



Chapter 8

SUSTAINABILITY

REPORT



Port of Ferrol

Port Authority of Ferrol-San Cibrao

8.1

INSTITUTIONAL DIMENSION



Port of Ferrol

Port Authority of Ferrol-San Cibrao

8.1.1.

APFSC SUSTAINABILITY STRATEGY OF THE APFSC

APFSC's sustainability strategy is integrated into the entity's general strategy, from the highest strategic level: Purpose, Mission, Vision, Values, Strategic Axes and Strategic Objectives.

TO PROMOTE SUSTAINABLE TRANSITION AT THE APFSC, WE REVIEWED OUR STRATEGY TO ALIGN IT WITH INTERNATIONAL MEGATRENDS AND WITH THE STRATEGIC FRAMEWORK OF THE PORT SYSTEM.



PAFSC STRATEGY MAP

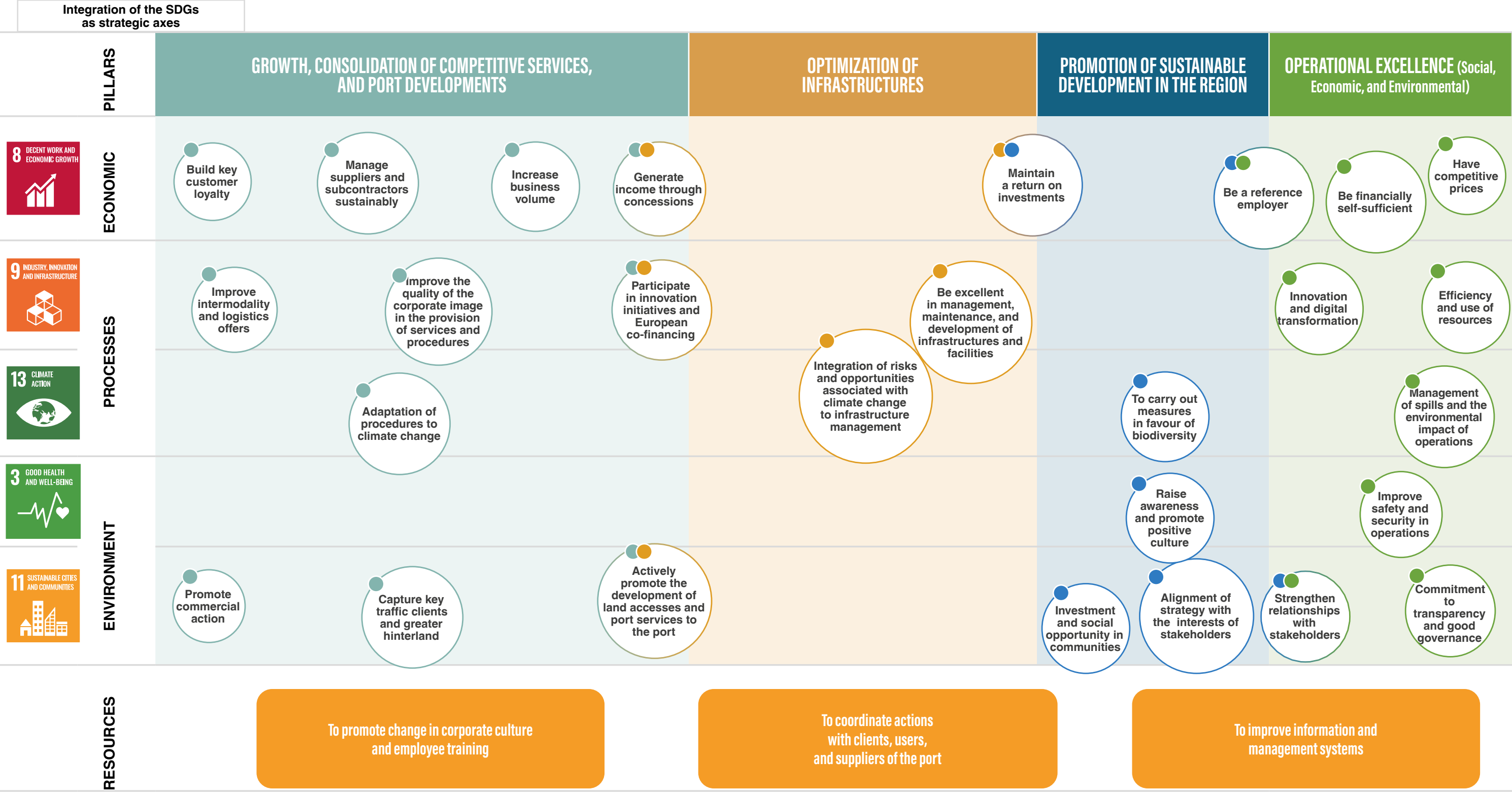


Figure 1.- APFSC Strategy



SUSTAINABILITY STRATEGY ACTION PLAN:

Scope	Lines of action	Aim strategic	Action	Materiality	SDG
GROWTH, CONSOLIDATION OF THE QUALITY OF SERVICES AND OUTER HARBOR					
ENVIRONMENTAL	Climate change	Adaptation of procedures to climate change	Promote the transition towards a green economy	Climate change and associated risks	13. Climate action
			Environmental risk analysis	Climate change and associated risks	13. Climate action
				Risk management systems	
			Analyze the use of OPS (Onshore Power Supply) for the use of grid electrical energy for ships in port and reduce emissions and noise	Climate change and associated risks	7. Affordable and non-polluting energy
GOVERNANCE	Green financing	Participation in innovation initiatives with European funding	Access green financing	Direct and indirect investment	
				Investment in environmental matters	13. Climate Action
			Access the NextGen European recovery plan	Direct and indirect investment	8. Decent work and economic growth
					9. Industry, innovation and infrastructure
	Sustainable business	Supplier and subcontractor management	Drive green economic growth	Business strategy	13. Climate Action
		Participation in innovation initiatives with European funding	Promote investment in social and/or environmental innovation startups	Innovation and digital transformation	13. Climate Action
SOCIAL	Sustainable value chain	Supplier and subcontractor management	Extend sustainability criteria in supplier selection	Management of suppliers and subcontractors (assessment, approval and audit of ESG aspects)	12. Responsible production and consumption
					13. Peace, justice and strong institutions
			Audits of suppliers and subcontractors	Management of suppliers and subcontractors (assessment, approval and audit of ESG aspects)	12. Responsible production and consumption
				Safety and health conditions of employees and employees of suppliers and subcontractors	13. Peace, justice and strong institutions
			Review satisfaction surveys for suppliers and contractors	Management of suppliers and subcontractors (assessment, approval and audit of ESG aspects)	8. Decent work and economic growth
			Sustainability programs in collaboration with suppliers	Management of suppliers and subcontractors (assessment, approval and audit of ESG aspects)	8. Decent work and economic growth
			Control of impacts of suppliers and contractors in accordance with the new Human Rights directive of the European Union	Management of suppliers and subcontractors (assessment, approval and audit of ESG aspects)	8. Decent work and economic growth
				Protection of Human Rights	
				Compliance with current legislation	

Scope	Lines of action	Aim strategic	Action	Materiality	SDG
INFRASTRUCTURE OPTIMIZATION					
ENVIRONMENTAL	Circular economy	Be excellent in management, maintenance and development of infrastructure and facilities	Recirculation of internal/ external construction materials	Climate change and associated risks	12. Responsible production and consumption
	Resilient infrastructures	Integration of risks and opportunities associated with climate change to infrastructure management	Adapt infrastructure to climate change	Infrastructure, logistics and accessibility	13. Climate Action
	Sustainable business	Generate income from concessions	Identify concessionaire companies in the renewable sector	Infrastructure, logistics and accessibility	7. Affordable and non-polluting energy
	Circular economy	Be excellent in management, maintenance and development of infrastructure and facilities	Construction of new self-sufficient and circular infrastructures	Climate change and associated risks	13. Climate Action
GOVERNANCE	Sustainable business	Generate income from concessions	Promote concessions that regenerate the industrial fabric	Infrastructure, logistics and accessibility	9. Industry, innovation and infrastructure
PROMOTING SUSTAINABLE DEVELOPMENT IN THE REGION					
ENVIRONMENTAL	Positive internal culture	Improve awareness and promote positive culture	Define an environmental awareness plan that includes port staff, suppliers, subcontractors, passengers, concessionaires and other companies that operate in the port.	Investment in environmental matters	13. Climate action
					14. Underwater life
		Carry out measures in favor of biodiversity	Preparation of exhibitions in the port to raise awareness on issues of protection of native flora and fauna	Protection of biodiversity	15. Life of terrestrial ecosystems
					15. Life of terrestrial ecosystems
	Environmental management	Carry out measures in favor of biodiversity	Development of pilots to limit the impact of port operations on local biodiversity	Protection of biodiversity	14. Underwater life
			Support for external initiatives for the protection of marine species	Protection of biodiversity	15. Life of terrestrial ecosystems
			Promote external initiatives for the study and research of marine mammals	Protection of biodiversity	14. Underwater life
			Monitor marine biodiversity in maritime space	Protection of biodiversity	14. Underwater life
GOVERNANCE	Good governance and impact on the environment	Align the strategy with the interests of the stakeholders	Creation of a monitoring committee for sustainability issues	Transparency and good governance	16. Peace and strong institutions



Scope	Lines of action	Aim strategic	Action	Materiality	SDG
SOCIAL	Alliances with interest groups	Align the strategy with the interests of the stakeholders	Collaboration with public and private institutions in Ferrol to propose social action aligned with the business strategy	Port-city relations	17. Alliance to achieve objectives
		Investment and social opportunity in communities	Scholarships for recent graduates in order to promote employability in young people	Port-city relations	4. Quality education
					17. Alliance to achieve objectives
					10. Reduction of inequalities
		Investment and social opportunity in communities	Donations and collaboration actions with NGOs	Transparency and good governance	17. Alliance to achieve objectives
					10. Reduction of inequalities
			Extend the importance of the port for the hinterland through a communication plan	Impact of the APFSC in the hinterland of ports	8. Decent work and economic growth
			Create an investment and social opportunity procedure to identify the different ways to generate value in the local community	Port-city relations	11. Sustainable city and communities
			Financing of projects for the correct training of future professionals in the sector in the region	Port-city relations	17. Alliances to achieve objectives
					11. Sustainable city and communities
		Good governance and impact on the environment	Socioeconomic impact analysis	Impact of the APFSC in the hinterland of ports	16. Peace and strong institutions
	Positive internal culture	Reference employer	Internal associations to promote cultural leisure and sports and meet the demands and interests of employees	Working conditions (remuneration level, job stability, internal promotion, etc.)	16. Peace and strong institutions
			Commit to practices that promote equality and diversity	Working conditions (remuneration level, job stability, internal promotion, etc.)	5. Gender equality
		Improve awareness and promote positive culture	Training employees on sustainability	Working conditions (remuneration level, job stability, internal promotion, etc.)	10. Reduction of inequalities
					8. Decent work and economic growth

Scope	Lines of action	Aim strategic	Action	Materiality	SDG
OPERATIONAL EXCELLENCE					
ENVIRONMENTAL	Circular economy	Strengthen the relationship with interest groups	LOOP-PORTS – CIRCULAR ECONOMY NETWORK OF PORTS (APV) for the reuse of materials and infrastructure between ports.	Climate change and associated risks	12. Responsible production and consumption
			Serve as an intermediary in the recirculation of materials in the Circular Economy synergies that are generated between different industries	Climate change and associated risks	9. Industry, innovation and infrastructure
					14. Underwater life
	Resilient infrastructures	Innovation and digital transformation	Optimize the management of internal processes	Infrastructure, logistics and accessibility	16. Peace and strong institutions
				Infrastructure resilience	
	Innovation in management	Efficiency and use of resources	Implementation of meters for instant reading of the water consumed and remote transmission of data	Innovation and digital transformation	6. Clean water and sanitation
			Ensure maximum use of storage plants	Infrastructure, logistics and accessibility	9. Industry, innovation and infrastructure
					9. Industry, innovation and infrastructure
		Management of spills and environmental impact of operations	Reduction and reuse of waste with the help of the APFSC annual waste book	Investment in environmental matters	12. Responsible production and consumption
			Analysis of the variations after the application of improvements in waste generation and energy and material consumption	Safety measures and prevention of environmental incidents	6. Clean water and sanitation
			Floating waste collection system on water	Safety measures and prevention of environmental incidents	14. Underwater life
	Security and health	Innovation and digital transformation	Pilot with drones for autonomous transport within the port	Infrastructure, logistics and accessibility	9. Industry, innovation and infrastructure
		Improve Management Systems	Certify water footprint	Safety measures and prevention of environmental incidents	13. Climate action
		Efficiency and use of resources	Inclusion in the maintenance standards of the obligation to quantify the m3 of water lost in each leak, as well as the field in the work order to note the m3 of water lost in each leak	Safety measures and prevention of environmental incidents	12. Responsible production and consumption
					13. Climate action



Scope	Lines of action	Aim strategic	Action	Materiality	SDG
GOVERNANCE	Good governance and impact on the environment	Commit to transparency and good governance	Information Communication Policy	Transparency and good governance	16. Peace and strong institutions
		Strengthen the relationship with interest groups	Collaborate with other port authorities	Transparency and good governance	17. Alliance to achieve objectives
			Collaborate with entities to promote sustainability	Transparency and good governance	17. Alliance to achieve objectives
			Communication strategy with interest groups	Transparency and good governance	17. Alliance to achieve objectives
	Resilient infrastructures	Innovation and digital transformation	Develop infrastructure for innovation	Infrastructure, logistics and accessibility	9. Industry, innovation and infrastructure
SOCIAL	Innovation in management	Innovation and digital transformation	Data digitization and analysis of results and efficiency (Big Data)	Innovation and digital transformation	9. Industry, innovation and infrastructure
	Good governance and impact on the environment	Strengthen the relationship with interest groups	Communication channels and sporadic meetings with Interest Groups to understand their needs and concerns	Stakeholder complaint systems	16. Peace and strong institutions

Table 1.- Action Plan of the Sustainability Strategy

8.1.2 FUNCTIONS AND FORM LEGAL

(2-1),(2-6)

I-01 General description of the legal form of the Port Authority, reporting on aspects such as ownership, competency framework, public domain management scheme and financing mechanisms (in accordance with the Consolidated Text of the Ports Act).

The Ferrol-San Cibrao Port Authority, whose headquarters are located at the Curuxeiras Dock s/n in Ferrol, belongs to the Spanish state-owned port system and is governed as such by the provisions of Royal Legislative Decree 2/2011, of 5 of September, by which the Consolidated Text of the Law on State Ports and the Merchant Navy is approved.

OWNERSHIP (ARTICLE 24)

The Port Authorities are public organizations as provided for in letter g) of section 1 of article 2 of the General Budget Law, with their own legal personality and assets, as well as full capacity to act; They depend on the Ministry of Transport, Mobility and Urban Agenda, through State Ports; and are governed by their specific legislation, by the provisions of the General Budget Law that apply to them and, additionally, by Law 6/1997, of April 14, on the Organization and Functioning of the General Administration of the State.

POWERS (ARTICLE 25)

The following powers correspond to the Port Authorities:

- a) The provision of general services, as well as the management and control of port services to ensure that they are developed in optimal conditions of efficiency, economy, productivity and safety, without prejudice to the competition of other organizations.
- b) The organization of the port service area and port uses, in coordination with the Administrations competent in matters of territorial planning and urban planning.
- c) The planning, project, construction, conservation and exploitation of the port works and services, and the maritime signals entrusted to them, subject to the provisions of this law.
- d) The management of the public port domain and maritime signals assigned to them.



- e) The optimization of economic management and the profitability of the assets and resources assigned to them.
- f) The promotion of industrial and commercial activities related to maritime or port traffic.
- g) The coordination of the operations of the different modes of transport in the port space.
- h) The organization and coordination of port traffic, both maritime and land.

PUBLIC DOMAIN MANAGEMENT (ARTICLE 66)

The management of the state public port domain will be oriented, guaranteeing the general interest, to promote and increase the participation of private initiative in the financing, construction and operation of port facilities and in the provision of services, through the granting of the corresponding authorizations and concessions, both public and public works, in accordance with the provisions of this law.

The Port Authorities are responsible for the provision and management of basic port spaces and infrastructure, promoting both economic activity in ports and the provision of services by private initiative.

The management of infrastructure and the port public domain will be carried out with criteria of profitability and efficiency.

FINANCING MECHANISMS (ARTICLE 27)

The economic resources of the Port Authorities will be made up of:

- a) The products and income of your assets, as well as the income from the disposal of your assets.
- b) Port fees, without prejudice to the provisions of articles 19.1.b) and 241 bis of the TRLPEMM.
- c) Income that has the character of private law resources obtained in the exercise of their functions.
- d) Contributions received from the Interport Compensation Fund.
- e) Those that could be allocated in the General Budgets of the State or in those of other public Administrations.
- f) Aid and subsidies, regardless of their origin.
- g) Those from credits, loans and other financial operations that may be arranged.
- h) The product of the application of the sanctioning regime.
- i) Donations, legacies and other contributions from individuals and private entities.
- j) Any other that is attributed to them by the legal system.

The Port Authorities are responsible for the management and administration of the resources listed in the previous section, within a framework of management autonomy, with criteria of effectiveness, efficiency and environmental sustainability, and must comply with the principles established in the TRLPEMM.

8.1.3 GOVERNMENT AND QUALITY IN MANAGEMENT

(2-9), (2-10), (2-11), (2-12), (2-13), (2-15), (2-16), (2-17), (2-18), (2-19), 2-25)

As established in article 29 of Royal Legislative Decree 2/2011, of September 5, which approves the Consolidated Text of the Law on State Ports and the Merchant Navy:

The bodies of the Port Authorities are the following:

A) GOVERNMENT: BOARD OF DIRECTORS AND PRESIDENT.

B) MANAGEMENT: DIRECTOR.

C) ASSISTANCE: NAVIGATION AND PORT COUNCIL.



I-02 Functions and way in which the governing bodies of the Port Authority are elected, such as the Presidency, the Management and the Board of Directors.

FUNCTIONS AND METHOD OF ELECTION OF THE BOARD OF DIRECTORS

Article 30 of Royal Legislative Decree 2/2011, of September 5, which approves the Consolidated Text of the Law on State Ports and the Merchant Navy:

FUNCTIONS OF THE BOARD OF DIRECTORS		
Govern and administer the port, without prejudice to the powers that correspond to the President.	Delimit the functions and responsibilities of its bodies and confer and revoke general or special powers to specific persons, both natural and legal, for matters in which such granting is necessary.	Approve, at the initiative of the President, the organization of the entity and its modifications.
Establish its management standards and its internal operating rules, its economic regime and the functions of the Secretary.	Approve the operating and capital budget projects of the Port Authority and its multi-year action program, as well as their referral to State Ports for processing.	Approve those agreements, pacts, conventions and contracts that the Council itself determines must be within its jurisdiction, due to their importance or subject matter.
Authorize the investments and financial operations of the entity, including the constitution and participation in commercial companies, after compliance with the necessary legal requirements.	Approve projects that involve the occupation of property and acquisition of rights referred to in article 61 of RDL 2/2011, without prejudice to their technical approval by a competent technician.	Exercise the police powers attributed to it by this law, and that are necessary for the fulfillment of its purposes.
Set the annual management objectives, within the framework of the global ones established by Puertos del Estado for the entire system.	Propose financial operations of assets or liabilities whose approval corresponds to State Ports, within the framework of the investment, financing and debt plans that the Government and the Cortes Generales approve for this Public Body.	Authorize credits for financing working capital.

FUNCTIONS OF THE BOARD OF DIRECTORS

Agree as appropriate on the exercise of the actions and resources that correspond to the Port Authorities in defense of their interests before the Public Administrations and Courts of Justice of any order, level or jurisdiction. In case of urgency, this power may be exercised by the President, who will immediately report what has been done to the Board of Directors at its first meeting.	Grant concessions and authorizations, in accordance with the criteria and General Conditions Documents approved by the Ministry of Development, collect fees for private use or special use of the port public domain and for the provision of the maritime signaling service.	Approve the annual accounts, which will include the balance sheet, the profit and loss account, the statement of changes in equity, the cash flow statement, the report and the proposal, where appropriate, for the application of results, agreeing the percentage of the same that is allocated to the constitution of reserves, in the amount that is necessary for making investments and for their proper functioning.
Set the rates for the commercial services provided by the Port Authority.	Promote free competition and ensure that monopoly situations do not occur in the provision of different port services.	Carry out as many acts of management, disposition and administration of your own assets as are deemed necessary.
Approve the Port Ordinances, subject to the provisions of article 295 of this law.		Exercise the other functions of the Port Authority established in 26 of RDL 2/2011 not attributed to other government or management bodies and not outlined in the previous sections.

Table 2.- Functions of the Board of Directors



APPOINTMENT OF THE BOARD OF DIRECTORS

The Board of Directors is made up of the following members:

- a) The President of the entity, who will be the President of the Council.
- b) An ex-officio member, who will be the Maritime Captain.
- c) A number of members between 10 and 13, except for the Canary Islands and the Balearic Islands, in which case it may reach 16 members, to be established by the Autonomous Communities or by the Autonomous Cities of Ceuta and Melilla, and designated by the themselves.

The designation by the Autonomous Communities or the Autonomous Cities of Ceuta and Melilla of the members referred to in letter c) of the previous section will respect the following criteria:

- a) The General Administration of the State will be represented, in addition to the Maritime Captain, by three of these Members, of which one will be a State Lawyer and another from the State Ports Public Body.
- b) The Autonomous Community will be represented, in addition to the President, by four members.
- c) In the case of the Canary Islands, each Council will have a representative and in the case of the Balearic Islands, each Council will have a representative.
- d) The municipalities in whose term the port service area is located will have a representation of 33 percent of the rest of the members of the Council. When there are several municipalities affected, representation will correspond first to the one or those that give name to the port or ports administered by the Port Authority, and subsequently to the others in proportion to the surface of the municipal area affected by the service area.

- e) 66 percent of the rest of the members of the Council will be appointed to represent the Chambers of Commerce, Industry and Navigation, business and union organizations and relevant economic sectors in the port field.

The appointment of the Members must necessarily be made at the proposal of the Public Administrations and Entities and Organizations represented on the Board of Directors. In the case of the General Administration of the State, said proposal will be made by the President of the State Ports Public Body.

The appointments of the Members of the Board of Directors referred to in letter c) of the first section will have a duration of four years, being renewable, without prejudice to the provisions of the following section.

The separation of the Council Members will be agreed upon by the competent body of the Autonomous Community, at the proposal of the organizations, organizations and entities that they represent.

The Council will appoint, at the proposal of the President, a Secretary, who, if not a member of the Council, will attend its meetings with voice but without vote. The Director will also be part of the Council, with voice but without vote.

The following may not be part of the Board of Directors of the Port Authorities:

- a) The owners, partners, advisors, directors, managers, positions of trust, or directors in general of companies or companies that provide services or develop activities in the port, whose concession, authorization or contracting is the responsibility of or corresponds to the Port Authority, unless they hold an elective business representation position at the state, regional or local level.
- b) All those who have participation or direct interest in companies or entities that make or have submitted offers for the execution of works and supplies in

the port or any activity that generates relevant expenses for the Port Authority, unless they are Entities or Public Law Corporations or those that hold an elective business representation position at the state, regional or local level.

- c) The labor personnel of the Port Authority or of companies, entities or corporations that provide their services in the port, with regard to union representation positions, unless they hold an elective union position at the state, regional or local level.

- d) Those that are subject to incompatibility, in accordance with the applicable legislation.

- e) People who do not hold the status of citizen of the European Union.

The board of directors is subject to the provisions of Law 19/2013 of December 9, on transparency, access to public information and good governance.



THE PRESIDENT

Article 31 of Royal Legislative Decree 2/2011, of September 5, which approves the Consolidated Text of the Law on State Ports and the Merchant Navy:

FUNCTIONS OF THE PRESIDENT		
To permanently represent the Port Authority and its Board of Directors in any acts and contracts and before any natural or legal person, whether public or private, in or out of court, without prejudice to the powers of attorney of the Board of Directors.	To convene, set the agenda, chair and adjourn the meetings of the Board of Directors, directing its deliberations. Meetings may be convened ex officio or at the proposal of one- fifth of the members of the Board of Directors.	Establish general guidelines for the management of the entity's services.
To ensure compliance with the rules applicable to the Port Authority and the resolutions adopted by the Board of Directors.	Submit to the Board of Directors the Business Plan, with the entity's management objectives and criteria for action, as well as the draft budgets, programs, etc., for approval by the Board of Directors and financing and annual accounts.	To make arrangements for expenditures and to order, jointly with the Director, the payment or movement of funds.
Exercise the special powers delegated to him/her by the Board of Directors.		The other powers attributed to it by RDL 2/2011 of September 5, 2011.

Table 3.- Functions of the President

It is the responsibility of the President to ensure compliance with the obligations that this law attributes to the Port Authorities before State Ports, especially in relation to the provisions and acts whose approval or report corresponds to the latter, as well as to provide the same with all the information of interest for the state port system.

APPOINTMENT OF THE PRESIDENT

The President of the Port Authority will be appointed and separated by the competent body of the Autonomous Community or the Cities of Ceuta and Melilla from among people of recognized professional competence and suitability. The designation or separation, once it has been communicated to the Minister of Transport, Mobility and Urban Agenda, will be published in the corresponding Official Gazette and in the Official State Gazette.

The President may combine his position with that of President or member of the Board of Directors of the companies owned by the Port Authority that he presides, with the requirements and remuneration limitations that arise from the application of the legislation on incompatibilities.

The President's remuneration is approved by the Secretary of State for Budgets and Expenses of the Ministry of Finance and Public Administrations and by the public body Puertos del Estado, and is published on its website (Presidential Remunerations 2023). The president's variable remuneration is linked to the achievement of the APFSC's objectives. The IGAE carries out the audit of the Objectives of the State Port System.

In his capacity as president of the APFSC, and a senior official in the state administration, the President is subject to the provisions of Law 19/2013 of December 9, on transparency, access to public information and good governance.

Given the participation of the priority interest groups of the APFSC as members of the board of directors and the navigation council, the President in the Board of Directors, and the Director in the Navigation Council, periodically report on the management of the APFSC, including sustainability objectives. In the sessions held by these bodies, the different directors can in turn ask their questions. To delegate responsibilities for the achievement and monitoring of the functions described above, which include the establishment of management objectives of the entity, including the economic, environmental and social objectives of the APFSC, the President and Director use different management tools. management, which we talked about in section 1.7 of this report.

Beyond what is described in the two previous paragraphs, it is worth noting that, as it is a public body of the state sector, the different representatives of the citizens, present in the Spanish parliament, ask questions related to all kinds of issues about our activity and our management, which reach us and are processed through the public organization Puertos del Estado.

On a closer level, through our management system, the president of the APFSC is periodically informed about the status of all complaints, suggestions and initiatives presented by any organization, company or citizen. In 2023 no complaints were received.



EL DIRECTOR

Artículo 33 del Real Decreto Legislativo 2/2011, de 5 de septiembre, por el que se aprueba el Texto Refundido de la Ley de Puertos del Estado y de la Marina Mercante:

FUNCTIONS OF THE DIRECTOR		
The ordinary direction and management of the entity and its services, in accordance with the general guidelines received from the governing bodies of the Port Authority, as well as the elevation to the President of the proposed organizational structure of the entity.	The initiation and processing of administrative proceedings, when not expressly attributed to another body, as well as the mandatory issuance of reports on authorizations and concessions, preparing studies and technical reports on the projects and proposals for activities that serve as a basis for them.	The preparation and submission to the President for his consideration and decision of the management objectives and action criteria of the entity, of the preliminary draft budgets, program of actions, investment, financing and annual accounts, as well as the entity's personnel needs.

Table 4- Functions of the Director.

DIRECTOR APPOINTMENT

The Director will be appointed and removed by an absolute majority of the Board of Directors, at the proposal of the President, from among people with higher degrees, recognized professional prestige and experience of at least five years in port techniques and management.

In his capacity as director of the APFSC, and a senior official in the state administration, the Director is subject to the provisions of Law 19/2013 of December 9, on transparency, access to public information and good governance.

The general criteria for the remuneration of the director and management staff of the APFSC, following the provisions of art. 48 of RDL 2/2011, are set by State Ports, with this body being in charge of approving the mass in the last case. total salary of the APFSC, taking into account, for the variable concepts of performance and productivity, the evolution of management ratios, as well as the adoption of management and administration systems of the entity that lead to the achievement of the set objectives. These salaries are published on the APFSC electronic headquarters.

I-03 Structure of the Board of Directors of the Port Authority, reporting on groups and associations represented therein.

The Board of Directors of the Ferrol-San Cibrao Port Authority is made up of representatives of the administrations and economic sectors related to the port's activity, in accordance with what is established in the consolidated text of the State Ports Law and the Merchant Marine, approved by Royal Legislative Decree 2/2011, of September 5, in its article 30.

The Board of Directors is made up of the following members:

- a) The President of the entity, who will be the President of the Council.
- b) An ex-officio member, who will be the Maritime Captain.
- c) A number of members between 10 and 13, except for the Canary Islands and the Balearic Islands, in which case it may reach 16 members, to be established by the Autonomous Communities or by the Autonomous Cities of Ceuta and Melilla, and designated by the themselves.

PRESIDENT
Mr. Francisco Barea Paz
BORN VOWEL
Mr. Jorge Cao Ruiz. <i>Maritime Captain of Ferrol</i>
ON BEHALF OF THE GENERAL ADMINISTRATION OF THE STATE
Ms. Adela Álvarez Caramés. <i>State Attorney</i>
Mr. Ignacio Frutos Ruiz. <i>Chief Admiral of the Ferrol Arsenal.</i>
Mr. Gonzalo Gómez Barquín. <i>State Ports On behalf of the General Administration of the State</i>
Ms. Alfonso Villares Bermúdez. <i>Sea Councilor</i>
Mr. Javier Arias Fouz. <i>Territorial Head of the Xunta de Galicia in Lugo.</i>
Mr. Alberto Vázquez Santiago
Ms. Martina Aneiros Barros. <i>Territorial Delegate of the Xunta in Ferrol</i>
REPRESENTING THE MUNICIPALITIES IN WHOSE MUNICIPAL AREA THE SERVICE AREA OF THE PORT OF FERROL AND SAN CIBRAO IS LOCATED
Mr. Javier Pastor Díaz Mosquera. <i>Deputy Mayor of the Ferrol City Council</i>
Mrs. María Dolores García Caramés. <i>Mayor of the Cervo City Council.</i>
REPRESENTING CHAMBERS OF COMMERCE, BUSINESS AND UNION ORGANIZATIONS AND RELEVANT SECTORS IN THE PORT FIELD
Mr. Patricio Erhardt Barrenechea. <i>Representative of the Provincial Confederation of Businessmen</i>
Mr. Francisco José Pena Varela. <i>Representative of the C.C.O.O union section.</i>
Mr. Gustavo Adolfo Chacártegui Pérez Castrillón <i>Senior Patron</i>
MEMBER WITH VOICE BUT WITHOUT VOTE
Mr. Jesús Casas López. <i>Director of the Port Authority</i>
SECRETARY OF THE BOARD OF DIRECTORS
Mr. Antonio López Coira. <i>Area Head of the General Secretariat of the Port Authority</i>

Table5 - Members of the Board of Directors

18.75% of its members are women.



Denomination	Interest Group	% stake	% vote	Number of vowels
COMPONENTS BELONGING TO THE PUBLIC SECTOR				
AUTONOMOUS COMMUNITY OF GALICIA	External Organizations/Society	0.00	30.77%	4
CERVO TOWN HALL	External Organizations/Society	0.00	7.7%	1
FERROL CITY COUNCIL	External Organizations/Society	0.00	7.7%	1
GENERAL STATE ADMINISTRATION – MINISTRY OF DEFENSE	External Organizations/Society	0.00	7.7%	1
GENERAL STATE ADMINISTRATION – MINISTRY OF JUSTICE	External Organizations/Society	0.00	7.7%	1
GENERAL STATE ADMINISTRATION – MINISTRY OF TRANSPORT, MOBILITY AND URBAN AGENDA	Actors in the logistics chain	100.00	7.7%	1
STATE PORTS	External organizations	0.00	7.7%	1
COMPONENTS BELONGING TO THE PRIVATE SECTOR				
CONFEDERATION OF BUSINESSMEN OF A CORUÑA	Users/Actors of the logistics chain	0.00	7.7%	1
TRADE UNION CONFEDERATION OF WORKERS COMMISSIONS	Employees	0.00	7.7%	1
GALICIAN FEDERATION OF FISHERMEN'S GUILD	Users	0.00	7.7%	1

Table 6.- Domain structure of the APFSC

The management and internal operating rules of the Board of Directors of the Port Authority of Ferrol-San Cibrao are published in the BOE (December 2017, modified in November 2023).

I-04 Description of the management and decision-making support systems used by the Port Authority, such as quality management systems, balanced scorecards, market characterization campaigns, etc.

MANAGEMENT POLICY

“The Port Authority of Ferrol-San Cibrao is in charge of the management of the Ports of Ferrol and San Cibrao, assuming, among others, the competences of provision, management, control and coordination of port and logistic services, organization and establishment of uses in its service area, the development and maintenance of infrastructures and facilities and the promotion of industrial and commercial activities related to port traffic.

In relation to the competitiveness of our infrastructures and facilities, it should be noted that we are one of the leading ports on the Northern Front, in terms of surface areas, dock depth and specialized facilities for the unloading of solid and liquid bulk cargo, roll-on/roll-off traffic and containers. This fact makes us a reference and leader in the traffic of energy products and iron and steel products on the aforementioned frontage. In addition to these characteristics, the geographical position and excellence in management, place us at an advantage for container traffic, serving as a link for traffic flows from Europe and America.

In order to consolidate and maintain our principles of sustainability and excellence and to comply with our mission and strategy, we define and keep our management system up to date. Through this system we establish and deploy objectives aligned with our strategy, which are necessary to achieve the full satisfaction of our stakeholders and the environmental improvement of our activities. In order to achieve these objectives, we establish the following guidelines:

- Provision of services with the best quality, at the lowest possible cost, minimizing risks and in accordance with the requirements and specifications established in the applicable regulations or legislation in force.

- Respect for the environment throughout the value chain and the Port Authority’s sphere of influence, focusing on potential negative impacts.
- Promotion of innovation and sustainability, as well as the establishment of strategic alliances aimed at continuous improvement and sustainable development of the Port Authority’s service area.
- Focusing processes on optimizing the value offer to stakeholders
- Raising sustainability awareness among Port Authority personnel, port operators and suppliers through education, awareness and participation mechanisms.

The Presidency and Management of the Port Authority is committed to provide all the necessary means and resources to achieve the objectives of the management system, also assuming the commitment and application of each of the established principles, stated through the guidelines of this policy, which will be reviewed for its continuous adequacy and will be available to all stakeholders through the Port Authority’s website”.

The approach to process management allows us to follow results by improving the effectiveness and efficiency of activities and resources and enables us to improve the monitoring and control of the results obtained, as well as customer orientation.



PROCESS MAP

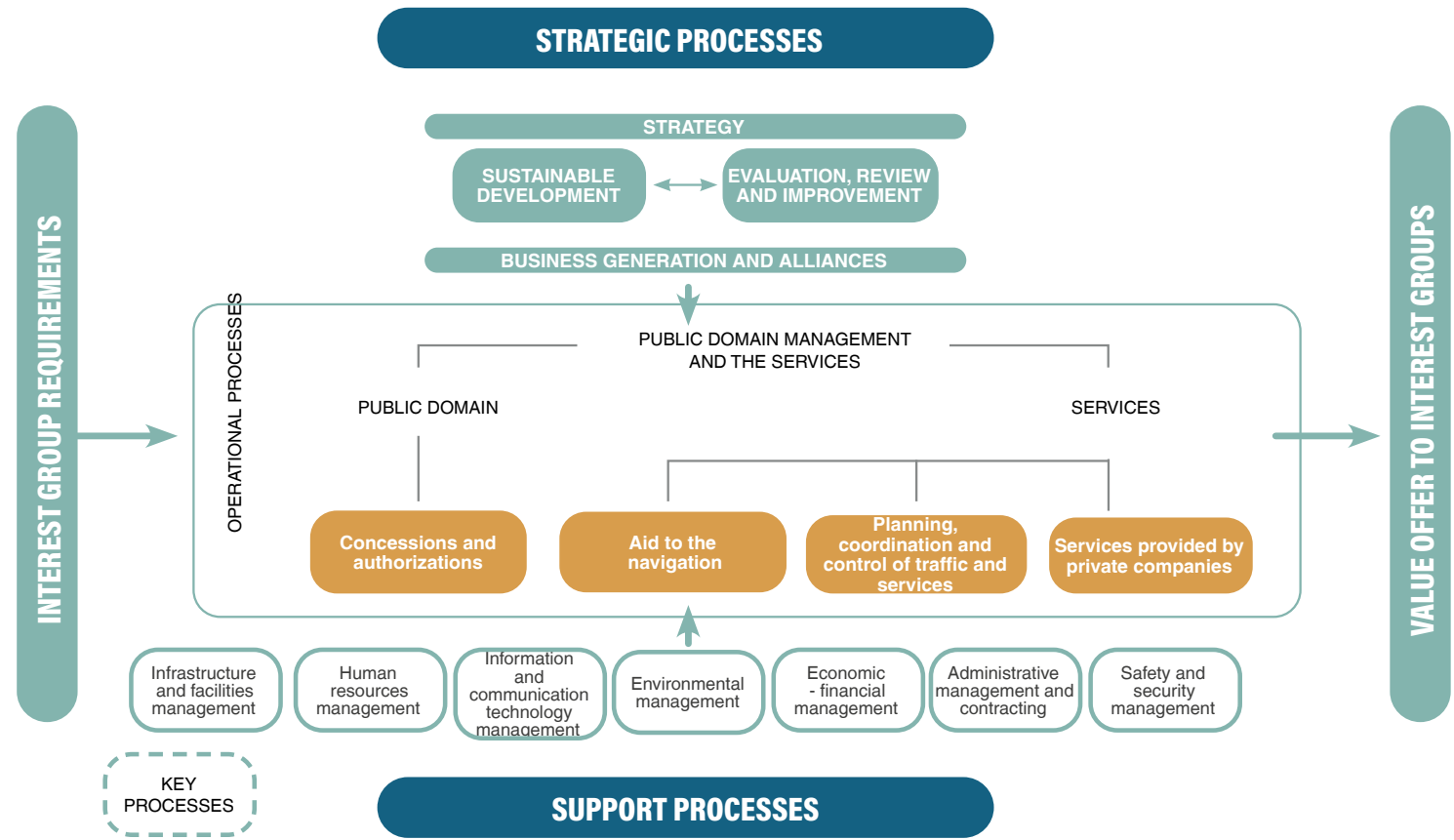


Figure 2.-APFSC process map approved on 06-09-2022

Process management facilitates planning, establishing objectives and improvement actions and achieving them.

The scorecard of indicators associated with the strategic map and the process map of the APFSC allows us to continuously monitor our strategy and our management. To monitor the Action Plan and the indicators, we rely on process management (BPM) and information analysis (BI) tools.

