coastal stretch.

STUDY OF THE BETIC

LIZARD (*Timon lepidus nevadensis*) POPULATION ON ESCOMBRERAS ISLAND



Knowledge of the different wildlife species that make up the vertebrate community of the Port of Cartagena is one of the pillars on which future action decisions must be based, ensuring their survival and conservation, as well as the maintenance and even enhancement of the valuable and rich biodiversity of the port environment.

The uniqueness of the lizard population on Escombreras Island (there are no lizard populations on other islands along the Murcian coast) and its conservation interest (as it is a species whose conservation status according to the IUCN is NEAR THREATENED both globally and within Spain, and as it is considered that in the next re-evaluation, it will be raised to THREATENED due to its restricted distribution area), including genetic uniqueness.

STUDY OF THE BIOLOGICAL COMMUNITIES OF THE SEABED OF CALA CORTINA



This work basically consists of studying the biological communities of the seabed in the area known as Cala Cortina, with the aim of: understanding marine biodiversity, identifying species and areas of the seabed that are "suitable" for potential pilot environmental restoration experiments, and verifying the presence of species of interest as carbon sinks.

The environmental restoration of marine ecosystems is an integral part of conservation strategies. The central objective of these strategies is the creation of a naturally dynamic system that does not require further human intervention to persist and function. Compared to terrestrial ecosystems, restoration programs have been implemented in marine ecosystems.

PILOT PROJECT FOR REFORESTATION WITH POSIDONIA OCEANICA



Work continues, with 150 fragments of Posidonia Oceanica currently planted in the port waters. This is the first time that the reproduction of this Mediterranean endemic plant has been attempted in port waters.

MONITORING AND STUDYING BIODIVERSITY IN THE PORT ENVIRONMENT

This will allow for four-year monitoring of coastal fauna populations and communities, including seabirds, vertebrate fauna, and remains of species that inhabit the port environment.



Response to emergency situations

An Internal Emergency Plan (PEI) is in place, along with its corresponding Safety Study and an Internal Maritime Plan for Accidental Marine Pollution (PIM). The PEI is coordinated with the External Emergency Plan of the Chemical Sector of the Escombreras Valley. There is also an inventory of pollution control resources in force, as of its revision on October 4, 2022.

The Internal Emergency Plan is being revised to adapt it to the Resolution of May 6, 2020, of the General Directorate of the Merchant Marine, which establishes the criteria for collaboration and coordination between Maritime and Port Authorities to ensure an effective response in emergency management. Three drills are conducted:

- An emergency drill for the general evacuation of the Workshops building is conducted, following a fire that occurred on the ground floor of the aforementioned building.
- A drill is conducted in collaboration with Ership with the following scenario: vessel collision, evacuation of an injured worker in the hold, and spillage into the sea.
- Another communications exercise/drill is conducted with Ership as a result of the collision of two Reach Stackers in the stowage of wind turbines.
- The MAR-SEC-2023 Maritime Safety Exercise is conducted: Simulation of a collision between a bunker-type merchant vessel (methanol) and a fishing vessel that is sinking as a result of a leak and progressive flooding of its engine spaces, with 24 crew members on board. The rescue of shipwrecked people and an environmental disaster occur. The Port Authority's Emergency Plans are activated, operating 24 hours a day, 365 days a year.
- Joint APC-ERSHIP Drill: During the vessel's unloading operation, a fire broke out in the battery room of mobile crane 337, which was

in operation on the vessel's South Quay. The PEI was activated, ordering the mobilization of a tugboat to attempt to extinguish the fire.

During 2023, there were 9 PIM (Internal Maritime Plan) activations: There have been 9 activations of the PIM (Maritime Interior Plan):

- 8 oily stains on Santa Lucía Pier.
- 1 sulfur spill into the sea.

And 18 PEI activations (Internal Emergency Plan):

- 1 ship fire.
- 3 traffic accidents.
- 1 fishing boat sinking.
- 1 scrap metal fire.
- 1 crane fire.
- 1 floating body.
- 1 fire outbreak in the sulfur mine.
- 1 diesel tank rupture in a truck.
- 1 vehicle rollover.
- 1 fire at a shipbreaking yard.
- 9 medical assistance.

There is no data available on the exact quantity and volume of waste collected as a result of these incidents.

In all cases of accidental spills that do not require the activation of the PIM, efforts are made to ensure that the person responsible for the spill cleans up and restores the environment.

The APC has several systems in place to address spill contingencies (length of barriers, number of skimmers, etc.)





Material available from the APC

- Two 20-foot ISO containers located at FERTIBERIA with a rapid deployment system, 625 meters of cylindrical float containment barrier made of PVC-coated polyester, a full complement of anchoring and towing equipment, two tidal compensators, and two Norwegian/ASTM converters.
- Four 3x6 meter anti-wear mats, two in the Cartagena basin and two in the FERTIBERIA containers.
- Four tide compensator heads with Norwegian-style connections, made of marine-grade aluminum.
- Four hot-dip galvanized steel tide compensator guide profiles were installed in both basins.
- 300 meters of CL650R cylindrical barrier, a boom bag for sea transport, and towing and anchoring equipment.
- 325 meters of CL650 cylindrical barrier for Cala Cortina and the closure of the Cartagena basin.
- Two anchors located in the Cartagena basin.
- Two anchors located in the Escombreras basin.

NAME	OWNER	TYPE	Features	Year of construction
Pelacán 1009	ECOLMARE, S.A.	Vessel aimed at cleaning of the waters of the Port and fight against marine pollution	Length 10.80m. Sleeve 2.48m. Strut: 1.8 m2	2006

Regarding the control measures on ships and vessels, we would like to point out that during 2023, 494 applications for vessel tax discounts were received to incentivize good environmental practices and waste management. These applications are processed in accordance with Article 132.10 of Royal Decree-Law

2/2011 of September 5, which approves the revised text of the Law on State Ports and the Merchant Marine.

This report corresponds to 2023 and covers our entire organization. This is the twelfth consecutive year that the Port Authority of Cartagena has published its annual sustainability report.

The "Guide for the Preparation of Sustainability Reports by Port Authorities of the Spanish Port System" from the Public Agency Puertos del Estado (State Ports) was followed in its preparation. The Global Reporting Initiative was also taken into account, and the recommendations of the Global Compact were followed.

