

Environmental Statement

European Regulation EMAS



EMAS

VERIFIED
ENVIRONMENTAL
MANAGEMENT
ES-CAT-000430

2025



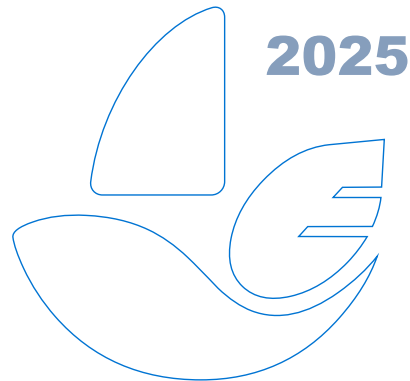
Port de Barcelona





Port de Barcelona

The Port Authority of Barcelona (APB) is the public body responsible for managing the Port of Barcelona, a port of general interest integrated into the state-owned port system.



2025

European Regulation EMAS

This document has been prepared taking into account the validated contents determined by REGULATION (EC) NO 1221/2009, of the European Parliament and of the Council of 25 November 2009, on the voluntary participation of organizations in a community eco-management and audit scheme (EMAS), Regulation 2017/1505/EU as well as its amendments dictated by Decision 2017/2285/EU.

The contents referred to in Commission Regulation (EU) 2018/2026 of 19 December 2018, which amends Annex IV of Regulation (EC) No 1221/2009 of the European Parliament and of the Council, on the voluntary participation of organizations in a community eco-management and audit scheme (EMAS), have also been incorporated.

Period covered by the Declaration: the year 2025, including environmental performance indicators for a minimum period of 3 years in accordance with the previous regulation and whenever data are available. **This declaration corresponds to the second follow-up audit conducted by the verification body after the renewal of the European Register.**



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Presentation

Sustainability is the core of our strategy: creating lasting value for the community through development that balances economy, environment, and social contribution.



It is a pleasure to introduce this new edition of the Environmental Declaration, which demonstrates the Port of Barcelona's strong commitment to the environment and its strategic position as a driver of the transition towards a more sustainable economy.

As part of our IV Strategic Plan 2021-2025, the APB has developed the Energy Transition Master Plan for the Port of Barcelona (PTE) over the past year, which establishes the main decarbonization lines for the port in the coming years and will allow us to achieve our goal of being a carbon-neutral port before the year 2050.

In this way, we align our actions with the European Union's climate decarbonization objectives, including a mid-term goal of reducing CO2 emissions by 50% by 2030.

The Port Authority of Barcelona also makes a great effort in the environmental management of its operations and daily activities. That is why we publish our Environmental Declaration verified under the excellence requirements established by the European EMAS Regulation. This annual report is a testament to transparency and accountability in our environmental performance.

The Energy Transition Plan sets out the port's planning for the coming years and will transform our energy model, generating new business areas.

José Alberto Carbonell
President of the Port of Barcelona



Sustainability, innovation, and environmental responsibility are articulated in a unified strategy aimed at creating an efficient, resilient port consistent with the demands of climate action.

The EMAS 2025 Environmental Declaration that we are releasing today as a technical document demonstrates the organizational culture of the Port Authority of Barcelona, characterized by a rigorous analysis of information and a strong focus on continuous improvement in environmental protection and the prevention of pollution generated by our port activities.

Our environmental management is deployed at all levels: from the optimization of natural resources, management and efficiency in water and energy consumption, and the reduction of waste, discharges, and emissions, to the promotion of other actions such as cleaner mobility in our vehicle fleet.

Regarding energy, the recent Energy Transition Plan of the Port of Barcelona includes actions focused on reducing the negative impacts associated with energy consumption through four lines of development: the decarbonization of energy sources, sustainability in resource consumption, greater energy resilience of the port, and the promotion of innovation in energy infrastructures.

This Declaration is an exercise in verified transparency and a clear message: environmental sustainability and competitiveness are inseparable today.

Let us continue advancing together to strengthen a more resilient and responsible port connected to its environment.



Àlex Garcia i Formatjé
General Director of the Port of Barcelona

THE PORT AUTHORITY

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Activity and competencies of the Port Authority of Barcelona

The mission of the Port Authority of Barcelona is to generate prosperity in the community by increasing the competitiveness of our clients through the efficient and sustainable provision of logistics and transport services.

As public bodies, the Port Authorities depend on the Ministry of Development, through State Ports; and from a legal standpoint, we are governed by specific legislation, primarily by the Royal Legislative Decree 2/2011 of September 5, which approves the Revised Text of the State Ports and Merchant Marine Law (Ports Law).

The Port Authority of Barcelona is responsible for the administration, control, management, and operation of the Port of Barcelona. Under the “*Landlord Port*” model, the Port Authorities provide space and port infrastructure and regulate the operations carried out in the port, but do not provide port or commercial services, such as technical-nautical services (pilotage, towing, and mooring), cargo



handling, or those related to passengers, among others.

In general, these services are provided by private operators, with technical and human resources that do not belong to the Port Authority.

The basic functions of the Port Authority are: the planning, design, construction, maintenance, and operation of port works and services, collaboration with official bodies, coordination of private port companies, and management of the public port domain.

To develop our mission, we have set the goal of being the most SMART logistics hub in the Mediterranean.

The acronym SMART stands for the five attributes we want to consolidate to achieve our vision: (S)ustainable, (M)ultimodal, (A)gile, (R)esilient, and (T)ransparent.



Functions and Competencies of the Port Authority

1. Manage and control port and commercial services.
2. Provide general port services.
3. Organize the port service area and the uses of the port.
4. Promote, maintain, and operate port infrastructures.
5. Manage the public port domain.
6. Optimize economic management and the profitability of its assets and resources.
7. Encourage commercial, logistical, and, where applicable, industrial activities related to maritime or port traffic.
8. Coordinate operations of different modes of transport in the port.
9. Organize and coordinate port traffic, both maritime and land.

Type of traffic

TOTAL TONS MOVED
TOTAL SHIP CALLS
PASSENGERS
CARS
CONTAINERS (TEU)
ROLLING CARGO TRAFFIC (UTI)

Transit units

67.7 million t
8,374 u
5.8 million
716,657 u
3.7 million u
430,406 u*
* Trailers, platforms, trucks, vans...





Commitment to Sustainability

Environmental Policy

The Port Authority of Barcelona (APB) is aware of the environmental impact of the activities of the Port of Barcelona and, therefore, contributes to sustainable development, environmental protection, and pollution prevention, minimizing impacts on air, water, and soil quality in all its operations, as well as optimizing resource use. The port's activities and services include the management of the public port domain, maritime transport activities, infrastructure works and their maintenance, as well as the management and supervision of port and commercial services related to maritime, land, and rail freight transport of the port. To minimize the effects of environmental impacts, our commitment includes:



1. Having an adequate environmental management program that guides and improves our environmental performance, drives decarbonization to address climate change, energy transition, circular economy, and biodiversity protection.
2. Keeping informed and complying with current environmental legislation and other environmental requirements to which we subscribe.
3. Working to prevent environmental accidents and maintaining a high level of preparedness to reduce the effects of any incident or accident that may occur.
4. Using resources as efficiently as possible, aiming to reduce the consumption of non-renewable resources, energy consumption, CO2 emissions, and other pollutant emissions such as particulates.
5. Influencing, receiving requests, and cooperating with customers, suppliers, authorities, and other stakeholders to comply with our environmental policy and communicate effectively with the local community and relevant organizations in their environmental programs.
6. Purchasing products and services that, in their production, use, and disposal, minimize the negative environmental impact.
7. Providing all employees with training on environmental issues so that they consider themselves active agents in the protection of the environment and sustainability in their daily work.
8. Ensuring that the necessary resources are implemented to meet these objectives, maintain our environmental management system, and its certification.
9. Making validated information available to stakeholders in these areas by publishing an annual environmental statement.
10. Ensuring that all our actions are carried out within the framework of the Port's Strategic Plan and the Sustainable Development Goals of the 2030 Agenda.

Signed and dated
Review April 2021

PORT AUTHORITY OF BARCELONA

José Alberto Carbonell
Managing Director



Context

The Port Authority has approved the new Strategic Plan 2021-2025. This plan analyzes the environment and context of the organization, and sets specific action lines that should serve as guidance for all departments.

There is also a Sustainability Plan at the Port Community level that has analyzed the context and relationship with stakeholders. Based on these analyses, the Port has reviewed the context for the purpose of analyzing its impact on environmental aspects and within the framework of the Port of Barcelona's Management System.



Stakeholders

The sustainable action of the Port of Barcelona takes into account the expectations and demands of its stakeholders.

These stakeholders have been grouped into five levels in order to facilitate a more detailed analysis of their needs and expectations.

In this way, we can establish the best possible relationships and determine which communication channels are most appropriate in each case.

1**FIRST LEVEL****WORKERS AND EMPLOYEES OF THE PORT AUTHORITY****2****SECOND LEVEL****COMPANIES IN THE PORT COMMUNITY (CONCESSIONAIRES, SERVICE PROVIDERS, SHIPOWNERS AND SHIPPING COMPANIES, ETC.)****3****THIRD LEVEL****TRANSPORT OPERATORS AND CUSTOMERS OF GOODS****4****FOURTH LEVEL****PUBLIC ADMINISTRATIONS AND BODIES****5****FIFTH LEVEL****CITY OF BARCELONA
CITY OF EL PRAT DE LLOBREGAT (CONCESSIONAIRES, SERVICE PROVIDERS, SHIPOWNERS AND SHIPPING COMPANIES, ETC.)**

MANAGEMENT AND PLANNING

- 12 Organization and Scope
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Organization and Scope

The commitment to sustainable development of the Port of Barcelona is shared by all the workers who make up the organization. All areas and departments of the APB participate directly or indirectly in environmental management.



Team and Functions

The Environmental Sustainability Department is integrated into the General Subdirectorate of Port Operation and Planning.

However, this system is transversal and interacts with the functions of various departments.

For example, environmental action also involves the following responsibilities and operations:

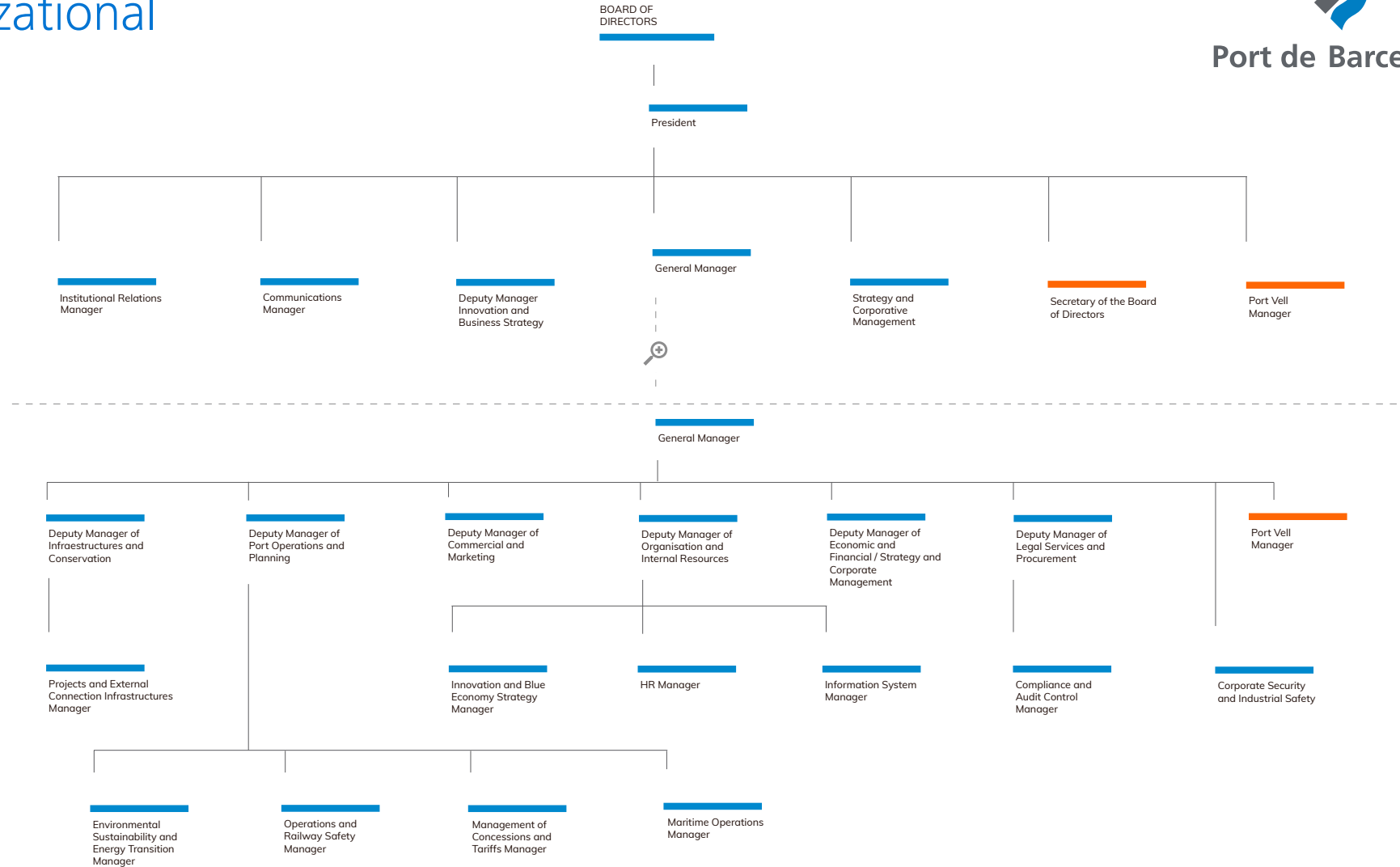
- Infrastructure construction
- Dredging operations
- Maritime operations
- Terminals and concessions
- Cargo Handling
- Vehicle traffic management
- Port operations
- Strategic planning
- Suppliers and subcontractors
- Quality management
- Emergency plan
- Waste management
- Human Resources
- Information technology
- Research and development
- Innovation
- Internal and external communication
- Port services



Organizational Chart



Port de Barcelona



8 DECENT WORK AND ECONOMIC GROWTH



11 SUSTAINABLE CITIES AND COMMUNITIES



16 PEACE, JUSTICE AND STRONG INSTITUTIONS



17 PARTNERSHIPS FOR THE GOALS





Scope of the EMS

The scope of the system encompasses all facilities and activities carried out by the Port Authority of Barcelona in fulfilling its functions related to facilitating and organizing the passage of goods through the port via maritime, rail, and road modes.

Specifically, the activities within the scope include the management of the public port domain, the construction and maintenance of infrastructure works, and the management and supervision of port and commercial services related to the transportation of goods.

The scope excludes the port-city area, Port Vell. From the commercial and logistics area, the sports zone and other facilities not directly related to the port activity itself are excluded. The coastal lighthouses of Barcelona and Girona, dependent on the APB, are also not included within the scope of the system.

[CNAE 52.22 Support activities for maritime transport and inland waterways](#) NACE Rev.2.1 (52.22)

The environmental management of the Port of Barcelona complies with current legislation, with the **ISO 14001:2015 Standard** and with the **EMAS Regulation¹**, as well as with the sectoral standard **Port Environmental Review System (PERS)** promoted by the European Sea Ports Organisation (ESPO).

Information and Control

The EMS is documented through a manual, controlled procedures and records, as well as plans and programs.

- Environmental objectives program
- Environmental training plan
- Internal and external environmental communication plan
- Environmental emergency plan
- Environmental audit plan

Scope of certification / validation:

Management of the public port domain, maritime transport activities, infrastructure works and their maintenance, as well as the management and supervision of port and commercial services related to maritime, land, and rail freight transport of the port.



REGULATION (EC) NO 1221/2009, of the European Parliament and of the Council of 25 November 2009, on the voluntary participation of organizations in a Community eco-management and audit scheme (EMAS), Regulation (EU) 2017/1505, as well as its amendments issued by Decision 2017/2285/EU and Regulation 2018/2026/EU.





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Activities and processes

INFRASTRUCTURE CONSTRUCTION

New building projects, maritime works, land works, and dredging; execution of works, environmental monitoring of works; soil decontamination projects.

MANAGEMENT OF PUBLIC PORT DOMAIN: TERMINALS AND CONCESSIONS

Territorial planning, occupancy authorizations by third parties; authorization of goods handling activities; regulation of port services; terminal emergency plans.

LAND AND RAIL TRANSPORT

Activity regulation; atmospheric emissions; accident rate.

ADMINISTRATIVE MANAGEMENT

Waste generation; electricity, water, and office supplies consumption.

CONSERVATION AND MAINTENANCE OF INFRASTRUCTURES AND FACILITIES

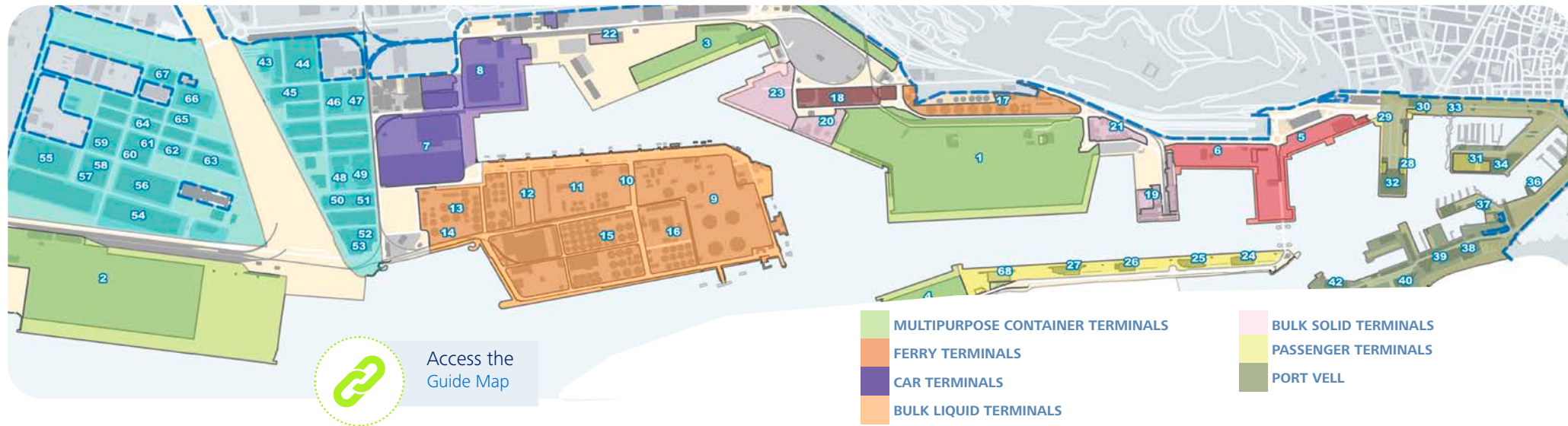
Maintenance and conservation of infrastructures; waste collection services and street cleaning of public and common areas; water surface cleaning; maintenance of green areas and gardening; workshop waste management; water, electricity, and fuel consumption; office supplies and other goods and services consumption; vehicle fleet management; management of the port sanitation network.

ENVIRONMENTAL MANAGEMENT

Monitoring and improvement of the environmental management system of the Port of Barcelona: Monitoring of water and air quality in the port environment. Prevention and remediation of soil contamination. Prevention of accidental pollution by oil spills and other chemical substances into port waters. Protection of the port environment by third-party actions.

SHIPS AND MARITIME NAVIGATION

Regulation of maritime operations; regulation of nautical port services; atmospheric emissions; ballast water discharge; accidental spills; vessel repair.





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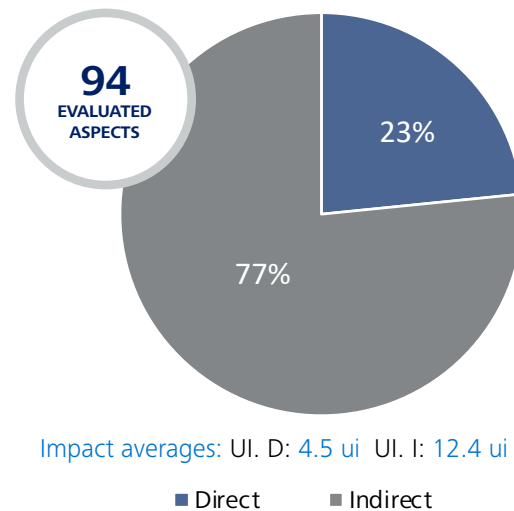


Analysis and Impact Assessment

Analysis Methodology

The Port of Barcelona annually identifies the direct and indirect aspects and impacts of port activities within the scope of the system, for normal, abnormal, and emergency conditions.

Environmental Aspects



The assessment of the significance of each direct and indirect aspect is determined by considering 4 analysis criteria:

- Frequency of occurrence (F)
1 Sporadic / 2 Regular / 3 Very common
- Magnitude or quantity (M)
1 Slightly important in relation to the total / 2 Quite important / 3 Very significant
- Severity for the environment and surroundings (G)
1 Without significant consequences / 2 Some consequences / 3 Serious consequences
- Capacity for control or influence by the Port Authority to prevent or reduce the environmental impact generated by the aspect (C)
1 Little capacity for influence / 2 Some capacity for influence / 3 Notable capacity for influence

The final assessment of each aspect (UI: Impact Units) is obtained by multiplying the points assigned for each criterion ($F \times M \times G \times C$), considering as significant those aspects whose score is higher than the average points of all aspects.

In 2025, the most significant direct environmental aspects were those associated with the APB's consumption. However, the environmental aspects with the greatest impact are the indirect aspects associated with port activity in terms of air pollution, generation of port wastewater and waste, as well as the consumption of materials and energy.





