A large-scale construction project is shown at sunset. The sky is a mix of orange, yellow, and blue. In the foreground, a long, dark bridge structure is being assembled. Several tall cranes are visible, some with their jibs extending across the frame. The overall scene is industrial and dramatic.

2015 Environmental Code of Practice

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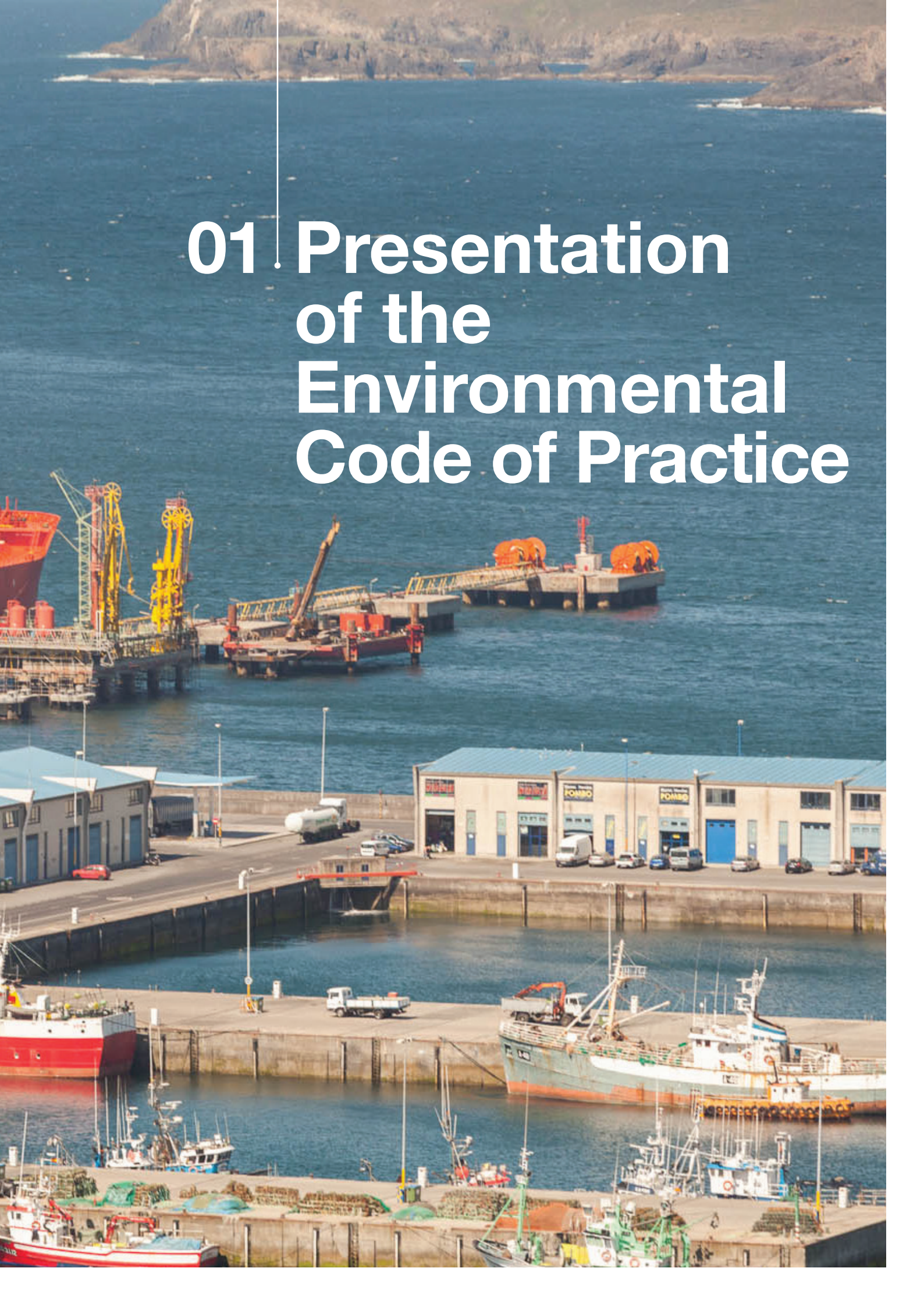
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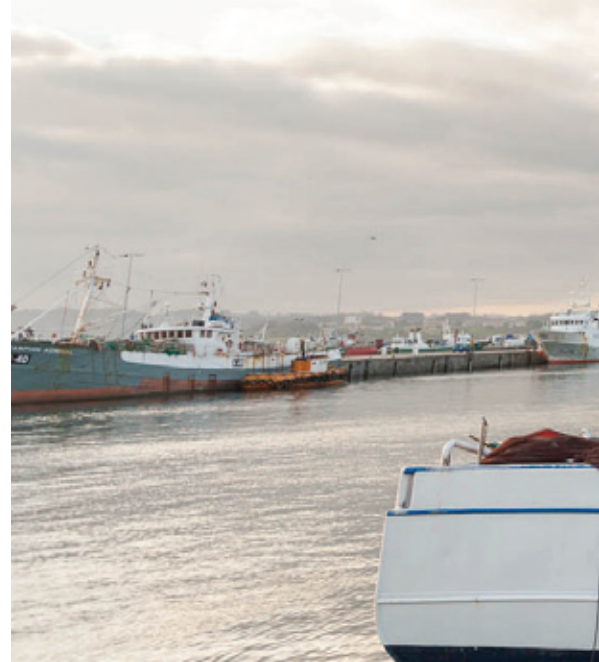
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01. Presentation of the Environmental Code of Practice



01 Presentation of the Environmental Code of Practice



1.1. Introduction

Article 27.2 of Spanish Legislative Royal Decree 2/2011, of 5 September, approving the Revised Text of the State Ports and Merchant Navy Act, establishes that Port Authorities are responsible for the management and administration of their economic resources, in a setting of management autonomy, with criteria of effectiveness, efficiency and environmental sustainability.

In compliance with this provision, in 2007 the Port Authority of A Coruña set out an environmental strategy based on the following aims:

- To achieve a high level of technical commitment in port services and operation through the control thereof, the systematisation of environmental management, and risk prevention.
- To acknowledge the concerns of our stakeholders.
- To communicate and report on our response.
- To seek the collaboration of the Competent Authorities.

This strategy was conceived to transform the port's interrelation with the environment into one of the resources that make its growth possible, preventing the poor management of environmental aspects in commercial activities from adversely affecting the business, by optimising the construction process and the use of its infrastructures, and achieving the integration thereof with the environmental and social setting by promoting sustainable development as the management model for port activity.

The Port Authority of A Coruña is implementing this strategy through this code of conduct, and by means of a management system which includes the requirements of the UNE-EN ISO 14001:2004 standard and the Regulations of the European Parliament and of the Council regarding the voluntary participation of organisations in an EU environmental management and auditing system (EMAS), registered with the code ES-GA-000353.

1.2. Integrated management policy

The Port of A Coruña is an industrial and logistical infrastructure which forms part of a general transport system of an inter-modal, sustainable and competitive nature, and is an important interconnection node and logistic platform in the north-west of the Iberian Peninsula.

Accordingly, the aim for the Port Authority is to be the major industrial and logistic support in the north-west of the Iberian Peninsula, focus efforts on:

- Generating spaces which enable freight traffic and the coordination of the different agents that facilitate the transit of goods through the port.
- Ensuring that operations associated to the movement of solid and liquid bulks are carried out respecting environmental and industrial safety conditions.
- Analysing fishery spaces with the aim of allowing the number of purchasers to grow, optimising the operation thereof, and having sufficient space for fish processing.



- Encouraging cruise ship traffic and growth in the sector as a port of call, improving the quality of our services and safety operations.
- Encouraging nautical sports in the metropolitan setting and the improvement of services offered to ships.

Our mission is to provide efficient services, creating opportunities for improving our customers' competitiveness, and boosting the economic development of the setting, all within this framework of sustainable growth.

The Port Authority's fundamental values are customer service, integrity in the way we work, and respect for the environment. Other values relevant for the Management include the following:

- The well-being of employees
- Service quality
- Integrity
- Commitment as a company value (CSR)
- Growth of the organisation.

With all this in mind, we are establishing lines of action in accordance with the following commitments:

- Improving the range of port infrastructures, services and navigation aids, taking the expectations of all our stakeholders into account.
- Focusing our management on addressing shortcomings in the provision of services as well as on preventing environmental contamination and occupational health

and safety, through the adoption of environmental programmes for each environmental aspect and the implementation of safety verification programmes.

- Respecting and complying with the legal requirements applicable in any legal setting, as well as with any other commitment acquired.
- Incorporating the principle of continuous improvement into the management of our activities, defining annual objectives aimed at providing eco-efficient services with a view to improving competitiveness, preserving natural resources in the port setting, and ensuring the health and safety of workers.
- Increasing the involvement of all members of the organisation and of the port community in pursuit of our objectives through training and awareness-raising plans.
- Assuming the initiative in the deployment of communications channels with the port community, Government Agencies, social and economic agents and society in general, to inform on the management of environmental aspects and on the commitments assumed in the field of social responsibility.
- Incorporating all processes into one single management system, seeking optimal coordination between the different functions and maximum efficiency in production and management activities.

While encouraging the participation of all members of the Port Authority in the development and deployment of the management system, the Management assumes the commitment of galvanising, publicising and updating this policy, and of assigning the resources needed to put it into practice.

1.3. Aim

The aim of this document is to establish the principles regulating the port of A Coruña's environmental principles.

The objective of this code, based on the principle of self-regulation from Environmental Code of Practice of the European Sea Ports Organisation (ESPO), is to provide tools for each and every one of the workers, service providers, users of services and facilities, holders of concessions and authorisations, and persons conducting any type of commercial activity in the service area (hereinafter, the port), in order for them to assume environmental protection as part of the port's culture.

It constitutes the "environmental conditions" required by the monitoring programme established in section 7 of the Declaration on Environmental Impact of the outer port, and include in their technical instructions the "protective and corrective measures to be taken", as established in Annex 9 of Environmental Impact Study for the project for the new port facilities in Punto Langosteira.

The code provides references for the identification of and recommendations on the application within the port of the environmental legislation, knowledge of which is essential for the proper management of environmental risks derived from port activities, or in order to obtain environmental rebates (see section 1.7 **Environmental rebates**). In addition to regulating port activity from the perspective of its environmental impact, its set of regulations are particularly relevant for port users subscribing to the code (see section 1.11 **Adherence to the code of conduct**) and, by determining the desirable behaviours, supplements the requirement for means and plans set forth in Article 62.2 of the aforesaid Legislative Royal Decree 2/2011 and in the extensive environmental legislation currently in force.

This environmental code of conduct is not a rigid document; rather it is flexible and open. It can, has been, and must be modified and supplemented in line with the development of environmental regulations and the equipment and practices of Port work, maritime trade, or when new work centres or environmental and technological aspects arise and need to be addressed.

1.4. Geographic scope of application

The geographic area of application comprises the service area of the inner and outer ports of the Port of A Coruña and

the port's public domain areas subject to maritime signalling service (hereinafter the service area) in the Port of A Coruña.

1.5. Scope of activities

The scope of application includes all processes, services and activities carried out by habitual or sporadic users of the Port of A Coruña in its service area. These include the general, port, commercial and navigation aid services, and the activities carried out in the common areas and the authorised and concessional spaces in the Port of A Coruña.

1.6. Competences

The Port Authority of A Coruña (hereinafter, the Port Authority) is a legal entity under Public Law, with its own legal personality and assets, which manages the Port of A Coruña, and is a member of the group of Spanish Ports of general interest.

Pursuant to article 25 of Legislative Royal Decree 2/2011, it has the following competences:

- a. The provision of general services, as well as the management and control of port services to ensure that the same are conducted under optimal conditions of efficacy, cost-effectiveness, productivity and safety, without prejudice to the competence of other bodies.
- b. The management of the port's service area and of port uses, in partnership with the Government Agencies competent in the matter of territorial organisation and urban planning.
- c. The planning, project, construction, conservation and operation of the port's works and services, and that of the maritime signalling entrusted to the same, subject to the provisions of this law.
- d. The management of the port's public domain and maritime signalling ascribed to the same.
- e. The optimisation of financial management and optimisation of the assets and resources assigned to the same.
- f. Promoting industrial and commercial activities related with maritime or port traffic.

1. Resolution of 23 February 2001, from the Secretary General for the Environment, by way of which the Declaration on the Environmental Impact on the Port Authority of A Coruña's "New port installations in Punta Langosteira" project is formulated.



- g. Coordinating the operations of different modes of transport in the port area.
- h. The management and coordination of both maritime and terrestrial port traffic.

The Port Authority is also responsible (art. 62.3) for the prevention and control of emergencies owing to pollution in the port's service area, as well as for the cleaning-up and monitoring of any instances of pollution which may arise.

One of the key aspects in the new legal setting of ports addressed by Legislative Royal Decree 2/2011 is the environmental component, which must permeate through all port activity, with regard to both infrastructures and facilities, and to the provision of general, port and commercial services. Thus, its objectives also include that of encouraging the concept of sustainability within Port Authorities' management mechanisms.

1.7. Environmental rebates

Although Port Authorities have no sanctioning powers in environmental matters², apart from the above stated, they do have the power to foster environmental commitment among port companies. Article 245 of Legislative Royal Decree 2/2011 establishes "Rebates on activity and use fees", the environmental conditions that must be met in order for holders of licences for providing port or goods handling services, holder of the concession or authorisation for a goods handling terminal and holders of concessions or authorisations conducting the activities fishing, nautical sport or the construction, repair, transformation or scrapping of ships to obtain rebates on the activity rates they pay to the Port Authority. As will be seen in section 1.11 **Adherence to the code of conduct**, this adherence will be a prerequisite for obtaining rebates of this type.

Table 1. Rebates to be applied to encourage best environmental practices. Legislative Royal Decree 2/2011, art. 245.

SERVICE PROVIDED	BONUS	FEE
a) When the ship accredits the improvement envisaged in the International Environmental regulations, and has subscribed an agreement with the Port Authority	5%	Ship
b) Whenever the holder of a goods handling or terminal licence meets the requirements, the following rebates will be applied to the activity rate	In general: 15% Handling of solid or liquid bulks: 20%	Activity
c) When the holder of a concession or authorisation conducts the activities of fishing, nautical sport or the construction, repair, transformation or scrapping of ships	15%	Activity

2. On 14 October 2008, the State Attorney in A Coruña issued a report on the exercising of sanctioning power in environmental matters within the port's service area. Said report concluded that "In general, the sanctioning powers which correspond to the State Administration (Port Authorities or the Ministry of Public Works) on environmental matters with regard to the activities conducted in the port's service area must be understood to be limited to those cases in which the source of contamination is an object located in the water, which includes contamination from ships, fixed platforms, floating devices, and other facilities located in waters over which Spain has sovereignty or jurisdiction".



1.8. Effective date

The General Regulations on environmental aspects and the technical instructions for activities will be applicable as of the day following the approval thereof by the Port Authority of A Coruña's Board of Directors.

1.9. Period covered by the code. Versions

The successive updates of the general regulations and the technical instructions for Environmental Code of Practice must be approved by the Board of Directors, providing the version number and approval date thereof.

The Port Authority will make the version currently in force available to users from the Environment section of the Port Authority's website <http://www.puertocoruna.com> and <http://cma.puertocoruna.com>.

1.10. Structure of the code

The code has been divided into five chapters: Presentation (Chapter 1), General Regulations for environmental aspects

(Chapter 2), Technical Instructions for various activities conducted within the port (Chapter 3), a specific section on Climate Change (Chapter 4) and a Glossary of the terms employed (Chapter 5).

1.11. Adherence to the code of conduct

Adherence to the code and compliance with the recommendations established in the applicable technical instructions will be obligatory for those companies whose environmental authorisations (atmospheric emissions authorisation, entries in the general registry of producers and managers of waste materials, etc.) cite Environmental Code of Practice in their conditions.

Companies offering general, port or commercial services in the port of A Coruña must subscribe to Environmental Code of Practice during the first month after commencing the provision, and remain subscribed throughout the service provision period.

Adherence to the code will also be obligatory for those companies applying for rebates "to encourage good environmental practices", addressed in section 1.7 **Environmental rebates**.

The period for voluntary subscription is one calendar year, and in order to maintain the same, the subscribed company will need to:



- establish an environmental policy in line with the Port Authority's Integrated Management Policy,
- monitor the environmental aspects of its activities, applying the best available technologies and best practices described in the code,
- train its personnel in the applicable General Regulations and Technical Instructions in its field of activity,
- introduce clauses of an environmental nature into contracts with suppliers and sub-contracted companies,
- promote the systematisation of environmental management in its commercial activities,
- promote energy eco-efficiency and greenhouse gas emission reduction measures and objectives in its operations and activities,
- issue an annual report on the implementation of the code in its commercial activities within the Port of A Coruña.

the integration of the technical and general instructions on the code of conduct, including that information concerning greenhouse gas emissions, into the company's operating procedures, must be clearly demonstrated (see Chapter 4).

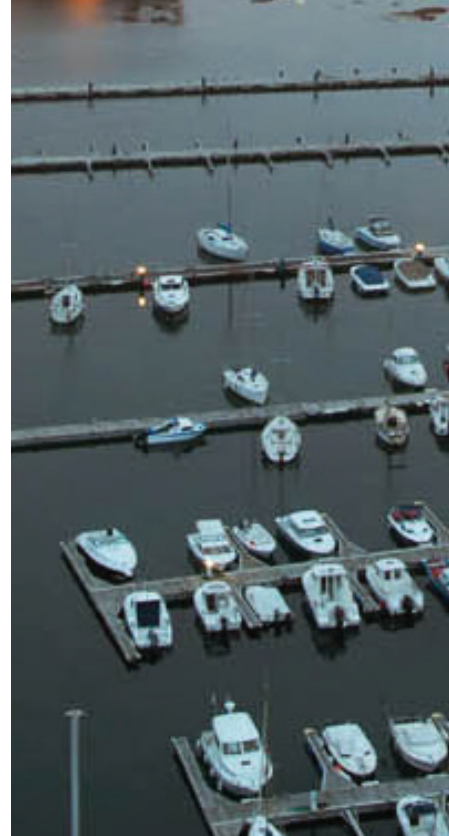
If this information is not remitted in the first quarter of each year, the company will not be deemed to have subscribed to the port's environmental code of conduct.

1.11.1. Annual report

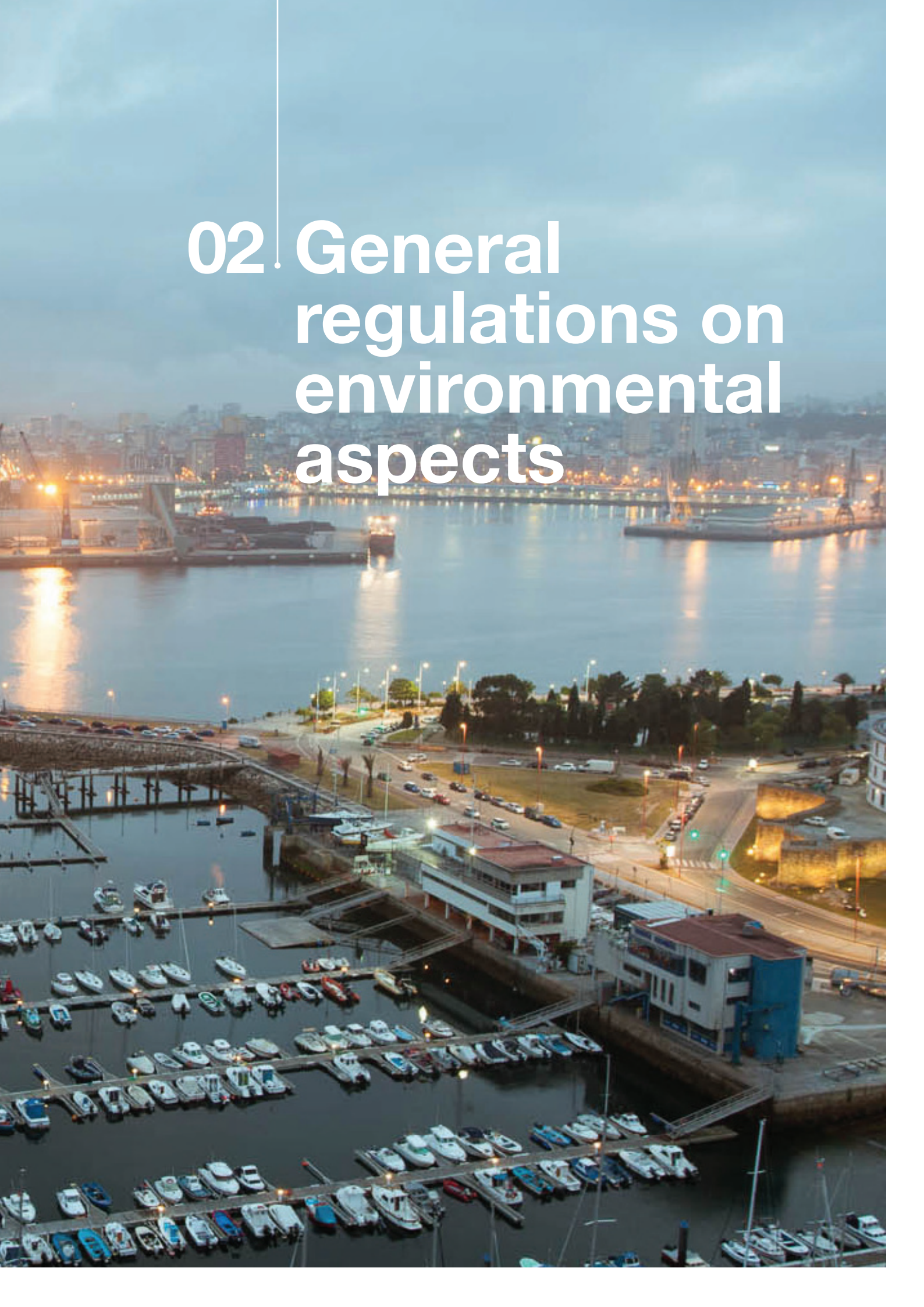
During the first quarter of each year, the subscribed company must inform the Port Authority on the aforementioned points. Those companies with an ISO 14001:2004 or EMAS III-compliant environmental management system will be able to submit their Environmental Declaration for the previous year, as well as the results of their external audits, to maintain their subscription to the code; in the Environmental Declaration



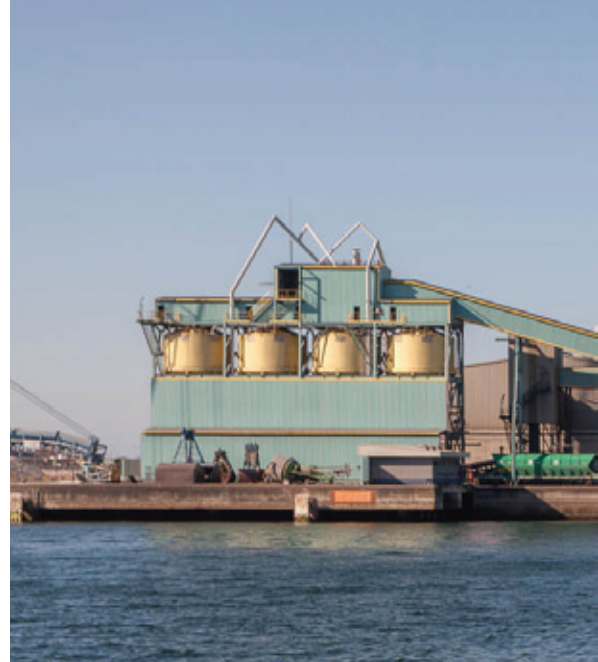
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02. General regulations on environmental aspects



02 General regulations on environmental aspects



2.1. Waste

Compliance with these general regulations is obligatory for all users and persons who produce waste³, whose activities are likely to generate waste, or those which are entrusted with the management thereof (collection, classification, storage, transport, recovery and elimination) and who must thus operate in the service area.

2.1.1. General aspects

2.1.1.1. Producer or holder of waste

Producers or holders of waste shall attempt to prevent the generation thereof. In any case, and in accordance with the obligations established by the applicable legislation, the producer or holder is responsible for:

- a. Applying the treatment of waste itself.
- b. Entrusting the treatment of its waste to a trader or to a body or company registered in accordance with the applicable legislation.
- c. Delivering the waste to a public or private waste collection agency, for the treatment thereof.
- d. Providing documentary accreditation of the aforesaid operations.

In any case, the producer or holder of waste is responsible for the proper depositing of the same, in a segregated manner, in suitable containers, duly identified by means of pictograms and colours, and of ensuring the management thereof in accordance with strictest applicable legislation (hereinafter, **proper management**).

The granting of a concession or authorisation in the port's public domain confers the status of holder of the waste generated or located on the concession or authorisation and, thus, the responsibility for the proper management thereof, and compliance with any legal obligations⁴ which may be applicable.