OBJECTIVES

2023 TARGET CLOSURE

STRATEGIC OBJECTIVE	OPERATIONAL OBJECTIVE	COMPLIANCE YEAR 2023
E2 -GENERATE INCOME FROM CONCESSIONS	DEUP Ferrol.	20.00%
E2-GENERATE INCOME FROM CONCESSIONS	Formulation of the Special Planning Plan for the port of Ferrol.	5.00%
E3-BUILD KEY CUSTOMER LOYALTY	Analysis of future scenarios for the port of San Cibrao	70%
E3-BUILD KEY CUSTOMER LOYALTY	Joint analysis with Endesa of the business continuity strategy	50.00%
E3-BUILD KEY CUSTOMER LOYALTY	Strategic alliance to turn the Port of Ferrol into a benchmark in supplying LNG ships.	6.00%
E3-BUILD KEY CUSTOMER LOYALTY	Deployment of the functions of the Port Authority in the province of Lugo	75.00%
E8-HAVE COMPETITIVE PRICES	New land valuations in Ferrol and San Cibrao	90.00%
EN6-INVESTMENT AND SOCIAL OPPORTUNITY IN COMMUNITIES	Construction of adequate facilities to serve certain traffic: passengers	95.00%
EN9- COMMIT TO TRANSPARENCY AND GOOD GOVERNANCE	Economic Impact Study of the Port Authority of Ferrol-San Cibrao	35%
P7-BE EXCELLENT IN THE MANAGEMENT, MAINTENANCE AND DEVELOPMENT OF INFRASTRUCTURE AND FACILITIES	Updating and computerization of the inventory and inspection and maintenance guidelines for facilities and equipment, including those reverted.	37.5%
P1-IMPROVE INTERMODALITY AND LOGISTICS OFFER	Development of actions to provide the Port of Ferrol with a competitive railway intermodality. Completion and commissioning of the Railway Access to the Outer Port.	50.22%
P10-MANAGEMENT OF DISCHARGES AND THE ENVIRONMENTAL IMPACT OF OPERATIONS	Update of the plan for reception and handling of waste in port (RD 1381/2002)	65.00%
P2-IMPROVE QUALITY IMAGE IN THE PROVISION OF SERVICES AND PROCEDURES	Submission of the list of particular requirements for port services: goSDGs handling, Marpol and mooring in the port of Ferrol.	33.33%
P2-IMPROVE QUALITY IMAGE IN THE PROVISION OF SERVICES AND PROCEDURES	Approval of the specific specifications for port services of pilotage, towing, mooring, goSDGs handling and Marpol in the port of San Cibrao.	40.00%
P2-IMPROVE QUALITY IMAGE IN THE PROVISION OF SERVICES AND PROCEDURES	Submission of the list of particular requirements for port towing and pilotage services in the port of Ferrol, and granting of new licenses.	100.00%



STRATEGIC OBJECTIVE	OPERATIONAL OBJECTIVE	COMPLIANCE YEAR 2023
P2-IMPROVE QUALITY IMAGE IN THE PROVISION OF SERVICES AND PROCEDURES	Enabling a Border Inspection Point (PIF) in the port of Ferrol.	87.5%
P5-EFFICIENCY AND USE OF RESOURCES	Energy strategy plan	25.00%
P5-EFFICIENCY AND USE OF RESOURCES	Plan for the removal of materials and facilities deposited in the Port	20.00%
R1-IMPROVE INFORMATION AND MANAGEMENT SYSTEMS	Implementation of methodologies for the management of improvement groups.	100%
R3-PROMOTE CHANGE IN CORPORATE CULTURE AND STAFF TRAINING	Review of the 2007-2015 Strategic Plan. Preparation of a new Strategic Plan 2018-2025	10.00%
	COMPLIANCE WITH THE OPERATIONAL OBJECTIVES PLAN	50.73%

Table 7.- Compliance with the Operational Objective Plan for the year 2023

IMPROVEMENT AND CORRECTIVE ACTIONS

Process	Type of action	Action	Year of approval of the action	Expected year of completion	Accumulated execution level 2023 (%)	Accumulated execution level 2024 (%) (*)
NAVIGATION AIDS	Improvement action	New, more global analysis of causes that explains the vast majority of the symptoms observed (delays of various nature).	2.023	2.023	100	
CONCESSIONS AND AUTHORIZATIONS	Improvement action	104- New valuations of land in Ferrol and San Cibrao	2.019	2.024	90	90
		119- Annual analysis with the concessionaire (business plan) of business viability (traffic and investments) and joint action plan with the main concessionaires.	2.020	2.024	0	0
		120-Incorporate visual inspections of those located on concessioned surfaces into the inspections of the infrastructures and facilities of the PAs.	2.020	2.023	0	
		Improvement group (Javier Calviño, Alejandro Rey, José Antonio Patiño), for the detailed analysis of causes and review of communication and coordination between the different departments involved in this type of operations.	2.023	2.024	90	90
		In the concessions procedure, include the exhaustive weekly maintenance of the CyA xls in which for the C dozens of columns are inserted with all the specific procedures (and periodic: being up to date with annual docs, etc.) of the concessions. The XLS will be recorded each week with your name and will be kept in a file for this purpose.	2.024	2.024		0
		Include updating the website every 3 months in the concessions and authorizations procedure.	2.024	2.024		0
		Modify the procedure as drafted by the DP service in 2024t1.	2.024	2.024		0
	Corrective action	Authorization by the Council of the delegation of functions for certain authorizations, depending on their typology and duration.	2024	2024		0
		They will be included in the scrapping program.	2024	2024		0
		Remind DP of the need to open the task in all C,A,P without exception. The PP will know that the activity object of C,A,P cannot be started without the communication of activity start by DP (the PP, together with SyMA, is always part of the open task). Transpose by DP the "communications" section of the C,A procedure from its current wording (prior to Gestiona) to the operation via the Gestiona task that has been giving good results (there being no errors like the one at hand).	2.023	2.023	100	
		Follow the procedure in force so that the designated person is the one who carries out the described activity.	2.023	2.023	100	

Process	Type of action	Action	Year of approval of the action	Expected year of completion	Accumulated execution level 2023 (%)	Accumulated execution level 2024 (%) (*)
HIRING AND ADMINISTRATION	Improvement action	Nuevo proceso de Administración y Contratación	2.022	2.023	100	
		Contratar la A.T. para la revisión y actualización del Code de conducta ética y del modelo de prevención de delitos	2.023	2.023	100	
		Elaborar un procedimiento de contratación	2023	2.024	0	0
		Completar ficha de proceso y definición de indicadores asociados	2024	2024		0
	Corrective action	Realizar seguimiento mensual de los departamentos que presentan incidencias: facturación remite correo con cada factura sin expediente y Secretaría elaborará informe mensual para remitir a Dirección. Mantener este seguimiento durante 2023, el primer informe corresponderá al primer trimestre de 2023.	2.023	2.023	0	
SUSTAINABLE DEVELOPMENT	Improvement action	Ampliar el alcance del procedimiento de Satisfacción de GI a "Análisis de la Oferta de Valor a los GI"	2.022	2.024	15	15
		Definir un procedimiento de comunicación y participación de los GI que incluya despliegue la Strategy y políticas de participación y comunicación y sistematice su traslado a planes y seguimientos.	2.022	2.023	100	
		Extender criterios de sostenibilidad en la selección proveedores y aliados	2.022	2.024	70	70
		Nuevo Procedimiento de Inversión y Oportunidad Social en la Comunidad	2.022	2.024	0	0
		Revisión de la Sistemática de Gestión de Quejas, Iniciativas y Sugerencias y su aplicación	2.022	2.024	0	0
		Revisión de la ficha de proceso Sustainable development y modificación para solucionar las desviaciones detectadas	2023	2023	100	
STRATEGY	Improvement action	13- Revisión del Plan Estratégico de la Port Authority	2.011	2.024	30	30
		Incluir la identificación del Ecosistema de la Organización en la actualización del Plan Estratégico.	2.022	2.023	30	30
		Incluir la sistemática para la vigilancia del Ecosistema de la Organización en la actualización del Plan Estratégico.	2.022	2.023	100	
		Introducir la Strategic Line "Innovación" en Mapa Estratégico de la APFSC como modificación puntual (sin esperar a la actualización de Plan Estratégico, ni implicar una revisión total del Mapa); así como establecer los objetivos estratégicos relacionados.	2.022	2.023	0	
		Nuevo procedimiento de seguimiento de la Strategy, a incluir en la actualización del Plan Estratégico.	2.022	2.023	100	
		Cumplir con lo establecido en el procedimiento en cuanto al seguimiento de objetivos	2.024	2.024		0
		Durante el proceso de revisión/ definición de objetivos de 2024 del Sistema de la APFSC, recopilar los objetivos propios de los responsables de los procesos, y valorar su integración	2.024	2.024		0
		Incorporar la información del análisis del ecosistema, diagnóstico externo general y análisis financiero al análisis DAFO	2.024	2.024		0

Process	Type of action	Action	Year of approval of the action	Expected year of completion	Accumulated execution level 2023 (%)	Accumulated execution level 2024 (%) (*)
STRATEGY	Improvement action	Realizar un DAFO con la metodología y alcance necesario y traspasar al documento de Puertos del Estado lo requerido por el organismo.	2.024	2.024		0
		Seguir lo indicado en el procedimiento en cuanto a la incorporación del diagnóstico interno y externo general por el responsable del proceso	2.024	2.024		0
		Tener en cuenta en el análisis DAFO los indicadores económico financieros, su evolución y su previsión de futuro (Plan de Empresa)	2.024	2.024		0
	Corrective action	Formular un plan financiero vinculado a la Strategy.	2.024	2.024		0
		Revisar el diagnóstico externo con el contexto y tendencias generales (redacción del DAFO Plan de Empresa 2025).	2.024	2.024		0
		Actualizar el documento de responsables de objetivos estratégicos	2.024	2.024		0
		Actualizar las fichas de objetivos estratégicos y los correspondientes planes de acción	2.024	2.024		0
		Revisión de factores críticos de éxito junto con la revisión anual del DAFO	2.024	2.024		0
		Solicitar a los responsables de los objetivos estratégicos en envíen sus DAFOS incluyendo su análisis del ecosistema y el diagnóstico interno	2.024	2.024		0
		Solicitar a los responsables de los objetivos estratégicos que hagan un documento con el análisis del ecosistema de su ámbito de competencia	2.024	2.024		0
	Improvement action	Puesta en marcha de metodologías para la gestión de grupos de mejora.	2.022	2.023	100	
		Sistematizar herramientas de estímulo de creatividad e innovación	2.022	2.023	100	
		Organizar reuniones de seguimiento semestrales con la presencia del director, basadas en la información reportada en Aura Portal.	2.023	2.023	0	
		Reuniones mensuales con los responsables de acciones para la tramitación de hallazgos y el seguimiento de los procesos (acciones e indicadores) de su responsabilidad.	2.023	2.023	91,63	100
		Solicitar la APFSC, pasados 6 meses, evidencias de la verificación de la correcta cumplimentación de la DUA de las escalas.	2.023	2.024	50	50
		Solicitar la APFSC, pasados 6 meses, evidencias de su sustitución a Reganosa.	2.023	2.024	50	50
		Solicitar la APFSC, pasados 6 meses, evidencias la finalización de la migración.	2.023	2.024	50	50
		Modificar y simplificar el diagrama de flujo del procedimiento de Gestión de Indicadores y Análisis Datos	2.023	2.023	100	
		Recabar la información para realizar el cálculo del indicador según lo especificado en la ficha del mismo	2.024	2.024		0
	Corrective action	Análisis del motivo de los retrasos de las acciones asignadas al departamento y priorización de acciones para su resolución	2.024	2.024		0
		Análisis del motivo de los retrasos de las acciones asignadas al departamento y priorización de acciones para su resolución	2.024	2.024		0



Process	Type of action	Action	Year of approval of the action	Expected year of completion	Accumulated execution level 2023 (%)	Accumulated execution level 2024 (%) (*)
BUSINESS GENERATION	Improvement action	Definición del Proceso de "Expansión de Negocio y Alianzas"	2.022	2.023	100	
		Definir el Plan de Comunicación de Expansión de Negocio y Alianzas a Clientes, terminales de mercancías, operadores de servicios y Alianzas.	2.022	2.023	0	
		Sistemática de Identificación, segmentación y priorización de Clientes Clave	2.022	2.023	0	
MANAGEMENT	Corrective action	2.- A partir del documento "Planificación de controles ambientales", hacer una evaluación del cumplimiento de la legislación, reflejando los controles realizados, autorizaciones de vertido, resultados, parámetros analizados, etc.	2.021	2.023	100	
		environmental	2.020	2.024	70	70
		3.- Incluir en el informe de revisión anual ISO14001 el cumplimiento normativo en cuanto a controles ambientales y seguridad industrial conforme a la evaluación de aspectos ambientales.	2.021	2.023	100	
		4.- b.3) Solicitar las autorizaciones de vertidos de los faros: Estaca de Bares, Punta Candieira, Prior.	2.020	2.023	100	
		5.- b.4) Solicitar la autorización de vertido de la red de saneamiento del Puerto Exterior a la EDAR municipal de Ferrol.	2.020	2.024	10	10
		6.-c) Solicitar las autorizaciones de captación de aguas en los faros de Punta Candieira y Cabo Prior.	2.020	2.023	100	
		P. San Cibrao: -Fin de redacción de documento -Otorgamiento de licencia de prestación de servicio para Alcoa -Consulta a Usuarios del Puerto de San Cibrao -Informe de Capitanía -Remisión Informe final para informe de PdE -Aprobación Consejo de Administración.	2.020	2.024	45	45
		S. Cibrao: -Revisión por Comité de Revisión -Remitir al Consejo de Administración Dic-Ene. -Solicitar Informe Favorable de: Capitanía Marít., Consellería del Mar - Aprobación PIM de SC por Dirección Gral Marina Merc	2.019	2.024	80	80
		Tramitación de Plan de P. Ferrol: -Consulta a Usuarios del PORT OF FERROL -Informe de Capitanía -Remisión Informe final para informe de PdE -Aprobación Consejo de Administración.	2.020	2.024	80	95
		Actualización del modelo con nuevos requisitos legales y envío a departamento de mantenimiento para evaluar su nivel de cumplimiento. Esta actualización deberá realizarse de forma semestral.	2.023	2.023	100	
		Actualizar el listado de legislación con las versiones actualizadas.	2.023	2.023	100	
		Apartado a: elaboración de documento de cesión de responsabilidad al Gestor.	2.023	2.023	100	
		Apartado b: actualización de la inscripción de pequeño productor. Necesario alta en portal GAIA	2.023	2.024	0	100

Process	Type of action	Action	Year of approval of the action	Expected year of completion	Accumulated execution level 2023 (%)	Accumulated execution level 2024 (%) (*)
	Corrective action	Apartado c: retraso del gestor en la recogida de los residuos.	2.023	2.023	100	
		Management	2.023	2.024	75	85
		environmental	2.023	2.024	35	40
		Evaluación de los requisitos legales de seguridad industrial, en base a modelo de requisitos legales actualizado a nov2022. Esta evaluación deberá realizarse de forma semestral.	2.023	2.023	100	
		Comunicar a la empresa la instrucción de almacenar correctamente los residuos, marcándoles un plazo tras el cuál se procederá a sancionales.	2.023	2.024	70	70
		Obtener la autorización de vertido del Faro de Estaca de Bares	2.023	2.024	70	70
		Obtener la autorización de vertido del Faro Prior	2.023	2.024	50	75
		Obtener la autorización de vertido para el faro de Candieira	2.023	2.023	0	
		Proceder a la retirada de los residuos	2.023	2.023	0	
		Realización de la revisión del listado de medios de actuación ante emergencia	2.023	2.023	100	
		Retomar la realización de los controles ambientales de las obras de la APFSC con la periodicidad establecida.	2.023	2.024	70	100
		Retomar la realización de los Informes de control ambiental con la periodicidad establecida	2.023	2.023	100	100
		Revisar la dotación de contenedores del taller	2.023	2.023	100	
		Sensibilizar al personal del taller en la correcta segregación de residuos	2.023	2.023	100	
		Solicitar ampliación del plazo de almacenamiento de los residuos peligrosos	2.023	2.024	0	0
		Valorar la posibilidad de establecer sanciones a aquellas empresas con mayor repercusión medioambiental que no faciliten la información en el plazo indicado (recordatorio de requerimiento el 30/06/2023)	2.023	2.024	90	100
		Comunicación con Augas de Galicia para aclarar el trámite a seguir.	2.024	2.024		100
		Se solicita a la empresa la corrección de la información para modificar el dato en la evaluación de aspectos ambientales.	2.024	2.024		100
		Verificación del cumplimiento legal e identificación de nuevos requisitos legales.	2.024	2.024		100
		Realización de escrito de comunicación de PCB a la Xunta				

Process	Type of action	Action	Year of approval of the action	Expected year of completion	Accumulated execution level 2023 (%)	Accumulated execution level 2024 (%) (*)
	Improvement action	118- Plan de aplicación R.O.M. Calidad de aguas litorales en la Ría de Ferrol	2.019	2.023	100	
		128- Análisis de consumos, detección de mejoras, establecimiento de un plan y fomento del ahorro de recursos, o utilización de energías más eficientes	2.020	2.024	0	0
		Management	2.023	2.023	3	3
		environmental	2.023	2.023	0	0
		Elaborar un plan de acción específico para control y seguimiento de la especie invasora	2.023	2.024	20	30
		Establecer un plan de protección de la zona de dominio público marítimo-terrestre en base a un estudio de la biodiversidad: ambiente marino, avifauna y espacios naturales protegidos próximos al puerto (Red Natura 2000).	2.023	2.024	10	10
		Retirada de materiales contaminantes y posterior envío de datos a facturación (retirada y tratamiento) a la empresa causante de la contaminación.	2.023	2.023	0	
		Sancionar a empresas que depositan materiales contaminantes sin las medidas adecuadas.	2.023	2.024	70	70
		Solicitud a concesionarios fuera de recinto portuario de los datos relacionados con los aspectos ambientales y su inclusión en el listado de aspectos para valoración.	2.023	2.023	100	
		solicitud a departamento de planificación valoración del estado de la instalación y actuaciones a contemplar en caso de desmantelamiento.	2.023	2.023	100	
		Iniciar la gestión de la retirada del material del muelle, según lo establecido en la instrucción de materiales en desuso.	2.023	2.024	90	90
		Recabar la información sobre el mantenimiento preventivo de Sumideros, pozos y sistemas de depuración, del departamento de Mantenimiento.	2.023	2.023	100	
		Calculo emisiones alcance 3 según Guía de Puertos del Estado para el año 2023.	2.024	2.024		0
		Se solicitará al operador contratado que remita las notificaciones previas para todas las recogidas de residuos y se conservarán en el expediente	2.024	2.024		100
		Se tramita firma de contratos en expediente de residuos	2.024	2.024		100

Process	Type of action	Action	Year of approval of the action	Expected year of completion	Accumulated execution level 2023 (%)	Accumulated execution level 2024 (%) (*)
	Corrective action	Arreglo de la verja	2.023	2.024	5	5
		Inspección por parte de seguridad y verificación del estado. Posterior requerimiento de retirada de vehículos y maquinaria si procede.	2.023	2.023	100	
		Para zonas donde no existan Projects de infraestructuras en curso o planificados: Pintado de viales y/o delimitación de zonas de circulación. Colocación / reposición de señalización horizontal y vertical	2.023	2.024	10	10
		Safety and Security Management	2.023	2.024	10	10
		Sistematizar la solicitud de los anexos asociados a los suministros de combustible	2.023	2.023	100	
		Solicitar informe al servicio de seguridad de la APFSC sobre las medidas a aplicar por explotación, mientras la instalación está en reparación. Poner en marcha dichas medidas y comunicar las mismas a los usuarios y personal de la APFSC.	2.023	2.023	100	
		Verificar si Naviera de Galicia ha realizado suministros puntuales o está actuando como provisionista de buques en Ferrol. Si es provisionista, contactar con ellos para que tramiten la autorización pertinente. En caso de no serlo, cerrar la acción ya que no hay incumplimiento.	2.023	2.023	100	
		Comunicar a la empresa de amarre la incidencia para que tome las medidas que considere oportunas.	2.023	2.023	100	
	Improvement Action	Estudio con el Dep. de Mantenimiento/DP/OOPP de la posibilidad de delimitar zonas dependiendo del uso al que se destina. Valorar coste presupuestario y planificar acción futura para ejecutar.	2.023	2.024	50	50
		Instalación de señales de aviso de zonas restringidas.	2.023	2.024	0	90
	Improvement action	82- Actualización e informatización del inventario y pautas de inspección y mantenimiento de las instalaciones y equipos, incluidas las revertidas.	2.017	2.024	45	45
		84- Desarrollo de actuaciones para dotar al PORT OF FERROL de una intermodalidad ferroviaria competitiva. Finalización y puesta en servicio del acceso ferroviario al Puerto Exterior.	2.017	2.024	68	68
		Análisis del ciclo de vida de las infraestructuras e instalaciones de la APFSC.	2.022	2.024	40	40
		Infrastructure and facilities management	2.023	2.024	45	45
		En las reuniones anuales con concesionarios (ver acción 119) , se plantearán las INVERSIONES PLANIFICADAS POR LA APFSC para detectar requisitos a tener en cuenta.	2.023	2.024	50	50
		Formular y aprobar un procedimiento de planificación de inversiones.	2.023	2.024	45	45
		Nuevo procedimiento de inversiones	2.023	2.024	60	60



Process	Type of action	Action	Year of approval of the action	Expected year of completion	Accumulated execution level 2023 (%)	Accumulated execution level 2024 (%) (*)
	Improvement action	Revisar que el plan de mantenimiento del 2023 recoge los mantenimientos necesarios para la instalación de baja tensión del Inner Port	2.023	2.023	100	
		Revisión y actualización del procedimiento de Control de instalaciones y equipos.	2.023	2.024	0	0
		Seguimiento al menos trimestral del cumplimiento de los trabajos de mantenimiento de las instalaciones de baja tensión del Inner Port.	2.023	2.023	100	
		Infrastructure and facilities management	2.023	2.024	95	100
	Corrective action	Contratar operaciones de mantenimiento e inspección de obligado cumplimiento, y recopilar registros de operaciones de mantenimiento e inspección de obligado cumplimiento ya ejecutadas.	2.023	2.023	100	
		Elaboración del Plan de Calibración 2022, con inclusión de todos los equipos sujetos a control (incluso los de reciente adquisición por la AP).	2.023	2.023	100	
		Retirar la barrera dañada.	2.023	2.023	100	
		El Dpto de Mto se cerciorará de si la visita ha reparado en la incidencia, y del tratamiento.	2.023	2.024	15	15
		c. Valorar necesidad e instruir en consecuencia.	2.024	2.024		100
		Completar la reparación de las escaleras.	2.024	2.024		0
		Completar la reparación de los medios de las instalaciones contraincendios.	2.024	2.024		0
		Comunicación con Puertos del Estado, la Universidad de A Coruña (Facultad de Ingeniería de Caminos), el Cedex, y la Escuela Politécnica de Ferrol, para detectar Projects de innovación o investigación que impacten en Infraestructuras e Instalaciones	2.024	2.024		0
		d. Valorar la necesidad de disponer de las zonas en las que no hay pivotes para maniobrar, así como valorar la necesidad de los pivotes. En caso necesario como resultado de lo anterior, requerir a Mantenimiento recolorar los pivotes.	2.024	2.024		100
		Ejecución de actuación menor con objeto de frenar los efectos del deterioro	2.024	2.024		0
		Ejecutar el Project actualmente en redacción para eliminación de la balsa de la zona SE del puest.	2.024	2.024		0
		Elaborar el Plan de Mantenimiento del 2024 con todas las instalaciones objeto de mantenimiento, incluyendo los realizados por terceros (si bien habiendo definido en el capítulo inicial de propio Plan de Mantenimiento un alcance concreto que contenga toda la parte más importante de instalaciones).	2.024	2.024		0

Process	Type of action	Action	Year of approval of the action	Expected year of completion	Accumulated execution level 2023 (%)	Accumulated execution level 2024 (%) (*)
	Corrective action	En 1 año se estará ejecutando una obra grande de mejora del atraque del Espigón Exterior, con eliminación de las vías y pavimentación de toda la zona.	2.024	2.024		0
		En caso de que sea necesario mantenerlo, realizar su instalación de una forma segura.	2.024	2.024		0
		Evaluar validez de las piezas completas, hasta soldadura de orejetas a la estructura, a efectos estructurales (estado de oxidación); pintar, engrasar, retensar atendiendo a Project constructivo.	2.024	2.024		0
		Infrastructure and facilities management	2.024	2.024		0
		Identificar el responsable de la instalación del cuadro.	2.024	2.024		0
		Incluir todas las inspecciones internas/externas, en el Plan de Inspecciones	2.024	2.024		0
		Informe de Jefe de Mantenimiento sobre el correcto funcionamiento técnico y administrativo del bombeo de fecales a la EDAR de Prioriño; de ser favorable, redactar relación de unidades y contratar eliminación de la depuradora.	2.024	2.024		0
		Ordenar y limpiar.	2.024	2.024		0
		Pintado de las protecciones	2.024	2.024		0
		Revisión integral por personal de la AP y contratación de reparaciones empezando por las causas de entrada de agua.	2.024	2.024		0
		Solicitar la documentación pendiente	2.024	2.024		0
		Terminar el mantenimiento en todos los noray de los muelles	2.024	2.024		0
	Other actions	Identificación de las inversiones de mayor impacto en este riesgo y ponderación de las mismas (valoración de impacto de 1-5 de los Projects en el momento de aprobación del plan de inversiones, por ejemplo, todas las que tengan ayudas europeas de mas de 600.000 euros: valor 4-5), en la reunión del plan de inversiones. Realizar seguimiento cuatrimestral de los de mayor valoración.	2.024	2.024		0
	Improvement action	Implantación de nueva aplicación de control de accesos.	2.023	2.024	0	0
		83- Habilitación de un Punto de Inspección Fronteriza (PIF) en el PORT OF FERROL	2.011	2.023	100	
		109- Medir indicadores relacionados con el nivel de servicio en los procesos operativos	2.019	2.024	98	98
		Planning, coordination and control of traffic and services	2.022	2.024	0	0
		Convocar al menos un Consejo de Navegación en cada ejercicio, haya o no haya pliegos que elevar a éste.	2.023	2.023	100	



Process	Type of action	Action	Year of approval of the action	Expected year of completion	Accumulated execution level 2023 (%)	Accumulated execution level 2024 (%) (*)
	Corrective action	Analizar conjuntamente con Tecnología la posible causa raíz del problema.	2.023	2.024	90	90
		Planificar y ejecutar las actuaciones necesarias para solventar la causa raíz de la falta de actualización de las ETA en GISWEB.	2.023	2.023	80	
	Corrective action	1.-Entregar el cuestionario específicamente diseñado para cada acción al finalizar la misma, e incluir el plazo de entrega máximo, que de forma general será de 6 meses, salvo que la acción concreta requiera un plazo mayor y, ese caso, se ampliará hasta 12 meses. Recabar los cuestionarios al finalizar el plazo.	2.021	2.024	100	100
		Planning, coordination and control of traffic and services	2.021	2.023	100	
		Actualizar los perfiles competenciales del personal de la APFSC	2.023	2.024	70	70
		Organization and Management of Human Resources	2.024	2.024		0
		Completar la redacción del Plan de Igualdad	2.024	2.024		100
		Definición de la sistemática para la valoración de la formación no específica del personal para tenerlo en cuenta en sus competencias	2.024	2.024		0
		Incluir en el plan de comunicación interna las comunicaciones en materia de igualdad	2.024	2.024		0
		Mejorar el seguimiento del proceso de Gestión de RRHH por el responsable del mismo en lo que respecta a objetivos, acciones e indicadores.	2.024	2.024		0
		Realización de la evaluación del desempeño del personal de convenio	2.024	2.024		0
	Improvement action	22- Evaluación del desempeño del personal fuera de convenio	2.010	2.024	30	30
		116- Evaluación de necesidades de RRHH para la mejora de la eficacia y eficiencia de los procesos	2.020	2.024	70	70
		Definición del estilo de Liderazgo alineado con los valores de la organización, para generar cultura.	2.022	2.024	0	0
		Definir un plan de comunicación interna de Organización y Gestión de RRHH a Employees.	2.022	2.023	100	
		Inclusión del modelo de estilo de liderazgo en el sistema de gestión.	2.022	2.024	0	0
		Mejora de la sistemática de seguimiento de resultados y establecimiento de acciones de mejora utilizando la nueva herramienta a través de BPM y BI	2.022	2.024	0	0
		Realizar un análisis de la formación recibida por cada trabajador en los últimos tres años y valorar esta información de cada al nuevo Plan de formación. 2024	2023	2024	50	50
		Actualizar la documentación del proceso de Gestión de RRHH	2.024	2.024		0

Process	Type of action	Action	Year of approval of the action	Expected year of completion	Accumulated execution level 2023 (%)	Accumulated execution level 2024 (%) (*)
	Improvement action	Enviar junto con el cuestionario sobre las necesidades de formación, los cursos disponibles (Plataforma de Agontec, por convenio con universidades, etc.)	2.024	2.024		100
		Publicar la información actualizada de las Tables salariales (convenio colectivo y personal FC), en el portal del empleado	2.024	2.024		0
		Recordar al personal que tienen disponible el Code de conducta tanto en la sede electrónica, como en el portal del empleado.	2.024	2.024		0
ORGANIZA-TION AND MANAGEMENT OF HUMAN RESOURCES	Corrective action	Realizar un extracto de los requerimientos de información de cada pliego. En caso de que haya alguna información que ya no proceda aportar, por cambios legislativos, organizativos, etc., se justificará.	2.023	2.024	50	50
		Solicitar para el ejercicio 2022, la información requerida por los diferentes pliegos y vigente a efectos normativos, a cada prestatario.	2.023	2.023	100	
	Improvement action	Tramitar licencia provisional Service de recepción de residuos (Marpol) en San Cibrao a la propia ALCOA.	2.023	2.024	15	15
		Services provided by private companies	2.011	2.023	100	
		103- Aprobación de los pliegos de prescripciones particulares para los Port services de practicaje, remolque, amarre, manipulación de mercancías y Marpol en el puerto de San Cibrao	2.011	2.023	100	
		117- Remisión del pliego de prescripciones particulares para los Port services de pasaje, remolque y practicaje en el PORT OF FERROL, y otorgamiento de nuevas licencias	2.020	2.023	100	
	Improvement action	93- Integración de aplicaciones	2.018	2.024	70	70
		125- Plan TIC trazado a procesos y revisión anual según grado de avance de necesidades pendientes de cubrir por procesos y GI	2.020	2.023	0	0
		126- Plan de inspecciones, mantenimiento y control de incidencias con trazabilidad al inventario. Seguimiento de planes y de incidencias.	2.020	2.023	0	0
		Information and Communication Technologies	2.022	2.023	0	0
		Contratación externa de un servicio de auditoría para la elaboración de un plan para la actualización de aplicaciones del ámbito económico financiero	2.023	2.023	0	0
		GRADO DE EJECUCIÓN MEDIO	60.52	50.52		

(*) as of 3/31/2024

			Annual action plan actions (running during the year)
YEAR 2023	Actions pending execution at the beginning of 2023	51	127
	+ Actions approved in 2023	76	
	- Actions closed in 2023	51	
	= Actions pending execution at the end of 2023	76	
YEAR 2024	Actions pending execution at the beginning of 2023	76	136
	+ Actions approved as of 3/31/2024	60	
	- Shares closed on 3/31/2024	20	
	= Actions pending execution as of 3/31/2024	116	

Table 8.- Action Plans for 2023 and 2024

FINDINGS OF THE EVALUATION, REVIEW AND IMPROVEMENT PROCESS

Below is a summary of the types of process findings detected in the Evaluation, Review and Improvement process.

Process	Number of findings	Type Finding	Report
NAVIGATION AIDS	2	Risk	Risk assessment
CONCESSIONS AND AUTHORIZATIONS	1	Improvement area	Satisfaction report of logistics chain actors and users
	1	Non-conformity	Process/procedure inspections
	7	Observations	Process/procedure inspections
	1	Strong point	GI satisfaction report on sustainable performance
	2	Risk	Risk assessment
HIRING AND ADMINISTRATION	4	Improvement area	ISO 9001 internal audit Supplier satisfaction report
	1	Observations	ISO 9001 internal audit
	6	Strong point	Supplier satisfaction report
	5	Risk	Risk assessment

Process	Number of findings	Type Finding	Report
SUSTAINABLE DEVELOPMENT	5	Observations	Process/procedure inspections
	2	Strong point	GI satisfaction report on sustainable performance
	2	Risk	Risk assessment
STRATEGY	2	Improvement area	ISO 9001 internal audit
	6	Non-conformity	Process/procedure inspections
	6	Observations	Process/procedure inspections
	1	Risk	Risk assessment
EVALUATION, REVIEW AND IMPROVEMENT	1	Non-conformity	ISO 9001 internal audit
	14	Observations	ISO 9001 internal audit
			Process/procedure inspections
			Reference inspections
	2	Risk	Risk assessment
ENVIRONMENTAL MANAGEMENT	3	Improvement area	ISO 14001 internal audit GI satisfaction report on sustainable performance
	8	Non-conformity	ISO 14001 internal audit Process/procedure inspections
	21	Observations	ISO 14001 internal audit Process/procedure inspections
	8	Risk	Risk assessment
INFRASTRUCTURE AND FACILITIES MANAGEMENT	1	Improvement area	Satisfaction report of logistics chain actors and users
	1	Non-conformity	Process/procedure inspections
	14	Observations	Process/procedure inspections
	4	Strong point	Satisfaction report of logistics chain actors and users GI satisfaction report on sustainable performance
	3	Risk	Risk assessment
	3	Non-conformity	Process/procedure inspections
SAFETY AND SECURITY MANAGEMENT	16	Observations	Process/procedure inspections
	1	Strong point	Satisfaction report of logistics chain actors and users
ECONOMIC-FINANCIAL MANAGEMENT	4	Risk	Risk assessment

Process	Number of findings	Type Finding	Report
PLANNING, COORDINATION AND CONTROL OF TRAFFIC AND SERVICES	2	Improvement area	Satisfaction report of logistics chain actors and users
	5	Observations	Process/procedure inspections
	4	Strong point	Satisfaction report of logistics chain actors and users
			GI satisfaction report on sustainable performance
ORGANIZATION AND MANAGEMENT OF HUMAN RESOURCES	5	Risk	Risk assessment
	11	Improvement area	Employee satisfaction report
	4	Non-conformity	Process/procedure inspections
			ISO 9001 internal audit
	7	Observations	Process/procedure inspections
	2	Strong point	Employee satisfaction report
SERVICES PROVIDED BY PRIVATE COMPANIES	3	Risk	Risk assessment
	4	Improvement area	Satisfaction report of logistics chain actors and users
	2	Strong point	Satisfaction report of logistics chain actors and users
	5	Risk	Risk assessment
INFORMATION AND COMMUNICATION TECHNOLOGIES	1	Non-conformity	ISO 9001 internal audit
	2	Risk	Risk assessment
BUSINESS GENERATION AND ALLIANCES	4	Strong point	Satisfaction report of logistics chain actors and users
			GI satisfaction report on sustainable performance
	1	Risk	Risk assessment

Table 9- Summary of Type of Finding by Report and Process

EVOLUTION OF FINDINGS

Type Finding	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	YEAR 2023
STRONG POINT	1			49	26
IMPROVEMENT AREA	23		68	25	28
DEVIATION				15	0
INCIDENCE				9	0
NON-CONFORMITY	3		5	9	25
OBSERVATIONS			1	20	96
CHANCE		1			0
RISK	5	24	34	45	45
GRAND TOTAL	32	25	108	172	220

Table 10.- Annual summary of Types of Findings

The automation of the findings management process through Aura Portal’s BPM in 2021 allows us to send to those responsible for the process/strategy all the information obtained from the Evaluation Process, Improvement Review, for analysis and, where appropriate, proposal. of actions.

The Qlikview BI dashboard implemented in 2021 allows us to obtain analysis information on the findings by process/strategy, including the strengths and actions implemented both to correct deviations (deviation, incidence, non- conformities, observations and risks), as well as for improvement (areas of improvement and opportunities).

INDICADORES

Strategic Objective	Process	Type	Code Indicator	Title Indicator	Units	YEAR 2023
GROWTH, CONSOLIDATION OF COMPETITIVE SERVICES AND PORT DEVELOPMENTS						
E1-INCREASE BUSINESS VOLUME	Strategy	Performance	I0088	Net amount of APFSC turnover (thousands of euros)	Thousands of euros	16,850,000
			I0096	EBITDA (euros)/ Tons moved	Thousands of euros	0.830
E2-GENERATE INCOME FROM CONCESSIONS	Concessions and authorizations	Performance	I0100	External investment / Public investment by the APFSC	%	0.870
			I0104	Income from occupancy and activity rates compared to the net amount of business	%	40,180
			I0120	Number of companies that operate in the port under a concession or authorization regime, or under a license regime	nº	93,000
			I0140	Foreign investment	Millions of euros	17,944
			I0144	Activity rate/Net Turnover Amount	%	18,150
			I0212	Activity rate	euros	3,058,000
			I0239	Satisfaction of logistics chain actors and users with the concessions process (clarity, deadlines, conditions, technologies, personnel, resolution of incidents)	%	72,710
	Sustainable development	Perception	I0184	Key customer satisfaction	%	74,330
E3-BUILD KEY CUSTOMER LOYALTY	Business generation and alliances	Performance	I0154	Coal traffic at Endesa Terminal	Tn	841,491.000
			I0155	Natural gas traffic at Reganosa Terminal	Tn	2,100,377.730
			I0156	Bauxite trafficking at Alcoa Terminal	Tn	1,653,716.800
			I0157	Fuel oil traffic at Forestal del Atlántico Terminal	Tn	954,611.500
			I0158	Alumina traffic at Alcoa Terminal	Tn	775,539.290
			I0179	Percentage of turnover billed to the five main clients	%	Pending Information
			I0180	Biofuel traffic in Masol Terminal	Tn	117,724.510
			I0181	Oil trafficking in Masol Terminal	Tn	102,318.190
			I0236	Containerized merchandise at FCT Terminal	Tn	305,228.130

Strategic Objective	Process	Type	Code Indicator	Title Indicator	Units	YEAR 2023
E4-SUSTAINABLE MANAGEMENT OF SUPPLIERS AND SUBCONTRACTORS	Sustainable development	Performance	I0185	% of suppliers that meet sustainability criteria	%	100,000
		Perception	I0172	Supplier satisfaction index	%	84,270
			I0173	Supplier satisfaction with offer advertising	%	73,330
			I0174	Supplier satisfaction. Clarity contracting conditions	%	99,170
			I0175	Supplier satisfaction. Hiring procedures	%	79,970
			I0176	Supplier satisfaction. Execution and collection.	%	84,990
	Infrastructure and facilities management	Performance	I0186	Proportion of local suppliers	%	98,790
	Economic-Financial Management	Performance	I0187	Average payment period (days)	Day	55,660
EN3-PROMOTE COMMERCIAL ACTION	Sustainable development	Perception	I0204	Customer satisfaction with the commercial policy	%	82,860
EN4-ATTRACT CLIENTS FROM KEY TRAFFIC AND GREATER HINTERLAND	Business generation and alliances	Performance	I0142	Freight traffic	Tn	8,451,918.000
	Business generation and alliances	Performance	I0143	Vessel Traffic	number of ships	957,000
			I0145	Number of containers (TEUS)	TEUS	25,487.000
P1-IMPROVE INTERMODALITY AND LOGISTICS OFFER	Sustainable development	Perception	I0197	Customer perception of rail communications	%	61,430
	Infrastructure and facilities management	Performance	I0159	%goSDGs moved by rail	%	0.000



Strategic Objective	Process	Type	Code Indicator	Title Indicator	Units	YEAR 2023
P2-IMPROVE IMAGE OF QUALITY IN PROVISION OF SERVICES AND PROCEDURES	Sustainable development	Performance	I0009	Number of complaints (related to the provision of the service)	no.	0.000
	Sustainable development	Perception	I0001	Customer satisfaction index	%	74,220
			I0241	Satisfaction of logistics chain actors and users with the licensing procedure (clarity, deadlines, conditions, technologies, personnel, resolution of incidents)	%	76,810
	Evaluation, review and improvement	Performance	I0085	Number of concessionaire or authorized port terminals certified in the APFSC service quality benchmarks	no.	2,000
			I0213	Bonuses for service quality benchmarks	euros	248,372.790
	Planning, coordination and control of traffic and services	Performance	I0227	Average delay at start of scale	hours	Pending Information
			I0228	Deviation in the assignment of the requested dock	scales	Pending Information
			I0229	No. of protest letters (services provided by the port)	protest letters	Pending Information
		Perception	I0242	Satisfaction of logistics chain actors and users with ship services (clarity, deadlines, conditions, technologies, personnel, resolution of incidents)	%	80,000
			I0243	Satisfaction of logistics chain actors and users with merchandise services (clarity, deadlines, conditions, technologies, personnel, resolution of incidents)	%	77,740
	Services provided by private companies	Performance	I0230	No. of protest letters (services provided by private companies)	protest letters	Pending Information
			I0231	Delay in start of pilotage	hours/ stopover with delay	Pending Information
			I0232	Trailer start delay	hours/ stopover	Pending Information
			I0247	Percentage of stopovers with delay in pilotage	%	Pending Information
P3-PARTICIPATION IN INNOVATION INITIATIVES WITH EUROPEAN FUNDING	Economic-Financial Management	Performance	I0214	Percentage of investments with European financing	%	86,810
			I0215	Amount of Next Generation funds	euros	238,000

Strategic Objective	Process	Type	Code Indicator	Title Indicator	Units	YEAR 2023
P6-ADAPTATION OF PROCEDURES TO CHANGE	Environmental management	Performance	I0141	Direct greenhouse gas emissions	tons of CO ₂ equivalent	Pending Information
			climate	Indirect greenhouse gas emissions (own electricity consumption)	Ton CO ₂ equivalent	Pending Information
			I0151	Intensity of direct and indirect GHG emissions	(Tn CO ₂ equivalent/m²)*10000	Pending Information
OPERATIONAL EXCELLENCE (SOCIAL, ECONOMIC AND ENVIRONMENTAL)						
E7-BE ECONOMICALLY SELF-SUFFICIENT	Strategy	Performance	I0090	Operating expenses/Operating income (%)	%	113,820
	Economic-Financial Management	Performance	I0092	Cash Flow (thousands of euros)	Thousands of Euros	4,418.000
			I0093	Debt ratio (%)	%	4,820
			I0094	Average collection period (in days)	Days	36,000
			I0098	debt service	%	0.580
E8-HAVE COMPETITIVE PRICES	Concessions and authorizations	Performance	I0164	Income from occupancy rate per m² of concessioned surface.	€/m²	2,140
	Sustainable development	Perception	I0194	Customer satisfaction with rates for services provided by third parties	%	63,850
			I0195	Customer satisfaction with the pricing policy offered by the APFSC (RATES/TARIFES)	%	64,260
	Planning, coordination and control of traffic and services	Performance	I0224	Correction coefficient for the merchandise rate	coefficient	Pending Information
			I0225	Corrective coefficient for the rate to the ship	coefficient	Pending Information
			I0226	Bonus amount for traffic that contributes to economic and social development	euros	Pending Information
	E8-HAVE COMPETITIVE PRICES	Services provided by private companies	Performance	I0220	Average towing rate	€/scale
I0221				Average pilotage rate	€/scale	Pending Information
I0222				Average stevedoring rate	€/tn	Pending Information
I0223				Average mooring rate	€/scale	Pending Information



Strategic Objective	Process	Type	Code Indicator	Title Indicator	Units	YEAR 2023
EN2-IMPROVE SAFETY AND PROTECTION IN OPERATIONS	Navigation aids	Performance	I0105	Current Availability of the SSMM	%	99,420
			I0106	SSMM Standard Availability	%	99,200
			I0107	Compliance with Maritime Signals Maintenance Plan	%	98,213
	Sustainable development	Perception	I0201	Customer satisfaction with maritime signage	%	80,000
			I0202	Customer satisfaction with security	%	75,910
			I0203	Do you believe that the conditions in which you carry out your work are appropriate in terms of occupational health and safety?	%	74,000
				Satisfaction of logistics chain actors and users with protection	%	69,550
	Infrastructure and facilities management	Performance	I0135	Investments in safety and security	Thousands of Euros	126,700
	Safety and Security Management	Performance	I0053	Annual accident frequency index (IF)	number of accidents with sick leave per million hours worked	15,460
				Number of accidents and incidents in safety and protection	no.	0.000
			I0060	Number of exercises and drills regarding safety and security	no.	13,000
			I0127	Annual accident severity index (IG)	number of days lost per thousand hours worked	1,330
	Organization and Management of Human Resources	Performance	I0052	Annual absenteeism index	% days lost due to sick leave	12,590
EN9-BET ON TRANSPARENCY AND GOOD GOVERNANCE	Sustainable development	Perception	I0210	Perception GI ethical behavior	%	79,550