SIGNIFICANT DIRECT ENVIRONMENTAL ASPECTS

UNDER NORMAL OPERATING CONDITIONS

CONSUMPTION

- | | |
|--|--|
| 1. Mains water consumption in common areas | Consumption of non-renewable resources |
| 2. Electricity consumption in offices and common areas | |
| 3. Fuel consumption for company vehicles and boats | Air pollution |

ATMOSPHERIC EMISSIONS

- | | |
|--|-----------------|
| 4. Emissions from the company's vehicle and vessel fleet | Air pollution |
| 5. Noise and vibrations | Noise pollution |

CLIMATE CHANGE

- | | |
|--|---------------|
| 6. GHG emissions from fuel and electricity consumption | Air pollution |
|--|---------------|

WASTE

- | | |
|---|--|
| 7. Generation of solid waste from ships (MARPOL V) | Risk of soil and water contamination |
| 8. Generation of oily water from ships (MARPOL I) and tank sludge (MARPOL II) | Consumption of non-renewable resources |
| 9. Generation of waste in terminal and concession workshops | Air pollution |

CONSUMPTION

- | | |
|--|-----------------------------|
| 10. Electricity consumption at terminals | From 100% renewable sources |
|--|-----------------------------|

ATMOSPHERIC EMISSIONS

- | | |
|---|---------------------------------|
| 11. Emission of suspended and settleable particles from earthmoving construction | |
| 12. Emission of suspended and settleable particles from vehicles and machinery | |
| 13. Emission of gases and particles from ships and vessels during navigation | Damage to health and well-being |
| 14. Emission of gases and particles from ships while in port | Air pollution |
| 15. Emission of gases and particles from land transport | |
| 16. Combustion emissions from vehicles and machinery (concessions) | |
| 17. Emission of suspended and settleable particles from solid bulk operations (terminals and concessions) | |

CLIMATE CHANGE

- | | |
|---|----------------|
| 18. GHG emissions from vessels | Climate Change |
| 19. GHG emissions from land freight transport | Air Pollution |
| 20. GHG emissions from fuel and electricity consumption (terminals and concessions) | |

BIODIVERSITY

- | | |
|--|--------------------------------------|
| 21. Deposition of hull scale and ballast water discharge | Risk of introducing invasive species |
|--|--------------------------------------|





SIGNIFICANT INDIRECT ENVIRONMENTAL ASPECTS UNDER EMERGENCY CONDITIONS	PORT WASTEWATER DISCHARGE	
	22. Accidental spills during bunkering operations	Risk of damage to ecosystems
	23. Accidental spills of liquid products from the ship during operations	Marine pollution
	24. Spills of products or fuels due to a maritime accident or fire on board a ship	Soil pollution
	25. Accidental spills of liquids and solids at docks (terminals and concessions)	
	IMPACT ON SOIL	
	26. Accidental spills or leaks in tanks that contaminate the soil	Risk of soil and water contamination

Environmental Deviations and Incidents

Typology	2023	2024	2025
Activation of the PIM environmental emergency plan	3*	6*	7*
Deviations in environmental certification audits	0	3	5
Legislative non-compliance - sanctions	0	0	0
Typical environmental incidents	173	206	224

*PIM (Internal Maritime Plan) ACTIVATIONS

Four marine pollution emergency scenarios have required the activation of the PIM in the Alert phase and three scenarios have required activation in "emergency situation 0".

Environmental incidents are classified into different categories based on their nature and/or severity, as indicated in the table above. The main incidents are:

Pollutant spill in maritime service area	20%
Large floating vessels in docks	18%
Solid spills on the roadway	13%
Liquid spills on the roadway	10%
Live land animals	





Environmental Planning

The Port of Barcelona guarantees the necessary investments to become a sustainable and innovative hub.

The Port of Barcelona has a 2025 environmental program within the framework of its environmental management system, which sets objectives and targets for significant aspects, both direct and indirect, as well as for certain important issues identified in the context analysis and in the risk and opportunity analysis. The monitoring of its progress and degree of compliance is carried out through the Environmental Committee.

In a broader sustainability framework, Positive Impact Port is an initiative of the Port of Barcelona, unique at an international level, which aims to collect, systematize, and enhance sustainable practices among the different organizations of the Port Community.

A decade of environmental improvements

The following page shows some of the main milestones achieved by the APB in terms of environment and sustainability.

Sustainability plans and programs

It is worth noting that the Port of Barcelona has other specific plans aimed at pollution control and environmental improvement.

- Water Quality Monitoring Program
- Air Quality Improvement Plan
- Maritime Interior Plan
- Emergency and Self-Protection Plans
- Ship Waste Reception Plan
- Environmental Communication Plan



**POSITIVE
IMPACT** PORT
DE
BARCELONA





Environmental Milestones



- 1996.** First weather station.
- 1997.** Acquisition of equipment for combating marine pollution from accidental spills.
- 1998.** Monitoring of benthic populations as bioindicators begins.
- 2000.** Automatic mobile air quality monitoring unit.
- 2001.** Commissioning of the port's new sanitation network, with 36 km of collectors and 16 pumping stations.
- 2001.** As part of the reintroduction of the peregrine falcon to Barcelona, a reintroduction site is established at the Contradique Wharf.
- 2003.** Opening of the new harbor entrance.
- 2003.** The Llobregat Wastewater Treatment Plant (WWTP) becomes operational.
- 2004.** Procedures for alerts and response by the control center in the event of environmental incidents.
- 2005.** Automatic SO₂ atmospheric monitoring station in Section IV.
- 2005.** First Internal Contingency Plan for marine pollution.
- 2008.** First inventory of emissions of polluting gases and particulate matter.
- 2010.** Commencement of monitoring port water quality in compliance with the Directive.



- 2011.** Automatic NO₂ atmospheric monitoring station in the Logistics Activity Zone (ZAL).
- 2012.** Adherence to the Voluntary Agreements to reduce CO₂ emissions.
- 2012.** Implementation of bonuses for terminals for good environmental practices.
- 2014.** Port of Barcelona commitment agreement to promote natural gas as a cleaner alternative fuel.
- 2014.** Obtaining ISO 14001 certification and EMAS registration.
- 2016.** Completion of the Environmental Noise Map.
- 2016.** Breeding colony of Audouin's gulls at the Adosado Wharf.
- 2016.** Implementation of port control of the ship waste collection service (MARPOL).
- 2017.** First gas supply to a passenger ferry in Spain for its auxiliary engine.
- 2017.** Pilot electrical connection to a docked vessel from a generator with a natural gas engine at the wharf.
- 2017.** Obtained PERS certification.
- 2018.** First gas delivery to a Balearia ferry that runs on natural gas.
- 2018.** Opening of a gas station for supplying natural gas to trucks and vehicles.
- 2018.** First environmental communication plan.



- 2019.** First LNG bunkering by barge to the cruise ship AIDA NOVA in the Mediterranean, on a continuous basis every two weeks.
- 2019.** Port Authority of the Balearic Islands (APB) agreement for the port's dock electrification project. Request to Red Eléctrica de España (REE) for a high-voltage electrical connection to supply electricity to ships.
- 2019.** European EMAS Award in the Medium-to-Large Public Company category.
- 2019.** First ferry powered by natural gas, the HYPATIA ALEJANDRIA (BALEARIA), and with battery backup while in port (GRIMALDI).
- 2020.** Initial experiences in creating energy-sharing communities with photovoltaic generation.
- 2020.** Approval by the Government of Catalonia of its own methodology for ship emissions inventories.
- 2020.** Creation of a database of contaminated soils in the port area.
- 2021.** Approval of the Port Dock Electrification Plan.
- 2021.** Completion of European projects for the gasification of mobility in the port and start of a new project for the construction of an LNG port barge.
- 2022.** First LNG bunkering barge for ships at the Port of Barcelona.
- 2022.** Initial implementation of the Energy Community at the Moll de Pescadors (Fishermen's Wharf), within the CREATORS Project.



- 2022.** Development of the Port of Barcelona's Energy Transition Plan begins.
- 2023.** Further progress by the Port of Barcelona in the electrification of its docks.
- 2023.** New sustainability section added to the portdebarcelona.com website.
- 2023.** Promotion of the Council for the Sustainability of Cruises.
- 2023.** Agreement with the Barcelona Metropolitan Area to improve mobility for citizens and businesses.
- 2023.** First edition of the Blue Economy Tech Tour.
- 2024.** Ordinance regulating vessel operations that may affect the quality of port waters and air quality in the Port of Barcelona.
- 2024.** Port Community: BlueTechPort, a new innovation space for companies focused on the blue economy.
- 2024.** The BCN Port Innovation Foundation facilitates the transformation of the port logistics sector by developing technological solutions.
- 2024.** NEXIGEN 1+2: The first Onshore Power Supply (OPS) system for container ships in Southern Europe, operational this summer, and another for ferries at the Grimaldi terminal, both using renewable energy.
- 2025.** Energy Transition Plan.



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2025 TARGET PROGRAM

1. ROAD TOWARDS ENERGY TRANSITION	RESULT
Improve energy efficiency in APB by 30% by 2030 compared to 2008.	
• Improve the energy efficiency of our own facilities. (ref. AA:2)	
ASTA building renovation (2022-2026)	COMPLETED
Pending upgrades and improvements to public lighting (2022-2026)	IN PROGRESS
20% improvement in interior lighting in various APB buildings	IN PROGRESS
Renewable energy generation. 50 MWp installed by 2030.	
• Legal framework for the Port's Energy Transition Plan (ref. AA:5)	
Preparation of Technical Specifications (2025)	COMPLETED
Contract start (2025)	COMPLETED
• Shared consumption model in the port area	
Development of a shared consumption model in the port area	IN PROGRESS
2. RESPONSE TO THE CLIMATE EMERGENCY	
Reduce GHG emissions by more than 50% by 2030 compared to 2017.	
• Promotion of alternative fuels: H₂, methanol, ammonia, biomethane, synthetic fuels. (ref. AA:12-13, 17-18)	
H ₂ pilot plant for mobility (2025)	IN PROGRESS
Bunkering regulations for new fuels (2026)	IN PROGRESS
• Use of waste in the generation of biofuel in the Port (ref. AA:12-13, 17-18)	
Biogas plant using organic matter (2026)	IN PROGRESS
• Greenhouse gas emissions inventory from port activity	
Inventory of emissions from ships, concessions, and land-based activities (2025)	COMPLETED

3. IMPROVEMENT OF AIR QUALITY IN THE PORT ENVIRONMENT	RESULT
Reduce NOx and PM emissions by more than 50% by 2030 compared to 2017.	
• Ship electrification plan. (ref. AA:12-13)	
Development of pilot projects in ADOSADO (2026)	IN PROGRESS
• Port activity emissions inventory.	
Ship emissions inventory. Emissions inventory from concessions and land-based activities (2025)	COMPLETED
• Promoting LNG as a mobility fuel. (ref. AA:12-13)	
Approval of the Technical Specifications for the port service of LNG supply (2025)	COMPLETED
Supply of LNG to other types of vessels (car carriers, tankers and container ships) (2025)	COMPLETED
4. IMPROVEMENT OF PORT WATER QUALITY	
Achieve good water quality in the 2025 monitoring plan.	
• Marine litter.	
New characterization of port marine litter (2025)	STAND-BY
• Biodiversity distribution map in the Port.	
Report on the current status of monitorable and comparable parameters over time. Classification by sector and potential (2025)	COMPLETED
5. CONTINUOUS TRAINING	
Training in topics according to the 2022 vectors.	
• New sustainability training initiatives for the Port Authority of Barcelona (APB).	
Presentations will be delivered (2026).	COMPLETED
• Participation in industry webinars and expos.	
Identification of opportunities and registration by theme (2025).	COMPLETED





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2026 GOALS PROGRAM

1. ROAD TOWARDS ENERGY TRANSITION

Improve energy efficiency in APB by 30% by 2030 compared to 2008.

- **Improve the energy efficiency of our own facilities.** (ref. AA:2)

ASTA Building Renovation (2022-2026)

Pending upgrades and improvements to public lighting - Construction (2022-2026)

20% improvement in interior lighting in various APB buildings

Renewable energy generation. 50 MWp installed by 2030.

- **Energy transition plan: Implementation and governance** (ref. AA:12-13, 17-18)

Deployment of the Port Energy Management Model (SEMS)

Start of construction of the Port Substation (SE Port)

- **Photovoltaic generation in the Port** (ref. AA:2,6,20)

Increased PV installation on port rooftops (target 100 MWp by 2030)

2. RESPONSE TO THE CLIMATE EMERGENCY

Reduce GHG emissions from the port area by more than 50% by 2030 compared to 2017.

- **Promotion of alternative fuels: H2, methanol, ammonia, biomethane, synthetic fuels.** (ref. AA:12-13, 17-18)

Port Hydrogen Refueling Station - Construction Begins / Provisional Operation

Regulations for Bunkering New Fuels (Methanol and Ammonia)

- **Use of waste in the generation of biofuel in the Port** (ref. AA:12-13, 17-18)

Biogas/biomethane plant - Company incorporation and commencement of the works tender

- **Inventory of GHG emissions from port activity** (ref. AA:12-17)

2025 Emissions Inventory (ships, concessions, and land-based activities)

- **CSRD Sustainability Reports**

Dual materiality analysis and preparation of a sustainability report according to ESRS (CSRD Directive 2022/2464)

3. IMPROVEMENT OF AIR QUALITY IN THE PORT ENVIRONMENT

Reduce NOx and PM emissions by more than 50% by 2030 compared to 2017.

- **Ship electrification plan (NEXIGEN)** (ref. AA:12-13)

OPS pilot development in attached cruise ships (MSC) and expansion of the OPS network

- **Inventory of emissions from port activity** (ref. AA:12-17)

Inventory of emissions from ships and concessions in 2025

- **Promotion of new low-emission fuels** (ref. AA:12-13)

Maritime green corridor - Participation in the European PIONEERS project and exploration of new fuels

Update to the Air Quality Improvement Plan (alignment with the PTE and EU Directive 2024/2881)

4. IMPROVEMENT OF PORT WATER QUALITY

Achieve good quality in the 2026 monitoring plan.

- **Marine litter and waste management on ships** (ref. AA:7,8)

Approval and implementation of the new Ship Waste Reception Plan

- **Marine biodiversity and port ecosystems** (ref. AA:21)

Expansion of the biodiversity monitoring system (submerged elements) to new areas

5. CONTINUOUS TRAINING

Training in topics according to the SGA vectors

- **New sustainability training initiatives for the Port Authority of Barcelona (APB).**

Delivery of presentations and internal workshops on CSRD, decarbonization, and PTE.

- **Participation in industry webinars and expos.**

Identification of opportunities and registration based on theme.





8 DECENT WORK AND ECONOMIC GROWTH



11 SUSTAINABLE CITIES AND COMMUNITIES



16 PEACE, JUSTICE AND STRONG INSTITUTIONS



17 PARTNERSHIPS FOR THE GOALS



2030 AGENDA

The 2030 Agenda for Sustainable Development represents the global commitment to address the social, economic, and environmental challenges of globalization, placing people, the planet, prosperity, and peace at the center, under the motto "leave no one behind."

The Agenda aims to move towards societies with inclusive economic growth and greater social cohesion and justice, in peace and with a sustainable environmental horizon, for which it defines 17 strategic objectives with specific targets that must be achieved before the 2030 horizon.

State Ports and the entire State-Owned Port System, within their scope of action and competencies, have committed to contributing to the achievement of these objectives through the initiatives shown below.

The Port Authority of Barcelona identifies in this Environmental Statement, as well as in its Sectoral Sustainability Plan, the Sustainable Development Goals to which it contributes and for which it is developing control and improvement actions.



SUSTAINABLE DEVELOPMENT GOALS





STRATEGIC LINES



work of the port system is directly linked f sustainable development goals agreed ed Nations on September 25, 2015.

Puertos del Estado



PERFORMANCE AND CONTROL

- 26 Natural resources
- 32 Water quality
- 37 Air quality
- 50 Climate strategy
- 58 Soil pollution
- 59 Port works
- 61 Own and third-party waste
- 65 Ecology and biodiversity
- 67 Environmental noise
- 68 Environmental emergency





Natural resources

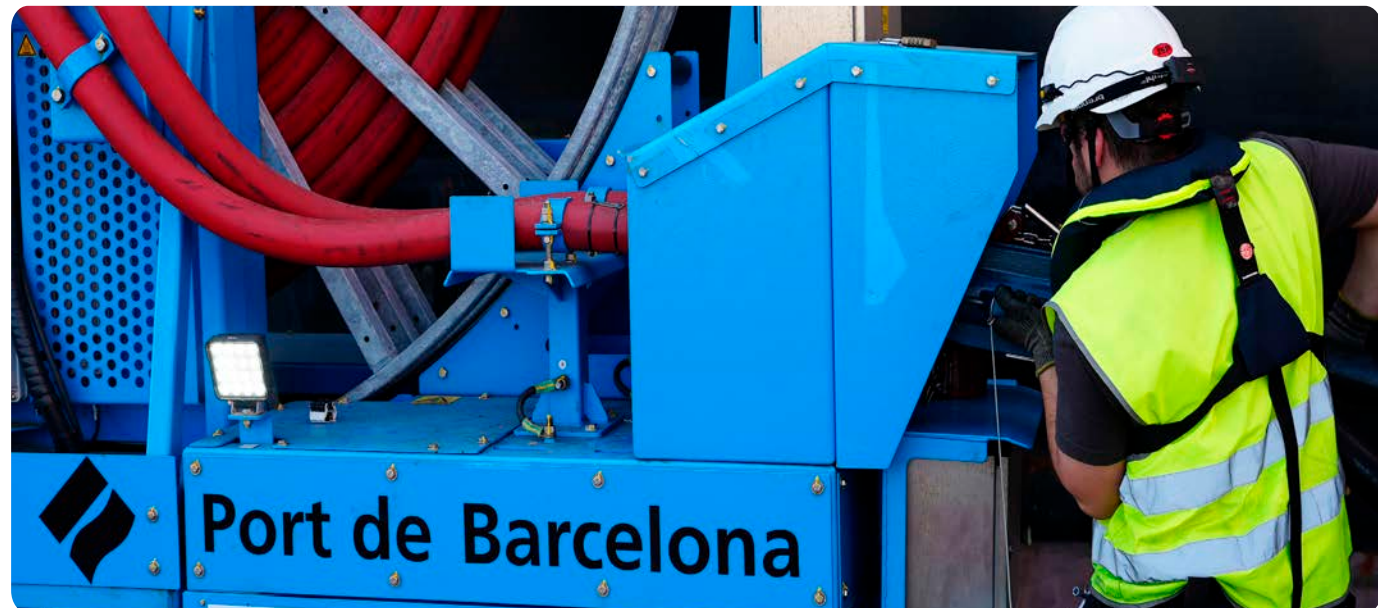


The environmental performance analysis of the Port Authority of Barcelona is calculated based on its relationship with the total port area and its personnel. However, overall, this environmental performance is directly related to increases in port activity; whether due to an increase in cargo traffic or ongoing expansions and works.

The following sections present those basic environmental indicators of resource consumption related to the most significant direct and indirect environmental aspects.

On the other hand, the commitment of the Port of Barcelona also extends to the knowledge, control, and monitoring of other impacts and aspects of port activity that may affect the environment and the surrounding area.

The importance of analyzing aspects associated with the circular economy in the Port's logistics chain will mean that in the future, information related to the tons of resources moved will also need to be considered, based on data provided both from maritime traffic control and by the port's own terminals and concessions.





Water consumption

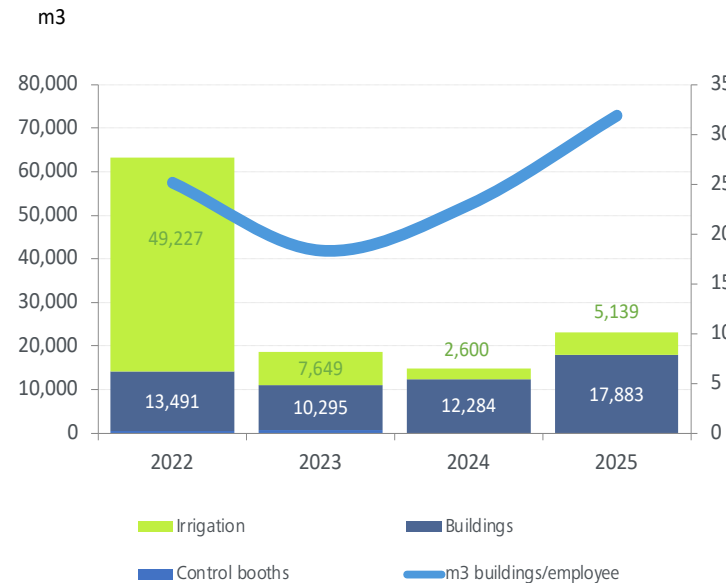
The water supplied to the Port of Barcelona comes from the public companies Aguas de Barcelona and Aigües del Prat.

In the year 2025, a total water consumption of 23,955 m³ was recorded, 54% more than the previous year. This increase is due to two main factors: on the one hand, the reactivation of water supply for irrigation once the drought emergency situation ended, and on the other, the full operation of buildings like the ASTA where the Port Police is located.

The water consumption of the Port Authority of Barcelona refers only to consumption in its own facilities and common services, not accounting for the water supplied to ships. Even after resuming irrigation, this consumption is much lower than that recorded before the declaration of the drought state, thanks to the implementation of actions that promote savings:

- Prioritization of native and xerophytic ornamental plant species, with low irrigation requirements.
- Drip irrigation system.
- Use of artificial grass or species resistant to drought and with low irrigation demand.
- Irrigation system with partial meters and progressive implementation of remote control to detect leaks by setting maximum flow thresholds per time period.

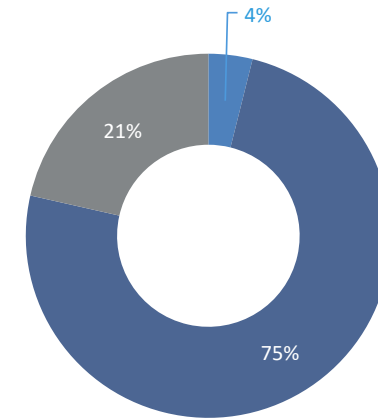
Evolution of water consumption by uses



Consumption ratio	2023	2024	2025
m ³ of water for buildings/worker	18.3	22.9	31.9
m ³ of water for irrigation/*m ²	0.09	0.03	0.06
m ³ of water for guard booths/worker	1.01	1.19	1.66

* In 2025, the landscaped areas subject to irrigation were recalculated and updated, according to the latest update of the port plan and in accordance with the scope of the environmental management system.

Water consumption by use



23,955 m³

- Control booths
- Buildings
- Irrigation



Energy Consumption

The main energy consumption of the Port Authority of Barcelona is related to the electricity supply for buildings and the lighting of roads and facilities; followed by the consumption of diesel and gasoline fuels.