2.1.1.2. Waste manager

Managers who perform waste collection or treatment activities in the port's service area (general cleaning, reception of waste from ships, or the commercial waste management services) must:

In the case of managers collecting or transporting waste:

- a. Collect the waste, leaving the areas for the storage or depositing of waste (areas of land with one or more waste containers or recipients) clean, and transport the same in compliance with the legislation on the transport of waste currently in force, as well as the contractual provisions.
- b. Wash and disinfect the waste collection containers at least once a month.

3. Waste: Any substance or object that owners discard, or have the intention or obligation of discarding (Law 22/2011 on Waste and Contaminated Soils).

4. Law 22/2011 on Waste and Contaminated Soils, Law 10/2008, of 3 November, on Waste in Galicia, Decree 59/2009 of 26 February, regulating the traceability of waste, and Decree 174/2005, of 9 June, regulating the legal system for the production and management of waste and the General Registry of Producers and Managers of Waste Materials of Galicia.



- c. Keep hazardous waste packaged and labelled during collection and transport, in accordance with the legislation in force.
- d. Keep the waste received segregated, conduct the proper management thereof, deliver the same to authorised bodies or companies for the treatment thereof, and provide documentary evidence of said delivery⁵.

In any case, waste managers will have the following obligations:

- a. To perform the waste treatment in accordance with the provisions appearing in their authorisation, and to provide documentary accreditation thereof
- b. To manage the waste generated as a result of their activity properly.

The Port Authority of A Coruña may request from general, port or commercial service providers which generate or manage waste as a consequence of their activity for information relating to the activities conducted, the types and quantities of waste generated, as well as the management procedures carried out and the financial cost thereof.

The Port Authority of A Coruña, in agreement with the environmental body of the Government of the Autonomous Community of Galicia, may demand the halting of commercial

or industrial activities if the improper management of the waste generated entails a serious risk for the health of persons or the environment.

2.1.1.3. Household waste

Household waste⁶ must be deposited by the owners or holders thereof in a segregated manner in specific waste containers, according to the category of the same, and may be managed by the commercial waste management service contracted, or by the general cleaning service in the case of public containers.

Waste awaiting collection must not be deposited in the service area, except in waste containers or other recipients located in the storage or depositing areas.

2.1.1.4. Commercial or industrial waste

Commercial⁷ and industrial⁸ waste must be deposited by the owners or holders thereof in a segregated manner in specific waste containers, according to the category of the same, and will be managed by a commercial waste management service contracted by the producer or holder thereof for said purpose.

5. Pursuant to Decree 59/2009, of 26 February, regulating the traceability of waste.

6. Household waste: waste generated in homes as a consequence of household activities. Domestic waste is also understood as that similar to the foregoing generated in services and industries. Waste resulting from the cleaning of public highways, green areas, recreational areas and beaches, dead domestic animals and abandoned vehicles shall also be considered as household waste (Law 22/2011 on Waste and Contaminated Soils).

7. Commercial waste: waste generated through commercial activity itself, either wholesale or retail, by catering services or bars, offices and markets, as well as the rest of the services sector (Law 22/2011 on Waste and Contaminated Soils).

8. Industrial waste: waste resulting from manufacturing, transformation, use, consumption, cleaning or maintenance processes generated by industrial activities, Law 22/2011 on Waste and Contaminated Soils.

Commercial or industrial waste must not be stored or deposited in the service area, except in waste containers or other recipients located in the storage or depositing areas. Equipment and machinery must not be left discarded on the quays; they must be properly managed as industrial waste.

2.1.1.5. Hazardous waste

The hazardous waste generated (used oils, contaminated materials, granulated materials, paint and solvent residue, etc.) must be separated and deposited in containers which correctly identify the type of waste they contain and the owner thereof, and it must be managed properly through the corresponding authorised waste managers.

Those producers which reach or exceed 10,000 kg of hazardous waste⁹ generated must be in possession of the mandatory authorisation¹⁰. In the case of less than 10,000 kg of dangerous waste being produced per year, the producer must register in the General Registry of Producers and Managers of Waste Materials of Galicia as a small producer.

Producers of hazardous waste shall make the documentation accrediting their proper management of their waste permanently available to the Port Authority.

Their duties include, but are not limited to, registering and keeping the acceptance and control/monitoring documents, or delivery slips, as well as the information contained in the Hazardous Waste Record book which they must keep, on file for a period of at least five years.

In summary, said information will include the following:

- a. Quantity of waste generated,
- b. Nature and Identification
- c. Operations and treatments carried out, and the dates thereof,
- d. Collection frequencies and means of transport.

On an annual basis, and as part of the information referred to in section 1.11 **Adherence to the code of conduct**, those companies signed up to the code of conduct must remit to the

Port Authority information on the hazardous waste generated and the management thereof.

2.1.1.6. Ship-generated waste (MARPOL waste)

Ship-generated waste¹¹, also referred to as MARPOL waste, must be delivered to a port reception facility, authorised in accordance with the Reception and Handling Plan for ship-generated waste (which can be downloaded from the Environment section of the Port Authority's website <http://www.puertocoruna.com>).

The application of this plan ensures the proper environmental management of ship-generated waste.

2.1.1.7. Construction and demolition waste

Waste generated in construction or demolition work (CDW), promoted by both the Port Authority and port users must be managed pursuant to the provisions of the corresponding Waste Management Plans, for the subsequent delivery thereof to managers authorised to deal with waste of this type.

In the production and management of CDW¹², the roles of the producer and holder of CDW are defined; these are habitually the contractor and the constructor, respectively, and each of them is assigned specific obligations, which can be summarised as follows:

- To incorporate a CDW Management Study into the construction project.
- To conduct an inventory of the hazardous waste that will be generated (for demolition, renovation, repair or refurbishment work), to be included as part of the aforementioned Study. The selective removal of this waste must be envisaged, to prevent any mixing of the same or with any other non-hazardous waste, ensuring the delivery thereof to authorised managers of hazardous waste.
- To be in possession of the documentation accrediting the management of the waste (on site or by an external manager).

9. Hazardous waste: residue which has one or more of the hazardous characteristics described in Annex III of Law 22/2011, as well as the recipients and containers which may have contained the same (Law 22/2011 on Waste and Contaminated Soils).

10. Decree 174/2005, of 9 June, for the legal system for the production and management of waste and the General Registry of Producers and Managers of Waste Materials of Galicia, and they will be subject to the consolidated text of Royal Decree 833/1988, of 20 July, approving the Regulations for the implementation of Basic Law 20/1986, on Toxic and Hazardous Waste.

11. Ship-generated waste: all residue, including wastewater and waste other than that arising from the cargo, generated while the ship is in service and which are regulated by annexes I, IV, V and VI of the MARPOL 73/78 Convention, as well as cargo-related waste, as defined in the guidelines for the application of Annex V of the aforesaid Convention (Royal Decree 1381/2002, of 20 December, on port reception facilities for ship-generated waste and cargo residue).

12. Regulated by means of Decree 105/2008, of 1 February, regulating the production and management of construction and demolition waste.

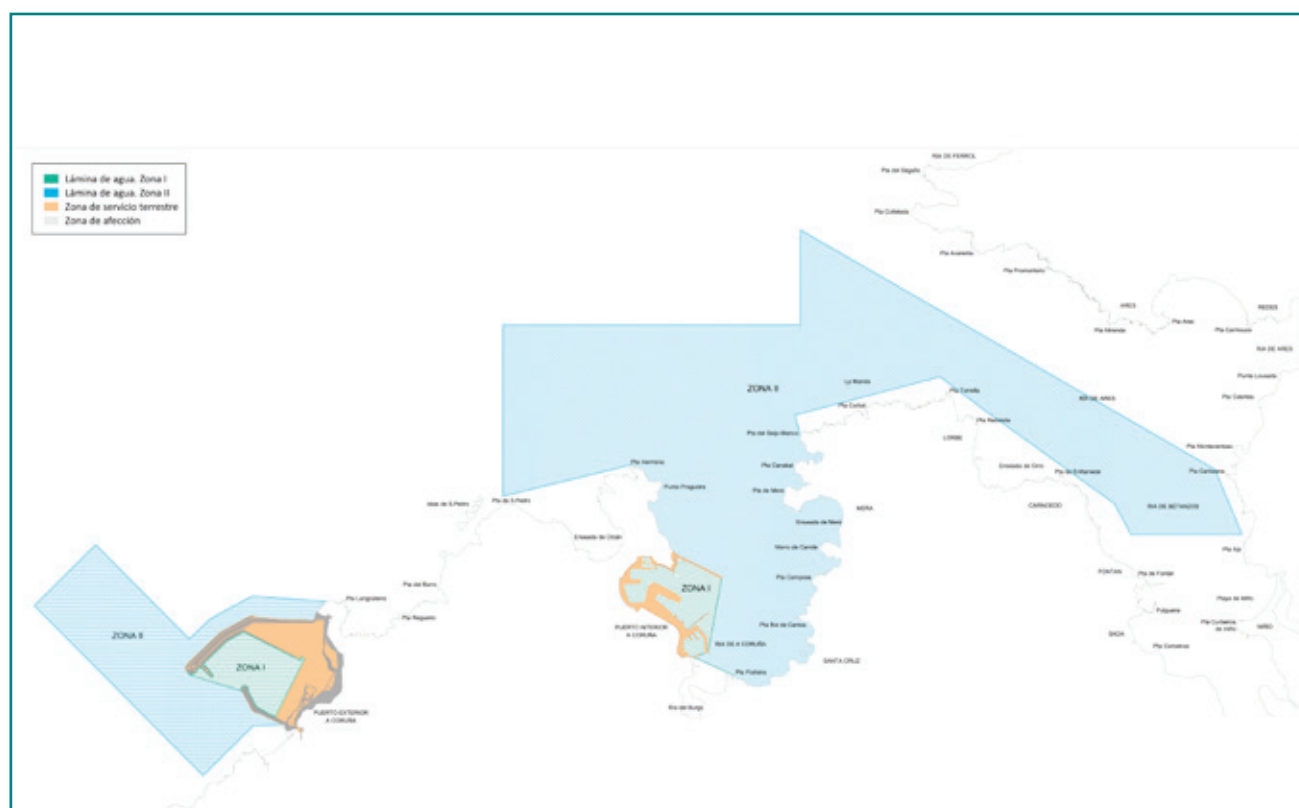
2.2. Discharges

Holders of concessions or authorisations in the port's public domain, users or facilities located in the service area, and Captains of vessels en route, at anchor, or moored in the Port of A Coruña which may generate discharges are obliged to comply with these general regulations¹³.

2.2.1. Galicia-Coast water management plan

In accordance with the Galicia-Coast Water Management Plan for the Demarcation of River Basins¹⁴, the docks of the inner and outer ports are considered heavily modified bodies of water, similar to coastal waters¹⁵. The environmental objectives for ensuring the suitable protection of these bodies of water seek to attain the maximum ecological potential and a proper chemical conditions prior to 31 December 2015, which will take the form of compliance, in the ecological state, of the limits appearing in tables 17 (other contaminants), 18 (chemical state) and 22 (physical and chemical parameters), and of the limits appearing in table 18 on the chemical state, in Annex VIII thereto, Environmental objectives and exemptions¹⁶.

Map 1. Zones I and II of the water service in the port of A Coruña.



13. Article 2 of Law 8/2001, of 2 August, on the Protection of Water Quality in the Rias of Galicia and on the Organisation of the Public Wastewater Treatment Service.

14. Royal Legislative Decree 1332/2012, of 14 September, approving the Galicia-Coast Water Management Plan for the Demarcation of River Basins.

15. Galicia-Coast Water Management Plan Annex I Designation of heavily modified bodies of water.

16. Galicia-Coast Water Management Plan Annex VIII Environmental Objectives and exemptions.

2.2.2. General aspects

No discharges of wastewater or liquid waste to the port's docks which may affect the quality of the waters or the prospects of attaining the aforesaid environmental objectives may be made. No discharges may be made to the sewage network without prior, mandatory authorisation issued by the competent water management Agency (A Coruña City Council or Arteixo Town Council).

Those discharges which may give rise to the infiltration or storage of substances likely to contaminate aquifers or ground waters may only be authorised if the prior hydro-geological study shows the same to be harmless¹⁷.

Holders of concessions or authorisations, and other port users conducting operations likely to give rise to discharges, must adopt good practices and apply the best technologies available (retention tanks, collection trays, etc.) and prevent paint, solvents and other toxic and hazardous substances from being discharged to the sewage system or directly into the sea.

Said companies must always use the least contaminated products available and must be in possession of and adhere to the recommendations of the chemical product storage regulations¹⁸ and the international chemical safety cards for all toxic and hazardous substances stored.

No changes of oil, hydraulic liquids lubricants, or other operations involving the maintenance, repair or washing of mobile facilities may be conducted, except in those areas or workshops fitted out and authorised for the same. Operations involving the maintenance, repair or washing of static equipment shall be conducted away from drains or outlets, preventing discharges and using collection trays or other means of protection.

Any spillages which may occur must be cleaned up using the most suitable devices in each case (absorbent materials, skimmers, etc.), subsequently managing the same as a hazardous waste and restoring the conditions extant prior to the incident.

The Port Authority of A Coruña, in agreement with the Government of Galicia's environmental department, may demand the halting of commercial or industrial activities if

the risk of the discharge of wastewater to the port's docks is high, with the aim of maintaining the applicable water quality levels.

2.2.3. Discharges from ships

The types of liquid waste contemplated in annexes I, II and IV MARPOL 73/78 Convention must be delivered to the authorised port reception facility (MARPOL Service); the discharge thereof within the port's service area is not permitted, with the exception of those described in annex IV which have been treated on board, do not give rise to any solid floating effluent or discolouration of the surrounding waters, and providing the ship has a valid international Certificate for the prevention of contamination by dirty waters, wherein the results of the tests to which the treatment plant was subjected appear^{19,20}.

During fuelling operations, the ship's captain, or representative thereof, must ensure that the fuel supply company has sufficient means of containment for immediate use in the event of a spillage. In the event of an accidental spillage into the sea, the means for containment and collection of the spillage must be put in place.

2.2.4. Spillages from potentially hazardous and noxious goods

The perimeter of terminals allocated for the depositing of hazardous goods²¹ must be fitted with a hazardous waste collection system comprising underground ducts, with broad inlets, which deposit any possible discharges into a tank.

The titleholder of the terminal must have the material and means to contain any possible spillage of dangerous goods which may reach the sea. To this end, it must have elements for sealing off manholes, absorbent materials and collection tanks; it must guarantee the availability of means and barriers for containing the possible spillage, through the activation of the terminal's Internal maritime plan.

17. Article 102 of Legislative Royal Decree 1/2001 of 20 July, approving the Revised Text of the Water Law.

18. Royal Decree 379/2001, of 6 July, approving the Regulations for the storage of chemical products, and the complimentary technical instructions MIE APQ-1, MIE APQ-2, MIE APQ-3, MIE APQ-4, MIE APQ-5, MIE APQ-6 and MIE APQ-7.

19. Regulation 11 of annex IV to the MARPOL 73/78 Convention. Resolution MEPC.159(55).

20. In the case of fishing vessels, Royal Decree 543/2007, of 27 April, determining the safety and prevention measures to be met by fishing vessels with less than 24m in length (L). Annex VIII.12.

21. Royal Decree 379/2001, of 6 April, approving the Regulation for the storage of chemical products, and the complimentary technical instructions MIE-APQ-1, MIE-APQ-2, MIE-APQ-3, MIE-APQ-4, MIE-APQ-5, MIE-APQ-6 and MIE-APQ-7 and IMDG Code.



2.2.5. Instances of marine pollution and corrective measures

Maritime facilities which load, unload or handle any of the following substances:

- Hydrocarbons,
- Products catalogued as noxious and potentially hazardous substances²² regardless of their form (liquid bulks, solid bulks, in containers or in “packages”),

Must have an Internal maritime plan approved by A Coruña Harbour Master.

In the case of a marine pollution event with a contaminating product²³ occurring in the port’s docks, the Port Authority’s Service and Emergency Control Centre (CCS/CCE) must be notified thereof immediately and, where applicable, the facility’s Internal maritime plan will be activated; the polluter must take all measures necessary to contain, control and manage resulting waste, restoring the conditions extant prior to the event.

2.2.6. Discharge permit

The titleholders of activities which discharge wastewater into both the sewage network and the port’s docks must be in possession of the mandatory authorisation issued by the competent water management Agency, either local (if the discharge is into the municipal network) or regional, through Augas de Galicia (if the discharge is via the public water domain -i.e., the River Monelos, or the Los Judíos stream- or the sea) and comply with the limits on discharge parameters established therein, as well as pay the corresponding fees.

In the case of discharges which can only be channelled through the port’s sewage systems (waste disposal), each of the concessions or authorisations discharging material through said network must obtain the corresponding discharge permit from the competent water management Agency.

In each discharge permit, the competent water management Agency will set the parameters to be measured as well as the limits²⁴ applicable in each case.

In the case of discharges of an industrial origin in the inner Port, Law 9/2010 is directly applicable, and the limits established for the discharge of industrial wastewater to the

22. According to the 2010 HNS Convention, noxious or potentially hazardous substances (HNS) include:

a) any substances, materials and articles carried on board a ship as cargo, referred to in i) to vii) below:

- i) oils, carried in bulk, as defined in regulation 1.10 of Annex I to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78 Convention)
- ii) noxious liquid substances, carried in bulk, as defined in appendix II of Annex II to the MARPOL 73/78 Convention, and those substances and mixtures provisionally categorized as falling into pollution category X, Y or Z in accordance with regulation 6.3 of the aforesaid Annex II;
- iii) dangerous liquid substances carried in bulk listed in chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, 1983, as amended, and the dangerous products for which the preliminary suitable conditions for the carriage have been prescribed by the Administration and port administrations involved in accordance with paragraph 1.1.6 of the Code
- iv) dangerous, hazardous and harmful substances, materials and articles in packaged form covered by the International Maritime Dangerous Goods Code (IMDG Code), as amended,
- v) liquefied gases as listed in chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, 1983, as amended, and the products for which preliminary suitable conditions for the carriage have been prescribed by the Administration and port administrations involved in accordance with paragraph 1.1.6 of the Code
- vi) liquid substances carried in bulk with a flashpoint not exceeding 60°C (measured by a closed-cup test),
- vii) solid bulk materials entailing chemical hazards covered by the International Maritime Solid Bulk Cargoes Code, as amended, to the extent that these substances are also subject to the provisions of the International Maritime Dangerous Goods Code when carried in packaged form; and

b) residues from the previous carriage in bulk of substances referred to in (a)(i) to (iii) and (v) to (vii) in a);

23. In the definition appearing in Article. 2.a of Royal Decree 1695/2012, of 21 December, approving the National Marine Pollution Response System: “ an event, or series of events with the same source, which entail the direct or indirect introduction into the marine environment of substances or energy which give rise to, or may give rise to, harmful effects (e.g., risk to human health, damage to the living resources and marine or coastal ecosystems, including the loss of biodiversity, constraints on maritime activity, leisure activities or any other legitimate uses of the sea, particularly fishing, an alteration to the quality of sea water limiting the use thereof and reducing its recreational capacity, or, in general terms, any impairment to the sustainable use of marine goods and services), and which require emergency measures or any other type of immediate response.”

Rias of Galicia (Annex III of the aforesaid Law 9/2010) will be taken as reference values, while in discharge permits issued by Augas de Galicia those established in Annex I of Royal Decree 509/1996 for urban wastewater, or those appearing in Annex 8 de la Regulations for the Galicia-Costa Water Management Plan for discharges to the Public Water Supply, for wastewater of industrial origin are also habitual.

In the outer port, although Law 9/2010 is not applicable, the same limits for Law 9/2010, as well as those appearing in annex I of Royal Decree 509/1996²⁵ and annex 8 of the Galicia-Costa Water Management Plan for urban or industrial wastewater, respectively, will be taken as reference values, although the definitive values will be those established at the time of the authorisation of the discharge, once the corresponding administrative dossier has been processed.

In the case of rainwater, the direct discharge thereof to the maritime public domain or public water system “must have a treatment system²⁶ which ensures the separation of the liquid flow to be discharged of suspended solids, as well as of fats, hydrocarbons and other floating matter, which must be removed and transferred for treatment and collection as applicable”.

In the case discharges of household waste, or waste of a similar nature, the applicable limits will depend on different factors, among others, the equivalent population, and the condition and uses of the receiving environment.

2.2.7. Monitoring measures

On an annual basis, and as part of the information referred to in section 1.11 Adhesion to the code of conduct, those companies subscribing to the code of conduct must remit to the Port Authority information on the characteristics and flows of discharged waste.

Holders of concessions and authorisations where the discharges are made must have a monitoring hatch at the treatment plant’s outlets prior to the discharge thereof, located in an accessible place for the taking of samples and the gauging of flows.

The producer of the discharges will take samples and conduct wastewater quality analyses, in accordance with the provisions of the discharge permit, and must notify the Port Authority of A Coruña in writing, via the General Registry, of any anomalous result arising from the same.

The Port Authority has measures for monitoring water quality in its Environmental Scorecard.

24. Limits on discharges set by the Ordinance on discharges and on the A Coruña City Council municipal sewage service, July 2013 (Annex III).

Limits on discharges set by Ordinance no. 41 on discharges and on Arteixo Town Council municipal sewage service, November 2013 (Annex III).

Limits on discharges set by framework Regulations of the Public Sewage and Wastewater Treatment Service of Galicia (Decree 141/2012, of 21 June).

Limits on discharges set by Law 9/2010, of 4 November, on the waters of Galicia, Annex III: Limits on discharges of wastewater to the estuaries of Galicia.

Limits on discharges set by Legislative Royal Decree 345/1993, of 5 March, establishing the regulations for water quality and the production of molluscs and other live marine invertebrates, Annex IV: Quality required for waters in protection or improvement areas.

Limits established by Royal Decree 1341/2007, of 11 October, on the management of bathing water quality, Annex I: Obligatory parameters and values for the annual assessment.

25. Royal Decree 509/1996, of 15 March, developing Royal Decree 11/1995 of 28 of July, by means of which the regulations applicable to the treatment of urban wastewater are established.

26. Article 54 of the Regulations of the Galicia-Coast Water Management Plan.

2.3. Atmospheric emissions

All holders of concessions and authorisations, in addition to handling companies, ships' Captains and other port users whose activity may give rise to atmospheric emissions²⁷, must comply with these general regulation through the adoption of good practices and the application of the best available technologies, with the aim of staying within the strictest limits established by the current legislation on air quality.

2.3.1. General aspects

Titleholders of IPPC facilities²⁸ in the port must be in possession of the corresponding integrated environmental authorisation; they must comply with the conditions stipulated therein and, accordingly, must adopt suitable contamination prevention measures, in particular, through the application of the best available techniques.

Ships' Captains, or the representatives thereof, must ensure compliance with the requirements for the maximum sulphur content of marine fuels, among others, in accordance with the provisions of Technical Instruction No. 1 "The ship's stay in port".

Titleholders for solid bulk storage and handling activities in the port area must be in possession of the mandatory²⁹ **Atmospheric Emissions Authorisation** and comply with the provisions of the respective authorisations regarding systems and procedures for the treatment, monitoring and minimisation of emissions.

The Port Authority of A Coruña, in agreement with the Government of Galicia's environmental department, may demand the halting of activities under determined meteorological conditions, with the aim of ensuring the air quality levels provided for in the legislation.

Moreover, and notwithstanding the foregoing, the Port Authority may limit determined activities when the level of emissions, even if within the limits set, may affect the sustainability of traffic.

2.3.2. Boilers and refrigeration systems

Owners of boilers and refrigeration systems located within the service area must be in possession a technical data sheet for said devices, and must contract the mandatory inspection and maintenance services to guarantee the proper operation thereof. They will also be responsible for keeping a record of the maintenance performed, wherein any incidents and the results of periodic monitoring carried out shall appear.

2.3.3. Vehicles and machinery

The vehicles and machinery using the public highways within the port's service area must have, at least, the obligatory insurance and road-worthiness certificate³⁰. Said documents must be made available to the Port Authority of A Coruña whenever so required.

2.3.4. Monitoring measures

The Port Authority has measures for monitoring atmospheric emissions in its Environmental Scorecard.

On an annual basis, and as part of the information referred to in section 1.11 **Adhesion to the code of conduct** in Chapter 1, those companies subscribed to the code of conduct must remit to the Port Authority information on the characteristics of emissions made to the atmosphere.

27. Emission: Continuous or sporadic discharge into the atmosphere of materials, substances or forms of energy originating, either directly or indirectly, from any source liable to produce atmospheric contamination.

28. IPPC facilities: facilities in which any of the industrial activities included in the categories described in Law 16/2002, of 1 July, on the integrated prevention and control of pollution and industrial activities are conducted.

29. Royal Decree 100/2011 of 28 January, updating the catalogue of activities which may potentially pollute the atmosphere and establishing the basic provisions for the application thereof.

30. In the case of equipment or machinery not intended to be driven on public highways, the owning company will need to provide numerical identification of the machinery, the EC declaration of conformity for each item of work equipment or, in the absence thereof, the certificate of the work equipment having been rendered compliant, pursuant to Royal Decree 1215/1997.