Strategic Objective	Process	Type	Code Indicator	Title Indicator	Units	YEAR 2023
P4-INNOVATION AND DIGITAL TRANSFORMATION	Infrastructure and facilities management	Performance	I0139	R&D&i investment	Thousands of Euros	0.000
		Performance	I0168	Compliance with the Information and Communication Technologies (ICT) Plan	%	Pending Information
	Information and Communication Technologies	Perception	I0244	Satisfaction of logistics chain actors and users with innovation and digitalization	%	75,050
P5-EFFICIENCY AND USE OF RESOURCES	Environmental management	Performance	I0074	Own water consumption (Type D List of Environmental Aspects)	m³	65,485,000
			I0075	Own electricity consumption (Type D List of Environmental Aspects)	KW*h	1,843,560.000
			I0076	Diesel consumption Heating and DHW	liters	1,000,000
			I0077	Diesel+gasoline consumption Transport	liters	24,690.650
			I0146	Energy intensity. Electrical consumption	Kwh/M²	1,220
			I0147	External electricity consumption	Kwh	1,301,852.000
			I0148	Electrical consumption Lighting	Kwh	455,246.000
			I0216	Total consumption of diesel and gasoline	liters	25,889.790
			I0237	Other fuel consumption	liters	199,140
	Planning, coordination and control of traffic and services	Performance	I0153	Tons moved per linear meter of commercial dock	Tn/ml	795,070
			I0233	% occupation of storage area (Port Authority)	%	Pending Information
			I0234	% occupancy of commercial docks	%	Pending Information



Strategic Objective	Process	Type	Code Indicator	Title Indicator	Units	YEAR 2023
P10-MANAGEMENT OF DISCHARGES AND THE ENVIRONMENTAL IMPACT OF OPERATIONS	Sustainable development	Performance	I0080	Environmental complaints	no.	0.000
		Perception	I0125	Satisfaction index of interest groups with "Environmental involvement"	%	75.300
	Environmental management	Performance	I0063	Water Quality in Faro Prioriño (FE1)	mg/L	Pending Information
			I0064	Water quality in the Access Control of the Outer Port (FE5)	mg/L	Pending Information
			I0070	Non-hazardous waste	Kg/year	78,410.000
			I0071	Dangerous residues	Kg/year	3,252.000
			I0072	Marpol I Collection of liquid waste from ships	m³	2,760.600
			I0073	Marpol V Collection of solid waste from ships	m³	2,301.800
			I0078	No. environmental incidents	no.	2,000
			I0079	Total investment in the environment	Thousands of Euros	87,360
			I0152	Average value of PM10 emissions	µg/m3	18,500
			I0167	Concentration of suspended solids in the receiving medium of the Exterior Port. MASOL dealer measurements	mg/l	3,900
			I0177	Water quality Collectors 1 and 2 Inner Port	units	109,000
PROMOTION OF SUSTAINABLE DEVELOPMENT OF THE REGION						
E6-BE A REFERENCE EMPLOYER	Sustainable development	Perception	I0026	Staff satisfaction level	%	59.430
			I0027	Agreement staff satisfaction level	%	59.770
			I0028	Satisfaction level of non-agreement personnel	%	58.150
			I0033	Level of satisfaction with Motivation	%	51.980
			I0034	Level of satisfaction with Working Conditions	%	76.080
	Strategy	Performance	I0089	Net amount of APFSC turnover / employee	Thousands of Euros	142.800
			I0097	EBITDA per employee (average annual workforce)	Thousands of euros	59.020

Strategic Objective	Process	Type	Code Indicator	Title Indicator	Units	YEAR 2023
E6-BE A REFERENCE EMPLOYER	Organization and Management of Human Resources	Performance	I0037	Total number of PA workers	no.	120.000
			I0038	% of temporary workers over the total	%	12.500
			I0039	% of employees covered by collective agreements	%	81.670
			I0040	% of women out of total workers	%	26.670
			I0041	% of women not affiliated with an agreement over the total number of workers	%	7.500
			I0042	% of women not affiliated with the agreement over the total number of workers outside the agreement	%	40.910
			I0043	% of permanent workers over 50 years old	%	31.670
			I0133	Percentage of permanent workers under 30 years of age	%	0.830
			I0188	% APFSC Minimum Wage / Interprofessional Minimum Wage	%	145.280
			I0189	Proportion of senior executives hired in the local community	%	100.000
			I0190	Number of worker casualties	No.	38.000
			I0191	Registration number of workers	No.	42.000
			I0192	Base salary and remuneration for women / Base salary and remuneration for men	%	1.046
			I0193	% of women on the Board of Directors	%	18.75
			I0059	% of positive news	%	64.530
			I0235	Sustainability awareness days	journeys	6.000
EN1-IMPROVE AWARENESS AND PROMOTE POSITIVE CULTURE	Sustainable development	Performance	I0166	Opinion of interest groups on the Impact on the economy and employment	%	80.420
			I0207	GI Perception on Port-City investments	%	83.400
	Infrastructure and facilities management	Performance	I0086	Investments dedicated to improving the port-city interface	Thousands of Euros	283.300



Strategic Objective	Process	Type	Code Indicator	Title Indicator	Units	YEAR 2023
EN7-ALIGNMENT OF THE STRATEGY WITH INTEREST GROUPS	Sustainable development	Performance	I0081	Number of complaints from other interest groups (Includes claims for social impact)	no.	0.000
			I0208	Number of collaboration agreements with other administrations	No.	11.000
			I0209	Number of technical or business associations to which the APFSC belongs or in which it actively participates	No.	9.000
		Perception	I0122	Satisfaction index of interest groups. Sustainability	%	78.120
EN8-STRENGTHEN THE RELATIONSHIP WITH INTEREST GROUPS	Sustainable development	Performance	I0082	Number of cultural activities promoted by the APFSC	no.	13.000
			I0083	Number of activities promoted by the APFSC to contribute to knowledge	no.	22.000
		Perception	I0124	Satisfaction index of interest groups with "Community Involvement"	%	79.400
			I0126	Satisfaction Index with the "Overall Image"	%	79.680
P9-CARRY OUT MEASURES IN FAVOR OF BIO-DIVERSITY	Environmental management	Performance	I0200	Number of protected species that may be affected by port activity	No.	128.000
INFRASTRUCTURE OPTIMIZATION						
E5-MAINTAIN A PROFITABILITY OF INVESTMENTS	Strategy	Performance	I0091	Result of the excersice	Thousands of Euros	1,815.000
			I0095	Return on assets	%	0.170
			I0101	Public Investment / Average net assets (%)	%	14.830
			I0115	Land and natural assets without activity in the last 5 years /Total assets	%	Pending Information
EN5-ACTIVELY PROMOTE THE DEVELOPMENT OF LAND ACCESS AND SERVICES TO THE PORT	Sustainable development	Perception	I0206	Customer perception of land access	%	63.500
	Infrastructure and facilities management	Performance	I0137	Investments in road and rail access	Thousands of Euros	22,624.010

Strategic Objective	Process	Type	Code Indicator	Title Indicator	Units	YEAR 2023
P7-BE EXCELLENT IN MANAGEMENT, MAINTENANCE AND DEVELOPMENT OF INFRASTRUCTURE AND FACILITIES	Sustainable development	Perception	I0005	Satisfaction index with Quality in Infrastructures	%	65.330
	Strategy	Performance	I0099	Public investment by the APSFC in relation to cash flow	%	5.940
	Infrastructure and facilities management	Performance	I0109	Compliance with the Maintenance Plan (only activities carried out by APFSC staff)	%	99.840
			I0117	Compliance with the Investment Plan (%)	%	51.710
			I0134	Port Authority Investment Amount (public investment)	Millions of euros	26.290
			I0136	Investments in Infrastructure and Port Capacity	Thousands of Euros	52.880
			I0169	Compliance with the Inspection Plan (only includes those carried out by APFSC personnel)	%	100.000
		Perception	I0245	Satisfaction of actors in the logistics chain and users with the conservation and cleaning of the facilities	%	63.950
P8-INTEGRATION OF RISKS AND OPPORTUNITIES ASSOCIATED WITH CLIMATE CHANGE INTO INFRASTRUCTURE MANAGEMENT	Infrastructure and facilities management	Performance	I0219	Incidents in operations and infrastructure due to extreme weather (storms, waves, rain, wind, etc.)	no.	0.000
ALL STRATEGIC LINES						
R1-IMPROVE INFORMATION AND MANAGEMENT SYSTEMS	Evaluation, review and improvement Performance	Performance	I0121	Compliance with the Action Plan of the Management System	%	60.530
			I0217	Management improvements detected during the year	no.	167.000
			I0218	Improvement actions in progress	no.	127.000
	Information and communication technologies Performance	Performance	I0113	Compliance with the Telematics Infrastructure Maintenance Plan	%	Pending Information
			I0138	Investments in Telematics and Communication Infrastructures	Thousands of Euros	107.810
			I0165	Deviation in deadline in the resolution of incidents in telematics and communications infrastructures (average expected deadline 5 days)	Days	Pending Information



Strategic Objective	Process	Type	Code Indicator	Title Indicator	Units	YEAR 2023
R2-COORDINATE ACTIONS WITH CLIENTS, USERS AND SUPPLIERS OF THE PORT	Management, coordination and control of traffic and services Performance	Performance	I0211	Number of committees of clients, suppliers and users of the port constituted	No.	Pending Information
		Perception	I0246	Satisfaction of actors in the logistics chain and users with coordination of the port community	%	76,560
R3-PROMOTE CHANGE IN CORPORATE CULTURE AND STAFF TRAINING	Sustainable Development Perception	Perception	I0029	Level of satisfaction with Leadership	%	61,920
			I0030	Level of satisfaction with training	%	46,290
			I0031	Level of satisfaction with Participation	%	55,050
			I0032	Level of satisfaction with Communication	%	61,810
	Performance Strategy	Performance	I0118	Compliance with the Objective Plan	%	49,310
	Organization and Management of Human Resources Performance	Performance	I0044	Compliance with the General Training Plan	%	71,430
			I0045	Compliance with the Specific Training Plan	%	88,000
			I0046	% of workers who follow training programs	%	66,670
			I0047	Average training hours per worker	Hours/worker	33,510
			I0128	Percentage of workers who follow training programs outside the Convention	%	22,720
			I0129	Percentage of workers who follow training programs. Agreement	%	76,530
			I0130	Average hours of training per worker. Agreement	hours per employee	35,440
			I0131	Average hours of training per worker. Non-Convention Personnel	number of hours per employee	24,910
			I0132	Number of management training programs by competencies	no.	15,000

Table 11.- Process indicators by objective and strategic line

In this way, the APFSC bases its way of working on a model of continuous improvement in order to ensure compliance with current regulations and the commitments acquired with its clients, with society and with its environment, which is reflected in the policy of management that has been approved.

To reinforce this system, it has chosen to subject it to external verification in different schemes and standards, which also allow it to obtain the relevant certifications:

- Quality management system, certified according to standard 9001:2015 (certified by ICDQ with certificate number 1970/20)
- Environmental management system, certified according to standard 14001:2015 (certified by ICDQ with certificate number 1016/20)
- Recognition from the European Foundation for Quality Management EFQM of the 5-star level in Excellence in Management (500+ seal awarded by the Excellence in Management Club with certificate number CEG/22/S500/16)
- Sustainability in GRI organizational management, with verified GRI report.
- Specific service quality benchmarks for bulk and general merchandise traffic in freight terminals.

We have not implemented a safety management system based on the ISO 45001 standard, nor an environmental audit system in EMAS.

For the purposes of ISO 9001 and 14001 standards, the scope is as follows (excluding points 8.3 and 8.51 of both standards):

The management of use of the port domain of the Port Authority of Ferrol-San Cibrao:

- Concessions, authorizations and licenses.
- Infrastructure and port investment.

The direct management of port services in the public port domain of the Port Authority of Ferrol-San Cibrao:

- Maritime signaling
- Scale of ships and sports boats
- Freight and passenger traffic
- Supply of electricity and drinking water
- Storage service.

AUDIT RESULTS

Both internal and external audits, evaluations and inspections have been carried out by personnel external to the organization as planned in the Annual Audits, Evaluations and Inspections Plan approved in December 2022.

In the internal audit in ISO 9001 and ISO14001 carried out by external personnel in October 2023, 2 non-conformities, 11 observations and 5 areas for improvement have been detected. All have been treated as corrective actions and/or improvement actions and are included in the action plan in force. With respect to the 2 Non-conformities detected, 3 actions were opened, 2 of them 100% completed in January 2024, and one with a degree of execution of 0% as of 3/31/2024.

In the external audit of ISO 9001 and ISO14001 carried out in December 2023, no non-conformities were detected and two observations were detected.

As of 3/31/2024, the following audit compliances are pending closure:



REPORT	YEAR REPORT	ACTION	PROGRESS LEVEL OF THE ACTION AS OF 31/3/2024
ISO 14001 INTERNAL AUDIT	2019	3.- b.2) Execute the works for the connection of the house in A Redonda with the municipal network.	70
		b.4) Request the discharge authorization from the sanitation network of the Outer Port to the municipal WWTP of Ferrol.	10
		SAN CIBRAO PORT: -Completion of document drafting -Granting of service provision license for Alcoa -Consultation with San Cibrao Port Users -Captaincy report -Final report submission for PdE report -Approval by the Board of Directors.	45
		S. CIBRAO: -Review by the Review Committee -Submit to the Board of Directors Dec-Jan. -Request Favorable Report from: Maritime Captaincy, Ministry of the Sea -Approval of SC PIM by Directorate General Marina Merc	80
		PROCESSING OF P. FERROL PLAN: -Consultation with Ferrol Port Users -Captaincy report -Final report submission for PdE report -Approval by the Board of Directors.	95
	2022	Coordination with Infrastructure and/or Maintenance to review possible infiltrations in the collector. Request by MA for a report on possible causes and actions to be taken.	85
		Issuance of a report on possible causes and measures to be taken if necessary.	40
EXTERNAL ISO 9001 AUDIT	2021	-Deliver the specifically designed questionnaire for each action at the end of it, and include the maximum delivery period, which generally will be 6 months, unless the specific action requires a longer period, in that case, it will be extended up to 12 months. Collect the questionnaires at the end of the period.	90
ISO 9001 INTERNAL AUDIT	2022	ISO 9001 internal audit 2022 Hire A.T. for the legalization of elements of the electrical or fire protection system in the inner and outer ports.	45
		Subsequently, hire the consequently necessary works and complete the legalization.	
		Make an extract of the information requirements of each specification. In case there is some information that is no longer required, due to legislative, organizational changes, etc., it will be justified.	50

Table 12.-Status of Audit Non-Conformities

These audits are complemented by process and reference inspections, the external audit of the EFQM model, risk assessment, and the external review of the annual report according to the GRI standard.

The internal and external audits, evaluations, and inspections corresponding to the year 2023 are planned according to the Annual Plan of Audits, Evaluations, and Inspections approved in December 2022.

RISK ASSESSMENT

In 2023, as in the previous year, the risk assessment was carried out by an external company in collaboration with all departments of the APFSC.

The methodology for identifying, analyzing, and evaluating risks is established in the report itself made in December 2023.

The level of risks is based on the multiplication of the score assigned for the Impact and Probability criteria.

$$\text{RISK LEVEL} = \text{IMPACT} \times \text{PROBABILITY}$$

Following the review conducted in December 2023, a total of 44 risks have been identified, which means there has been no variation compared to the year 2022.

EVOLUTION OF THE NUMBER OF RISKS BY LEVEL

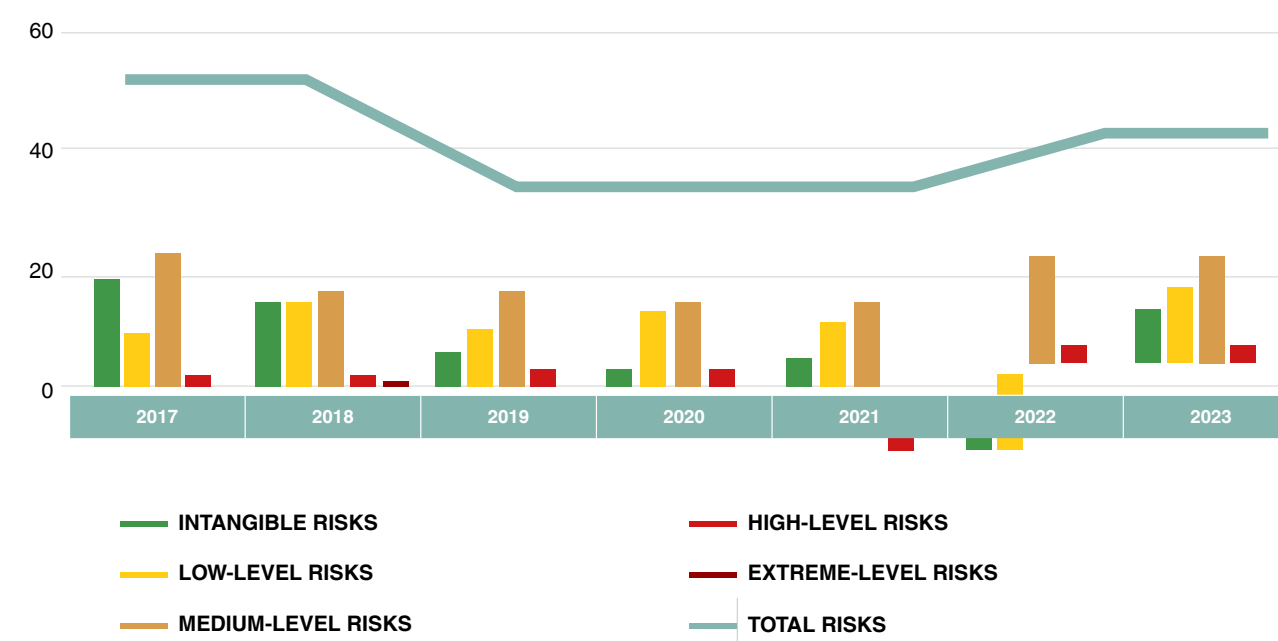


Figure 3.- Evolution of the number of risks by level

The year 2023 remains quite stable, with slight fluctuations among risks that slightly increase from low to medium level (1 risk from the strategy process), intangible to low level (2 risks from operational processes), and from medium to high level (1 risk from support processes).



	YEAR 2023						
TYPE OF PROCESS	PROCESS	intangible risks	low-level risks	medium-level risks	high-level risks	extreme-level risks	TOTAL
STRATEGIC	Strategy			1			1
	Sustainable Development	2					2
	Evaluation, Review, and Improvement	1	1				2
	Business Generation and Alliances		1				1
TOTAL STRATEGIC		3	1	1	0	0	5
OPERATIONAL	Concessions and Authorizations		1	1			2
	Management, Coordination, and Control of Traffic and services		3	1			4
	Navigation Assistance	1		1			2
	Services Provided by Private Companies	0	3	1	1		5
TOTAL OPERATIONAL		1	7	4	1	0	13
SUPPORT	Infrastructure and Facilities Management			1	2		3
	HR Organization and Management			3			3
	Information and Communication Technologies			2			2
	Environmental Management	2	2	3	1		8
	Financial and Economic Management	1	2	1			4
	Administrative and Contract Management		2	3			5
	Safety and Protection Management			1			1
TOTAL SUPPORT		3	6	14	3	0	26
TOTAL PROCESSES		7	14	19	4	0	44

Table 13.- Risk Level by Process

Once the risk levels have been identified, treatment options have been proposed in order to make decisions on how to address the risks that affect the achievement of the Organization’s objectives. For this choice of actions,

new actions have been proposed or actions that were already in progress or pending approval by Management, linked to other SIG findings, have been considered.

REVIEW BY MANAGEMENT

ENTRY ISO 9001	ENTRY ISO 14001	CHAPTER 8 OF THE MEMORY. Section, content	DEPARTURES ISO 9001	DEPARTURES ISO 14001	CHAPTER 8 OF THE MEMORY. Section, content
A) THE STATUS OF THE ACTIONS OF THE PREVIOUS MANAGEMENT REVIEWS	a) the status of actions from previous management reviews	1.3 GOVERNMENT AND QUALITY IN MANAGEMENT. I_04. CORRECTIVE ACTIONS AND IMPROVEMENT ACTIONS	a) opportunities for improvement	decisions related to continuous improvement opportunities	1.3 GOVERNMENT AND QUALITY IN MANAGEMENT I_04 CORRECTIVE ACTIONS AND IMPROVEMENT ACTIONS
B) CHANGES IN EXTERNAL AND INTERNAL ISSUES THAT ARE RELEVANT TO THE QUALITY MANAGEMENT SYSTEM	b) changes in: 1) external and internal issues that are relevant to the environmental management system	1.1 PRESENTATION AND SUSTAINABILITY STRATEGY 1.9 INSTITUTIONAL COMMUNICATION I_25, I_26, I_27 2.1 ECONOMIC POLICY DESCRIPTION 3.1 DESCRIPTION OF THE HUMAN RESOURCES POLICY 3.8 RELATIONSHIPS WITH THE ENVIRONMENT 4.1 DESCRIPTION OF THE ENVIRONMENTAL STRATEGY	b) any need for change in the quality management system	conclusions on the continuing suitability, adequacy and effectiveness of the environmental management system	1.3 GOVERNMENT AND QUALITY IN MANAGEMENT I_04 CORRECTIVE ACTIONS AND IMPROVEMENT ACTIONS 1.9 INSTITUTIONAL COMMUNICATION I_25, I_26 I_27 2.1 ECONOMIC POLICY DESCRIPTION 3.1 DESCRIPTION OF THE HUMAN RE-SOURCES POLICY 3.8 RELATIONSHIPS WITH THE ENVIRONMENT 4.1 DESCRIPTION OF THE ENVIRONMENTAL STRATEGY
	b) changes in: 2) the needs and expectations of interested parties, including legal and other requirements.	1.9 INSTITUTIONAL COMMUNICATION I_25, I_26, I_27 4.1 DESCRIPTION OF THE ENVIRONMENTAL STRATEGY		necessary actions when environmental objectives have not been achieved	1.3 GOVERNMENT AND QUALITY IN MANAGEMENT OBJECTIVES
	b) changes in: 3) its significant environmental aspects	4.1 DESCRIPTION OF THE ENVIRONMENTAL STRATEGY		the opportunities to improve the integration of the environmental management system to other business processes, if necessary	1.3 GOVERNMENT AND QUALITY IN MANAGEMENT I_04 CORRECTIVE ACTIONS AND IMPROVEMENT ACTIONS



ENTRY ISO 9001	ENTRY ISO 14001	CHAPTER 8 OF THE MEMORY. Section, content	DEPARTURES ISO 9001	DEPARTURES ISO 14001	CHAPTER 8 OF THE MEMORY. Section, content
C) THE INFORMATION ABOUT THE PERFORMANCE AND THE EFFICACY OF THE SYSTEM MANAGEMENT OF THE QUALITY, INCLUDING THE TRENDS RELATING TO:				any implications for the strategic direction of the organization	4.1 DESCRIPTION OF THE ENVIRONMENTAL STRATEGY
1) CUSTOMER SATISFACTION AND FEEDBACK FROM RELEVANT INTERESTED PARTIES	f) relevant communications from interested parties, including complaints	1.7 QUALITY OF SERVICE I_21 1.9 INSTITUTIONAL COMMUNICATION I_26, I_27, I_28	c) resource needs	decisions related to any need for change in the environmental management system, including resources	4.1 DESCRIPTION OF THE ENVIRONMENTAL STRATEGY 4.2 ENVIRONMENTAL MANAGEMENT
2) THE DEGREE TO WHICH THE QUALITY OBJECTIVES HAVE BEEN ACHIEVED	c) the degree to which environmental objectives have been achieved	1.3 GOVERNMENT AND QUALITY IN MANAGEMENT OBJECTIVES			
3) THE PERFORMANCE OF THE PROCESSES AND CONFORMITY OF THE PRODUCTS AND SERVICES		1.3 GOVERNMENT AND QUALITY IN MANAGEMENT INDICATORS			
	d) information on the environmental performance of the organization including trends relating to: 3) compliance with legal and other requirements	4.1 DESCRIPTION OF THE ENVIRONMENTAL STRATEGY			
4) NON-CONFORMITIES AND CORRECTIVE ACTIONS	d) performance information environmental performance of the organization including trends related to: 1) non-conformities and corrective actions	1.3 GOVERNANCE AND QUALITY IN MANAGEMENT I_04 CORRECTIVE ACTIONS AND IMPROVEMENT ACTIONS			

ENTRY ISO 9001	ENTRY ISO 14001	CHAPTER 8 OF THE MEMORY. Section, content	DEPARTURES ISO 9001	DEPARTURES ISO 14001	CHAPTER 8 OF THE MEMORY. Section, content
5) THE RESULTS OF MONITORING AND MEASUREMENT	d) information on the environmental performance of the organization including trends related to: 2) monitoring and measurement results	1.3 GOVERNMENT AND QUALITY IN MANAGEMENT INDICATORS			
6) THE RESULTS OF THE AUDITS	d) information on the environmental performance of the organization including trends related to: 4) audit results	1.3 GOVERNANCE AND QUALITY IN MANAGEMENT RESULTS OF AUDITS			
7) THE PERFORMANCE OF EXTERNAL SUPPLIERS		1.6 SERVICES THE APFSC SUPPLY CHAIN 1.3 GOVERNMENT AND QUALITY IN MANAGEMENT			
D) THE ADEQUACY OF RESOURCES	e) adequacy of resources	1.3 GOVERNANCE AND QUALITY IN MANAGEMENT I_04 CORRECTIVE ACTIONS AND IMPROVEMENT ACTIONS			
E) THE EFFECTIVENESS OF THE ACTIONS TAKEN TO ADDRESS RISKS AND OPPORTUNITIES (SEE 6.1)	b) changes in: 4) risks and opportunities	1.3 GOVERNANCE AND QUALITY IN MANAGEMENT RISK ASSESSMENT			
F) OPPORTUNITIES FOR IMPROVEMENT	g) opportunities for continuous improvement	1.3 GOVERNANCE AND QUALITY IN MANAGEMENT I_04 CORRECTIVE ACTIONS AND IMPROVEMENT ACTIONS			

Table 14.- List of the Management Review sections and the Sustainability Report



I-05 Existence of a management committee and its structure.

The APFSC has not appointed a steering committee. The organic structure of the entity is as follows.

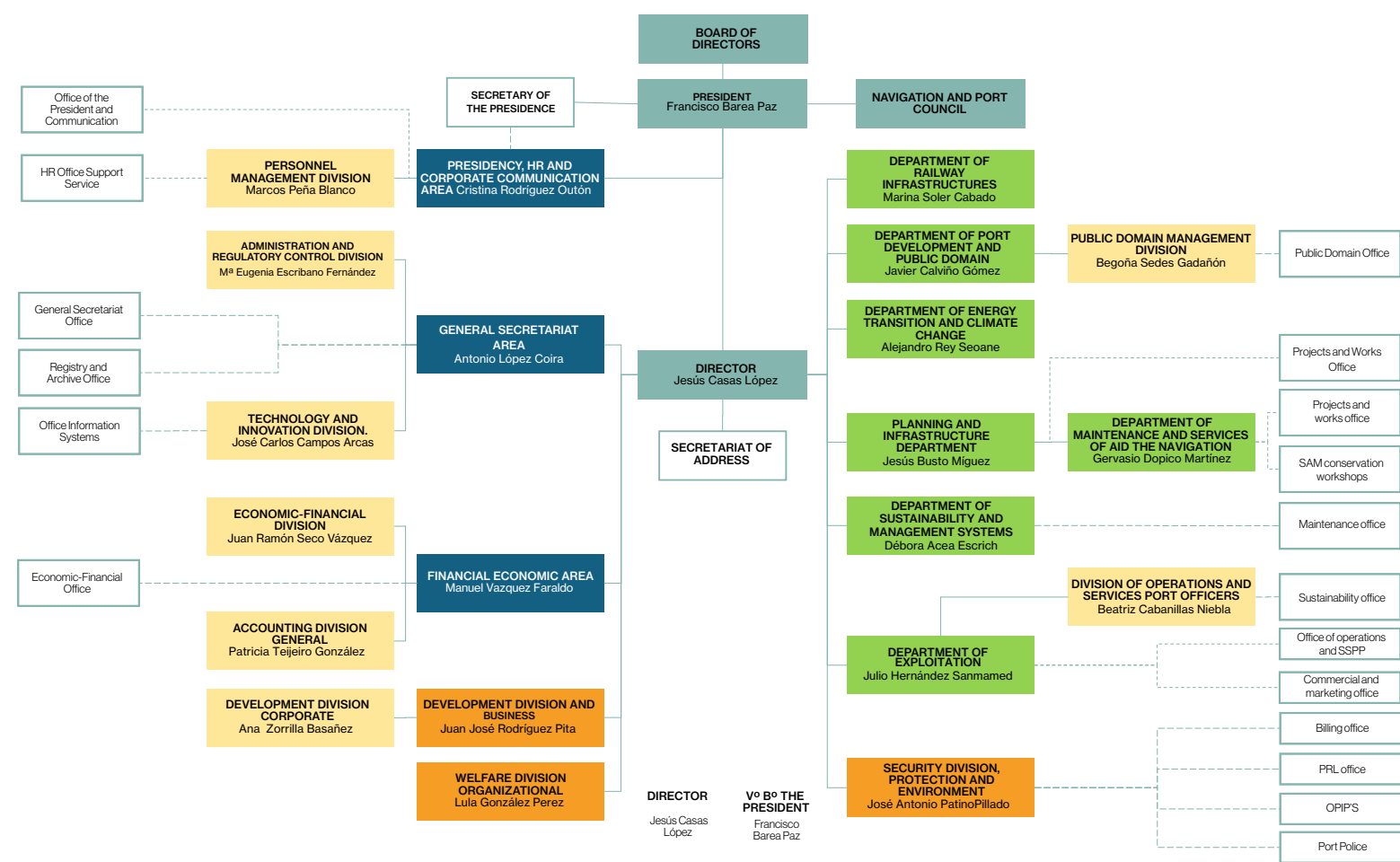


Figure 4.- APFSC organizational chart (11/30/2023)

I-06 I-06 Description of sectoral technical committees to support the Board of Directors, in addition to the Navigation and Port Council, the Port Services Committee, and the Safety Advisory Committee.

ASSISTAND AND INFORMATION ORGANIZATION

THE NAVIGATION COUNCIL

It is the assistance and information body of the Maritime Captaincy and the president. The manner of appointment and dismissal of its members, and the regime of its sessions are approved by the board of directors. In accordance with what is regulated by art. 34 of RDL 2/2011, those natural or legal persons who request it and in whom a direct and relevant interest in the proper functioning of the port and maritime trade may be part of the navigation council. or that can contribute to it effectively.

FUNCTIONS OF THE NAVIGATION COUNCIL:		
Information to the APFSC on those aspects related to port or maritime activity and operations that, in general, may be of interest to the council, and information from the Maritime Captaincy on those matters within its jurisdiction that it deems appropriate.	Information from all sectors, public or private, represented on the council, on those aspects that may be of interest for the better functioning of the Port and maritime trade.	Study on specific issues that are included in the agenda and debate on them. Given the nature of the council, as an assistance and information body, the conclusions that can be adopted

Table 15- Functions of the Navigation Council

The members of the navigation council do not receive any remuneration for attending the sessions held.



8.1.4 INFRASTRUCTURES AND CAPACITY

I-07 I-07 Description of the Port Authority’s role as an infrastructure provider and reference to the “land lord” model. Enumeration of the general technical characteristics of the port, such as land surface, sheltered water surface, surface for concessions, docks and their functions, and land accesses.

PORT AUTHORITY GOVERNANCE MODEL

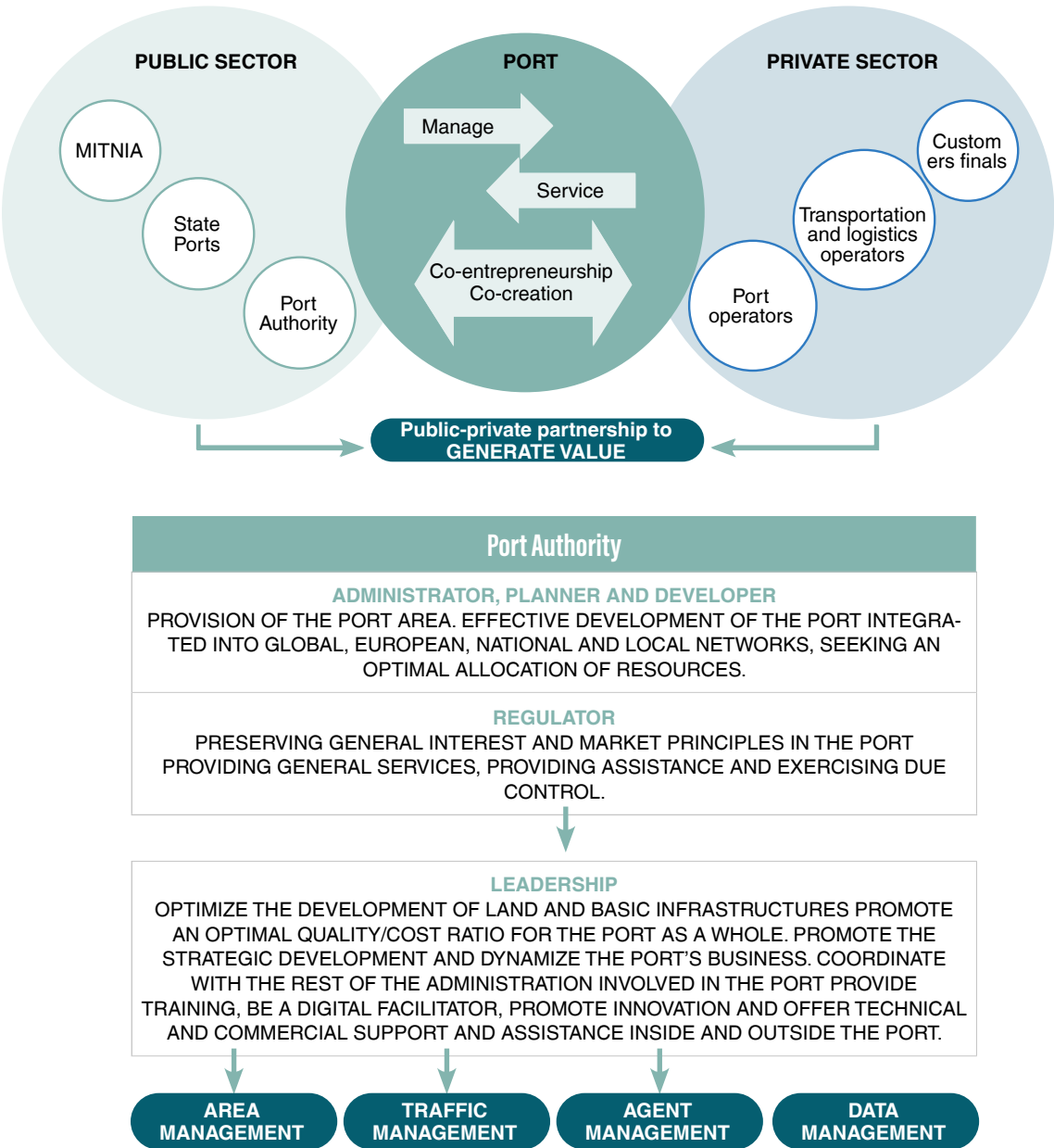


Figure 5.- Gorbenganza model.
Source: Port System Strategic Framework

FACILITIES

PORT OF FERROL

We have a dock outside the estuary with 2,148 meters of berthing, 1,509 of them with a depth of 20 meters and a storage area of 669,514 m2.

which also allow the repair of large ships. Our port also has a terminal for fuel traffic and storage.

PORT OF SAN CIBRAO

Inside the estuary we have a large area of sheltered water corresponding to docks and anchorages. This allows us to have a liquefied natural gas terminal, connected to the national natural gas network and naval shipyards among the largest in Europe.

In San Cibrao we have a multipurpose terminal dedicated entirely to traffic destined for the production of alumina and aluminum.

LAND SURFACE AND DEPOSIT AREAS:

Situation	Warehouses (m²)	Roads (m²)	Rest (m²)	Total (m²)
PORT OF FERROL - OUTER HARBOR	669,514	85,968	356,597	1,112,079
PORT OF FERROL- INLAND PORT	205,009	58,077	137,625	400,711
PORT OF FERROL- FERROL ESTUARY			1,253,802	1,253,802
PORT OF SAN CIBRAO			396,114	396,114
TOTAL PORT AUTHORITY	874,523	144,045	2,144,138	3,162,706

Table 16. - Land Area and Deposit Areas

SHELTERED WATER SURFACE:

ZONE I				
Situation	Docks			Total (Ha)
	Commercial (Ha)	Fisheries (Ha)	Rest (Ha)	
PORT OF FERROL	126.72	-	1,856.45	1,983.17
PORT OF SAN CIBRAO	181.33	-	-	181.33
TOTAL ZONE I	308.05	-	1,856.45	2,164.50

Table 17. - Area of sheltered water Zone I

ZONE II				
Situation	Accesses (Ha)	Anchorage (Ha)	Rest (Ha)	Total (Ha)
PORT OF FERROL	290.54	1,699.29	466.79	2,456.62
PORT OF SAN CIBRAO	-	-	-	-
TOTAL ZONE II	290.54	1,699.29	466.79	2,456.62

Table 18. - Area of sheltered water Zone II



MUELLES Y ATRAQUES. CLASIFICACIÓN POR DÁRSENAS

Situation	Jobs
FERROL - OUTER HARBOR	
SERVICE	
COMMERCIAL DOCKS	
HAMMER OF THE VIRGIN OF CHAMORRO DAM	Port services
	Polyvalent
CONCEPCIÓN ARENAL PIER	Containers
CONCEPCIÓN ARENAL PIER	Solids Bulk
CONCEPCIÓN ARENAL PIER	Polyvalent
JOSÉ CANALEJAS PIER	Polyvalent
TOTAL SERVICE	1,764.00

FROM INDIVIDUALS	
COMMERCIAL DOCKS	
LIQUIDS BULK	Liquids Bulk
TOTAL FROM INDIVIDUALS	384.00
TOTAL FERROL - OUTER HARBOR	2,148.00

FERROL - INLAND PORT	
SERVICE	
COMMERCIAL DOCKS	
HEAD OF ESPIGÓN	Port services
NORTH ENCLOSURE	Polyvalent
OUTER BREAKWATER	Polyvalent
INNER BREAKWATER	Polyvalent
FERNÁNDEZ LADREDA	Polyvalent
NEW PIER	Polyvalent
NEW AUXILIARY DOCK	Polyvalent
RO-RO RAMP NORTH ENCLOSURE	Ro-Ro Traffic
RO-RO RAMP OUTER JETTY	Ro-Ro Traffic
TOTAL	2,245.00

Situation	Jobs
SPORTS DOCKS	
A GRAÑA PIER	Recreational-Sports
CURUXEIRAS WHARF DOCK	Recreational-Sports
SAN FELIPE PIER	Recreational-Sports
A GRAÑA FLOATING PONDS	Recreational-Sports
CARANZA FLOATING PONDS	Recreational-Sports
CURUXEIRAS FLOATING PONDS	Recreational-Sports
TOTAL	2,925.00

FISHING DOCKS	
CURUXEIRAS DOCK DOCK	Fishing
FLOATING DOCKS A GÁNDARA	Fishing
CURUXEIRAS FLOATING DOCKS	Fishing
TOTAL	817.00

OTHER DOCKS	
CURUXEIRAS WHARF DOCK	Port services
CURUXEIRAS WHARF DOCK	Polyvalent
CURUXEIRAS WHARF DOCK	Polyvalent
CURUXEIRAS FLOATING PONDS	Port services
TOTAL	265.00
TOTAL SERVICE	6,252.00

Situation	Jobs
FROM INDIVIDUALS	
COMMERCIAL DOCKS	
FORESTAL DEL ATLÁNTICO	Liquids Bulk
NAVANTIA FENE	Repairs and arming
NAVANTIA FERROL	Repairs and arming
REGANOSA	Liquids Bulk
TOTAL INDIVIDUALS	5,481.00
TOTAL FERROL – INNER PORT	11,733.00
TOTAL PORT OF FERROL	13,881.00

Situation	Jobs
PORT OF SAN CIBRAO	
FROM INDIVIDUALS	
COMMERCIAL DOCKS	
AUXILIARY DOCK	Polyvalent
MAIN DOCK	Polyvalent
PORT MORÁS	Polyvalent
TOTAL PORT OF SAN CIBRAO	738.00

TOTAL PORT AUTHORITY FERROL SAN CRIBRAO	14,619.00
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Table 19.- Piers and berths. Classification by Docks

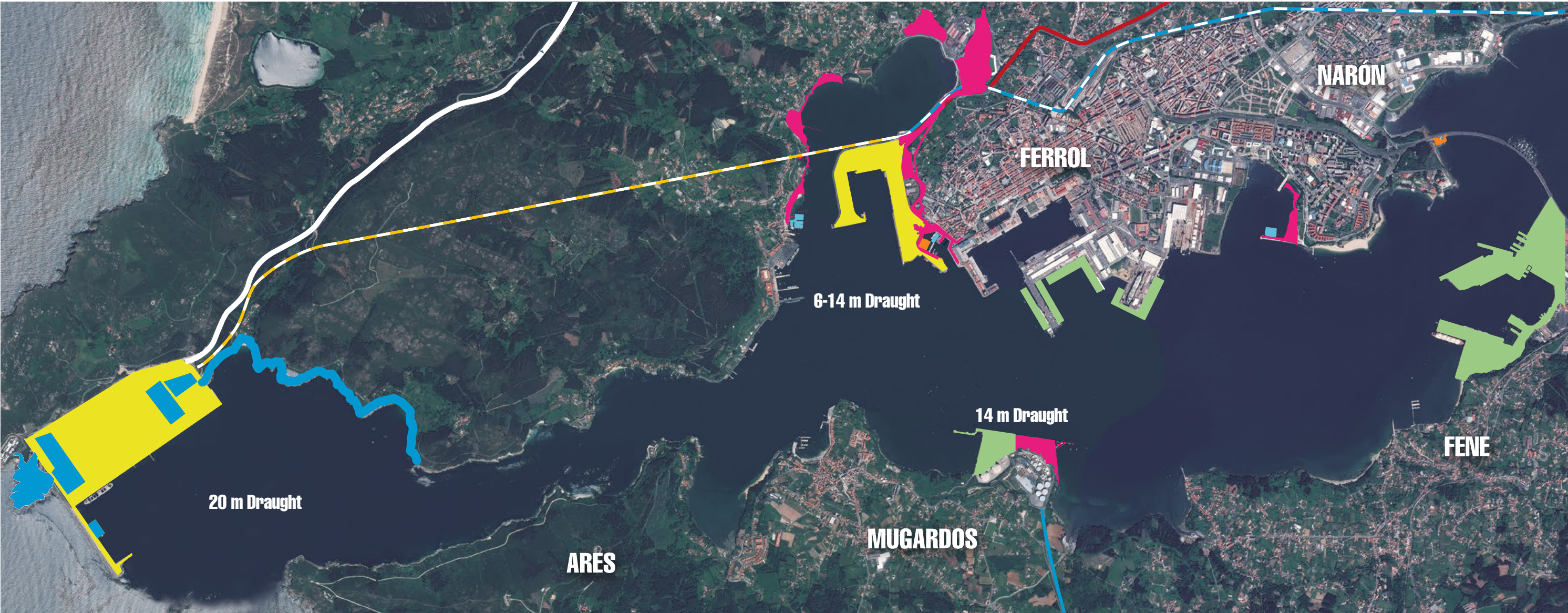


A COMPETITIVE INFRASTRUCTURE

MAP OF THE PORT OF FERROL. PORT FACILITIES AND TERMINALS

INNER HARBOUR
QUAY 2,148 meters
SURFACE 1,112,079 m²

OUTER HARBOUR
QUAY 11,733 metres
SURFACE 1,654,513 m²



- Endesa Generación, S.A. dry bulk terminal
- Ferrol Container Terminal, S.A. container terminal
- Masol Ibérica Biofuel, S.L. liquid bulk terminal
- Other terminals

- Public areas outside the port area
- Road connection with high capacity motorway
- Connection to the conventional railway network (work in progress)

- Regasificadora del Noroeste, S.A. liquefied natural gas terminal
- Forestal del Atlántico, S.A. liquid bulk terminal
- Navantia S.A. shipyard
- Public areas outside the port area
- Fishing dock

- High capacity motorway connection
- Connection with conventional railway network
- Connection with conventional railway network (work in progress)
- Road connection with high capacity network



MAP OF THE PORT
OF SAN CIBRAO.

