

The Port of Barcelona, heading for sustainability

The Port of Barcelona had led the way in promoting actions to reduce the impact of its business on the environment. It's resolutely committed to sustainability, one of the strategic lines underpinning its development over the coming years.

A good example of such commitment is the **Port of Barcelona Air Quality Improvement Plan**, which forms part of the action framework to improve air quality promoted by the Catalan government and Barcelona City Council.

The aim of this Plan is to **reduce emissions as much as possible**, specifically of particulate matter (PM10), nitrogen oxides (NOx) and other polluting gases resulting from the Port's activity. The main actions planned to achieve this goal are:



PROMOTING THE USE OF NATURAL GAS AS AN ALTERNATIVE TRANSPORT FUEL FOR BOATS, TRUCKS AND PORT MACHINERY



PROMOTING ELECTRIC VEHICLES FOR LIGHT TRANSPORT



ENVIRONMENTAL DISCOUNTS FOR VESSELS WITH GOOD ENVIRONMENTAL PERFORMANCE

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HEADING FOR
SUSTAINABILITY

Air quality in the Port de Barcelona

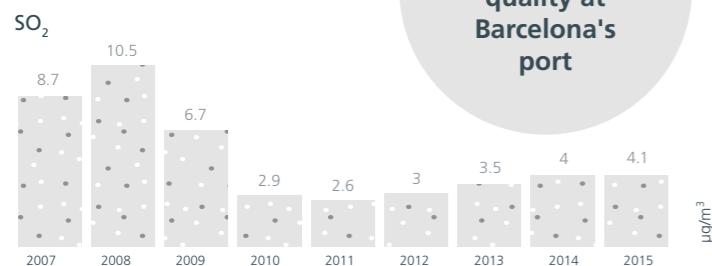


Our own network to monitor air quality

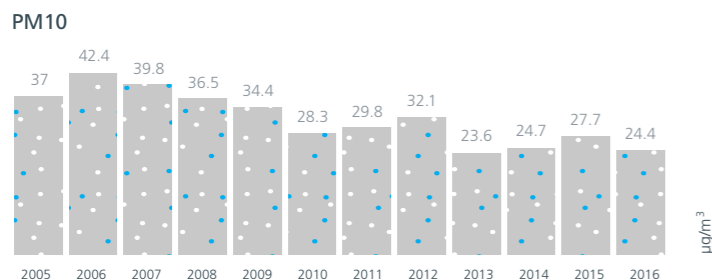
The stations installed provide us with relevant data on air quality at Barcelona's port.

- 8 AUTOMATIC METEOROLOGICAL STATIONS
- 5 STATIONS WITH PARTICULATE MATTER SENSORS (PM10 & PM2.5)
- 3 AUTOMATIC AIR QUALITY STATIONS

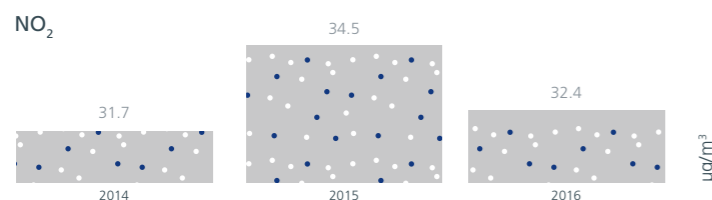
Trend in air quality at Barcelona's port