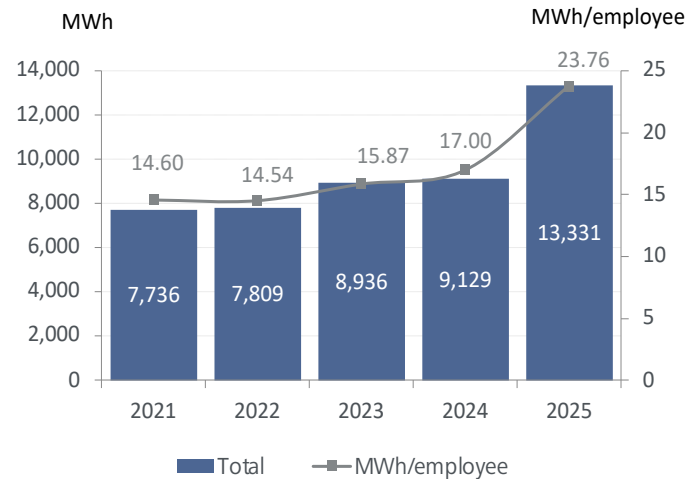
Electricity Consumption

The electricity consumption associated with the scope of the Environmental Management System of the Port Authority is allocated to the public lighting of roads and common areas of the port space, as well as for the lighting, equipment power supply, and air conditioning of buildings. **In 2025, total electricity consumption increased significantly (53.54%), mainly due to the increase in the activity of the OPS (Onshore Power Supply) systems operated by BEST and Grimaldi. During 2025, this activity has been consolidated with the full operation of these systems.**

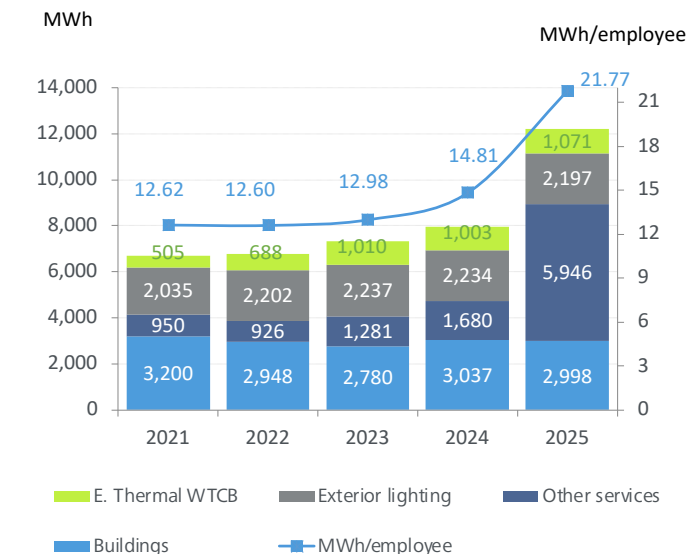
To meet the objective of progressively reducing electricity consumption, the APB applies the following criteria:

- Modernization of the public lighting network.
- Change of luminaires to LED technology for those luminaires with continuous consumption or more than 10 hours daily.
- Incorporation of measures and actions to increase the energy efficiency of air conditioning in buildings.

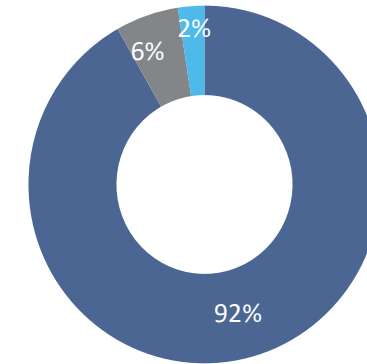
Evolution of Energy Consumption



Evolution of electricity consumption



Origin of energy



Total consumption

- Electricity
- Gasoil
- Gasoline
- Natural Gas

13,331 MWh



Photovoltaic power installed in APB buildings and concessionaires

	2021	2022	2023	2024	2025
MWp	4.7	6.7	7.5	7.7	10.28

100% of the electricity supplied to the APB and affiliated entities (WTCB, Cilsa, Port Vell) has been from renewable sources since January 2017.



6 CLEAN WATER AND SANITATION



7 AFFORDABLE AND CLEAN ENERGY



12 RESPONSIBLE CONSUMPTION AND PRODUCTION



17 PARTNERSHIPS FOR THE GOALS



Fuel Consumption

The consumption of fuels such as diesel and gasoline is mainly allocated to the vehicle fleet (cars and motorcycles of the port police, inspection vehicles, assigned vehicles, maintenance vans and trucks, and two own vessels).

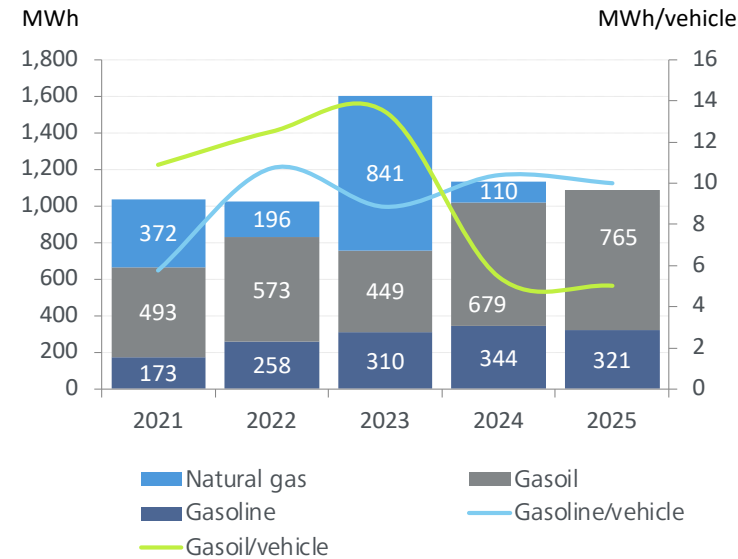
The consumption of diesel (not used in transportation) is becoming less relevant as it is used to operate provisional electric generators that are gradually being replaced by electrical connections.

Most of the fleet vehicles are 100% electric vehicles, and a smaller portion consists of hybrid vehicles, mostly gasoline, and diesel vehicles.

LNG, which until now was only consumed in the generator set of the ZIS area, was out of use in 2025, so no consumption of this fuel was recorded.

The consumption of CNG and LPG by vans is not shown in the graph as it is a very residual consumption.

Evolution of fuel consumption



For the conversion of fuel consumption volume units to energy units, the following conversion factors have been applied:

Gasoline: 12.19 kWh/kg

Diesel: 11.8 kWh/Kg

Source: Eurostat, IEA and Resolution of the Secretary of State for Energy of December 27, 2013, amending Order ITC/2877/2008

CNG: 15.75 kWh/kg

LPG: 7.73 kWh/l

Source: Iberian Association of Natural Gas for Mobility (GASNAM)

Consumption ratios	2019	2020	2021	2022	2023	2024	2025
*MWh Diesel / vehicle	10.0	10.8	10.9	12.5	13.5	5.4	5.0
*MWh gasoline / vehicle	3.9	5.6	5.8	10.7	8.9	10.4	10.0

*In the calculation of fossil fuel consumption ratios in vehicles, 100% diesel/gasoline vehicles as well as electric hybrid, LPG, and CNG vehicles are included.





Electric mobility

The Port Authority has 37 electric vehicles out of a total fleet of 90 units.

- 37 electric vehicles.
- 14 plug-in hybrid vehicles.
- 6 gasoline vehicles.
- 9 MHEV vehicles (ECO label).
- 3 Gasoline/LPG hybrid vehicles.
- 3 Diesel/CNG hybrid vehicles.
- 18 diesel vehicles.

To supply energy to the fleet vehicles, the Port of Barcelona installed 44 charging points for its own use at various locations within its facilities. 28 of them are in the parking lot of the World Trade Center Barcelona building, where the port's corporate headquarters is located; 14 have been built in the ASTA services building (Ronda del Port), and 2 additional chargers have been installed for the Port Police motorcycles at the Drassanes Maritime Station (moll de Barcelona).



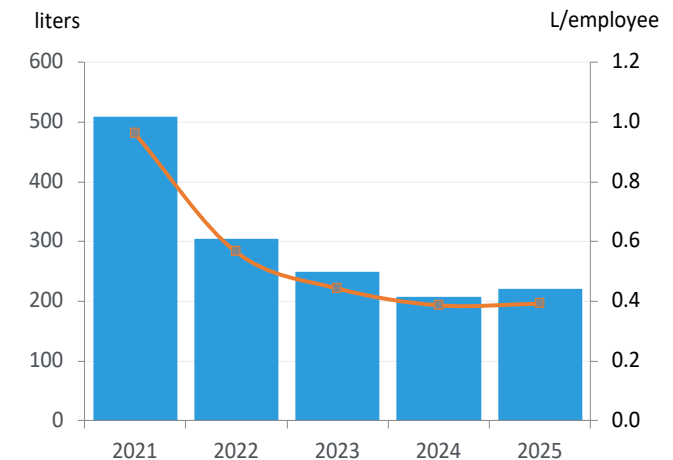
Consumption of materials

Workshop products and materials

In the workshop, products are consumed whose empty containers result in waste considered hazardous. This is the case with containers of paints, enamels, turpentine, solvents, sprays, lubricants, greases, cutting fluids, degreasers, and drain cleaners.

The amount of these products and materials largely depends on the maintenance activities required, and therefore their consumption varies according to the conservation and repair needs necessary in each fiscal year.

Consumption of hazardous materials





6 CLEAN WATER AND SANITATION



7 AFFORDABLE AND CLEAN ENERGY



12 RESPONSIBLE CONSUMPTION AND PRODUCTION



17 PARTNERSHIPS FOR THE GOALS



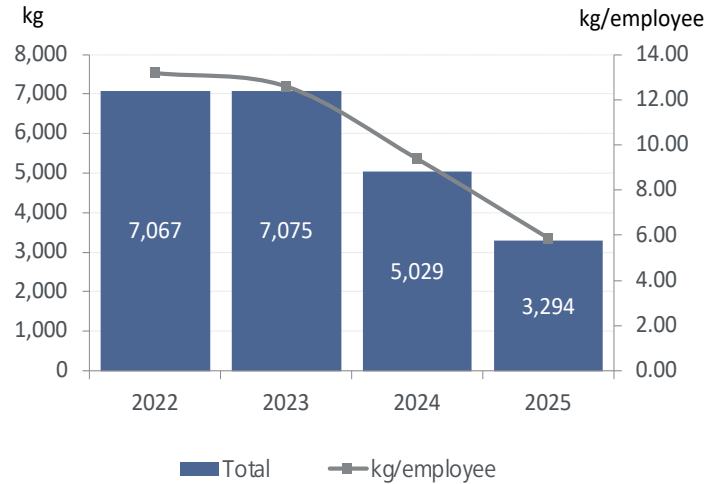
Paper Consumption

In 2009, the APB launched the “Green Office” program, an initiative aimed at reducing the environmental impacts caused by office activities.

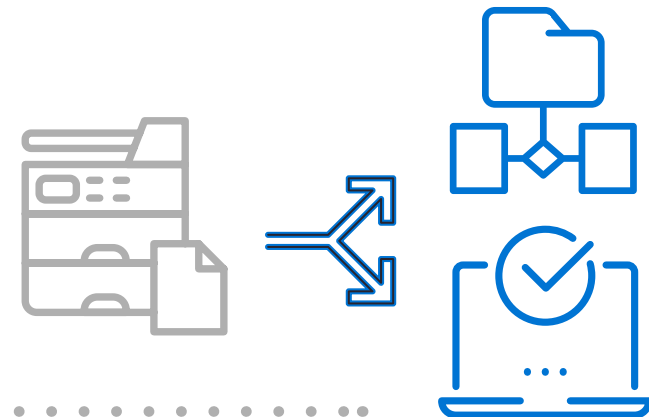
The project involved the creation of a Good Practices Guide by a group of employees who voluntarily dedicated time and effort to compile a set of initiatives, proposals, and recommendations to save office supplies and adopt a responsible consumption model.

In 2025, paper consumption (as tons of paper purchased) was 3,294 kg, a significant reduction due to increased use of electronic media and digital printing for both internal and external communications.

Paper Consumption



We advocate for less use of paper, avoiding the printing of documents that can be accessed and formatted digitally.





Water Quality



Sanitation Network

Port water cleaning services

Quality parameters

Sediment quality

Control of risk operations for
water quality

In terms of the environment, improving the quality of port waters is one of the main concerns of ports.

In general, port waters are usually recipients of wastewater discharges from nearby urban and industrial areas and spills from the port's own facilities.

In Barcelona, the development of the citizen port (Port Vell) has led to greater demands to improve the appearance and quality of the dock waters.

Port Sanitation Network

One of the main actions aimed at improving the quality of port waters was the construction, in 2003, of the port's wastewater sanitation network.

The network, with a total length of more than 30 km of collectors and 16 pumping stations, collects wastewater generated by activities located in the port service area and connects through 14 points with the metropolitan interceptor collector that leads them to the **Llobregat and Besós Treatment Stations**. The management of the network is carried out by remote control through thermal and hydrocarbon sensors, level buoys at the pumping stations, and actuators in the pumps.

City Sanitation Network

For its part, another factor in improving the quality of port waters has been the progressive reduction of discharges from the city's unitary sanitation system in Barcelona during rain episodes.

The contributions of organic matter to the docks from these discharges of the city's sanitation system are estimated to have decreased by 75% according to the 1995 Barcelona Sewerage Plan (PECLAB), thanks to containment and flood lamination actions and the connection between sanitation basins that the city has been carrying out over these years.

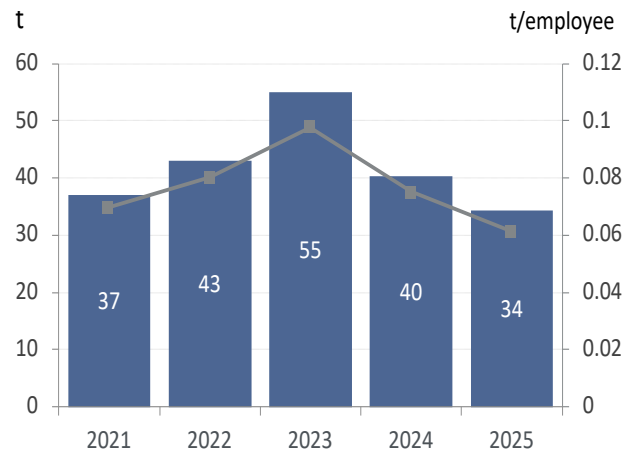


Port water cleaning service

The Port of Barcelona provides the **service of collecting and removing floating waste** from the water surface using specialized vessels, every day of the year during daylight hours.

The highest percentage of collected waste corresponds to plastics along with wood debris.

Waste collected water from the water surface



Quality Parameters

During 2025, the Port of Barcelona has continued monitoring the quality of port waters in collaboration with the Catalan Water Agency in compliance with the Water Framework Directive. This monitoring is integrated into the Coastal Water Bodies Surveillance Plan of Catalonia.

The Port of Barcelona is responsible for monitoring the quality of the marine environment through periodic water and sediment sampling campaigns inside and outside the port, where the main pollutants such as heavy metals and organic compounds (PCBs, polycyclic aromatic hydrocarbons, organochlorines, pesticides, and others) are analyzed.

A summary of the results of the physicochemical parameters and main pollutants in internal and external waters from 2022 to 2025 is shown in the table on the next page.

The main pollutants found are those derived from nautical-port activities and urban anthropogenic pressure, with some factors being outside the scope of port management. In general, there is a stabilization or improvement in their quality despite the increase in port operations and ship calls in recent years.



Access more information
[Marine Environment](#)



Physicochemical parameters	2022		2023		2024		2025	
	Water Exterior Zone II	Water Exterior Zone II	Water Exterior Zone II	Water Exterior Zone II	Water Exterior Zone II	Water Exterior Zone II	Water Exterior Zone II	Water Exterior Zone II
Average Temperature (°C)	15.46	15.27	18.78	19.04	18.77	19.25	17.02	18.57
Average Salinity (PSU)	38.24	38.19	38.176	38.187	37,880	37,792	37.914	37,800
Average Turbidity (FTU)	2.51	10.25	1.87	4.11	6.91	7.56	0.92	3.11
Average Density (kg/m³)	1,028.41	1,028.42	1027.49	1027.38	1027,286	1027,044	1027.76	1027.23
Average Chlorophyll (µg/l)	0.51	1.07	0.54	2.12	0.88	4.20	1.02	2.46
Average Suspended Solids (mg/l)	1.42	7.26	1.68	4.58	6.49	7.59	6.90	9.50
Average Dissolved Oxygen (mg/l)	8.19	7.73	7.48	7.18	7.05	6.44	7.45	6.84
Average Oxygen Saturation (% saturation)	103.65	97.47	100.07	96.20	95.15	87.45	96.78	91.27
Pollutants								
Average Benzo[a]pyrene (ng/l)	0.03	0.44	0.25	4.8	0.175	0.361	0.205	0.284
Average Sum of the 16 PAHs (EPA) (ng/l)	259.3	224.6	8.16	13.21	10.73	20.12	11.86	12.68
Average Cybutrine (ng/l)	0.5	0.5	0.6	0.77	0.5	0.5	0.5	0.5
Average Zn (µg/l)	0.615	2.420	9.240	6.518	1.637	1.777	1.637	1.777
Average Cd (µg/l)	0.025	0.035	0.055	0.056	0.027	0.025	0.027	0.025
Average Ni (µg/l)	0.246	0.271	1.990	1.958	0.769	0.798	0.769	0.798
Average Hg (µg/l)	0.005	0.005	0.007	0.007	0.005	0.005	0.005	0.005
Nutrient concentration								
Average Inorganic Nitrogen NO3 (µmol/liter)	2.03	2.22	0.81	1.26	0.51	1.25	1.21	1.02
Average Inorganic Nitrogen NO2 (µmol/liter)	0.31	0.43	0.10	0.16	0.09	0.19	0.19	0.22
Average Inorganic Phosphorus (µmol/liter)	0.05	0.25	0.06	0.13	0.04	0.15	1.69	1.74
Average Inorganic Silicon (µmol/liter)	0.84	1.94	0.66	0.91	0.86	1.26	0.10	0.20
Average Ammonium (µmol/liter)	2.04	2.98	0.58	1.22	0.51	1.79	1.36	1.54





Sediment Quality

The port seabed receives and accumulates part of the pressures resulting from port activity and from nearby industrial and urban areas, in addition to being a reservoir of historical contamination from past activities.

The mesotrophic conditions typical of the port, which limit the concentration of dissolved oxygen near the seabed, facilitate reducing environments that cause the mobilization of metals and organic pollutants from the sediments themselves in a dynamic equilibrium with the water column.

In general, and similarly to the waters, the environmental conditions of the sediments have been maintained or improved over the last few years, with historical pressures still noticeable in the oldest area of the port.

In the case of dredging the port seabed, which is done to maintain or increase depths or for maritime construction, great care is taken in characterizing the sediments to be removed to give them an appropriate destination according to the guidelines for the characterization of dredged materials published by the Ministry of Transport and Sustainable Mobility.

All works involving seabed dredging are subject to strict and independent environmental monitoring that ensures the correct management of dredged sediments based on their level of contamination.



Bioindicators

Benthic communities, or the set of living organisms that inhabit the sediments of the seabed, are used as indicators of the health and environmental quality of the sediments since they are organisms that accumulate a certain history of what happens in the sediment where they live. The composition and structure of the communities present in the waters of the Port are also affected by environmental pollution.

The monitoring of benthic communities has been carried out since 1998 and the results reflect an improvement in the quality of the water and sediments of the Port of Barcelona.

The attached table shows the results of the main parameters that define the composition of the benthic communities in the inner and outer stations of the port over the last few years.



Benthic communities

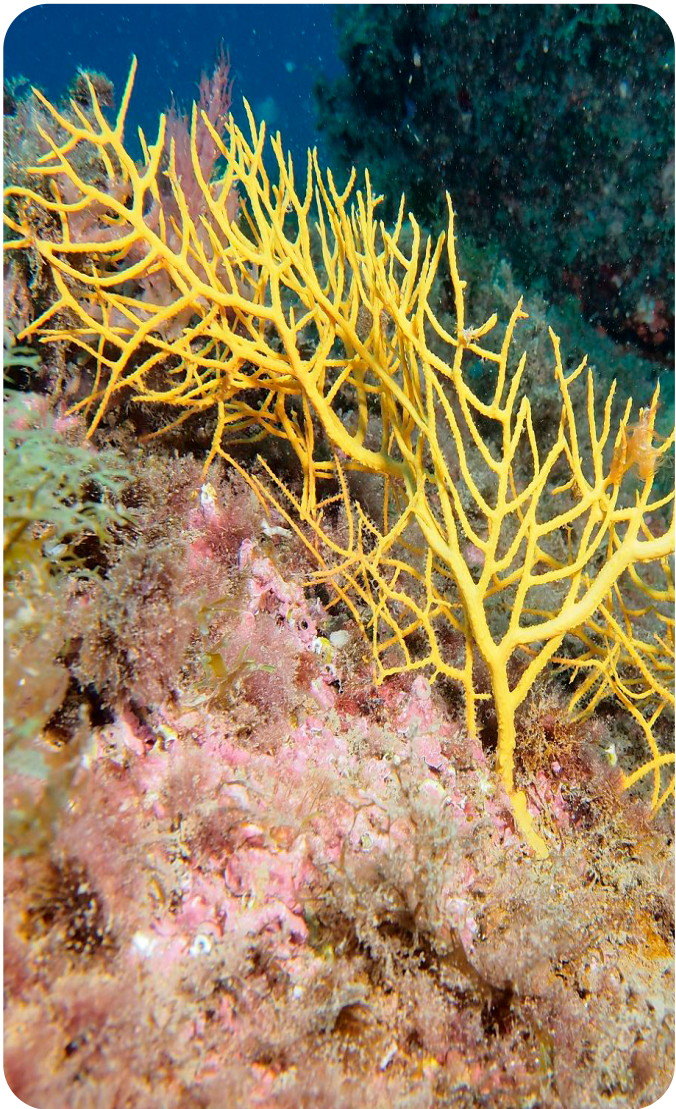
	2023		2024		2025	
	Waters Exterior Zone II	Waters Interior	Waters Exterior Zone II	Waters Interior	Waters Exterior Zone II	Waters Interior
Average Richness (Taxa/800 cm ²)	56	27.8	79	42	90.3	36.3
Average Abundance (Individuals/800 cm ²)	240	144	297	266.3	509.0	306.8
Margalef Average Diversity	10	5.4	--	--	-	-
*H_log_e_Shannon Average	--	--	3.8	2.725	3.74	2.55

* Until 2023, we used the Margalef index to assess diversity, which focused on species richness. In 2024, we adopted the Shannon index instead, which also incorporates equity in the distribution of individuals.

Control of risk operations for water quality

Since 2024, the APB has had an ordinance regulating ship operations in port that may affect water and air quality.

In the regulatory specifications for port services for the reception of ship waste and the supply of fuel (bunker) to ships, which are activities with a high risk of accidental oil spills, appropriate prevention and response measures have been introduced, as well as immediate notification procedures that operators must follow in the event of an incident.