It has not been verified by third parties, as we consider the certifications from the annual audits of our management systems sufficient.



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I_19	Initiatives promoted by the Port Authority aimed at improving the efficiency, quality of service, and performance of cargo services		To improve the efficiency, quality of service, and performance of cargo services, a series of initiatives have been implemented: For each of these types of traffic, a Quality Plan is established, to which port operators adhere by signing a contract, committing to meet certain deadlines for berthing and unberthing operations, supply services, and cargo care and surveillance. The APC publishes the corrective rates and indices annually on its website in both Spanish and English. The APC promotes and coordinates the Quality Committee, composed of mooring operators, pilots, tugboats, shipping companies, and stevedoring companies. In addition, there is an internal Quality Monitoring Group. In 2017, two companies (CLH and Repsol) were certified under the Service Quality Standard for the transport of solid and liquid bulk cargo. Three shipping companies are now certified under the same Standard Minimum performance levels are established in the service specifications and conditions for granting services	24

		As well as annual movements and the type of merchandise .																															
I_20	Number of concessionaires or authorized companies and port service providers eligible for the discount to encourage improvements in service quality. Volume of traffic represented by these companies.	13 ACCION POR EL CLIMA  17 ALIANZA PARA EL DESARROLLO  4 companies Representing 62.7% of total traffic																															
I_21	Description of the initiatives promoted by the Port Authority to receive and manage complaints or suggestions from the port's end customers, as well as to evaluate their level of satisfaction with the services provided by the port.		24																														
I_22	Current road and rail access and planned improvements, as well as a description of the strategies adopted by the Port Authority to promote port-rail intermodality in terms of infrastructure, functional coordination, and commercial management.		25																														
I_23	Description of the strategies adopted by the Port Authority to boost traffic served through roll-on/roll-off (Ro-Ro) operations.		24																														
I_24	Evolution over the last three years of the percentage of cargo entering and leaving the port by rail, in relation to traffic served by road and rail; as well as the evolution over the last three years of the percentage of maritime cargo entering and leaving the port through roll-on/roll-off operations, in relation to total general maritime cargo imports and exports.	<table><tr><td rowspan="7"></td><td colspan="4">By rail</td><td rowspan="7"></td></tr><tr><td></td><td>2021</td><td>2022</td><td>2023</td></tr><tr><td>Goods entering or leaving by rail</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Total Goods</td><td>31,036,454</td><td>36383587</td><td>37504761</td></tr><tr><td>% on the total</td><td>0%</td><td>0%</td><td>0%</td></tr><tr><td colspan="4">By Ro-Ro</td></tr><tr><td>Goods Coming in</td><td>0</td><td>0</td><td>0</td></tr></table>		By rail						2021	2022	2023	Goods entering or leaving by rail	0	0	0	Total Goods	31,036,454	36383587	37504761	% on the total	0%	0%	0%	By Ro-Ro				Goods Coming in	0	0	0	
	By rail																																
		2021		2022		2023																											
	Goods entering or leaving by rail	0		0		0																											
	Total Goods	31,036,454		36383587		37504761																											
	% on the total	0%		0%		0%																											
	By Ro-Ro																																
	Goods Coming in	0	0	0																													

			or those that leave by RO-RO				
			Total Goods	31036454	36383587	37504761	
			% on the total	0.0%	0.00%	0%	
I_25	List of stakeholders identified by the Port Authority						26
I_26	Communication scheme with interest groups and their participation model						26
I_27	Main concerns or worries of stakeholders						26
I_28	Coordination and collaboration projects with other administrations						38
I_29	Technical or business associations to which the Port Authority belongs or in which actively participates	  					39
I_30	Description of the initiatives promoted by the Port Authority to promote the port's trade. Reference to the target sectors and potential fieldwork conducted for market research.						38
I_31	Amount of expenses allocated to the commercial promotion of the port, expressed as total expenses and as a percentage of operating expenses.					44	
I_32	Description of communication projects and provision of services via the Internet or other telematic means, aimed at optimizing port management, providing information to stakeholders, or enabling the administrative management of clients or suppliers.						38

I_33	R&D&I projects promoted by the Port Authority or in which it actively participates, their objectives and achievements, and institutions with which it collaborates on these projects. Total financial resources allocated to this item: expenses, as well as investments, expressed as totals in euros and as respective percentages of the total expenses and investments of the Port Authority.			38
I_34	Foundations, cultural initiatives, courses, seminars, educational programs, or other social programs promoted or supported by the Port Authority and total financial resources dedicated: expenses and investments expressed as totals in euros and as respective percentages of the Port Authority's total expenses and investments.			44
I_35	Description of programs or projects aimed at improving the port-city interface, and total financial resources dedicated to this concept: expenses as well as investments expressed as totals in euros and as respective percentages of the total expenses and investments of the Port Authority.	 		17 45
I_36	Total financial resources: expenditures and investments in safety and security, expressed as totals in euros and as respective percentages of the Port Authority's total expenditures and investments. Describing the items or initiatives comprising them.			45
I_37	Total financial resources: expenditures and investments made in environmental matters, expressed as totals in euros and as respective percentages of the Port Authority's total expenditures and investments. Describing the items or initiatives comprising them.	 		45

E_01	Annual profitability, expressed as a percentage of the result of the year compared to average non-current assets, in accordance with the definition given in the twenty-second final provision of Law 2/2012 of June 29 on the General State Budget			42
E_02	Evolution over at least the last three years of EBIDTA expressed in euros, of the total tonnes moved, the EBIDTA ratio versus tonnes moved, and the percentage change in EBIDTA expressed as a percentage compared to the previous year (ended December 31).	  		42
E_03	Debt service, expressed as $100 \times (\text{debt amortization} + \text{interest}) / (\text{cash flow})$.	  		42
E_04	Inactive assets, defined as land and natural assets ¹ without activity during the year which can be valued economically, socially or environmentally, expressed as a percentage of the net book value over the average net non-current assets of the year.			43
E_05	Evolution of operating expenses compared to operating income over at least the last three years.	  		42
E06	Evolution of public investment by the Port Authority in relation to cash flow over at least the last three years	  		43