2.4. Soil contamination

Holders of concessions or authorisations developing activities which may potentially contaminate the soil³¹, and other port users conducting operation likely to give rise to spillages which may contaminate the soil³², must comply with these general regulations through the adoption of good practices and the application of the best technologies available (retention tanks, collection trays, etc.) to prevent toxic and hazardous substances from being discharged to the soil in the port's service area.

2.4.1. General aspects

On 5 February 2007, the port of A Coruña submitted the preliminary report on the situation of the soil in the inner port's service to the Regional Ministry for the Environment and Sustainable Development. Subsequently, on 22 January 2010, complementary information was remitted on the reports on contaminated soils. Lastly, in June 2014, information was remitted on the different port facilities, both common and under concession.

With regard to the outer port, on 25 April 2014, the Secretariat General for Environmental Quality and Evaluation of the Regional Ministry for the Environment, Territory and

Infrastructure issued its approval for the Preliminary Report on the Situation of the Soil in the outer port of A Coruña, subsequent to a risk evaluation in the areas of possible incidents, as no indication of soil contamination was detected and there being no unacceptable risks.

2.4.1.1 Reports on the soil situation

Holders of concessions or authorisations which perform any activity contemplated in Annex I of Decree 60/2009, will have to prepare a preliminary report on the soil situation³³ to be submitted to the regional body with competences in contaminated soils, and must make said report available to the Port Authority, along with the resolution on the same or, in the absence thereof, proof of the submission thereof.

They must also comply with the provisions of article 4 of the aforesaid Decree in relation to the obligation of submitting reports on the situation with the minimum content established in the aforesaid Decree 60/2009 (see section 2.4.3 Monitoring Measures):

- 5 years after the resolution thereof.
- In the case of substantial modification.
- Whenever there is the intention to cease activity or in the event of a change in the titleholder for the activity.

31. Royal Decree 60/2009, of 26 February, on potentially contaminated soils and the procedure for declaring soils contaminated.

32. Contaminated soil: soil whose physical, chemical or biological characteristics have been adversely affected by the presence of hazardous components from human activity, at levels which entail an unacceptable risk from human health or the environment, in accordance with the criteria and standards determined by the legislation currently in force.

33. DECREE 60/2009, of 26 February, on potentially contaminated soils and the procedure for declaring soils contaminated.

Royal Decree 9/2005 of 14 January, establishing the list of activities that may potentially contaminate the soil, and the criteria and standards for the declaration of contaminated soils.

It must, in any case, keep the Port Authority informed of the situation of the proceedings.

In the event of ceasing activities and the concession reverting to the Port Authority, if any activity contemplated in Annex I of Decree 60/2009 has been developed, the holder will have to submit a report on the soil situation to the Regional Body with competences in contaminated soils, and must make the report available to the Port Authority, along with the resolution from the aforesaid body or, in the absence of the same, proof of the submission thereof.

The declaration of the soil of a concession or authorisation as contaminated will oblige the holder thereof to conduct the actions required to proceed to the environmental recovery of the same under the terms and within the periods stipulated by the competent body, and assuming all financial costs.

2.4.1.2 Soil contamination prevention

In order to prevent soil contamination, the titleholders of activities likely to give rise to spillages:

- Must have the means and materials required to contain, absorb and clean up any possible spillage which may come about. To this end, they must have elements for sealing off manholes, retention tanks, absorbent material and collection tanks, having to guarantee the availability of means and barriers for containing the possible spillage. The waste generated must be managed properly, and the area affected must be restored to its state prior to the spillage.
- Must seal those areas for the storage of hazardous liquids, having tanks capable of retaining any type of accidental spillages, overflow or leak which may come about.
- Must have international chemical safety cards for all hazardous substances stored, and must adhere to the recommendations contained therein.
- Must conduct the necessary maintenance, complying with the services and inspection stipulated in the applicable sectoral regulations.
- Must not stockpile solid bulks on unpaved surfaces in storage and handling operations.

As mentioned in the chapter on Discharges, no changes of oil, hydraulic liquids lubricants, or other operations involving the maintenance, repair or washing of mobile facilities may be conducted, except in those workshops fitted out and authorised for the same.

Operations involving the maintenance, repair or washing of static equipment shall be conducted avoiding any spillage to the ground and using collection trays or other means of protection.

2.4.2. Notification of spillages and corrective measures

In the event of an accidental spillage of a contaminating product, the Port Authority's Service and Emergency Control Centre must be notified immediately, with the polluter having to take all measures required to contain the same, collect the substance with absorbent materials, and deliver the residue to an authorised manager. Finally, the soil and installations affected by the contamination must be restored to their prior state.

2.4.3. Monitoring measures

Irrespective of the installation of piezometric control networks and surveillance and monitoring plans that the competent Agency may require of the holders of authorisation and concessions, in the inner port the Port Authority has measures for monitoring the quality of soils and ground water through the piezometric network installed.

Additionally, titleholders of activities which may potentially contaminate the soil are obliged to submit every five years to the Regional Ministry for the Environment a report on the situation of the soil, with the following minimum content³⁴:

- General data on the activity.
- UTM coordinates and area of the plot and maps of the location.
- Registry, land registry and urban planning data on the plot.
- Extension of or substantial modifications to the facility.
- Setting of the facilities.
- Groundwater catchment points.
- Brief description of the activity and the productive processes developed in the facility.
- Production areas into which the facility is divided.

34. DECREEE 60/2009, of 26 February, on potentially contaminated soils and the procedure for declaring soils contaminated.

- Type of drainage network and treatment and destination of wastewater.
- Principal raw materials used or handled in the installation.
- Principal hazardous waste generated in the installation.
- Information concerning deposits or tanks.

On an annual basis, and as part of the information referred to in section 1.11 **Adhesion to the code of conduct**, in the event of coinciding with the five-yearly report of the situation of the soil, those companies subscribing to the code of conduct must remit to the Port Authority information on the most salient aspects of the aforesaid report.

2.5. Noise

Holders of concessions or authorisations, and other port users conducting operations liable to give generate noise pollution³⁵, must comply with these general regulations through the adoption of good practices and the application of the best technologies available to limit the levels of sound transmitted.

2.5.1. General aspects

All operations likely to give rise to a noise impact must comply with the provisions of the applicable legislation, with regard to the levels of noise immission applicable during the morning, evening and night³⁶.

Notwithstanding the foregoing, the Port Authority, in agreement with the Galician Government's environmental department, A Coruña City Council (inner port) and Arteixo Town Council (outer port), may limit or prohibit certain

activities when the level of noise reception, even if within the limits set, may be particularly irritating for the port's social setting³⁷.

In any case, auxiliary machinery used with the port area may not emit noise in excess of 80 dBA, and for which the appropriate corrective measures must be taken.

2.5.2. Acoustic easement in the outer port

Law 37/2003, of 17 November, on Noise defines areas of acoustic easement as sectors in the territory wherein immissions may exceed the acoustic quality objectives applicable to the acoustic areas and where restrictions may be established for certain land uses, activities, facilities or building, with the aim of complying, at least, the limits on immission set for the same.

In the outer port, acoustic easement is aimed at ensuring the compatibility of the operation or development of the port infrastructure with land uses, activities, facilities or buildings established, or which may be established, in the area affected by the noise originating from said infrastructures.

After conducting the acoustic study corresponding to the facilities in the outer port, considering road and rail traffic and port activity to be the principal sources of noise, and having installed 50 virtual receivers on the façades of buildings close to the area under study, the result of the modelling of the noise arising from activity does not exceed the limits set in Royal Decree 1367/2007, in the daytime and night-time periods. In the calculations it has been considered that said operation is simultaneous and continuous for all noise sources at maximum output; the road and rail traffic in the area under study has also been taken into account, thus considering the most unfavourable conditions.

35. Noise pollution: presence in the environment of noise or vibrations, regardless of the acoustic emitter giving rise to the same, which involve a nuisance, risk of damage for persons, for the development of their activities, or for goods of any nature, or which may have a significant effect on the environment (Law 37/2003, of 17 November, on Noise).

36. Royal Decree 1367/2007, of 19 October, developing Law 37/2003, of 17 November, on Noise, with regard to noise zoning, quality objectives and noise emissions. Article 24: Maximum noise immission values applicable to new port infrastructures and new activities.

Royal Decree 1038/2012, of 6 July, modifying Royal Decree 1367/2007, of 19 October, developing Law 37/2003, of 17 November, on Noise, with regard to noise zoning, quality objectives and noise emissions. Annex II: Noise quality objectives.

Municipal Ordinance of A Coruña City Council regulating the emission and reception of noise and vibrations and the performance of activities subject to licences. Article 11. Limits on noise.

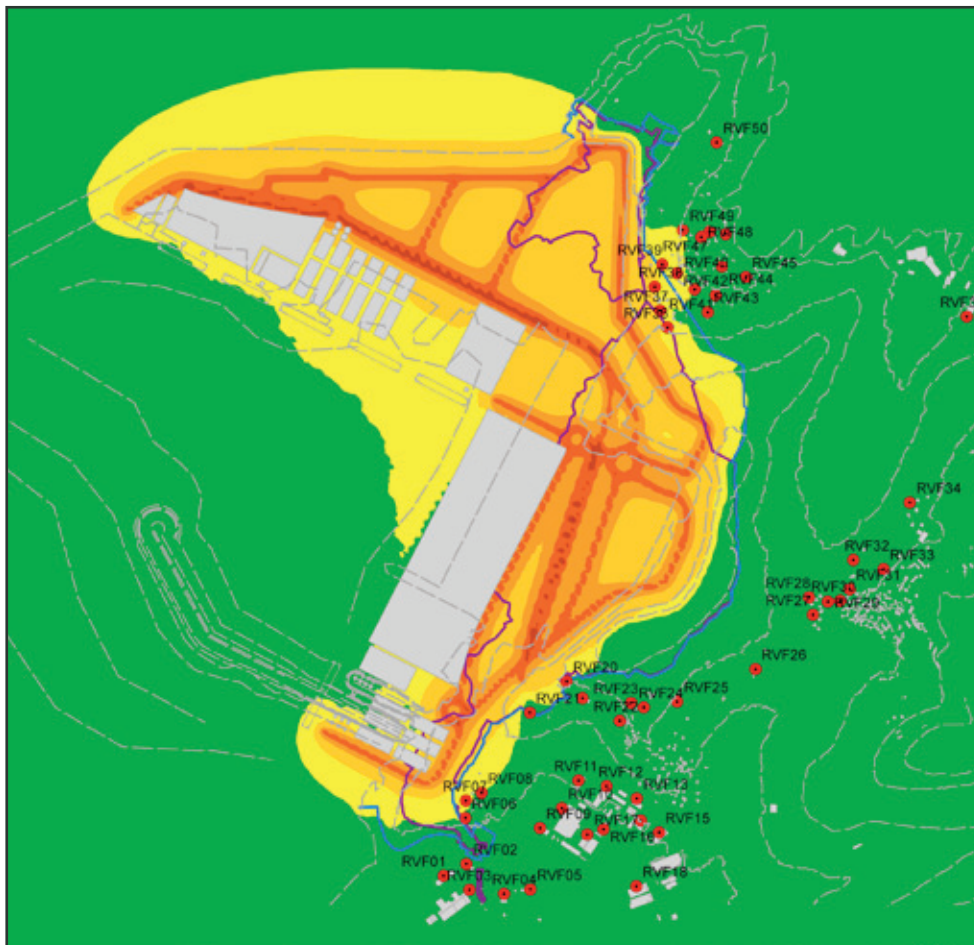
37. The non-strategic noise map is the tool for evaluating noise pollution in the port of A Coruña. This map will be prepared in the event of any failure to meet the acoustic quality objectives in city of A Coruña's strategic noise map, and the pertinent action plans will be established therein.



2.5.3. Monitoring measures

The Port Authority will sample sound levels to monitor the equivalent levels.

Image 1. Isophonic map of the outer port. Final Period:



2.6. Smells

In the service area, bad smells³⁸ are principally generated through the fermentation of organic waste and wastewater.

Holders of concessions or authorisations, handling companies, and other port users conducting operations likely to give rise to bad smells must comply with these general regulations by adopting good practices and applying the best technologies available to prevent the production and dispersal thereof.

2.6.1. General aspects

Holders of concessions and authorisation for fisheries activities, the general cleaning service and commercial waste management services must periodically wash and disinfect the containers used for waste collection, and ensure that the areas for the storage or depositing of waste (areas of land with one or more waste containers or recipients) are always clean. Containers for organic or putrescible waste must be disinfected at least once a week.

In order to prevent bad smells, tanks and manholes in the sewage network must be cleaned periodically and drained in each concession or authorisation, and any sweeping residue from food bulks must be removed as soon as possible.

Food bulks which, owing to the processes of fermentation or combustion may give rise to intense smells, must be stored in closed warehouses, adhering to the applicable security measures at all times, until they are lifted. This must be conducted as soon as possible, avoiding the release of bad smells.

2.7. Protection of the exterior landscape and biodiversity

Those policies which affect the territory, such as urban planning, infrastructure and waters/coast policies, must take into account all landscapes³⁹, which become citizens' rights, as well as the conservation of biodiversity⁴⁰, through the maintenance of the essential ecological processes, thus guaranteeing the connection of the populations of wildlife and plants and preserving genetic diversity.

2.7.1. General aspects

The urban planning conditions set forth in the corresponding General Municipal Zoning Plans (A Coruña and Arteixo) must be met.

Special attention must be paid to the external appearance of buildings, the cleanliness of façades, the quality of materials and the aesthetic appearance of the setting (landscaped areas, car park, fences, etc.), ensuring⁴¹ that they are operational, safe, clean, aesthetically acceptable and habitable, in line with the intended use thereof, and in accordance with environmental protection, historical heritage and refurbishment regulations.

In cases of rural land, the owners thereof must themselves conduct, or allow the competent authorities to conduct, work to protect the soil and vegetation required for the conservation thereof, and to prevent any risk of flooding, erosion, fire, contamination, or any other risk of catastrophe or mere disturbance of the environment, as well as any risk to public health and safety⁴².

38. Smell: organoleptic property perceivable by the olfactory organ when certain volatile substances are inhaled. (UNE 5492:2010 Standard)

39. Landscape: an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors (European Landscape Convention).

40. Biodiversity: conservation of nature, preservation of species and natural ecosystems (Law 9/2001, on the conservation of nature).

41. Article 9. Duties of use, conservation and rehabilitation, Law 9/2002, of 30 December, on Urban Planning and the Protection of the Rural Setting in Galicia, and subsequent modifications by Law 15/2004, of 29 December, modifying Law 9/2002, on Urban Planning and the Protection of the Rural Setting in Galicia.

42. Article 31. Duties of use, conservation and rehabilitation (Powers and duties of owners of rustic land), Law 9/2002, of 30 December, on Urban Planning and the Protection of the Rural Setting in Galicia, and subsequent modifications by Law 15/2004, of 29 December and Law 2/2010, of 25 March.

2.7.2. Protected spaces

Activities in the inner port of A Coruña do not directly affect any protected natural space, while in the outer port, the terrestrial environment affected in Punta Langosteira includes no catalogued protected natural spaces or areas considered to have high bio-diversity; the areas adjacent to Punta Langosteira and the Rosadoiro reservoir, however, are considered to be protected areas. Punta Langosteira is considered a protected area in accordance with the urban planning Regulations; it appears in Annex II, Natural Spaces, of the complementary and subsidiary regulations for the province of A Coruña; it is also catalogued as a space of natural interest in the Galicia-Coast Water Management Plan, and is defined as a landscape feature in the Coastal Zone Protection Plan. The Rosadoiro reservoir (located to the south of the port) is protected as a Game Reserve, and is considered as an area of special interest in the Galicia-Coast Water Management Plan.

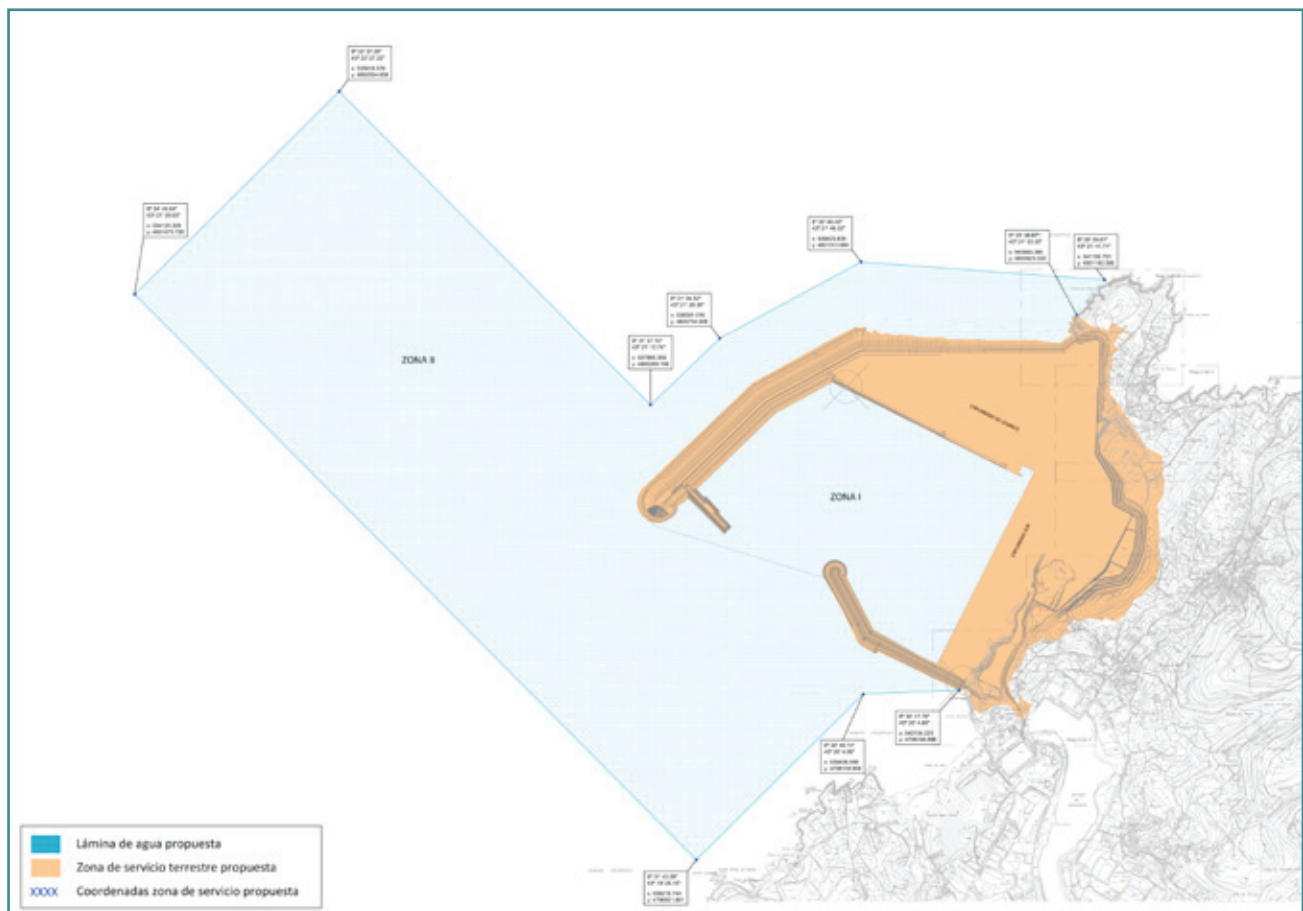
Generally speaking, in these special protection areas, any actions by holders of concessions or authorisations, service providers and other port users likely to destroy the habitat are prohibited.

2.7.3. Site As Mariñas and Terras do Mandeo

The outer port is located in the **As Mariñas and Terras do Mandeo** area, declared a Biosphere Reserve on 30 May 2013 by the Bureau of the International Coordinating Council of UNESCO's Man and the Biosphere (MAB) Programme. "Biosphere Reserves are sites chosen by the Man and the Biosphere Programme to experiment with different approaches to the management of terrestrial, marine and coastal resources as well as fresh water. They also serve as in situ laboratories for sustainable development."

The World Network of Biosphere Reserves is an instrument for conserving biological diversity and the sustainable use of its components, thus helping to attain the objectives of the Convention on Biological Diversity⁴³ and other pertinent agreements and instruments.

Map 2. Service areas in the outer port of A Coruña.



43. Convention on biological diversity. UN, 1992.



2.8. Consumption of natural resources

All port users must employ or promote the use of eco-efficient practices in their commercial operations and activities, encouraging energy savings.

2.8.1. General aspects

Holders of concessions and authorisations must encourage the use of renewable energies and the implementation of practices aimed at minimising the consumption of electrical energy and natural resources (water and fuels), by quantifying the energy consumption of their facilities and adopting solutions aimed at optimising the same.

Similarly, service providers must set annual targets for energy savings and for waste production in their operations, and must promote the use of renewable or clean energies.

The Port Authority supports the observance of the recommendations of the “Practical Energy Guide”, from the Ministry of Industry, Tourism and Commerce’s IDEA (Institute for Energy Diversification and Saving), to the recommendations in the “Handbook of Energy Management in Ports” (State Ports, 2014) and to the “Energy Saving and Efficiency Plan” Galician Energy Institute (INEGA). These include the following:

- The implementation of electrical energy saving measures, in both buildings and street lighting,
- Optimisation in the consumption of drinking water through the installation of timers, stopcocks, water

diffusers on taps and the immediate repair of supply pipelines.

- Optimisation, on the basis of the time taken for maintenance tasks related with oil and lubricant changes in vehicles and machinery.
- The organisation of awareness-raising/communication actions, in connection with efficiency and consumption.

2.9. Authorisations and concessions within the port service area

2.9.1. General aspects

Holders of concessions and authorisations in the service area must apply to the corresponding administrative bodies for those environmental authorisations and licences required in accordance with the current legislation, and must submit documentation to the Port Authority, when so required, accrediting their being in possession of all environmental authorisations required for their activity.

Companies must also comply with their obligations arising from applying the specific environmental regulations for the protection of the State ports’ public domain, as well as the specific obligations resulting from the provisions of Concessions and Authorisations.



2.9.2. Obligations of titleholders

Holders of concessions and authorisations must adopt the measures necessary to comply with the regulations established relating to discharges, sound levels, soils, protection of the atmospheric environment and waste management, within the periods set by the competent environmental authority.

Holders of concessions and authorisations wherein activities appearing in annex I of Law 16/2002, of 1 July, on integrated pollution prevention and control, are or may be conducted, must be in possession of the mandatory Integrated Environmental Authorisation issued by the Regional Ministry of the Environment prior to commencing said activity.

Holders of concessions and authorisations whose activity may entail the discharge of wastewater or liquid waste to the sewage system, to the public water system, or to the port's docks, must be in possession of the mandatory authorisation issued by the competent local or regional water management Authority; they must comply with the limits of discharges set therein; they must pay the corresponding fees; and they must have a monitoring hatch located in an accessible place for the taking of samples and the gauging of flows.

The granting of a concession or authorisation in the port's public domain confers the status of holder of the waste generated or located on the concession or authorisation and, thus, the responsibility for compliance with any legal obligations which may be applicable; specifically, the provisions of Law 22/2011, of 28 July, on waste and contaminated soils. In the case of less than 10,000 kg of dangerous waste being produced per year by the activity under concession, the holder thereof must register in the General Registry of Producers and Managers of Waste Materials of Galicia as a small producer. If the generation of dangerous waste reaches or exceeds 10,000 kg

per year, the consolidated text of Royal Decree 833/1988, of 20 July, approving the Regulations for the implementation of Basic Law 20/1986 on Toxic and Hazardous Waste will be applicable, and the holder must be in possession of the corresponding mandatory authorisation, pursuant to Decree 174/2005, of 9 June, regulating the legal system for the production and management of waste and the General Registry of Producers and Managers of Waste Materials of Galicia.

Those companies authorised to provide the commercial waste management service will be responsible for the proper management of waste produced in the corresponding concessions and authorisation located in the port's service area.

If the holder of the concession or authorisation carries out any construction works, these must be authorised by the Port Authority and will be subject to the provisions of Royal Decree 105/2008, of 1 February, regulating the production and management of construction and demolition waste. The authorisation holder must identify the Producer of the construction and demolition waste. Otherwise, for the purposes of applying the aforesaid Royal Decrees 105/2008 and 174/2005, it shall be considered to be the Producer.

Pursuant to Royal Decree 9/2005, of 14 January, which establishes the list of activities which may potentially contaminate the soil and the criteria and standards for declaring soils to be contaminated, if the activity to be conducted is potentially contaminating, holders of concessions or authorisations must meet the obligations imposed by said royal decree and any other applicable regulations. In the event of their ceasing activities and the concession or authorisation reverting to the Port Authority, if, prior to expiry, any activity contemplated in Annex I of Decree 60/2009 (see General Regulation 4 Contamination of Soils) has been developed,



holders will have to submit a report on the soil situation to the Regional Body with competences in contaminated soils, and must make the report available to the Port Authority, along with the resolution from the aforesaid body or, in the absence of the same, proof of the submission thereof.

Holders of concessions or authorisations must also possess sufficient means for preventing and dealing with accidental marine, atmospheric and terrestrial contamination which may occur during their activity.