Air Quality



Air Quality Improvement Plan of
the Port of Barcelona

Immission Control Stations

Emissions from Port Activity

Actions for Improving the
Atmospheric Environment

Air Quality Indicators



Access the Port of
Barcelona website
Atmospheric Environment

The monitoring, evaluation, and actions for improving air quality in the port environment are priority activities of the Port Authority of Barcelona.

Air Quality Improvement Plan at the Port of Barcelona

Since 2016, the Port Authority has been implementing the Air Quality Improvement Plan for its environment, which includes various actions aimed at reducing emissions of polluting gases and suspended particles.

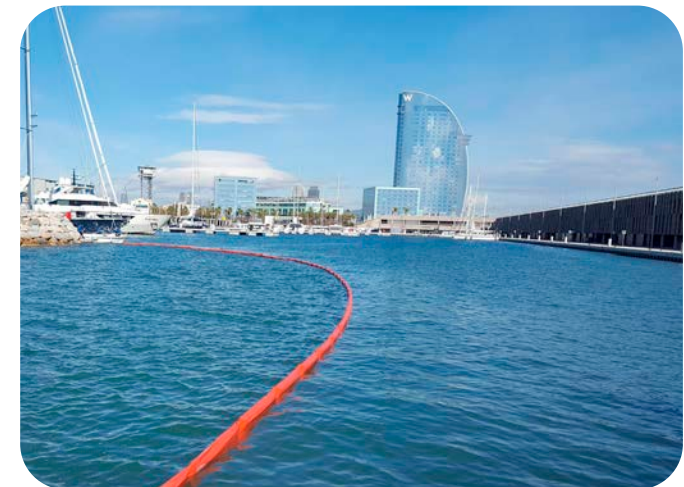
This plan, which was approved by the Board of Directors in its July 2016 session, comprises a total of 53 specific actions, grouped into 9 lines of work:

- Ship emissions.
- Road traffic emissions.
- Terminal machinery emissions (off-road vehicles).
- Promotion of rail transport and Short Sea Shipping.
- Emissions from handling solid bulk.
- New road and rail accesses.
- Port construction emissions.
- Sustainable mobility of all companies located in the port.
- Adaptation and updating of the air quality monitoring networks of the Port.

For each of these lines of action, specific and feasible actions have been proposed to be implemented in three phases: immediate phase, short term, and medium term.

This plan is constantly updated, aligned with the action plans of the Generalitat and the Barcelona City Council, for the Special Protection Zone of the Atmospheric Environment for NOx and PM10.

In 2025, the Plan was reviewed to update and align it with the Energy Transition Plan of the Port of Barcelona and with the new action plans of the Generalitat and the Barcelona City Council, for the Special Protection Zone of the Atmospheric Environment for NOx and PM10, with the aim of achieving compliance with the air quality and decarbonization objectives by the 2030 Horizon established by the EU.





Air Quality Monitoring Stations

For monitoring the meteorological conditions and air quality in the port environment, the APB has a network of automatic meteorological stations, as well as a network of manual and automatic air quality monitoring stations.

The Port's meteorological network consists of a total of 6 stations equipped with wind speed and direction sensors; 3 of them are also equipped with sensors for rain, temperature and relative humidity, atmospheric pressure, and solar radiation.

The manual air quality network is composed of 5 stations: 5 collectors that gather samples of suspended particles PM_{10} and 3 collectors for $PM_{2.5}$. The PM_{10} particle collector at the station located in Port Vell is part of the Generalitat de Catalunya's Air Pollution Surveillance and Forecasting Network (XVPCA) and, therefore, its immission values are official. The rest of the stations serve as a reference for indicative measurements.

The automatic air quality network consists of 2 stations equipped with automatic analyzers that measure the concentration of nitrogen oxides and sulfur dioxide.

Currently, work is underway to complete the equipment of the existing automatic air quality stations and expand the network to a total of five stations, which will also incorporate analyzers for measuring suspended particles, such as PM_{10} and $PM_{2.5}$. One of the new stations will be located near the Palau del Mar and will become the new reference station of the Port integrated into the XVPCA, in compliance with the new Directive (EU) 2024/2881.

- Automatic weather station
- Automatic air quality station
- Manual air quality station



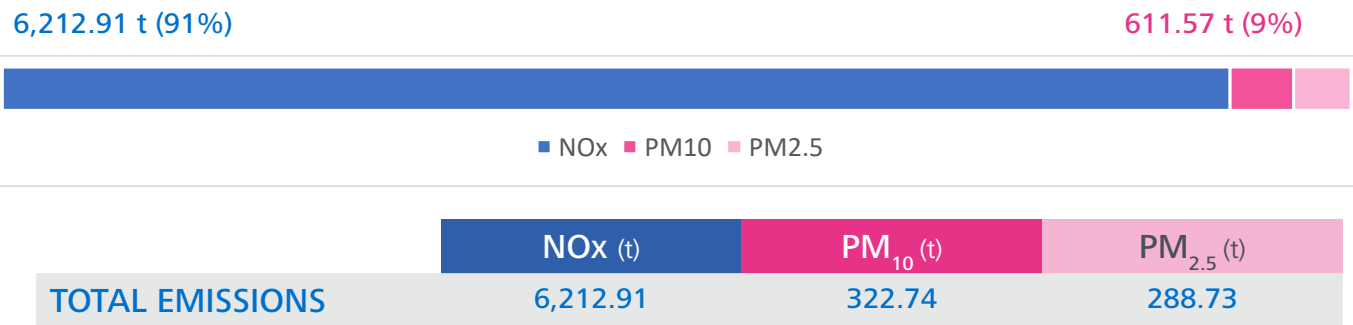
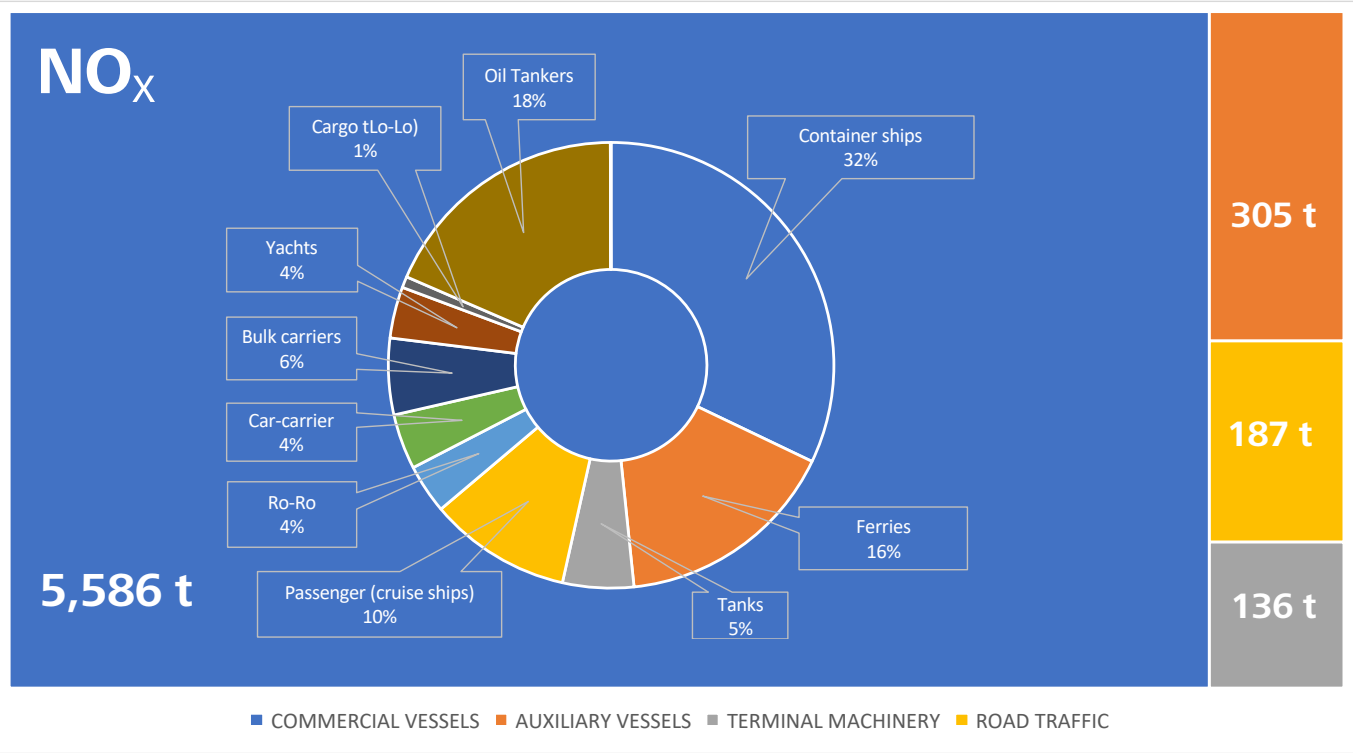
Emissions from Port Activities

In 2020, with the estimation of atmospheric emissions of pollutants from port activities, it was observed that ship emissions are the most significant, representing more than 95% of total nitrogen oxide and suspended particulate emissions.

Every few years, the APB reviews these estimates and updates them using a calculation methodology that has been agreed upon with the Barcelona City Council and the Generalitat of Catalonia. These emissions from the Port represent 7.6% of the city's air pollution by NO_x and 1.5% by PM₁₀.

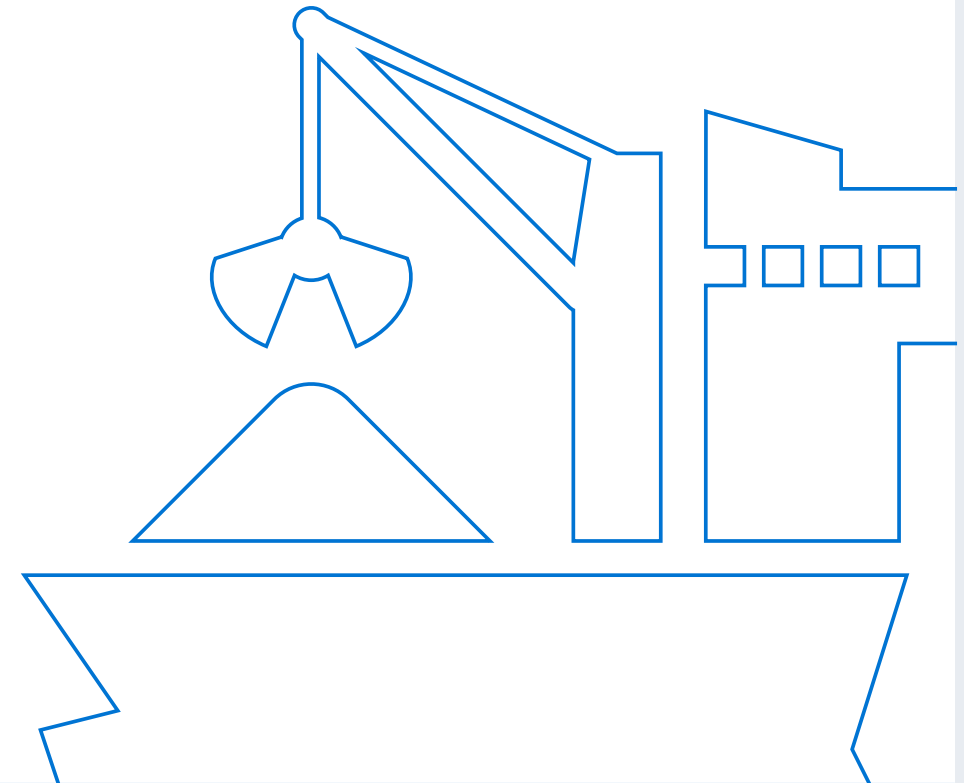
Taking as a reference the mass emissions inventory generated in the port in 2020 for the parameters NO_x, PM₁₀, and PM_{2.5}, we observe that the first pollutant is the most representative (91%). Therefore, the distribution of the main emitting agents for this parameter is shown below.

The NO_x data from 2021 to 2024 are not validatable as a new calculation platform is being developed.





Commercial ships	NOx (t)	PM ₁₀ (t)	PM _{2.5} (t)
Container ships	1,793.22	101.03	90.17
Ferries	908.04	51.55	45.72
Tanks	287.89	15.93	14.27
Passenger ships (cruise ships)	576.69	29.76	26.38
Ro-Ro ships	199.55	12.49	11.14
Car carriers	223.98	11.1	9.88
Bulk carriers	309.81	12.45	11.02
Yachts	207.85	7.06	6.13
Cargo (Lo-Lo)	45.31	1.96	1.72
Tankers	1,030.56	56.92	51.39
Other	3.07	0.29	0.26
TOTAL	5,585.97	300.54	268.08
Auxiliary vessels			
Tugboats	235.95	4.51	4.21
Pilot boats	25.51	0.49	0.45
Mooring boats	3.69	0.07	0.07
Bunker barges	39.69	3.54	3.51
TOTAL	304.84	8.61	8.24
Terminal machinery			
Auxiliary earthmoving machinery	135.52	8.62	8.62
TOTAL	135.52	8.62	8.62
Road traffic			
Cars	8.67	0.56	0.38
Vans (LDV)	4.67	0.25	0.17
Trucks (MDV)	10.65	0.32	0.23
Trucks (HDV)	153.71	3.53	2.75
Coaches	8.22	0.25	0.21
Motorcycles	0.66	0.06	0.05
TOTAL	186.58	4.97	3.79





Actions for the improvement of the atmospheric environment

Intermodality

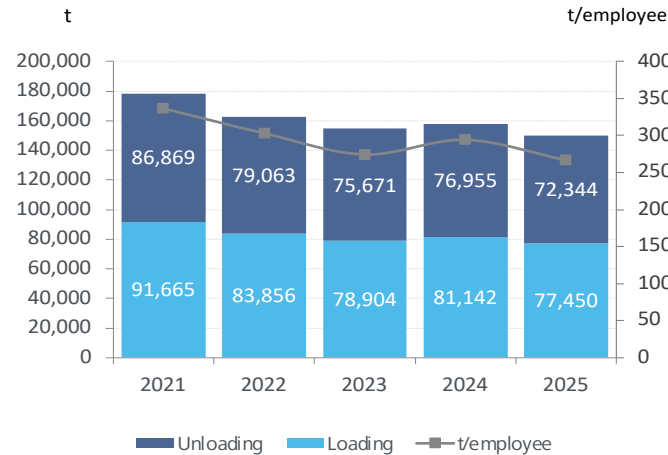
Promoting maritime and rail modes in freight transport to or from the port is a way to reduce emissions of pollutants and greenhouse gases generated by road transport.

For years, the port has been committed to enhancing freight transport by rail, short sea shipping (SSS), and Motorways of the Sea (MoS) as a strategy to retain and expand its hinterland or area of influence, which in turn results in the reduction of emissions of pollutants and particles compared to land transport.

The cabotage unit is the ITU (Intermodal Transport Unit), which is equivalent to a truck or a platform loaded onto a ferry. Each ITU moved by ship, therefore, equates to removing a truck from the road.

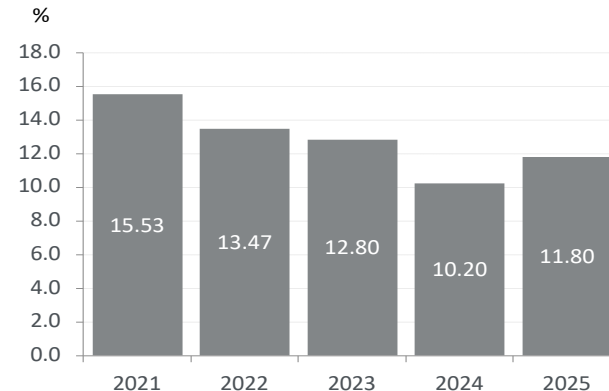
The following chart shows the ITUs moved, which replace road transport, at the Port of Barcelona in recent years.

ITU movement



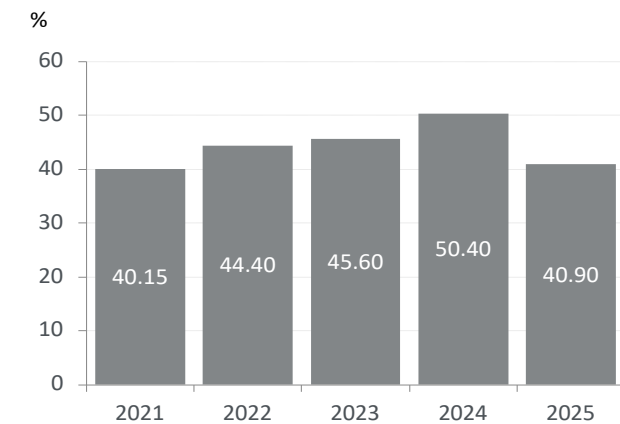
Most of the general merchandise is handled in containers, with the unit being the TEU, which is equivalent to a 20-foot container. In general, it can be stated that each TEU moved by rail is equivalent to 1 truck removed from the road.

Percentage of TEUs moved by rail



As can be seen in the previous graph, the TEUs moved by rail in the Port of Barcelona represent about 12% of the total TEUs moved in the last year, rebounding compared to the previous year, but not reaching the values obtained in 2021.

Percentage of cars moved by rail



The percentage of vehicles transported by rail has slightly decreased in 2025, but remains above 40%.

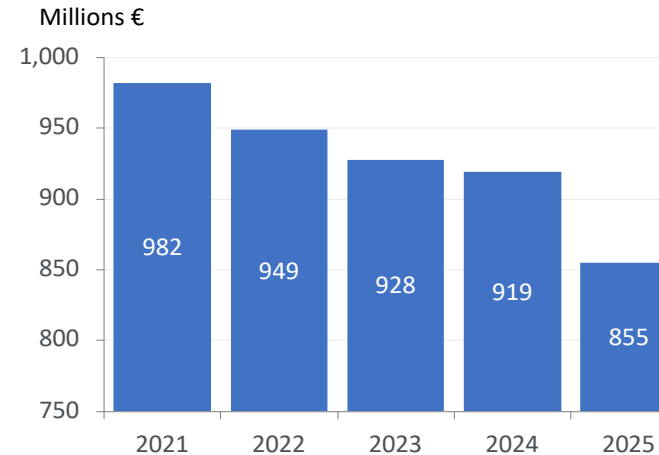


Economic savings in externalities associated with the use of rail and SSS in port traffic

The diversion of freight transport from road to modes of transport with lower unit emissions also makes it possible to save on other externalities not included in the cost of road transport, such as health costs from accidents, health costs from respiratory diseases caused by pollution, investment and amortization costs of infrastructure, and maintenance costs.

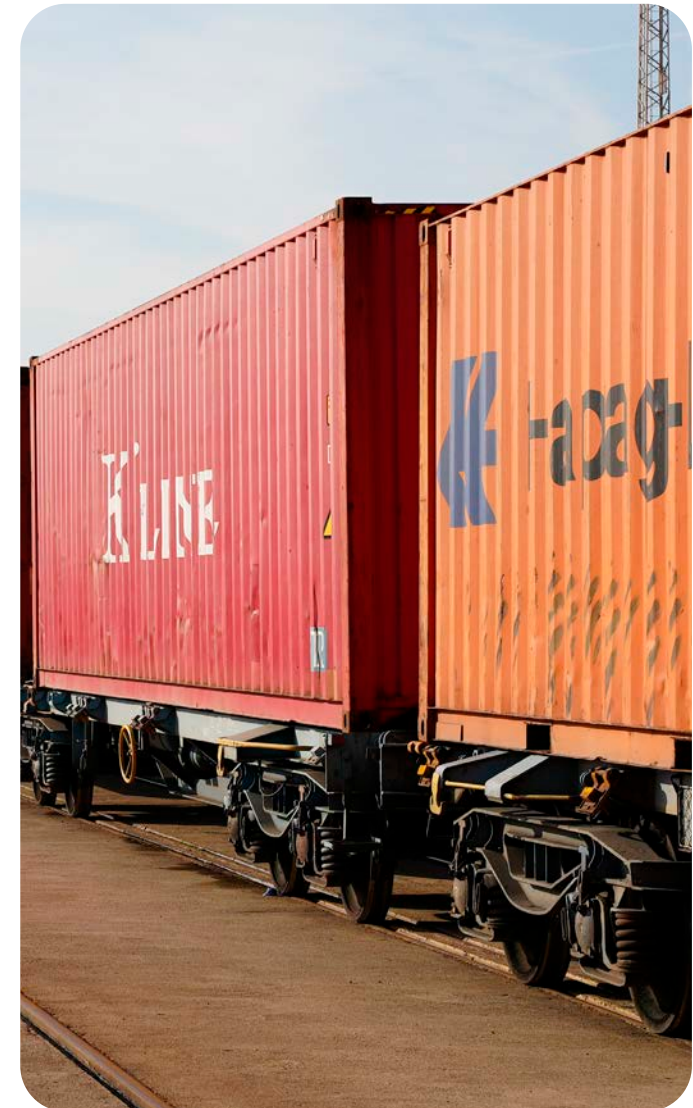
The economic contribution of the Port of Barcelona due to the intermodal offer is very significant and can be evaluated thanks to a calculation methodology proposed by the European Commission in 2019. This methodology takes into account the monetization of impacts associated with pollution, climate change, noise, accidents, traffic congestion, and infrastructure use. As a result, we show below a graph of the associated economic savings.

Evolution of savings in externalities. Use of Railways and SSS



In 2025, the savings achieved in previous years were not reached due to the decline in rail traffic over the past two years as a result of the works carried out by ADIF on our connections with the central peninsula.

It is also not expected that the indicator will improve in 2026, considering the incidents in the outbound rail traffic from the port recorded in the first month of the year.





Promotion of Gasification

Among the actions included in the **Air Quality Improvement Plan** are those aimed at promoting the use of natural gas as an alternative transitional fuel for the mobility of goods by sea and land.

This facilitates the effective reduction of pollutant emissions, increases the competitiveness of transport activity and, by extension, that of the industry and other transport and distribution-intensive activities.

The availability of liquefied natural gas (LNG) at the ENAGAS terminal located in the port is an opportunity to promote this cleaner fuel. To boost the introduction of LNG, the Port of Barcelona has developed 4 lines of action:

- Having natural gas supply infrastructures for ships and trucks. This means having berths at ENAGAS ready to supply barges and, in turn, having barges to provide the service in the port.
- Regulate the supply operations of the new LNG fuel to ships, prioritizing safety and harmonization with other existing regulations to provide legal certainty to operators and ensure the safety of operations.

- Carry out pilot and demonstration projects that demonstrate the feasibility of using this fuel as an alternative to traditional fuels in all port mobility sectors.
- Provide incentives to ships using these new fuels to encourage their adoption.