E_07	Evolution of external investment compared to public investment by the Port Authority over at least the last three years	   		43
E_08	Asset renewal, expressed as the ratio of the annual investment volume to the average net non-current assets for the year (according to Law 2/2012 of June 29 on the General State Budget)	  		43
E_09	Evolution of income from occupancy and activity rates, as well as the percentage of each of these relative to net revenue, over at least the last three years.			44
E_10	Evolution over at least the last three years of the tons moved per square meter of land service area characterized as commercial use.			44
E_11	Changes in tons moved per linear meter of active dock over at least the last three years. An active dock is defined as one that has been active over the last three years.			44
E_12	Evolution for at least the three last years of the net amount of The Per employee (staff turnover)	  		42
E_13	Changes in EBIDTA per employee (average annual workforce) over at least the last three years..			42

E_14	Estimate of the number of direct, indirect and induced jobs by the port community, with reference to the study and methodology used to make said estimate.	  		47
E_15	Estimate of the gross added value of the port community, with reference to the study and methodology used to make this estimate.	  		47
S_01	Total number of Port Authority workers	 		52
S_02	Percentage of temporary workers out of the total number of permanent workers. For the calculation of this indicator, contracts conditioned to production circumstances will be excluded from the count of temporary workers.			53
S_03	Staff distribution by area of activity. These areas include personnel assigned to the police service, maintenance personnel, office staff under contract, and office staff not covered by contract.			52
S_04	Percentage of employees covered by collective agreements			52
S_05	Mechanisms for worker representation and communication with management			56

S_06	Mechanisms for technical participation of workers in improving the Port Authority's production processes (suggestion systems, periodic activity coordination meetings, quality groups, etc.)			56
S_07	Percentage of workers who follow training programs, differentiating between workers within and outside the agreement	  		54
S_08	Evolution of the average training hours per worker, differentiating between workers within and outside the agreement	  		54
S_09	Number of training programs in progress related to the competency management system (in accordance with the collective agreement currently in force)	  		55
S_10	Percentage of women out of the total number of workers	  		52
S_11	Percentage of women not covered by the collective bargaining agreement (CBA) out of the total number of workers and out of the total number of workers not covered by the CBA.	  		52
S_12	Percentage of permanent workers over 50 years old			53

S_13	Percentage of permanent workers under 30 years of age			53
S_14	Evolution of the annual accident frequency index (I.F.), expressed as the ratio of the number of accidents with sick leave recorded in a year to the total number of hours worked in that year.	 		54
S_15	Evolution of the annual accident severity index (I.G.), expressed as the ratio of the number of lost working days (number of working days lost) due to accidents in a year, to the total number of hours worked in that year.	 		54
S_16	Evolution of the annual absenteeism rate, expressed as the ratio of the number of calendar days lost due to sick leave to the number of workers.	 		55
S_17	Efforts in training on occupational risk prevention, expressed as the total number of training hours divided by the number of employees.	 		55
S_18	Number of security exercises and drills and number of protection exercises or drills.	 		80
S_19	Estimated total number of direct jobs generated by maritime freight terminals, passenger terminals, and companies providing port services.			47
S_20	Brief description of the type of conditions or requirements established, on aspects such as safety and training, within the specifications of specific port services, in granting conditions and in concession or authorization titles			24 68

S_21	Description of the existing mechanisms for coordinating business activities in the Port Community regarding occupational risk prevention within the port.	 	Coordination of Business Activities. To carry out any work at the port, all companies must register on the GISWEB CAE business activity control portal at cae.apc.es. They will provide a description of the work to be performed, start and end dates, the contracting department, the work area, and their personnel and vehicles. GISWEB CAE is a system provided by the APC. It is designed to maintain online information regarding the activities carried out by the various external companies working for both the APC and other companies (concessionaires, etc.). This is done in order to provide information on potential overlaps in work so that the legally established coordination mechanisms can be established.	
S_22	Total number and percentage of maritime freight terminals and passenger terminals under concession or authorization, as well as companies licensed or authorized to provide port or commercial services that have an OHSAS system.		There are no terminals or maritime stations under concession or authorization. Currently, 60 companies operating in the port have quality management systems certified according to ISO 9001. 32 companies are ISO 45001 certified. In environmental management, 50 companies are certified according to ISO 14001, and 11 are registered with the EMAS Regulation.	
S_23	Number of technical training activities related to safety and security, coordinated by the port authority, aimed at the port community.	 	This year there have been no training actions of this type	
S_24	Port Authority actions to address the accessibility needs of people with disabilities (conditions in passenger service licenses, and in concessions and authorizations associated with maritime stations; specific actions in common areas, among others).		All APC projects are adapted to facilitate access for people with disabilities. Specific actions are included in the SPECIAL SPECIFICATIONS FOR PORT PASSENGER SERVICES AT THE PORT OF CARTAGENA. -	14 38

A_01	Total financial resources: expenses, as well as investments where applicable, associated with the implementation, certification and maintenance of an environmental management system of the Port Authority in accordance with the EMAS regulation, the ISO14001:2015 standard or the PERS certification, expressed as totals in euros and as respective percentages of the total expenses and investments of the Port Authority			45
A_02	Total financial resources: expenditures and investments in environmental monitoring and characterization, expressed as totals in euros and as respective percentages of the Port Authority's total expenditures and investments. This item includes expenditures and investments associated with measurement systems, measurement campaigns, and projects to inventory and characterize environmental aspects related to port traffic and activity.	    		45
A_03	Cleaning costs for cleaning common land and water areas, expressed as thousands of euros per square meter of service area			45
A_04	Environmental training, expressed as a percentage of Port Authority staff who have received environmental training, accredited by the Port Authority, in accordance with the functions they perform in the port.	 		56

A_05	Brief description of the main emission sources (point and diffuse) of the port, which cause emissions significant, like - Construction, demolition - An maintenance infrastructures Port emissions: emissions from machinery associated with port operations, emissions from motors operating in port facilities, docked vessels, handling or storage of bulk solids, or other emissions associated with port activity.	   				
			Type of activity	Order of relevance	Number of spotlights	
			Outdoor storage of solid bulk <i>(Calculated as the number of concessions that store solid bulk outdoors)</i>	3	2	
			Handling of solid bulk materials by conventional means <i>(Calculated as the number of licensed stevedoring companies that move bulk materials by conventional grab/hopper/truck or grab/dock-stack/shovel/truck or truck/conventional moving belt)</i>	1	2	
			Handling of bulk materials using special uncovered systems. <i>(Calculated as the number of companies that have continuous uncovered or partially covered freight hauling systems.)</i>	5	1	
			Industrial activities in concessions <i>(Calculated as the number of concessions where industrial activities are carried out that involve emissions channeled into the atmosphere)</i>	2	3	
			Cleaning and painting of boat hulls <i>(Calculated as the number of concessions that perform cleaning and painting of hulls outdoors)</i>	7	1	
			Works	4		
			Emissions from uncovered truck bodies	9		
			Emissions from vehicle engines	8		
			Emissions from ships and Cruises At the docks	6		