2.10. Environmental emergency plans

Article 62 “Prevention and Control of contamination in the port public domain” of Legislative Royal Decree 2/2011 establishes that goods handling and transport facilities, oil refineries, chemical and petrochemical factories, chemical and petrochemical storage/distribution facilities, ship-fuelling facilities, shipyards and naval repair facilities, as well as any other commercial or industrial activity conducted in the port public domain, must have sufficient measures to prevent and control any accidental, marine, atmospheric and land pollution, in accordance with the applicable regulations.

Proof of the availability of these means will be required by the Port Authority in order to authorise the provision of services and the operation of these port installations.

The Port Authority must be notified immediately of any emergency which occurs through the service and emergency control centre (CCS/CEE), via the telephone number 981 219 626, activating the corresponding plan on the basis of the type of emergency.

2.10.1. Self-protection plans

Self-protection plans (SPPs) are documents which establish the organisational and functional framework envisaged for those concessions or authorisations whose activities appear in the catalogue of annex I to the Basic Self-Protection Regulation⁴⁴, with the aim of preventing and controlling risks to persons, the environment and goods, and of responding properly to any possible emergency situations in the authorised or concessionary areas.

The plans of action established in the Basic Self-Protection Regulations for cases of emergency must be checked periodically by means of exercises, drills, staff training, etc.; they must be up to date; and the Simplified Industrial Safety Declarations (see the SPP of the port of A Coruña) must be submitted to the Port Authority of A Coruña’s General Registry within the first month of the year.

The Port Authority must take the self-protection plans for said concessions or authorisations into account when drafting the Self-Protection Plan for the Port of A Coruña itself.

44. Royal Decree 393/2007 of 23 March, approving the Basic Self-Protection Regulation for centres, establishments and dependencies engaged in activities which may give rise to emergency situations.

2.10.2. Internal maritime plans

The port maritime facilities, defined as “areas or structures situated in ports, endowed with the means necessary to conduct commercial or industrial activities with the risk of giving rise to marine pollution events with hydrocarbons or chemical products”, must have an Internal maritime plan, which the Port Authority of A Coruña must take into consideration when drafting its own Internal Plan, whose scope of application comprises zone 1 (or the internal zone) of port waters⁴⁵.

Generally speaking, all installations and activities where goods considered noxious or potentially hazardous, and which may give rise to marine pollution events with hydrocarbons or chemical products, must have an Internal maritime plan, which in turn must be approved by the Harbour Master of A Coruña (see Discharges).

The Internal maritime plans, along with the National Maritime Plan⁴⁶, comprise the so-called maritime sub-system of the National Marine Pollution Response System⁴⁷.

2.11. Civil liability for damage to the environment

Law 26/2007, of 23 October, on Environmental Liability, has introduced an administrative environmental liability framework of an objective and unlimited nature, based on the principles of “damage prevention” and “the polluter pays”, for the different activities included in Annex III thereto.

The consolidated text of this law, subsequent to modification by Law 11/2014, of 3 July, establishes a legal framework for the remedying of environmental damage, in accordance with which those operators that cause environmental damage, or are likely to do so, must adopt the measures necessary to prevent the cause thereof or, when the damage has been produced, to restore the damaged natural resources to their original state prior to the damage.

2.11.1. General aspects

Compliance with the applicable environmental regulations does not relieve companies of their proprietary civil liability for any damage they may cause to the environment, persons or goods, whereupon they will be obliged to pay compensation. Nor will it relieve them of any criminal liability derived from the legislation regulating the environmental offence.

Holders of concessions and authorisations, port service providers and building contractors must include the environmental risks arising from their activities in the service area into their civil liability policy. The Port Authority may also require certain port users to take out civil liability policies to cover any such contingencies.

When conducting their activities in the port’s service area, users must take all measures necessary to mitigate the environmental risk derived from the development of said activities, and will be responsible for avoiding and preventing and damage, and for redressing any damage which may be caused, in accordance with the applicable legislation⁴⁸, without prejudice to the consequences which may arise for the offender should the damage arise from an administrative infraction.

More specifically, operators of maritime, road or rail transport activities, of hazardous and contaminating goods, and waste managers and their activity in the service area are not exempt; they must be in possession of a financial guarantee to cover any environmental liability inherent to the activity they intend to conduct.

Regardless of the obligation of establishing a financial guarantee, it is advisable that all operators and providers of goods handling services, and of the reception of ship-generated waste, as well as commercial waste management, fuel supply services, and all titleholders of activities conducted in the service area and contemplated in annex III of the aforesaid Law on Environmental Responsibility, and any modifications thereto, should perform an environmental risk analysis⁴⁹.

45. Article 2.f of Royal Decree 1695/2012 of 21 December, approving the National Marine Pollution Response System.

46. Order FOM/1793/2014, of 22 September, approving the National Marine Pollution Response System (Plan Marítimo Nacional de respuesta ante la contaminación del medio marino).

47. Royal Decree 1695/2012, of 21 December, approving the National Marine Pollution Response System.

48. Article 9 of Law 26/2007 of 23 October, on Environmental Responsibility.

49. Article 17a of Law 11/2014 Promotion of measures for the prevention and avoidance of environmental damage. The competent authorities must adopt measures to encourage the voluntary carrying out of environmental risk analyses among operators of any activities likely to give rise to environmental damage, with the aim of ensuring proper environmental risk management for said activities.

2.11.2. Liability of the Port Authority

The granting of a concession or authorisation in the Port Public Domain by the port Authority does not condition or establish any limits on the organisational and planning powers corresponding to the same in relation to all other activities or processes which may legally be conducted in the port's service area. Holders of concessions will, where applicable, set the appropriate environmental protection conditions, including the necessary corrective measures and, where mandatory, the conditions or requirements established in the corresponding ruling from the Ministry of the Environment or the Regional Ministry for the Environment, Land Planning and Infrastructures, without prejudice to those which the competent bodies may require.

The Port Authority will not be responsible, either indirectly or subsidiarily, for any environmental damage which one company may cause to another in the development of its activity. Notwithstanding, in accordance with its legal powers, it may regulate the activities of others in the event of the claims being made by any of the parties, and said claims are duly documented and proven.

2.11.3. Other responsibilities

Holders of concessions and authorisations must protect their goods, facilities and activities from damage arising

from operational causes or adverse weather conditions (rain, hail, sedimentation of airborne particles, incorrect stowage or depositing, etc.); in the event of any incidents of this nature which are damaging to the plot of land or to the goods deposited within the same, they will be obliged to act immediately to mitigate any environmental damage caused, by removing the goods, modifying the location thereof, etc. For the aforesaid purposes, the Port Authority's Service and Emergency Control Centre (CCS/CCE) must be notified immediately of any irregular situation, in order for it to be able to suspend, where possible, the harmful activities and, where applicable, verify any damage.

Authorisations and concessions for the occupation of an area do not relieve the holders thereof of the obligation of supervising operations conducted by third parties, with a view to detecting any incidents which the latter may cause to the area authorised or under construction, or to the goods deposited therein.

Operators or handling companies dealing with goods are obliged to modify their handling procedures and, where applicable, suspend the operation whenever environmental damage occurs, or may occur, owing to spillages to the sea, emissions to the atmosphere and discharges to the port's soil, irrespective of any action which may be required by the provisions contained herein.





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03. Technical instructions



03 Technical instructions



3.1. The ship's stay in the port

3.1.1. Objective of the technical instruction

Regulation of environmental aspects (waste, emissions, noise and discharges) generated by the presence of ships in the port. In this regard, the ship is understood to be present in the port as of its entry into zone II of the common water areas, and until it has left zone II.

3.1.2. Persons responsible for ensuring compliance

Ships' Captains will be responsible for ensuring compliance with this Technical Instruction. The title holders of companies supplying fuel to ships will also be responsible. In any case, the consignee will be particularly responsible for informing the ship's Captain of the content of these regulations.

Port reception facilities for ship generated waste (hereinafter, the MARPOL Service) as well as handling companies, and receivers of cargo and cargo-related residue will also be responsible.

3.1.3. Ship-generated waste

Solid residue (annexes V and VI of the MARPOL 73/78 Convention) and liquid residue (annexes I, II and IV⁵⁰ of the MARPOL 73/78 Convention) generated by ships, with the exception of cargo and cargo-related residue (Technical Instruction no. 6), must be delivered to the MARPOL Service, in accordance with the port or installation's Plan for the reception and handling of ship-generated waste.

Handling companies will be responsible for guaranteeing the reception of cargo and cargo-related waste, as well as for the cleaning of quays and forecourts, including transit or handling areas, as a consequence of goods depositing and handling operations.

Terminals for the loading or unloading of hydrocarbons, as well as shipyards and naval repair or scrapping facilities, must also have, in the area surrounding terminals and quays, services for the reception of cargo waste and ballast water from ships intended for such facilities, regulated by annexes I and II of the MARPOL 73/78 Convention, as well as the measures required to prevent and control any possible spillage. The title holders of these port facilities must also have services for the reception of ship-generated waste corresponding to annexes I, IV, V and VI of the MARPOL 73/78 Convention, and a plan for the reception and handling of ship-generated waste approved by the Port Authority.

Water from cargo residue may not be discharged from on board ship or from the quayside.

50. The waste contemplated in annex IV will be subject to that established in the Ship-generated waste section.



Waste may not be deposited on quays while awaiting collection by the port reception facility. This does not include the case of residues contemplated in annex V of the MARPOL 73/78 Convention, when the waste manager has provided containers and previously prepared areas on the quay, and provided that the time of deposit while awaiting removal is as short as possible, always under 12 hours, and the waste manager has been notified thereof in advance.

Drums containing hazardous waste must not be deposited or handled on the quays, while awaiting collection, except in those storage areas previously authorised by the Port authority, and with the identification of the owner and type of waste.

Flares and other pyrotechnic material must not be deposited in waste containers. Expired flares and pyrotechnic material must be returned to the supplier or manufacturer^{51,52}.

3.1.4. Discharges from ships

As determined in the section in the general instructions on Discharges, the types of liquid residue contemplated in annexes I, II and IV MARPOL 73/78 Convention must be delivered to the authorised port reception facility (MARPOL Service); the discharge thereof within the port's service area is not permitted, with the exception of residues described

in annex IV which have been treated on board, do not give rise to any solid floating effluent or discolouration of the surrounding waters, and providing the ship has a valid international Certificate for the prevention of contamination by dirty waters, wherein the results of the tests to which the treatment plant was subjected appear^{53,54}.

Nor may waste which may affect the quality of the waters, such as residues from repairs or maintenance work, or other liquid residues (waste from paint, anti-fouling treatments (paints), bilge water, tank cleaning water, used oils, residues of polluting fuels, etc.) be discharged into port waters.

Moreover, unless expressly relieved by the Port authority of this requirement, in the case of supplying fuel, cleaning holds or operations which may entail a risk of spillage, it must have suitable anti-pollution means available, in order to prevent the dispersion of the effects of any possible accidental spillage. More specifically, during fuelling operations, the ship's captain, or representative thereof, must ensure that the fuel supply company has sufficient means of containment for immediate use in the event of a spillage. In the event of an accidental spillage into the sea, the means for containment and collection thereof must be put in place.

In the case of terrestrial spillages or accidental discharges into the sea, the persons responsible for the operation must notify the Service and Emergency Control Centre (CCS/CCE), which will activate the corresponding Internal maritime plan,

51. Royal Decree 543/2007, of 27 April, determining the safety and prevention measures to be met by fishing vessels with less than 24m in length (L). Annex VI.12.

52. Additional technical instruction no. 12. Handling of products destined for elimination or inertisation. Royal Decree 563/2010, of 7 May, approving the Regulations for pyrotechnic articles and ammunition and Royal Decree 1335/2012, modifying the same.

53. Regulation 11 of annex IV to the MARPOL 73/78 Convention. Resolution MEPC.159(55).

54. In the case of fishing vessels, Royal Decree 543/2007, of 27 April, determining the safety and prevention measures to be met by fishing vessels with less than 24m in length (L). Annex VIII.12.



managing the waste generated by any such incidents properly, in accordance with the characteristics thereof, and restoring the conditions extant prior to said incidents.

With regard to ballast water, the Ballast Water Management Convention (2004) —once it comes into force after the ratification of the Convention by 30 states, and which will account for 35% of the tonnage from the world merchant fleet— will require ships to have the following:

- Ballast water management plan,
- Ballast water record book,
- Ballast water exchange (Rule D-1, see below),
- Ballast water management (Rule D-2, see below),
- International ballast water management certificate.

Additionally, ships will have to comply with the following ballast water management requirements:

1. For ships constructed prior to 2009, ballast water management will be:
 - With ballast water capacity between 1,500 m³ and 5,000 m³, they must comply with Rule D-1 and with Rule D-2 until 2014.

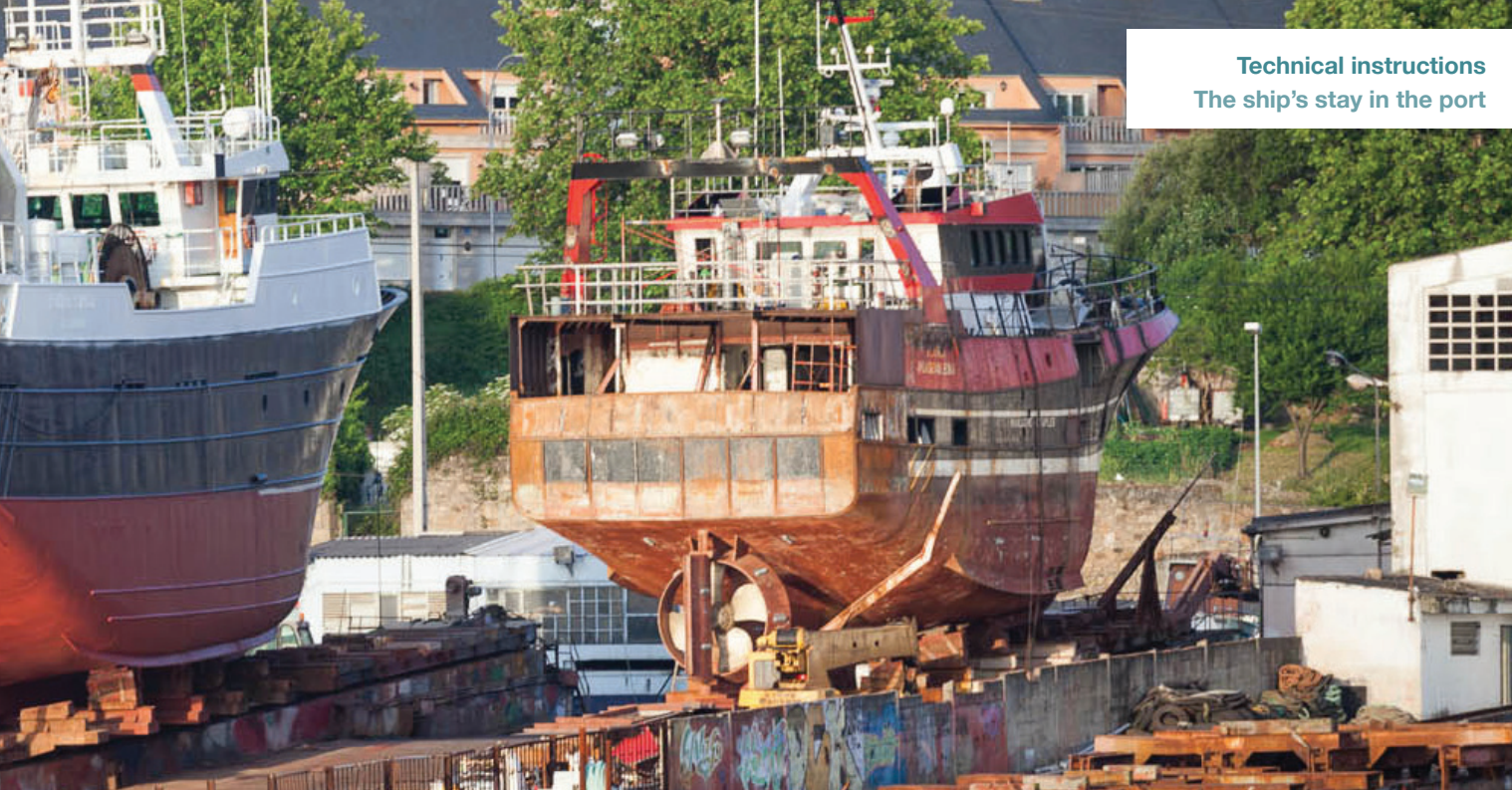
- With ballast water capacity lower than 1,500 m³ or higher than 5,000 m³, they must comply with Rule D-1 and with Rule D-2 until 2016.
2. For ships built in 2009 or later:
 - With ballast water capacity lower than 5,000 m³ they will need to perform ballast water management in compliance with Rule D-2.
 - With ballast water capacity equal to or greater than 5,000 m³, they must comply with Rule D-1 and with Rule D-2 until 2016..
 3. For ships built in 2012 or later:
 - With a capacity equal to or greater than 5,000 m³, they must comply with Rule D-2.

Those ships implementing ballast water management to comply with the regulations of Rule D-1 (ballast water pumping), must comply with the following:

- a. They must perform the ballast water exchange at least 200 miles from the nearest land, and in waters with a depth of at least 200 metres, in accordance with IMO Guidelines.
- b. In the case of ships which cannot perform said exchange in accordance with the previous paragraph, they must do so in line with the Organisation's Guidelines, and as far

55. Water pumping capacity 3 times the volume of the tank to guarantee 95 % of the total water unballasted.

56. The equipment's filtering capacity and other combined methods (ultraviolet light, heat, energy, etc.) to deal effectively with ballast water.



away from the nearest land as possible, and in all cases at least 50 miles away from the coast and in waters with a depth of at least 200 metres.

- c. In maritime areas where the distance to the nearest coast or the depth do not meet the aforesaid parameters, the port State—in consultation with neighbouring States, or with other States— may designate areas in which the ship is permitted to exchange its ballast water in accordance with IMO Guidelines.

Ships of 400 t gross tonnage and over will be subject to examinations, initially prior to their coming into service or when the International ballast water management certificate is granted for the first time (valid for a period of 5 years).

All requirements will be considered in a new edition of the environmental code of conduct.

3.1.5. Emissions from ships

Ships moored or anchored in the port of A Coruña may not use marine fuels with a sulphur content in excess of 0.10% by mass, with the crew being allowed sufficient time to perform any fuel changing operation as soon as possible after mooring and as late as possible after leaving.⁵⁷

The ship's captain must ensure effective compliance with the obligations determined by annex VI of the MARPOL

Convention, which establishes the regulations for the prevention of atmospheric contamination from ships, with regard to the instruction for the monitoring of their emissions (addressed in section 3.7.3 of the technical instruction Supply of fuel and lubricants).

Additionally, pursuant to the aforesaid annex IV, captains must make sure that they are kept informed of the examinations applicable to their ships and guarantee that the equipment, systems, accessories, facilities and materials comply fully with the applicable requirements. In this regard, the ship must be in possession of a valid International Air Pollution Prevention Certificate⁵⁸, and must make the same available to the Port Authority when so required.

The Port Authority of A Coruña encourages the adoption of good environmental practices through rebates on ships' port rates⁵⁹ (see section 1.7 **Environmental Rebates**, in chapter 1).

3.1.6. Scrapping of ships

The recycling of ships is addressed in technical instruction no. 12 **Recycling of ships**.

57. Royal Decree 290/2015, of 17 April, modifying Royal Decree 61/2006, of 31 January, establishing the specifications for petrol, diesel oil, fuel oil, and liquid petroleum gas, and regulating the use of certain biofuels and the sulphur content of marine fuels.

58. International Convention for the Prevention of Pollution from Ships

59. Art. 245 of Legislative Royal Decree 2/2011, establishing the rebates to be applied in the case of ships.

3.2. Operations on solid bulks

3.2.1. Objective of the technical instruction

Operations of loading, unloading, handling, horizontal transport and storage of solid bulks may give rise to environmental impact, principally in the atmosphere and marine environment. The objective of this instruction is to reduce the impact of such operations.

3.2.2. Persons responsible for ensuring compliance

Handling companies, titleholders of solid bulk terminals, loaders, haulage contractors and all those which handle or store solid bulks in the service area are responsible for the same.

3.2.3. Prevention and minimisation of emissions, spillages and discharges of bulks

The handling of solid bulks in the port of A Coruña, subject to administrative authorisation as facilities with activities which may potentially pollute the atmosphere, will be conditional on compliance with the conditions established in the **Emission Source Authorisation Documents** subject to **Atmospheric Emission Authorisation**; on the application of emission control and reduction systems required in authorisations, by the application of latest edition of the **Guidebook for good practices in the handling and storage of solid bulks in State Ports** (hereinafter, the Guidebook); and on the recommendations set forth in the following sections.

The quays and forecourts whereupon goods are deposited must be filled in and subsequently paved to prevent any contamination of the soil by leaching, and the effects thereof on ground water. The flooring in storage bays must be made of concrete. The drainage networks therein must be connected to the sewage network and there must be a monitoring hatch

prior to the connection for taking the appropriate filtering and decanting measurements.

During and after operations of depositing and handling solid bulks, the handling company must clean the quays and forecourts affected to prevent atmospheric emissions or the discharge of goods to the sea by using the facilities, devices and good practices described in this technical instruction⁶⁰ and in the aforesaid Guidebook; hoppers with forced ventilation, air-tight grabs, filters, skirting, Cleveland Cascade-style telescopic chutes (see figure 2) and other devices for reducing particulate emissions must be used.

The use of conventional hoppers will be limited to situations of Level 1i-1o (Table 1).

Loaders, grabs, hoppers and telescopic chutes must be cleaned periodically, in accordance with the applicable technical rules and manufacturer's instructions, thus guaranteeing their satisfactory state with the aim of preventing any possible loss or overflow of material. The jaws on grabs must be properly adjusted and the seal perfectly airtight to prevent the loss of material.

The handling company must have an internal maritime Plan covering the actions to be taken in the event of any emissions, spillages and discharges of hydrocarbons or noxious or potentially hazardous substances, training the personnel involved, to prevent the pollution of the port environment. This plan must be made available to the Port Authority of A Coruña).

3.2.4. Operation of loading and unloading with a grab

In operations of loading solid bulks with a grab, the following operational practices must be applied:

3.2.4.1 general operational practices

In the case of discharging material to the waters in the docks, an awning must be placed between the edge of the quay and the ship, in the vertical plane of the movement of the grab, to collect any falling goods and prevent any discharge. Said awning must be in good repair and must be installed along the path of the grab coinciding with the gap between the edge of the quay and the side of the ship, so that the aforesaid residues fall on the same and slide to the pavement of the quay where they can be collected with a shovel. Other operational practices will include:

60. Reference Document on Best Available Techniques on Emissions from Storage, July 2006. Integrated Pollution Prevention and Control. European Commission.



- Protecting rainwater collection manholes using plates or balloons, or any other procedure guaranteeing the closure thereof.
- Notwithstanding the above, the discharge of noxious or potential hazardous substances close to rainwater collection manholes must always be prevented.
- Reducing the amount of cargo handling.
- Reducing the horizontal distance to be travelled by the grab when transporting material to a minimum.
- Holding the full or empty grab always above the hold, hopper or pile when waiting.
- Avoiding overfilling of the grab and moving and opening the same slowly.
- In the case of particulate emission, the height of the opening of the grab⁶¹ above the hopper, pile or hold must be as low as possible, and must comply with the requirements inducted below (see Tables 2 and 3), depending on the weather conditions:
 - a) Level 1i (inner port) and level 1o (outer port)
 - Maximum height of the grab over the hopper or heap: 3 m,
 - Sprinkling of coal or non-calcined coke pile⁶² with a water-diluted surfactant.
 - b) Level 2i (inner port) and level 2o (outer port)
 - Maximum height of the grab over the hopper or heap: 1 m,
 - Sprinkling of coal or non-calcined coke pile with a water-diluted surfactant,
 - Use of atomisers or suction system, windbreak screens, etc.
 - Slow movement and opening of grab.
 - c) Level 3i (inner port) and level 3o (outer port)
 - Under these weather conditions, the loading or unloading will be halted until Level 2i (inner port) or 2o (outer port) is reached for a period in excess of 20 minutes.

61. Height of grab: difference in height between the grab, at the instant of opening, and the area of impact of the goods.

62. Reference Document on Best Available Techniques on Emissions from Storage. Integrated Pollution Prevention and Control. July 2006. Pages 234 and 360.

Table 2. Criteria for operational regulation by the wind.