The policy of introducing natural gas has boosted the **Port of Barcelona as an LNG bunkering hub in the Mediterranean**. In 2017, the first ferry with an auxiliary natural gas engine, the ABEL MATUTES of the BALEARIA company, docked at the port and received LNG supply from a tanker truck (truck-to-ship or TTS mode).

In 2019, the Port of Barcelona became the first port in the Mediterranean to supply LNG to a ship from a barge, to the Aida Nova cruise ship of the CARNIVAL group (ship-to-ship or STS mode).

It is noteworthy that since 2020, LNG has been supplied in the multitruck-to-ship mode, that is, between 2 and 3 tanker trucks at the same time. This mode allows the necessary LNG to be supplied during the short stops of BALEARIA ferries, without interfering with the usual operations of the vessel.

In 2025 alone, the Port of Barcelona supplied about 231,787 m³ of LNG to ships, 47,593 m³ from tanker trucks (TTS mode) and 184,194 m³ from barge (STS mode), showing values similar to the previous year. After the high price of this fuel caused a significant drop in consumption volume in 2022, the supply activity of this energy source has notably recovered.

In 2025, nearly 30% of cruise ship calls were from LNG-powered ships and more than 40% of passengers used LNG-powered ships. Also during 2025, bioLNG bunkering operations from a barge began, a zero-emission fuel expected to grow in the Port of Barcelona over the coming years.





Services and volume of LNG supplied to ships at the Port of Barcelona

By tanker truck		2022	2023	2024	2025
Number of transactions		18	133	402	447
Ships		Sicily, Naples, Abel Matutes, Martín i Soler, Hypatia of Alexandria	Abel Matutes, Eleanor Roosevelt, Hypatia of Alexandria, Martín i Soler, Bahama Mama, Sicily	Abel Matutes, Margarita Salas, Hypatia of Alexandria, Martín i Soler, Bahama Mama, Sicily	Abel Matutes, Margarita Salas, Hypatia of Alexandria, Martín i Soler, Bahama Mama
Supply in m³		821.42	15,501.40	45,427	47,593
By barge		2022	2023	2024	2025
Number of transactions		14	66	89	98
Ships		Aida Nova, Costa Smeralda, Iona, Costa Toscana, Aida Cosma	Aida Cosma, Arvia, Costa Smeralda, Iona, Costa Toscana, Lake Herman	Aida Cosma, Arvia, Costa Smeralda, Iona, Costa Toscana, Lake Herman, Sun Princess, Lake Annecy, Cerulean Ace, Turquoise Ace, Celeste Ace	Aida Cosma, Angelite Ace, Arvia, Cerulean Ace, Cielo Ace, Costa Smeralda, Costa Toscana, Ilma, Iona, Lake Annecy, Lake Lugu, Lapis Ace, Luminaria, Mardi Gras, Mein Schiff Relax, Silver Ray, Star Princess, Sun Princess, Turquoise Ace
Supply in m³		25,576	127,668	184,324	184,194
Total transactions		2022	2023	2024	2025
Number of transactions		32	199	491	545
Supply in m³		26,397.42	143,169.4	229,751	231,787





From the perspective of land transportation, since 2018 the Port has had an LNG (Liquefied Natural Gas) and CNG (Compressed Natural Gas) supply station for both trucks and light vehicles.

Reduction of ship emissions

The reduction of ship emissions is a significant challenge for ports as it represents the main source of emissions from port activities.

However, port authorities have few instruments to achieve the goal of reducing these emissions since ship emissions are regulated internationally through conventions sponsored by the IMO (International Maritime Organization). The main actions we are taking to reduce ship emissions to decrease the impact on public health and contribute to the decarbonization of port activities are:

- 1. Promoting natural gas as a cleaner mobility fuel.
- 2. Incentivizing through port fee discounts for those ships with better performance, such as discounts for those using natural gas or electric batteries during port calls.
- 3. Technological developments in ships to reduce pollutant emissions in port.

Since 2019, six ferry ships from the GRIMALDI company regularly call at the port, incorporating storage batteries with a capacity of over 5,000 KWh that are charged during navigation and supply stored electricity to the ship during its stay in port, replacing diesel auxiliary engines.

In 2025, 8,374 calls were initiated, with an average ship tonnage of 45,007 tons (+3.6%) compared to 2024. In 2023, 606 involved the use of electric batteries (7 ships) and 618 used LNG (26 ships).

4. Progressively electrifying docks to allow ships to connect electrically to the dock and thus avoid emissions from auxiliary engines during the ship's stay in the port.

Within the framework of the Nexigen project, the Port of Barcelona approved an investment of over 110 million euros until 2030 to electrify docks and avoid the use of emission-generating auxiliary engines during ships' stays in the Port.

The electrical connection of ships to the dock, known as on-shore power supply (OPS), requires an estimated power of about 78 MW that will come from the high-voltage grid. Its implementation is expected to achieve a reduction of 60,000 tons of carbon dioxide (CO₂) and 1,264 tons of nitrogen oxide (NO_x); a decarbonization that represents 22% of the annual pollutant emissions from port activities and brings the Port closer to the goal of achieving emission neutrality by 2050.

The IV Strategic Plan sets the goal that by 2030 the container and ferry docks of the Port will be electrified. To this end, in 2025, two OPS connection points have been put into service at the ferry terminal.

5. The promotion of new fuels with very low or zero pollutant and greenhouse gas emissions for ships, heavy vehicles, and machinery used in terminals.

The Port of Barcelona is working on various ways to promote alternative fuels with zero or near-zero emissions, including hydrogen, ammonia, methanol, or synthetic hydrocarbons, as well as some biofuels or biomethane.

The promotion of these new fuels involves following similar guidelines to those followed for the implementation of natural gas, such as: information and awareness about their necessity and viability; conducting pilots to demonstrate their feasibility in different mobility sectors; the provision of adequate infrastructure for their supply to ships and, finally, the regulation of port activities related to these new fuels.





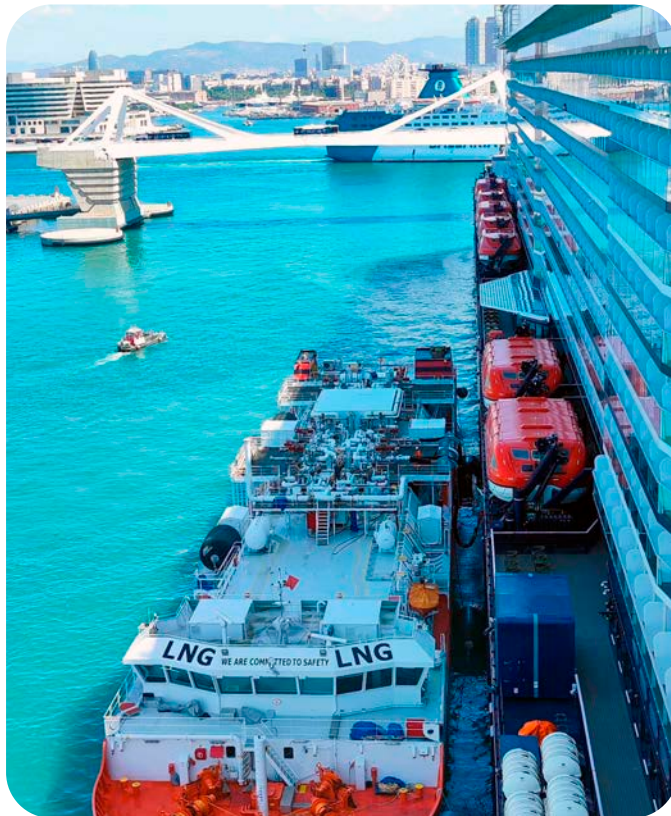
Within this strategy, the Port of Barcelona participates in the European Pioneers Project for the production and supply of clean energy, sustainable port design, modal shift, flow optimization, and digital transformation together with the ports of Antwerp, Venlo, and Constanza.

Control of solid bulk operations

Most of the solid bulk traffic, which can generate particle emissions into the atmosphere at the Port of Barcelona, is handled in enclosed facilities equipped with wind protection systems and, in some cases, under air suction and filtration.

For this reason, the issues arising from handling bulk on open docks are very limited in our port and are confined to the South and West Contradique docks.

Since 2005, the Port has maintained a regulation of these activities that includes good practices required of unloading/loading operators and handling of solid bulk (Ordinance of operations and berthing) at the South Breakwater Dock and West Dock. Among the conditions of the regulation is the stoppage of operations when the wind exceeds a certain speed threshold.





Environmental control of works

On the other hand, all works promoted by the Port Authority are subject to external environmental monitoring carried out by an independent technical assistance, which is responsible for verifying that the contractor complies with the prevention and minimization of pollution conditions established in the project, as well as monitoring the impacts that the execution of the works has on the environment, especially the emission of particles and noise emissions. Later, this report delves deeper into this environmental control of port works.

New road and rail accesses to the port

The new road and rail accesses planned from the South to the Port of Barcelona have made progress in their processing. Once executed and in service, the new accesses will allow traffic entering and leaving the port area to be diverted away from urban goods-traffic routes, which will reduce congestion and, therefore, the contribution of these emissions to the city's air quality.





Air Quality Indicators

The air quality in the port environment has shown improvement since the early 2000s, when monitoring of the immission levels of the main pollutant gases began.

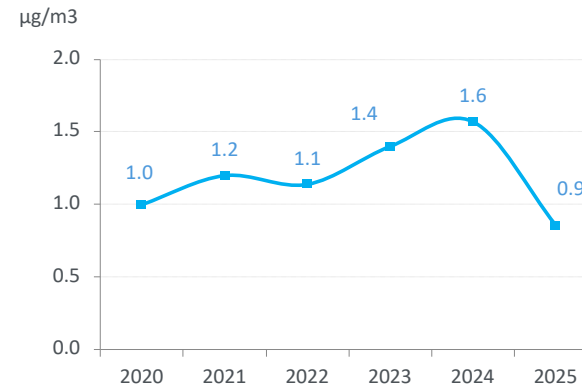
The following graphs show the air quality levels measured between 2020 and 2025 for the different pollutant gases in the port area.

Sulfur dioxide concentration levels are low. The current regulation in Europe sets a maximum threshold of 125 µg/m³ daily average that cannot be exceeded more than 3 days a year.

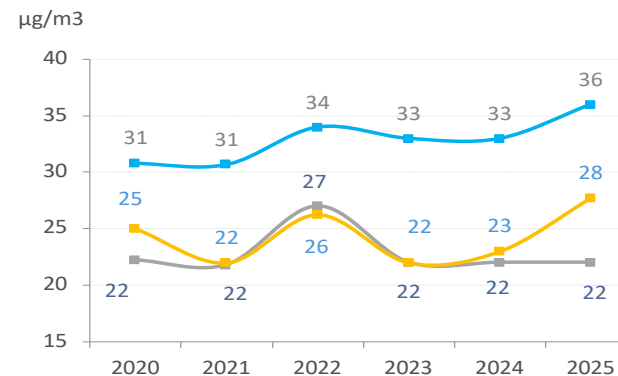
Since 2020, the immission concentrations of this pollutant have remained at minimum values, partly due to the enforcement of the requirement for ships to use fuels with lower sulfur content during navigation, reducing from 3.5% to 0.5% sulfur content by mass.

NO_x values have experienced a slight reduction in the last year, remaining below the reference value level established by the regulation, set at 40 µg/m³.

Average concentration of SO₂

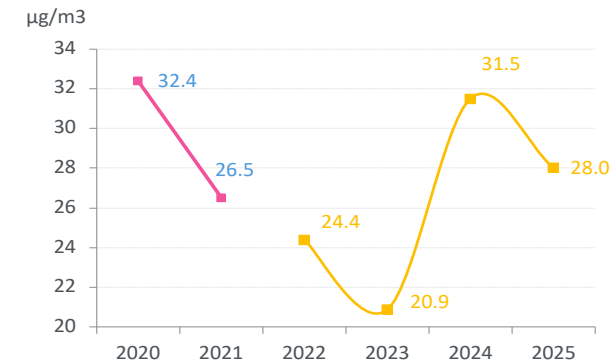


Average concentration of PM₁₀



The average of PM₁₀ in the air has been calculated this year from 3 stations. The average concentrations show an upward trend in the last year, with average values below the established limit of 40 µg/m³.

Average concentration of NO₂



■ Port Vell ■ ZAL ■ ZAL Prat
 ■ Dàrsena Sud



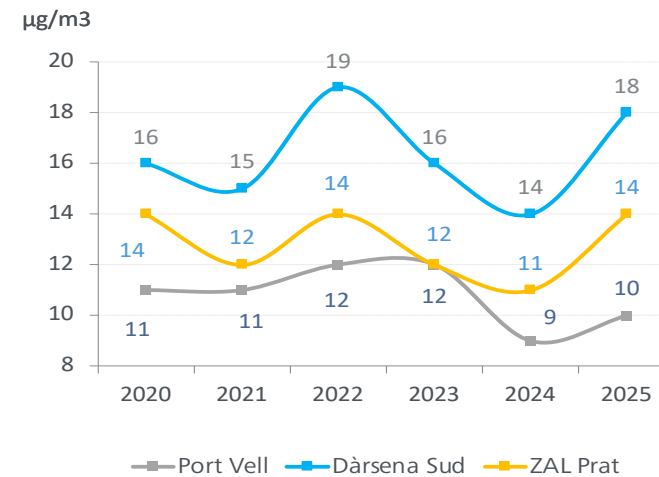
However, the Dàrsena Sud station exceeds the maximum 35 permitted exceedances of the Daily Limit Value of 50 $\mu\text{g}/\text{m}^3$ with 70 exceedances in 2025.

Daily Exceedances of PM₁₀

Station/Year	2020	2021	2022	2023	2024	2025
Port Vell	12	4	7	2	2	5
Darsena Sur	28	34	32	42	43	70
Zal Prat	15	2	5	4	6	25

The "ZAL" station was relocated on 11/30/2021 to ZAL Prat (the currently operating station).

PM_{2.5} concentration



Regarding the concentration of PM_{2.5}, the attached graph shows the trend of increasing average concentration over the past year, but always below the threshold value set at 25 $\mu\text{g}/\text{m}^3$.





Climate Strategy



Adherence to the Voluntary
Agreements of the OCCC

Renewable energy supply

BCN Zero Carbon Project

EcoCalculator

Short Sea Shipping promotion



Access the Port of
Barcelona website
Climate Strategy

Energy Transition Plan of the Port of Barcelona

The Port of Barcelona approved its Energy Transition Plan in 2025, a document derived from the IV Strategic Plan, **which will guide the port's energy policy until 2040 and sets a target for that year of reducing greenhouse gas emissions by 85% compared to those of 2017, and outlines the path to becoming a zero-emission port by 2050.**

The Energy Transition Plan encompasses all the measures that the Port of Barcelona is developing to decarbonize port activity, ensure the supply of sustainable energy, both environmentally and economically, and become a leading center for energy activities. The document sets the nearest milestone to cut emissions by 50% by 2030 compared to 2017, which will mean reducing emissions by one million tons in the period from 2025 to 2030. This is equivalent to the annual emissions of 240,000 cars.

Specific actions and objectives

In this regard, the document includes an Action Plan with more than 150 actions, grouped into four major axes: the decarbonization of port activity; the sustainability of energy consumption; resilience to ensure energy supply, and innovation to facilitate the emergence of new business models and the adoption of emerging technologies.

This Action Plan includes specific measures to promote energy efficiency, with the goal that by 2030, 50% of port activity will be electrified and 65% of container ship and cruise ship calls will connect to OPS systems, allowing them to shut down engines while in port, a figure that will increase to 90% by 2050.

It also focuses on local energy production, aiming to have 100 MWp of photovoltaic energy installed by 2030. But production will not be limited to solar energy, as the production of 100,000 tons of sustainable fuels annually, both biomethane and synthetic fuels, is also planned.

The Energy Transition Plan also emphasizes innovation in both technology and business models. The development of the hydrogen economy is an example, with the connection of the H2MED pipeline as a great opportunity to turn the Port of Barcelona into a hub for this sustainable fuel. The Plan, however, also foresees other technologies such as CO2 capture systems and their subsequent use, through the circular economy, for the production of synthetic fuels, among others.





Port-wide commitments

Energy Transition

NEXIGEN, the electrification plan for the docks of the Port of Barcelona, is the key instrument in the energy transition on its path towards decarbonization. Its main objective is to improve the air quality of the port and the city of Barcelona through OPS (Onshore Power Supply) technology, which allows supplying renewable energy to ships during their stay in port, avoiding the use of their auxiliary engines. Docked ships represent 47% of the total emissions of the port area, making OPS the lever with the most immediate impact.

In 2024, the pilot was completed, and the OPS became operational at the Hutchison Ports BEST terminal —the first electrical supply system for container ships in a Mediterranean port— and the pilot was completed at the Grimaldi ferry terminal.

In 2025, the two OPS systems at the Grimaldi ferry terminal began full service, operating daily, consolidating dock electrification as an operational reality. Simultaneously, the tender was awarded, and the construction of the Port Substation (SE Port), an 80 MW infrastructure that will distribute energy to the different docks, began, and the implementation of the first OPS for cruise ships at the MSC terminal on the Adosado dock was initiated.

The full deployment of NEXIGEN is estimated to result in a reduction of about 47% of CO₂ and NO_x emissions in the port environment, contributing decisively to the decarbonization goal. The committed investment planned to complete the entire electrification plan is around 200 million euros.

- **Phase 0:** OPS at Hutchison Ports BEST (container ships) and Grimaldi Terminal (ferries)
- **Phase 1:** Construction of the SE Port and deployment of the medium voltage network to the Adosado dock and implementation of the first OPS for cruises at the MSC terminal.
- **Phase 2:** Construction of OPS at the RRCC terminal and progressive expansion of OPS in the rest of the cruise terminals at the Adosado dock
- **Phase 3:** Deployment in ferry and container terminals
- **Phase 4:** Automobile terminals
- **Phase 5:** Bulk terminals — Energy Dock and new developments





Promotion of new fuels

The promotion of new zero-carbon fuels for ships, heavy vehicles, and terminal machinery will be a key axis to advance in the decarbonization process and meet the emission reduction targets set by the European Union and the International Maritime Organization for 2030 and 2050. For example, through the study of the use of renewable hydrogen, the purchase of green electricity, the production of photovoltaic energy, the promotion of LNG and bioLNG, and the promotion of green methanol as a maritime fuel.

In September 2025, the call for the public tender was approved to select the company that will build the first hydrogen station for trucks, buses, and land equipment at the terminals and logistics areas of the Port of Barcelona.

The new hydrogen station will be a pioneer in the state port sector because it will not only supply hydrogen to land vehicles and port machinery but will also produce it through electrolyzers powered by 100% renewable energy, ensuring that the supplied fuel is emission-neutral and can be classified as green hydrogen.

World Ports Climate Action Program (WPCAP)

In 2018, the Port of Barcelona joined an initiative promoted by the world's leading ports aimed at laying the foundations to accelerate the decarbonization of port activity and maritime transport, fulfilling the IMO (International Maritime Organization) commitment to reduce greenhouse gas emissions by 50% by 2050, compared to 2008.

The initiative, in which the ports of Vancouver, Los Angeles, Long Beach, New York, Hamburg, Antwerp, Rotterdam, Gothenburg, and Busan participate, is organized into 5 working groups focused on concrete actions. The Port of Barcelona leads the group dedicated to supplying shore power to ships at berth, while also participating as a partner in the sustainable fuels for ships group.

Electrical connection of ships

In 2019, the Port of Barcelona publicly committed to electrifying the docks where cruise ships, container ships, vehicle carriers, and ferries dock so that during their stay in port they can connect and thus avoid emissions from their auxiliary engines.

By 2030, the goal is to have the electrical infrastructure for ship connection at cruise stations, at the Moll Prat container terminal, and at ferry maritime stations, which will result in a reduction of approximately 47% of CO₂ and NO_x.

The current schedule envisages that this electrical infrastructure will be progressively deployed through transformer stations and command centers to help branch out until reaching the docks where the ships will connect.





Commitments at the Port Authority level

Public lighting

The APB is progressively improving its public lighting network by incorporating LED technology lamps and enhancing lighting management by establishing time periods with different lighting intensity.

Own fleet

Of the approximately 90 units in the fleet (including motorcycles, light vehicles, and trucks), today 37 units are electric (mainly vehicles and motorcycles) and the rest are electric hybrids or LPG/CNG hybrids. Only 24 units use solely fossil fuels as an energy source.

Emissions Calculator
Catalan Office for Climate Change



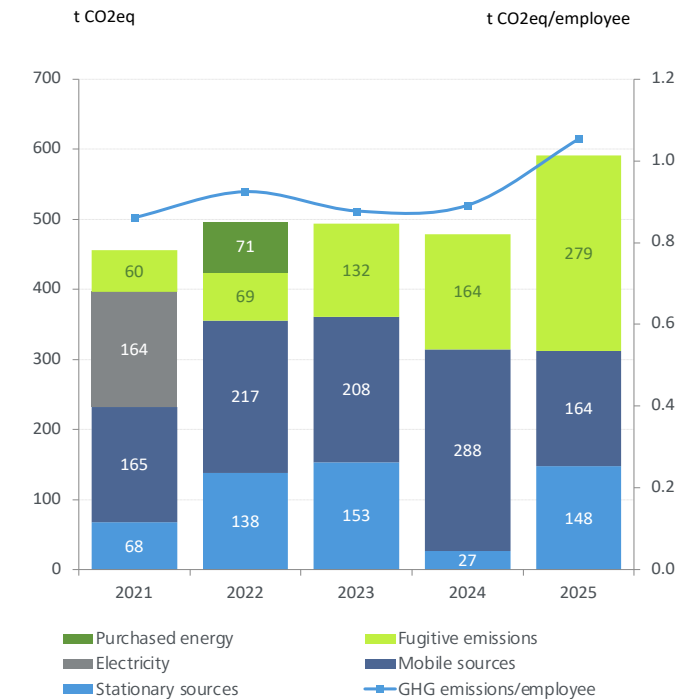
Adherence to the OCCC voluntary agreements

The Port of Barcelona has adhered to the Voluntary Agreements for the reduction of greenhouse gas (GHG) emissions for over 10 years, promoted by the Catalan Office for Climate Change (OCCC) of the Generalitat.

With the signing of this agreement in 2012, the organization commits to gradually reducing its direct and indirect emissions (Scope II) due to the fuel consumption of its fleet of 90 vehicles, 2 vessels, and some generators, as well as reducing its electricity consumption.