A_06	Evolution over at least the last three years of the number of complaints or reports recorded by the Port Authority from port stakeholders (port community, urban centres, administrations, etc.) related to dust emissions or air quality in general. Availability of a systematic complaints management system.			24
A_07	Brief description of the measures implemented by the Port Authority to control emissions associated with the port's overall activity, whether administrative, operational, or technical, such as the development of environmental standards, monitoring of environmental operations by the port surveillance service, measurement of environmental parameters, restrictions on the handling of powdery goods, or other initiatives.	    		75
A_08	Brief description of the initiatives undertaken by the Port Authority to assess the impact of port operations on air quality, and the total number of studies or campaigns conducted. Schematic description of the Port Authority's operational air quality monitoring equipment, indicating their total number, the parameters measured, whether they measure continuously or using time-based monitoring, and the area where they are located.	    		74

A-09	Value of air quality parameters in the port, such as annual average values or number of exceedances of the daily limit value, for pollutants that are significant in relation to port activity, such as PM particles, sedimentable particles, nitrogen oxides and sulfur oxides.	    		75
A_10	Description of the main discharge sources (local and non-local) located in the port, which have a significant impact on the quality of the waters and sediments in the port basins, such as gullies, irrigation ditches, urban discharge points, operations with solid bulk, and others. Differentiating between discharges generated and not generated by port companies or activities.	   	The main cause of deterioration in the port's water quality comes from discharges from concessions and accidental discharges, although it should be noted that all discharges from concessions are authorized by the CARM (Mexico City Maritime Transport Authority). All discharge points are inventoried and monitored, and their positions are referenced with GPS coordinates.	69
A_11	Brief description of the measures implemented by the Port Authority to control discharges associated with the port's overall activity, whether administrative, operational, or technical (controlled cleaning and maintenance points, sanitation network improvements, operational monitoring, etc.). In particular, those measures expressly reflected in the hydrological plan for the basin in which the port is located will be addressed.	  		67
A_12	Number and summary description of water quality characterization campaigns in the port, which are not the result of obligations arising from environmental impact statements.	 		66

A_13	Percentage of the service area surface area with wastewater collection and treatment facilities. Wastewater is considered treated when it discharges into a municipal sewer or when it discharges into a basin and has the corresponding discharge permit.		Percentage of the land service area surface area with a wastewater treatment network (regardless of where it discharges and the treatment received) 40% Percentage of the land service area surface area with a wastewater treatment network connected to the municipal sewer or a WWTP 40% Percentage of land area that discharges into septic tanks: 60% Percentage of land area that has a rainwater collection system (Indicate the percentage of land area with rainwater collection, regardless of whether the water is treated or not) 80% Percentage of the service area surface area that has rainwater collection and treatment 0%	
A_14	Percentage of the service area surface area that has runoff collection and treatment. Runoff water will be deemed treated when it discharges into a municipal sewer or when it discharges into a basin and has the corresponding discharge authorization.		Percentage of land area that has a rainwater collection system (Indicate the percentage of land area with rainwater collection, regardless of whether the water is treated or not) 80% There are rainwater collection collectors in both bays, but the collected water does not receive any treatment.	
A_15	Schematic description of the technical means used for cleaning the water surface, and weight of floating debris collected during the year.			69
A_16	Activation of the Maritime Interior Plans (MIP) for response to pollution emergencies			80
A_17	Volume of wastewater discharges generated by the Port Authority, or discharged by collectors owned by the Port Authority, broken down by type and destination.	   		67

A_18	Brief description of the main emission sources (point and diffuse) in the port, which cause significant acoustic emissions.	   		76
A_19	Number of complaints or reports registered by the Port Authority during the year, made by port stakeholders (port community, urban centers, administrations, etc.), relating to noise emissions from port activity. Availability of a systematic complaints management system.			26
A_20	Description of the port situation in relation to the preparation of a noise map and acoustic action plan			76
A_21	Number of actions and characteristics of said actions undertaken during the current year on noise sources identified as a result of complaints and non-conformities recorded by the Port Authority.		NOT APPLICABLE. THERE HAVE BEEN NO COMPLAINTS ABOUT NOISE IN THE LAST THREE YEARS.	
A_22	Percentage of waste generated by the Port Authority that is segregated and recovered, broken down by waste type. (Ton of waste type recovered / ton of total waste collected) x 100).	  		72
A_23	Brief description of the main activities or sources of waste generation within the port, such as fishing activities (fishing gear, packaging), movement of solid bulk (remains of cargo after operations), recreational areas, machinery maintenance tasks, or septic tank sludge, among others.	  		72