LEVEL	INNER PORT	OUTER PORT
Level 1	1i. Mean wind speed lower than or equal to 12 km/h according to the automatic meteorological station situated on the Centenary Quay (ESC or Level 1 in the automatic meteorological station panel).	1o. Mean wind speed lower than or equal to 20 km/h according to the automatic meteorological station situated on the Transversal Quay (ESC or Green on the traffic light of the automatic meteorological station on the Transversal Quay).
	1i. Mean wind speed higher than 12 km/h and lower than 36 km/h with wind from 180°-315°, (ESC or Level 1 in the Centenary automatic meteorological station panel).	1o. Mean wind speed higher than 20 km/h and lower than 40 km/h with wind from 45°-315°, (ESC or Green on the traffic light of the automatic meteorological station on the Transversal Quay).
	1i. Mean wind speed higher than 12 km/h and lower than 36 km/h with wind from 315°-180°, (ESC or Level 1 in the Centenary automatic meteorological station panel).	1o. Mean wind speed higher than 20 km/h and lower than 40 km/h with wind from 315°-45° and intense precipitation ⁶³ (ESC or Green on the traffic light of the automatic meteorological station on the Transversal Quay).
	1i. Mean wind speed higher than 36 km/h and lower than 50 km/h with wind from 180°-315°, (ESC or Level 1 in the Centenary automatic meteorological station panel).	1o. Mean wind speed higher than 40 km/h and lower than 60 km/h with wind from 45°-315° and intense precipitation (ESC or Green on the traffic light of the automatic meteorological station on the Transversal Quay).
Level 2	2i. Mean wind speed higher than 12 km/h and lower than 36 km/h with wind from 315°-180° (2 mm/10 min) (ESC or Level 2 in the Centenary automatic meteorological station panel).	2o. Mean wind speed higher than 20 km/h and lower than 40 km/h with wind from 315°-45° and absence of intense precipitation (ESC or Yellow on the traffic light of the automatic meteorological station on the Transversal Quay)
	2i. Mean wind speed higher than 36 km/h and lower than 50 km/h with wind from 180°-315° (ESC or Level 2 in the Centenary automatic meteorological station panel).	2o. Mean wind speed higher than 40 km/h and lower than 60 km/h with wind from 45°-315° and absence of intense precipitation (ESC or Yellow on the traffic light of the automatic meteorological station on the Transversal Quay)
	2i. Mean wind speed higher than 50 km/h with wind from 180°-315° (ESC or Level 2 in the Centenary automatic meteorological station panel).	2o. Mean wind speed higher than 40 km/h and lower than 60 km/h with wind from 315°-45° and intense precipitation (ESC or Yellow on the traffic light of the automatic meteorological station on the Transversal Quay)
Halted	3i. Mean wind speed higher than 36 km/h and lower than 50 km/h with wind from 315°-180°, (ESC or Level 2 in the Centenary automatic meteorological station panel).	3o. Mean wind speed higher than 40 km/h and lower than 60 km/h with wind from 315°-45°, and absence of intense precipitation. (ESC or Red on the traffic light of the automatic meteorological station on the Transversal Quay)
	3i Mean wind speed higher than 50 km/h (ESC or Halted in the Centenary automatic meteorological station panel).	3o Mean wind speed higher than 60 km/h (ESC or Red on the traffic light in the Transversal automatic meteorological station panel).

Table 3. Criteria and maps for operational regulation by the wind.

Outner port

WIND SPEED	D. VIENTO	PREC. INT.	TRAFFIC LIGHT
$V \leq 20$ Km/h	X	X	Green
$20 \text{ Km/h} < V \leq 40$ Km/h	[45.1°..314.9°]	X	Green
$20 \text{ Km/h} < V \leq 40$ Km/h	[315°..45°]	1	Green
$20 \text{ Km/h} < V \leq 40$ Km/h	[315°..45°]	0	Yellow
$40 \text{ Km/h} < V \leq 60$ Km/h	[45.1°..314.9°]	1	Green
$40 \text{ Km/h} < V \leq 60$ Km/h	[45.1°..314.9°]	0	Yellow
$40 \text{ Km/h} < V \leq 60$ Km/h	[315°..45°]	1	Yellow
$40 \text{ Km/h} < V \leq 60$ Km/h	[315°..45°]	0	Red
>60 km/h	X	X	Red

Inner port

WIND SPEED	D. VIENTO	PREC. INT.	TRAFFIC LIGHT
$V \leq 12$ Km/h	X	X	Level1
$12 \text{ Km/h} < V \leq 36$ Km/h	[180°..314.9°]	X	Level1
$12 \text{ Km/h} < V \leq 36$ Km/h	[315°..179.9°]	X	Level1
$12 \text{ Km/h} < V \leq 36$ Km/h	[315°..179.9°]	X	Level2
$36 \text{ Km/h} < V \leq 50$ km/h	[180°..314.9°]	X	Level1
$36 \text{ Km/h} < V \leq 50$ km/h	[180°..314.9°]	X	Level 2
$36 \text{ Km/h} < V \leq 50$ km/h	[315°..179.9°]	X	Level2
$36 \text{ Km/h} < V \leq 50$ km/h	[315°..179.9°]	X	Halted
>50 km/h	X	X	Halted



Outner port



Inner port

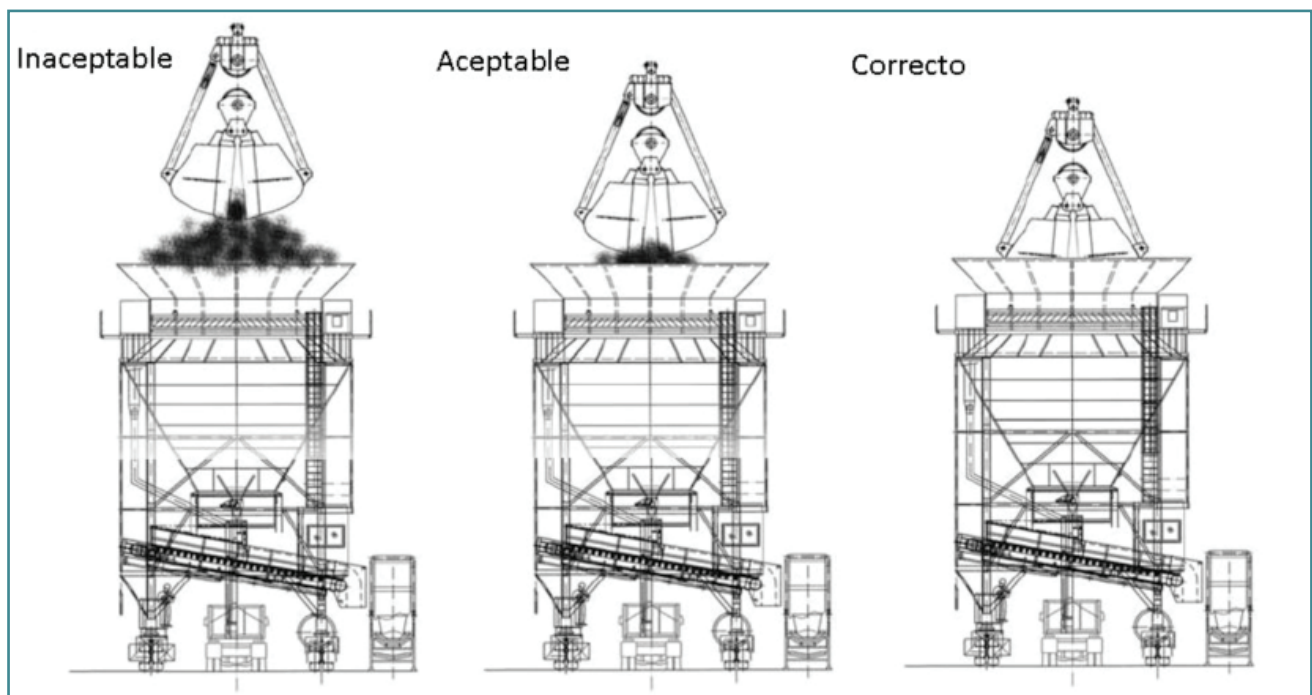
3.2.4.2 Operational practices during the loading and unloading of ships

- When beginning to fill the cargo hold, the grab must be lowered to the floor of the hold and kept open for a few seconds to prevent the re-suspension of dust on the walls.
- On the ship, holds must be closed as loading is completed, taking all measures to prevent the rebound effect of the cargo, and the effects of the wind on the goods loaded or stowed.
- The grab must be fully closed before being withdrawn from the hold.
- Wait for any overflow from the grab to fall inside the hold.
- Throughout the operation, check that the water atomisation, suction, air-filtering and screening systems are working correctly

3.2.4.3 Operational practices for unloading the grab over the hopper

- Place the grab squarely and centrally over the hopper.
- Ensure that grab is partially inside the hopper before opening it.
- In goods with high dustability, or with an unfavourable wind⁶³, keep the grab open over the hopper until the vortex of dust from the impact has died down.
- When working with goods with high dustability, or with an unfavourable wind, open the grab slowly.
- Reduce the height of the drop of the goods in the hopper as far as possible.
- Ensure that the hopper is at least 60% full.
- Do not overload the hopper by filling with goods over its maximum level.
- The handing company must provide the head of operations (crane operator) with clear, written instructions regarding these recommendations.

Figure 1. Unloading from grab to hopper



63. Unfavourable wind: level 2 winds, according to Tables 2 and 3. Criteria for operational regulation by the wind.

3.2.4.4 Operation of loading lorries and wagons from the hopper

When loading lorries and wagons from the hopper, the following operational practices must be applied:

- The specialist responsible for opening and closing the hopper must avoid overfilling lorry trailers and wagons, so that the height of the goods transported does not exceed the height of the compartments. In the case of goods with a density lower than 0.7 gr/cm³ (such as cotton seed, barley, soya, etc.) operational conditions may mean that overfilling the box is advisable, with the corresponding reduction in intra-port transport.
- Avoid overloading lorries (weight controls in the hopper or automatic weighing in the lorry).
- Within the designated loading/unloading zone, the area for the collection of goods from lorries returning overweight must be properly marked out and delineated.
- Clean up any goods spilt from overweight lorries to prevent the formation of piles around the hopper.
- When loading with a conveyor belt, constantly check the flow of the cargo and the speed of the belt.

3.2.4.5 Operation of loading lorries and wagons with a shovel loader

When loading lorries and wagons with a shovel loader, the following operational practices must be applied:

- Reduce the horizontal distance to be travelled by the shovel loader when transporting material to a minimum.
- When discharging goods into the lorry trailer, park the lorry downwind of the shovel loader, following the instructions given in the following figure 3
- Check the weight of the cargo at the loading point for lorries to prevent returns owing to excess weight from the official weighing machine.
- Level off the cargo in the wagon or the box on the lorry.
- In lorries with a dump trailer, place a tarpaulin over the cargo before leaving the loading area.

The handing company must provide the person responsible for the aforesaid operations (shovel loader operator) with clear, written instructions regarding these recommendations.

Figure 2. Telescopic hoppers

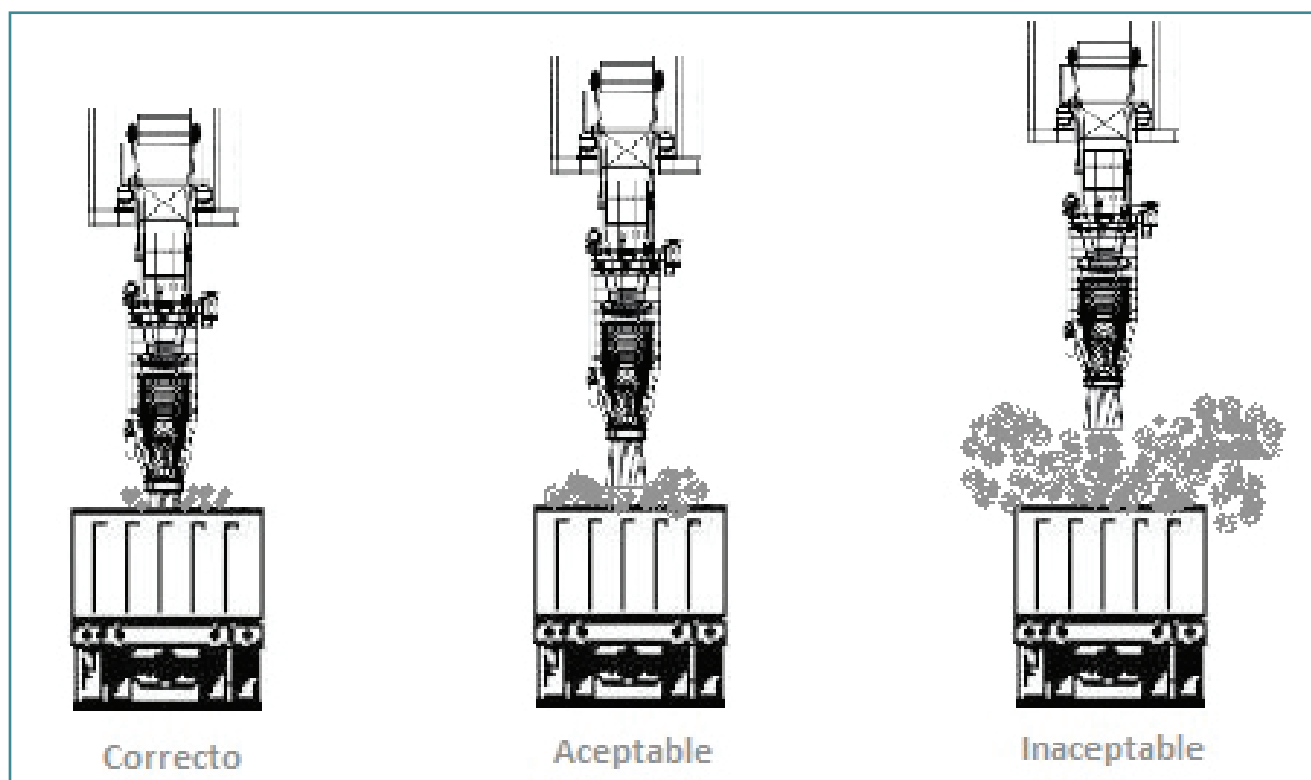
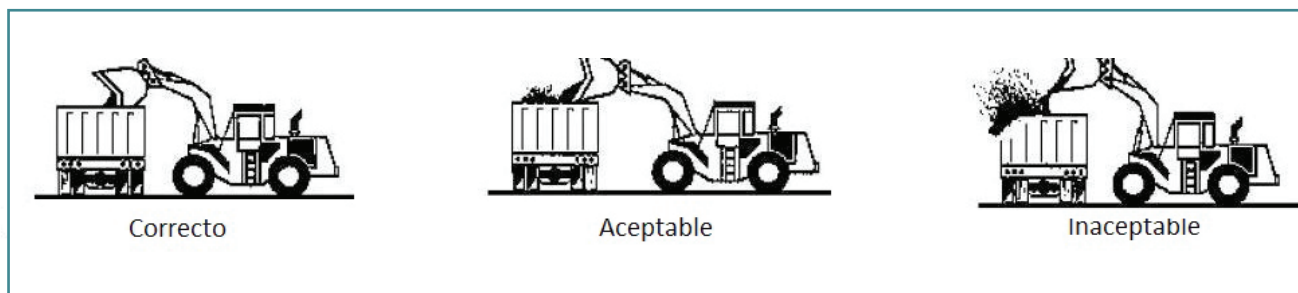


Figure 3. Unloading from shovel loader to lorry



3.2.5. Operation of pneumatic loading and unloading

When loading and unloading solid bulks using a pneumatic system, the following operational practices must be applied:

3.2.5.1 General operational practices

- Always work in the dilute phase, avoiding plug transport (risk of sealing)
- Feed the system in line with its transport capacity.
- Throughout the operation, monitor the flow and any drops in pressure, with a view to preventing any blockages.
- Once the loading/unloading is completed, all residue deposited on the quay must be cleaned up and properly managed, avoiding the emission of particulate matter, the discharge thereof to the sea and, in the case of cement, the setting thereof.

3.2.5.2 Operational practices during the loading of the ship

The loading of the product directly onto a ship must be conducted slowly using the telescopic chute as close as possible to the level of the ship's hold and, in the case of particulate emissions, complying with the following requirements:

a) Level 1i (inner port) and Level 1o (outer port):

- Maximum height of the lower hose on board the ship.

b) Level 2i (inner port) and Level 2o (outer port):

- Maximum height of the hose: 1 m.

c) Level 3i (inner port) and Level 3o (outer port):

- Loading must be halted until Level 2i (inner port) or level 2o (outer port) is returned to for at least 20 minutes.

The following recommendations must be taken into consideration:

- The cargo holds must be closed after each one is loaded, taking all measures to prevent the re-suspension effect on the cargo, and the effects of the wind on the goods loaded or stowed.
- Avoid striking the discharge head against the bulkheads and the side of the hatch.
- Whenever possible, close the hatches to unused holds.
- Do not use the loading point in the silo as a vent. The outgoing air may suck out the goods leading to dust emissions.
- Check the filtering systems constantly. In bag filter systems, check that any drops in pressure are within the admissible ranges, with the aim of identifying any sedimentation or tears in filters.
- When transferring goods from a pneumatic system to belt systems, always check that the flow does not exceed that admissible by the belt.

3.2.5.3 Operational practices during the loading of wagons

To prevent particulate emissions to the atmosphere, spillages and losses of goods during the loading of solid bulks into rail wagons, the following must be adhered to:

- Position the discharge head as close as possible to the surface of the material inside the wagon, avoiding direct contact to avoid blockages.



- Avoid any spillage outside the wagon.
- Monitor the flow of goods, checking that levels which may result in spillage or blockages are not exceeded.
- Check that the air-filtering or water atomisation systems are working properly.
- Avoid the re-suspension of material and control the flow of discharge thereof to minimise any emissions.
- In new facilities with overhead unloading, ventilation vents and doors should be kept closed to prevent a chimney effect.
- When unloading lorries, the material should be discharged gradually.
- When stacking, lifting or trimming heaps with a shovel loader, avoid using the blade of the loader to lift and tip the goods from heights.

3.2.6. Loading and unloading inside warehouses

Warehouses in which solid bulk loading and unloading operations are carried out must be fitted with protective screens and, preferably, with suction and dust filtering systems. Loading and unloading operations with shovel loaders inside warehouses must be conducted inside the same at all times, thus preventing particulate emissions to the exterior.

The loading and unloading of the product inside the warehouse must be performed applying the following operational practices:

- Loading and unloading must be conducted with screens fitted and the entrance to the warehouse closed; the operation must not commence until the filtering and particle collection systems are operational.
- The loading and unloading of lorries over hoppers inside warehouses must be performed slowly and with the filtering particle collection system operational to prevent any particulate emission to the atmosphere.
- The conveyor belts used to transport the material must be cleaned, without leaving any residue in the surrounding area, after which the operational area must be cleaned.
- In order to guarantee the effectiveness of the protective screens, filters and particle collection systems, they must be properly maintained in accordance with the manufacturers' technical instructions.
- Endeavour to perform any lifting with an extension, in order to limit the dispersion and atomisation of the goods by the shovel loader.
- When loading with a shovel loader, adhere to the good operational practices for the machinery in question.
- When receiving/shipping agrifoodstuffs, once the lorry has entered or exited, the doors should be kept closed in order to keep birds out.
- Separate lorry transit areas from the storage area. Whenever possible, use different doors for the entry and exit of lorries, marking out a corridor to separate the route from the stockpiling area.
- Lorry transit areas should be cleaned periodically, collecting and restacking any possible discharges inside the warehouse.
- When lifting with a shovel loader and lorry, separate the lorry transit areas from the operational area of the shovel loader, preventing lorries from passing close to the sides of stockpiles.

With highly flammable products, such as certain types of coal, in the event that high temperatures are detected:

- Stockpiles should be compacted with a bulldozer, to reduce porosity and limit the intake of air.
- The temperature of the stockpile must be monitored using thermal imagers and temperature probes inserted into the goods.

Flat storage in warehouses must adhere to the following operational practices:

3.2.7. Operation of loading with gantry, continuous loader or mobile conveyor belt

When loading ships using a gantry, continuous loader or mobile conveyor belt, the following operational practices must be applied:

- Position the discharge head as close as possible to the peak of the material inside the cargo hold.
- Do not allow the discharge head to come into direct contact with the peak of the pile to prevent blockages.
- Avoid any spillage outside the hold during approach and withdrawal manoeuvres.
- Monitor the flow of goods, checking that levels which may result in spillage or blockages are not exceeded.
- Monitor the level of the load in the gantry in order to identify any possible blockages.
- The belt should be fed directly from the lorry, avoiding any piles on the quay and the subsequent loading of the belt with a shovel loader.
- Monitor the velocity of the discharge from the lorry to the feeder.
- Check the proper operation of the air-filtering or water atomisation systems.

3.2.8. Good practices for depositing goods on the quay

Goods must be deposited on the quay applying the following operational practices:

3.2.8.1 General operational practices

- Goods must be deposited in those areas designated for said purpose by the Port Authority, respecting the distances set to the edge of the quay.
- Prior to the depositing of goods on quays, the handling company must prevent the discharge to port docks of any drainage water bearing solids, oils or fats, and must cover the drains, gutters and any other direct outlet to the sea close to the depositing area with suitable means, ensuring

said protection remains in place until the operations are concluded, in order to prevent any possible spillage to the sea, either directly or through goods being washed away by rain water.

- Once the goods have been placed in temporary storage, the handling company must clean up any residue for the area occupied. Should any residue build up in drains or gutters, the handling company must clean and unblock those outlets and facilities affected.

3.2.8.2 Operational practices while preparing the stockpile

- Ensure that the safety clearance between stockpiles and roadways, railway lines, rainwater collection gutters and the edges of quays is maintained.
 - In order to prevent any possible blockages of drainage channels the 2m distances set on either side of any drainage channel must be adhered to strictly; under no circumstances may any material be deposited over said channels.
 - On quays with fixed crane or railway facilities, no goods may be deposited less than 2 m away from the rail line furthest from the edge of the quay.
- If there is any risk of spillage onto roadways, railway lines or rainwater collection ducts, stockpiles must be delimited with temporary walls.
- The height of the pile will be set by the Port Authority, based on what is deemed pertinent in each case; it must not exceed 14 m or a load of 10 t/m², on the North Centenary Quay, or 5 t/m² on the quayside (10 t/m² in the cobblestoned area) on the transversal quay in the outer port.
- Lorries should be unloaded gradually, downwind from the pile.
- Stockpiles should be formed continuously, with flat surfaces, in the form of a plateau, and without saw teeth.
- Stockpiles should be formed in such a way that they offer the least possible surface to the prevailing winds, the geometry of the quay permitting.
- Locate those goods with the greatest rotation close to the point of departure.
- Situate silt from goods, present in the finishing and cleaning of the hold, downwind from the stockpile.

3.2.8.3 Operational practices during stockpile handling

- Accesses to work areas must be clearly delineated.
- Delineate and mark out the departure point for lorries returning due to their being overweight.
- Build up and skim the pile with vertical-blade pushers. When using a shovel loader, do not employ the blade thereof to lift and dump goods in the stacking and lifting process.
- Perform any lifting with an extension, in order to limit the dispersion and atomisation of the goods by the shovel loader.
- Trim the pile periodically, restacking the goods laid out during loading and unloading operations to and from lorries or wagons.
- When using a shovel loader, lorries should be loaded downwind from the pile.
- When lifting with a shovel loader and lorry, separate the areas for lorry traffic for the operational area of the shovel loader, whenever possible, using temporary perimeter walls to prevent lorries from passing close to the sides of stockpiles.
- In highly flammable goods, such as certain types of coal, in the event that high temperatures are detected:
 - Stockpiles should be compacted with a bulldozer, to reduce porosity and limit the intake of air.
 - Monitor the temperature of the stockpile using thermal imagers and temperature probes inserted into the goods.

3.2.9. Good transport practices

Good environmental practices for the transport of goods are described in point 3.8.3 of Technical Instruction 8, Movement, parking, repair and washing of vehicles and machinery.

3.2.10. Management of waste from solid bulks

Handling companies will be responsible for guaranteeing the reception of cargo and cargo-related waste, as well as for the cleaning of quays and forecourts, including transit or handling areas, as a consequence of goods depositing and handling operations. This must be performed during and immediately after said operations, with the aim of eliminating any sources of pollution, and in a way which allows other port users to continue using the facilities. These operations are described in Technical Instruction 3.6 **Management of cargo and cargo-related waste**.

Handling companies are also responsible for the proper management of the resulting hazardous and non-hazardous waste, through depositing in separated containers and delivery to an authorised manager.

In those areas along the quay fitted with a longitudinal conveyor belt, the company managing the installation must clean up any build-up of residue between the facility and the sea, and underneath the same, after each unloading operation and, at least, once a month. Cleaning must be carried out to ensure that no residue reaches the sea.

Each time transfers or cleaning processes are conducted on cranes, mobile hoppers or other machinery employed in the operations (Technical Instruction No. 8), the person responsible for the same—from either the handling company, the consignee, or the railway operator—must ensure that no residue from the transfer or cleaning of the aforesaid means remains on the quay.

3.2.11. Specific conditions for certain solid bulks

The handling procedures must be adapted to the environmental recommendations described in the International Chemical Safety Cards⁶⁴.

3.2.11.1 Coal

The coal (CAS no.: 65996-77-2⁶⁵) handled in the port of A Coruña comprises hard bituminous coals, the principal

64. ICSC Cards | National Institute for Safety and Hygiene in the Work Place (INSHT).

65. The CAS number is a unique number attributed to a chemical substance by the Chemical Abstract Service of the American Chemical society.



destination thereof being the Meirama Thermal Power Station.