GHG Emissions





Buildings and facilities

The Port Authority is directing actions to ensure savings and maximum energy efficiency of its buildings and facilities, in addition to the generation of renewable energy. Among these actions, the following stand out:

- Actions to improve the energy management of the WTC building occupied by the APB, with the replacement of compact lamps with LEDs and the sectorization of switching on and off.
- Installation of renewables at the Fishermen's Wharf: new buildings of the Fishermen's market, old net shed, and net yard.
- Installation of renewables in the PIF building.
- The installation of renewables in all APB buildings and its affiliated companies.
- Remodeling of the ASTA building

Remodeling ASTA building

The project for the renovation and modernization of the ASTA building at the Port of Barcelona, currently underway, has obtained public funding within the Plan for reducing energy consumption in the General State Administration (FEDER program). This plan is mainly aimed at carrying out energy rehabilitations in existing public administration buildings and infrastructures.

This is a complete and comprehensive rehabilitation and, therefore, addresses all aspects of the building's energy efficiency, including new facades, closures, and insulation, as well as a comprehensive renovation of all installations, which will significantly improve the energy rating. Additionally, the project was modified in 2023 to, among other things, adapt the building's air conditioning system to a hydraulic exchange system connected to the cooling and heating network that the company Ecoenergías Barcelona is developing in the southern area of Barcelona.

Pioneeringly, the future ASTA building will not only consume green electricity with a guarantee of origin, like all the buildings of the Port Authority of Barcelona, but its air conditioning system and hot water supply will also operate with renewable energy, minimizing its environmental impact.

Use of cold energy from regasification

The cooling network will be an innovative example of circular economy because it will utilize the residual cold generated by the regasification of LNG arriving by ship at the Enagás terminal, at the Energy Wharf.

This innovative system will save 32,000 tons of CO2 annually and avoid the use of conventional electric chillers like those used by industries or, on a smaller scale, traditional air conditioning units. At the same time, it avoids their noise and visual impact, as well as a large part of the maintenance costs, and frees up the space they occupy in buildings.

The project is an example of circular economy as it will utilize the residual cold generated by the regasification of LNG at the Port of Barcelona.





Electricity with renewable generation certification

Since 2017, all the electricity consumed by the APB and its affiliated companies (Port 2000, WTC Barcelona, and CILSA) has a renewable generation guarantee certificate, so the associated emissions do not count as greenhouse gas emissions.

Sustainable mobility

In 2021, the **Travel Plan for the workers of the Port Authority of Barcelona** was created. For this purpose, the Mobility Board was established, consisting of workers from different departments of the APB along with the works council.

People from the APB who use the public transport card (T-usual + T-casual)

Evolution	2021	2022	2023	2024	2025
Staff	226	240	242	259	258

The objective of this Committee is to define the Commuting Plan, establishing a diagnosis of the current scenario through an analysis of the current situation and the development of surveys for workers to understand their mobility habits. Once the information is analyzed, an action plan will be established for the coming years.

To promote the use of public transport, furthermore, the APB provides **integrated public transport cards (T-usuals and T-casual)** to its staff members who choose this option to commute to work. In 2025, a total of 258 staff members of the Port Authority benefited from this initiative.



7 AFFORDABLE AND CLEAN ENERGY

9 INDUSTRY, INNOVATION AND INFRASTRUCTURE

13 CLIMATE ACTION

17 PARTNERSHIPS FOR THE GOALS



Commitments at the port community level

Extension of the Electric Vehicle Charging Points Plan to Concession Facilities

In concession contracts, the extension of electric charging points in facilities is promoted to enable workers to have charging facilities for their electric vehicles.

Promotion of OCCC Voluntary Agreements

The Port promotes adherence to the voluntary agreements among concessionaires of the Catalan Office for Climate Change, to reduce GHG emissions.

Promotion of clean fuels in terminal machinery

Through environmental bonuses and concession clauses, concessions are also encouraged to renew their machinery to incorporate units that operate fully or partially on electricity (if possible) or other clean fuels.

Equipment and means of port service providers

In the licensing conditions to provide the service, there is a progressive obligation to adapt to best practices and to incorporate more efficient equipment from an emissions standpoint.

Promotion of energy efficiency and renewable generation in buildings and facilities

Through environmental bonuses to concessions included in the Ports Law and in new concession contracts, facilities and buildings are encouraged to implement efficient energy systems and generate renewable energy on roofs and flat surfaces.

Our goal is to reach 100 MWp installed by the year 2030. Although we are currently at a capacity of 10.28 MWp, current projections indicate that this goal can be achieved. The potential installation forecast can be seen in the following plan.



Map of photovoltaic potential on rooftops in the port area (in kW peak)



Ecocalculator

Customers of goods and logistics chain agents are increasingly interested in understanding environmental externalities in order to integrate them into decision-making about transport routes. To address this concern, the Port of Barcelona has made available to cargo owners and logistics operators a tool that calculates the CO₂ emissions of their transport routes and the most environmentally efficient alternative routes.

Assessment of the carbon footprint of the port community

Barcelona has become the first port in the Mediterranean to certify the carbon footprint of the entire Port Community. This analysis, certified by DNV under the ISO 14064 standard, incorporates in addition to the impact of commercial vessels and internal mobility, activities such as industry, port works, or ship waste. The total footprint for the year 2023 was 518,297 tCO₂eq, of which 465,739 tCO₂eq correspond to direct emissions from the activity.

Short Sea Shipping promotion

The Escola Europea Intermodal Transport is the European reference center for training in logistics and intermodal transport. Its objective is to promote intermodal transport as the basis for the development of sustainable logistics in Europe.

The Escola began its activity in 2006 as a training center for European professionals and students in the fields of logistics, transport management, and international trade. Years later, it has gained experience and knowledge in the administration of national and international projects, communication, content development in collaboration with renowned European institutions, and the promotion of logistics clusters.

Since its creation, the Escola has worked closely with the European Shortsea Network and more specifically with the Short Sea Shipping Promotion Centers, which promote short sea shipping and the work of the Escola in each country of the Union.



Article
World Ports
Sustainability Program



Soil Contamination



The Port of Barcelona aims to prevent soil and groundwater pollution as the owner and ultimately responsible party for its environmental condition. For this reason, it continuously monitors the state of the subsoil in the port area under the concession of terminals and operators, as well as in non-concessioned areas.

When necessary, remediation actions for contaminated soils are carried out in the port area, either by the Port Authority itself or by the terminals and concessions.

In the Port of Barcelona, there are a total of 40 sites where soil or groundwater characterization interventions have been conducted; of these, remediation has been carried out in 20 of these sites by 2025.

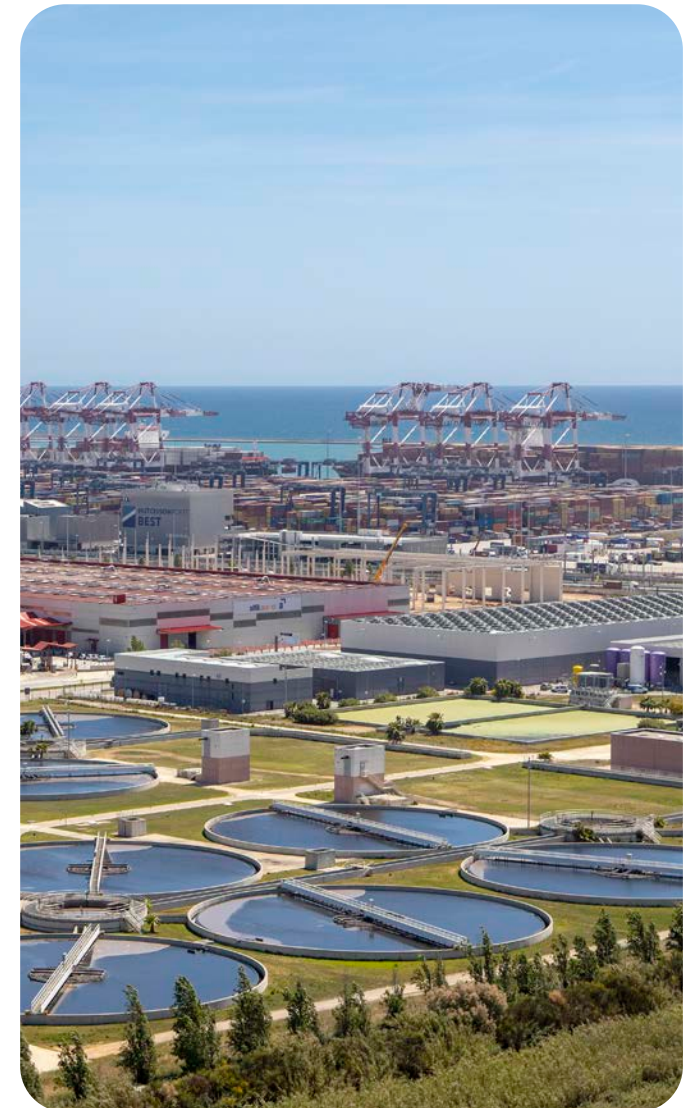
Since 2020, the Port of Barcelona has had a contaminated soil database with more than 1,400 records corresponding to the installation of 564 piezometers and 195 boreholes conducted in the port area.

The database allows for quickly linking concessioned spaces with soil contamination values to anticipate whether it is necessary to act to characterize or remediate a plot.

Likewise, the database provides us with information on the background contamination level and values for some unique contaminants found in various sites.



Access the Port of Barcelona website
Soil





Port works



Dredging

Material consumption, riprap
and aggregates



Access the Port of
Barcelona website
Works

All works promoted by the Port Authority of Barcelona are subject to environmental monitoring carried out by independent technical assistance, directly contracted by the APB. This ensures that the execution of the works respects at all times the conditions set in the project and minimizes its impacts on the environment.

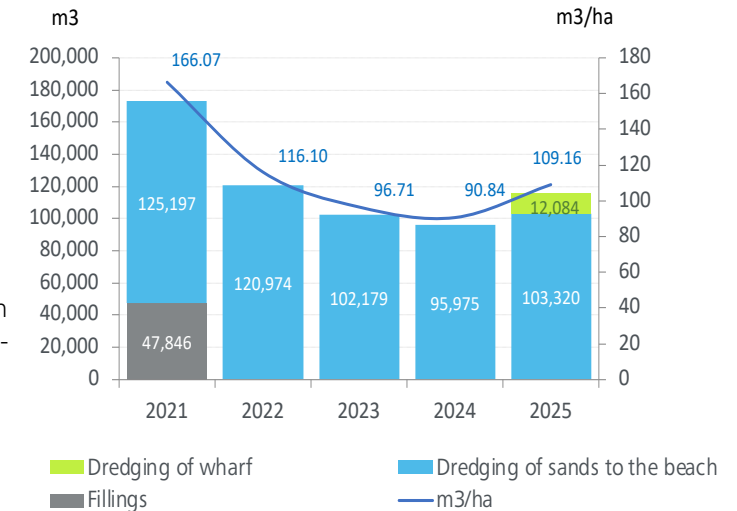
Dredging

Any maritime work involving dredging of marine sediments, or any dredging work carried out to maintain or improve depths, strictly follows the guidelines for the characterization of dredged material and its relocation in the public maritime-terrestrial domain.



Outer waters next to the South Dyke. Torpedo ocellata

Dredging volumes in works



Evolution of dredging and land reclamation

Total volumes	2021	2022	2023	2024	2025
Dredging in m³	125,197	120,974	102,179	95,975	115,404
Fillings in m³	47,846	0	0	0	0



Consumption of materials, riprap and aggregates

The consumption of materials for port works is one of the environmental aspects to consider. Below is the table of materials used in recent years in the works promoted by the Port Authority that have been carried out in the Port of Barcelona.

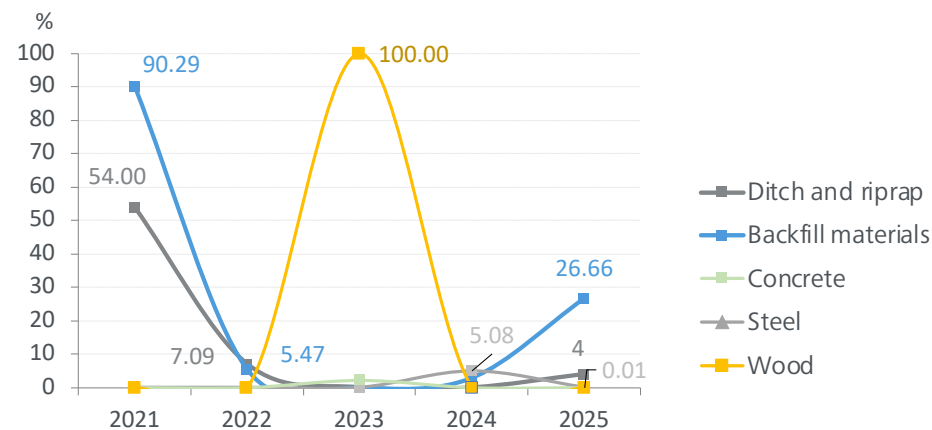
The recycled materials used in the executed works and the percentage they represent of the total of each material type have been as follows:



Evolution of material consumption

Type of material	Unit	2021	2022	2023	2024	2025
Gravel and riprap	t	49,491	101,206	4,763	6,434	439,302
Concrete	m ³	3,450	14,226	2,083	16,460	22,705
Steel	t	142	2,720	11,026	2,414	1,361,092
Dredged materials	m ³	-	-	-	-	117,370
Filler materials	m ³	316,776	476,599	12,349	30,036	128,533
Paving	m ³	962	-	142	17,042	148
Wood	m ³	-	-	-	117	6
Particleboard	t	2,684	7,666	-	17,775	17,433

Consumption of recycled materials





Own and third-party waste



Non-hazardous Waste

Hazardous Waste

Waste Management
of Concessions

Waste Management
of Ships



Access the Port of
Barcelona website
Ship Waste

The Port of Barcelona is responsible for the removal and management of the different types of waste generated in its own buildings, facilities, and common port areas, as well as waste from street cleaning.

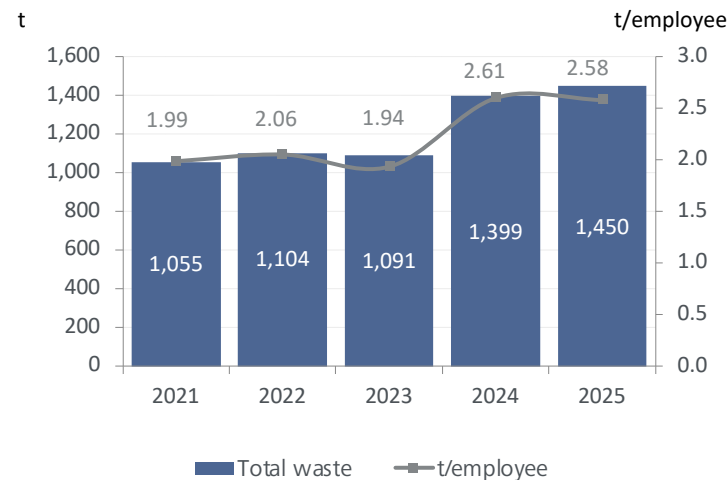
The scope of waste collection also includes waste generated by bars and restaurants located within the port.

The only waste not managed by the APB is that generated in the offices and spaces occupied on the floors of the East building of the WTC. In this case, the management of interior cleaning and office waste is provided directly by the building's service manager.

The APB practices selective collection of recyclable waste fractions from containers located outside for paper, glass, and packaging, and from bins and containers located inside APB buildings for paper, packaging, toner, and used batteries.

Finally, general waste generated by the APB's own activities and those from occasional cleanings are managed.

Total waste generation



Waste Typology



Including those owned and not generated by the APB (responsible for their management).



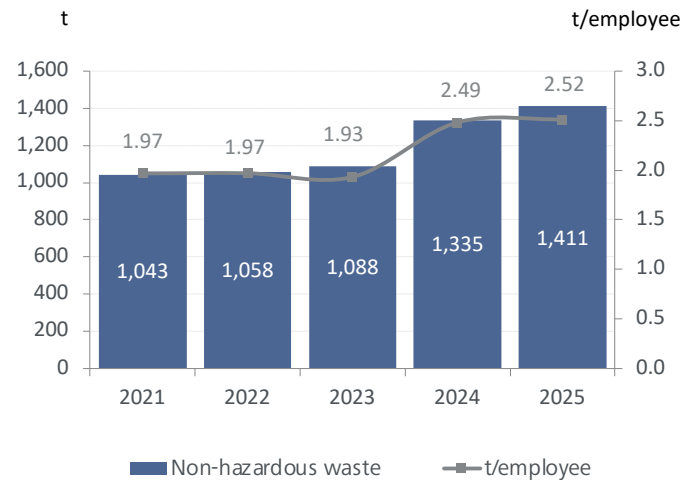


Waste collection services

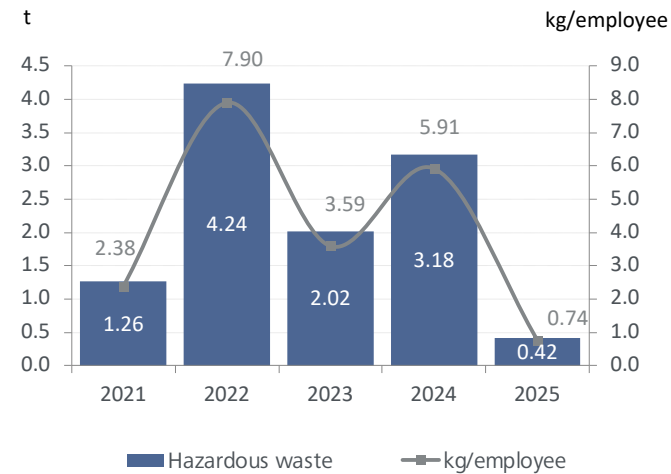
- General waste in common areas, bars, and restaurants.
- Selective collection in buildings.
- Waste from warehouses and workshops.
- Removal of waste from occasional or intensive cleanings.



Generation of non-hazardous waste



Generation of own hazardous waste





Hazardous waste generated by the APB

TYOLOGY (tons)	LER	2025	2024	2023	2022	2021
Non-chlorinated mineral engine oils, mechanical transmission oils, and lubricants	130205	0	0.559	0.011	0.313	0
Gases in pressurized containers (including halons) containing hazardous substances	160504	0.104	0.028	0	0.235	0.18
Containers containing traces of or contaminated by hazardous substances	150110	0.088	0.32	0.169	0.968	0.115
Metallic mercury	160307	0	0	0	0.395	0
Materials containing fiber cement	170605	0	0	0	0	0.6
Organic waste containing hazardous substances	160305	0	0.18	0	0	0
Lamps	200136	0	0	0.053	0	0
Fluorescent tubes/lamps	200121	0	0	0	0	0.107
WEEE (Waste Electrical and Electronic Equipment)	200123	0	0	0.16	0	0
Halogen-free machining emulsions and solutions	120109	0	0.058	0	0.133	0
Sanitary products	180103	0.096	0.0758	0.0655	0	200 l*
Other solvents and solvent mixtures	140603	0	0.132	0.132	0.079	0
Absorbents, filter materials	150202	0.128	0.143	0.356	1.315	0.075
Bilge oils collected at docks	130402	0	0	0	0	0.18
Lead-acid batteries	160601	0	1.34	1.074	0.799	0
Discarded equipment containing hazardous components	160213	0	0.34	0	0	0
TOTAL (t)		0.42	3.18	2.02	4.24	1.26

* Quantity not included in the total

External hazardous waste not generated by the APB

TYOLOGY (tons)	LER	2025	2024	2023	2022	2021
Sanitary waste	180103	0	0	0	0	0.12
Bilge oils collected at docks	130402	38.08	14.5	0	0	9.62
Oily water from oil/water separators	130507	0	0	0	0	0.74
Absorbents	150202	0	1.09	0.13	2.51	0
Aqueous liquid waste containing hazardous substances	161001/151001	0	45.64	0	39.02	0
Point source hazardous waste	160506	0	0	0.5	0	0
Equipment containing CFCs, HFCs, HCFCs, HC, NH3	16021111	0	0.14	0	0	0
TOTAL (t)		38.08	61.37	0.63	41.53	10.48





Management of Concession Waste

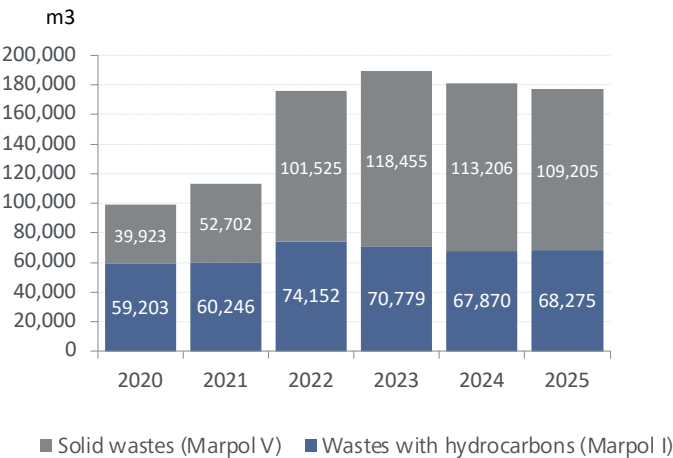
The concessions and facilities operating in the port area manage their waste and, if applicable, are registered in the waste producer registry, fulfilling their waste management obligations.

Ship Waste Management

According to the International Convention for the Prevention of Pollution from Ships, 1973 (known as the MARPOL 1973/78 Convention), ports must have adequate facilities for receiving ship waste through a port service.

In the following table, the waste delivered to the port in recent years is shown for the categories included in Annexes I.1 of the Convention (oily bilge and engine liquids), Annex I.2 (oily sludge waste), Annex I.3 (oily liquids from tank cleaning), and Annex V (solid waste). With the increase in ship traffic in recent years following the COVID-19 pandemic, the volumes of waste received have recovered, reaching pre-pandemic levels.

MARPOL Waste Management



MARPOL waste delivered by ship

Type (m3)	2022	2023	2024	2025
Oily bilge and engine fluids (1.1)	69,262	65,956	66,030	67,639
Oily sludge residue (1.2)	1,390	426	84	0
Oily tank cleaning fluids (1.3)	3,499	4,396	1,757	636
Solid waste (V)	101,525	118,455	113,206	109,205
TOTAL	175,676	189,233	181,077	177,480





Ecology and biodiversity



Interaction with natural spaces and protected species

Control of the introduction of invasive species

Control of birds

The port occupies a land area of 1,057 ha and is located near the Integral Reserve of the Llobregat Delta.