A_24	Initiatives promoted by the Port Authority to improve waste management in the port community. Existence of clean-up points, waste collection programs, recovery programs, etc.	3 SALUD Y BIENESTAR 6 AGUA LIMPIA Y SANEAMIENTO 12 CONSUMO RESPONSABLE	72																					
A-25	Type of management applied to dredged material, expressed as volumes of dredged material of each of the categories in which said material can be classified according to the ICES Dredging Guidelines	3 SALUD Y BIENESTAR 6 AGUA LIMPIA Y SANEAMIENTO 12 CONSUMO RESPONSABLE 14 VIDA ACUÁTICA	17																					
A_26	Description of protected areas or species adjacent to the port or within the public port domain: SCI, SPA, BIC, Ramsar	6 AGUA LIMPIA Y SANEAMIENTO 12 CONSUMO RESPONSABLE 14 VIDA ACUÁTICA 15 VIDA DE ECOSISTEMAS TERRESTRES	<table><tr><th>NAME</th><th>Type of space</th><th>DISTANCE TO THE HARBOUR ADJACENT/</th></tr><tr><td>La Muela and Cabo Tiñoso</td><td>LIC:ES6200015/ ZEPA:ES 000064</td><td>1.5 km2</td></tr><tr><td>Sierra de la Fausilla mountain range</td><td>SCI:ES6200025/ SPA:ES0000199</td><td>ADJACENT/ 100metres</td></tr><tr><td>Palomas Island:</td><td>SPA:ES0000271</td><td>ADJACENT/ 1 km</td></tr><tr><td>Submerge d Coastal Strip of the Murcia Region</td><td>SPA:ES6200029</td><td>ADJACENT/ 0 km</td></tr><tr><td>Escombreras Island</td><td>SPA:ES6200007</td><td>Partially included</td></tr><tr><td>Escape de Mazarrón</td><td>EEZ</td><td>ADJACENT/ 1.5 km</td></tr></table>	NAME	Type of space	DISTANCE TO THE HARBOUR ADJACENT/	La Muela and Cabo Tiñoso	LIC:ES6200015/ ZEPA:ES 000064	1.5 km2	Sierra de la Fausilla mountain range	SCI:ES6200025/ SPA:ES0000199	ADJACENT/ 100metres	Palomas Island:	SPA:ES0000271	ADJACENT/ 1 km	Submerge d Coastal Strip of the Murcia Region	SPA:ES6200029	ADJACENT/ 0 km	Escombreras Island	SPA:ES6200007	Partially included	Escape de Mazarrón	EEZ	ADJACENT/ 1.5 km
NAME	Type of space	DISTANCE TO THE HARBOUR ADJACENT/																						
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Escombreras Island	SPA:ES6200007	Partially included																						
Escape de Mazarrón	EEZ	ADJACENT/ 1.5 km																						
A_27	Characterization and inventory of the natural environment in the port and adjacent areas. In particular, the availability of underwater bionomic mapping of the port's waters.	6 AGUA LIMPIA Y SANEAMIENTO 14 VIDA ACUÁTICA 15 VIDA DE ECOSISTEMAS TERRESTRES	78																					

A_28	Schematic description of natural environment regeneration projects undertaken by the Port Authority, and valuation in euros of the cost of these actions.	  		78
A_29	Land use efficiency, expressed as a percentage of the land service area occupied by active facilities, whether owned or licensed.			66
A_30	Evolution, at least over the last three years, of the Port Authority's total annual water consumption, expressed as total cubic meters and as cubic meters per square meter of service area, indicating whether the network is managed by the Port Authority or outsourced.	  		67
A_31	Evolution, at least over the last three years, of the efficiency of the water distribution network, expressed as a percentage, for those Port Authorities that directly manage said distribution network.	   		67
A_32	Evolution, at least over the last 3 years, of the total annual electricity consumption in Port Authority facilities and lighting in common service areas, expressed as total kWh and as total kWh per m2 of service area.	   		67
A_33	Evolution, at least over the last three years, of the total annual fuel consumption (diesel, gasoline, natural gas, etc.) used by the Port Authority (cars, heating, etc.), expressed as kWh and as kWh per square meter of service area.	   		71

		13 Acción por el clima  14 Vida acuática  15 Vida de ecosistemas terrestres 	
A_34	Brief description of the type of conditions or requirements established on environmental aspects in the specifications of specific port services, in granting conditions and in concession or authorization titles	3 Salud y bienestar  8 Crecimiento económico  12 Consumo responsable  13 Acción por el clima  14 Vida acuática  15 Vida de ecosistemas terrestres 	22
A_35	Level of implementation of environmental management systems in port facilities, expressed as the total number and percentage of maritime freight terminals and maritime passenger stations under concession or authorization and of companies licensed or authorized to provide port or commercial services that have EMAS accreditation or are certified according to the ISO 14001:2015 standard with a scope that covers "all environmental aspects related to the development of their activity."	Type of terminal / service Total number with ISO 45001 % with ISO 45001 7 Energía asequible y no contaminante  3 Salud y bienestar  8 Crecimiento económico  12 Consumo responsable  13 Acción por el clima  14 Vida acuática  15 Vida de ecosistemas terrestres  Type of terminal / service Total number with SGA % with SGA Freight terminal (*) 6 85.7% Passenger Terminal No passenger terminals available Stowage service 2 33.3% MARPOL Service 2 100% Nautical technical service 2 66.6% (*) We refer to companies with their own terminals.	

& Percentage of fully reported indicators: 99,1 % &
 Percentage of partially reported indicators: 0, 9% &
 Percentage of unreported indicators: 0%
 & Percentage of non-applicable indicators: 0

MEMBERS OF THE BOARD OF DIRECTORS OF THE PORT AUTHORITY OF CARTAGENA

Vacancy	Mr. Pedro Pablo Hernández Hernández	Mr. José María Gómez Fuster
Chairman	Vice. CROEM Representative	Director General of the Port Authority.
Mr. Ramón Avello Formoso	Mrs. Ana M ^a García López	Ill. Mr. Pedro Luís de la Puente García-Ganges
Secretary of the Board of Directors	Central State Administration. - State Ports OP	Central State Administration. -- Spanish Army
Ill. Sr. D. Antonio Gómez Fayrén	Mr. José María Albarracín Gil	Mr. Antonio Mestre Gómez
CARM Representative	CARM Representative	Regional Government Representative
Ill. Mr. Diego Ortega Madrid	Mrs. Noelia María Arroyo Hernández	Mr. José Hernández Filardi
Representativa. Of the Ill.	Cartagena City Council Cartagena City Council.	Regional Government Representative
Mr. José María Fernández Uñaz	Mr. Diego Zaplana Ros (CCOO))	Mrs.. Ana Pérez Díaz
ASEAM Representative	Representative TRADE UNIONS	Central State Administration. -- State Lawyer
Mr. Óscar Villar Serrano	Vacant position without appointment	
Ex officio vocal Maritime Captain Cartagena	Representative of the Chamber of Commerce of the Regional Government	