The geometry of the coal piles must be as smooth as possible, avoiding saw teeth, and they must be lifted adhering, as far as possible, to the following recommendations:

- One single stockpile is preferable to various (two stockpiles containing the same material as one increases the surface area exposed to the wind by 26%),
- The longitudinal axis of the stockpile must face North West in the inner port, and south east in the outer port.
- The slopes of stockpiles should not exceed angles of 55°.
- The surface exposed to the wind must be minimised.
- As explained above, during the phases of loading and unloading the ship, storage on quay and the lifting of coal, the areas surrounding the stockpiles must be cleaned as of when they are formed, and they must be sealed with water-diluted surfactants.

Coal loading/unloading operations requiring open-air depositing are prohibited on the Centenary and San Diego quays, except with express, written authorisation from the Port Authority of A Coruña.

3.2.11.2 Petroleum coke

Petroleum coke is a carbonaceous solid derived from coking units (destructive distillation of petroleum) in refineries. **Calcined petroleum coke** (CAS no.: 64743-05-1) is the

product of calcining petroleum coke, and it is used to make anodes in the foundry industry; according to the European best available techniques reference document⁶⁶ with regard to the emissions generated by stockpiling -BREF Document-, calcined coke is a product which is highly sensitive to dispersion, and which cannot be moistened. **Green coke** (or fuel-grade coke, CAS no.: 64741-79-3) is employed as a fuel, and is a product which is moderately sensitive to dispersion which can be moistened to prevent dust.

The geometry of coke piles must be as smooth as possible, avoiding saw teeth, and they must be lifted adhering, as far as possible, to the following recommendations:

- One single stockpile is preferable to various (two stockpiles containing the same material as one increases the surface area exposed to the wind by 26%),
- The longitudinal axis of the stockpile must face north east,
- The slopes of stockpiles should not exceed angles of 55°,
- The surface exposed to the wind must be minimised.

As explained above, during the phases of loading and unloading the ship, storage on the quay and the lifting of coke, and in the case of stockpiles without immediate embarkation or lifting, the areas surrounding the stockpiles must be cleaned as of when they are formed, and they must be sealed with water-diluted surfactants (except for calcined coke).

When handling coke, the application of Technical Instruction 3.2.6 Loading and unloading inside warehouses is particularly important.

66. Reference Document on Best Available Techniques on Emissions from Storage, July 2006. Integrated Pollution Prevention and Control. European Commission.

3.2.11.3 Portland cement clinker

Portland cement clinker (CAS no.: 65997-15-1) is a mixture of chemical substances produced by calcination or agglomeration at high temperatures (in excess of 1200°C) of raw materials, principally calcium carbonate, aluminium oxide, silica and iron oxide. The chemical substances manufactured are contained in a crystalline mass. This category includes all the chemical substances specified below when manufactured intentionally in the production of Portland cement. The basic members of the category are Ca₂SiO₄ and Ca₃SiO₅. Like calcined coke, it is a product which is highly sensitive to dispersion, which cannot be moistened.

In order to handle clinker in the interior port of A Coruña, a special facility will need to be used, which will need to be studied and authorised by the Port Authority. Deposits of this material on quays must be covered.

As with all other bulk solids, the handling of clinker in the outer port will be subject to the application of Guidelines of good practices in the handling and storage of solid bulks in State Ports and, in particular, to the protection of stockpiles and heaps (the goods not being exposed directly to the action of the wind and rain), the minimisation of handling (operational schemes in which it merchandise is handled moved three times as possible), the application of technical measures (suction and pulverisation, windbreak screens) and operational regulation by the wind (modification of the rate of operations and of the handling of goods, depending on the dustability thereof and of the speed and direction of the wind).

3.2.11.4 Foodstuff bulks

In order to prevent problems from smells, bulk goods must be kept in closed warehouses, and any sweepings must be collected immediately. Special attention must be paid to the loading, unloading, handling and intra-port transport of foodstuff bulks, particularly those which are dusty or of low-density (lower than 0.7 gr/cm³)⁶⁷.

Operators shall implement bird-control programmes in order to avoid any associated health risks.

3.2.11.5 Quartz

Quartz (CAS No.: 14808-60-7) is a crystallised mineral, made up of silica (Silicon Dioxide, SiO₂), which is highly abundant

in the Earth's crust. Its density (2.65 g/cm³) and crystalline structure are not conducive to its dispersion. The handling company will be responsible for clearing up any residue from the cargo and preventing the same from reaching the railway lines and rail switches, covering the same during storage operations whenever necessary.

3.2.11.6 Composts and fertilisers

Irrespective of the environmental and industrial safety measures applicable, the cleaning of quays and roadways as a consequence of operations with compost and fertilisers must be carried out immediately after loading/unloading and by means of dry processes (sweeping, suction, etc.) avoiding contact with water. Once the loading of the bulks into lorries has been concluded, these must eventually be covered, including during intra-port transport.

3.2.11.7 Sulphur

Sulphur (CAS No.: 7704-34-9) is a chemical element with the symbol S. The movement thereof in the port is due to its extraction from crude oil in the refinery to enhance the process of distillation and reduce SO₂ emissions. In accordance with the BREF Document, it is a product which is moderately sensitive to dispersion and which cannot be moistened.

Sulphur must be stored in well ventilated location, away from flammable materials, igniting agents and oxidants. The generation and dispersal of dust must be avoided.

In order to be able to handle sulphur in the interior port of A Coruña, a special facility will need to be used, authorised by the Port Authority.

The handling of sulphur in the outer port will be subject to the application of Guidelines for good practices in the handling and storage of solid bulks in State Ports and, in particular, to the protection of stockpiles and heaps (the goods not being exposed directly to the action of the wind and rain), the minimisation of handling (operational schemes in which it merchandise is handled or moved as little as possible), the application of technical measures (suction and pulverisation, windbreak screens) and operational regulation by the wind (modification of the rate of operations and of the handling of goods, depending on the dustability thereof and of the speed and direction of the wind).

67. Reference Document on Best Available Techniques on Emissions from Storage, July 2006. Integrated Pollution Prevention and Control. European Commission.

3.3. Operations on liquid bulks

3.3.1. Objective of the technical instruction

The loading, unloading, handling, horizontal transport and storage of liquid bulks may give rise to environmental impacts on the marine and terrestrial environments and to the atmosphere. The objective of this instruction is to reduce the impact of such operations.

3.3.2. Persons responsible for ensuring compliance

The persons responsible for ensuring compliance are the titleholders of liquid bulk loading/unloading terminals, of chemical and petrochemical product storage/distribution facilities, of liquid fuel supply facilities, of shipyards and of naval repair facilities.

3.3.3. Prevention and minimisation of discharges and spillages of liquid bulks and the emission of volatile substances

3.3.3.1 Operations of loading and unloading ships by pipeline

All measures required for minimising the emission of organic-volatile compounds and other gases or particles which pollute the atmosphere must be adopted.

The terminal must have a system for retaining any accidental discharges or spillages, to prevent them from reaching the sea, either directly or through the sewage or drainage network.

It must be checked that the connections and hoses are empty prior to connecting or disconnecting the same, to prevent any dripping. Collection trays must be used at connections and valves for possible cases of dripping or spillage. There must be anti-overflow or anti-dripping systems (safety valves), or spillage collection trays, or contention systems in the connections and files in bulk liquid loading/unloading facilities.





3.3.3.2 Internal maritime plans

Maritime terminals or goods handling facilities which move hydrocarbons or products catalogued as “noxious and potentially hazardous substances” (see General Regulation 2.4 on Instances of marine pollution and corrective measures) must have an Internal maritime plan (see General Regulation 10 Environmental emergency plans) which contemplates the actions to be implemented in the event of any possible spillage or discharge of hydrocarbons or noxious and potentially hazardous substances (response bodies, inventory of materials (absorbent materials, contentment barriers, skimmers, pumps, waste storage tanks, etc.), coordination appliance, etc.). In the event that this plan is activated, the Port Authority’s Service and Emergency Control Centre (CCS/CCE) must be notified immediately, indicating the type of accident and risks in the port area.

In the event of an accidental spillage, this must be collected and the affected surface cleaned immediately; any waste generated must be managed properly and the facilities returned to their initial state, informing the Port Authority’s Service and Emergency Control Centre (CCS/CCE) thereof.

3.3.4. Storage of liquid bulks

There must be systems which prevent the emission to the exterior of volatile organic compounds from tanks containing hydrocarbons, other gases, or polluting particles.

The technical characteristics⁶⁸ must be complied with, and the regulatory inspections of the loading/unloading and storage

facilities must be performed with the periodicity defined in the applicable legislation or, in the absence thereof, with that recommended by the manufacturer or installer. The revision must include: sleeves, connections, valves, pumps, tanks, retention tanks and systems, the waterproofing of surfaces, overfilling and overflow detection systems in tanks, etc. To this end, an inspection programme must be prepared for the aforesaid installations, and said programme must be made available to the Port Authority of A Coruña.

Tanker lorries must be loaded in specific authorised areas employing systems for preventing accidental spillages.

3.3.5. Management of waste from liquid bulks

The water from cleaning tanks and the sludge collected must be managed as hazardous waste.

The titleholders of terminals and facilities responsible for loading/unloading liquid bulks must have fixed or mobile facilities for the reception and treatment of liquid waste (bilge water, tank washing water, dirty water, used oils, hydrocarbon residue, etc.) and other types of cargo residue from ships bound for the aforesaid installations, in accordance with a Waste reception and handling plan, as well as the means required to prevent and control any spillages and discharges in accordance with its Internal maritime plan. Both plans must be kept permanently up to date and must be made available to the Port Authority of A Coruña.

68. Royal Decree 1523/1999, of 1 October, modifying the Regulations for Oil Facilities, approved by Royal Decree 2085/1994, of 20 October, and complementary technical instructions TC-MI-IP-01: Refineries, ITC-MI-IP-02: Liquid petroleum fuel farms, ITC-MI-IP-03: Petroleum installations for own use. Storage facilities for consumption in the installation itself and ITC-MI-IP-06: Procedure for decommissioning storage tanks for liquid petroleum products. Also, Royal Decree 379/2001, of 6 April, approving the Regulation for the storage of chemical products, and the complimentary technical instructions MIE-APQ-1, MIE-APQ-2, MIE-APQ-3, MIE-APQ-4, MIE-APQ-5, MIE-APQ-6 and MIE-APQ-7 and IMDG Code.

3.4. Operations on general goods

3.4.1. Objective of the technical instruction

The proper management of the environmental aspects of the operations of loading, unloading and storing of general goods and containers with the aim of reducing the impact of the aforesaid operations.

3.4.2. Persons responsible for ensuring compliance

Particularly responsible for compliance with this Technical Instruction are handling companies, titleholders of specialised terminals and those which handle, transport and store general containerised and non-containerised goods within the port.

3.4.3. Operation of loading and unloading ships

Those persons responsible for compliance with this Technical Instruction must have internal maritime plans which address the actions to be taken in the event of any terrestrial spillages or marine discharges of noxious or potentially hazardous substances; they must have the necessary means, and the personnel involved must be trained, in order to prevent the pollution of the waters and environment of the port.

There must be systems for preventing any possible spillage or accidental discharge from reaching the sea or the sewage network.

Residue from goods considered noxious or potentially hazardous must be managed as hazardous waste.

3.4.3.1 Internal maritime plans

Handling companies and titleholders of containers and general goods terminals must have an Internal maritime plan if they move substances considered noxious or potentially hazardous. This plan must address a wide range of goods, differentiated according to behaviour, such as buoyancy or dilution capacity, establishing specific action protocols only for those substances which meet either of the following conditions:

- They are moved with high frequency or in high volumes.
- They have extreme levels of persistence and toxicity in the marine environment.

In any case, caution will need to be shown when determining the number of substances for which a specific protocol will be required.

3.4.4. Storage of general goods

The surfaces for storing hazardous good with the risk of spillages must be rendered waterproof and must be checked, on a weekly basis, for the absence of leaks, spillages or discharges.

The titleholders of container terminals must adopt the best available techniques with a view to limiting sound emissions.



3.5. Fisheries sector activities

3.5.1. Objective of the technical instruction

The proper management of environmental aspects arising from fisheries-related activities, with the aim of improving management and minimising the environmental impact of activities of the sector in the service area.

3.5.2. Persons responsible for ensuring compliance

Particularly responsible for compliance with this Technical Instruction are port users conducting fisheries-related activities (fish market concessionaires, purchasers of fish, auctioneers, wholesalers, retailers, ship owners, etc.).

3.5.3. Cleaning and waste management in premises⁶⁹

With the exception of users considered to be producers of household waste, the persons responsible for complying with this Technical Instruction must contract a company authorised by the Port Authority (see section 3.5.5 Commercial waste management service) for the management of all commercial or industrial waste generated as a result of their activity.

The contracting of an authorised company does not relieve users of the duty to comply with all hygiene regulations applicable to the collection and transport of animal by-products and transformed animal products⁷⁰.

Inorganic waste must be deposited in the containers provided for that purpose (normally yellow in colour and identified by pictograms) and organic waste in the green containers.

Category 3 animal by-products, which include “aquatic animals, and parts of such animals, except sea mammals, which did not show any signs of diseases communicable to humans or animals and fresh animal by-products from aquatic animals originating from plants or establishments manufacturing products for human consumption” are subject to special management⁷¹. The waste containers provided by the commercial waste management services, as well as those provided by the port cleaning service, may not be used for the depositing of category 3 by-products.

Containers supplied by the Port Authority’s cleaning service, distributed around the common areas of the port, may not be used for depositing commercial or industrial waste produced in the aforementioned work centres or installations.

Prior to the flushing of said facilities, they must be cleaned and any organic waste from fish residue and other putrescible waste must be collected and deposited in organic waste containers.

The persons responsible for ensuring compliance must ensure that manholes and filters in their premises are kept clean.

Substances and cleaning products used in fisheries facilities must meet the classification, packaging and labelling requirements⁷², and should preferably be highly biodegradable and free of hazardous substances⁷³.

69. This includes fish markets, warehouses and general facilities in which fisheries-related activities, such as the marketing, exhibition, sale, handling, transformation and storage of fish, the storage of gear and appliances are conducted.

70. Royal Decree 1528/2012, of 8 November, establishing the regulations applicable to animal by-products and derived products not intended for human consumption.

71. According to Regulation (EC) 1069/2009, of 21 October, laying down health rules as regards animal by-products and derived products not intended for human consumption, developed by Regulation (EU) No. 142/2011, of the Commission, of 25 February 2011.

72. Preventive Technical Note NTP 649: Classification, packaging and labelling of hazardous preparations RD 255/2003. National Institute of Workplace Safety and Hygiene (INSHT) Ministry of Employment and Social Matters.

73. Order Pre/116/2008, of 21 January, publishing the Resolution of the Council of Ministers approving the Green Public Procurement Plan of the General State Administration and its Public Bodies, and the Managing Entities of the Social Security.

74. Preventive Technical Note NTP 649: Classification, packaging and labelling of hazardous preparations RD 255/2003. National Institute of Workplace Safety and Hygiene (INSHT) Ministry of Employment and Social Matters.

75. Order Pre/116/2008, of 21 January, publishing the Resolution of the Council of Ministers approving the Green Public Procurement Plan of the General State Administration and its Public Bodies, and the Managing Entities of the Social Security.



3.5.4. Cleaning service in the port service area

The port's habitual general cleaning service will, on a daily basis, sweep and clean the pavements, walkways, car parks and roadways, as well as remove household waste deposited separately in public containers.

Substances and products used for cleaning and disinfecting the containers, as well as for cleaning the port's service area, must meet the requirements for classification, packaging and labelling⁷⁴, and should preferably be highly biodegradable and free of hazardous substances⁷⁵.

3.5.5. Commercial waste management service

Those companies authorised to provide the commercial waste management service must encourage and maintain the separation of collected waste, and apply recovery systems on the final management thereof.

Those companies authorised to provide the commercial waste management service will be responsible for the cleaning and maintenance of the containers they collect, and for storage and depositing areas where they are located.

3.5.6. Common areas of land and water

Fish boxes, packaging and plastic, etc., must not be dumped in the port's service area. This waste must be separated and

deposited in the crates and containers provided to this end by the commercial waste management services.

Fishing gear (nets, tackle, etc.) must not be dumped. Waste of this type must be delivered to a company providing the MARPOL service in the port of A Coruña.

Hazardous waste (oil drums, filters, batteries, etc.) must not be abandoned in the port area, nor must they be deposited alongside organic or inorganic waste containers. Producers of hazardous waste must manage the same properly through an authorised hazardous waste manager.

Ship owners must deliver bilge waters from their vessels and used oils from motors, and all residue produced by their ships and contemplated in annexes I and V (rubbish, including fishing tackle) of the MARPOL 73/78 Convention, to an authorised port reception facility, in accordance with the Port of A Coruña's Reception and Handling Plan for ship-generated waste; they must have available for the Port Authority the information described in **Convention for establishing a plan to ensure the periodic delivery of waste generated by ships or by fresh fishing boats** or, in the case of boats based in another port, the summarised notification appearing in Annex V of Royal Decree 1381/2002 and the annual MARPOL waste receipt signed by the Harbour Master, declaring the regular delivery of waste at the aforesaid port reception facilities⁷⁶.

76. Royal Decree 1381/2002, of 20 December, on port reception facilities for ship-generated waste and cargo residue, article 7.5.



3.6. Management of cargo and cargo-related waste and waste from the depositing and handling of goods

3.6.1. Objective of the technical instruction

The objective of this Technical Instruction is to improve the general state of cleanliness within the port and to reduce pollution in the common terrestrial and marine areas, through the cleaning and management of cargo and cargo-related waste found on quays, forecourts and roadways.

3.6.2. Persons responsible for ensuring compliance

With the exception of the responsibility of titleholders of those facilities referred to in article 3 of Legislative Royal Decree 2/2011, handling companies⁷⁷ will be responsible for guaranteeing the reception of cargo and cargo-related waste (see Glossary of Terms), as well as for the cleaning of quays and forecourts, including transit or handling areas, as a consequence of goods depositing and handling operations.

3.6.3. Operation of the waste collection and cleaning service

The waste cleaning and collection service requires the following operations to be conducted as expeditiously as possible:

3.6.3.1 Cleaning of quays, forecourts and roadways

The cleaning and placing of waste in containers must be conducted as swiftly as possible in order to leave the area clean and unobstructed, including the partial or total lifting of goods deposited on any roadway, quay or forecourt. In any case, special attention must be paid to cleaning of switching mechanisms immediately after loading operations

Handling companies must prevent the re-suspension of waste from solid bulks and the adhesion thereof to the underside and wheels of lorries transporting such bulks, by immediate cleaning cargo waste from quays and forecourts where solid bulks have been loaded or unloaded, or roadways affected by such operations.

Waste collected during the cleaning of terrestrial and marine areas, and the leachates thereof, must not be discharged to port waters, nor may any liquids collected through the cleaning of terrestrial and marine areas be discharged to the soil.

To this end, it is recommended that the cleaning operation be organised into the following phases:

1. Immediately after the loading/unloading of goods, subsequent to the partial or total lifting thereof, as well as during lifting operations, the surface of the dock must

77. Article 63.5 of Legislative Royal Decree 2/2011.



be swept with the blade of a shovel loader in order to pile up the waste in a remote area for the subsequent collection thereof. Only in the case of significant dust emissions being observed, the quay must be watered with a sprinkler, but never with high pressure water.

2. Subsequently any fine waste not picked up by the shovel loader's blade must be sprinkled. The flushers from a tanker lorry may be used. High-pressure water must not be used.
3. The mechanical sweeping of the quay must be conducted with a mechanical sweeper through a wet process.
4. Once the amount of dust on the quay is so negligible that it cannot be collected with a mechanical sweeper, the final cleaning must be performed. This may be with the flushers from a tanker lorry. High-pressure water must not be used.

In the case of composts or fertilisers, the four phases must be performed through a dry process, employing sweepers, blowers, etc.

3.6.3.2 Waste collection

The waste collected in these goods loading/unloading operations may be organic and putrescible (residue from cereals, fish, grasses and stubble, etc.) or inorganic (waste from minerals, aggregates, dust, great, etc.).

3.6.3.3 Waste management

After the cleaning operation, the waste must be deposited in containers to be transported either to a collection point, where it will be temporarily stored, or to a final waste manager (recovery or dumped into landfills).

Whenever waste collected as a consequence of the cleaning work described in the sections above cannot be reused, it must be transported to a treatment plant for the final management thereof by means of recycling or recovery. In the latter case, it will be sent for dumping in authorised landfills, depending on the type of waste. In any case, said waste must be managed in accordance with the national and regional legislation in force at such time.

3.6.4. Management of hazardous cargo or cargo-related waste

The management of hazardous cargo or cargo-related waste must be conducted by managers authorised for wastes of this type. If this obligation is not met in the time and manner provided for, the Port Authority may directly order the management of the hazardous waste, at the expense of the handling company, and without prejudice to any liability and sanctions which may be applicable.

With regard to waste from the fumigation⁷⁸ of cargo holds, from ships transporting agrifood bulks, and the containers which may have contained them (hazardous waste with the code ELW 02 01 08* "agrochemical waste containing dangerous substances"), this must be delivered by those companies conducting the loading/on loading operations from a ship to a manager authorised for waste of this type. The authorised manager must issue a MARPOL waste delivery receipt, which must bear the signature and stamp of the ship's captain, or representative thereof, as well as the respective signatures of the manager and the Harbour Master.

78. See the Recommendations on the risk-free usage of pesticides on ships, applicable to the fumigation of cargo holds (IMO. MSC.1/Circ.1264 of 27 May 2008).

3.7. Supply of fuel and lubricants

3.7.1. Objective of the technical instruction

The management of the environmental aspects of the supply of fuel and lubricants, through fixed installations and tanker lorries, to fixed or mobile facilities, to vessels of any type, and to cranes in the ports service area, with the aim of minimising the impact thereof.

3.7.2. Persons responsible for ensuring compliance

Those companies providing the commercial oil and gas supply service, and which appear in the **Register of oil and gas supply companies in the port of A Coruña**, the dock operators, in the case of supplying ships, and, in the case of supplying work teams, haulage companies. Also responsible for compliance with this instruction will be companies supplying lubricants or oils, the titleholders of the fixed fuel or oil installations, as well as the ship's Captain, Boat Masters of official or pleasure boats, the organisation to which official vessels belong, and the person responsible for the operation of the handling company.

3.7.3. Operation of the supply of fuel and lubrication from land to ships and to work teams and authorised deposits

The dock operator and the haulage company must implement appropriate measures to prevent hazardous discharges, spillages, overflows or emissions.

Vehicles must be fitted with, or have at hand within a reasonable distance, all elements for the prevention and control of pollution established in the Internal maritime plan of the company providing the service.

In the case of supply facilities, these must have sufficient means for the cleaning and clear up of spillages (absorbent

material and blankets, etc.) and discharges (anti-pollution barrier long enough to surround the entire ship) and the collection thereof (skimmers, vessels, etc.), in accordance with that set forth in the facility's Internal maritime plan.

The product must be prevented from being washed into drains, gutters, manholes or sewers, taking all measures required to prevent the contamination of the marine environment.

The dock operator and, where applicable, the haulage company, must establish systems for communicating with the Ship's Captain and the recipient of the cargo, respectively, with the Monitoring Service and with the Service and Emergency Control Centre (CCS/CCE), in order to deal with any incident which may arise, or which may increase the risk of accidents or pollution in supply operations. In the event of a spillage or discharge, the Service and Emergency Control Centre (CCS/CCE) must be notified thereof immediately, via the telephone number 981 219 626, owing to which, the Dock Operator or the driver of the vehicle, where applicable, must have an operational mobile telephone.

Once the supply has concluded, the dock operator or the driver of the vehicle must fix anti-spillage caps to the ends of the hose and disconnect the outlets.

The dock operator is responsible for managing any waste generated during the operation, or left within its facilities and the surrounding areas.

In the event of any irregularities being observed, operations may be halted; in the case of serious infractions, this may entail the revocation of the authorisation and being struck off the Registry of supply companies.

In order to be able to monitor the services provided by supply companies, and to comply with the requirements of Rule 18 of Annex VI to the MARPOL 73/78 Convention, these companies must keep an up-to-date Record Book wherein each of the operations conducted must appear duly ordered, including dates, ships, quantities, types of fuel, haulage company used, etc. They must also fill out the fuel delivery notes, delivering a copy to the ship's Captain, accompanied by a sample of the fuel supplied, and keeping a photocopy thereof for at least three years. They must also provide a further copy for the Port Authority, attaching a certificate stating that the fuel supplied meets the requirements of Rules 14 and 18 of the aforesaid Annex VI to the international convention for the prevention of pollution from ships.

Supply companies are obliged to remit an updated copy of the contents of the Record Book to the Port Authority when so requested.

3.7.4. Operation of the supply of fuel and lubrication from ship or from barge to ship

In charge of the personnel involved in the supply operation, and as the person responsible for the same, a specialised technician will be appointed to implement the proper prevention measures, preventing any discharges, spillages, overflows or hazardous emissions.