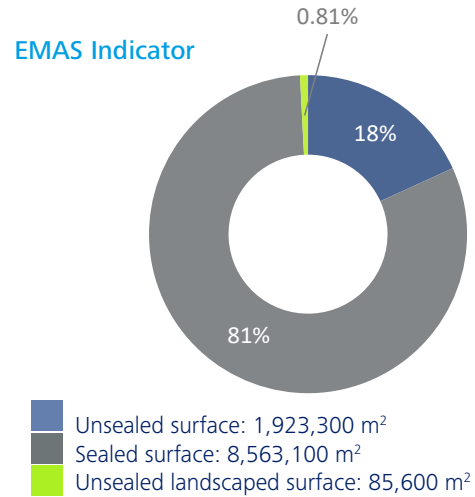
Interaction with natural spaces and protected species

The presence of the Integral Reserve of the Llobregat Delta, adjacent to the port area, necessitates precautions to ensure that port activities and construction interfere as little as possible with the ecosystems and populations of birds and other species. Notably, since 2016, a significant breeding colony of Audouin's gull (*Larus audouinii*) has established itself on the Eastern Breakwater. Since then, about 1,200 pairs breed each year, making this colony one of the most important in the Western Mediterranean.

Another innovative and proactive action taken for the preservation of animal species is the one carried out over the last ten years with the cormorant population, which has involved providing them with a new habitat.

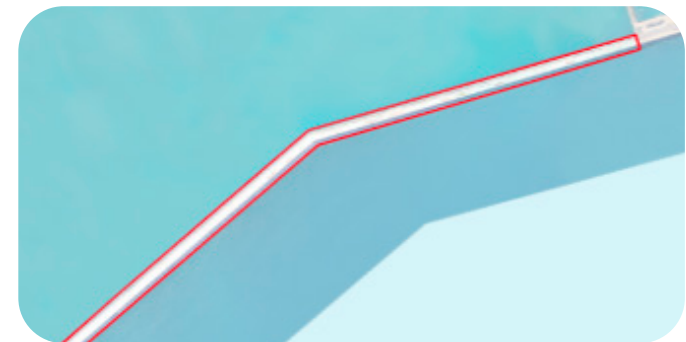
In this regard, a total of 8,157 m² located within the port facilities can be considered dedicated to the conservation and promotion of biodiversity.

EMAS Indicator



In 2025, the areas are reviewed and recalculated for their adaptation to the latest update of the Port of Barcelona's plan.

Total area in the center oriented according to nature: 8,157 m²





Control of the introduction of invasive species

Ports constitute risk points for the introduction of non-native species, which under certain conditions can become invasive. The main introduction pathways in the Port of Barcelona include ship ballast water, hull fouling of vessels, and the arrival of species associated with containers or goods.

The Port Authority of Barcelona has conducted studies and monitoring of animal and plant species to detect potential invasive non-native species. To date, the controls carried out have not identified any species recognized as invasive.

In the field of phytoplankton, monitoring focused on the detection of non-native species; their presence was not recorded, although scientific literature mentions blooms of *Alexandrium catenella* in the 1990s.

Studies on benthic species (fixed to the substrate), both in sedimentary bottoms and in vertical transects of docks, have not detected introduced invasive species. A study by the University of Barcelona in 2003-2004 on encrusting organisms noted the sporadic and isolated presence of an unidentified bryozoan, possibly non-native.

Regarding ballast water, a taxonomic and viability analysis conducted in 2004 identified up to 40 species of phytoplankton and 42 of zooplankton in a tank, concluding that their viability mainly depends on the residence time in the tank.

Finally, a 2004 study on terrestrial arthropods in the port area detected the Argentine ant (*Linepithema humile*) and the Bradysia fly, non-native species already established in the territory for years.

Bird control

The presence of seagulls and pigeons in port facilities and docks is seen as a problem due to the disturbances, dirt, and damage they can cause to the facilities. Since the year 2000, the Port of Barcelona has been implementing a deterrent control at the cruise terminal docks using loudspeakers that continuously emit calls.

In the years 2001 and 2002, the Port of Barcelona participated in the reintroduction of the Peregrine Falcon (*Falco peregrinus*) in the city of Barcelona, with the breeding of 3 chicks in an artificial nest installed in a grain silo. As a result of the initiative, the falcon population in Barcelona is consolidating, and in 2025, 4 pairs out of the 9 in Barcelona bred in the port. The continuous presence of the falcons has a deterrent effect on the pigeon population that daily descends from the city to feed at the Contradique dock and other port areas.



Starfish (*Echinaster sepositus*)



Leptogorgia sarmentosa



Peregrine Falcon (*Falco peregrinus*)





Environmental noise



Port Vell

Commercial Port

As a territorial area, the port must manage environmental noise pollution through the Noise Map; a management tool that allows the current sound reality to be graphically visualized.

Port Vell

In 2014, the Port of Barcelona conducted the Noise Map of the Port Vell sector, the area where the interaction between port activities and residential use can generate more zones of acoustic impact.

The Map considered separately the noise immission levels from different emitting sources (road traffic, maritime traffic, industrial activities, and aerial noise (airplanes)).

The main conclusion of the study is that the noise levels obtained are influenced by road traffic, and to a lesser extent by the ferries docked at the Port Vell docks.

In 2022, a study on the acoustic impact of ferry operations on residential areas was conducted to assess their effect.

Commercial port

Unlike the case of Port Vell, the study has separately considered two sources of noise: land traffic noise and maritime traffic noise, creating maps for the daytime, evening, and night periods. The study has established the Acoustic Easement Zone that would be affected by the activity and development of the port infrastructure.





Environmental Emergency



Interior Plans

Self-Protection Plan

Meteo-oceanographic Alert
Systems

Control Center Action
Procedures

The Port of Barcelona has organized and systematized the response to environmental emergency situations through 4 operational instruments.

Maritime Interior Plans

The Port of Barcelona implements an active policy of preventing incidents and accidents that involve the spillage of hydrocarbons and any other chemical products into port waters.

The instrument for prevention and response to these incidents is the Maritime Interior Plan (PIM) of the Port of Barcelona, developed by the APB and approved by the Directorate General of the Merchant Marine, which outlines the organization of the response and the means to be used.

The PIM, integrated into the National Response System for Marine Pollution, aims to organize the response to accidents or spills of harmful chemical substances and hydrocarbons into the marine environment that may pose a threat to the marine ecosystem, property, or human health.

The port's PIM is coordinated with the PIMs of the port terminals that handle chemicals and hydrocarbons.

The direction of the PIM corresponds to the Port Authority, duly coordinated with the Maritime Authority.

In 2025, 44 notices of hydrocarbon and other substance spills into port waters were recorded, of which only 4 episodes have required the activation of the PIM in alert situation and 3 more in situation "0".





New systems for spill protection

The Port of Barcelona renewed and expanded the systems in 2025 the systems to control and clean up contaminant spills in the port waters, increasing capacity and improving deployment operations. The new devices were installed during the first half of 2025 and are already fully operational.

The systems consist of four containers with barriers, two more than previously available. Three of the new containers are fixed with barriers to contain spills within the port, and the fourth is a deployable model to control spills in open waters.

The new barriers represent a substantial improvement over the previous ones. The main innovation is the incorporation of an integrated motor in the container for each of them to speed up deployment, and their total length has been extended.

The Environmental Sustainability and Energy Transition department of the Port of Barcelona highlights that **“the new systems represent a significant qualitative leap in the protection of the marine environment of the Port of Barcelona. Not only do we double the capacity of the barriers, but they are much more agile to deploy and, if necessary, will allow us to control spills much more efficiently.”**





Self-Protection Plan

Another emergency response instrument is the **Port Self-Protection Plan (PAU)** which is activated in case of accidents or incidents of any kind that may pose a risk to people.

The port's PAU is divided into 11 sectors and includes, in turn, the PAUs of all port terminals and concessions. The PAU has 3 activation levels: an initial alert level, level 1 corresponds to an emergency at a terminal, level 2 responds to a port sector emergency, and level 3 refers to an emergency involving more than one port sector.

The intervention group defined in the PAU corresponds to the Barcelona firefighters according to the collaboration agreement between the Barcelona City Council and the APB. They are specialized in port-related actions.



Meteo-oceanographic Alert System

The Port of Barcelona has implemented a notification procedure in Meteo-oceanographic Alert Situations (SAM), which consists of a response procedure to predictions of overtopping and wind intensity provided by State Ports.

In the face of storm or wind warnings, the response consists of distributing alarms to potential port stakeholders (Port Authority, Maritime Authority, terminals, and users), and activating prevention and activity restriction measures according to the anticipated risk threshold.



Control Center Operating Procedures

One of the main management tools available to the Port Authority for controlling environmental incidents is the activation of procedures by the Port Police Control Center when it receives notice of an incident.

The procedures of the Control center action plan for environmental incidents (PPC) include 19 response and notification procedures for the most common incidents related to: dust emissions, ship emissions, marine animals in the dock, terrestrial animals, water pollution, spills on roads and esplanades, noise, odors, and other similar incidents.

The procedures consist of a system for receiving notices and calls to stakeholders and actions by the Dock Guard Control Center.

The departments involved are responsible for each PPC, and the responsibility for keeping them up to date lies with the Environmental Department.

Environmental Incidents 2025	2025
Pollutant spill in maritime service area	44
Large floating objects in docks	40
Waste in docks	20
Marine animals in docks	9
Liquid spills on roadway	29
Solid spills on roadway	40
Live terrestrial animals	23
Risk of falling tree	4
Dead birds	2
Dust due to solid bulk operations	1
Black smoke from a ship's chimney	4
Soybean computer system failure	3
Complaints about unpleasant odors	1
Any incident detected in the port's sanitation network	4
TOTAL	224

Environmental Expenditure Report

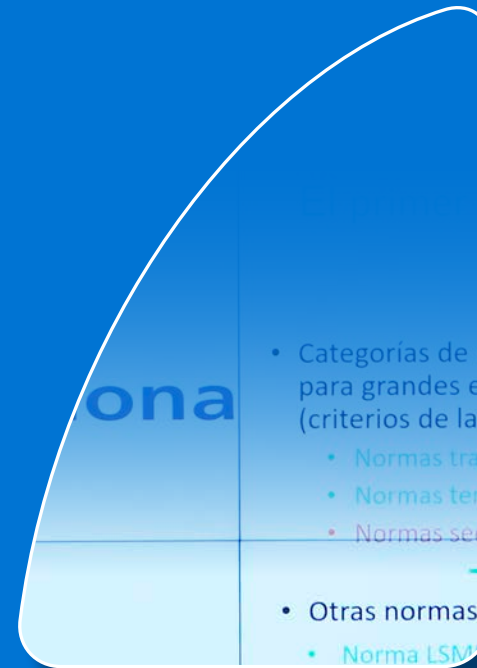
Budget spent on Environment	2025
Contaminated soils: control	€88,455.36
Water Framework Directive	€103,152.30
Air Quality Plan studies	€0.00
ISO 14001 certification	€19,720.00
Core-Clean Port	€72,037.50
Automatic air quality network maintenance	€15,599.03
Meteorological network maintenance	€42,927.70
Soybean agreement - Air monitoring network maintenance	€55,056.18
Institutional visits and engagements	€8,420.72
Energy transition plan	€41,712.00
Biodiversity studies. Blue economy	€0.00
Corporate social responsibility	€7,296.00
Biodiversity	€0.00
Environmental incidents	€9,213.96
General departmental travel	€4,436.76
TOTAL	€468,027.51



STAKEHOLDERS

73 Active participation

76 Good practice agreements (concessionaires)





Active participation



Active participation

Good environmental practices

Environmental best practice
agreements with concessionary
companies

The commitment of the Port Community of Barcelona to sustainability has been developed over recent years through the Sectoral Sustainability Plan (PSS), an initiative launched in 2014 within the framework of the Sustainability Working Group of the Governing Council. This project represented an important step in integrating social, environmental and economic criteria into port activity.

In 2023, the Sectoral Sustainability Plan evolved into the Positive Impact Port of Barcelona Plan (PI), strengthening a shared model aimed at generating value for the Port Community as a whole.

This plan expresses the willingness to act collectively beyond the individual responses of each of the organizations that make up the Port Community; that is, to do so jointly as a port enclave.

Within the framework of the Plan, actions have been defined that take into account the expectations of the Port Community's stakeholders. In this regard, the Sustainability Report is a key tool that measures the satisfaction of these expectations, including environmental ones.

In 2025, new organizations and companies from the Port Community joined the Port Sustainability Plan, bringing the total number to 157.

POSITIVE IMPACT: <https://www.portdebarcelona.cat/es/conoce-el-puerto/comunidad-portuaria/positive-impact-port>

Based on the data provided by the affiliated organizations, environmental, social, and economic performance indicators have been developed to more accurately explain how the Port Community responds to the needs of its stakeholders.

Strategic lines of the Sectoral Sustainability Plan:

- Raise awareness and disseminate the Sectoral Sustainability Plan of the Port of Barcelona.
- Create a community to develop the Sectoral Sustainability Plan of the Port of Barcelona (ambassador role).
- Manage stakeholder expectations.
- Promote environmental sustainability.
- Promote social sustainability.
- Promote economic sustainability.

* Update. June 2026



Environment section of the intranet

The APB permanently updates the Environment section of the corporate intranet, including news and videos of interest in its blog, as well as direct access to operational internal environmental procedures and documents.

Strategic lines of the Sectoral Sustainability Plan:

The Port Community's participation tool for environmental issues is framed within the Environmental Quality Working Group of the Governing Council of the Port Community, which also includes the Social Responsibility and Occupational Risk Prevention Groups.

The Environmental Quality Working Group was created in 2004, and its members are from companies in the port community representing various sectors of the port field.

In 2025, the group expanded with the Maritime Environment subgroup, so the working group now has two subgroups, terrestrial and maritime. In total, in 2025 there are 108 members representing 61 companies of the Port Community.

Among other things, the Working Group carries out two notable initiatives which are:

- The creation of an exclusive electricity purchasing group for private companies in the port sector that voluntarily join.

The auction is held annually and is conducted jointly with the one carried out by the Port Authority to award its electricity supply contract. Private companies in the purchasing group access the auction in different lots from those of the Port Authority and, once the best price is auctioned, they may or may not contract with the awarded company.

- The design and organization of technical and awareness-raising workshops aimed at members of the Port Community.

In order to raise awareness and inform members of the Port Community, technical workshops on current or relevant topics for port activity are organized every four months. The goal of these workshops is to provide support services to companies and activities that perform their functions in the port sector. To achieve this, topics that are of common interest to the majority are chosen, and efforts are made to present them clearly and always from a practical perspective, applied to the port environment.





The following shows the events held during the period 2020-2025:

06/03/2020	Workshop "Water Quality and Sanitation"
17/06/2021	Workshop "Decarbonizing Port Activity"
06/10/2021	Workshop "Towards the Energy Transition"
18/05/2022	Workshop "Improving Air Quality"
20/07/2022	Discussion on the State of the Electricity Market
29/09/2022	Workshop "Managing Soil Pollution in the Port Area"
07/11/2022	First edition of the Sustainability Workshop organized by the Sustainability Working Group of the Governing Council for the Promotion of the Port Community
22/09/2023	Workshop "LogisPort: Towards Port Efficiency and Sustainability," dedicated to promoting sustainable practices and the implementation of new technologies in the port sector
16/11/2023	Workshop "Trends in the Environmental Management of Port Activity," with the participation of environmental specialists and representatives of the Port Community of Barcelona
18/04/2024	Workshop "Financing Sustainable Actions"
25/06/2024	Workshop "Implementation of Regulations to Decarbonize Maritime Transport"
28/06/2024	Meeting "Financing Decarbonization of Port Companies"
15/07/2024	"Financing Low-Emission Freight Vehicles"
23/10/2024	"New Obligations in Corporate Sustainability"
19/03/2025	"Sustainability in Road Transport"
02/04/2025	"Decarbonization of Maritime Transport"
13/10/2025	"CAEs and Other Special Aid"
25/11/2025	"Ship Electrification"





Good Practice Agreements with Concessionary Companies

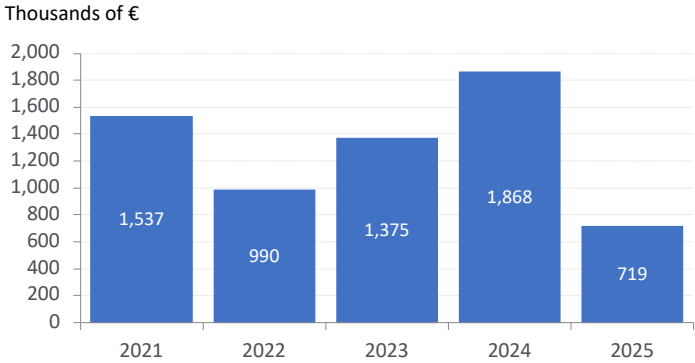
The State Ports and Merchant Marine Law contemplates the establishment of a discount on activity fee for port facilities that have a concession or authorization, or a license for the handling of goods.

This discount aims to encourage good environmental practices and requires the facility to have implemented an environmental management system and to have signed an agreement with the Port Authority itself on good environmental practices, following the model of the Good Environmental Practices Guide of the Port of Barcelona, approved by the APB on November 20, 2011, and revised on November 28, 2012.

In the agreement, the facilities commit to developing an improvement program that involves economic investment in new equipment, systems, and supplies.

In April 2025, new content was established to update these agreements, including new criteria that must be considered to qualify for discounts in the year 2026.

Evolution of Subsidized Environmental Investment



Since 2020, the companies that have signed this agreement with the APB have made investments eligible for bonuses in the amount shown in the following graph, where we observe a reduction in the last year.



ENVIRONMENTAL COMPLIANCE

- 78 Competencies of the Port Authority
- 78 Basic applicable legal requirements
- 79 International conventions
- 79 Air quality
- 79 Soil pollution
- 80 Energy transition and climate change
- 80 Most relevant provisions in 2025





Competencies



Competencies
of the Port Authority

Basic applicable legal
requirements

Competencies of the Port Authority

From an environmental point of view, the competencies of the APB contemplated in the Ports Law are as follows:

- Fight against pollution.
- Maintain and improve water quality.
- Ship waste collection service.
- Prevent soil contamination.
- Prevention and control of environmental risks (PAU and other instruments).
- Discounts for ships and concessions for environmental performance.
- Environmental control of concessions and activities through Ordinance, Instructions, terms and conditions, and concession terms.

From a broad perspective, the environmental actions of the Port Authority also encompass the following competencies and management areas:

- Control air quality and ensure its improvement.
- Manage wastewater generated by the facilities in the port service area.
- Manage environmental noise.
- Manage hazardous and non-hazardous waste.

The Port Authority of Barcelona complies with the legal requirements applicable to it during the declaration period.

Basic applicable legal requirements

The main legislation that the Port Authority of Barcelona must comply with derives from:

1. International conventions for the protection of the sea
2. Sectoral environmental legislation of the European Union
3. State and regional environmental legislation
4. Municipal ordinances and regulations





International Agreements

Among the main international agreements that affect port activities is the International Convention for the Prevention of Pollution from Ships 1973/78. The convention requires ports to have adequate and sufficient facilities for ships to dispose of their waste on land.

The Port of Barcelona has granted 3 licenses for the provision of port services for the reception of oily liquid waste from ships, and 2 licenses for the reception of solid waste.

Air Quality

The main regulations applicable to the port relate to air quality and atmospheric protection.

The main legislation that the Port Authority of Barcelona must comply with derives from:

- Law 34/2007, of November 15, on air quality and atmospheric protection, defines and establishes air quality objectives and serves as a regulatory framework for the development of national, regional, and local plans for air quality improvement.

- Royal Decree 102/2011, of January 28, on the improvement of air quality, transposes into Spanish law the content of Directive 2008/50/EC, of May 21, 2008, and Directive 2004/107/EC, of December 15, 2004.
- Royal Decree 34/2023, of January 24, which amends Royal Decree 102/2011, of January 28, on the improvement of air quality; the Regulation on industrial emissions and the development of Law 16/2002, of July 1, on integrated pollution prevention and control, approved by Royal Decree 208/2022, of March 22, on financial guarantees in waste matters.

Water Quality

The main regulation applicable to the port is related to the monitoring and assessment of surface waters and environmental quality standards, as well as those referring to discharges from combined sewer systems into port waters.

- Royal Decree 817/2015, of September 11, establishing the criteria for monitoring and assessing the status of surface waters and environmental quality standards.
- Royal Decree 509/1996, of March 15, developing Royal Decree-law 11/1995, of December 28, establishing the applicable standards for the treatment of urban wastewater, and subsequent amendments.

Soil Pollution

The main regulation applicable to the port is related to potentially polluting activities and the criteria and thresholds for soil pollution levels.

- Law 7/2022, of April 8, on waste and contaminated soils for a circular economy.
- Royal Decree 9/2005, of January 14, which establishes the list of potentially soil-polluting activities and the criteria and standards for declaring contaminated soils.



Energy Transition and Climate Change

The main regulations applicable to the port in terms of climate change are those that promote the installation of renewables and allow opening the electrical networks to new uses.

- Royal Decree-Law 17/2019, of November 22, adopting urgent measures for the necessary adaptation of remuneration parameters affecting the electrical system and responding to the process of shutting down thermal power generation plants.
- Royal Decree 244/2019, of April 5, regulating the administrative, technical, and economic conditions of self-consumption of electrical energy.
- Royal Decree-Law 15/2018, of October 5, on urgent measures for the energy transition and consumer protection.
- Law 7/2021, of May 20, on climate change and energy transition.
- DECREE LAW 24/2021, of October 26, on accelerating the deployment of distributed and participatory renewable energies.

Most relevant legal provisions in 2025

The main environmental legislation specifically applicable to the activity is listed below:

1. Royal Decree 164/2025, of March 4, approving the fire safety regulations in industrial establishments. (BOE No. 87, 04/10/2025)
2. Regulation (EU) 2025/40, of December 19, 2024, on packaging and packaging waste, amending Regulation (EU) 2019/1020 and Directive (EU) 2019/904 and repealing Directive 94/62/EC. (OJ L, 01/22/2025)
3. Royal Decree 214/2025, of March 18, creating the carbon footprint registry, compensation, and carbon dioxide absorption projects and establishing the obligation to calculate the carbon footprint and to develop and publish greenhouse gas emission reduction plans.
4. Royal Decree 659/2025, of July 22, amending Royal Decree 390/2021, of June 1, approving the basic procedure for the energy efficiency certification of buildings.
5. Royal Decree 712/2025, of August 26, on end-of-life tires
6. Royal Decree 770/2025, of September 2, amending various regulatory norms regarding industrial safety in relation to the contracting regime of authorized professionals
7. Ordinance regulating greywater utilization systems
8. REGULATION (EU) 2025/2083 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of October 8, 2025, amending Regulation (EU) 2023/956 regarding the simplification and strengthening of the Carbon Border Adjustment Mechanism.
9. REGULATION (EU) 2025/2365 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of November 12, 2025, on the prevention of plastic pellet loss to reduce microplastic pollution
10. REGULATION (EU) 2025/2650 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of December 19, 2025, amending Regulation (EU) 2023/1115 regarding certain obligations of operators and traders
11. Law 9/2025, of December 3, on Sustainable Mobility.
12. Agreement GOV/229/2025, of September 30, introducing a specific amendment to the Special Action Plan in Alert and Possible Drought Situations, approved by Agreement GOV/1/2020, of January 8.