PORT FACILITIES AND TERMINALS



I-08 Infrastructure Under Construction Or Planned And The Purposes It Serves.

Code	Description	Total cost	Certificate as of 12/31/2022	Budget year 2023	Certified in the year 2023	Certificate of origin	Situation	Sub- ven (1)	Obje ctive (2)
RAIL ACCESSIBILITY ACTIONS UNDER THE FFTAP: OUTER HARBOR		112,520	48,510	38,038	21,380	69,890			
FS00145	Rail Access to the Outer Harbor	72,498	40,461	25,631	13,011	53,472	In progress	FEDER-REACT	13
FS00146	Modified Access Railroad	7,250	1,078	3,972	1,140	2,218	In progress	FEDER-REACT	13
FS00153	Settlement and Price Review	22,910	2,352	7,294	4,638	6,990	In progress	FEDER-REACT	13
FS00154	Other T.T.A. Railway Access to the Outer Port	1,180	196	313	100	296	In progress	FEDER-REACT	13
FS00155	AT Management and coordination, and technical and execution control.	3,485	2,225	518	210	2,435	In progress	FEDER-REACT	13
FS00156	AT Health and safety coordination.	826	523	101	101	624	In progress	FEDER-REACT	13
FS00059	AT Control of materials and tests.	771	542	87	55	597	In progress	FEDER-REACT	13
FS00157	AT Environmental management and consulting.	775	507	99	71	578	In progress	FEDER-REACT	13
FS00177	Acquisition of land	2,825	626	23	2,054	2,680	In progress	FEDER-REACT	13
RAIL ACCESSIBILITY ACTIONS NOT CHARGED TO THE FFTAP: OUTER HARBOR		7,343	6,143	1,247	1,199	7,342			
FS00149	Internal Railway Network in Cabo Prioriño. Phase 1.	4,955	4,111	840	844	4,955	Completed	CEF	13
FS00148	Internal Railway Network in Cabo Prioriño. Phase 2.	1,290	1,129	162	161	1,290	Completed	CEF	13
FS00150	Internal Railway Network in Cabo Prioriño. Phase 3.	1,098	903	245	194	1,097	In progress	CEF	13

Code	Description	Total cost	Certificate as of 12/31/2022	Budget year 2023	Certified in the year 2023	Certificate of origin	Situation	Sub- ven (1)	Objec- tive (2)
RAIL ACCESSIBILITY ACTIONS NOT CHARGED TO THE FFTAP INLAND PORT UNDER THE MRRR		7,515	5	859	39	44			
FS00058	Railway junction and rail yard Cerr. North: Waiting track at A Malata.	1,369	4	518	15	19	In progress	MRR	13
FS00064	Renovation of the main street	6,146	1	341	24	25	In progress	MRR	3
INFRASTRUCTURE AND EQUIPMENT OF THE INLAND PORT: ACTIONS OF REMODELING OF BUILDINGS		5,208	1,720	252	261	1,981			
FS00045	New Offices of the Port Authority	3,548	1,705	252	235	1,940	Completed (1st phase		27
FS00053	Building refurbishment Customs	1,660	15	0	26	41	In progress		27
PORT INFRASTRUCTURE AND INTERIOR EQUIPMENT: NEW BUILDINGS		1,118	0	350	13	13			
FS00197	New workshop warehouse	1,118	0	350	13	13	In progress		27
INFRASTRUCTURE AND EQUIPMENT OF THE OUTER HARBOR: REMODELING ACTIONS OF REVERTED BUILDINGS		2,908	15	2,500	1,680	1,695			
FS00138	Investments in the former Chamber of Commerce building	2,908	15	2,500	1,680	1,695	In progress		27
INFRASTRUCTURE AND EQUIPMENT INLAND PORT: IMPROVEMENT OF PASSENGER TRAFFIC FACILITIES		6,291	80	39	34	114			
FS00025	Mooring line extension	6,291	80	39	34	114	In progress		8
OUTER PORT INFRASTRUCTURE AND EQUIPMENT: IMPROVEMENT OF SHELTER		1,152	0	50	19	19			
FS00102	Studies for the definition of the shelter improvement work	1,152	0	50	19	19	Completed		5

Code	Description	Total cost	Certificate as of 12/31/2022	Budget year 2023	Certified in the year 2023	Certificate of origin	Situation	Sub- ven (1)	Objec- tive (2)
REST/OTHER ACTIONS		3,299	950	720	191	1,141			
FS00130	Actions on the rear beam in 1st phase Puerto Exterior	842	260	220	181	441	Completed		5
FS00129	Conditioning of the Outer Harbor esplanades (paving and preloading).	2,457	690	500	10	700	In progress		16
SAFETY AND SECURITY ACTIONS		1,467	410	305	127	537			
FS00077	Safety. Safety- related actions/Safety	158	3	25	5	8	In progress		22
FS00192	Safety. Investments Sasemar Framework Agreement	504	313	30	11	324	In progress	FCI	22
FS00078	Security. Security actions/Security	805	94	250	111	205	In progress		23
SUSTAINABILITY AND ENERGY ACTIVITIES WITH MRR		168	60	85	19	79			
FS00091	Sustainability actions environmental - Other	168	60	85	19	79	In progress	MRR	19
DOCK ELECTRICAL INSTALLATION (OPS) AND OTHER ENERGY PROJECTS		4,074	28	20	28	56			
FS00126	General control and distribution facilities	4,074	28	20	28	56	In progress	FEDER4	19
ACTIONS IN COMPLIANCE WITH THE UNIVERSAL ACCESSIBILITY PLAN		257	210	0	47	257			
FS00083	Improvements to accessibility of Ferrol Inner Port (buildings and public areas)	257	210	0	47	257	Completed		21
ACTIONS PORT CITY		8,919	17	2,010	236	253			
FS00085	Rearrangement of Baja Puerto Road	4,515	15	1,750	182	197	In progress	MRR	21
FS00202	Other Port-City mobility actions	3,737	2	200	35	37	In progress		21
FS00086	Actions in the service area in Caranza	667	0	60	19	19	In progress		21
GENERIC AND MINOR ACTIONS		9,182	989	1,760	947	1,936			
FS00074	Technical assistance	1,286	179	350	107	286	In progress		30
FS00093	Settlements and revisions	537	73	75	14	87	In progress		28
FS00079	Small budget works	3,399	352	700	647	999	In progress		30
FS00068	Maritime signals	809	100	75	9	109	In progress		26



Code	Description	Total cost	Certificate as of 12/31/2022	Budget year 2023	Certified in the year 2023	Certificate of origin	Situation	Sub- ven (1)	Objective (2)
FS00081	Computer equipment	1,304	81	300	73	154	In progress		30
FS00092	2% cultural	1,847	204	260	97	301	In progress		24
INTANGIBLE FIXED ASSETS		502	37	200	34	71			
FS00095	Applications and software	502	37	200	34	71	In progress		30
TOTAL	171.923	59,174	48,435	26,254	85,428				

Amounts in thousands of euros

(1) Subsidies	
FEDER-REACT	European Regional Development Fund-REACT
FFAT	Financial Fund for Port Land Accessibility
FCI	Interport Compensation Fund
CEF	Connecting Europe Facility
MRR	Recovery and Resilience Mechanism
FEDER4	European Regional Development Fund 21-27

2) Investment Objectives	
1 Shelter 1	6 Other logistical activities
2 Solid Bulks	17 Improved maritime accessibility
3 Liquid bulk	18 Land
4 General merchandise	19 Environmental actions
5 Containers	20 Energy efficiency
6 Ro-Ro	21 Port-city
7 Passengers on a passenger basis	22 Operational security (safety)
8 Cruise passengers	23 Security
9 Fishing	24 Cultural
10 Sports cars and small boats	25 Customs and para-customs services
11 Other uses	26 Maritime signals
12 Improves road accessibility	27 General services
13 Improved railway accessibility	28 Settlements
14 Logistics activities area	29 Revisions
15 Better intermodality	30 Other uses

Table 20- APFSC investments in execution or completed in 2023.

DESCRIPTION OF THE MOST IMPORTANT WORKS

RAILWAY ACCESSIBILITY ACTIONS - OUTER PORT

“*Rail Access to the Outer Port and Other Associated Investments.*” The availability of adequate rail access to the PORT OF FERROL, specifically its Outer Port, is not only a key factor for the proper exploitation of this infrastructure but also a fundamental element for the sustainable economic and social development of its surrounding area. Additionally, it is an essential infrastructure for the establishment of certain operators in the port, particularly those aiming at import-export container traffic. The Port Authority of Ferrol-San Cibrao has been working on defining these accesses since 1998. After nearly two decades of studies, the construction works were contracted in February 2017 for an amount of €72,498,200 (excluding VAT), commencing on June 16, 2017. The construction project to be executed involves infrastructure, platform, superstructure, and both railway and non-railway installations, covering a section of 6,374.5 meters in length, with a single track exclusively for freight traffic and a platform suitable for Iberian and metric gauges. The two main elements of the access are a 5,575-meter-long tunnel and a 299-meter viaduct over the Ría. As of December 31, 2023, deep foundation work commenced on the viaduct, featuring pile-pillar typology at sea and piles with a pile cap on land, in addition to the micropiles needed for the transition slab. In the tunnel, the work began on the concrete lining, filling, and foundation walls, as well as the waterproofing of the vault. All these works are necessary for the execution of the concrete lining, also started in 2023, marking the final phase of this infrastructure after the excavation and support were completed.

In line with improving the railway accessibility of the PORT OF FERROL, 2023 saw the completion of the third phase of the internal rail network in the Outer Port. The first two phases were completed in 2022. The third phase has provided an Intermodal Facility with a storage area of 13,755 m² adjacent to the tracks, with an investment of €998,739.01 (excluding VAT). In 2023, the price revision corresponding to the three works was paid, applying Royal Decree-Law 3/2022, of March 1, which contains measures for improving the sustainability of road freight transport and the functioning of the logistics chain and transposes Directive (EU) 2020/1057 of July 15, 2020. The internal rail network of Ferrol’s Outer Port (phases I, II, and III) is part of project 2019-ES-TA-0032-M, financed by the European Union under the CEF (Connecting Europe Facility) mechanism, contributing to the improvement of railway connections for seaports and fostering their development.

Progress was also made in drafting two railway projects within the INNER PORT of Ferrol to improve its rail network. Specifically, the “Waiting Track in A Malata” and the “Main Street Track Renewal” projects. Both projects are part of the Component 6 (Sustainable, Safe, and Connected Mobility), Investment Measure I3 (Intermodality and Logistics), Submeasure (Improvement of Internal Railway Accessibility of Ports) of Spain’s Recovery and Resilience Plan.



INNER PORT INFRASTRUCTURE AND EQUIPMENT - BUILDING RENOVATION ACTIONS

“New Port Authority Offices.” The rehabilitation of the Old Naval Command building was completed on December 21, 2022. In 2023, the price revision was paid according to Royal Decree-Law 3/2022 of March 1, which includes measures for improving the sustainability of road freight transport and the functioning of the logistics chain, and transposes Directive (EU) 2020/1057 of July 15, 2020.

“Customs Building Renovation.” Progress was made in drafting the renovation project for the old Customs building in Ferrol on the Marina promenade until its completion. The renovation will involve demolishing the horizontal slabs of all floors, maintaining the facade envelope and the interior walls that form the staircase core. The building’s entrance will be from the exterior lobby, with the northern door being enhanced as the institutional entrance, resulting from modifications executed in the 1940s. An elevator will be installed inside to facilitate movement between floors, located in the current staircase landing. The elevator will be panoramic to allow natural light from the east facade, emphasizing its public character. A skylight will be included in its roof, flush with the flat terrace of the top floor.

INNER PORT INFRASTRUCTURE AND EQUIPMENT - NEW BUILDINGS

New Workshop Warehouse.” Progress was made in drafting the project for the new workshop warehouse of the Port Authority until its completion. The works involve constructing a two-story warehouse with a total built area of 1,042.92 m² and a usable area of 915.14 m². A 74.60 m² metal canopy will be built on the north facade of the proposed warehouse for vehicle coverage. The space south of the warehouse will be enclosed and developed, and a 180 m² enclosed area near the Ro-Ro ramp will be set up for storage.

OUTER PORT INFRASTRUCTURE AND EQUIPMENT: RENOVATION OF REVERTED BUILDINGS

In 2023, the works included in the “Investments in the Old Chamber of Commerce Building” began and are expected to be completed in the first quarter of 2024. Upon completion, a surface area close to 2,000 m² will be available for use as offices for port operators, a cafeteria, and an auditorium.

INNER PORT INFRASTRUCTURE AND EQUIPMENT: PASSENGER TRAFFIC FACILITIES IMPROVEMENTS

Progress was made in drafting the project, particularly in characterizing the dredging material, and the projects for “Improving Berthing Conditions for Cruise Ships and Other Vessels” and “Extension of the Berthing Line” were completed.

OUTER PORT INFRASTRUCTURE AND EQUIPMENT: IMPROVING SHELTER

Studies were conducted under the agreement with the University of A Coruña to improve the shelter and operability conditions of the Outer Port.

OTHER ACTIONS

“Rear Beam Actions in 1st Phase Outer Port.” The works for installing a new rail fastening system on the rear beam used by the container terminal cranes were carried out.

“Paving and Preloading of Outer Port Esplanades.” The project for urbanization around the multipurpose building in the Outer Port, currently in progress, was drafted.

SECURITY ACTIONS

“Security Actions.” The main executed actions were the “Civil works for providing the necessary civil infrastructure for the subsequent installation of a new container reader system in the Outer Port to improve the paperless import release system” and “Supply of defense means for the Ferrol-San Cibrao port police.”

PORT-CITY ACTIONS

In June 2022, the Ferrol-San Cibrao Port Authority and the Galician Infrastructure Agency signed an agreement for the “Sustainable Mobility of the Contact Zone Between the Port and the City of Ferrol: Lower Port Road, Curuxeiras, and Park-and-Ride Facilities” project, funded by the Recovery and Resilience Mechanism and its component 1 (Measure C1.I1). The project aims to ensure that the contact zone between port infrastructure and the urban fabric functions as a large public space for interaction and coexistence, enhancing the overall value of the city and implementing a sustainable mobility model. This involves road hierarchy, reorganization, and pacification to balance public space for pedestrians and cyclists. The total cost of the works within the agreement framework is €3,800,000 (excluding VAT), of which €3,113,966.88 will be financed under the agreement. In 2023, the execution of 2 of the 4 projects included in the project commenced.

NON-SPECIFIC ACTIONS

“Small Budget Works.” Notable works in this category include the “Stabilization of the Slope Enclosing the Outer Port Esplanades,” the “Supply of Four Pickup Trucks,” and the “Adaptation Works of the Exhibition Hall Building of the Ferrol-San Cibrao Port Authority.”

I-09 Initiatives for Industrial or Logistic Promotion, such as participation in a Logistics Activities Zone (ZAL), dry port, etc., and their purposes.

No content.



8.1.5 MARKETS SERVED

(2-6)

I-10 evolution, during at least the last three years, of traffic, represented as total tons moved, total tons by generic groups of goSDGs and as a percentage of each of these groups over the total.

	2016	2017	2018	2019	2020	2021	2022	2023	% sobre el total 2023
LIQUID BULK	2,340,550.85	2,294,336.93	2,148,779.29	2,311,899.93	2,936,159.4	3,172,234.5	3,957,445.43	3,641,605.81	43.16%
SOLID BULK	9,406,038.99	10,455,812.1	10,753,475.3	8,095,029.96	6,371,480.02	5,994,199.72	6,856,469.97	3,800,843.51	45.05%
GENERAL CARGO	755,200.41	779,017.28	761,935.38	762,637.82	713,079.4	777,042.01	977,913.01	994,827.12	11.79%
TOTAL	12,501,790.25	13,529,166.31	13,664,189.97	11,169,567.71	10,020,718.82	9,943,476.23	11,791,828.41	8,437,276.44	

Table 21.- Evolution of traffic by generic groups of merchandise

	2016	2017	2018	2019	2020	2021	2022	2023
TONS	11.397,71	2.235,15	44.237,47	95.405,67	129.237,38	161.334,98	411.677,79	305.327,72
TEUS	885,00	455,00	4.576,00	8.277,00	12.472,75	16.842,50	37.102,75	25.487,25

Table 22.- Evolution of general cargo in containers

CONCEPTS			PARTIAL TONS	TOTAL TONS
FOREIGN TRADE	IMPORTED	Liquids Bulk	2,773,555	
		Solids Bulk	2,063,005	
		General cargo	125,820	
		TOTAL		4,962,380
	EXPORTED	Liquids Bulk	532,005	
		Solids Bulk	977,848	
		General cargo	734,846	
		TOTAL		2,244,699
	TOTAL			7,207,079
			438,305	
DOMESTIC TRADE	TOTAL			438,305
GOSDGS IN TRANSIT			738,400	
	TOTAL			738,400
TRANSSHIPPED GOSDGS			0	
	TOTAL			0
EQUIPMENT DEFECTS			53,492	
	TOTAL			53,492
FRESH FISH, PROVISIONING AND INLAND TRAFFIC			14,642	
	TOTAL			14,642
TOTAL				8,451,918

Table 23.- Breakdown of total traffic in year 2023



I-11 hinterland and foreland. The main origins and destinations of goSDGs, understood as those that account for 70% of the port’s traffic.

PORT AUTHORITY OF FERROL-SAN CIBRAO FISCAL YEAR 2023

COUNTRY	EMBARKATIONS	DISEMBARKED	Total
GERMANY	13,179	11,873	25,051
ALGERIA	0	67,238	67,238
ARGENTINA	1,142	57,496	58,639
AUSTRALIA	0	22,505	22,505
BELGIUM	26,684	38,806	65,490
BRAZIL	0	30,000	30,000
CANADA	775	0	775
CHINA	5,144	25,676	30,820
CYPRUS	186	0	186
COLOMBIA	0	77,000	77,000
IVORY COAST	0	483	483
A STRANGER	35	292	327
DENMARK	11,587	154,550	166,137
USA.	239,811	452,298	692,109
EGYPT	0	14,200	14,200
SPAIN	318,923	168,999	487,922
ESTONIA	8,947	573	9,521
FINLAND	48,011	45,999	94,010
FRANCE	104,041	76,167	180,208
GIBRALTAR	8,299	0	8,299
GREECE	1,148	0	1,148
GUINEA EQUA.	0	32,265	32,265
GUINEA-CONAK	0	1,653,616	1,653,616
HOLLAND	304,835	41,861	346,696
INDIA	11	242	252
INDONESIA	0	299,803	299,803
IRELAND	87,071	32,968	120,039
ICELAND	47,108	0	47,108
ITALY	160,562	127	160,689
KUWAIT	17	0	17
LATVIA	455	876	1,331
LITHUANIA	10,555	1,721	12,276
MALAYSIA	0	13,048	13,048

COUNTRY	EMBARKATIONS	DISEMBARKED	Total
MALT	244	0	244
MOROCCO	321,247	208	321,455
MARTINIQUE	2,670	0	2,670
MAURITANIA	0	504	504
MEXICO	9,954	0	9,954
MOZAMBIQUE	256	0	256
NIGERIA	0	62,907	62,907
NORWAY	308,567	64,533	373,101
PAKISTAN	12	0	12
POLAND	34,899	12,676	47,575
PORTUGAL	444,464	26,902	471,366
UNITED KINGDOM	167,194	80,636	247,830
REPUBLIC OF KOREA	0	5,837	5,837
ROMANIA	13,200	6,003	19,203
RUSSIA	0	1,484,101	1,484,101
SENEGAL	25,192	0	25,192
SINGAPORE	15,905	0	15,905
SOUTH AFRICA	0	60,302	60,302
SWEDEN	92,231	316,446	408,676
TOGO	41,995	0	41,995
TUNISIA	5,235	0	5,235

Table 24.- Origins and destinations of merchandise.

I-12 Amount of business invoiced to the five main clients, expressed as a percentage of total invoiced.

Turnover	Total (€)
NET AMOUNT OF INVOICES ISSUED IN 2022	Information not available
NET INVOICED AMOUNT TO THE 5 BEST CUSTOMERS YEAR 2023	Information not available
% 5 MAIN CUSTOMERS /TOTAL INVOICED 2023	Information not available

Table 25.- Turnover invoiced to the five main customers

I-13 Description of the main sectors or activities relevant to local economic development that rely on the port for their development

PORT AUTHORITY OF FERROL - SAN CIBRAO FISCAL YEAR 2023

			CABOTAJE			ABROAD			TOTAL		
		GOSDGs	BOARDED	DISEMBARKED	TOTAL	BOARDED	DISEMBAR- KED	TOTAL	BOARDED	DISEMBARKED	TOTAL
ENERGETIC	1	Crude oil	0	0	0	0	0	0	0	0	0
	2	Fuel-oil	191,135	90,034	281,169	351,403	322,205	673,608	542,537	412,240	954,777
	3	Gas-oil	0	0	0	0	10,268	10,268	0	10,268	10,268
	4	Gasoline	0	0	0	0	0	0	0	0	0
	6	Other petroleum products	0	90	90	90	0	90	90	90	181
	7	Petroleum energy gases	0	0	0	0	0	0	0	0	0
	12	Coal and petroleum coke	14,029	39	14,068	297,425	537,602	835,027	311,454	537,641	849,095
	35	Natural gas and other gases	1,574	0	1,574	79,280	2,019,523	2,098,803	80,855	2,019,523	2,100,378
	51	Biofuels	16,320	228	16,548	101,634	1	101,634	117,953	229	118,182
	TOTAL		223,058	90,391	313,449	829,833	2,889,598	3,719,431	1,052,891	2,979,990	4,032,880
IRON AND STEEL	8	Iron ore	0	0	0	0	0	0	0	0	0
	10	Other minerals and metallic wastes	5,766	23	5,789	32,349	1,653,616	1,685,965	38,115	1,653,639	1,691,754
	11	Iron scrap	0	0	0	0	164,634	164,634	0	164,634	164,634
	13	Steel products	192	1,843	2,035	136,723	4,535	141,258	136,915	6,377	143,292
	36	Other metallurgical products	33	0	33	1,677	27,320	28,997	1,710	27,320	29,030
	TOTAL		5,991	1,865	7,856	170,749	1,850,105	2,020,854	176,740	1,851,970	2,028,710
NON-METALLIC MINERALS	25	Common salt	0	144	144	344	25	369	344	169	513
	52	Other non-metallic minerals	0	686	686	1,775	0	1,775	1,775	686	2,461
	TOTAL		0	830	830	2,119	25	2,144	2,119	855	2,974

			CABOTAJE			ABROAD			TOTAL		
		GOSDGs	BOARDED	DISEMBARKED	TOTAL	BOARDED	DISEMBAR- KED	TOTAL	BOARDED	DISEMBARKED	TOTAL
FERTILIZERS	14	Phosphates	0	0	0	0	0	0	0	0	0
	15	Potashes	0	0	0	0	0	0	0	0	0
	16	Natural and artificial fertilizers	0	8,977	8,977	2,772	31,115	33,886	2,772	40,091	42,863
	TOTAL		0	8,977	8,977	2,772	31,115	33,886	2,772	40,091	42,863
CHEMICALS	17	Chemical products	39,026	33,019	72,045	771,441	331,926	1,103,368	810,467	364,946	1,175,413
	TOTAL		39,026	33,019	72,045	771,441	331,926	1,103,368	810,467	364,946	1,175,413
CONSTRUCTION MATERIALS	5	Asphalt	0	0	0	0	0	0	0	0	0
	18	Cement and clinker	0	0	0	0	0	0	0	0	0
	20	Processed building construction materials	2,546	4,456	7,002	291,319	11,153	302,472	293,865	15,609	309,474
	TOTAL		2,546	4,456	7,002	291,319	11,153	302,472	293,865	15,609	309,474
AGRO-LIVESTOCK AND FOOD	21	Cereals and their flours	12	2,351	2,363	2,555	61,411	63,966	2,567	63,762	66,329
	22	Soybeans	0	0	0	0	0	0	0	0	0
	23	Fruits, vegetables and pulses	195	87	282	300	387	687	495	475	970
	24	Wines, beverages, alcohol and derivatives	7,308	1,049	8,357	7,411	7,389	14,799	14,719	8,438	23,157
	27	Canned food	788	1,581	2,368	6,451	4,208	10,659	7,239	5,789	13,027
	28	Tobacco, cocoa, coffee and spices	37	386	423	546	377	923	583	763	1,346
	29	Oils and fats	3,305	5,337	8,642	882	97,417	98,299	4,187	102,754	106,941
	30	Other food products	1,322	457	1,779	4,543	4,003	8,546	5,865	4,460	10,325
	33	Frozen and refrigerated fish	218	51	269	2,653	3,860	6,513	2,871	3,911	6,782
	37	Feed and fodder	8	48	56	20,682	10,810	31,492	20,690	10,858	31,548
	TOTAL		13,192	11,347	24,539	46,022	189,861	235,884	59,214	201,209	260,423



			CABOTAJE			ABROAD			TOTAL		
		GOSDGs	BOARDED	DISEMBARKED	TOTAL	BOARDED	DISEMBAR- KED	TOTAL	BOARDED	DISEMBARKED	TOTAL
OTHER GOSDGS	19	Wood and cork	9,518	0	9,518	410,055	17,343	427,398	419,573	17,343	436,916
	26	Paper and pulp	49	0	49	2,228	20,280	22,508	2,277	20,280	22,557
	31	Machinery, tools and spare parts	564	9,259	9,823	26,813	10,799	37,612	27,377	20,058	47,435
	34	Other goSDGs	2,484	1,199	3,683	13,727	6,532	20,259	16,210	7,731	23,942
	TOTAL		12,615	10,458	23,073	452,822	54,955	507,777	465,437	65,413	530,850
VEHICLES AND TRANSPORT	32	Vehicles and parts	53	11	64	99	34	133	153	45	198
	38	Tare Equipment (Ro-Ro)	0	0	0	214	50	264	214	50	264
	39	Tare Containers	5,322	7,644	12,966	22,658	17,604	40,262	27,980	25,248	53,228
	TOTAL		5,375	7,655	13,031	22,971	17,688	40,659	28,347	25,343	53,690
TOTAL			301,803	168,999	470,802	2,590,049	5,376,425	7,966,475	2,891,852	5,545,424	8,437,276

This table does NOT include victualling, fresh fish, inland traffic, transshipment, land transit and customs control.
 Table 26.- GoSDGs moved by sectors and activities relevant to the local economy

8.1.6 SERVICES

(2-6), (204-1), (308-1), (308-2), (414-1), (414-2)

THE APFSC SUPPLY CHAIN

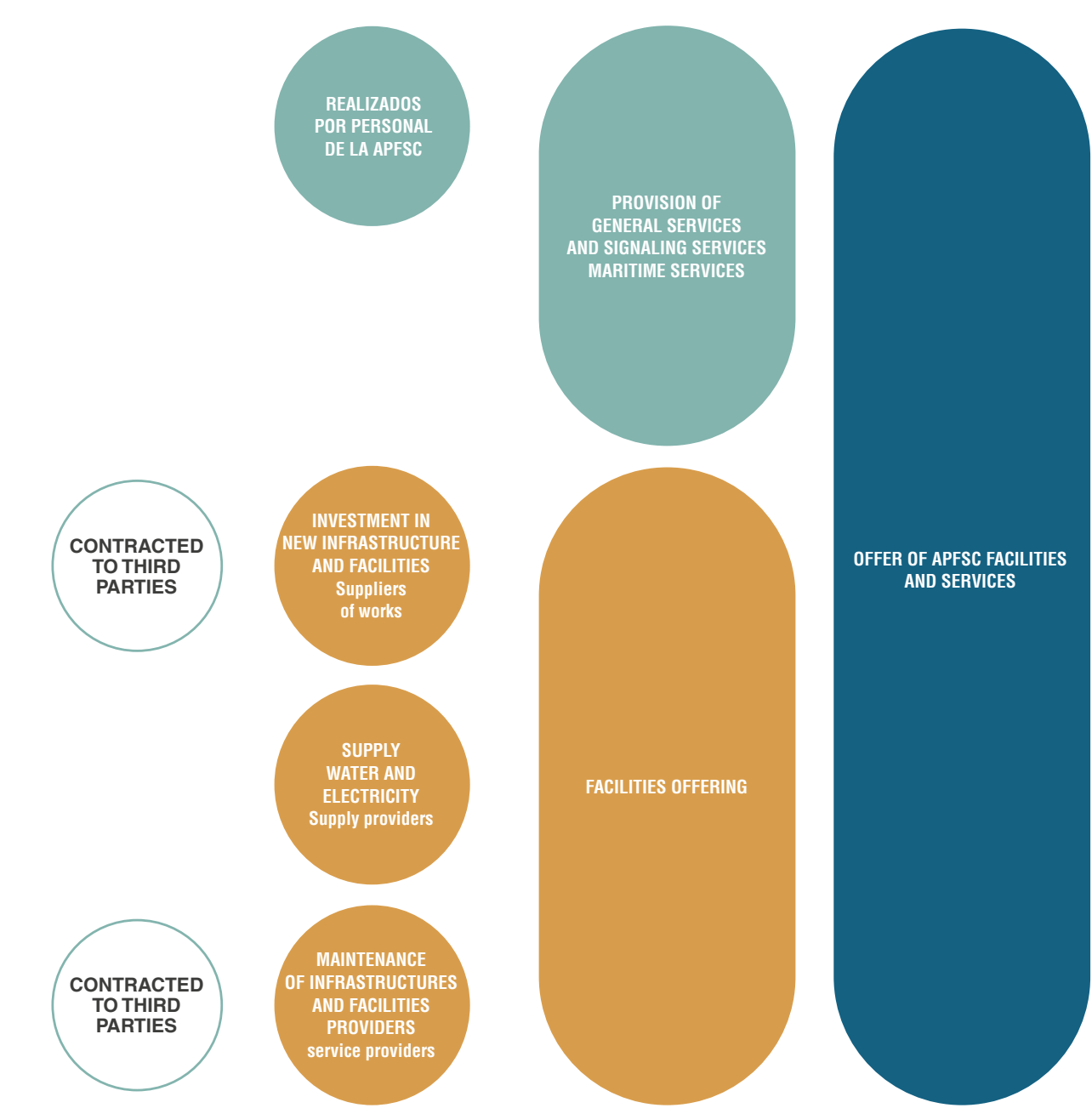


Figure 6.-The APFSC Supply Chain

EVALUATION AND MONITORING OF SUPPLIERS:

In our relationship with suppliers, we adhere to the requirements of Law 9/2017, of November 8, on Public Sector Contracts, which transposes into Spanish law the Directives of the European Parliament and the Council 2017/23/EU and 2017/24/EU, of February 26, 2014.

Evaluation and classification criteria for suppliers cannot be established outside the processing of procurement files, which must in all cases follow the provisions established in the aforementioned law.

The legislation applies to 100% of our suppliers.

Regarding the minimum content of the contract, Article 35 of the aforementioned Law 9/2017 establishes:

“Article 35. Minimum content of the contract.

1. The documents formalizing contracts entered into by public sector entities, unless already included in the specifications, must necessarily include the following mentions:

- a) The identification of the parties.
- b) Proof of the signatories' capacity to enter into the contract.
- c) Definition of the object and type of contract, taking into account social, environmental, and innovation considerations in defining the object.
- d) Reference to the legislation applicable to the contract, with explicit mention of compliance with national and European Union data protection regulations.
- e) The enumeration of the documents that make up the contract. If expressed in the contract, this enumeration may be hierarchical, ordered according to the priority agreed upon by the parties, in which case, and except in the case of manifest error, the agreed order will be used to determine respective precedence in the event of contradictions between various documents.

- f) The fixed price, or the way to determine it.
- g) The duration of the contract or the estimated dates for the start and end of its execution, as well as any extensions, if foreseen.
- h) The conditions of receipt, delivery, or acceptance of the services.
- i) The payment conditions.
- j) The cases in which modifications are allowed, if applicable.
- k) The cases in which termination is allowed.
- l) The budget credit or the program or accounting entry under which the price will be paid, if applicable.
- m) The objective and temporal scope of confidentiality obligations, if imposed on the contractor.
- n) The obligation of the contracting company to comply throughout the execution of the contract with the rules and conditions set in the applicable collective agreement.

2. The contractual document may not include stipulations that establish rights and obligations for the parties different from those provided in the specifications, specified, where appropriate, in the form resulting from the successful bidder's proposal, or those specified in the act of awarding the contract in accordance with the procedure, if those do not exist.”

No criteria for restricting competition or scoring linked to the location of the supplier can be established in our procurement. Considering this, we regard local suppliers as those based in Spain. In this regard, in 2022, 98.37% of our suppliers were local.

Regarding the environmental or social conditions to be met by suppliers, before evaluating offers, Article 201,

Obligations in environmental, social, or labor matters, establishes that: “The contracting authorities will take appropriate measures to ensure that in the execution of the contracts, contractors comply with the applicable environmental, social, or labor obligations established in European Union law, national law, collective agreements, or by international environmental, social, and labor law provisions binding the state and particularly those established in Annex V.” and Article 202, Special conditions of execution of the contract of a social, ethical, environmental, or other nature, establishes: “

1. The contracting authorities may establish special conditions relating to the execution of the contract, provided they are linked to the object of the contract, as defined in Article 145, are not directly or indirectly discriminatory, are compatible with European Union law, and are indicated in the procurement notice and in the specifications.

In any case, it will be mandatory to include in the particular administrative clauses at least one of the special conditions of execution among those listed in the following section.

Likewise, in the specifications corresponding to contracts whose execution involves the transfer of data by public sector entities to the contractor, it will be mandatory to establish a special condition of execution referring to the contractor's obligation to comply with national and European Union data protection regulations, also warning the contractor that this obligation constitutes an essential contractual obligation in accordance with the provisions of letter f) of section 1 of Article 211.”

The publicity of procurement files is regulated in Title III Management of contractual publicity by electronic, computer, and telematic means, Article 347. Public Sector Procurement Platform.

All procurement files of the APFSC are published on the Public Sector Procurement Platform, so any interested party can consult them and address both the APFSC and the various support and consultative bodies regulated in Book IV Administrative organization for contract management, Title I Competent contracting authorities, Chapter II Support bodies and Chapter III Consultative bodies, to raise their doubts, appeals, or claims.

In the annual accounts of the APFSC, audited by the General Intervention of the State Administration (IGAE), published annually on the electronic headquarters of the APFSC (<https://sede.apfsc.gob.es/transparency/370b24b8-0615-48c3-9b9f-5447f66d81ad/>), the risk of open litigation is assessed in section 12. Provisions and contingencies.

In each procurement, the contract manager will fulfill the supervisory functions regulated in Article 62 of the law and inform the contracting authority if any penalties are necessary for partial or defective performance of the contract, incorrect assignment of resources, non-compliance with special conditions regulated in the aforementioned Article 202, or delay.

Non-compliance with the procurement conditions by APFSC suppliers may result in the provisions of Article 71 Prohibitions to contract, which states:

2. In addition to those provided for in the previous section, the following circumstances will prevent companies from contracting with the entities included in Article 3 of this Law, under the conditions established in Article 73:

- a) Having improperly withdrawn their proposal or candidacy in an award procedure or having made it impossible to award the contract in their favor by not complying with the provisions of section 2 of Article 150 within the specified period through fraud, fault, or negligence.
- b) Failing to formalize the contract awarded to them within the deadlines provided for in Article 153 for reasons attributable to the successful bidder.
- c) Having breached the essential clauses of the contract, including the special execution conditions established according to Article 202, when such breach has been defined in the specifications or the contract as a serious infringement, involving fraud, fault, or negligence by the contractor, and provided it has led to the imposition of penalties or compensation for damages.
- d) Having caused, due to which they have been declared culpable, the firm termination of any contract entered into with an entity included in



Article 3 of this Law. The prohibition will apply to companies whose contract was terminated due to the contractor's culpable non-compliance with the obligations classified as essential in the specifications, in accordance with the provisions of Article 211.1.f)."

The General Intervention of the State Administration conducts an annual follow-up of all APFSC procurement procedures. Additionally, mandatory reports are sent to the Court of Auditors annually.

Through the Environmental Control of Operations procedure, the Port Authority ensures the establishment and monitoring, among other activities, of compliance with environmental conditions in 100% of procurements.

The general scheme for supplier evaluation and monitoring applied in the APFSC is presented in the following chart:

GENERAL SCHEME OF EVALUATION AND FOLLOW-UP OF SUPPLIERS IN EACH CONTRACT. PUBLIC SECTOR CONTRACT LAW

ESQUEMA GENERAL DE EVALUACIÓN Y SEGUIMIENTO DE REQUISITOS A CUMPLIR POR EL PROVEEDOR PREVIAMENTE A QUE SU OFERTA PUEDA SER TENIDA EN CUENTA.				PROVEEDORES EN CADA CONTRATACIÓN. LEY DE CONTRATOS DEL SECTOR PÚBLICO						
PLIEGO DE PRESCRIPCIONES TÉCNICAS PARTICULARES. APFSC	ACREDITACIÓN DE LA CAPACIDAD DE CONTRATAR/ PROHIBICIÓN DE CONTRATAR	SOLVENCIA TÉCNICA: Vinculada al objeto del contrato	SOLVENCIA ECONÓMICA: Vinculada al objeto del contrato	DESCRIPCIÓN DE LOS TRABAJOS A EFECTUAR	DESCRIPCIÓN DEL PERSONAL Y MEDIOS ADSCRITOS AL CONTRATO	OBLIGACIONES MEDIOAMBIENTALES, SOCIALES, LABORALES	CONDICIONES ESP. DE EJEC. DEL CONTRATO: SOCIAL, ÉTICO, MEDIOAMBIENTAL, ETC.	PLAZO	PRECIO/ PRESUPUESTO/ VALOR ESTIMADO	CRITERIOS DE VALORACIÓN DE OFERTAS
				Artículo 124. Pliego de prescripciones técnicas particulares. Artículo 126. Reglas para el establecimiento de prescripciones técnicas. Artículo 231. Proyecto de obras.	Artículo 125. Definición de determinadas prescripciones técnicas. (En la APFSC se incluye también en el Pliego de Prescripciones Técnicas).	Artículo 201. Obligaciones en materia medioambiental, social o laboral.	Artículo 202. Condiciones especiales de ejecución del contrato de carácter social, ético, medioambiental o de otro orden.	Artículo 29. Plazo de duración de los contratos y de ejecución de la prestación. (En la APFSC se incluye también en el Pliego de Prescripciones Técnicas).	Artículo 101. Valor estimado. (En la APFSC se incluye también en el Pliego de Prescripciones Técnicas). Artículo 100. Presupuesto base de licitación. Artículo 102. Precio. Artículo 309. Determinación del precio.	
PLIEGO DE CLÁUSULAS ADMINISTRATIVAS APFSC	Artículo 122. Pliegos de cláusulas administrativas particulares Artículo 71. Prohibiciones de contratar.	Artículo 74. Exigencia de solvencia. Artículo 76. Concreción de las condiciones de solvencia. Artículo 86. Medios de acreditar la solvencia. Artículo 88. Solvencia técnica en los contratos de obras. Artículo 89. Solvencia técnica en los contratos de suministro. Artículo 90. Solvencia técnica o profesional en los contratos de servicios. Artículo 91. Solvencia técnica o profesional en los restantes contratos.	Artículo 87. Acreditación de la solvencia económica y financiera.						Artículo 145. Requisitos y clases de criterios de adjudicación del contrato.	
VALORACIÓN DE OFERTAS: MESA DE CONTRATACIÓN	Artículo 122. Pliegos de cláusulas administrativas particulares									
ASISTENCIA MESA DE CONTRATACIÓN: CRITERIOS TÉCNICOS	Artículo 326. Mesas de contratación									
	Artículo 140. Presentación de la documentación acreditativa del cumplimiento de los requisitos previos. Artículo 150. Clasificación de las ofertas y adjudicación del contrato.									
SEGUIMIENTO DEL CONTRATO: RESPONSABLE DEL CONTRATO				Artículo 62. Responsable del contrato. (En la APFSC se atribuyen funciones en materia de medios y personal adscrito) Artículo 311. Ejecución, responsabilidad del contratista y cumplimiento de los contratos de servicios. Artículo 238. Ejecución de las obras y responsabilidad del contratista. Artículo 242. Modificación del contrato de obras.					Artículo 146. Aplicación de los criterios de adjudicación. Artículo 198. Pago del precio Obras Artículo 240. Certificaciones y abonos a cuenta. Suministros Artículo 301. Pago del precio.	
PENALIZACIONES POR INCUMPLIMIENTO: ORGANO DE CONTRATACIÓN A PROPUUESTA DEL RESPONSABLE DEL CONTRATO				Artículo 192. Incumplimiento parcial o cumplimiento defectuoso Artículo 194. Daños y perjuicios e imposición de penalidades				Artículo 193. Demora en la ejecución Artículo 195. Resolución por demora y ampliación del plazo de ejecución de los contratos.		
RECEPCIÓN DE LOS TRABAJOS: RESPONSABLE DEL CONTRATO				Obras: Artículo 243. Recepción y plazo de garantía. Suministro: Artículo 300. Entrega y recepción Servicios: Artículo 311. Ejecución, ...						