The supply boat or vessel must have all human and material means necessary to supply ships with fuel under safe conditions and protecting the environment, in accordance with the company's Internal maritime plan.

The personnel must be conversant with the means available to the company for controlling pollution, preventing and controlling emergencies, as well as the location thereof, and must be trained in the use of the same.

Ships or barges supplying fuel to ships must meet the following environmental requirements:

- they must have a double hull,
- they must be fitted with a universal connection, pursuant to Regulation 13 of annex 1 to the MARPOL 73/78 Convention.
- they must be fitted with hoses in a perfect state of conservation to prevent any leaks or spillages of fuel; said hoses must be fitted with an automatic fuel flow cut-off system for whenever the level in the vessel's fuel tank may result in the overflow thereof.

In each supply operation, the specialised technician must establish systems for communicating with the Ship's Captain and the recipient of the cargo, respectively, with the Modelling Service, and with the Service and Emergency Control Centre (CCS/CCE), in order to deal with any incident which may arise, or which may increase the risk of accidents or pollution in supply operations. In the event of a discharge, it must immediately notify the Service and Emergency Control Centre (CCS/CCE), by either calling the telephone number 981 219 626 or via the VHF Channel.

During the operation, the ship or supply barge's internal maritime plan must be activated, keeping the pollution-control equipment fully operational and available for immediate use.

As in the case for supply from land, and in order to be able to monitor the services provided by supply companies, and to comply with the requirements of Rule 18 of Annex VI to the MARPOL 73/78 Convention, these companies must keep an up-to-date Record Book wherein each of the operations conducted must appear duly ordered, including⁷⁹ dates, ships, quantities, types of fuel, haulage company used, etc. They must also fill out the fuel delivery notes, delivering a copy to the ship's Captain, accompanied by a sample of the fuel supplied, and keeping a photocopy thereof for at least three years. They must also provide a further copy for the Port Authority, attaching a certificate stating that the fuel supplied meets the requirements of Rules 14 and 18 of the aforesaid Annex VI to the international convention for the prevention of pollution by ships.

Supply companies are obliged to remit an updated copy of the contents of the Record Book to the Port Authority when so requested.

3.7.5. Sulphur content

The marine diesel fuel supplied may not have a sulphur content in excess of 0.1 percent in mass⁸⁰.



79. Appendix V of annex IV to the MARPOL 73/78 Convention.

80. Article 3 of Royal Decree 61/2006, of 31 January, determining the specifications of petrol, diesel oil, fuel-oils and liquefied petroleum gas and regulating the use of certain biofuels, in the consolidated text thereof.

3.8. Movement, parking, repair and washing of vehicles and machinery

3.8.1. Objective of the technical instruction

The management of the environmental aspects arising from the movement, parking, repair and washing of vehicles and machinery, with the aim of reducing the impact of the aforesaid operations.

3.8.2. Persons responsible for ensuring compliance

The persons responsible for compliance with this Technical Instruction are operators, railway operators and drivers, in respect of those obligations derived directly from driving. The owners and drivers of vehicles and machinery are responsible in relation to the obligations derived from compliance with the regulations of technical inspections and all other procedures of an administrative nature.

Also responsible for compliance with this instruction are those companies undertaking repair and maintenance work, as well as those operating in dry docks or other concessions, authorisations or facilities existing in the port's service area, as well as handling companies.

3.8.3. Movement and parking of lorries, cars and mobile equipment

In the absence of any signs stating otherwise, the maximum authorised speed within the service area is 40 km/h. For lorries without tarpaulin covers transporting goods within the port, the maximum speed is 20 km/h.

All vehicles must have the mandatory insurance cover. For those vehicles which it is applicable, there must be in possession of the corresponding transport card, and proof of having passed the vehicle roadworthiness test. The Port Authority may request the aforesaid documentation from the driver of the vehicle at any time.

Tanker lorries and vehicles carrying hazardous goods must be expressly authorised by the Port Authority to access the Service Area. Companies transporting hazardous goods must have an emergency plan contemplating the actions to be carried out in the event of an accident while transporting hazardous substances, in order to avoid the pollution of the port area and its surroundings.

All lorries must leave the port area with a tarpaulin cover⁸¹. During internal movement, the trailer must always be in the horizontal position.

Trailers of lorries transporting solid bulks must be covered by a tarpaulin or other effective systems. The Port Authority may relax compliance with this requirement on intra-port movement, when so permitted by the weather conditions.

Lorry trailers must not be filled in such a way that the cargo exceeds the height of the walls thereof, except in the case of low-density bulks (lower than 0.7 gr/cm³, (such as cotton seed, barley, soya, etc.).

Drivers must respect the traffic routes defined by the Port Authority. In the case of driving on quays, forecourts or roadways which are dirty owing to the handling of solid bulks, the maximum speed will be 20 km/h to prevent the re-suspension of dust.

In the event of a lorry being overloaded, the emptying and depositing thereof must be conducted in the same area in which the original loading was conducted, thus preventing the generation of different sources of contamination. For the same reason, any spillage of goods from the lorry's trailer must be collected immediately, transported to the loading area, and deposited in the area where said operation is being conducted.

Lorries may only park in those areas designated by the Port Authority for that purpose.

Lorries must not leave the cargo area without checking for the absence of spillages and, where applicable, without the proper tarpaulin covering.

81. Article 14 of Royal Decree 1428/2003, of 21 November, approving the general traffic rules for the application and development of the text of the law on traffic, movement of motor vehicles and road safety, approved by Legislative Royal Decree 339/1990, of 2 March.

3.8.4. Movement and manoeuvring of trains within the port

The movement of trains and locomotives in the port area must be authorised by the port Management, subsequent to a request from the railway operator, in its capacity as the haulage company responsible for the composition

The locomotive must be removed from the goods transfer area between the wagons and the ship. The movements of wagons must be effectively controlled and restrained, preventing the dropping and re-suspension of the cargo.

Once the goods have been transferred, all hoses, tubes and other connection equipment must be withdrawn, and the valves closed, checking that there are no leaks.

In the event of an emergency, the authorised company is obliged to notify the Service and Emergency Control Centre.

3.8.5. Repair and washing of vehicles and machinery

No changes of oil, hydraulic liquids lubricants, or other operations involving the maintenance, repair or washing of mobile facilities may be conducted, except in those areas or workshops fitted out and authorised for the same. Operations involving the maintenance, repair or washing of static equipment must be conducted preventing any discharges and using collection trays or other means of protection.

In order to perform an oil change on any facility, equipment or machinery which cannot be transported to an authorised workshop, a collection tray must be used, or the change must be performed over a retention zone, and the resulting residue must be managed properly.

3.8.6. Activity in permanent facilities: workshops and maintenance facilities

Hazardous waste generated as a result of washing, repairs and maintenance (used oils, contaminated materials, granulated materials, paint and solvent residue, etc.) must be separated and deposited in containers which accurately identify both the type of waste they contain and the owner thereof, and it must be delivered to authorised waste managers.

Discarded components, remnants from dismantling, scrap, wood and other non-hazardous waste must be collected immediately, deposited separately in suitable specific containers, which clearly identify the type of waste they contain and the owner thereof, and managed properly through an authorised manager.

Under no circumstances may tanks or waste generated be left on quays or roadways. The least contaminating products currently available must always be used.

Accidental spillages must be cleaned up using the most suitable absorbent material in each case, without flushing with water, and must subsequently be managed as waste and restoring the conditions extant prior to the incident.

3.8.7. Dry dock repair and maintenance work

The facilities must be cleaned immediately after any sanding or painting of vessels, to prevent the residue from being washed into the sea.

There must be systems to prevent paint, oils, solvents, anti-fouling treatments (paints) and other hazardous products from being washed into the sea during painting, repair or maintenance operations (tarpaulins or other protection systems, specific areas for said operations, fixed barriers on land, etc.).

Prior to the commencement of any painting or sandblasting work, in order to prevent or minimise particulate emission to the atmosphere the area to be painted or sandblasted must be covered with plastic sheets, with M1 flame resistance in accordance with the UNE 23.727:1990 1R standard, and filters preventing the emission of vapours to the atmosphere; said covering must subsequently be managed as hazardous waste. The sand used in blasting must be certified silica-free.

3.8.7.1 Waste from dry dock repair and maintenance operations

Companies responsible for dry dock repair and maintenance operations must have a Reception and Handling Plan for ship-generated waste⁸². Used oils, bilge water and wastewater must be delivered to an authorised manager, as established in the Reception and Handling Plan for ship-generated waste in force at such time.

The hazardous waste generated (used oils, contaminated materials, granulated materials, paint and solvent residue, etc.) must be separated and deposited in containers which

82. Article 63.4 of Legislative Royal Decree 2/2011.

accurately identify both the type of waste they contain and the owner thereof, and must be managed properly.

Sludge arising from the cleaning of the underwater side of vessels must be drained and delivered to an authorised hazardous waste manager.

Discarded components, remnants from dismantling, scrap, wood and other non-hazardous waste must be collected immediately, and must be deposited separately in suitable specific containers, which clearly identify the type of waste and the owner thereof, and must be managed properly.

3.8.7.2 Unauthorised discharges

The ship repair or maintenance company must position an anti-pollution barrier in the sea throughout the entire duration of said activities, and which must cover the surface of the area of water closest to the zone of operations at risk of possible polluting discharges. The anti-pollution barrier must be in optimal conditions, in order to prevent the dispersal of a possible discharge through the dock.

Ship maintenance or repair companies conducting operations likely to give rise to discharges must adopt good practices and apply the best technologies available (retention tanks, collection trays, etc.) and prevent paint, solvents and other toxic and hazardous substances from being discharged to the sewage system or directly into the sea. More specifically, and in the case of the Port Authority's dry docks, the repair or maintenance company must ensure that under no circumstances is there any overflow at the liquid retention barriers on each ramp of the dry dock, for which, apart from installing preventive contention material (absorbent saudades and blankets) along the border thereof, any liquid waste present must be pumped out to hermetic recipients or containers, if there is any risk of these being discharged into the dock.

The wastewater generated during operations (washing of components, washing of hulls, blasting water, anti-fouling, etc.) must not be discharged to the sewage network or to the ports waters without the mandatory prior authorisation issued by the competent Authority.

Chemical products must be stored in accordance with the provisions of Royal Decree 379/2001, of 6 April, approving the Regulation for the storage of chemical products, and the technical instructions thereof, avoiding, in all cases, the storage of chemical product or hydrocarbons in close proximity to the sea or to the sewage system.

For the prevention thereof, the ship repair or maintenance company must have the mandatory **Internal maritime plan** for accidental marine pollution events, approved by the Harbour Master⁸³.

The titleholder of the terminal must ensure the availability of material and means to contain any possible spillage of noxious or dangerous products which may reach the sea.

Any accidental spillages must be cleaned up using the most suitable absorbent material in each case, without flushing with water; this material must subsequently be managed as waste, and the conditions of cleanliness extant prior to the incident must be restored.

In the event of any terrestrial spillage or accidental marine discharge, the ship repair or maintenance company must activate the corresponding Internal maritime plan, and proceed to notify the Service and Emergency Control Centre (CCS/CCE) Any waste generated by any such incident must be managed properly by the repair or maintenance company, and the conditions of cleanliness extant prior to the incident must be restored.

83. Article 3 of Royal Decree 253/2004, of 13 February, establishing the measures for the prevention and control of pollution during operations of loading, unloading and handling of hydrocarbons in the maritime and port setting.



3.9. Execution of works

3.9.1. Objective of the technical instruction

To improve the environment aspects of construction works. The carrying out of works subject to specific environmental processing is not contemplated in this Technical Instruction.

3.9.2. Persons responsible for ensuring compliance

Particularly responsible for compliance with this Technical Instruction are building contractors conducting works in the port's service area, either on behalf of the Port Authority, or on behalf of a third party. Said building contractors must appoint a Responsible Person for environmental monitoring and control.

3.9.3. Execution of works

3.9.3.1 Construction contracts without execution project

In those construction contracts which do not have an execution project, the technical service for the environmental control of the works must identify the significant environmental aspects thereof with the collaboration of the building contractor, addressing the appropriate recommendations and requests for documentation, which must be dealt with by the building contractor, and it must monitor the same by means of a Construction contract environmental monitoring plan⁸⁴, which must be remitted to the Port Authority prior to the commencement of the works.

3.9.3.2 Environmental action programme

In those construction contracts which do have an execution project, the building contractor must submit an Environmental

action programme specifying the procedures for managing the environmental aspects arising as a consequence of the works, and it must include the aforesaid Construction contract environmental monitoring plan.

Among other aspects, must inform on:

- reduction in the generation of waste and the proper management thereof,
- measures for saving energy and optimising the consumption of natural resources (water and fuels),
- the control of discharges, atmospheric and acoustic emissions and spillages,
- The proper management of soils, materials from dredging and construction materials,
- the building contractor's environmental management systems and application to the work.

The technical service for the environmental control of the works must monitor the environmental aspects arising as a consequence of the works

In the event that the Port Authority prepares the execution project, the aforesaid technical service must prepare the environmental control programme and monitor the same.

3.9.3.3 Signposting

The work site and the physical limits thereof must be clearly marked in accordance with the law.

3.9.3.4 Waste management

The contractor is responsible for managing any waste generated during the construction, paying special attention to the management of rubble. With this in mind, producers of construction and demolition waste must comply with the documentary and waste management requirements established in the applicable legislation^{85,86} through the preparation of the Construction and demolition waste management study and plan (see section 2.1.1.7 **Construction and demolition waste** in Chapter 2).

84. Format F-8.8.2-11-01 of the Port Authority's Integrated Management System.

85. Decree 105/2008, of 1 February, regulating the production and management of construction and demolition waste.

86. Decree 174/2005, of 9 June, regulating the legal system for the production and management of waste and the General Registry of Producers and Managers of Waste Materials of Galicia, including the modifications derived from Decree 59/2009, of 26 February, regulating the traceability of waste.



3.9.3.5 Discharge management

Construction companies conducting operations likely to give rise to discharges must adopt good practices and apply the best technologies available (retention tanks, collection trays, etc.) and prevent paint, solvents and other toxic and hazardous substances from being discharged to the sewage system or directly into the sea. Chemical products must be stored in accordance with the provisions of Royal Decree 379/2001, of 6 April, approving the Regulation for the storage of chemical products, and the technical instructions thereof, avoid, in all cases, the storage of chemical products or hydrocarbons in close proximity to the sea or to the sewage system.

Operations involving the maintenance, repair or washing of static equipment shall be conducted avoiding any spillage to the ground and using retention tanks, collection trays or other means of protection.

The titleholder of the terminal must have the means, material and equipment to contain any possible spillage of dangerous goods which may reach the sea. Any accidental spillages must be cleaned up using the most suitable absorbent material in each case, without rinsing with water, and must subsequently be managed as waste and restoring the conditions extant prior to the incident.

In the case of terrestrial spillages or accidental marine discharges, the persons responsible for the work must notify

the Service and Emergency Control Centre (CCS/CCE), which will activate the corresponding Internal maritime plan, managing the waste generated by any such incidents properly, in accordance with the characteristics thereof, and restoring the conditions extant prior to said incidents.

Where necessary, there must be wastewater treatment systems in the sanitary facilities for personnel and the area for washing lorries, machinery, concrete buckets, etc.

In any case, wastewater may not be discharged to the sewage network or to port waters without the mandatory prior authorisation issued by the competent Authority.

3.9.3.6 Monitoring of sound levels

Where applicable and in accordance with the City Council's environmental regulations⁸⁷, building contractors must carry out the corresponding monitoring of sound emissions to the exterior, with aim of verifying their effective compliance.

3.9.4. Termination of work

Once the work has been concluded, the contractor must remove its installations and leave the soil free of contamination, residue and any other materials.

87. Environmental Municipal Ordinance of A Coruña City Council regulating the emission and reception of noise and vibrations in activities subject to licences. 1997.

3.10. Catering and leisure activities

3.10.1. Objective of the technical instruction

Management of the environmental aspects generated within the Port of A Coruña by the different catering and leisure activities (principally, the generation of waste, the generation of wastewater and noise), with the aim of minimising the environmental impact of said activities.

3.10.2. Persons responsible for ensuring compliance

Titleholders of the different catering and leisure companies located within the port of A Coruña.

3.10.3. Management of waste from catering and leisure activities

Non-hazardous waste must be placed in properly sealed bags to prevent spillages and smells, and these must be separated

and deposited in the specific organic and inorganic waste containers, for the management thereof by the commercial waste management service.

Hazardous waste (used oils, cooking oils, fluorescent light bulbs and other lamps, batteries and other hazardous waste) must be separated and deposited in containers which correctly identify the type of waste they contain and the owner thereof, and delivered to authorised waste managers.

The urban wastewater generated by activities of this type will only be of a sanitary nature, and must be discharged to the municipal sewage network.

3.10.4. Noise emissions

In accordance with the environmental regulations of A Coruña City Council, in the case of the inner port, and of Arteixo Town Council in the case of the outer port, the titleholders of these activities must conduct the corresponding monitoring of sound emissions to the exterior, with aim of verifying their effective compliance.



3.11. Marina facilities

3.11.1. Objective of the technical instruction

The proper management of environmental aspects (waste, emissions and discharges) generated by the presence of pleasure boats in the marina. In this regard, pleasure boats are understood to be present in the port as of their entry into zone II of the common water areas, and until they have left zone II.

3.11.2. Persons responsible for ensuring compliance

The persons responsible for compliance with this Technical Instruction are the titleholders of marina facilities and owners of vessels. The owners of marina facilities will be responsible for informing the owners of pleasure boats moored in the dock of the content of these regulations and instructions.

3.11.3. Cleaning and management of waste from marina facilities

The titleholders of marina facilities are responsible for the terrestrial and marine areas licensed or authorised, including quays and jetties, and for the proper management of the resulting waste.

3.11.4. Waste from pleasure boats

Titleholders of marina facilities must have authorised waste reception facilities.

Solid residue (annexes V MARPOL 73/78 Convention) and liquid residue (annexes I, II and IV of the MARPOL 73/78 Convention) generated by pleasure boats must be delivered to port reception facility, in accordance with the Waste reception and handling plan.

Accordingly, neither waste nor hazardous waste (used oils, used filters, containers, impregnated materials, other dangerous waste) may be deposited on jetties or on the edges of quays.

Owners of pleasure craft must check prior to the vessel's leaving, that no residue has been left on the quay, and they must adhere to the legally established recommendations⁸⁸.

Expired flares and other pyrotechnic materials must be returned to the supplier or manufacturer⁸⁹.

3.11.5. Management and minimisation of waste from pleasure boats

No ballast water or waste liquids contemplated in annex I (bilge water, used oils, hydrocarbon residue) and in annex IV of the MARPOL 73/78 Convention (dirty water from heads, showers and galleys) may be discharged in in port waters (zone I); they must be delivered to the port reception facilities for the proper management thereof⁹⁰.

Owners of vessels must periodically check the state of the vessel's bilge, for the presence of waters and oils, thus preventing accidental discharges within the port by the automatic action of the bilge pumps.

Suitable protective measures must be used in the maintenance of vessels (oil changes, repair of equipment, etc.) to prevent any accidental pollution of the waters.

In the case of terrestrial spillages or accidental marine discharges, the marina must be notified thereof and will proceed to the immediate clean-up of the spillage or discharge, managing the waste generated by any such incident in accordance with the characteristics thereof, and restoring the conditions extant prior to the same.

88. Order FOM/1144/2003.

89. Royal Decree 543/2007, of 27 April, determining the safety and prevention measures to be met by fishing vessels with less than 24m in length (L). Annex VI.12.

90. Chapter V of Order FOM/1144/2003, of 28 April, regulating the safety, lifesaving, fire protection, navigation and wastewater discharge prevention equipment which must be carried on board pleasure vessels.



3.11.6. Management and minimisation of emissions from pleasure boats

Pleasure craft with a length equal to or greater than 2.5 m must have a photocopy of the most recent Technical Inspection of Pleasure Boats (ITB).

3.11.7. Management and minimisation of noise from pleasure boats

Pleasure boats must respect the speed limits within the port, with a view to minimising sound levels and disturbances to other port users.



3.12. Ship recycling

3.12.1. Objective of the technical instruction

Management of environmental aspects generated within the port of A Coruña as a consequence of ship dismantling or recycling⁹¹.

3.12.2. Persons responsible for ensuring compliance

Ship dismantling and recycling companies⁹² wishing to conduct activities of this type in the Port of A Coruña.

3.12.3. Ship recycling facilities

Conducting dismantling activities on boats moored on a quay or in dry docks owned by the Port Authority is prohibited.

All activity related with the dismantling and recycling of ships is subject to the Simplified Environmental Audit, given that “Facilities for the storage of scrap, the storage of scrapped vehicles and facilities for the dismantling and decontamination of vehicles which are not conducted inside and industrial premises within an industrial estate, or with any capacity if the activities conducted outdoors, or outside industrial areas” are contemplated in annex II of Law 21/2013, of 9 December, on environmental audits.

Within the project authorisation process, the Simplified Environmental Audit commences with the submission by the promoter to the substantive body, in this case, the environmental Authorities, along with all other documentation required, of an application to commence the simplified environmental impact audit, accompanied by the so-called “environmental documentation”⁹³. This environmental audit will refer to the activity and facilities for which it is licensed. In the event that this work is conducted in other facilities not covered by the aforesaid licence, the company must notify the Regional Department of the Environment’s Waste Unit thereof beforehand, with the characteristics of the work and the location at which they are to be conducted.

3.12.4. Ship recycling waste management

Waste generated as a result of ship dismantling is considered within the ELW code 160104* (end-of-life vehicles of any means of transport). For the management thereof, companies must be authorised⁹⁴ by the competent environmental authority for the recovery of waste of this typology.

Moreover, the titleholders of the aforesaid ship dismantling and recycling companies⁹⁵ must approve a Waste and Residue Reception Plan, in accordance with the provisions of annex I of Royal Decree 1381/2002, of 20 December, and said plan must be approved by the Port Authority. They must furnish the Port Authority on a quarterly basis with a list of the collection services performed, indicating the ship, the type of waste or residue and the quantity received, among other data, issuing a MARPOL waste receipt to each ship using its reception services.

91. Article 3 1 6) Regulation (EU) no. 1257/2013 of 20 November 2013, relating to ship recycling, modifying Regulation EC No. 1013/2006 and Directive 2019/16/EC. “ship recycling” means the activity of complete or partial dismantling of a ship at a ship recycling facility in order to recover components and materials for reprocessing, for preparation for re-use or for re-use, whilst ensuring the management of hazardous and other materials, and includes associated operations such as storage and treatment of components and materials on site, but not their further processing or disposal in separate facilities.

92. Article 3 1 8) Regulation (EU) no. 1257/2013 of 20 November 2013, relating to ship recycling, modifying Regulation EC No. 1013/2006 and Directive 2009/16/EC. “ship recycling company”, the owner of the ship recycling facility (a defined area that is a yard or facility located in a Member State or in a third country and used for the recycling of ships) or any other organisation or person who has assumed the responsibility for the operation of the ship recycling activity from the owner of the ship recycling facility

93. Article 45 of Law 21/2013 of 9 December, on environmental audits.

94. Royal Decree 174/2005, of 9 June, regulating the legal system for the production and management of waste and General Registry of Producers and Managers of Waste Materials of Galicia.