MEMBERS OF THE MANAGEMENT BOARD OF THE PORT AUTHORITY OF CARTAGENA

Mr. Pedro Pablo Hernandez	Mr. José María Gómez Fuster	Mr. Fernando Rafael Muñoz Bozzo
Vicechairman	Director General of the Port Authority	Head of Exploitation Area
Mr. Pedro Miguel Arenas Jiménez	Mrs. Mrs. Hortensia Sánchez	Mr. D. Ramón Avello Formoso
Head of Infrastructure Area	Head of Business Development Division	Head of Department Secretary General
Mrs. Mrs. M ^a José Barahona Moreno	Mr. Juan Antonio Sánchez Rodríguez	Mr. Rafael Cano Albaladejo
Head of Department Of Planning and Management	Head of Cybersecurity Department Head of Sustainability Division	
Mr.. Alfredo Fresneda Teruel	Mr. José Segura Molero	Mr. Fco. Javier Delgado Trapie- Ill.
	Head of Department HHRR Head of Department Facilities and Head of the Maritime Services Division	
Mr. José Daniel Franco Mayor-domo	Mr. Fermin Rol Rol	Mr. Martín Jáuregui Pajares
Head of Projects Division	Head of Strategic Projects and Innovation Area	Head of Strategic Projects Division

Mr. David Hernández Cañabate
Head of the Technical Office Unit

Mrs. Mrs. Juana M^a Milla Fayo
Head of the Economic and Financial Division

Mrs. Encarnación López Nicolás
Head of the Div. Institutional and Communication Relations
-

Mr. Francisco Muñoz Martínez
Head of Operations Division

Mrs. Mrs. Rosa Romanillo Castellano
Head of Public Domain Department

Mrs. Mrs. Mercedes Gallego Ruiz
Head of Accounting Unit

Mrs. Laura Soto Sánchez
Head of Communications Unit

Mrs. Ana Vanesa Torrente
Head of Sustainability Division

LIST OF SUPPORT COMMITTEES FOR THE BOARD OF DIRECTORS

- **NAVIGATION AND PORT COUNCIL**
- **BASIC PORT SERVICES COMMITTEE**
- **NAVIGATION COMMITTEE**
- **STRATEGY AND PLANNING COMMITTEE**
- **GORGUEL ADVISORY COMMITTEE**

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31/12/2023

(In euros)

	2023	2022
1.- NET AMOUNT OF TURNOVER	49979899.98	48497657.45
A) Port Fees	47641940.43	46343018.34
a) Fees for private occupation of public port domain.	6235496.94	6040103.14
b) Fees for special use of port facilities.	34097609.10	33747496.47
1. Vessel fee	16195292.13	15877219.24
2. Rate for sports and recreational vessels.	209176.07	189862.75
3. Passage rate.	202226.52	210644.12
4. Merchandise rate.	17483960.33	17451575.20
5. Fresh fish rate.	6567.86	3753.35
6. Special transit zone usage fee	386.19	14441.81
c) Rate by activity	6,820,038.78	6040350.87
d) Fee for non-commercial services	488,795.61	515067.86
B) Other business income.	2,337,959.55	2154639.11
a) Additional amounts to the rates.	297,297.75	227947.57
b) Rates and others.	2,040,661.80	1926691.54
3. WORK CARRIED OUT BY THE COMPANY FOR ITS ASSETS.		
5. OTHER OPERATING INCOME	1,230,345.32	894332.02
a) Accessory income and other current management income	481,715.40	156364.10
b) Operating subsidies incorporated into the results of the year	47,356.73	124876.10
c) Income transferred to the result of reversal of concessions.	290,273.19	251091.82
d) Interport compensation fund received.	411,000.00	362000.00
6.- PERSONNEL EXPENSES.	9,351,652.82	9011934.31
a) Salaries and wages	6,765,344.16	6515002.85
b) Compensations	29258.24	12250.00
c) Social charges.	2557050.42	2484681.46
d) Provisions.		
7.- OTHER OPERATING EXPENSES	12287610.04	12132692.42
a) Foreign services	7161620.31	7668002.12
1. Repairs and maintenance	4276823.50	3703458.79
2. Independent professional services	535315.00	625878.65
3. Supplies	833778.28	1494459.38
4. Other foreign services	1515703.53	1844205.30
b) Taxes	1078988.27	1017111.96
c) Losses, impairment and variation in provisions for joint operations	2148.82	28703.44
d) Other current management expenses	327429.55	399394.75
e) Contribution to State Ports art. 19.1b)TRLPEMM	1853720.73	1582887.03
d) Interport compensation fund contributed.	1868000.00	1494000.00
8.- AMORTIZATION OF FIXED ASSETS.	13835915.41	13091420.98
9.- ALLOCATION OF SUBSIDIES FOR NON-FINANCIAL FIXED ASSETS	2705337.82	2759551.36
10.- EXCESS OF PROVISIONS.	7639.58	38828.40
11.- IMPAIRMENT AND RESULTS FROM DISPOSAL OF FIXED ASSETS	0.00	-9438.57
a) Impairment and losses.		
b) Results from disposals and other items.		-9,438.57
11.bis.- OTHER RESULTS	-316,697.55	1771567.89
a) Exceptional expenses.	316,697.55	
b) Exceptional income.		1,771,567.89
A.1) OPERATING RESULTS (1+3+5-6-7-8+9+10-11-11.bis)	18,131,346.88	19735327.98

12.- INGRESOS FINANCIEROS	6.890.695,17	2.390.150,58
a) De participaciones en instrumentos de patrimonio.		
b) De valores negociables y otros instrumentos financieros.	6.890.695,17	2.390.150,58
13.- GASTOS FINANCIEROS	304.261,86	357,11
a) Por deudas con terceros.	304.261,86	357,11
b) Por actualización de provisiones.		
14.- VARIACIÓN DE VALOR RAZONABLE EN INSTRUMENTOS FINANCIEROS		
16.- DETERIORO Y RESULTADO POR ENAJERACIÓN DE INSTRUM. FI	0,00	0,00
a) Deterioro y pérdidas.		
b) Resultados por enajenaciones y otras.		
A.2.- RESULTADO FINANCIERO (12-13-14-16)	6.586.433,31	2.389.793,47
A.3.- RESULTADO ANTES DE IMPUESTOS (A.1+A.2)	24.717.780,19	22.125.121,45
17.- IMPUESTO SOBRE BENEFICIOS	-2.625.099,98	914.632,66
A.4.- RESULTADO DEL EJERCICIO (A.3-17)	22.092.680,21	23.039.754,11