Figure 7 General scheme of evaluation and monitoring of APFSC suppliers



I-14 Description of the role of the private initiative in the provision of services and exploitation of the port. Types of services, describing for each one of them the role of the Port Authority and the private initiative. Description of the role of the Port Authority in the regulation and control of the activity, making reference to the mechanisms available for this. (2-6)

REGULATED CONDITIONS
BY THE PORT AUTHORITY



Figure 8 Conditions in the specifications regulated by the APFSC.

SERVICES PROVIDED

PROVIDED BY THE Port Authority			PROVIDED BY PRIVATE COMPANIES (Regulated by the Port Authority)	
General services	Services Aids to Navigation	Commercial Services	Port services Licensed by the AP	Commercial services Under authorization from the AP
● Management, coordination and control of port traffic ● Coordination and control of other services ● Inland maritime signaling and ship access to the port ● Police in common areas ● Common area lighting ● Cleaning of common areas ● Prevention and control of emergencies		● Water supply to ships ● Ship power supply service ● Open and covered storage service. ● Ro-Ro ramp service scale service	● Nautical technical services: . pilotage . mooring and unmooring . port trailer ● Passenger services ● Reception services for waste generated by ships Marpol I, IV, V port ● GoSDGs handling services	● Consignment ● Ship providers ● Auxiliary services at the border facilities for the sanitary control of goSDGs in the Port of Ferrol

Table.27- Role of the APFSC and the private initiative in the provision and regulation of services

The instrument for regulating the conditions of provision of Port services is the specific specifications of the corresponding service, and the provision of the same can only be accessed after obtaining the corresponding license (art. 109 of the Ports Law of the State and the Merchant Navy).

In the case of commercial services, they will also be governed by a specification, and it is necessary to have authorization from the APFSC to begin the provision.

I-15 Number of companies operating in the port under a concession or authorization regime, or under a license regime.

Ind. Code	Ind. Tittle	2019	2020	2021	2022	2023
I0120	NUMBER OF COMPANIES THAT OPERATE IN THE PORT UNDER A CONCESSION OR AUTHORIZATION REGIME, OR UNDER A LICENSE REGIME	81.000	81.000	76.000	86.000	93.000

Table 28.- Number of companies that operate in the port under a concession, authorization or license regime

Type of services	Number of companies
MERCHANDISE HANDLING (STOWAGE)	6
MARPOL	3
PILOTAGE	2
TRAILER	2
MOORING	3

Table 29.-Companies providing port services that operate in the port during the year 2023

I-16 Percentage of real land area, characterized as use commercial, concessioned

Surface	m²
CONCESSIONABLE LAND AREA (M²)	Information not available
LAND AREA UNDER CONCESSION (M²)	Information not available
RATIO (%)	Information not available

Table 30.- Percentage of land area under concession



I-17 Percentage of the total tons moved in the port that correspond to maritime merchandise terminals

Terminal	Concessionaire	Tons
POLYVALENT	Alcoa	2,530,128.25
LIQUIDS BULK	Reganosa	2,100,377.73
POLYVALENT	Forestal del Atlántico	1,209,700.29
SOLIDS BULK	Endesa	841,491.37
CONTAINERS	Ferrol Container Terminal	305,228.13
LIQUIDS BULK	Masol	230,955.77
POLYVALENT	Navantia	59,692.39
TOTAL CONCESSIONED TERMINALS		7,277,573.93
TOTAL PORT AUTHORITY		8,437,276.43
% CONCESSIONED TERMINALS		86.26%

Table 31.- Tons moved in terminals under concession and percentage of total traffic

8.1.7
QUALITY
OF SERVICE

(2-25), (413-1), (417-1)

I-18 information mechanisms provided by the Port Authority that allows to guarantee that any operator who wishes to provide services in the port or apply for a concession can find out in a transparent manner the conditions for operating in the port and the administrative mechanisms that regulate such process, such as, for example, availability through the internet of regulatory specifications for services, sectoral information days, etc.

- Report on which of the following measures have been implemented by the Port Authority to guarantee the free access and free concurrence of the private initiative in the port.

SI	The regulatory specifications of the different Port services are available on the internet
NO	The general conditions for granting Concessions are available on the internet
SI	There is information on the Internet about the processing processes that must be carried out to apply for a license or concession.
NO	Informative sessions are held periodically for possible target sectors, informing them of the access conditions to operate in the port
NO	There is information available on the internet about the available surfaces and the uses to which they are dedicated.
SI	The Port Authority makes documentation available to potential operators clearly detailing the procedures and steps to follow to operate in the Port, either as service providers or as concession holders.
NO	The conditions for the provision of general services such as Border Inspection Points, aguada, etc. have been regulated.

Any other information will be included on initiatives that, in the opinion of the Port Authority, guarantee that the private initiative intervenes in the process of operating the port within a framework of transparency and free competition.

- Censuses and contact details of port service providers, published on the AP website
- Authorization request forms for the provision of commercial services, published on the website from the PA
- Censuses and contact details of commercial service providers, published on the AP website



I-19 Initiatives promoted by the Port Authority aimed at improving efficiency, service quality and service performance loaned to the merchandise

This indicator must provide clearly identifiable information on the following aspects:

- If the Port Authority has established or leads forums with the different operators of the port community that make it possible to agree and establish joint service commitments to end customers.	The APFSC has developed two specific service references. • Specific quality of service reference for bulk traffic in the APFSC (version 1 in force dated 03/08/2017).
They have not been established. - If the Port Authority has published on its website the rates and corrective indices that it applies.	• Specific service quality reference for conventional General cargo traffic in the APFSC. (version 1 effective date 03/08/2017).
They are not published on the website, but on the electronic headquarters. - If the Port Authority promotes and coordinates quality committees or groups with the port community.	There are currently two companies certified in these References. Forestal del Atlántico S.A. and Regasificadora del Noroeste S.A. - Types of conditions on quality of service provision and performance introduced in service prescriptions and granting conditions. In particular indicate:
They have not been established in this period. - If any initiative has been carried out aimed at streamlining merchandise inspection processes, such as signing protocols with other administrations, improving infrastructure linked to customs inspection, etc.	• If minimum performance is introduced in the service prescriptions and granting conditions in the loading/unloading and delivery/reception of goSDGs operations.
No content - If the Port Authority has prepared and submitted for approval Specific Service References.	These types of conditions have not been established in the service provision specifications. • If the requirement to have ISO 9001 certification is introduced in the service prescriptions and granting conditions.

PORT SERVICE	HEADLINE	SO CERTIFICATION
MOORING	Amarradores del Puerto de San Cibrao	-
	Amarradores del Puerto y Ría de Ferrol S.L.	ISO 9001:2015, ISO 14001:2015, ISO 45001:2018
	Boteros Amarradores del Noroeste S.L.	ISO 9001:2015, ISO 14001:2015, ISO 45001:2018
MERCHANDISE HANDLING	Endesa Generacion, S.A.	-
	Ferrol Container Terminal S.A	-
	Galigrain, S.A.	-
	Greenalia Logistics S.L.	ISO 9001:2015, ISO 14001:2015
	Pérez Torres Marítima, S.L.	ISO 9001:2015, ISO 14001:2015, ISO 45001:2018, ISCC, GMP+
	Terminales Marítimos de Galicia, S.L.	ISO 9001:2015
PRACTICE	Alúmina Española S.A.	-
	Practicos del Puerto y Ría de Ferrol, S.L.P.	ISO 9001:2015, ISO 14001:2015, ISO 45001:2018
WASTE RECEPTION	Forestal del Atlántico, S.A.	ISO 9001:2015, ISO 14001:2015, ISO 45001:2018, EMAS
	Marpol Ferrol S.L.	-
	Navantia, S.A.	-
TRAILER	Remolcadores de Ría de Ferrol, S.L.	ISO 9001:2015, ISO 14001:2015, ISO 45001:2018
	Sertosa Norte, S.L.	ISO 9001:2015, ISO 14001:2015, ISO 45001:2018

Table 32.- Port services licensee companies that have certifications in quality, environment and safety.

- If conditions aimed at achieving terminal specialization are introduced.

No

- Any other initiative that, in the opinion of the Port Authority, contributes to aspects linked to the concept of quality, such as optimization of time and space, merchandise traceability, compliance with delivery commitments or price competitiveness of the goSDGs. services provided at the port.

Since 2022, face-to-face inspections are being carried out in the services to ships and merchandise associated with the stops. Services provided by the Port Authority, by Service Operators, Port Administrations and Freight Terminals.

In January 2022, within the annual plan for audits, evaluations and inspections, an inspection was carried out according to the specific quality of service reference for Solids Bulk traffic.

In 2023, 5 scale inspections have been planned.

I-20 Number of concessionary or authorized companies and providers of Port services eligible for the bonus to encourage improvements in service quality. Volume of traffic represented by these companies

The companies Regasificadora del Noreste S.A. are eligible for bonuses to encourage service quality. and Forestry of the Atlantic

- Traffic volume for the year 2023 companies benefiting from the bonus: 3,310,078.01 Tons
- Percentage of total traffic: 39.23%

I-21 Description of the initiatives promoted by the Port Authority to receive and manage complaints or suggestions from end customers of the port, as well as to assess their degree of satisfaction with the services provided by the port

- Report whether the Port Authority has a specific service to receive and process complaints and suggestions from port users. If so, report on the following aspects

Processing procedure for complaints, initiatives and suggestions. This procedure is an adaptation of the Guide for the processing of complaints and suggestions of the AGE of the year 2013 to the casuistry of the APFSC.

- Mechanisms that the Port Authority has made available to port users to communicate complaints or suggestions. As they are:
- Existence of a specific web link on the Port Authority's page to make complaints or suggestions.
- Whether there is a specific contact person for this purpose and the contact details.
- Existence of specific forms in the offices of the Port Authority intended to formalize the processing of complaints and suggestions.
- Other initiatives.

Any citizen can access through the APFSC Web page, the section on Sustainable Management- Portal of the Management System, where both the Complaints Form and the system for presenting complaints or suggestions are available.

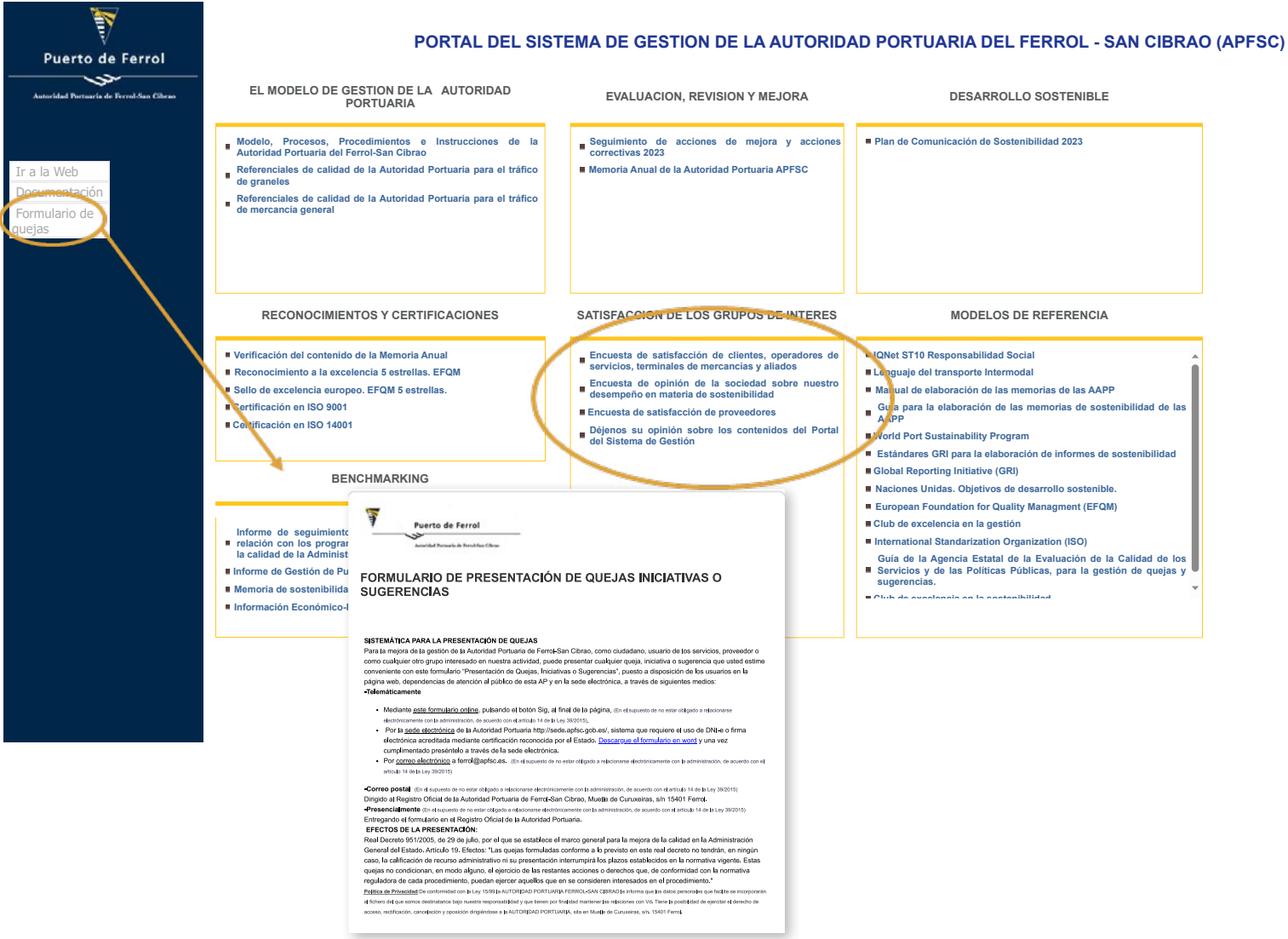


Figure 9.- Channel for submitting complaints or suggestions.

- Report on the number of complaints and suggestions received during 2023. Indicate the origin and most frequent cause of complaints, and the possible improvement actions adopted by the Port Authority.
- Inform if the Port Authority requires port operators to have a register of complaints and suggestions, or periodically evaluate the level of satisfaction of their customers.

In 2023 no complaints have been received.

- Report whether the Port Authority holds periodic meetings with port operators or users to evaluate the quality of service and gather complaints or suggestions.

Periodic inspections of services are carried out and the results are shared with the port operators and merchandise terminals, carrying out a cause analysis of the deviations detected and the opening of the corresponding actions.

APFSC customer satisfaction surveys include a battery of questions about the service and the price of those provided by the operators. This survey is sent to port users (shipping companies, shippers, freight terminals, etc.).

They are also requested to send to the APFSC the letters of protest and complaints received during the year. In 2023, the sending of this information to freight operators and terminals was not requested.



Indicator Code	Indicator Title	Description	Responsible	Year 2023
I0229	NUMBER OF CARDS PROTEST (SERVICES PROVIDED BY THE PORT)	Protest letters from ship captains in relation to the services provided by the APFSC	Operation department	Without reporting indicator in 2023

Table 33.- Protest letters (services provided by port)

- Report whether or not the Port Authority carries out port user satisfaction surveys.

To measure the satisfaction of interest groups, a methodology defined in the Procedure for Determination and Analysis of the Value Offer to Interest Groups has been established, which is summarized in the following flowchart.

PROCEDURE FOR DETERMINATION AND ANALYSIS OF THE VALUE OFFER TO STAKEHOLDERS

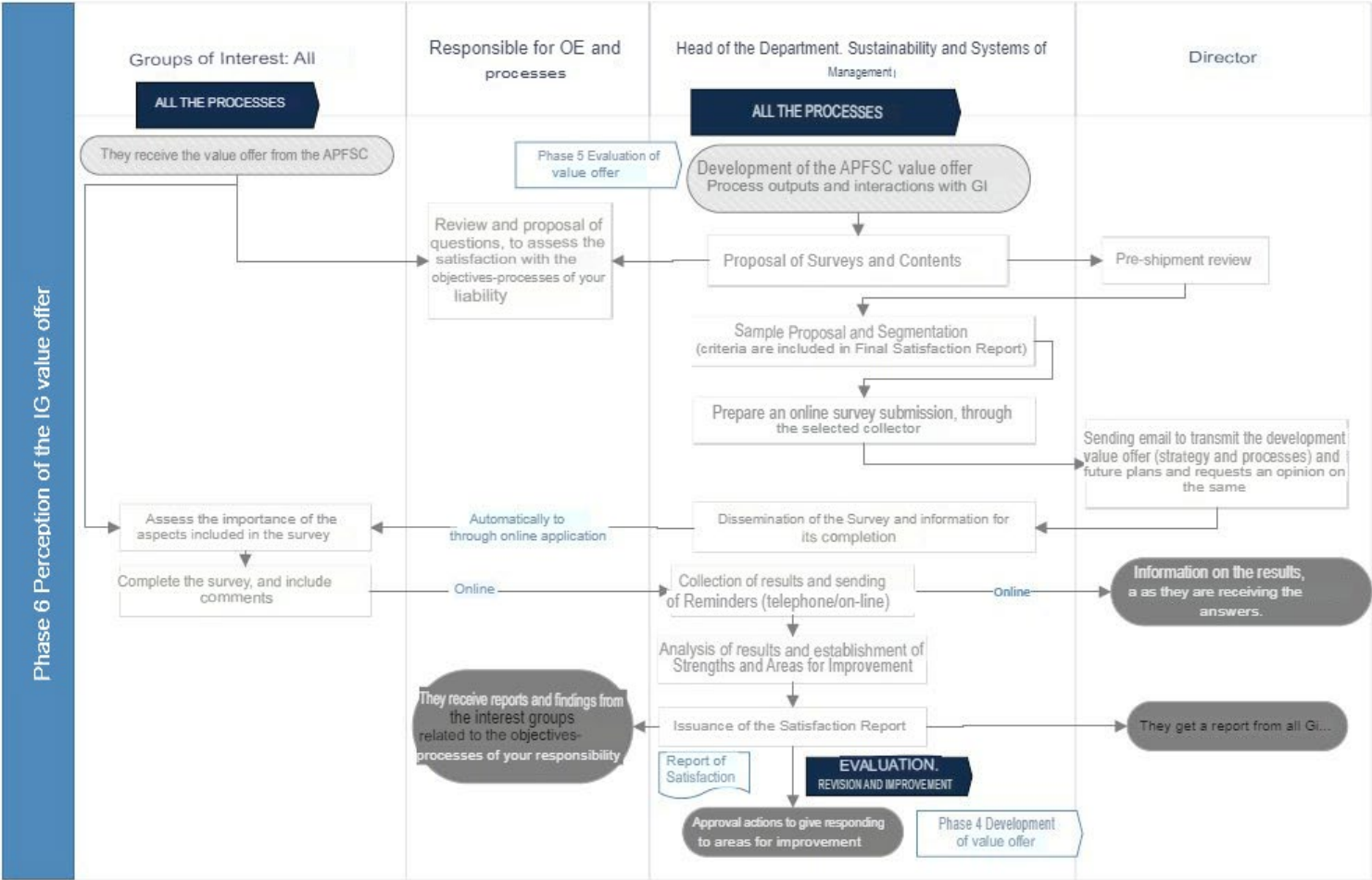


Figure 10.- Stakeholder Satisfaction Management Flowchart

If so, briefly report on the following aspects:

- Frequency with which the surveys are carried out.

Annually

- Target groups of the surveys (port operators, shipping companies, consignees, etc.)

The surveys are sent to: Shipping companies, Shippers, BrotherhoSDGs, Yacht Clubs, Service Operators, Logistics Operators, Concessionaires, Port Administrations, Freight Terminals.

- Aspects analyzed (adequacy of infrastructures, price, time, integrity of the merchandise, etc.)

Commercial action, Prices, Port Community Coordination, Concessions and authorizations, Licenses, Ship Services, Merchandise Services, Hours of Operation, Security and Protection, Innovation and Technology, Maintenance and Cleaning of Infrastructures and Facilities, Infrastructure Quality, Communications Terrestrial.

- Sample size, indicating the number of actual responses obtained.

Twenty responses were received from companies and organizations that represent more than 60% of port activity.

- Conclusions and improvement actions adopted

After sending surveys sent in the first quarter of 2024, the following results were obtained:

Survey Type	Result
SATISFACTION OF USERS AND ACTORS IN THE LOGISTICS CHAIN (I0001)	74.22 %
SATISFACTION OF KEY CUSTOMERS (I0184)	74.33 %

Table 34.- Result of the satisfaction surveys sent to users and stakeholders in the logistics chain and key customers in 2024.

STRENGTHS:

The questions with the best scores: Satisfaction >85% (4.25 points), and percentage of Satisfied and Very Satisfied > 80%.

IMPROVEMENT AREAS:

The questions with the worst scores: Satisfaction <70% (3.5 points), and percentage of Dissatisfied and Very Dissatisfied >10%.



								SCORE 2024 BY GI							
STRONG POINT (PF) AREA FOR IMPROVEMENT (AM)	ASK	% of Very satisfied+satisfied	% of Neither satisfied nor dissatisfied	% of Very dissatisfied+-dissatisfied	% satisfaction 2023	% satisfaction 2024	Variation 2023/2022	Port administrations	Shippers	Nautical	Clubs Fishermen's	Guilds Logistics operators	Port operators	Other users	Concessioned merchandise terminals
AM	Cleaning	26.32%	31.58%	42.11%	75.00%	55.79%	-19.21%			60.00%	30.00%		62.00%	40.00%	56.00%
AM	Conservation/State of facilities and infrastructure?	36.84%	31.58%	31.58%	68.75%	58.95%	-9.80%			60.00%	30.00%		70.00%	20.00%	56.00%
AM	Infrastructure Internal roads	40.00%	25.00%	35.00%	73.33%	59.00%	-14.33%		80.00%	60.00%	40.00%		64.00%	20.00%	60.00%
AM	Stowage fee	37.50%	50.00%	12.50%	70.00%	60.00%	-10.00%		80.00%						57.14%
AM	Infrastructure Surfaces	45.00%	25.00%	30.00%	83.33%	61.00%	-22.33%		80.00%	80.00%	50.00%		68.00%	20.00%	52.00%
AM	Railway Infrastructure	42.86%	35.71%	21.43%	72.00%	61.43%	-10.57%		80.00%	60.00%	60.00%		70.00%		20.00%
AM	Concession/authorization fees	34.62%	38.46%	26.92%	67.37%	61.54%	-5.83%		80.00%	60.00%	60.00%	20.00%	67.69%	40.00%	57.14%
AM	Security cameras	52.63%	26.32%	21.05%	81.43%	63.16%	-18.27%			60.00%	20.00%		72.00%	0.00%	76.00%
AM	Infrastructure Lighting	52.63%	21.05%	26.32%	78.75%	64.21%	-14.54%			80.00%	30.00%		74.00%	40.00%	60.00%
AM	License fees	36.00%	52.00%	12.00%	72.00%	64.80%	-7.20%		80.00%	60.00%	60.00%	20.00%	70.77%	60.00%	60.00%
AM	Infrastructure Access and stays of ships	45.00%	30.00%	25.00%	86.15%	65.00%	-21.15%		80.00%	60.00%	50.00%		72.00%	20.00%	64.00%
AM	Infrastructure Roads	50.00%	25.00%	25.00%	81.05%	65.00%	-16.05%		80.00%	80.00%	50.00%		70.00%	20.00%	64.00%
AM	Rest of rates/fees	33.33%	55.56%	11.11%	66.67%	65.56%	-1.11%		80.00%	60.00%	50.00%		68.89%	60.00%	65.00%
AM	Merchandise tax	48.00%	32.00%	20.00%	71.25%	65.60%	-5.65%		80.00%	60.00%	70.00%	20.00%	70.00%	40.00%	65.71%
AM	Pilotage fee	42.86%	42.86%	14.29%	62.50%	65.71%	3.21%		80.00%						63.33%
AM	Towing fee	42.86%	42.86%	14.29%	62.50%	65.71%	3.21%		80.00%						63.33%
AM	Vessel tax	52.17%	30.43%	17.39%	70.67%	66.09%	-4.58%		80.00%	60.00%	60.00%	20.00%	71.67%	20.00%	72.00%
AM	Are you satisfied with the channels for communicating to the APFSC any incidents regarding the conservation or cleaning of the facilities?	52.63%	21.05%	26.32%	80.00%	66.32%	-13.68%			60.00%	40.00%		74.00%	20.00%	72.00%
AM	fiber optic network	38.89%	50.00%	11.11%	76.92%	66.67%	-10.26%		80.00%	60.00%	60.00%		71.11%		60.00%
AM	Control of entry/exit of transport elements of port facilities	52.63%	26.32%	21.05%	84.62%	67.37%	-17.25%			60.00%	60.00%		68.00%	40.00%	76.00%
AM	Control of entry/exit of people from port facilities	57.89%	15.79%	26.32%	82.35%	67.37%	-14.98%			80.00%	50.00%		68.00%	40.00%	76.00%
AM	Security Coordination of activities	47.37%	42.11%	10.53%	80.00%	68.42%	-11.58%			60.00%	60.00%		74.00%	60.00%	64.00%
AM	Are you satisfied with the level of innovation/digitization of this procedure? Concessions and Authorizations	54.55%	27.27%	18.18%	75.56%	69.09%	-6.46%			60.00%	90.00%			40.00%	68.57%



								SCORE 2024 BY GI							
STRONG POINT (PF) AREA FOR IMPROVEMENT (AM)	ASK	% of Very satisfied+sa-tisfied	% of Neither satisfied nor dissatisfied	% of Very dis-satisfied+-dissatisfied	% satisfac-tion 2023	% satisfac-tion 2024	Variation 2023/2022	Port administrations	Shippers	Nautical	Clubs Fishermen's	Guilds Logistics operators	Port operators	Other users	Concessioned merchandise terminals
AM	What is your degree of satisfaction with the animal/plant health merchandise inspection service? (time, quality, material resources, human resources, etc.)?	61.54%	23.08%	15.38%	85.45%	69.23%	-16.22%					0%	73%		80%
AM	Port police surveillance	68.42%	10.53%	21.05%	82.50%	69.47%	-13.03%			40.00%	60.00%		70.00%	80.00%	76.00%
PF	Are you satisfied with the processing times of the services?	85.71%	14.29%	0.00%	78.33%	81.43%	3.10%	100.00%					82.22%		75.00%
PF	Are you satisfied with the platform to register as a user at the Port (PCS)?	92.86%	7.14%	0.00%	75.38%	81.43%	6.04%						82.22%		80.00%
PF	Are you satisfied with the clarity of the procedure to be followed from the request to the provision of the Service (documents, processing channels, internal/external responsibilities, etc.)? GoSDGs	84.62%	15.38%	0.00%	80.00%	81.54%	1.54%						85.00%		76.00%
PF	Are you satisfied with the scale processing platform (DUE)?	83.33%	16.67%	0.00%	80.00%	81.67%	1.67%	100.0%					82.5%		73.3%
PF	Security of ship operations (entry/exit, pilotage, towing, mooring, etc.)	84.21%	15.79%	0.00%	80.00%	82.11%	2.11%			60.00%	80.00%		86.00%	80.00%	80.00%
PF	What opinion do you have about the usefulness of the contacts that the sales department maintains with your company?	91.67%	8.33%	0.00%	81.67%	83.33%	1.67%		80.00%	80.00%	100.00%			100.00%	77.14%
PF	What is your opinion of the number of contacts that the sales department maintains with your company?	91.67%	8.33%	0.00%	83.33%	85.00%	1.67%		80.00%	80.00%	100.00%			100.00%	80.00%
PF	Are you satisfied with the kindness and professional preparation of the staff participating in this procedure? Licenses	90.91%	9.09%	0.00%	80.00%	85.45%	5.45%					80%	86%		

Table 35.- Areas of Improvement and strong points of the 2023 satisfaction report



8.1.8

INTEGRATION INTO THE TRANSPORTATION SYSTEM SUSTAINABLE MOBILITY

I-22 Current road and rail accesses, and actions planned to their improvement, as well as a description of the strategies adopted by the Port Authority to promote port intermodality railway in the fields of infrastructure, functional coordination and commercial management.

Actions were planned in 3 chapters, with the progress described below:

ACTIONS REGARDING RAIL ACCESSIBILITY WITH FINANCING BY THE FFTAP: OUTER PORT: RAIL ACCESS TO THE OUTER PORT

In 2023, the start of the execution of the work on the deep foundations was achieved on the viaduct, of pile-pile typology in sea and piles with pile caps on land, in addition to the micropiles necessary for the transition slab; In the tunnel, work began on the execution of concrete for the countervault, filling and starting walls, as well as the waterproofing of the vault. All of these works are necessary for the execution of the concrete lining, which also began in 2023 and represents the last phase in the execution of this infrastructure once its excavation and support is completed.

This chapter includes several lines that can be grouped as follows:• Obras: la principal es la de “Acceso

Ferrovial al Puerto Exterior”, con un presupuesto para el año 2023 de 29.603 miles de € (contrato principal y modificado), de los que se ejecutaron 14.151 miles de €, lo que representa un grado de cumplimiento del 47,80%.

- Regarding price review and settlement, the forecast of 7,294 thousand euros was not met, and 4,638 thousand euros were executed (63.59% of the forecast), due to the lower volume of investment executed.
- AA.TT. associated: the budget planned for 2023 was €1,118 thousand, with €537 thousand having been executed, which represents a degree of compliance of 48.03%, mainly motivated by low compliance in the execution of the works.
- Land acquisition: the planned budget for 2023 was €23 thousand, €2,054 thousand having been executed.

ACTIONS REGARDING RAILWAY ACCESSIBILITY WITHOUT CHARGE TO THE FFTAP: OUTER PORT

The 2023-2027 Investment Plan had a budget of 1,247 thousand euros for the “Internal Railway Network in Cabo Prioriño” action, organized mainly into three lines, corresponding to each of the works of the internal network. In 2023, the works of the third phase were completed, and the payment, for the three phases, of the exceptional price review derived from the application of Royal Decree-Law 3/2022, of March 1, which It established, among others, exceptional measures regarding price reviews in public works contracts. In 2023, 1,199 thousand euros were accrued, which represents, with respect to what was planned, a degree of execution of 96.15%. The deviation from the forecast is mainly due to the lower final cost compared to what was expected regarding the execution of the works in phase 3.

ACTIONS REGARDING RAILWAY ACCESSIBILITY WITHOUT CHARGE TO THE FFAT INNER PORT WITH MRR

The 2023-2027 Investment Plan previews the end of the project drafting phase of two of the planned actions (“Railway link and track yard Cerr. Norte: Waiting track in A Malata” and “Track renewal in the street principal”), the beginning of the execution of these works and the execution of the work of “Installation of a railway scale.” None of the three planned works began. In the case of the “Railway link and railway line Cerr. North: Waiting track in A Malata” and “Renewal of track on the main street” due to delays in the drafting and processing of the projects against the NoBo and the AsBo, and in the case of “Installation of a railway scale” by the scale supply times. Of the 1,120 thousand euros planned, 39 thousand were accrued, which represents 3.48% of the forecast.

INVESTMENTS MADE IN RAILWAY ACCESSIBILITY

Code	Description	Total budget	Certified as of 12/31/2022	Budget for 2023	Certified in 2023	Certificate at origin	Situation	Subven (1)	Objective (2)
ACTIONS REGARDING RAILWAY ACCESSIBILITY CHARGED TO THE FFTAP: OUTER PORT		112,520	48,510	38,038	21,380	69,890			
FS00145	RAIL ACCESS TO THE OUTER PORT	72,498	40,461	25,631	13,011	53,472	In progress	FEDER-REACT	13
FS00146	MODIFIED RAIL ACCESS	7,250	1,078	3,972	1,140	2,218	In progress	FEDER-REACT	13
FS00153	SETTLEMENT AND PRICE REVIEW	22,910	2,352	7,294	4,638	6,990	In progress	FEDER-REACT	13
FS00154	OTHER AA.TT. RAILWAY ACCESS WORKS TO THE OUTER PORT	1,180	196	313	100	296	In progress	FEDER-REACT	13
FS00155	AT MANAGEMENT AND COORDINATION, AND TECHNICAL AND EXECUTION CONTROL.	3,485	2,225	518	210	2,435	In progress	FEDER-REACT	13
FS00156	AT HEALTH AND SAFETY COORDINATION.	826	523	101	101	624	In progress	FEDER-REACT	13
FS00059	AT CONTROL OF MATERIALS AND TESTS.	771	542	87	55	597	In progress	FEDER-REACT	13



Code	Description	Total budget	Certified as of 12/31/2022	Budget for 2023	Certified in 2023	Certificate at origin	Situation	Subven (1)	Objective (2)
FS00157	AT ENVIRONMENTAL MANAGEMENT AND ADVICE.	775	507	99	71	578	In progress	FEDER-REACT	13
FS00177	LAND ACQUISITION	2,825	626	23	2,054	2,680	In progress	FEDER-REACT	13
ACTIONS REGARDING RAILWAY ACCESSIBILITY WITHOUT CHARGE TO THE FFTAP: OUTER PORT		7,343	6,143	1,247	1,199	7,342			
FS00149	INTERNAL RAILWAY NETWORK IN CABO PRIORIÑO. PHASE 1.	4,955	4,111	840	844	4,955	Completed	CEF	13
FS00148	INTERNAL RAILWAY NETWORK IN CABO PRIORIÑO. PHASE 2.	1,290	1,129	162	161	1,290	Completed	CEF	13
FS00150	INTERNAL RAILWAY NETWORK IN CABO PRIORIÑO. PHASE 3.	1,098	903	245	194	1,097	Completed	CEF	13
ACTIONS REGARDING RAILWAY ACCESSIBILITY WITHOUT CHARGE TO THE FFTAP INNER PORT WITH CHARGE TO THE MRR		7,515	5	859	39	44			
FS00058	RAILWAY LINK AND RAILWAY LINE CERR. NORTH: WAITING ROUTE IN A MALATA.	1,369	4	518	15	19	In progress	MRR	13
FS00064	ROAD RENOVATION ON THE MAIN STREET	6,146	1	341	24	25	In progress	MRR	13

Table 36.- Actions regarding railway accessibility carried out in 2023
Amounts in thousands of euros

(1) Subsidies		(2) Investment Objectives	
ERDF-REACT	European Regional Development Fund-REACT	1 Shelter	16 Other logistical activities
FCI	Interport Compensation Fund	2 Solids Bulk	17 Improves maritime accessibility
		3 Liquids Bulk	18 Lands
CEF	Connecting Europe Facility	4 General position	19 Environmental actions
		5 Containers	20 Energy efficiency
MRR	Recovery and Resilience Mechanism	6 Ro-Ro	21 Port-city
		7 Passengers on a passenger basis	22 Operational security (safety)
FEDER4	European Regional Development Fund-21-27	8 Cruise passengers	23 Security
		9 Fishing	24 Cultural
		10 Sports cars and boats	25 Customs services and paraguayan minors
		11 Other uses	26 Maritime signals
		12 Improves road accessibility	27 General services
		13 Improved railway accessibility	28Settlements
		14 Logistics activities area	29 Revisions
		15 Better intermodality	30 Other uses

PLANNED INVESTMENTS IN RAILWAY ACCESSIBILITY (2024-2025)

SPIN Code	Project	Subven (1)	Objecti-ve (2)	Total investment	Accumulated real as of 12/31/2022	Real 2023	2024	2025
ACTIONS REGARDING RAILWAY ACCESSIBILITY CHARGED TO THE FFTAP: OUTER PORT				120,091	48,873	21,385	30,156	19,676
FS00145	RAIL ACCESS TO THE OUTER PORT	FEDER REACT	13	72,498	40,461	13,011	19,026	0
FS00146	MODIFIED RAIL ACCESS	FEDER REACT	13	7,250	1,078	1,140	3,347	1,685
FS00206	COMPLEMENTARY RAILWAY ACTIONS		13	5,000	0	0	0	5,000
FS00153	SETTLEMENT AND PRICE REVIEW	FEDER REACT	13	22,910	2,352	4,638	5,924	9,996
FS00154	OTHER AA.TT. RAILWAY ACCESS WORKS TO THE OUTER PORT	FFATP	13	1,180	196	100	431	454
FS00155	AT MANAGEMENT AND COORDINATION, AND TECHNICAL AND EXECUTION CONTROL.	FEDER REACT	13	3,492	2,225	217	886	164
FS00156	AT HEALTH AND SAFETY COORDINATION.	FEDER REACT	13	826	523	101	101	101
FS00059	AT CONTROL OF MATERIALS AND TESTS.	FEDER REACT	13	771	542	55	87	87
FS00157	AT ENVIRONMENTAL MANAGEMENT AND ADVICE.	FEDER REACT	13	775	507	71	99	99
FS00177	LAND ACQUISITION	FEDER REACT	18	2,825	626	2,054	95	50
FS00158	MINOR WORKS ASSOCIATED WITH RAILWAY ACCESS	FEDER REACT	13	443	363	0	40	40
FS00208	CONTROL, COMMAND AND SIGNALING OF THE PORT NETWORK		13	2,120	0	0	120	2,000
ACTIONS REGARDING RAILWAY ACCESSIBILITY WITHOUT CHARGE TO THE FFTAP INNER PORT WITH CHARGE TO THE MRR				10,936	10	39	2,247	8,640
FS00058	RAILWAY LINK AND RAILWAY LINE CERR. NORTH: WAITING ROUTE IN A MALATA	MRR	13	1,373	9	15	1,350	0
FS00064	ROAD RENOVATION ON THE MAIN STREET	MRR	13	6,146	1	24	655	5,465
FS00205	PROVISION OF THIRD WIRE AND ADAPTATION OF INTEROPERABILITY CRITERIA ON THE ACCESS ROADS TO THE PORT OF FERROL (ACTIONS IN ITS SERVICE AREA)	MRR	13	3,175	0	0	0	3,175
FS00063	INSTALLATION OF A RAILWAY SCALE	MRR	13	242	0	0	242	0

Table 37.- Planned actions regarding railway accessibility for the years 2024-2025

Amounts in thousands of euros			
(1) Subsidies		(2) Investment Objectives	
ERDF-REACT	European Regional Development Fund-REACT	1 Shelter	16 Other logistical activities
FCI	Interport Compensation Fund	2 Solids Bulk	17 Improves maritime accessibility
		3 Liquids Bulk	18 Lands
CEF	Connecting Europe Facility	4 General position	19 Environmental actions
		5 Containers	20 Energy efficiency
MRR	Recovery and Resilience Mechanism	6 Ro-Ro	21 Port-city
		7 Passengers on a passenger basis	22 Operational security (safety)
FEDER4	European Regional Development Fund-21-27	8 Cruise passengers	23 Security
		9 Fishing	24 Cultural
		10 Sports cars and boats	25 Customs services and paraguayan minors
		11 Other uses	26 Maritime signals
		12 Improves road accessibility	27 General services
		13 Improved railway accessibility	28Settlements
		14 Logistics activities area	29 Revisions
		15 Better intermodality	30 Other uses



I-23 Description of the strategies adopted by the Port Authority to promote the traffic that is served through the road loading and unloading operations (ro-ro).