REFERENCE DOCUMENTS

- 82 EMAS Sectoral Reference Guides and Documents
- 82 Comparative Parameters of Excellence
- 83 Reference Documents
- 83 Extracts Derived from this Declaration
- 83 Basic Environmental Indicators
- 87 2030 Agenda. SDGs
- 89 Declaration Validation
- 90 Environmental Management Certificates



EMAS Sectoral Reference Guides and Documents

On May 18, 2019, the applicability of Decision (EU) 2019/61 OF THE COMMISSION of December 19, 2018, regarding the sectoral reference document on best environmental management practices, sectoral environmental performance indicators, and benchmarks of excellence for the public administration sector within the framework of Regulation (EC) No 1221/2009, concerning the voluntary participation of organizations in a community eco-management and audit scheme (EMAS), came into force.

The APB, as an entity within the public administration sector, takes this sectoral reference document (SRD) into account when implementing and maintaining its management system and evaluating its performance through its environmental statement.

To this end, this SRD describes a list of best environmental management practices (BEMP), performance indicators, and benchmarks of excellence, which must be considered for those environmental aspects evaluated as significant or of greater impact.

Given the characteristics of the activity developed by the APB within the public administration sector, the following sections are relevant:

- 3.1 Best environmental management practices for sustainable offices,
- 3.11 Best environmental management practices in green public procurement; and
- 3.12 Best environmental management practices in environmental education and information dissemination.

This is why the APB has taken into account the BEMPs included in these sections for the planning of measures and actions to improve its environmental performance, and has identified others that were already being carried out and others that, although not directly related to its significant environmental aspects, have been considered. All actions carried out, as well as those planned, are described in each of the chapters of this environmental statement.

Similarly, the specific sectoral indicators for the significant environmental aspects have been included in the EMAS indicators table attached at the end of this document.

Comparative Excellence Parameters

The comparative excellence parameters aim to measure the level of environmental behavior by referencing the results obtained by those organizations in the sector that exhibit the highest levels of environmental performance.

Below is the degree of compliance of the APB for those comparative parameters included in the sections applicable to it and that show favorable results after evaluation. The section of the DRS where they are referenced is indicated in parentheses.

Waste generation in offices (3.1.3)

- No waste generated in office buildings is sent to landfills.

100% of the waste generated in offices is collected selectively for final recovery by authorized managers.

- The total waste generated in office buildings is less than 200 kg/full-time equivalent employee/year.

In 2025, the waste generation indicator in offices was 35 kg/full-time equivalent employee/year, well below the comparative parameter value.

Employee Commuting (3.1.5)

- Tools are applied and promoted to encourage sustainable commuting between home and work for employees.

The APB facilitates the acquisition of integrated public transport cards free of charge among its employees.

- Videoconferencing facilities are available for all staff, and their use is monitored and promoted.

All office and port police staff have access to online platforms for videoconferencing. Although a low usage percentage was recorded in 2019, a significant increase was already observed in 2020 and 2021 due to the implementation of the state of alarm during the COVID-19 pandemic, which has boosted the habit of using these platforms in previous years.

On the other hand, the port has implemented "flexiwork" which allows employees to telework from their homes one to two days a week.

Reference Documents

The information and data contained in this Environmental Statement have been obtained or calculated from our own sources, and many of them are officially communicated to different environmental bodies and authorities.

The images and graphics included are either self-produced or acquired directly or indirectly from their authors for use in this Environmental Statement.

Additionally, the International Organization for Standardization (ISO) introduced amendments on climate change on February 22, 2024, modifying clauses 4.1 (Understanding the organization and its context) and 4.2 (Understanding the needs and expectations of interested parties).

Extracts derived from this Declaration

The Port Authority of Barcelona may edit and publish extracts or summaries based on the information contained in this verified declaration, with the aim of better dissemination and informative communication in environmental management.

To this end, it will collect data and content accurately, without modifying the validated content, and may indicate or refer to them when using other units and equivalences more understandable for the recipient of such information.

The digital version of these extracts will be available to the public on the APB website in a grouped manner for easier location.

In any case, any modification of this Environmental Declaration will be communicated and transmitted in writing to the certifying body for review and verification to ensure that such changes do not alter what has already been verified and established in accordance with the European EMAS Regulation.

Basic environmental indicators

The following table shows the basic environmental indicators related to the number of workers and the surface area of the APB.



Indicators

INDICATOR	VALUE OF THE ENVIRONMENTAL MAGNITUDE					RATIOS R / EMPLOYEE				RATIOS R / SURFACE			
	Magnitude B	2023	2024	2025	Unit A	2023	2024	2025	Unit R	2023	2024	2025	Unit R
							563 emplo.	537 emplo.	561 emplo.		14,400 m²	18,900 m²	18,900 m²
MATERIAL CONSUMPTION													
	Paper	7.08	5.03	3.29	t	1.26E-02	9.36E-03	5.87E-03	t/employee	4.91E-04	2.66E-04	1.74E-04	t/m²
	Maintenance supplies	249.85	208.10	220.40	l	4.44E-01	3.88E-01	3.93E-01	l/employee	1.74E-02	1.10E-02	1.17E-02	l/m²
	Gravel and riprap	4,763.00	6,433.48	439,301.59	t	8.46E+00	1.20E+01	7.83E+02	t/employee	3.31E-01	3.40E-01	2.32E+01	t/m²
	Concrete	2,083.00	16,459.72	22,704.80	m³	3.70E+00	3.07E+01	4.05E+01	m³/employee	1.45E-01	8.71E-01	1.20E+00	m³/m²
	Steel	11,026.00	2,412.56	1,361,092	t	1.96E+01	4.49E+00	2.43E+03	t/employee	7.66E-01	1.28E-01	7.20E+01	t/m²
	Dredged materials	0.00	0.00	117,369.81	m³	0.00E+00	0.00E+00	2.09E+02	m³/employee	0.00E+00	0.00E+00	6.21E+00	m³/m²
	Filler materials	12,348.00	30,034.67	128,533.07	m³	2.19E+01	5.59E+01	2.29E+02	m³/employee	8.58E-01	1.59E+00	6.80E+00	m³/m²
	Paving	141.75	17,041.45	147.54	m³	2.52E-01	3.17E+01	2.63E-01	m³/employee	9.84E-03	9.02E-01	7.81E-03	m³/m²
	Wood	0.00	116.48	6.00	m³	0.00E+00	2.17E-01	1.07E-02	m³/employee	0.00E+00	6.16E-03	3.17E-04	m³/m²
	Particleboard	0.00	17,773.61	17,432.93	t	0.00E+00	3.31E+01	3.11E+01	t/employee	0.00E+00	9.40E-01	9.22E-01	t/m²
ENERGY CONSUMPTION													
	Total energy consumption*	8,936.08	9,128.51	13,330.69	MWh	1.59E+01	1.70E+01	2.38E+01	MWh/emplo-	1.21E-02	1.23E-02	1.79E-02	MWh/m²
	Electricity consumption*	7,308.18	7,953.57	12,212.28	MWh	1.30E+01	1.48E+01	2.18E+01	MWh/emplo-	9.87E-03	1.07E-02	1.64E-02	MWh/m²
	Fossil fuel consumption	1,627.90	1,174.94	1,118.41	MWh	2.89E+00	2.19E+00	1.99E+00	MWh/emplo-	1.13E-01	6.22E-02	5.92E-02	MWh/m²
	Total renewable energy consumption*	7,308.18	7,953.57	12,212.28	MWh	1.30E+01	1.48E+01	2.18E+01	MWh/emplo-	9.87E-03	1.07E-02	1.64E-02	MWh/m²
	Energy consumption for heating (EP) ****	0.00	0.00	0.00	MWh	0.00E+00	0.00E+00	0.00E+00	kWh/FTE	0.00E+00	0.00E+00	0.00E+00	kWh/m²
	Electricity consumption in buildings ****	3,790.16	4,039.27	4,069.66	MWh	6.89E+03	7.70E+03	7.41E+03	kWh/FTE	2.63E+02	2.14E+02	2.15E+02	kWh/m²
	Total energy consumption in buildings ****	4,631.44	4,149.46	4,069.66	MWh	8.42E+03	7.91E+03	7.41E+03	kWh/FTE	3.22E+02	2.20E+02	2.15E+02	kWh/m²
WATER CONSUMPTION													
	Irrigation water**	7,649.00	2,600.00	5,138.57	m³	1.36E+01	4.84E+00	9.16E+00	m³/employee	9.02E-02	3.07E-02	6.00E-02	m³/m²
	Building water	10,295.00	12,284.00	17,882.93	m³	1.83E+01	2.29E+01	3.19E+01	m³/employee	7.15E-01	6.50E-01	9.46E-01	m³/m²
	Guardhouse water	568.00	640.00	933.87	m³	1.01E+00	1.19E+00	1.66E+00	m³/employee	3.94E-02	3.39E-02	4.94E-02	m³/m²
	Total water***	18,512.00	15,524.00	23,955.37	m³	3.29E+01	2.89E+01	4.27E+01	m³/employee	1.87E-01	1.50E-01	2.29E-01	m³/m²



INDICATOR	VALUE OF THE ENVIRONMENTAL MAGNITUDE				RATIOS R / EMPLOYEE				RATIOS R / SURFACE			
	2023	2024	2025	Unit A	2023	2024	2025	Unit R	2023	2024	2025	Unit R
	Magnitude B				563 emplo.	537 emplo.	561 emplo.		14,400 m²	18,900 m²	18,900 m²	
WASTE GENERATION												
Total waste	1,090.94	1,399.14	1,449.81	t	1.94E+00	2.61E+00	2.58E+00	t/employee	7.58E-02	7.40E-02	7.67E-02	t/m²
Total hazardous waste	2.65	64.55	38.50	t	4.71E-03	1.20E-01	6.86E-02	t/employee	1.84E-04	3.42E-03	2.04E-03	t/m²
Gases in pressure containers, including halons, containing hazardous substances	0.00	0.03	0.10	t	0.00E+00	5.21E-05	1.85E-04	t/employee	0.00E+00	1.48E-06	5.50E-06	t/m²
Packaging containing residues of, or contaminated by, hazardous substances	0.00	0.32	0.09	t	0.00E+00	5.96E-04	1.57E-04	t/employee	0.00E+00	1.69E-05	4.66E-06	t/m²
Lead-acid batteries	1.07	1.34	0.00	t	1.90E-03	2.50E-03	0.00E+00	t/employee	7.43E-05	7.09E-05	0.00E+00	t/m²
Batteries	0.06	0.04	0.07	t	1.07E-04	7.54E-05	1.24E-04	t/employee	4.17E-06	2.14E-06	3.68E-06	t/m²
Fluorescent tubes / lamps	0.05	0.00	0.03	t	8.88E-05	0.00E+00	5.70E-05	t/employee	3.47E-06	0.00E+00	1.69E-06	t/m²
Waste electrical and electronic equipment	15.60	0.00	0.00	t	2.77E-02	0.00E+00	0.00E+00	t/employee	1.08E-03	0.00E+00	0.00E+00	t/m²
Toner cartridges	0.34	0.00	0.00	t	6.04E-04	0.00E+00	0.00E+00	t/employee	2.36E-05	0.00E+00	0.00E+00	t/m²
Halogen-free machining emulsions and solutions	0.00	0.06	0.00	t	0.00E+00	1.08E-04	0.00E+00	t/employee	0.00E+00	3.07E-06	0.00E+00	t/m²
Healthcare waste	0.07	0.08	0.10	t	1.24E-04	1.41E-04	1.71E-04	t/employee	4.86E-06	4.01E-06	5.08E-06	t/m²
Bilge oils collected at docks	0.00	14.50	38.08	t	0.00E+00	2.70E-02	6.79E-02	t/employee	0.00E+00	7.67E-04	2.01E-03	t/m²
Absorbents	0.49	1.23	0.13	t	8.70E-04	2.30E-03	2.28E-04	t/employee	3.40E-05	6.52E-05	6.77E-06	t/m²
Other solvents	0.13	0.13	0.00	t	2.31E-04	2.46E-04	0.00E+00	t/employee	9.03E-06	6.98E-06	0.00E+00	t/m²
Used oils	0.01	0.56	0.00	t	1.78E-05	1.04E-03	0.00E+00	t/employee	6.94E-07	2.96E-05	0.00E+00	t/m²
Paper and cardboard	35.53	37.90	38.08	t	6.31E-02	7.06E-02	6.79E-02	t/employee	2.47E-03	2.01E-03	2.01E-03	t/m²
Lightweight packaging	7.37	7.00	5.36	t	1.31E-02	1.30E-02	9.55E-03	t/employee	5.12E-04	3.70E-04	2.84E-04	t/m²
Glass	4.67	3.38	2.74	t	8.29E-03	6.29E-03	4.88E-03	t/employee	3.24E-04	1.79E-04	1.45E-04	t/m²
Scrap metal	0.00	28.19	18.93	t	0.00E+00	5.25E-02	3.37E-02	t/employee	0.00E+00	1.49E-03	1.00E-03	t/m²
Minor construction and demolition waste	381.83	513.16	383.81	t	6.78E-01	9.56E-01	6.84E-01	t/employee	2.65E-02	2.72E-02	2.03E-02	t/m²
Tyres and fenders	35.37	42.16	71.15	t	6.28E-02	7.85E-02	1.27E-01	t/employee	2.46E-03	2.23E-03	3.76E-03	t/m²
General non-hazardous waste	507.22	583.66	535.10	t	9.01E-01	1.09E+00	9.54E-01	t/employee	3.52E-02	3.09E-02	2.83E-02	t/m²
Plastic packaging	0.00	4.47	3.78	t	0.00E+00	8.32E-03	6.74E-03	t/employee	0.00E+00	2.36E-04	2.00E-04	t/m²
Sewer cleaning waste	90.54	59.72	211.70	t	1.61E-01	1.11E-01	3.77E-01	t/employee	6.29E-03	3.16E-03	1.12E-02	t/m²
Clothing / textiles	0.00	0.38	0.01	t	0.00E+00	7.13E-04	8.91E-06	t/employee	0.00E+00	2.03E-05	2.65E-07	t/m²
Sanitary hygiene waste	0.22	0.00	0.00	t	3.91E-04	0.00E+00	0.00E+00	t/employee	1.53E-05	0.00E+00	0.00E+00	t/m²
Green waste	1.72	0.00	0.00	t	3.06E-03	0.00E+00	0.00E+00	t/employee	1.19E-04	0.00E+00	0.00E+00	t/m²
Discarded equipment containing hazardous components	0.00	0.34	0.00	t	0.00E+00	6.33E-04	0.00E+00	t/employee	0.00E+00	1.80E-05	0.00E+00	t/m²



8 DECENT WORK AND ECONOMIC GROWTH

11 SUSTAINABLE CITIES AND COMMUNITIES

16 PEACE, JUSTICE AND STRONG INSTITUTIONS

17 PARTNERSHIPS FOR THE GOALS





8 DECENT WORK AND ECONOMIC GROWTH



11 SUSTAINABLE CITIES AND COMMUNITIES



16 PEACE, JUSTICE AND STRONG INSTITUTIONS



17 PARTNERSHIPS FOR THE GOALS



INDICATOR	VALUE OF THE ENVIRONMENTAL MAGNITUDE				RATIOS R / EMPLOYEE				RATIOS R / SURFACE			
	2023	2024	2025	Unit A	2023	2024	2025	Unit R	2023	2024	2025	Unit R
Magnitude B					563 emplo.	537 emplo.	561 emplo.		14,400 m²	18,900 m²	18,900 m²	
Rejected equipment that does NOT contain hazardous components	0.00	2.41	2.65	t	0.00E+00	4.48E-03	4.72E-03	t/employee	0.00E+00	1.27E-04	1.40E-04	t/m²
Concrete mixes, bricks, tiles, and ceramic materials	0.00	37.98	124.90	t	0.00E+00	7.07E-02	2.23E-01	t/employee	0.00E+00	2.01E-03	6.61E-03	t/m²
Biodegradable waste	0.00	2.32	0.00	t	0.00E+00	4.32E-03	0.00E+00	t/employee	0.00E+00	1.23E-04	0.00E+00	t/m²
Aqueous liquid waste containing hazardous substances	0.00	45.64	0.00	t	0.00E+00	8.50E-02	0.00E+00	t/employee	0.00E+00	2.41E-03	0.00E+00	t/m²
One-off waste	8.64	0.00	0.00	t	1.53E-02	0.00E+00	0.00E+00	t/employee	6.00E-04	0.00E+00	0.00E+00	t/m²
Sludge from cleaning, peeling, centrifuging, and separation	0.00	6.00	0.00	t	0.00E+00	1.12E-02	0.00E+00	t/employee	0.00E+00	3.17E-04	0.00E+00	t/m²
Waste from collection and disposal that is not subject to special requirements	0.00	0.14	12.59	t	0.00E+00	2.62E-04	2.24E-02	t/employee	0.00E+00	7.44E-06	6.66E-04	t/m²
Wood	0.00	5.68	0.00	t	0.00E+00	1.06E-02	0.00E+00	t/employee	0.00E+00	3.01E-04	0.00E+00	t/m²
Rejected equipment containing chlorofluorocarbons	0.00	0.14	0.42	t	0.00E+00	2.61E-04	7.49E-04	t/employee	0.00E+00	7.41E-06	2.22E-05	t/m²
Organic waste containing hazardous substances	0.00	0.18	0.00	t	0.00E+00	3.35E-04	0.00E+00	t/employee	0.00E+00	9.52E-06	0.00E+00	t/m²
BIODIVERSITY												
Total land use	10,565,000	10,565,000	10,572,000	m²	18,765.54	196.74,12	18,844.92	m²/employee	-	-	-	-
Total sealed area	8,367,000	8,484,600	8,563,100	m²	14,861.46	15,800.00	15,263.99	m²/employee	-	-	-	-
Total area at the center oriented according to nature	8,157	8,157	8,157	m²	14.49	15.19	14.54	m²/employee	-	-	-	-
EMISSIONS												
CO2eq emissions	493.52	478.47	591.43	teqCO₂	0.88	0.89	1.05	tCO₂eq/em-	3.43E-02	2.53E-02	3.13E-02	tCO₂eq/m²
CO2eq emissions from buildings ****	285.52	190.49	427.13	teqCO₂	519.13	363.05	778.13	kgCO₂eq/FTE	1.98E+01	1.01E+01	2.26E+01	kgCO₂eq/m²

Notes:

- * Facilities + illuminated outdoor area: 745,100 m².
- ** Green area: 85,600 m².
- *** Green area + facilities: 104,500 m².
- **** Sectoral indicator for public administration associated with significant environmental aspects

In 2025, the surfaces are reviewed and recalculated to adapt to the latest update of the Port of Barcelona plan for areas within the scope of the environmental management system and for a 3-year history.

EP - Primary energy.
FTE (Full-time equivalent employee): 549



2030 Agenda

OBJETIVOS DE DESARROLLO SOSTENIBLE

Environmental management

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Natural Resources

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Improvement of water quality

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Improved air quality

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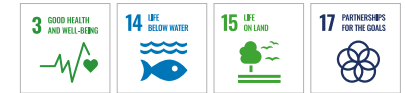
Climate Strategy

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Soil pollution prevention

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Environmental control of port works

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Waste management and third-party services

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Ecology and biodiversity

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Environmental noise management and control

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Environmental emergency plans

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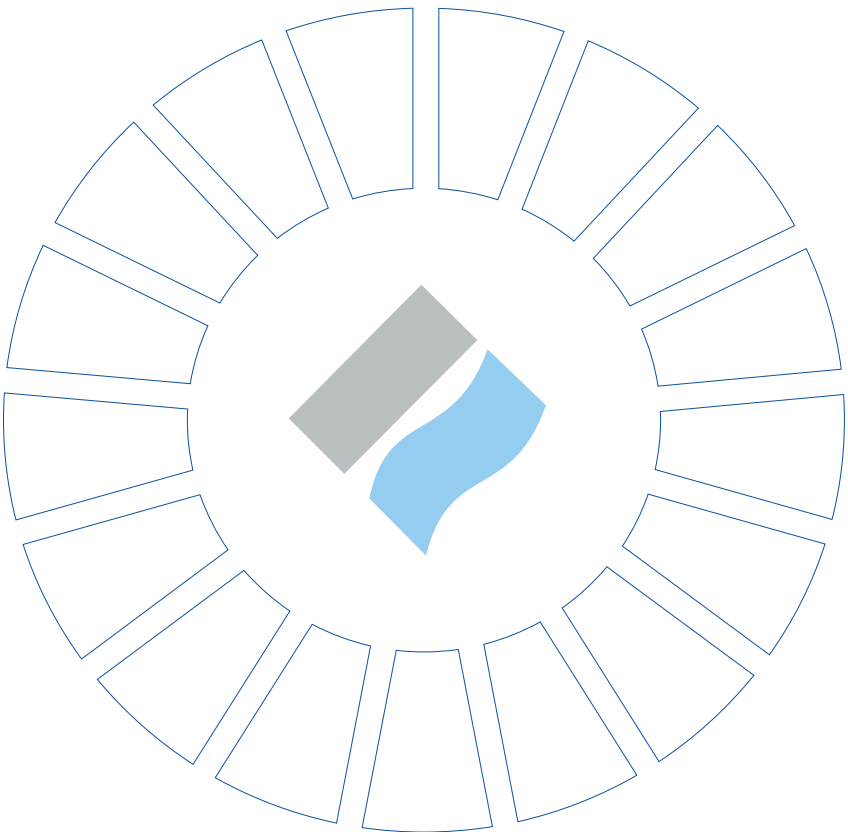
Stakeholders

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Environmental compliance, guides and references

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Statement Validation

ENVIRONMENTAL STATEMENT VALIDATED BY:

ENVIRONMENTAL AUDITOR: Cámara Certifica

NUMBER: ES-V-0017

VERIFIER: Alfredo Sanchis Pérez



Environmental Management Certificates





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Port de Barcelona

**SUSTAINABLE
DEVELOPMENT GOALS**