LAND ZONE AUTHORIZATIONS				
Authorization	Destination	Holder	Start Date	Days
Christmas Market		Cartagena Port Authority	28/11/2022	7
Carrera 10 K puerto de Cartagena Race		Cartagena Port Authority	16/10/2023	7
XXXII regata Torfeo vuelta a las islas Regatta		Royal Regatta Club of Cartagena	15/01/2023	2
Installation of photocall support at the photo point		Cristina Pérez Carrasco	12/12/2022	29
Classic vehicle rally		Classic Vehicles Mare Nostrum Cultural Association	07/05/2023	1
Regata ruta del roscón Regatta		Royal Regatta Club of Cartagena	04/01/2023	1
Fishing Contest		Albacora	19/02/2023	2
Fishing Contest		Fig	16/04/2023	1
Fishing Contest		Albacora	22/07/2023	2
Fishing Contest		Albacora	06/12/2023	1
Fishing Contest		CPD Deluxe Corner	02/04/2023	1
Fishing Contest		CPD Costa Cálida	03/06/2023	4
Fishing Contest		CPD Santa María de Gracia	22/07/2023	4
Regata XIII Trofeo Optimist Ciudad de Cartagena Regatta		Royal Regatta Club of Cartagena	03/02/2023	3
Exhibition of 3 sponsor vehicles of the Optimist Regatta		Royal Regatta Club of Cartagena	02/02/2023	4
Installation of tourist totems in the northeast of the Region of Murcia		La Verdad Multimedia	23/01/2023	10
Region of Murcia cycling tour		Cartagena City Council	11/02/2023	1
Paso de la ruta Autismo somos todos Route		Autismo somos todos Association	26/03/2023	1
Concerts and music bands		Cartagena City Council	22/01/2023	3
Access to the Cabo de Palos Lighthouse Esplanade Triathlon		Crono Sport club	15/04/2023	1
Carnival celebration		Federación de Comparsas y Chirigotas Federation	17/02/2023	8
Carnival Fireworks		Federación de Comparsas y Chirigotas Federation	21/02/2023	1
Volunteer, health and sports fair		Fundación Universitaria San Antonio de Cartagena Foundation	06/03/2023	14
Half marathon and 10km race		Cartagena City Council	05/03/2023	1
Bus fleet presentation		Cartagena City Council	04/03/2023	1
Fire vehicle exhibition		Jesús López-Toribio Rivera	12/03/2023	1
Tribute to the Grenadier Marrajo		Calle Jara, 25 bajo	12/03/2023	1
Use of the Old Regatta Club to store belongings and hold Mass		Francisco Sastre Mercader	21/04/2023	3
XII Ruta de las Fortalezas Route		Miguel Ruíz del Árbol Moro	22/04/2023	4
Laying bouquets of flowers at the "El Zulo" monument		Francisco José Carrera de la Fuente	23/03/2023	1
Nordic Walking		Club deportivo Manzanicos Sport Club	03/06/2023	1
Cross Villa y Condado de Santa Lucía		David García Gómez	25/03/2023	1
Water jets from fire trucks		Jesús López-Toribio Rivera	15/03/2023	1
Commerce Fair		Cartagena City Council	23/03/2023	9
Motorrad motorcycle rally		Hummer Raid Events, S.L.	13/05/2023	2
Ceremony of presentation of decorations (Marrajos)		Francisco Pablo Pagán Martín Portugués	31/03/2023	1
Training in rescue, survival, and maritime safety vessels		Formación Alfer Training	23/03/2023	8
Firefighting Practices		Safety and Protection Methodologies	11/04/2023	2

WATER SHEET AUTHORIZATIONS

Authorization Destination	Holder	Start Date
XXXII regata Torfeo vuelta a las islas Regatta	Royal Regatta Club of Cartagena	15/01/2023
rRuta del Roscón Route	Royal Regatta Club of Cartagena	04/01/2023
Or fishing	Fig	19/03/2023
Or fishing	CPD Costa Cálida	01/07/2023
Or fishing	CPD Santa María de Gracia	23/09/2023
XIII Trofeo Optimist Ciudad de Cartagena Trophy	Royal Regatta Club of Cartagena	03/02/2023
Training in rescue, survival, and maritime safety vessels	Formación Alfer Training	29/03/2023

La Autoridad Portuaria de Cartagena (APC), tiene establecidos entre sus objetivos estratégicos el ser excelentes en la Gestión Portuaria, fomentando el respeto al medio ambiente, la seguridad y salud en el trabajo, la innovación y potenciando la Responsabilidad Social, promoviendo el respeto activo de su entorno socio-económico y con un equipo humano motivado y comprometido.

Para que el puerto de Cartagena avance hacia la Excelencia es necesario que la Comunidad Portuaria asuma también estos principios, por lo que la APC se exige en su líder marcando el rumbo e integrando su Política en todas las actividades que se desarrollan en el ámbito portuario. Conscientes de que nuestro activo más importante son las personas, la APC apuesta por un modelo de gestión integrado y participativo, en el que sus trabajadores son esenciales y donde la mejora continua es un principio fundamental.

Para ello, esta Autoridad Portuaria declara su compromiso con:

- Prestar sus servicios generales y de señalización marítima, teniendo en cuenta las necesidades y expectativas de nuestros clientes y grupos de interés, de manera eficaz, segura, sostenible e innovadora.
- Fomentar los servicios portuarios (practicaje, remolque, amare, pasaje, recepción de desechos y manipulación de mercancías) de acuerdo a unas premisas de calidad, seguridad, innovación y respeto al medio ambiente.
- Velar por la libre competencia de nuestros servicios comerciales con el fin de mejorar.
- Generar VALOR social, económico y ambiental para Cartagena y la Región.
- Impulsar y fomentar la sostenibilidad, la innovación y la excelencia en la comunidad portuaria.
- Identificar, actualizar sistemática y permanentemente y cumplir con las exigencias legales, normativas u otros requisitos que la APC suscriba.
- Implantar en la APC la mejora continua como norma de conducta en su gestión.
- Asumir los principales marcos de referencia internacionales para la gestión sostenible, manteniendo un firme compromiso con los Diez Principios del Pacto Mundial, los Principios Rectores sobre Empresa y Derechos Humanos y difundir en nuestro entorno social y económico el conocimiento y cumplimiento de los Objetivos de Desarrollo Sostenible (ODS).
- Fomentar una cultura del bienestar que proporcione un ambiente de trabajo seguro, estilos de vida saludables y un compromiso con el entorno y la comunidad.

Es responsabilidad de la Presidencia y de las personas en quien ésta delegue, que la Política de Gestión sea conocida, entendida, aceptada, aplicada y mantenida al día a todos los niveles de la organización. Los directivos y mandos tienen la especial obligación de conocer la Política y las normas del Sistema de Gestión, fomentar su correcta aplicación y exigir su cumplimiento.