PLANNED INVESTMENTS TO BOOST RO-RO TRAFFIC (2024-2029)

Code SPIN	Project	Subv.(1)	Obj. (2)	Total investment	Cumulative actual as of 12/31/2022	Real 2023	2024	2025	2026	2027	2028	2029 and following
FS00057	THIRD RO-RO RAMP		06	3,435	0	0	0	0	0	0	0	3,435

Table 38.- Planned investments to boost the traffic that is served by rolling loading and unloading

Amounts in thousands of euros

(1) Grants

FFAT Financial Fund for Land Port Accessibility

FCI Interport Compensation Fund

CEF Connecting Europe Facility

MRR Recovery and Resilience Mechanism

(2) SPIN Investment Objectives

01 Shelter	11 Other uses	21 Port City
02 Solids Bulk	12 Improves road accessibility	22 Operational safety (safety)
03 Liquids Bulk	13 Improves railway accessibility	23 Security
04 General position	14 Logistics activities area	24 Cultural
05 Containers	15 Improves intermodality	25 Customs and para-customs services
06 Ro-Ro	16Other logistics activities	26 Maritime signals
07 Passenger on a passenger basis	17 Improved maritime accessibility	27 General services
08 Cruise passengers	18 Land	28 Settlements
09 Fishing	19 Environmental actions	29 Reviews
10 Sports cars and small boats	20 Energy efficiency	30 Others

I-24 evolution in the last three years of the percentage of merchandise that enters and leaves the port by rail, in relation to the traffic served by road and rail; as well as evolution in the last three years of the percentage of sea merchandise that enters and leaves the port through rolling loading and unloading operations, in relation to the total general sea import-export mercha

	2019	2020	2021	2022	2023
TOTAL PORT AUTHORITY TRAFFIC (TONS)	11,183,384	10,034,625	9,963,559	11,796,239	8,437,276,43
RAIL TRAFFIC	6,852	0	0	0	0
% RAIL TRAFFIC	0.06%	0%	0%	0%	0%
RO-RO TRAFFIC (TONS)	50,936	46,909	43,942	23,858	19,120
%RO-RO	0.46%	0.47%	0.44%	0.20 %	0.23%

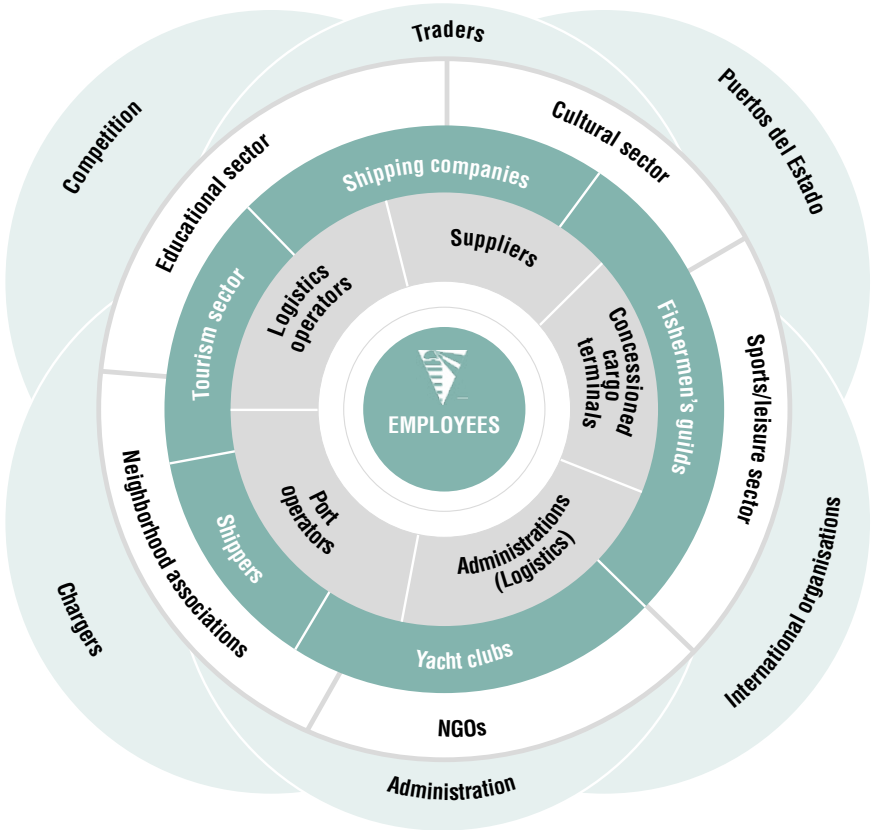
Table 39.- Evolution of total traffic by rail and RO-RO

8.1.9 INSTITUTIONAL COMMUNICATION

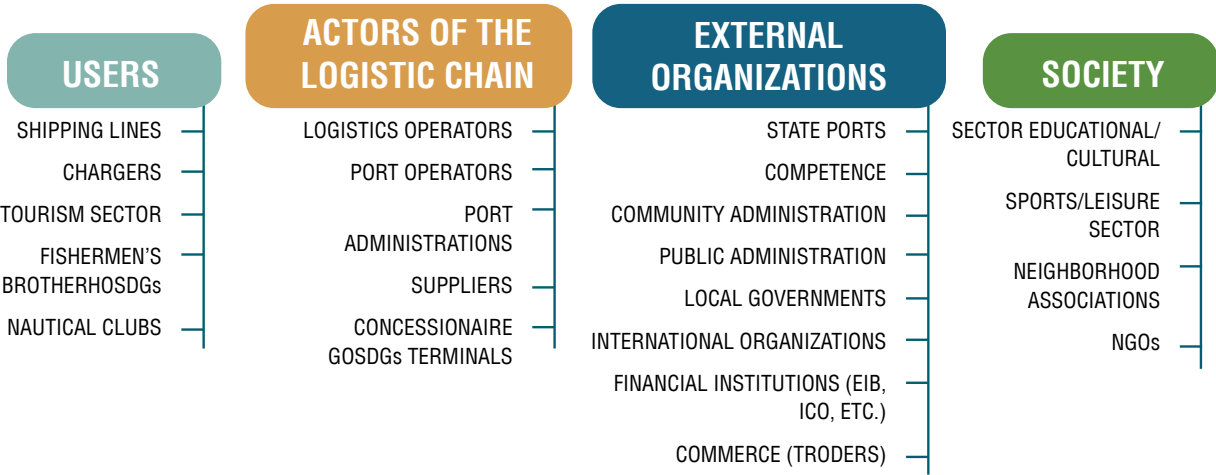
(2-25), (2-26), (2-28), (2-29), (413-1)

I_25 LIST OF STAKEHOLDERS IDENTIFIED BY THE PORT AUTHORITY.

PAFSC STAKEHOLDERS AND RELATIONSHIP/IMPACT SCHEME.



COMMUNICATION CHANNELS



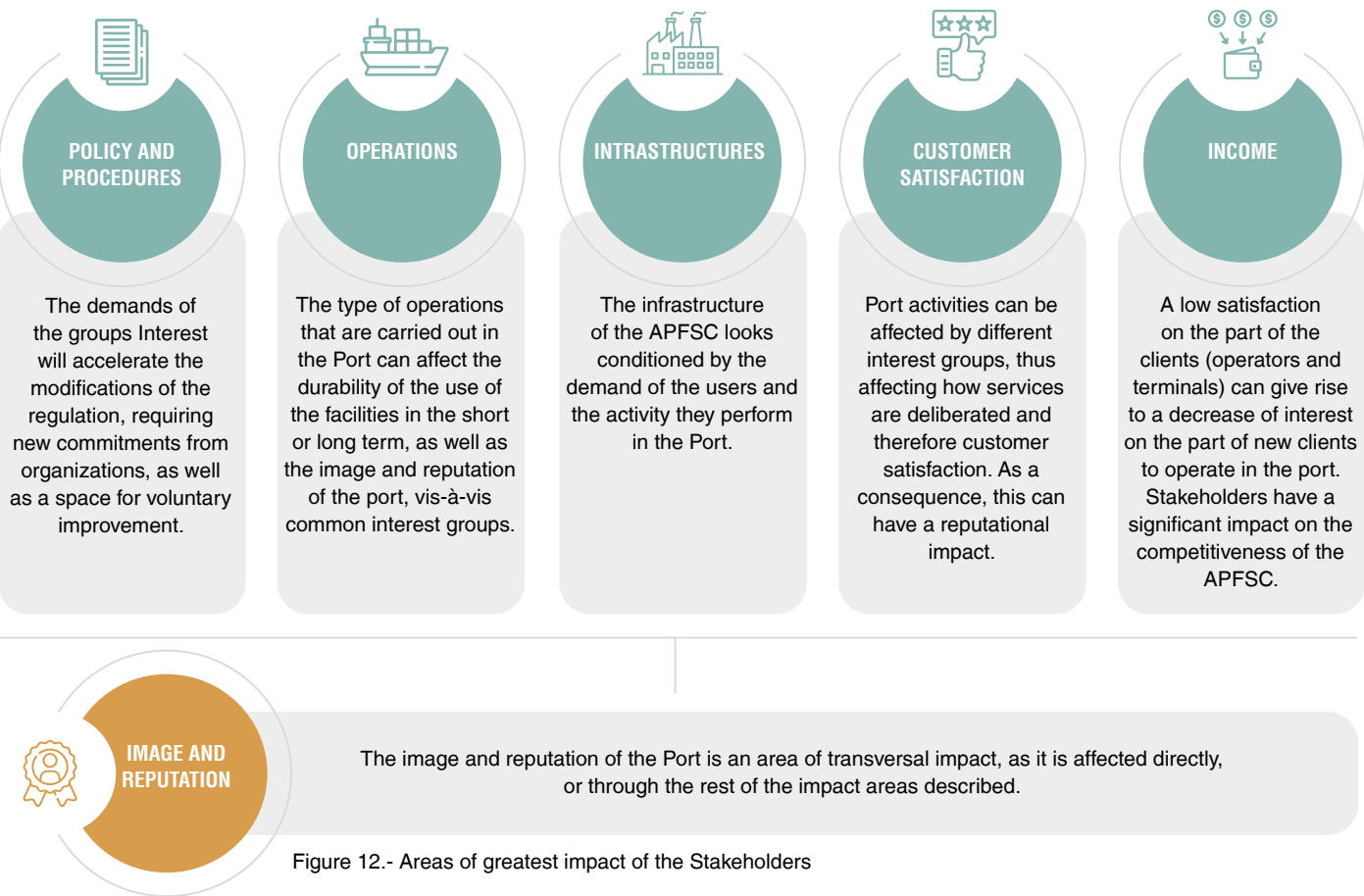
EMPLOYEES: Not included in the prioritization analysis due to being an internal interest group. However, if its importance in influence in the different areas of impact of the APFSC is considered.

Figure 11.- APFSC Interest Groups and their relationship scheme



PRIORITIZATION OF GI:

After the evaluation of the impacts of the Interest Groups in the following areas:



WE PROCEED TO THEIR PRIORITIZATION:

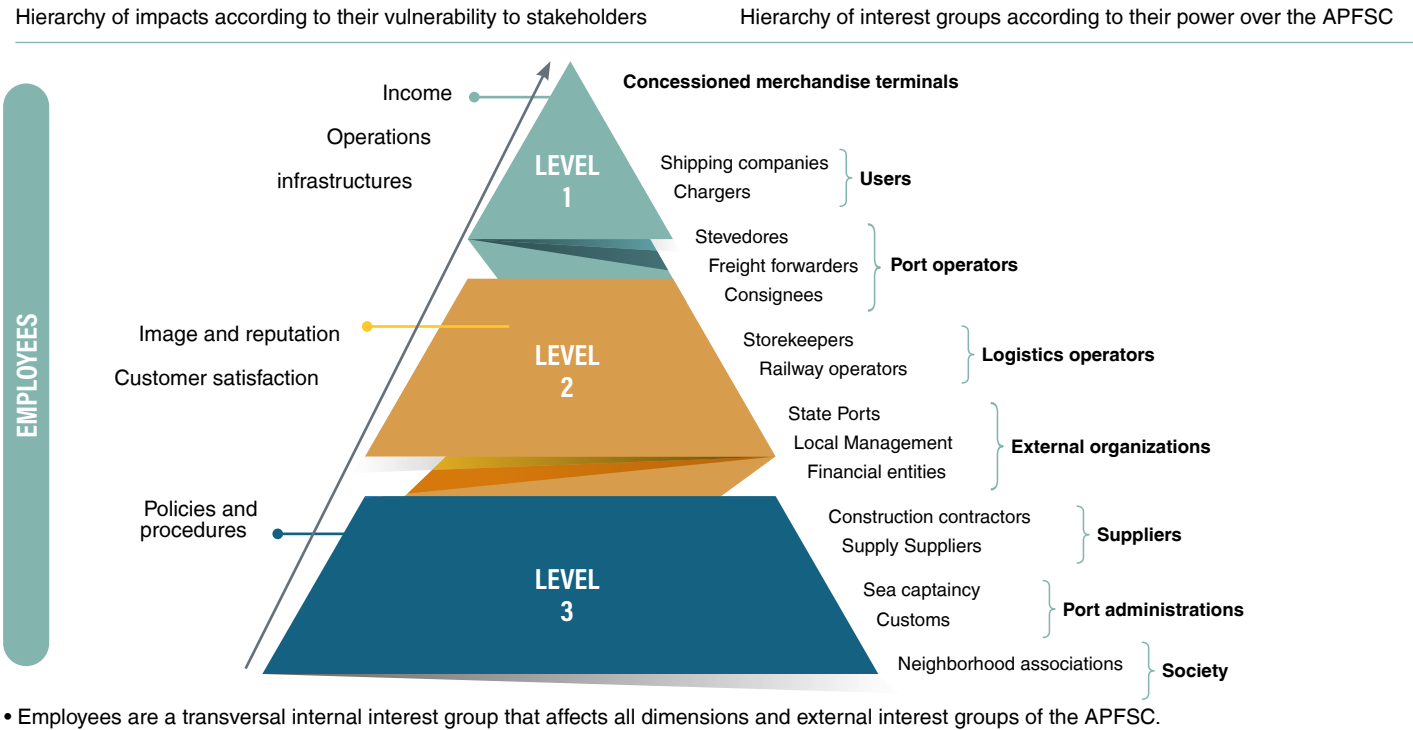


Figure 13.- Prioritization according to Impact Areas and Interest Groups

I-26 Communication scheme with stakeholders and participation model for them.

The management of the relationship with the APFSC's stakeholders is carried out through the sustainable development process:

SUSTAINABLE DEVELOPMENT

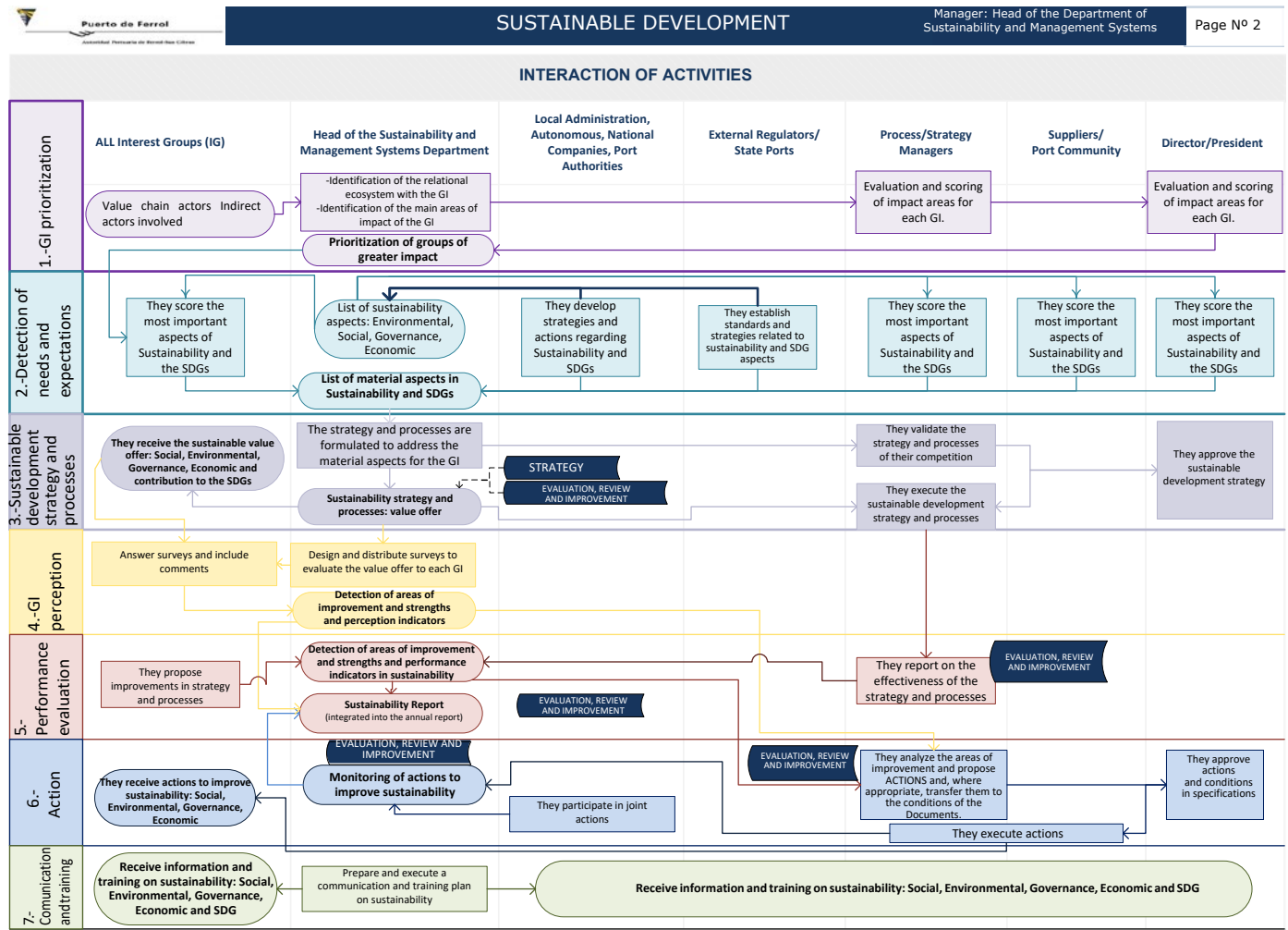


Figure 14.- Flowchart of the Sustainable Development process

The communication channels established with the Interest Groups are:

	DEFINITION	PROCESS	COMMUNICATION CHANNELS
SUPPLIERS	Level 2 and 3. Companies that provide infrastructure, supplies and services, mostly long-term contracts (large projects, electricity supply, maintenance, etc.).	Infrastructure and facilities management/ administrative management and contracting	Electronic office Meetings Telephone E-mail
LOGISTICS OPERATORS	Responsible for the implementation and maintenance of the supply chain.	Management, coordination and control of traffic and services.	DUE, DUA, GISWEB, logistics platforms, web page, electronic office, email
PORT OPERATORS	Entities authorized to provide Port services whose Performance tries to coordinate and monitor port operations	Services provided by private companies	Electronic headquarters Meetings Telephone E-mail DUE, Gisweb
ADMINISTRATIONS INVOLVED IN LOGISTICS	Decentralized management bodies (customs, health, border police, civil guard and maritime captaincy)	Management, coordination and control of traffic and services.	Meetings, email, DUE and DUA
CONCESSIONED MERCHANDISE TERMINALS	Companies that manage the set of facilities in a port where the loading and unloading of various products takes place	Management, coordination and control of traffic and services.	DUE, DUA, GISWEB, logistics platforms, web page, electronic office, email

	DEFINITION	PROCESS	COMMUNICATION CHANNELS
SHIPPING COMPANIES	Companies transporting goSDGs and materials through ships.	Business development and alliances/ Authorizations	Meetings, telephone, email, website and electronic headquarters (occasional)
TOURISM SECTOR	Transportation of people.		
CHARGERS	Merchants who ship merchandise in one port to be transported and sold in another.		
FISHERMEN'S GUILDS	Representation of fishing vessel owners, whose objective is to satisfy the needs of its partners.	Sent, coordination and control of traffic and services.	Electronic headquarters, meetings, telephone and email
YACHT CLUB	Sports club specifically dedicated to the practice of nautical activities.		

	DEFINITION	PROCESS	COMMUNICATION CHANNELS
STATE PORTS	Public business entity under the Ministry of Transport, Mobility and Urban Agenda of Spain, with overall responsibility for the state port system	Business Development and Alliances / Administrative management and contracting / Economic and Financial Management	Platforms/applications ccn Puertos del Estado: Hyperion (business plan, financial economic information, etc). Maritime signals, targets. Email, meetings and phone.
COMPETENCE	The state port sector contributes close to 20% of the GDP of the transport sector, as well as 1.1% of Spanish GDP.		
COMMUNITY ADMINISTRATION	Public administrations at different levels: General, regional, local and instrumental.		
PUBLIC ADMINISTRATION	Regarding community administration, this is any set of communities that make up the common entity and the differences between them, at the State or European Union level.		
LOCAL MANAGEMENT			
TRADE (TRADERS)	Commercial managers of the entry and exit flow of import and export through vessels.	Business development and Alliances / Administrative management and contracting	Platforms/applications ccn Puertos del Estado: Hyperion (business plan, financial economic information, etc). Maritime signals, targets. Email, meetings and phone.
FINANCIAL ENTITIES	Any entity or group whose objective and purpose is to offer services of a nature (for example, ESA, ICO, BCE...).		
INTERNATIONAL ORGANIZATIONS	Intergovernmental organizations involved in customs matters such as (classification, origin, supply chain security, facilitating trade and resolving disputes)		

	DEFINITION	PROCESS	COMMUNICATION CHANNELS
EDUCATIONAL AND CULTURAL SECTOR	Interest groups that benefit through education, culture, sports and leisure through the facilities, operations and activities of the APFSC, as well as its employees.	Sustainable Development	Actions of the APFSC, sustainability report and exhibitions
SPORTS AND LEISURE SECTOR			
NEIGHBORHOOD ASSOCIATION	Close to the APFSC, those citizens who are directly impacted by the Port.		
NGO'S	Non-profit organizations that put pressure on the APFSC to carry out their activity with the least possible economic impact (environmental and social).		

ECOSYSTEM: COMMUNICATION CHANNELS

	Mail: Direct messaging via email ferrol@apfsc.es
	Online surveys: Questionnaires made to interest groups, via email or other means in order to reach interest groups.
	Web page: Open access to the web page for all interested interest groups.
	Logistics platforms: Relationship between the different logistics operators, through activities related to logistics and merchandise distribution.
	Single customs document (DUA): Merchandise exchanges (imports and exports).
	Social Networks: Communication about social events, for example exhibitions.
	Meetings: From committees to relationships with interest groups in person.
	Telephone: Direct contact open to the public.
	Employee portal: intranet.

	Single Document of Call (DUE): Legislative document for ports and other administrations. Procedures related to the Scale (vessel, merchandise, passengers, crew, etc.).
	Gisweb: Geoportal of port and call data of the Port of Ferrol, for public use, via intranet and specific information for operators.
	Port Community (P.S.Js): Electronic platform that connects different actors in the Port logistics chain.
	Visits: Public interest, for example, for professional or university training.
	Exhibitions: Demonstration events of face-to-face activity.
	Media: Press.
	Electronic office: Administrative procedures.

Figure 15.- Communication channels with Stakeholders

As a result of the interviews, we were also able to establish a hierarchy of actions to be faced in the coming years:

VALUE OFFER OF THE APFSC TO ITS STAKEHOLDERS

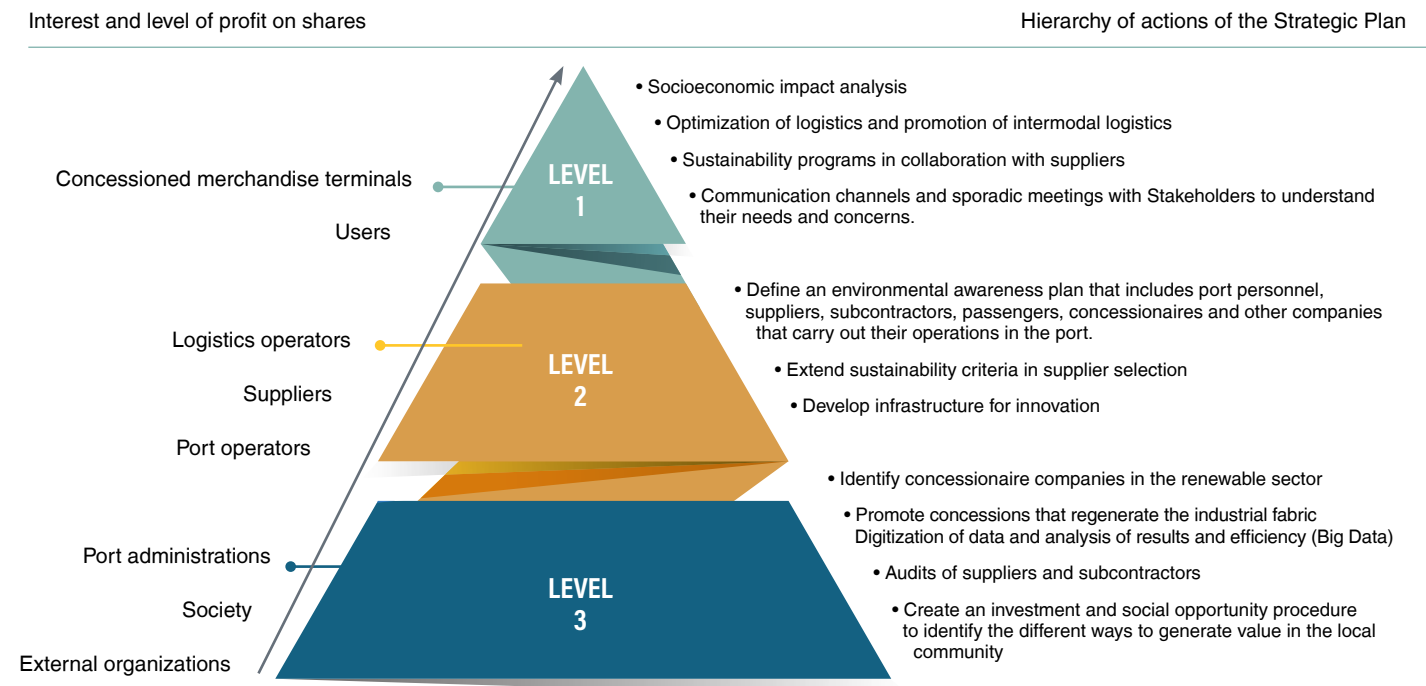


Figure 17.- Hierarchy of actions to be carried out in the coming years

We are working to advance those priority actions for our Stakeholders, incorporating them into our 2024 Objective Plan.

I-27 Main concerns or concerns of stakeholders.

In the year 2022, 17 interviews were held with the main representatives of the priority Stakeholders, as a result of these interviews we were able to assess the degree of involvement of the Stakeholders in sustainability issues, to determine the focus of the actions of the APFSC with each Interest Group:

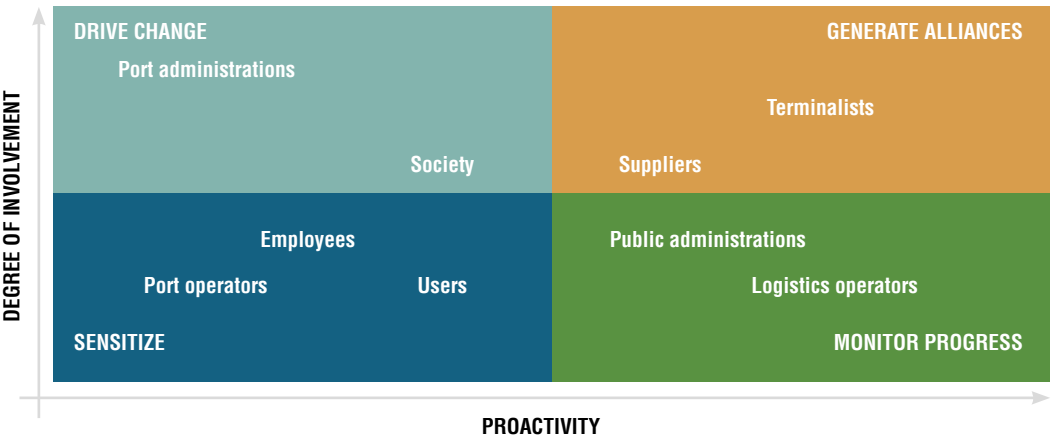


Figure 16.Degree of involvement of Stakeholders and Priority Actions

SATISFACTION OF STAKEHOLDERS WITH THE VALUE OFFER:

At the same time, we have adapted our satisfaction surveys to align them with the value offer designed, with the following results:

Survey Type	Result
SATISFACTION OF USERS AND ACTORS IN THE LOGISTICS CHAIN (I0001)	74.22%
SATISFACTION OF KEY VALUE CHAIN STAKEHOLDERS (I0184)	74.33%
STAFF SATISFACTION (I0026)	59.43%
SUPPLIER SATISFACTION (I0172)	84.27%
SATISFACTION OF ALL THE GI IN THE SUSTAINABLE PERFORMANCE OF THE APFSC (I0122) (*)	78.12%

(*) Measurement of November 2023

Table 40.- Results obtained in the Satisfaction surveys of the different Interest Groups



- Agreement between the Ribadeo City Council and the Ferrol-San Cibrao Port Authority for the maintenance and conservation of the road to the lighthouse until its final transfer to the city council.
- Agreement between the Xove City Council and the Ferrol-San Cibrao Port Authority for the maintenance and conservation of the access road to the Roncadoira lighthouse.
- Agreement between the Cervo City Council and the Ferrol-San Cibrao Port Authority for the construction of a marine wildlife observatory and an environmental exhibition area at Punta Atalaya.
- Agreement between RENFE and the Ferrol-San Cibrao Port Authority for the protection of the level crossing at p.k. 2/524 of the access branch to the PORT OF FERROL and the naval arsenal, at its intersection with the north access road to the same port.
- Agreement between the Directorate General of Merchant Marine and the Ferrol-San Cibrao Port Authority on the transfer of land for the construction of the new headquarters of the Maritime Authority in the PORT OF FERROL.
- Agreement between ADIF and the Ferrol-San Cibrao Port Authority for the management of operations on the railway network in the PORT OF FERROL.
- Agreement between ADIF, Puertos del Estado, and the Ferrol-San Cibrao Port Authority for the connection of the railway infrastructures of the port of general interest of Ferrol with the railway network of general interest managed by the public business entity Administrator of Railway Infrastructures.
- Agreement between the General Inspection of Development and the Ferrol-San Cibrao Port Authority for the transfer of use of a building for the installation of district maritime offices in Ribadeo-Lugo.
- Agreement between the Foundation for the Promotion of Naval Construction and Maritime Activities (EXPONAV) and the Ferrol-San Cibrao Port Authority for the creation and maintenance of the room “The Ferrol Port Authority and Navigation Aid Systems” in the Naval Construction Museum.
- Agreement between the State Tax Administration Agency and the Ferrol-San Cibrao Port Authority for the collection through executive means of public resources from this Port Authority.
- Legal assistance agreement between the General State Administration and the Ferrol-San Cibrao Port Authority.
- Agreement on good environmental practices between the Ferrol-San Cibrao Port Authority and Regasificadora del Noroeste S.A.
- Agreement on good environmental practices between the Ferrol-San Cibrao Port Authority and Forestal del Atlántico S.A.
- Standard agreement between the University of A Coruña and the Ferrol-San Cibrao Port Authority for undergraduate and postgraduate student internships.
- Agreement between the Galician Infrastructure Agency and the Ferrol-San Cibrao Port Authority to promote sustainable mobility on the waterfront.
- Agreement between the College of Civil Engineers, Canals and Ports and the Ferrol-San Cibrao Port Authority for the endorsement of professional work.

CRUISE LINES INTERNATIONAL ASSOCIATION (CLIA)

Member of the Cruise Lines International Association (CLIA). It is the largest association within the cruise industry, with representation in South and North America, Europe, Asia, Australia, and New Zealand.

NORTHWEST BUSINESS INITIATIVE (IEN FOR EUROPE)

A multisectoral business association founded in 1993 with the aim of promoting the common defense of entrepreneurs within the territorial scope of the Spanish state and facilitating access to European Union (EU) policies, promoting any measures deemed appropriate to optimize the interests of its associated members.

CONFEDERATION OF EMPLOYERS OF FERROLTERRA, EUME, AND ORTEGAL (COFER)

A professional organization of a confederative and intersectoral nature, established for the coordination, representation, management, promotion, and defense of general and common business interests, endowed with legal personality and full capacity to act in the fulfillment of its purposes.

Among other goals, it aims to:

- Promote and defend the system of private initiative and free-market economy, considering private enterprise as a fundamental nucleus of wealth creation and service provision to society, and therefore deserving of the consideration and respect that the social importance of its purposes warrants.
- Foster the country's economic development as a means to achieve an increasingly just social situation.
- Represent and defend the general and common interests of businesses.

CRUISEEUROPE

An association of cruise ports and destinations in northern and Atlantic Europe. With around 140 members in over

20 countries, it seeks to increase their respective cruise traffic.

FOUNDATION FOR THE TECHNOLOGICAL INSTITUTE OF FEED (FITP)

A foundation within the scope of AGAFAC, the Galician association of feed producers, which are products of great commercial interest due to their enormous port traffic.

LOGISTICS FUNCTION CLUSTER OF GALICIA

Created with the intention of promoting the Galician logistics sector from within, understanding that the effort not only benefits companies in the sector but also provides a competitive advantage for the entire region's economy.

ASSOCIATION OF METALLURGICAL INDUSTRIALISTS OF GALICIA (ASIME)

Comprising more than 600 associated companies representing activities in the automotive, metalworking and transport sectors; naval, maritime, and marine energies; constructions and metal structures; aeronautics; aluminum: extrusion, carpentry, and enclosures; elevators and lifting systems; complementary services: logistics, information and communication systems.

WINDEUROPE

A trade association representing the interests and supporting the growth of the wind industry in Europe, being one of the largest promoters of wind energy in Europe, through which Galician companies participate in key events and networking opportunities at the European level.

GALICIAN OFFSHORE ENERGY GROUP (GOE)

Founded by Asime to boost the offshore wind sector and identify opportunities, market expectations, and joint action paths.

Currently, 40 companies are part of the GOE, showcasing the capacity of the Galician industry for the construction of wind turbines as well as the construction and conversion of ships for exploration, drilling, installation, and maintenance of offshore fields, production and transportation systems, or design and engineering.



8.1.10

COMMERCIAL PROMOTION

I-30 Description of the initiatives promoted by the Port Authority for the commercial promotion of the port. Reference to target sectors and possible field work carried out for market research.

FAIRS

During the year 2023 we have attended multiple fairs focused on different sectors such as cruises, freight traffic, wind power,..., and participated with a stand in the following:

- Seatrade Cruise Global, in Miami - cruises
- Expomar, in Burela - fishing
- Transport Logistic, in Munich – merchandise
- BreakBulk Europe, in Rotterdam – merchandise
- Seatrade Cruise Europe, in Hamburg – cruises



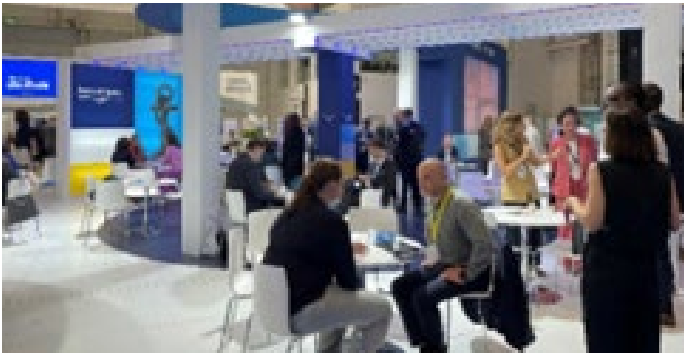
EXPOMAR



SEATRADE CRUISE GLOBAL



TRANSPORT LOGISTIC



SEATRADE CRUISE GLOBAL

Figure 18 Attendance at Fairs

OURNEYS

- On March 14 we organized the conference “Intermodality in PORT OF FERROL: a Competitive, Innovative and Environmentally Responsible transport option”, promoted by the CEF program.
- On November 28, the III Puerto Empresa Conference “Decarbonization of the energy system” was organized at the CIS of A Cabana, which was attended by more than 200 people, with first-rate speakers.



Figure 19 Conference organized by the APFSC



Figure 20 Business Port Day 2023

The actors in the logistics chain of the APFSC have rated their satisfaction very positively in terms of the actions undertaken by the Port

QUESTION ASKED	RESULTADO
AVERAGE IMPORTANCE OF THE PRESENCE OF THE APFSC IN TRADE, LOGISTICS AND PORT FAIRS/EVENTS	76.67%
AVERAGE OF HOW DO YOU ASSESS THE LEVEL OF PRESENCE OF THE APFSC IN SECTORAL FAIRS?	73.33%
AVERAGE OF HOW DO YOU ASSESS THE UTILITY OF THE PARTICIPATION OF THE APFSC, FOR THE USERS AND ACTORS OF THE LOGISTICS CHAIN OF THE APFSC?	80.00%

Table 41.- Score obtained in the surveys carried out on the actors of the logistics chain on commercial action

I-31 Amount of expenses destined to commercial promotion of the port, expressed as total expenses and as a percentage in relation to operating expenses.

No information available



8.1.11

INSTITUTIONAL COMMITMENT

I-32 DESCRIPTION OF COMMUNICATION PROJECTS AND SERVICE PROVISION THROUGH THE INTERNET OR OTHER TELEMATIC MEANS, INTENDED TO OPTIMIZE MANAGEMENT PROVISION, PROVIDE INFORMATION TO STAKEHOLDERS, OR ALLOW THE MANAGEMENT ADMINISTRATIVE OF CUSTOMERS OR SUPPLIERS.

- Management of services and access to information based on Information and Communication Technologies
 - Inform of the catalog of electronic services that the Port Authority makes available to port users, and to citizens in general, through its electronic headquarters or its web page.

Catálogo de trámites

TRÁMITES DESTACADOS	
★ Solicitud de Servicio Marítimo	
★ Reclamación de responsabilidad patrimonial	
★ Patrocinio de las VI Jornadas de Gestión Documental y Archivos Portuarios	
★ Acceso a la infraestructura ferroviaria	
★ Solicitud de concesión de dominio público portuario	
★ Solicitud de autorización de dominio público portuario	

A. DOMINIO PÚBLICO	J. ECONOMÍA Y FINANZAS
B. CONTRATACIÓN	K. EMPLEO
C. OPERACIONES Y SERVICIOS PORTUARIOS	L. NEGOCIACIÓN COLECTIVA
D. TASAS PORTUARIAS	M. TRANSPARENCIA
E. AVALES Y GARANTÍAS	N. PROTECCIÓN DE DATOS
F. EVENTOS Y ACTIVIDADES AJENAS A LAS OPERACIONES PORTUARIAS	O. ACCESIBILIDAD SITIOS WEB
G. SEGURIDAD Y PREVENCIÓN DE RIESGOS	P. ORGANIZACIÓN DE LA APFSC
H. MEDIOAMBIENTE	Q. TRÁMITES GENERALES
I. RECURSOS Y RECLAMACIONES	

Figure 21.- Catalog of procedures from the Electronic Office

- Inform whether the Port Authority makes an open data catalog available to the citizen, and what type of data is accessible (In the framework of the Plan for the Reuse of Information of the Public Sector, Royal Decree 1495/2011).

No information available

- Security in the provision of services based on Information and Communication Technologies.

- Inform whether the Port Authority has a business continuity plan in the area of Information and Communication Technologies.

No information available

- Inform whether the Port Authority has a contingency plan for Information and Communication Technologies

No information available

- Inform about the initiatives developed in the field of cybersecurity.

No information available

- Quality in the provision of services based on Information and Communication Technologies.

- Inform whether the Port Authority has implemented any specific methodology aimed at guaranteeing quality in the provision of Information and Communication Technology services.

PROCEDURE: INVENTORY, ICT MAINTENANCE PLAN AND MAINTENANCE EXECUTION

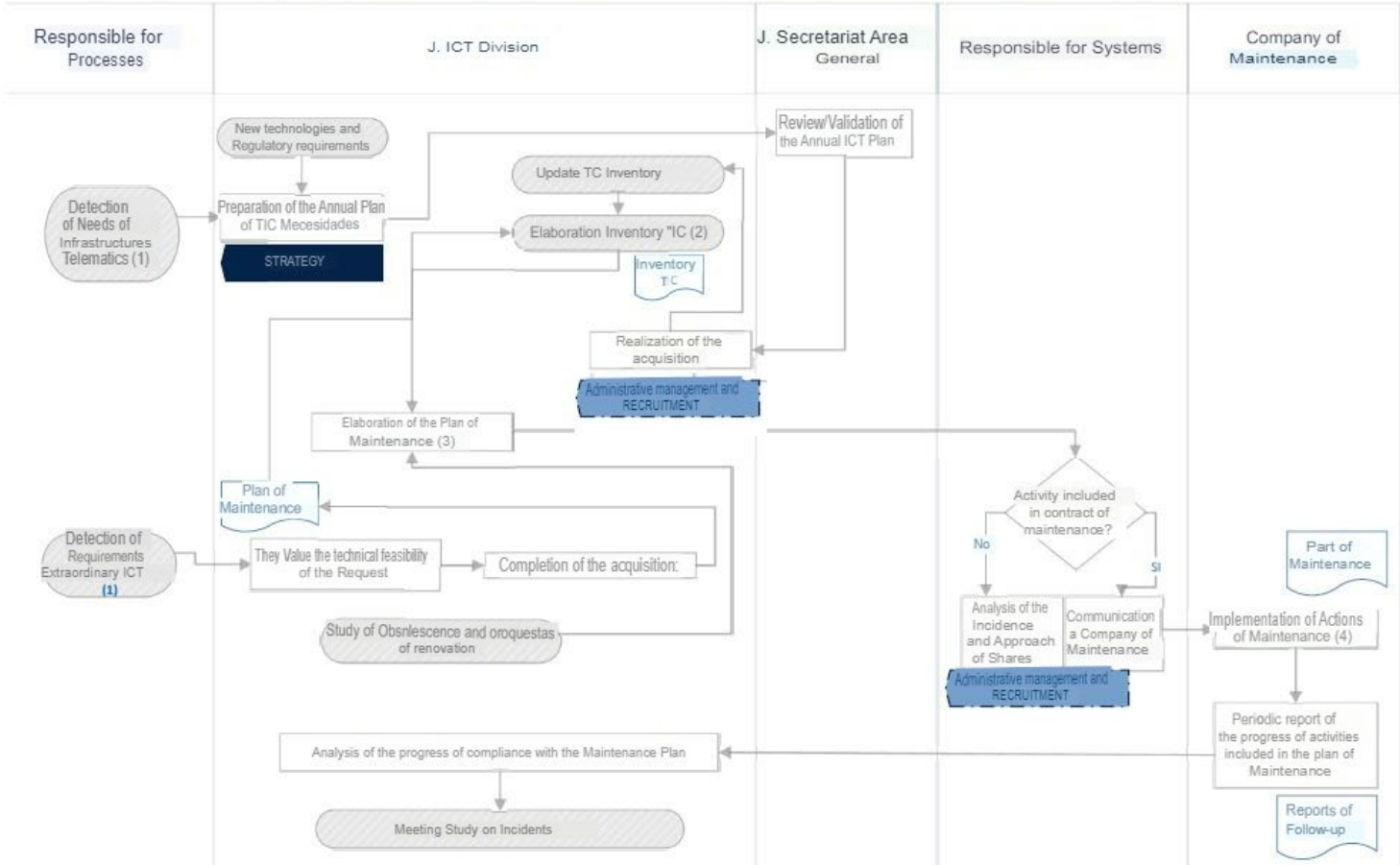


Figure 22.- Information and Communication Technologies Process Flowcha

- Inform whether the Port Authority has implemented quality assessment indicators in the provision of services Information and Communication Technology services.