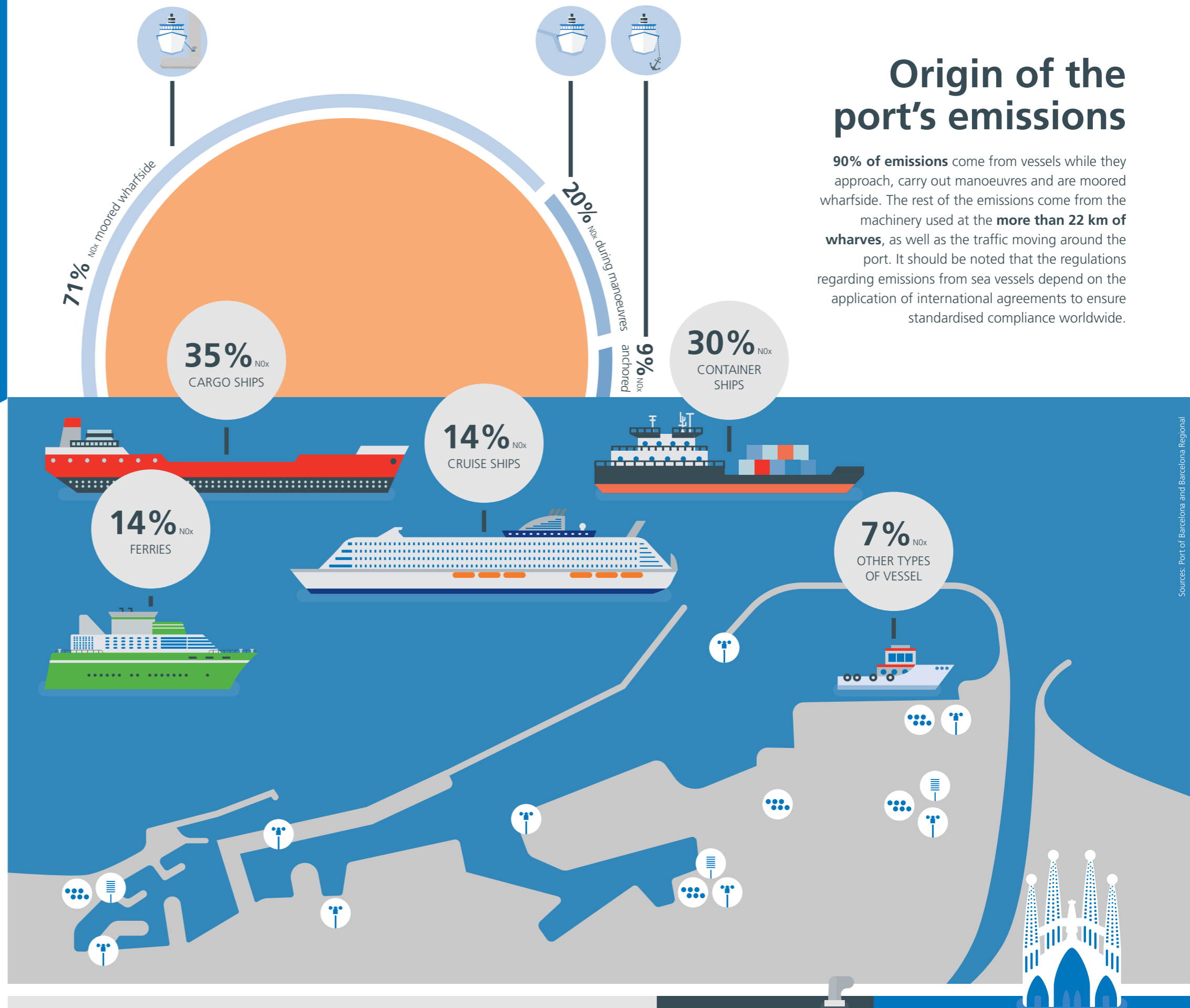
SO₂ concentration at the DARSENA SUD station. Regulatory changes regarding the reduction of sulphur content in maritime fuels have considerably lowered sulphur dioxide levels (SO₂), which are far below the threshold permitted.



Particulate matter concentration (PM10) at PORT VELL station. Over the last few years, the Annual Ceiling (AC) for PM10 particulate matter (set at 40µg/m³) has not been exceeded.



NO₂ concentration at the ZAL PRAT station. Nitrogen dioxide emissions (NO₂) have remained below the threshold (set at 40µg/m³).



Origin of the port's emissions

90% of emissions come from vessels while they approach, carry out manoeuvres and are moored wharfside. The rest of the emissions come from the machinery used at the **more than 22 km of wharves**, as well as the traffic moving around the port. It should be noted that the regulations regarding emissions from sea vessels depend on the application of international agreements to ensure standardised compliance worldwide.

How much do the port's emissions contribute to pollution levels in the city of Barcelona?