95. Article 63.4 of Legislative Royal Decree 2/2011.

Principal environmental risks and waste generated in ship recycling

POTENTIALLY HAZARDOUS WASTE	HAZARDOUS COMPONENTS	IDENTIFICATION OF THE SOURCE	
Metals	Metals may contain or be covered in toxic material. Heavy metals (e.g., lead, mercury).	Anodes and batteries, paints, engine components, generators, tubing, cables, thermometers, electrical switches, lighting devices, etc.	
Oils and fuels	Hydrocarbons Sludges Heavy metals Explosive vapours	Tubes and tanks, barrels, locations with machinery and machine workshops, cargo holds on tanker vessels	
Ballast and bilge water	Oils and fats Residual Fuel Petroleum-based hydrocarbons Biocides Heavy metals and other metals Non-indigenous organisms	Bilge water is the drainage water contained in the ship's hull (engine room). Ballast water is found in ballast and cargo tanks.	
Paints and coatings	PCB Heavy metals (e.g., lead, barium, cadmium, chromium, zinc) pesticides (e.g. tributyl tin (TBT)) Organomercury compounds, copper oxides, arsenic, solvents	Anti-corrosion paints and anti-fouling coatings There may be new paint on board for maintenance purposes.	
Asbestos	Asbestos fibre	Thermal insulation system and cladding materials.	
PCB	PCB	Insulation on cables, thermal insulation material, Transformers, condensers, oils, paints, plastics and rubber, etc.	
Cargo waste	Chemical products Oils Gases	Cargo tanks and holds	
Others	Chemical products Flame retardants	Anti-freeze liquids, compressed gases, CFCs	

	WASTE GENERATED BY THE PROCESS	ENVIRONMENTAL EXPOSURE	ENVIRONMENTAL EFFECTS
	During cutting operations metal vapours (e.g. cadmium-plated steel, iron oxides, zinc oxide and chrome in some paints), particles and shards of material are produced.	Exposure to hazardous metal vapours is principally an occupational health problem, but metal vapours can also be dissipated in the air and may be deposited far from their source. Potentially hazardous metals may reach the soil and the water when products containing metals are stored or eliminated incorrectly.	
	Oil waste from cleaning operations	These are dispersed to the outside environment through the air, water and soil.	Risk of fire and toxicity for workers Both petroleum-based products and non-petroleum-based oils may have well documented adverse effects on the environment.
	Oil waste from cleaning operations The discharge of toxic organic compounds may give rise to the release of poisonous gases.	Bilge and ballast water is released directly into the environment or owing to it not being contained during transfer operations. The aforesaid hazardous components may be dispersed to the outside environment through the air, water and soil.	The introduction of non-indigenous species upsets the ecological balance. The threat for local and regional biological diversity may have serious economic consequences. Ballast water may also contain pathogenic organisms which may entail a threat to human health. Oil, petroleum derived hydrocarbons, biocides and certain metals may also have toxic effects on the environment. Oil also causes physical damage to the external environment.
	The removal of paints and toxic coatings in areas which are going to be cut will generate waste. The type of waste will depend on method of removal used (chemical removal, rubbing with abrasives, blasting with abrasives or mechanical removal).	Exposure to hazardous paint vapours during metal cutting is principally an occupational health problem, but paint vapours can also be dissipated in the air and may be deposited far from their source.	Inflammable paint is a fire risk for workers Heat removal must not be used for paints containing PCB, given that this may give rise to emissions of dioxin. Waste from paint removal processes may have harmful effects on both health and the environment.
		Whenever materials containing asbestos deteriorate, the asbestos breaks down into very fine fibres which may be dispersed by the air. This is principally an occupational risk, but the fibres may also be dispersed into the environment.	The integration of high levels of asbestos fibre may lead to the risk of lung cancer, mesothelioma and asbestosis.
	Even more toxic than the PCBs are the chemical products produced when PCBs are heated (polychlorinated dibenzofurans and dibenzo-polychlorinated-dioxins).	PCBs can also affect workers through contact with the skin or inhalation. PCBs can be disseminated into the surrounding environment through the soil or through water if they are not handled and eliminated properly. Burning cables to recover copper wire may give rise to highly toxic dioxins and, thus, should be avoided.	PCBs or toxic and persistent and the environment and have been shown to have a number of harmful effects on health.
	Waste from chemical products, oil-based waste from waste from cleaning operations	These are dispersed into the outside environment through the air, water and soil.	Depending on the cargo. Chemical products, petroleum-derived and non-petroleum derived oils may have toxic effects on the environment. They can cause fires and explosions
		Depending on the type of release	Depending on the type of release

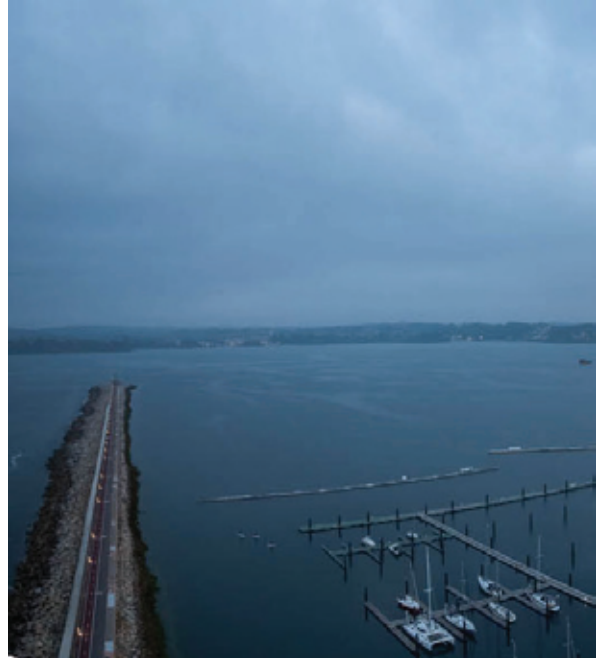


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04. Climate change



04 Climate change



4.1. Climate change

“Warming of the climate system is unequivocal⁹⁶, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. The atmosphere and ocean have warmed, the amounts of snow and ice have diminished, sea level has risen, and the concentrations of greenhouse gases have increased.

Each of the last three decades has been successively warmer at the Earth’s surface than any preceding decade since 1850. In the Northern Hemisphere, 1983–2012 was likely the warmest 30-year period of the last 1400 years. Ocean warming dominates the increase in energy stored in the climate system, accounting for more than 90% of the energy accumulated between 1971 and 2010. Over the last two decades, the Greenland and Antarctic ice sheets have been losing mass, glaciers have continued to shrink almost worldwide, and Arctic sea ice and Northern Hemisphere spring snow cover have continued to decrease in extent.

The rate of sea level rise since the mid-19th century has been larger than the mean rate during the previous two millennia. Over the period 1901 to 2010, global mean sea level rose by between 0.17 and 0.21 m.

The largest contribution to total radiative forcing is caused by the increase in the atmospheric concentration of CO₂ since 1750. Human influence on the climate system is clear. Human influence has been detected in warming of the atmosphere

and the ocean, in changes in the global water cycle, in reductions in snow and ice, in global mean sea level rise, and in changes in some climate extremes. It is extremely likely that human influence has been the dominant cause of the observed warming since the mid-20th century.

Continued emissions of greenhouse gases will cause further warming and changes in all components of the climate system. Limiting climate change will require substantial and sustained reductions of greenhouse gas emissions.

The global ocean will continue to warm during the 21st century. Heat will penetrate from the surface to the deep ocean and affect ocean circulation.

It is very likely that the Arctic sea ice cover will continue to shrink and thin and that Northern Hemisphere spring snow cover will decrease during the 21st century as global mean surface temperature rises. Global glacier volume will further decrease.

Global mean sea level will continue to rise during the 21st century. Under all RCP scenarios, the rate of sea level rise will very likely exceed that observed during 1971 to 2010 due to increased ocean warming and increased loss of mass from glaciers and ice sheets.

Cumulative emissions of CO₂ largely determine global mean surface warming by the late 21st century and beyond. Most aspects of climate change will persist for many centuries even if emissions of CO₂ are stopped. This represents a substantial multi-century climate change commitment created by past,

96. Climate change Physical Bases (2013) Contribution of Work Group I to the Fifth Evaluation Report from the Intergovernmental Panel on Climate Change.



present and future emissions of CO₂. Human influence has been detected in warming of the atmosphere and the ocean, in changes in the global water cycle, in reductions in snow and ice, in global mean sea level rise, and in changes in some climate extremes.”

The above statements form part of the contribution of Work Group I to the Fifth Evaluation Report from the Intergovernmental Panel on Climate Change (IPCC). This group was established in 1988 by the World Meteorological Organisation (WMO) and the United Nations Environment

Programme (UNEP) with the aim of conducting an exhaustive, objective, open and transparent analysis of the relevant scientific, technical and sociological information in order to understand the scientific elements of the risk entailed by the climate change brought about by human activities, its possible impact and the possibilities of adapting to and mitigating the same.

In the case of port infrastructures, the expected effects are summarised below.

Image 2. Overflow of swell in the outer port of A Coruña. 6 January 2014.



4.2. Effects of climate change on port infrastructures

The final report on “Needs of the principal infrastructures network in Spain to adapt to climate change” was submitted in September 2013. In this report it was confirmed that in “all swell simulations along Spanish coasts for the different scenarios relating to the 21st-century showed moderate variations in significant height (the significant height is equivalent to approximately the mean height of the highest third of waves) on the Atlantic coast, with the general trend towards a slight decrease”. With regard to the wind, it is stated that “generally, no significant changes in surface wind intensity are predicted until the end of the century. From an analysis of the regionalised data available, it can be seen that there is a trend towards (...) a reduction in the wind velocity and maximum gust velocity, except in summer, when there is a trend towards an increase, albeit moderate, especially in areas of Galicia”.

With regard to sea level, “certain figures that are touted for the 2050 Horizon include those of a minimum increase in the sea level of 15 cm”, in line with the orders of magnitude pointed out in the aforesaid Fourth Evaluation Report from the Intergovernmental Panel on Climate Change. This rise could improve the operational conditions of the inner port, which is currently experiencing certain access restrictions owing to the lack of draft at low tide, or limitations on the mooring of certain vessels on docks with tight drafts; its influence in the outer port, taking into account the drafts of the harbour, is negligible, except for an increased frequency and intensity for waves washing over the sea wall, the influence of which in the harbour at Punta Langosteira, with breakwater designed to allow waves to wash over, would be very limited.

Another consequence which could affect both ports is the possible increase in internal waves, as the incident swell arrives with a deeper draft.

On the Galician coast, it has been observed that wave energy is tending to increase between Estaca de Bares and Finisterre, particularly for extreme events, and may eventually affect the stability of the seawalls on Galician maritime structures in this area. Given the size of the outer port, the main mantle of which comprises more than twenty-four thousand 150-tonne blocks of concrete, it is not thought that the change in the maritime climate will lead to any significant effects on the infrastructure.

4.3. Greenhouse gas emissions

As has already been pointed out, the principal contribution to the absorption of energy by the climate system stems from the increase in CO₂ concentration in the atmosphere which has been ongoing since 1750. Since the publication of its initial standard in 2001⁹⁷, the GHG Protocol⁹⁸ has defined direct and indirect emissions of greenhouse gases⁹⁹ in the following manner:

- Direct GHG emissions are emissions from sources that are owned or controlled by the reporting entity.
- Indirect GHG emissions are emissions that are a consequence of the activities of the reporting entity, but occur at sources owned or controlled by another entity.

The GHG Protocol classifies these direct and indirect emissions into three scopes:

- Scope 1: All direct GHG emissions. These include emissions from sources that are owned or controlled by the reporting entity.
- Scope 2: Indirect GHG emissions from consumption of purchased electricity, heat or steam. Emissions from consumption of electricity, heat or steam purchased by the reporting entity, produced physically in the facility where the heat or electricity is generated. These productive facilities are different from the reporting entity.
- Scope 3: Other indirect emissions. This includes all other indirect emissions. The emissions in scope 3 arise from the activities of the reporting party, but from sources not owned or controlled by the same. Examples of activities in scope 3 include the extraction and production of purchased materials, work-related travel, the transport of raw materials, fuels and products (e.g. logistics activities) and the use of products and services offered by others.

These scopes seek to identify responsibilities in the adoption of emission-reducing measures, and to shape coordination protocols to facilitate the evaluation thereof with respect to homogeneous criteria.

97. The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (2001)

98. International benchmark in the accounting of greenhouse gases (GHG).

99. It is worth mentioning that by greenhouse gasses (GHG), we refer to CO₂ equivalent (CO₂ eq), which includes the six greenhouse gases appearing in the Kyoto Protocol: carbon dioxide (CO₂), methane (CH₄), nitrogen oxide (N₂O), hydrofluorocarbons (HFC), perfluorocarbons (PFC) and sulphur hexafluoride (SF₆).

4.4. Greenhouse gas emissions in ports

We now go on to describe the scopes of the GHG Protocol in ports in greater detail, in line with the Guidance Document from the Carbon Footprinting Working Group, part of the World Ports Climate Initiative:

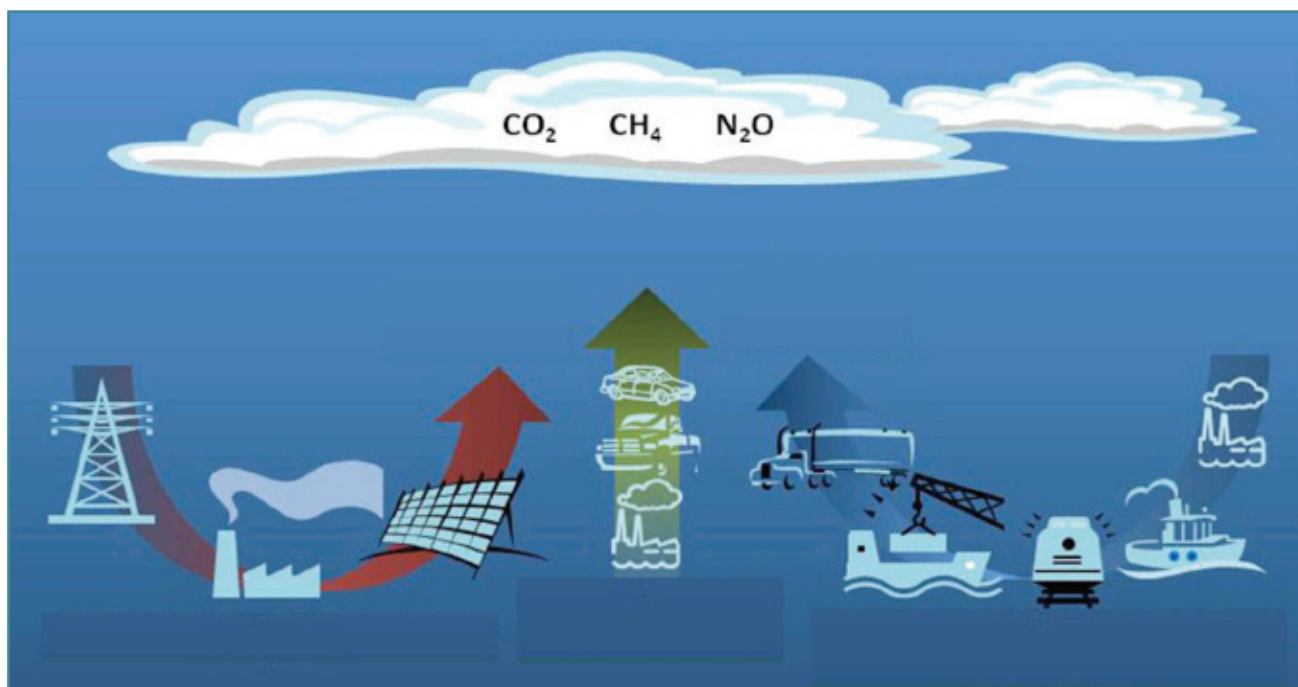
- Scope 1: Direct GHG emissions by the port company (with the authority or licence to conduct commercial activities in the port's service area, or with public authorisation or concession). Emissions arise from sources under the operational control of the company, and include the vehicles that comprise its fleet or which are hired, vessels, the buildings it owns (e.g., boilers, generators, etc.), cargo handling machinery (loaders, forklift trucks, etc.), and any other sources of emissions which are owned and operated by the company.
- Scope 2 - Indirect GHG emissions by the company. These sources include electricity purchased by the company for its buildings and services.

- Scope 3 - Other indirect sources. These sources are typically associated with other port users linked to the company's activity: ships, lorries, cargo-handling equipment, rail locomotives, contracted or authorised warehouses and buildings, movement of users around the port, etc.

4.4.1. GHG emissions by port users

The evaluation and monitoring of GHG emissions as a result of the provision of port and commercial services, and of the industrial and commercial activities of the users of the Port of A Coruña, is one of the Port Authority's aims in the setting of collaboration in the fight against climate change. Accordingly, among the annual reports referred to in section 1.11.1 **Annual Report** in Chapter 1, a section on GHG emissions should be incorporated, with a preliminary diagnosis of the company's emissions in scopes 1 and 2, and the monitoring of their evolution and the establishment of initiatives or annual targets for controlling and reducing these emissions, adhering to the recommendations from the Ministry of Agriculture, Food and Environment's Carbon footprint and reduction commitments department¹⁰⁰.

Figure 4. Scope according to "Carbon Footprint for Ports. Guidance Document". WPCI (2010)



100. Information on the carbon footprint and greenhouse gas reduction commitments department.



05. Glossary of terms



05 Glossary of terms

BAT	Best available techniques, defined as methods of exploitation aimed at preventing or reducing environmental impact under technically and economically viable conditions (Law 16/2002, of 1 July, on the integrated prevention and control of pollution).
CARGO RESIDUE	Remnants of any cargo material found on board ships in cargo holds or tanks and which are left behind once the unloading procedures and cleaning operations have been completed, including residue from loading and unloading operations and spillages. Notwithstanding, the cargo, collected and re-stacked by handling companies for the reuse thereof as traffic will not be considered as cargo residue.
CARGO-RELATED RESIDUE	All those materials which become residue when used aboard ship to stow and handle the cargo, such as dunnage, struts, pallets, bases and packaging material, plywood boards, paper, cardboard, wire, nails and steel strapping.
COMMERCIAL WASTE	Waste generated through commercial activity itself, either wholesale or retail, by catering services or bars, offices and markets, as well as the rest of the services sector.
CONTAMINATED SOIL	Soil whose characteristics have been adversely affected by the presence of hazardous chemical components from human activity, at levels which entail an unacceptable risk from human health or the environment, in accordance with the criteria and standards determined by the Government, and declared thus by means of an express resolution.
DAMAGE	The adverse, measurable damage of a natural resource or the harm to a natural resource service, produced either directly or indirectly.
DISCHARGE (DUMPING)	Effect of discharging solid, liquid or gaseous materials in continental waters, the sea or sanitation infrastructure.
EMISSION	Continuous or sporadic discharge into the atmosphere of materials, substances or forms of energy originating, either directly or indirectly, from any source liable to produce atmospheric contamination.
ENVIRONMENTAL DAMAGE	Damage to wildlife species and habitats; i.e., any damage which adversely affects the possibility of attaining or maintaining a favourable state of conservation in said species or habitats in a significant manner. Damage to waters, understood as any damage which may give rise to significant adverse effects, both in the ecological, chemical and quantitative state of the bodies of surface or ground waters, and to the ecological potential of artificial and highly modified bodies of water. Damage to sea and estuary shores, understood as any damage which may adversely affect the physical integrity and proper conservation thereof in a significant manner, as well as other types of damage which may hinder or render impossible the attainment and maintenance of suitable levels of quality for the same. Damage to the soil; i.e., any contamination of the soil which entails a significant risk of adversely affecting human health, or the environment, owing to the depositing, discharging or introduction of substances, preparations, organisms or micro-organisms, either directly or indirectly, into the soil or subsoil.
ENVIRONMENTAL SCORECARD (ESC)	System of indicators which show, in an integrated manner, all the meteorological, oceanographic, air, water and soil quality information available from the Port Authority of A Coruña's network of instruments, as well as the oceanic-meteorological diagnosis and prognosis from the numerical models managed by different institutions (The Government of Galicia's Environmental and Sustainable Development Department, the Spanish State Meteorological Agency and the Public State Ports Body). http://cma.puertocoruna.com .

ESPO	European Sea Ports Organisation.
GHG	Greenhouse gas. Gas forming part of the atmosphere, of natural or human origin, which absorbs and emits radiation of certain wavelengths in the infra-red radiation spectrum emitted by the surface of the Earth, the atmosphere and clouds. This property gives rise to the greenhouse effect. The principal greenhouse gases in the Earth's atmosphere are steam (H ₂ O), carbon dioxide (CO ₂), nitrous oxide (N ₂ O), methane (CH ₄) and ozone (O ³).
HAZARDOUS AND NOXIOUS SUBSTANCES	<p>According to the 2010, HNS Convention, noxious or potentially hazardous substances include</p> <p>a) any substances, materials and articles carried on board a ship as cargo, referred to in i) to vii) below:</p> <p>i) oils, carried in bulk, as defined in regulation 1.10 of Annex I to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78 Convention)</p> <p>ii) noxious liquid substances, carried in bulk, as defined in appendix II of Annex II to the MARPOL 73/78 Convention, and those substances and mixtures provisionally categorized as falling into pollution category X, Y or Z in accordance with regulation 6.3 of the aforesaid Annex II;</p> <p>iii) dangerous liquid substances carried in bulk listed in chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, 1983, as amended, and the dangerous products for which the preliminary suitable conditions for the carriage have been prescribed by the Administration and port administrations involved in accordance with paragraph 1.1.6 of the Code</p> <p>iv) dangerous, hazardous and harmful substances, materials and articles in packaged form covered by the International Maritime Dangerous Goods Code (IMDG Code), as amended</p> <p>v) liquefied gases as listed in chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, 1983, as amended, and the products for which preliminary suitable conditions for the carriage have been prescribed by the Administration and port administrations involved in accordance with paragraph 1.1.6 of the Code</p> <p>vi) liquid substances carried in bulk with a flashpoint not exceeding 60°C (measured by a closed-cup test),</p> <p>vii) solid bulk materials entailing chemical hazards covered by the International Maritime Solid Bulk Cargoes Code, as amended, to the extent that these substances are also subject to the provisions of the International Maritime Dangerous Goods Code when carried in packaged form; and b) residues from the previous carriage in bulk of substances referred to in (a)(i) to (iii) and (v) to (vii) above</p>
HAZARDOUS WASTE	Waste which displays one or more of the hazardous characteristics described in Annex III to Law 22/2011, of 28 July, on waste and contaminated soils, and that any legislation which the Government may enact in the future pursuant to that established in the European regulations or in those international conventions to which Spain may be a party, as well as the recipients and containers which may have held the same.
HOUSEHOLD WASTE	Waste generated in homes as a consequence of household activities. Domestic waste is also understood as that similar to the foregoing generated in services and industries. Also included in this category is waste generated in homes from electrical and electronic appliances, clothing, batteries, accumulators, furniture and fittings, as well as waste and rubble from minor construction work and household repairs. Waste resulting from the cleaning of public highways, green areas, recreational areas and beaches, dead animal and abandoned vehicles shall also be considered as household waste.

ICSC	International Chemical Safety Cards. These can be consulted directly on the website of the National Institute of Workplace Safety and Hygiene (INSHT)
IMDG CODE	International Maritime Dangerous Goods Code (IMDG), adopted by the International Maritime Organisation's Maritime Safety Committee by means of resolution MSC.122 (75). (Official State Gazette [BOE], Wednesday, 21 December 2005; supplement to number 304).
IMDG DANGEROUS GOODS	The substances, material and objects covered by the IMDG Code.
INDUSTRIAL WASTE	Waste resulting from manufacturing, transformation, use, consumption, cleaning or maintenance processes generated by industrial activities, excluding those atmospheric emissions regulated in Law 34/2007, of 15 November.
MARPOL 73/78 CONVENTION	International convention for the prevention of pollution from ships.
MARPOL RESIDUE	All residue originating from ships. The classification and management of residue of this type is regulated by the MARPOL 73/78 Convention.
NOISE	Physical contaminant consisting of a mixture of different sound frequency which gives rise to an auditory sensation considered to be inconvenient and unpleasant.
PM10	Particulate matter which passes through a size-selective inlet with a diameter of 10 mm with a 50% efficiency cut-off.
PORT RECEPTION FACILITIES	The managing body or the company authorised to receive waste from ships and cargo residue and, where applicable, for the storage, classification and prior treatment of the same, and the transport thereof to a treatment plant authorised by the competent Government Agency.
PORT USER	Each of the workers, service operators, service users and facilities, holders of concessions and authorisations, or persons who conduct any type of economic activity in the port's service area.
PROPER MANAGEMENT	Management of waste in line with the strictest applicable legislation.
RISK	Function of the probability of an event occurring and of the quantity of damage that said event may give rise to.
SERVICE AND EMERGENCY CONTROL CENTRE (CCS/CCE)	Centre from which all the operations which comprise the different phases from the actions related with the information of an environmental nature and the activation of emergency plans are coordinated (Tel. 981 21 96 26. - 112).
SERVICE AREA	Area which includes the area of land and water required to perform the port activities, those areas earmarked for tasks complementary to the aforesaid activities, and those areas set aside to guarantee the possibility of conducting port activity. The boundaries thereof are set by means of the Plan of Uses for Port Spaces.
SPILL	Discharge of any liquid substance to the ground.
STOCKPILING OR DEPOSITING AREAS	Spaces of land with one or more containers or recipients for domestic or commercial waste.
TANK	Cavity intended for retaining the products contained in storage elements in the event of the discharge of leakage thereof.
USED OILS	All mineral or synthetic, industrial or lubrication oils which are no longer fit for their original envisaged use, as well as used motor and gear-box oils, lubricant oils, turbine oils and hydraulic oils.
WASTE HOLDER	Producer of waste or other natural or legal person in possession of waste.
WASTE MANAGEMENT	Collection, transport and treatment of waste, including the overseeing of these operations, as well as the subsequent maintenance after the closure of landfills, including actions carried out as a negotiator or agent.

WASTE MANAGER	Person or body, either public or private, registered by means of an authorisation or communication, who conducts any of the operations that comprise waste management, regardless of whether they are the producers thereof or not.
WASTE PRODUCER	Any natural or legal person whose activity generates waste (original waste producer) or any person who performs prior treatment, mixing, or operations of any other type, which give rise to a change in the nature or composition of said waste. In the case of goods removed by the control and inspection services at border controls, the waste producer shall be understood to be the representative of the goods, or the importer/ exporter thereof.
WASTE¹⁰¹	Any substance or object that owners may discharge, or may have the intention or obligation of discharging.

101. Law 22/2011, of 28 July, on waste and contaminated soils.



Coordination and Editing: Port Authority of A Coruña

Desing and layout: Bannister Global

Fotograph: Antón Varela





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