Three indicators of the Information and Communication Technology process have been included in the scorecard:

Indicator code	Indicator title	Ud.	2023
I0168	Compliance with the Information and Communication Technology (ICT) Plan	%	Information not available
I0113	Compliance with the Telematics Infrastructure Maintenance Plan	%	Information not available
I0165	Deviation in term in the resolution of Incidents in telematics and communications infrastructures (expected average term 5 days)	Días	Information not available

Table 42.- Information and Communication Technology Indicators

- Smart port
 - Report on the initiatives developed by the Port Authority in the field of Smart Ports.

No information available.



I-33 R+D+I projects promoted by the Port Authority or in which it actively participates, their objectives and achievements, and institutions with which it collaborates in these projects. Total economic resources allocated to this concept: expenses and investments, expressed as totals in euros and as respective percentages of the total expenses and investments of the Port Authority

No information available

I-34 Foundations, cultural initiatives, courses, seminars, teaching programs or other social programs promoted or supported by the port authority and total economic resources dedicated: expenses and investments, expressed as totals in euros and as respective percentages of total expenses and investments of the Port Authority

In 2023 an impulse has been made to promote cultural activities with various exhibitions, talks and workshops and events have been organized to promote sports practice. Guided tours have also continued to get to know our lighthouses and our port, in which cultural associations, hospitals, schools and universities participated.

Indicator code	Indicator title	Description	Year 2023
I0082	NUMBER OF CULTURAL ACTIVITIES PROMOTED BY THE APFSC	Cultural activities: exhibitions, books, etc.	13
I0083	NUMBER OF ACTIVITIES PROMOTED BY THE APFSC TO CONTRIBUTE TO KNOWLEDGE	Number of activities promoted by the APFSC for contribute to knowledge	22

Table 43.- Cultural activities promoted by the APFSC

I-35 Description of programs or projects intended to improve the port- city interface, and total economic resources dedicated to this concept: expenses and investments, expressed as totals in euros and as respective percentages of the total expenses and investments of the port authority.

CITY PORT INITIATIVES

The actions included in this chapter of the Investment Plan aim to:

- Enhance the continuity of pedestrian routes by expanding spaces for pedestrian use.
- Improve the capacity and functionality of the existing road through the organization of intersections and accesses.
- Make the proposed action compatible with possible future new uses of the Inner Port.
- Harmonize the different modes of transportation converging in the section (vehicles, railways, pedestrians, etc.).
- Encourage new uses and continuity with the A Malata promenade, including the bike lane extension.
- Aesthetically adapt the port closure with the new ongoing projects (pedestrian walkway, Curuxeiras dock...).
- Reorganize spaces for public transportation in the area in anticipation of new uses.
- Possibly utilize the high port road for potential traffic, improving the relationship between both roads and enhancing the functionality of both, while establishing possible connections.
- Increase vehicle parking spaces as much as possible.

In February 2022, a collaboration agreement was announced between the Galician Infrastructure Agency of the Xunta de Galicia and the Ferrol-San Cibrao Port Authority, by which the Galician Infrastructure Agency commits to financially support, through Recovery and Resilience Mechanism (MRR) funds, urban integration actions and improvements to pedestrian and cyclist traffic in cities, enhancing citizens’ quality of life and their economic and social development. The importance of this action has led the Galician Infrastructure Agency to include it in its budgets with a specific project code.

The actions under this agreement will involve moving the current port fence, gaining space for people and providing the city with a significantly larger area than currently available, with the aim of expanding the pedestrian space and equipping the road with a bike lane. To achieve these objectives, it will be necessary to act not only by moving the port enclosure but also on other elements to maintain both road traffic and the planned uses, also creating areas that function as parking to reduce traffic intensity.

The implementation of this action has been organized into four projects or phases, listed below:

1. Northern parking in the Inner Port.
2. Adaptation for sustainable mobility of the Lower Road up to the Bastion.
3. Central parking in the Inner Port.
4. Adaptation for sustainable mobility of the Curuxeiras Dock.



During 2023, the projects for the four actions were put out to tender, three of them were contracted, and work began on two: “Adaptation for sustainable mobility of the Lower Road up to the Bastion” and “Northern parking in the Inner Port.”

In addition to these projects, work was also carried out in 2023 on the project to reorganize cruise ship passenger traffic around the Lonja area and improve the pontoons in the Caranza marina.

Furthermore, the accessibility improvement works for the Inner Port of Ferrol (buildings and public areas) were completed.

INVESTMENTS MADE DESIGNED FOR THE IMPROVEMENT OF THE PORT-CITY INTERFACE

Code	Description	Total budget	Certificate as of 12/31/2022	Budget year 2023	Certified in 2023	Certificate of origin	Situation	Subven (1)	Objective (2)
ACTIONS COMPLIANCE WITH UNIVERSAL ACCESSIBILITY PLAN		257	210	0	47	257			
FS00083	INNER PORT ACCESSIBILITY IMPROVEMENTS OF FERROL (BUILDINGS AND PUBLIC AREAS)	257	210	0	47	257	Completed		21
PORT CITY ACTIONS		8,919	17	2,010	236	253			
FS00085	BAJA PUERTO HIGHWAY REORGANIZATION	4,515	15	1,750	182	197	In progress	MRR	21
FS00202	OTHER MOBILITY ACTIONS PUERTO CIUDAD	3,737	2	200	35	37	In progress		21
FS00086	ACTIONS IN THE SERVICE AREA IN CARANZA	667	0	60	19	19	In progress		21

Table 44.- Investments made by the APFSC in Puerto Ciudad projects

Amounts in thousands of euros

(1) Subsidies

FFAT	Land Port Accessibility Financial Fund
FCI I	nterport Compensation Fund
CEF	Connecting Europe Facility
MRR	Recovery and Resilience Mechanism

(2) SPIN Investment Objectives

01 Shelter	11 Other uses	21 City Port
02 Solids Bulk	12 Improves road accessibility	22 Operational safety (safety)
03 Liquids Bulk	13 Improves railway accessibility	23 Security
04 General position	14 Logistics activities area	24 Cultural
05 Containers	15 Improves intermodality	25 Customs and para-customs services
06 Ro-Ro	16Other logistics activities	26 Maritime signals
07 Passenger on a passenger basis	17 Improved maritime accessibility	27 General services
08 Cruise passengers	18 Land	28 Settlements
09 Fishing	19 Environmental actions	29 Reviews
10 Sports cars and small boats	20 Energy efficiency	30 Others

% OF THE TOTAL INVESTMENTS OF THE PORT AUTHORITY:

YEAR 2023	INVESTMENT (THOUSANDS OF EUROS)
INVESTMENTS AIMED AT IMPROVING PUERTO CIUDAD	283
APFSC TOTAL INVESTMENTS	26,254
% OF TOTAL INVESTMENTS	1.08%

Table 45.- Percentage of investments in Puerto Ciudad improvement over the total investments of the APFSC

PLANNED INVESTMENTS AIMED FOR THE IMPROVEMENT OF THE PORT CITY INTERFACE (2024-2027)

Code SPIN	Project	Subv.(1)	Obj. (2)	Total inversion	Accumulated real as of 12/31/2022	Real 2023	2024	2025	2026
PORT CITY				8,920	17	236	4,367	0	1,300
FS00085	BAJA PUERTO HIGHWAY REORGANIZATION	MRR	21	4,515	15	182	4,319	0	0
FS00202	OTHER PORT-CITY MOBILITY ACTIONS		21	3,737	2	35	0	0	700
FS00086	ACTIONS IN THE SERVICE AREA IN CARANZA		21	667	0	19	48	0	600

Table 46.- Planned investments of the APFSC in Puerto Ciudad actions

Amounts in thousands of euros

(1) Subsidies

FFAT	Land Port Accessibility Financial Fund
FCI I	nterport Compensation Fund
CEF	Connecting Europe Facility
MRR	Recovery and Resilience Mechanism

(2) SPIN Investment Objectives

01 Shelter	11 Other uses	21 City Port
02 Solids Bulk	12 Improves road accessibility	22 Operational safety (safety)
03 Liquids Bulk	13 Improves railway accessibility	23 Security
04 General position	14 Logistics activities area	24 Cultural
05 Containers	15 Improves intermodality	25 Customs and para-customs services
06 Ro-Ro	16Other logistics activities	26 Maritime signals
07 Passenger on a passenger basis	17 Improved maritime accessibility	27 General services
08 Cruise passengers	18 Land	28 Settlements
09 Fishing	19 Environmental actions	29 Reviews
10 Sports cars and small boats	20 Energy efficiency	30 Others

I-36 Total economic resources: expenses and investments, used in matters of protection and security, expressed as totals in euros and as respective percentages





WE INVEST IN CREATING SPACES FOR THE ENJOYMENT OF CITIZENS

- Executed by PAFSC in the jurisdiction of another administration
- Executed by another administration
- Executed by PAFSC
- In project

Opening Ferrol to the Sea





- Executed by PAFSC in the jurisdiction of another administration
- Executed by another administration
- Executed by PAFSC
- In project

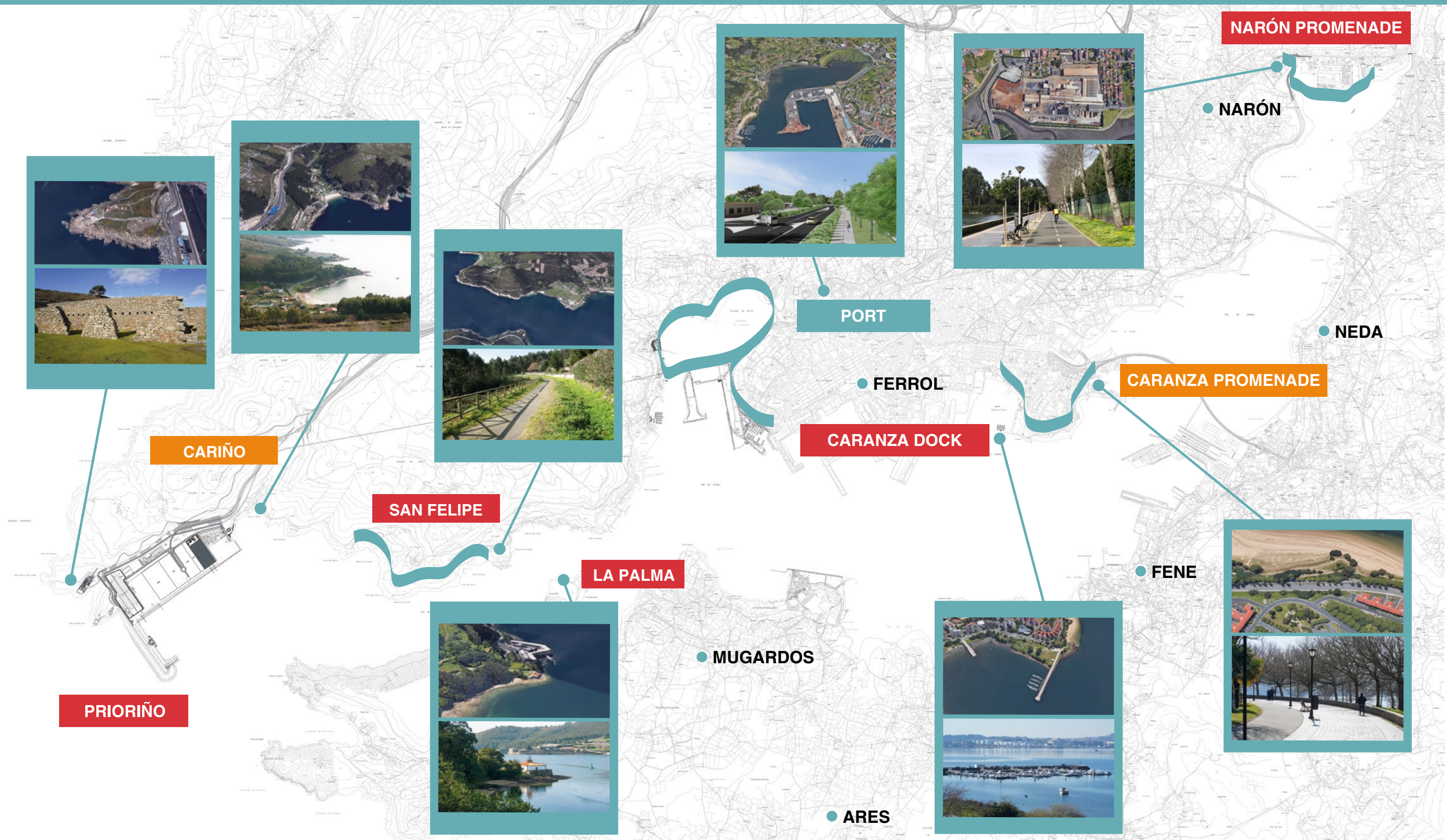


Figure 23 APFSC Projects executed or in Project to generate spaces for citizens.





WE CARE FOR THE HERITAGE OF ALL

Refurbishment of the Building of the Former Military Navy Command



Port Authority Premises at Exponav



Figure 24 Projects executed to recover heritage.

Battery Punta Viñas and Prioriño



of the total expenses and investments of the Port Authority. Describing the items or initiatives that make them up.

The 2023-2027 Investment Plan included in this chapter a budget of €305 thousand. The amount of the actions carried out in 2023 was €127 thousand, mainly due to the end of the action “Civil works for the provision of the civil infrastructure necessary for the subsequent installation of a new container reading system in the Outer Port with the “objective of improving the system of paperless release of imports” and “Supply for the provision of defense means for the port police of Ferrol-San Cibrao.” The degree of compliance in this chapter was therefore 41.64%.

INVESTMENTS MADE AIMED FOR PROTECTION AND SECURITY

Code	Description	Total budget	Certificate as of 12/31/2022	Budget year 2023	Certified in 2023	Certificate of origin	Situation	Subven(1)	Objective (2)
ACTIONS REGARDING SAFETY AND PROTECTION		1,467	410	305	127	537			
FS00077	SAFETY. ACTIONS REGARDING SECURITY/SAFETY	158	3	25	5	8	In progress		22
FS00192	SAFETY. INVESTMENTS SASEMAR FRAMEWORK AGREEMENT	504	313	30	11	324	In progress	FCI	22
FS00078	SECURITY. ACTIONS REGARDING SECURITY/SECURITY	805	94	250	111	205	In progress		23

Table 47.- Planned investments of the APFSC in health and safety matters

Amounts in thousands of euros

(1) Subsidies

FFAT	Land Port Accessibility Financial Fund
FCI I	Interport Compensation Fund
CEF	Connecting Europe Facility
MRR	Recovery and Resilience Mechanism

(2) SPIN Investment Objectives

01 Shelter	11 Other uses	21 City Port
02 Solids Bulk	12 Improves road accessibility	22 Operational safety (safety)
03 Liquids Bulk	13 Improves railway accessibility	23 Security
04 General position	14 Logistics activities area	24 Cultural
05 Containers	15 Improves intermodality	25 Customs and para-customs services
06 Ro-Ro	16Other logistics activities	26 Maritime signals
07 Passenger on a passenger basis	17 Improved maritime accessibility	27 General services
08 Cruise passengers	18 Land	28 Settlements
09 Fishing	19 Environmental actions	29 Reviews
10 Sports cars and small boats	20 Energy efficiency	30 Others

% OF THE TOTAL INVESTMENTS OF THE PORT AUTHORITY:



YEAR 2023	INVESTMENT (THOUSANDS OF EUROS)
INVESTMENTS DESTINED FOR PROTECTION AND SECURITY	127
APFSC TOTAL INVESTMENTS	26.254
% OF TOTAL INVESTMENTS	0,48%

Table 48.- Percentage of investments in Protection and Security over the total investments of the APFSC

PLANNED INVESTMENTS AIMED FOR PROTECTION AND SECURITY (2023-2024)

Code SPIN	Project	Subv.(1)	Obj. (2)	Total inversion	Accumulated real as of 12/31/2022	Real 2023	2024	2025
ACTIONS REGARDING SAFETY AND PROTECTION				4,467	410	127	305	305
FS00077	SAFETY. ACTIONS REGARDING SECURITY/SAFETY		22	158	3	5	25	25
FS00192	SAFETY. INVESTMENTS SASEMAR FRAMEWORK AGREEMENT	FCI	22	504	313	11	30	30
FS00078	SECURITY. ACTIONS REGARDING SECURITY/SECURITY		23	805	94	111	250	250
FS00142	SECURITY. SCANNER FOR CONTAINERS IN THE OUTER PORT		23	3,000	0	0	0	0

Table 49.- Planned investments of the APFSC in actions related to security and protection

Amounts in thousands of euros

(1) Subsidies

FFAT	Land Port Accessibility Financial Fund
FCI I	nterport Compensation Fund
CEF	Connecting Europe Facility
MRR	Recovery and Resilience Mechanism

(2) SPIN Investment Objectives

01 Shelter	11 Other uses	21 City Port
02 Solids Bulk	12 Improves road accessibility	22 Operational safety (safety)
03 Liquids Bulk	13 Improves railway accessibility	23 Security
04 General position	14 Logistics activities area	24 Cultural
05 Containers	15 Improves intermodality	25 Customs and para-customs services
06 Ro-Ro	16Other logistics activities	26 Maritime signals
07 Passenger on a passenger basis	17 Improved maritime accessibility	27 General services
08 Cruise passengers	18 Land	28 Settlements
09 Fishing	19 Environmental actions	29 Reviews
10 Sports cars and small boats	20 Energy efficiency	30 Others

I-37 Total economic resources: expenses and investments, used in environmental

matters, expressed as totals in euros and as respective percentages of the total expenses and investments of the Port Authority. Describing the items or initiatives that make them up.

The 2023-2027 Investment Plan included in this chapter the line of Actions regarding environmental sustainability - Others with a budget of €168 thousand, having carried out €19 thousand of the action “Connection works to the sanitation of the building of A “Round”

INVESTMENTS MADE DESIGNED FOR ENVIRONMENTAL MATTERS

Code	Description	Total budget	Certificate as of 12/31/2022	Budget year 2023	Certified in 2023	Certificate of origin	Situation	SUBVEN(1)	OBJ.(2)
ACTIONS REGARDING SUSTAINABILITY AND ENERGY WITH MRR		168	60	85	19	79			
FS00091	ACTIONS REGARDING EN-VIRONMENTAL SUSTAINABILITY - OTHERS	168	60	85	19	79	In progress	MRR	19

Table 50- Investments made by the APFSC in environmental matters

Amounts in thousands of euros

(1) Subsidies

FFAT	Land Port Accessibility Financial Fund
FCI I	nterport Compensation Fund
CEF	Connecting Europe Facility
MRR	Recovery and Resilience Mechanism

(2) SPIN Investment Objectives

01 Shelter	11 Other uses	21 City Port
02 Solids Bulk	12 Improves road accessibility	22 Operational safety (safety)
03 Liquids Bulk	13 Improves railway accessibility	23 Security
04 General position	14 Logistics activities area	24 Cultural
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07 Passenger on a passenger basis	17 Improved maritime accessibility	27 General services
08 Cruise passengers	18 Land	28 Settlements
09 Fishing	19 Environmental actions	29 Reviews
10 Sports cars and small boats	20 Energy efficiency	30 Others

% OF THE TOTAL INVESTMENTS OF THE PORT AUTHORITY:



YEAR 2023	INVESTMENT (THOUSANDS OF EUROS)
INVESTMENTS DESTINED FOR ENVIRONMENTAL MATTERS	19
APFSC TOTAL INVESTMENTS	26,254
% OF TOTAL INVESTMENTS	0.07%

Table 51.- Percentage of investments in Environmental matters over the total investments of the APFSC

PLANNED INVESTMENTS FOR ENVIRONMENTAL MATTERS (2024-2025)

Code SPIN	Project	Subv.(1)	Obj. (2)	Total inversion	Accumulated real as of 12/31/2022	Real 2023	2024	2025
ACTIONS REGARDING SUSTAINABILITY AND ENERGY WITHOUT MRR				2,728	501	0	92	45
FS00090	AIR QUALITY		19	32	2	0	5	5
FS00035	ENERGY EFFICIENCY ACTIONS		20	2,543	496	0	62	15
FS00089	ACTIONS REGARDING ENVIRONMENTAL SUSTAINABILITY - OTHERS		19	153	3	0	25	25
ACTIONS REGARDING SUSTAINABILITY AND ENERGY WITH MRR				1,314	60	19	785	450
FS00036	ENERGY EFFICIENCY ACTIONS	MRR	20	1,143	0	0	693	450
FS00091	ACTIONS REGARDING ENVIRONMENTAL SUSTAINABILITY - OTHERS	MRR	19	171	60	19	92	0

Table 52.- Planned investments of the APFSC in environmental matters

Amounts in thousands of euros

(1) Subsidies

- FFAT Land Port Accessibility Financial Fund
- FCI I nterport Compensation Fund
- CEF Connecting Europe Facility
- MRR Recovery and Resilience Mechanism

(2) SPIN Investment Objectives

- 01 Shelter
02 Solids Bulk
03 Liquids Bulk
04 General position
05 Containers
06 Ro-Ro
07 Passenger on a passenger basis
08 Cruise passengers
09 Fishing
10 Sports cars and small boats
- 11 Other uses
12 Improves road accessibility
13 Improves railway accessibility
14 Logistics activities area
15 Improves intermodality
16Other logistics activities
17 Improved maritime accessibility
18 Land
19 Environmental actions
20 Energy efficiency
- 21 City Port
22 Operational safety (safety)
23 Security
24 Cultural
25 Customs and para-customs services
26 Maritime signals
27 General services
28 Settlements
29 Reviews
30 Others



Port of Ferrol

Port Authority of Ferrol-San Cibrao

8.2.1

DESCRIPTION OF THE ECONOMIC POLICY OF THE APFSC

(3-3)

STRATEGY AND PROCESSES

STRATEGIC FRAMEWORK OF THE PORT SYSTEM

SDGs	Strategic Line	General management objectives
	Strategic Line 1: Economically sustainable Port Authorities	General management objective 1.1: Revised funding formulas

Figure 25.- Strategic framework of the port system

APFSC STRATEGY

Material aspects for stakeholders:

GOOD GOVERNANCE AND BUSINESS

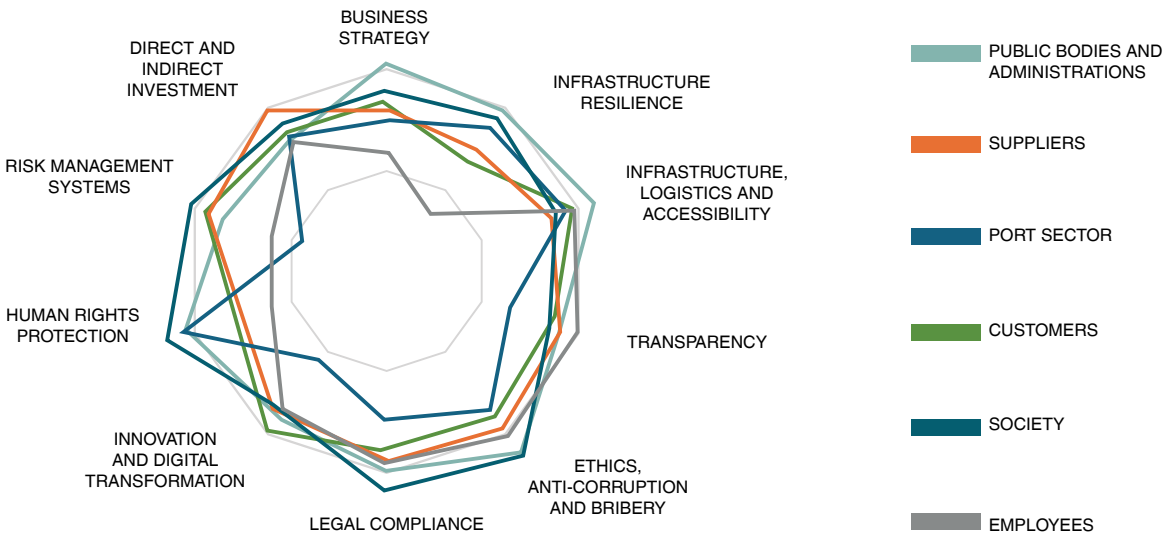


Figure 26.-Material aspects for Stakeholders

Relevance of material aspects:

High relevance
Infrastructure, logistics and accessibility
Innovation and digital transformation
Business strategy
Transparency and good governance
Direct and indirect investment
Infrastructure resilience

Table 58.- High relevance of material aspects

Strategy to configure the value offer to the Interest Groups

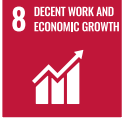
SDGs	Strategic Line	General management objectives
	GROWTH, CONSOLIDATION OF COMPETITIVE SERVICES AND PORT DEVELOPMENTS	E1-Increase business volume E2-Generate income from concessions E4-Sustainable management of suppliers and subcontractors E4-Sustainable management of suppliers and subcontractors
	OPERATIONAL EXCELLENCE (SOCIAL, ECONOMIC AND ENVIRONMENTAL)	E7-Be financially self-sufficient E8-Have competitive prices
	PROMOTION OF SUSTAINABLE DEVELOPMENT IN THE REGION	E6-Be an employer of reference
	INFRASTRUCTURE OPTIMIZATION	E5-Maintain a return on investment
	INFRASTRUCTURE OPTIMIZATION	P7-Be excellent in management, maintenance and development of infrastructures and facilities
	GROWTH, CONSOLIDATION OF COMPETITIVE SERVICES AND PORT DEVELOPMENTS	P3-Participation in innovation initiatives with European funding
	OPERATIONAL EXCELLENCE (SOCIAL, ECONOMIC AND ENVIRONMENTAL)	P5-Efficiency and use of resources
	OPERATIONAL EXCELLENCE (SOCIAL, ECONOMIC AND ENVIRONMENTAL)	EN9-Bet on transparency and good governance
	INFRASTRUCTURE OPTIMIZATION	P8-Integration of risks and opportunities associated with climate change to infrastructure management
	GROWTH, CONSOLIDATION OF COMPETITIVE SERVICES AND PORT DEVELOPMENTS	P6-Adaptation of p

Figure.27- Strategy to configure the value offer of the Interest Groups



Main challenges, management initiatives and action programs promoted by the Port Authority in economic matters, in relation to aspects such as financial stability, efficiency in the exploitation of available resources.

The economic and social development of the region in which we are located depends on our behavior as a public body, on the role that we have to play in the logistics chains for transporting people and goSDGs.

The APFSC Mission directly introduces into our strategy, our organization, and our activities the need to work as a generator of prosperity in our region, going much further than the role of a mere investor or provider of infrastructures and services.

It is this vision that makes us responsible for collaborating and forming alliances, so that all the sectors affected by our activity have the same opportunity for development, regardless of the contribution to our business margin.

In order to maximize the economic and social impact of our business lines, minimizing the environmental impact of port activity, and generating long-term value for our stakeholders, we must begin by having the necessary economic and financial solvency to meet our objectives. , projects and investments.

The Planning process allows linking the annual update of our five-year plan of objectives, with the investment plan, human resources, traffic and income forecast, and finally the financial economic budget.

In this way, the organization has timely and detailed information that allows it to make decisions effectively and efficiently to continue playing the role of engine of sustainable growth in accordance with the Mission, Vision and Purpose, aligning the actions with the Strategy of our Management model.

8.2.2 ECONOMIC SITUATION FINANCIAL

(3-3), (201-1)

ANNUAL ACCOUNTS OF THE PORT AUTHORITY FROM FERROL SAN CIBRAO

The full content of the annual accounts and the corresponding audit report can be accessed through the APFSC transparency portal(<https://sede.apfsc.gob.es/transparency/370b24b8-0615-48c3-9b9f-5447f66d81ad/>)

EVOLUTION OF ECONOMIC-FINANCIAL INDICATORS

MONITORING INDICATORS

SDGs	Strategic objective	Process	Type	Code Ind.	Tittle Ind.	Units	Year 2021		Year 2022		Year 2023	
							Real	Aim	Real	Aim	Real	im
GROWTH, CONSOLIDATION OF COMPETITIVE SERVICES AND PORT DEVELOPMENTS	E1-INcrease business volume	Strategy	Perfor- mance	10088	Net amount of turnover APFSC (Thousands of euros)	Thou- sands of euros	16,377,000	15,307.00	20,671,000	18,124.00	16,850,000	18,237.00
				10096	EBITDA (euros)/ Tons moved	Thou- sands of euros	0.930	0.66	1,010	0.69	0.830	0.65
	E2-Generate income from concessions	Concessions and authorizations	Perfor- mance	10100	External investment / Public investment by the APFSC	%	63,000	83.00	1,310	0.67	0.870	0.47
				10104	Income from occupancy and activity rates with respect to the net amount of turnover	%	42,290	41.57	35,570	38.45	40,180	40.80
				10140	outside investment	Millions of euros	8,400	20.54	18,970	27.04	17,944	47.81
				10144	Activity rate/Net Amount of Turnover	%	19,550	19.45	16,770	17.52	18,150	21.28
				10212	Activity rate	euros	3200,657,030		3,466,000	3,176.00	3,058,000	3,880.00
	E4-Sustainable management of suppliers and subcon- tractors	Infrastructure and facilities management	Perfor- mance	10186	Proportion of local suppliers	%	99,090	90.00	98,370	95.00	98,790	100.00
		Economic-Financial Management	Perfor- mance	10187	Average payment period (days)	Days	92,460	30.00	62,820	30.00	55,660	30.00



SDGs	Strategic objective	Process	Type	Code Ind.	Tittle Ind.	Units	Year 2021		Year 2022		Year 2023	
							Real	Aim	Real	Aim	Real	im
OPERATIONAL EXCELLENCE (SOCIAL, ECONOMIC AND ENVIRONMENTAL)	E7-Be financially self-sufficient	Strategy	Performance	I0090	Operating expenses/Operating income (%)	%	104,260	117.80	87,170	110.35	113,820	117.51
		Economic - Financial Management	Performance	I0092	Cash Flow (Thousands of euros)	Thousands of euros	7,084,000	5,417.00	8,264,000	5,507.00	4,418,000	3,534.00
				I0093	Debt ratio (%)	%	6,540	6.57	5,930	5.98	4,820	4.94
				I0094	Average collection period (in days)	Days	34,000	46.00	37,000	26.00	36,000	54.00
				I0098	debt service	%	0.280	0.36	0.240	0.35	0.580	0.70
	E8-Have competitive prices	Concessions and authorizations	Performance	I0164	Income from occupancy rate per m² of concession area.	€/m²	2,340	2.08	2,310	2.23	2,140	2.05
		Management, coordination and control of traffic and services	Performance	I0224	Correction coefficient to the merchandise rate	coefficient			1,130	1.13	Pending Information	1.13
				I0225	Correction coefficient to the rate to the ship	coefficient			1,180	1.18	Pending Information	1.18
				I0226	Import traffic bonus that contributes to economic and social development	euros			657,203,320	320,000.00	Pending Information	660,000.00
		Services provided by private companies	Performance	I0220	average towing rate	€/scale			11,583,430	13,000.00	Pending Information	13,000.00
				I0221	average pilotage fee	€/scale			1,138,100	1,200.00	Pending Information	1,200.00
				I0222	average stowage rate	€/tn			5,520	12.00	Pending Information	12.00
				I0223	average mooring rate	€/scale			413,670	750.00	Pending Information	750.00
		Strategy	Performance	I0089	Net amount APFSC turnover / employee	Thousands of euros	147,540	141.73	175,180	163.28	142,800	165.79
				I0097	EBITDA per employee (average annual workforce)	Thousands of euros	83,290	60.99	101,170	64.32	59,020	50.68
INFRASTRUCTURE OPTIMIZATION	E5-Maintain a return on investment	Strategy	Performance	I0091	Result of the excersice	Thousands of euros	2,615,000	857.00	4,347,000	1,196.00	1,815,000	872.00
				I0095	Return on assets	%	1,590	0.35	2,870	0.48	0.170	-0.58
				I0101	Public Investment / Average net assets (%)	%	7,290	13.37	7,080	22.09	14,830	28.42
				I0115	Land and natural assets without activity in the last 5 years /Total assets	%	0.000	0.00	0.000	0.00	0.00	0.00
GROWTH, CONSOLIDATION OF COMPETITIVE SERVICES AND PORT DEVELOPMENTS	P3- Participation in innovation initiatives with European funding	Economic- Financial Management	Performance	I0214	Percentage of investments with European financing	%	4,010		14,030	16.80	86,810	83.75
				I0215	Amount of Next Generation funds	euros	0.000		65,600	343.70	238,000	2,240.00
OPERATIONAL EXCELLENCE (SOCIAL, ECONOMIC AND ENVIRONMENTAL)	P5- Efficiency and use of resources	Management, coordination and control of traffic and services	Performance	I0153	Tons moved per linear meter of commercial dock	Tn/ml	1,628,480	1,626.76	1,931,187	1,692.60	795,070	812.29
				I0233	% occupation of storage area (Port Authority)	%			10,690	9.00	Pending Information	10.50
				I0234	% occupation of commercial docks	%			15,100	11.50	Pending Information	15.00

SDGs	Strategic objective	Process	Type	Code Ind.	Tittle Ind.	Units	Year 2021		Year 2022		Year 2023	
							Real	Aim	Real	Aim	Real	im
OPERATIONAL EXCELLENCE (SOCIAL, ECONOMIC AND ENVIRONMENTAL)	EN9- Commitment to transparency and good governance	Sustainable development	Percep- ción	I0210	GI perception ethical behavior	%	82,300	80.00	76,720	70.00	79,550	80.00
GROWTH, CON- SOLIDATION OF COMPETITIVE SERVICES AND PORT DEVELOPMENTS	P6- Adaptation of procedures to climate change	Environmental management	Performance	I0141	Direct greenhouse gas emissions	Tons CO ₂ equivalent	78,140	65.00	88,990	90.00	Pending Information	90.00
				I0149	Indirect greenhouse gas emissions (own consumption of electricity)	Tn CO ₂ equivalent	0.000	280.00	0.000	0.00	Pending Information	0.00
				I0151	Intensity of direct and indirect GHG emissions	(Tn CO ₂ equivalent/ m²)*10000	0.500	2.21	0.580	0.59	Pending Information	0.59
INFRASTRUCTURE OPTIMIZATION	P8- Integration of risks and opportunities associated with climate change to infrastructure management	Infrastructure and facilities management	Performance	I0219	Incidents in operations and infrastructures due to extreme weather (storms, waves, rain, wind, etc.)	nº			0.000	0.00	0.000	0.00

Table 54.- Economic indicators by objective and strategic line

NET AMOUNT TURNOVER APFSC (THOUSANDS OF EUROS)

Compared to 2021, there was an increase of 26.2% (€4.3 M) mainly as a result of the increase in income from the vessel tax (€3.0 M), merchandise tax (€1.1 M) and tax of activity (0.2 M€). Regarding the estimated goal, it has been exceeded by 14%.

Indicator code	Indicator title	Ud.	Formula	2016	2017	2018	2019	2020	2021	2022	2023
I0088	NET AMOUNT OF TURNOVER APFSC (THOUSANDS OF EUROS)	Thousands of euros	Net amount turnover APFSC	17,243.81	18,983	20,312	17,528	15,212	16,377	20,671	16,850

Table 55.- Evolution of the net amount of the turnover of the APFSC

RESULT OF THE EXCERSICE (THOUSANDS OF EUROS)

The impact produced by the increase in the net amount of turnover is considerably noticeable in the result of the year, increasing by 66.2% (€1.7 M) compared to that obtained in 2021. In addition, it almost quadrupled the estimated goal.

Indicator code	Indicator title	Ud.	Formula	2016	2017	2018	2019	2020	2021	2022	2023
I0091	RESULT OF THE EXCERSICE	Thousands of euros	Result of the excersice	4,291.44	5,911	6,399	3,220	1,148	2,615	4,347	1,815

Table 56.- Evolution of the result of the financial year of the APFSC

DIRECT ECONOMIC VALUE GENERATED AND DISTRIBUTED

	YEAR 2023	YEAR 2022		YEAR 2023	YEAR 2022
ECONOMIC VALUE GENERATED	24,545,383.19	25,019,732.67	ECONOMIC VALUE GENERATED	(22,730,184.51)	(20,672,771.45)
NET AMOUNT OF TURNOVER	16,850,065.51	20,670,887.04	NET AMOUNT OF TURNOVER	(13,671,830.31)	(13,025,313.95)
OTHER OPERATING INCOME	4,421,503.16	3,685,193.48	OTHER OPERATING INCOME	(6,005,798.88)	(5,624,133.28)
FINANCIAL INCOME	3,273,814.52	663,652.15	FINANCIAL INCOME	(2,503,179.67)	(704,195.98)
			PAYMENTS TO THE GOVERNMENT	(428,833.98)	(1,237,796.41)
RETAINED ECONOMIC VALUE	1,815,198.68	4,346,961.22	RETAINED ECONOMIC VALUE	(120,541.67)	(81,331.83)

Table 57.- Direct economic value generated and distributed

RETURN ON ASSETS (%)

E-01 Annual profitability, expressed as a percentage of the result for the year compared to average non-current assets, in accordance with the definition given in the twenty-second final provision of Law 2/2012 of June 29 on General State Budgets

In accordance with the twenty-second final provision of Law 2/2012, the annual return is calculated as the result of dividing:

- a) The result for the year after taxes, excluding impairment and results from disposals of fixed assets and other extraordinary results, as well as financial income corresponding to the incorporation of financial expenses into assets and the balance of the Fund of Interport Compensation provided or received.
- b) The average net non-current assets for the year, excluding fixed assets in progress, fixed assets

corresponding to land and natural assets on which no type of activity has been carried out during the year, deferred tax assets and unpaid trade receivables. currents. The incorporation of a new basic port infrastructure (breakwater, lock and maritime access) will be prorated over seven YEARS from the date of the receipt certificate.

The positive effect on the result for the year causes the increase in return on assets from 1.59 to 2.87 and six times the estimated goal.

Indicator code	Indicator title	Ud.	Formula	Description	2017	2018	2019	2020	2021	2022	2023
I0095	RETURN ON ASSETS	%	According to the established standards in art. 157 RDL 2/2012	Profit for the year/Average net non-current assets	2.80	3.21	1.65	0.51	1.59	2.87	0.17

Table 58.- Evolution of Return on assets



EBITDA/TONS (THOUSANDS OF EUROS)

E-02 Evolution during, at least, the last three YEARS, of the EBIDTA expressed in euros, of the total tons moved, of the EBIDTA ratio compared to tons moved and of the percentage variation of EBIDTA expressed as a percentage compared to the previous year (closed on December 31)

The EBITDA for the Port System would be calculated based on the Operating Result that is corrected with the following items:

- Amortizations = A.
- Balance of impairment and result from disposal of fixed assets and others = S.D.
- Exceptional Results = R.E.

EBITDA = Operating Result - A. ± S.D. ± E.R.

Where the amounts are entered with the sign of the profit and loss account. Where ± means that when the amounts appear in the profit and loss account with a + sign, they will be subtracted, and when they appear with a - sign, they will be added.

Indicator code	Indicator title	Ud.	Formula	2016	2017	2018	2019	2020	2021	2022	2023
I0096	EBITDA (EUROS)/ TONS MOVED	Thou- sands of euros	EBITDA (euros)/	0,82	0,89	0,92	0,83	0,69	0,93	1,01	0,83

Table 59.- EBITDA evolution per ton moved

CASH FLOW (THOUSANDS OF EUROS)

The increase in the result for the year also causes an increase in Generated Resources (Cash Flow) of 16.7% (€1.2 M). Regarding the estimated goal, it is exceeded by 50%.

Indicator code	Indicator title	Ud.	Formula	2016	2017	2018	2019	2020	2021	2022	2023
I0092	CASH FLOW (THOUSANDS OF EUROS)	Thou- sands of euros	Cash Flow (Thou- sands of euros)	9,805	11,355	11905	8,676	6,153	7,084	8,264	4,418

Table 60.- Evolution of Cash Flow

INDEBTEDNESS RATIO (%)

Its downward evolution is due to the fact that the generation of resources has made it possible to meet the amortizations of the current ICO loan.

Indicator code	Indicator title	Ud.	Formula	2016	2017	2018	2019	2020	2021	2022	2023
I0093	DEBT RATIO (%)	%	Bank debt (LP+CP)/Total liabilities	12.38	11.57	10.64	9.3	8.18	6.54	5.93	4.82

Table 61.- Evolution of the debt ratio

DEBT SERVICE (%)

E-03 Servicio de la deuda, expresado como 100 x (Amortización de la deuda¹ + Debt Debt service, expressed as 100 x (Debt amortization¹ + Interest²) / Cash Flow³

¹ It would include the annuity corresponding to long-term loans with credit institutions that are repaid to the financial institution in the fiscal year (NOT to be confused with the short-term transfer of debts with long-term credit institutions) + early cancellation, no scheduled in the repayment schedule, of the principal long-term debt with credit institutions + negative variation in the balance of short-term loans with credit institutions (that is, short-term loans granted with credit institutions that mature on the exercise and, therefore, their limit is not renewed or reduced).

² Financial expenses for interest on debts with credit institutions.