Cartagena, a 23 de Julio de 2020

D^a. Yolanda Muñoz Gómez
- Presidencia -





BUREAU
VERITAS

Bureau Veritas Certification



Certification

Awarded to

AUTORIDAD PORTUARIA DE CARTAGENA

PLAZA HEROES DE CAVITE, S/N – 30201 – CARTAGENA –
MURCIA – ESPAÑA

Bureau Veritas Certification certifies that the Management System has been
audited and found to be in accordance with the requirements of standard:

STANDARD

ISO 9001:2015

Scope of certification:

ADMINISTRATION, MANAGEMENT AND CONTROL
OF SERVICES AND INFRASTRUCTURES OF THE
PORT OF CARTAGENA IN ACCORDANCE WITH
THE LAWS IN FORCE IN THE SPANISH STATE-
OWNED PORT SYSTEM.

Certificate Number:	ES132162-1
Original Approval Date with other Certification Body:	04-12-1996
Certification/Renovation Audit:	12-08-2022
Expiry date of previous cycle:	01-09-2022
Effective date:	02-09-2022
Reissue date:	23-01-2023
Certificate expiration date:	01-09-2025

This certificate is valid, subject to the general and specific terms and conditions of certification services

Bureau Veritas Iberia S.L.
C/ Valportillo Primera 22-24, Edificio Caoba, 28108 Alcobendas – Madrid, España
1/1





Certificación

Concedida a

AUTORIDAD PORTUARIA DE CARTAGENA

PLAZA HEROES DE CAVITE, S/N - 30201 - CARTAGENA - MURCIA -
ESPAÑA

Bureau Veritas Certification certifica que el Sistema de Gestión ha sido auditado y
encontrado conforme con los requisitos de la norma:

NORMA

ISO 14001:2015

El Sistema de Gestión se aplica a:

**ADMINISTRACIÓN, GESTIÓN Y CONTROL DE
SERVICIOS E INFRAESTRUCTURAS DEL PUERTO DE
CARTAGENA DE ACUERDO A LAS LEYES VIGENTES EN
EL SISTEMA PORTUARIO ESPAÑOL DE TITULARIDAD
ESTATAL.**

Número del Certificado:	ES132163 - 1
Fecha de certificación inicial con otra Entidad de Certificación:	02-09-2004
Auditoría de certificación/renovación:	12-08-2022
Caducidad de ciclo anterior:	01-09-2022
Certificado en vigor:	02-09-2022
Caducidad del certificado:	01-09-2025

Este certificado está sujeto a los términos y condiciones generales y particulares de los servicios de certificación

Bureau Veritas Iberia S.L.
C/ Valportillo Primera 22-24, Edificio Caoba, 28108 Alcobendas - Madrid, España





Certificación

Concedida a

AUTORIDAD PORTUARIA DE CARTAGENA

PLAZA HEROES DE CAVITE, S/N - 30201 - CARTAGENA - MURCIA - ESPAÑA

Bureau Veritas Certification certifica que el Sistema de Gestión ha sido auditado y encontrado conforme con los requisitos de la norma:

NORMA

ISO 45001:2018

El Sistema de Gestión se aplica a:

ADMINISTRACIÓN, GESTIÓN Y CONTROL DE SERVICIOS E INFRAESTRUCTURAS DEL PUERTO DE CARTAGENA DE ACUERDO A LAS LEYES VIGENTES EN EL SISTEMA PORTUARIO ESPAÑOL DE TITULARIDAD ESTATAL.

Número del Certificado:	ES132161 - 1
Fecha de certificación inicial con otra Entidad de Certificación:	12-11-2020
Auditoría de certificación/renovación:	12-08-2022
Caducidad de ciclo anterior:	01-09-2022
Certificado en vigor:	02-09-2022
Caducidad del certificado:	01-09-2025

Este certificado está sujeto a los términos y condiciones generales y particulares de los servicios de certificación

Bureau Veritas Iberia S.L.
C/ Valportillo Primera 22-24, Edificio Caoba, 28108 Alcobendas - Madrid, España





Validación de la declaración Ambiental (EMAS)

Realizada en:

AUTORIDAD PORTUARIA DE CARTAGENA

MURCIA

PLAZA HEROES DE CAVITE, S/N – 30201 – CARTAGENA

Bureau Veritas expone que la Declaración Ambiental de dicha Organización ha sido validada en base a la documentación, datos e información evaluados durante el proceso de verificación, y se ajusta a los requisitos del Sistema Europeo de gestión y auditoría medioambiental EMAS conforme con:

Reglamento Europeo (CE)1221/2009 modificado por los Reglamentos (UE)2017/1505 y (UE)2018/2026

La actividad descrita y en la que se basa en la Declaración Ambiental es:

**ADMINISTRACIÓN, GESTIÓN Y CONTROL DE SERVICIOS E
INFRAESTRUCTURAS DEL PUERTO DE CARTAGENA DE
ACUERDO A LAS LEYES VIGENTES EN EL SISTEMA PORTUARIO
ESPAÑOL DE TITULARIDAD ESTATAL.**

Fecha de Validación: 26-09-2022

Número del Certificado ESI32164-1

El presente documento no equivale al registro en EMAS. El registro en EMAS solo puede ser otorgado por un organismo competente en virtud del Reglamento (CE) nº 1221/2009. El presente documento no servirá por sí solo para la comunicación pública independiente.

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Issuing office: BUREAU VERITAS CERTIFICATION SA
C/ Valportillo Primera 22-24
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sostenibilidad@apc.es

Tel.: +34968325800 Ext 2222

For further information, please visit:

Website

www.apc.es

APC Sustainability Observatory

<http://observatorio.apc.es>

Sustainability Report:

<http://www.apc.es/compromiso.php?reg=11&ind=>

3 Annual Report:

<http://www.apc.es/actualidad.php?reg=19>

Environmental Declaration:<http://www.apc.es/compromiso.php?reg=12&ind=2>



<http://www.youtube.com/user/PuertodeCartagena/fee>

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<https://twitter.com/PuertodeCtg>



<https://www.instagram.com/puertodectg/>



Puerto de Cartagena



Autoridad Portuaria de Cartagena

Building together

**The most sustainable port in the
Mediterranean**