³ Cash Flow before interest

Indicator code	Indicator title	Ud.	Formula	2016	2017	2018	2019	2020	2021	2022	2023
I0098	DEBT SER- VICE	%	100*(payments + interest) / (cash flow+ interest)	0.20	0.17	0.16	0.22	0.32	0.28	0.24	0.58

Table 62.- Evolution of debt service



LAND AND NATURAL ASSETS WITHOUT ACTIVITY IN 5 YEARS (%)

E-04 Assets without activity, defined as land and natural assets¹ without activity during the year, which can be put into economic, social or environmental value, expressed as a percentage of the net book value over the average net non-current assets of the year.

¹ Land and natural assets without activity are understood to be:

- Land reclaimed from the sea that is inactive because it is not yet under concession or because no existing activity in the port has been transferred to it.
- Expanded land on the land side that has been acquired to expand the logistics area within the service area and on which action has not yet been taken, including land on which development works are being carried out and that are not yet available. for exploitation.
- Reverted concession lands whose ultimate purpose is alienation and that are not being used, for example, as a provisional storage area.
- Land acquired to expand the service area and on which temporary action is not planned (eg reserve areas).
- Land that is not exploitable due to problems in the processing of any planning instrument, whe.tables por proble-mas en la tramitación de algún instrumento de planificación, ya sea portuario o extraportuario.

Indicator code	Indicator title	Ud.	Formula	Description	2016	2017	2018	2019	2020	2021	2022	2023
I0115	LAND AND NATURAL ASSETS WITHOUT ACTIVITY IN THE LAST 5 YEARS/ TOTAL ASSETS	%	Land and natural assets without activity in the last five YEARS ³ /Total assets ⁴	Value according to balance of land and natural assets that during the last five YEARS have not had activity / Average net non-current assets for the year according to Law 2/2012 of June 29 on General Budgets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Table 63.- Land and assets without activity in the last 5 YEARS over total assets

OPERATING EXPENSES/OPERATING INCOME (%)

E-05 Evolution, during at least the last three YEARS, of operating expenses with respect to operating income.

Indicator code	Indicator title	Ud.	Formula	2016	2017	2018	2019	2020	2021	2022	2023
I0090	OPERATING EXPENSES/ OPERATING INCOME (%)	%	Operating expenses/ Operating income (%)	96.61	87.63	84.44	100.26	114.26	104.26	87.17	113.82

Table 64.- Evolution of operating expenses

Operating expenses: Personnel expenses + Other operating expenses (excluding the items Losses, deterioration and variation of provisions for commercial operations and the Interport Compensation Fund contributed) + amortizations.

Operating income: Understood as operating income the net amount of the turnover.

8.2.3

LEVEL AND STRUCTURE OF INVESTMENTS

(203-1), 203-2)

AMOUNT OF INVESTMENTS BY THE PORT AUTHORITY (PUBLIC INVESTMENT) (MILLIONS OF EUROS)

Indicator code	Indicator title	Ud.	Formula	Description	2017	2018	2019	2020	2021	2022	2023
I0134	INVESTMENT AMOUNT OF THE PORT AUTHORITY (PUBLIC INVESTMENT)	Millions of euros	Value of annual investments	Total amount of Port Authority investments	8.24	9.17	11.87	12.84	13.41	12.61	26.29

Table 65.- Tabla 70.- Evolución de la inversión de la APFSC en relación al cash Flow

FOREIGN INVESTMENT (MILLIONS OF EUROS)

Indicator code	Indicator title	Ud.	Formula	Description	2016	2017	2018	2019	2020	2021	2022	2023
I0140	FOREIGN INVESTMENT	Millions of euros	Value in euros	Investment of dealers, stevedores, terminals, etc. in port infrastructures and facilities. Amounts consigned in the Investment Plan and annual business plan	2.61	10.18	8.88	8.19	7.44	8.4	18.97	17.944

Table 66.- Evolution of foreign investment

PUBLIC INVESTMENT BY THE APFSC IN RELATION TO CASH FLOW (%)

E-06 Evolution, during at least the last three YEARS, of the public investment in charge of the Port Authority in relation to Cash-Flow.

Investment in financial assets is excluded

Indicator code	Indicator title	Ud.	Formula	2016	2017	2018	2019	2020	2021	2022	2023
I0099	PUBLIC INVESTMENT BY THE APFSC IN RELATION TO CASH FLOW	%	Public investment/cash flow	31	72	77	135	207	189	153	594

Table 67.- Evolution of APFSC investment in relation to cash flow

OUTSIDE INVESTMENT/PUBLIC INVESTMENT BY THE APFSC (%)

E-07 Evolution during, at least, the last three YEARS, of foreign investment compared to public investment by the Port Authority.

Investment in financial assets is excluded (in the same investment data as that used for indicator E_06).

Indicator code	Indicator title	Ud.	Formula	2016	2017	2018	2019	2020	2021	2022	2023
I0100	OUTSIDE INVESTMENT/ PUBLIC INVESTMENT BY THE APFSC	%	Outside investment/ Public investment by the APFSC	85	124	97	70	62	63	131	87

Table 68.- Evolution of outside investment vs. public investment of the APFSC

PUBLIC INVESTMENT/AVERAGE NET ASSETS (%)

E-08 Renewal of assets, expressed as the ratio of the annual investment volume to the average net non-current assets of the year (according to Law 2/2012 of June 29 on the General State Budgets)

Indicator code	Indicator title	Ud.	Formula	2016	2017	2018	2019	2020	2021	2022	2023
I0101	PUBLIC INVESTMENT/ AVERAGE NET ASSETS (%)	%	Public investment ¹ / average net assets ²	1.44	3.94	4.50	5.93	6.66	7.29	7.08	14.83

Table 69.- Evolution of public investment over average net assets

1 Investment in financial assets is excluded (in the same investment data as that used for indicator E_06).

2 The average net non-current assets in operation as defined in article 157 of Legislative RD 2/2011 that approves the Consolidated Text of the Law on State Ports and the Merchant Navy.

8.2.4

BUSINESS AND SERVICES

INCOME FROM OCCUPANCY AND ACTIVITY RATES REGARDING THE NET AMOUNT OF TURNOVER (%)

E-09 Evolution, during at least the last three YEARS, of the income from occupancy and activity rates, as well as the percentage of each of them with respect to the net amount of turnover (INCN).

Indicator code	Indicator title	Ud.	Formula	2016	2017	2018	2019	2020	2021	2022	2023
I0104	INCOME FROM OCCUPANCY AND ACTIVITY RATES WITH RESPECT TO THE NET AMOUNT OF TURNOVER	%	Income from occupancy rates and activity/net turnover	37.15	33.37	32.81	39.06	43.90	42.29	35.57	40.18

Table 70.- Evolution of income from occupancy and activity rates with respect to turnover

E-10 Evolution during, at least, the last three YEARS, of the tons moved per square meter of land service area characterized as commercial use (surface for concessions).

Indicator code	2022
TONS MOVIDAS	8,437,276
SUPERFICIE CONCESIONABLE (M²)	Information not available
TONS/M²	Information not available

Table 71.- Tons moved per square meter of concession area

TONS MOVED PER LINEAR METER OF COMMERCIAL DOCK (TN/ML)

E-11 Evolution, during at least the last three YEARS, of the tons moved per linear meter of active quay. Understanding by active dock that which has registered activity during the last three YEARS.

Indicator code	Indicator title	Ud.	Formula	Description	2017	2018	2019	2020	2021	2022	2023
I0153	TONS MOVED PER LINEAR METER OF COMMERCIAL DOCK	Tn/ml	Total tons shipped and landed in the YEAR/ Total meters of quays and berths in commercial docks	Total tons of the table of the report 4.3.3 between the total linear meters of docks in commercial Docks of the table 2.2.1.1 of the report	2,215.72	2,237.80	1,829.28	1,641.13	1,628.48	1,931.19	795.07

Table 72.- Evolution of the net amount of turnover per employee



8.2.5 GENERATED VALUE AND PRODUCTIVITY

NET AMOUNT OF APFSC TURNOVER/EMPLOYEE (THOUSANDS OF EUROS)

E-12 Evolution, during at least the last three YEARS, of the net amount of turnover per employee (annual average workforce).

Indicator code	Indicator title	Ud.	Formula	Description	2016	2017	2018	2019	2020	2021	2022	2023
I0089	NET AMOUNT TURNOVER APFSC/EMPLOYEE	Thou-sands of euros	Net amount turnover APFSC/ employee	The average workforce is taken into account	161.16	180.79	191.62	159.35	140.85	147.54	175.18	142.80

Table 73.- Evolution of the net amount of turnover per employee

EBITDA PER EMPLOYEE (THOUSANDS OF EUROS)

E-13 Evolution during, at least, the last three YEARS of EBIDTA per employee (annual average workforce).

It is the EBITDA for the Port System calculated as reflected for indicator E_02

Indicator code	Indicator title	Ud.	Formula	Description	2016	2017	2018	2019	2020	2021	2022	2023
I0097	EBITDA PER EMPLOYEE (average annual workforce)	Thou-sands of euros	EBITDA/ number of employees	The average workforce is taken into account	96.21	114.52	118.32	83.85	63.82	83.29	101.17	59.02

Table 74.-Evolution of EBITDA per employee

8.2.6 ECONOMIC-SOCIAL IMPACT

(201-2)

E-14 Estimate of the number of direct, indirect and induced jobs by the port community, referring to the study and methodology followed to make said estimate.

No information available

E-15 Estimate of the gross added value of the port community, referring to the study and methodology followed to make said estimate.

No information available

FINANCIAL IMPLICATIONS AND OTHER RISKS AND OPPORTUNITIES ARISING FROM CLIMATE CHANGE

Risk	Impact type	Impact
IMPACT OF CLIMATE CHANGE ON INFRASTRUCTURES, FACILITIES AND EQUIPMENT	DYEARS materials	Immaterial
IMPACT OF CLIMATE CHANGE ON OPERATIONS	Operations stop	Immaterial

Table 75.- Risks and impacts derived from climate change

The impacts are estimated as immaterial since there have been no climatic events, derived from climate change, that have produced material dYEARS or stoppage of operations.

The APFSC Sustainability Strategy includes the following action with respect to this risk:

STRATEGIC PILLAR 3
line of action: resilient infrastructures

Action 3.1.3 Adapt infrastructures to climate change	
EXECUTION PERIOD	AREA/MANAGER RESPONSIBLE
Phases 2-5 (January 2023 – December 2026)	Dept. Technical Services and Planning
DESCRIPTION OF THE ACTION	
Adopt standards and guidelines for the future expansion of the port and its renovation considering the consequences of climate change. As well as adapting the infrastructure to possible climatic catastrophes derived from climate change. Through: - Processes - Infrastructure	
TASKS TO DO	
Infrastructure: Identify ways to build and renovate the port by reducing emissions or, for example, capturing emissions for later use in industry. To carry out the adaptation of the infrastructure, adhere to national and international initiatives in this area, which seeks to make the most of the synergies and profitability of its infrastructure. Example: Antwerp@C Processes: Identify processes that can contribute to climate change mitigation Adopt a proactive role in this regard and show that it is an example to follow in this field, through the dissemination and promotion of the actions taken in line with this action.	

STRATEGIC OBJECTIVE: INTEGRATION OF RISKS
AND OPPORTUNITIES ASSOCIATED WITH CLIMATE
CHANGE INTO INFRASTRUCTURE MANAGEMENT

PUBLIC REPORT NECESSARY?	
No	
RELEVANCE	EFFORT
High	Effort: High External resources: Yes Investment: >20,000 Internal FTEs: 0.3
LINKING MATERIALITY, SDGS AND OTHER ACTIONS	
Subject matter: Infrastructure, logistics and accessibility Relationship with the SDGs SDG greatest impact: 13 Related actions: 3.3.1 Promote green economic growth; 3.14 Develop infrastructure for innovation.	
ASSOCIATED PERFORMANCE INDICATORS	
Work accidents caused by storms or natural disasters Investment in eur in dYEARS/repairs/wear and tear on infrastructure caused by storms or natural disasters Energy consumption in infrastructures.	

Operational target: Proposals for mandatory and voluntary targets to reduce carbon intensity by 50% by 2030



Figure 28 LLine of action

8.3
SOCIAL
DIMENSION



Port of Ferrol

Port Authority of Ferrol-San Cibrao

8.3.1

DESCRIPTION OF HUMAN RESOURCES POLICY

(3-3)

8.3.1.1.

DESCRIPTION OF THE HUMAN RESOURCES POLICY

STRATEGY AND PROCESSES

STRATEGIC FRAMEWORK OF THE PORT SYSTEM

SDGs	Strategic Line	General management objectives
4 EDUCACIÓN DE CALIDAD 5 IGUALDAD DE GÉNERO 8 TRABAJO DECENTE Y CRECIMIENTO ECONÓMICO	Strategic Line 16: Expansion and continuous improvement of human capital	16.1: Expanding and restructuring of human capital 16.2: Being inclusive and promoting equality 16.3: Improve training and promotion 16.4: Promote communication and participation

Figure 29.- Strategic framework of the port system

APFSC STRATEGY

Material aspects for stakeholders:

INTERNAL RELATIONS

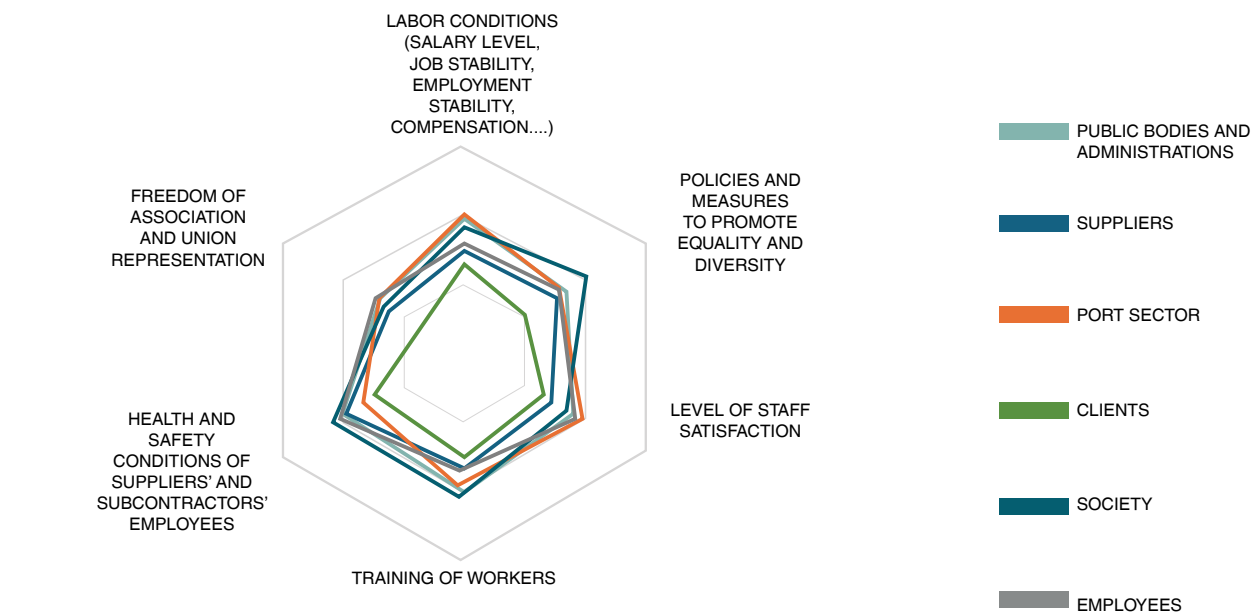


Figure 30.- Material Aspects for Stakeholders

Relevance of material aspects:

High relevance
Freedom of association and union representation
Working conditions (level of remuneration, job stability, internal promotion, etc.).

Table 76.- High relevance of Material Aspects

Strategy for shaping the value offer to Stakeholders

SDGs	Strategic Line	Strategic Objective
8 TRABAJO DECENTE Y CRECIMIENTO ECONÓMICO	OPERATIONAL EXCELLENCE (SOCIAL, ECONOMIC AND ENVIRONMENTAL) PROMOTING SUSTAINABLE DEVELOPMENT IN THE REGION	R3-Promote change in corporate culture and staff training E6-Become an employer of reference
3 SALUD Y BIENESTAR	OPERATIONAL EXCELLENCE (SOCIAL, ECONOMIC AND ENVIRONMENTAL)	EN2-Improving safety and security in operations

Figure 31.- Strategy for configuring the Stakeholder value offer

MONITORING INDICATORS

Strategic Objective	Process	Type	Code Ind.	Ind. title	Units	2021		2022		2023	
						Real	Aim	Real	Aim	Real	Aim
EN2-IMPROVE SAFETY AND SECURITY IN OPERATIONS	Sustainable Development	Perception	I0203	Do you believe that the conditions in which you carry out your work are appropriate in terms of occupational safety and health?	%	66.150	70.00	72.300	70.00	74.000	70.00
	Infrastructure and Facilities Management	Performance	I0135	Investments in safety and security	Thousands of euros	175.990	535.00	201.960	505.00	126.700	305.00
	Safety and Security Management	Performance	I0053	Annual accident frequency rate (IF)	number of accidents with sick leave per million hours worked	68.330	10.00	115.590	10.00	15.460	10.00
			I0054	No. of safety and security accidents and incidents	nº	0.000	0.00	0.000	0.00	0.000	0.00
			I0060	No. of safety and security exercises and drills	nº	5.000	10.00	7.000	10.00	13.000	10.00
			I0127	Annual accident severity index (IG)	number of days lost per thousand hours worked	0.770	0.40	2.060	0.40	1.330	0.40
	Human Resources Organization and Management	Performance	I0052	Annual absenteeism rate	% days lost due to absenteeism	12.690	6.00	12.338	6.00	12.590	6.00



						2021		2022		2023	
Strategic Objective	Process	Type	Code Ind.	Ind. title	Units	Real	Aim	Real	Aim	Real	Aim
E6-BEING AN EMPLOYER OF REFERENCE	Sustainable Development	Perception	I0026	Staff satisfaction level	%	64.280	70.00	59.560	70.00	59.430	70.00
			I0027	Satisfaction level of the personnel under collective bargaining agreement	%	63.420	70.00	58.980	70.00	59.770	70.00
			I0028	Satisfaction level of non-contract personnel	%	69.730	70.00	62.120	70.00	58.150	70.00
			I0033	Level of satisfaction with Motivation	%	64.160	70.00	52.600	70.00	51.980	70.00
			I0034	Level of satisfaction with working conditions	%	70.880	70.00	78.400	70.00	76.080	70.00
	Strategy	Performance	I0089	Net turnover APFSC/ employee	Thousands of euros	147.540	141.73	175.180	163.28	142.800	165.79
			I0097	EBITDA per employee (average annual headcount)	Thousands of euros	83.290	60.99	101.170	64.32	59.020	50.68
	Human Resources Organization and Management	Performance	I0037	Total number of employees in the PA	nº	118.000	112.00	116.000	123.00	120.000	120.00
			I0038	% of temporary workers over total	%	12.710	9.82	8.620	5.56	12.500	2.59
			I0039	% of employees covered by collective bargaining agreements	%	82.200	0.82	81.030	91.22	81.670	71.54
			I0040	Women as % of total employees	%	27.120	24.11	25.860	30.00	26.670	23.33
			I0041	% of women not covered by collective bargaining agreement out of total employees	%	7.630	8.04	8.620	8.77	7.500	7.50
			I0042	% of women not covered by collective bargaining agreement out of total workers not covered by collective bargaining agreement	%	42.860	45.00	45.450	45.45	40.910	33.33
			I0043	% of permanent employees over 50 Years	%	29.660	33.04	32.760	36.84	31.670	36.67
			I0133	Percentage of permanent workers under 30 Years of age	%	0.000	2.00	0.940	2.00	0.830	4.17
			I0188	% Minimum Wage APFSC /Minimum Interprofessional Wage	%	153.860	150.00	152.830	153.86	145.280	146.47
			I0189	Percentage of senior executives hired from the local community	%	100.000	100.00	100.000	100.00	100.000	100.00
			I0190	No. of employee departures	No	53.000		50.000	0.00	38.000	30.00
			I0191	No. of new hires	No	59.000		48.000	11.00	42.000	50.00
			I0192	Base salary and remuneration for women / Base salary and remuneration for men	%	107.920	100.00	1.060	1.07	1.046	1.03
			I0193	% of women on the Board of Directors	%	18.750	25.00	18.750	50.00	18.75	18.75

						2021		2022		2023	
Strategic Objective	Process	Type	Code Ind.	Ind. title	Units	Real	Aim	Real	Aim	Real	Aim
R3-Promote change in corporate culture and training of the workforce	Sustainable Development	Perception	I0029	Level of satisfaction with Leadership	%	69.890	70.00	60.100	70.00	61.920	70.00
			I0030	Level of satisfaction with Training	%	52.170	70.00	47.700	70.00	46.290	70.00
			I0031	Level of satisfaction with Participation	%	62.260	70.00	61.100	70.00	55.050	70.00
			I0032	Level of satisfaction with Communication	%	54.350	70.00	57.900	70.00	61.810	70.00
	Strategy	Performance	I0118	Fulfillment of the Objectives Plan	%	36.380	70.00	62.610	70.00	49.310	70.00
	Human Resources Organization and Management	Performance	I0044	Fulfillment of the General Training Plan	%	0.000	0.00	83.330	100.00	71.430	100.00
			I0045	Compliance with the Specific Training Plan	%	55.220	100.00	91.040	100.00	88.000	100.00
			I0046	% of employees following training programs	%	31.360	80.00	89.655	80.00	66.670	80.00
			I0047	Average hours of training per employee	Hours/ worker	9.070	16.07	61.836	14.04	33.510	16.00
			I0128	Percentage of workers who follow training programs outside of the Agreement.	%	0.000	80.00	59.090	80.00	22.720	80.00
			I0129	Percentage of employees following training programs. Agreement	%	38.140	80.00	96.800	80.00	76.530	80.00
			I0130	Average hours of training per employee. Agreement	Hours per employee	11.030	16.00	56.159	14.00	35.440	16.00
			I0131	Average hours of training per employee. Non-bargaining agreement personnel	Number of hours per employee	0.000	16.00	86.090	14.00	24.910	16.00
			I0132	Number of competency-based management training programs	nº	14.000	17.00	17.000	17.00	15.000	18.00

Table 77- Indicators of Process objective and strategic line

8.3.1.2
EMPLOYMENT AT THE PORT AUTHORITY

(2-7), (2-30), (401-1), (405-1)

TOTAL NUMBER OF EMPLOYEES OF
THE PORT AUTHORITY

S-01 Total number of employees of the Port Authority.

EVOLUTION OF THE TOTAL NUMBER OF EMPLOYEES OF THE PORT AUTHORITY.

	2020	2021	2022	2023
HEADCOUNT AS OF DECEMBER 31	112	118	116	120
AVERAGE ANNUAL HEADCOUNT	109	111	118	118

Table 78.- Number of workers and average staff of the APFSC (I0037)

No total de trabajadores totales de la AP: La diferencia viene marcada por las 7 plazas que están pendientes de convocatoria.

Additions 2023	No. of persons	Retirements 2023	No. of persons
TEMPORARY	14	End of temporary contract	26
INTERIM	19	Resignation	2
PERMANENT	9	Retirement	2
	0	Other	8
TOTAL	42		38

Table 79.- Personnel additions and removals

	Men				Women				Total
	< 30	30-50	> 50	Total	< 30	30-50	> 50	Total	
NON-AGREEMENT OFFICE	0	1	0	1	0	2	2	4	5
OFFICE AGREEMENT	0	1	0	1	1	5	1	7	8
POLICE	1	13	5	19	0	7	1	8	27
MAINTENANCE	0	2	0	2	0	0	0	0	2
TOTAL	1	17	5	23	1	14	4	19	42

Table 80.- Personnel additions in Year 2022 by gender, age and areas of activity

	Men				Women				Total
	< 30	30-50	> 50	Total	< 30	30-50	> 50	Total	
NON-AGREEMENT OFFICE	0	0	0	0	0	2	2	4	4
OFFICE AGREEMENT	0	3	1	4	0	5	0	5	9
POLICE	0	12	2	14	0	6	1	7	21
MAINTENANCE	0	1	2	3	0	0	1	1	4
TOTAL	0	16	5	21	0	13	4	17	38

Table 81.- Staff departures in Year 2022 by gender, age and areas of activity

PERCENTAGE OF EMPLOYEES EVENTUALS (%)

S-02 Percentage of temporary workers over total permanent employees. For the calculation of this indicator, contracts conditioned to production circumstances are excluded from the computation of temporary workers.

EVOLUTION OF THE PERCENTAGE OF TEMPORARY EMPLOYEES OF THE PORT AUTHORITY

	2020	2021	2022	2023
PERCENTAGE OF TEMPORARY WORKERS	9.82%	12.71%	8.62%	10.00%

Table 82.- Percentage of temporary employees of the Port Authority (i0038)

Unforeseen and unforeseen needs have been covered by permanent staff, because our staff is increasingly adjusted to the needs of the APFSC.

DISTRIBUTION OF HEADCOUNT BY AREA OF ACTIVITY (%)

S-03 Distribution of headcount by area of activity. These areas are understood as personnel assigned to the Police service, Maintenance personnel, office personnel under agreement and office personnel excluded from the agreement.

DISTRIBUTION OF HEADCOUNT BY BUSINESS AREA DURING 2023

Activity	Percentage of average annual headcount
OFFICE OUTSIDE AGREEMENT	18.33%
OFFICE WITHIN AGREEMENT	26.67%
MAINTENANCE	11.67%
PORT POLICE	43.33%

Table 83.- Distribution of headcount by area of Activity



	Total	Men			Total	Women			Total
		< 30	30-50	> 50		< 30	30-50	> 50	
SENIOR OFFICER	2	0	2	0	2	0	0	0	0
MAINTENANCE	14	0	8	4	12	0	0	2	2
NON-AGREEMENT OFFICE	32	0	10	3	13	1	11	7	19
OFFICE AGREEMENT	20	0	4	7	11	0	4	5	9
PORT POLICE	52	2	34	14	50	0	2	0	2
TOTAL	120	2	58	28	88	1	17	14	32

Table 84- Distribution of workforce by age, gender and areas of Activity

PERCENTAGE OF EMPLOYEES COVERED BY COLLECTIVE BARGAINING AGREEMENTS (%)

S-04 Percentage of employees covered by collective bargaining agreements.

PERSONNEL COVERED BY COLLECTIVE AGREEMENTS %

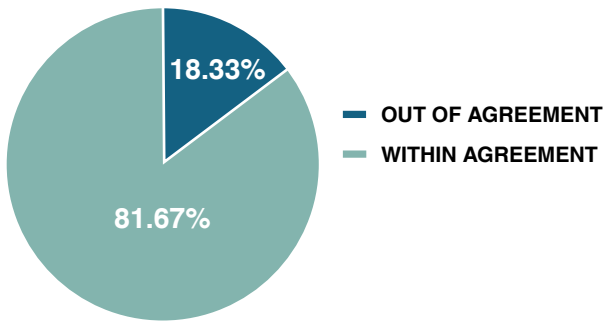


Figure 32.- Percentage of employees in and out of collective bargaining agreements

Description	2023
PERCENTAGE OF EMPLOYEES COVERED BY COLLECTIVE BARGAINING AGREEMENTS (BASED ON HEADCOUNT AS OF 12/31/2022)	81.03%

Table 85.- Porcentaje de Employees cubiertos por convenios colectivos (i0039)

Description	Men	Women	Total
EMPLOYEES OF AGREEMENT	75	23	98
EMPLOYEES OUTSIDE THE AGREEMENT	13	9	22
TOTAL	88	32	120

Table 86.- Agreement and non-agreement employees

8.3.1.3 INTERNAL COMMUNICATION AND PARTICIPATION

(413-1)

THE REPRESENTATION OF WORKERS

S-05 Mechanisms for employee representation and communication with management.

Reference to union representation of workers on the Board of Directors, reporting on the unions represented and the number of representatives of each of them.

The mechanisms for worker representation are set forth in the collective bargaining agreement in force: “CHAPTER VIII Collective Representation” <https://www.puertos.es/es-es/rrhh/Documents/BOE-A-2019-9021%20III%20Convenio.pdf>.

In the case of the Board of Directors of APFSC, the representation is exercised by Mr. Francisco José Pena Varela. Representative of the C.C.O.O. union section as a member with voice and vote in said governing body of APFSC.

S-06 Mechanisms for the technical participation of workers in the improvement of the Port Authority’s production processes (suggestion systems, periodic coordination meetings of the Activity, quality groups, etc.).

This indicator refers to the mechanisms or means that enable all employees to participate in the decision-making or improvement process.

In this indicator the following aspects shall be reported in a clearly identifiable manner.

- Whether or not there are stable working groups on aspects such as quality, environment, safety, etc.

n 2023, the implementation of the A3 methodology continued through the following improvement groups: Contracting improvement group, Goods warehouse improvement group, Inventory improvement group.

A survey was also sent to all APFSC staff in December 2023, so that they could propose the improvement groups they considered appropriate. In this sense, mention that 3 new improvement groups have been proposed: two related to communication and one to the filing system.

- If these groups are linked to the operation of any quality management system.

Yes

- Whether or not there are suggestion boxes or any other mechanism that allows any employee to make suggestions on aspects related to port management.

There are no suggestion boxes per se, suggestions are made through employee satisfaction surveys, or through the improvement group proposal survey.



PARTICIPATION IN THE DEFINITION OF THE MANAGEMENT SYSTEM

The Department of Sustainability and Management Systems must facilitate the participation of all interest groups in the definition of the management system and the different processes/procedures/instructions. To achieve this, the following actions are carried out:

ACTUATION	INTERVIENE
MEETINGS FOR THE DETECTION OF NECESSARY CHANGES NECESSARY CHANGES	The person responsible for the Process/procedure/instruction.
	All the personnel of the different Areas/Department involved in the Process.
	The personnel and managers of other companies, if necessary.
	The Sustainability and Management Systems Department.
MEETINGS TO REDEFINE THE PROCESS/ PROCEDURE/INSTRUCTION	The person responsible for the Process/procedure/instruction.
	Port Authority Director.
	The Sustainability and Management Systems Department.
	The personnel of the different Areas/Departments involved in the Process, and affected by the changes.
DISSEMINATION OF CHANGES THROUGH E-MAIL	Sustainability and Management Systems Department.
	All Port Authority personnel.
PERMANENT DISSEMINATION OF THE CURRENT VERSIONS OF THE MANAGEMENT SYSTEM, PROCESSES, PROCEDURES, INSTRUCTIONS THROUGH THE MANAGEMENT SYSTEM PORTAL.	Sustainability and Management Systems Department.
	All Port Authority personnel
	All stakeholders

Table 87.- Stakeholder participation in the definition of the Management System

CHANGES IN PROCESSES/PROCEDURES IN 2023

Document Type	Qualification	Edition	F. Vigor
MODEL	Management model of the Port Authority of Ferrol-San Cibrao	28	12/05/2023
PROCEDURE	Strategy development and monitoring procedure	0	06/28/2023
PROCESS SHEET	Sustainable development	11	12/05/2023
PROCEDURE	Communication and participation management in GI Sustainability	0	09/18/2023
PROCEDURE	Internal innovation management procedure and participation	0	09/06/2023
INSTRUCTION	Disused materials: inventory and recirculation	0	11/27/2023
INSTRUCTION	Inventory of infrastructure, facilities, equipment and services	0	11/27/2023
PROCEDURE	Commercial management	7	09/06/2023
PROCESS SHEET	Hiring and Administration	0	12/05/2023
MODEL	Management model of the Port Authority of Ferrol-San Cibrao	28	12/05/2023
PROCEDURE	Strategy development and monitoring procedure	0	06/28/2023
PROCESS SHEET	Sustainable development	11	12/05/2023
PROCEDURE	Communication and participation management in GI Sustainability	0	09/18/2023

Table. 88- Changes in processes/procedures during the year 2023

MANAGEMENT SYSTEM PORTAL

The content of the management system is disseminated through the Internal Portal of the SG.

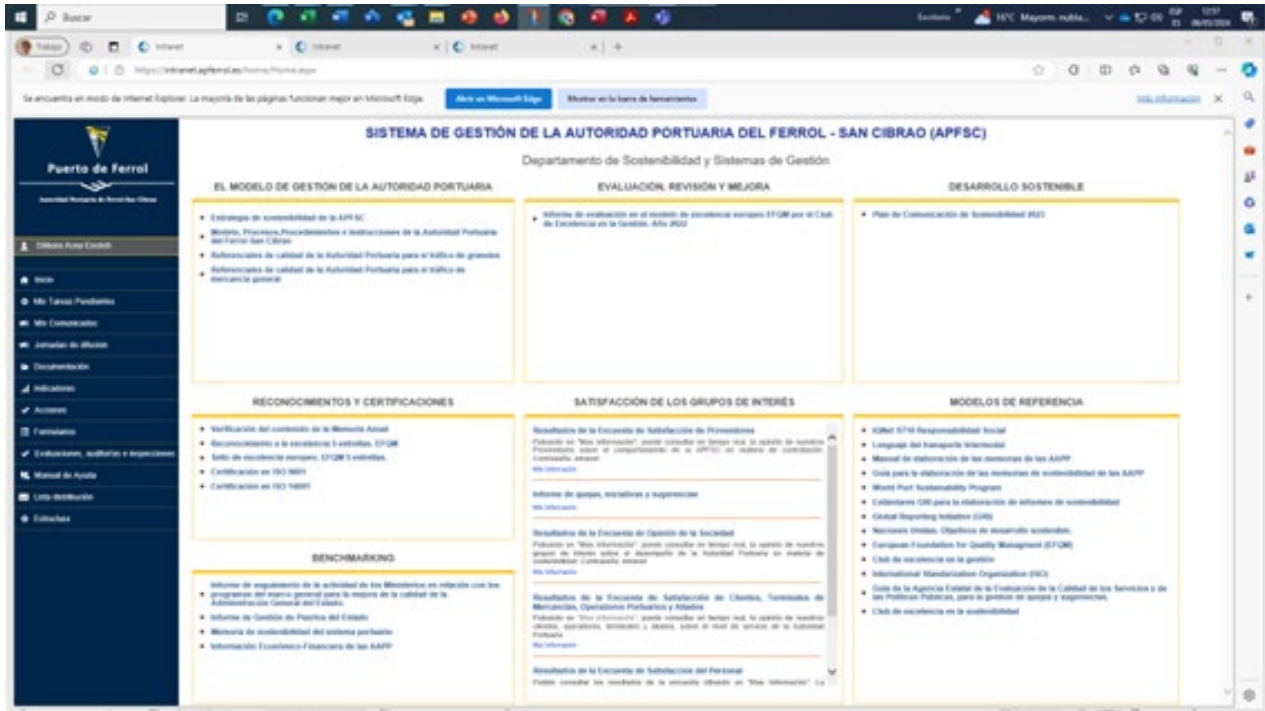


Figure 33.- Internal SG Portal



8.3.1.4. FORMATION (404-1), (404-2), (404-3)

PERCENTAGE OF WORKERS FOLLOWING TRAINING PROGRAMS (%)

S-07 Percentage of workers who follow training programs, differentiating between workers inside and outside the agreement.

Percentage of workers following training programs	
WORKERS WHO FOLLOW TRAINING PROGRAMS WITHIN THE AGREEMENT (BASED ON THE WORKFORCE AS OF 12/31/23)	76.53 %
WORKERS WHO FOLLOW TRAINING PROGRAMS OUTSIDE OF THE AGREEMENT (BASED ON THE WORKFORCE AS OF 12/31/23)	22.72 %
TOTAL NUMBER OF WORKERS WHO CARRY OUT TRAINING ACTIONS (BASED ON STAFF AT 12/31/23)	66.67%

Table 89 Percentage of workers who follow training programs (I0046, I0128, I0129)

AVERAGE TRAINING HOURS PER WORKER (HOURS/WORKER)

S-08 Evolution of the average hours of training per worker, differentiating between workers inside and outside the agreement.

	Total hours	No employees	Average
WITHIN AGREEMENT	3,473	98	35.44
OUT OF AGREEMENT	548	22	24.91
TOTAL	7,173	120	33.51

Table 90. Average hours of training per worker (I0130, I0131)

Number of training hours 2023				Percentage of training hours 2023			
Laboral category	Men	Women	Total	Laboral category	Men	Women	Total
NON-AGREEMENT OFFICE	36	512	548	NON-AGREEMENT OFFICE	0.90%	12.73%	13.63%
OFFICE AGREEMENT	1,047	224	1,271	OFFICE AGREEMENT	26.04%	5.57%	31.61%
POLICE	2,005	82	2,087	POLICE	49.86%	2.04%	51.90%
MAINTENANCE	115	0	115	MAINTENANCE	2.86%	0.00%	2.86%
TOTAL	3,203	818	4,021	TOTAL	79.66%	20.34%	100.00%

Table 91.- Training hours of the workforce by Labor category and gender

NUMBER OF TRAINING PROGRAMS OF MANAGEMENT BY COMPETENCES

S-09 Number of training programs in progress in relation to the competency-based management system (according to the collective agreement currently in force).

Clearly identifiable information must be provided on the number of training programs in progress linked to the competency-based management system, so it must be clearly established which training actions belong to said program and which do not.

Description	Planned 2023	Realized 2023
NUMBER OF TRAINING PROGRAMS IN THE GENERAL TRAINING PLAN	7	5
NUMBER OF TRAINING PROGRAMS IN THE SPECIFIC TRAINING PLAN	18	15
TOTAL TRAINING PROGRAMS	25	20

Table 92.- Ongoing training programs in relation to the competency-based management system (i0132)

TRAINING SATISFACTION LEVEL (%)

Indicator code	Description	2020	2021	2022	2023
I0026	TRAINING SATISFACTION LEVEL	53.68	52.17	47.70	59.43

Table 93.- Level of satisfaction with training



PERFORMANCE EVALUATION

AGREEMENT STAFF:

The implementation of the performance evaluation system regulated by the III Collective Agreement of State Ports and Port Authorities is pending (<https://www.puertos.es/es-es/rrhh/Documents/BOE-A-2019-9021%20III%20Convenio.pdf>) which establishes the following:

SYSTEM:

Second transitory provision.

Within 6 months, a new Competency Management Model Procedure will be proposed, including updating and including the corresponding annexes that will contain the following defining elements of the Model:

- VIII. Directory of Competences.
- IX. Occupations Catalog.
- X. Maximum and minimum profiles of each Occupation.
- XI. Specific qualifications for each occupation if required.
- XII. Performance evaluation. procedures

RETRIBUTION:

II. Bonuses of professional qualification, quality or quantity of work:

Productivity.

These productivity supplements will remunerate the special performance, the extraordinary Activity and dedication, the interest or initiative with which the

occupation is carried out. It is remunerated based on the category or professional level held by the worker, whether variable or fixed, and provided that they result in improving the result of the work. The assessment of productivity will be made based on circumstances directly related to the performance of the occupation and the achievement of the results or objectives assigned to it.

The right to accrual will not be consolidated to a personal Title and is linked to the permanence of the circumstances that would have determined its recognition of such circumstances that would have determined its initial recognition, the recipient declining in such right at the moment in which the disappearance of the title is verified. such circumstances. Any bonus that is thus qualified or generated in the Company Agreements must be specifically indicated whether or not it corresponds to this category.

Bonuses for professional qualification, quality or quantity of work (productivity), among others, are considered bonuses regulated in the Company Agreements of these characteristics, as well as bonuses or supplements for position or productivity (Plus for special performance at work, Gr .II-BII, Quality, Availability, etc.), and all those linked to a personal qualification or to the category or professional level that the worker has. In any case, a plus on Performance evaluation will be regulated

NON-AGREEMENT STAFF:

The establishment of the system is pending.

8.3.1.5. STAFF STRUCTURE AND EQUITY

(202-1), (401-3), (405-2), (413-1)

The salary regulation of staff in the Spanish port system does not contemplate differences between men and women. The ratio of average salary for women/average salary for men is 1.046 (I0192).

Information on the remuneration scheme, as well as the update of the values to be applied, can be consulted in the Human Resources-regulations section of the Puertos del Estado website (<https://www.puertos.es/es-es/rrhh/Paginas/Normativa.aspx>)

During the year 2023, there were no maternity or paternity leaves.

ANNUAL NATIONAL INTERPROFESSIONAL MINIMUM WAGE 2023	€15,120.00
LOWEST ANNUAL APFSC SALARY 2023	€21,966.75
% APFSC MINIMUM WAGE / INTERPROFESSIONAL MINIMUM WAGE	145.28%

Table 94.-APFSC minimum wage vs. national interprofessional minimum wage (I0188)

The prevention of incidents of discrimination or sexual harassment can be consulted in the III Collective Agree-

ment between State Ports and Port Authorities (BOE, resolution of June 13, 2019, of the General Directorate of Labor). In the APFSC, the Equality Commission was established on November 14, 2014.

During the year 2023, no complaints were received for sexual harassment or harassment based on sex in the Equality Commission.

% OF WOMEN OVER THE TOTAL EMPLOYEES

S-10 Percentage of Women out of the total number of workers.

Description	2023
% OF WOMEN OUT OF TOTAL WORKERS (BASED ON WORKFORCE AS OF 12/31/2023)	36.36

Table 95-Percentage of Women over the total number of workers (I0040)



% OF WOMEN NOT JOINED TO THE AGREEMENT OVER THE TOTAL EMPLOYEES

S-11 Percentage of Women not attached to the agreement over the total number of workers and over the total number of workers outside the agreement.

Description	2023
% OF FC WOMEN OUT OF TOTAL FC WORKERS (BASED ON WORKFORCE AS OF 12/31/2023)	40.91
% OF FC WOMEN OVER TOTAL WORKERS (BASED ON WORKFORCE AS OF 12/31/2023)	7.5

Table 96.- Percentage of Women not signed to the agreement over the total number of workers (I0041, I0042)

% PERMANENT EMPLOYEES OVER 50 YEARS

S-12 Percentage of permanent workers over 50 Years.

Description	2023
% PERMANENT WORKERS > 50 YEARS	31.67

Table 97- Permanent workers over 50 Years (I0043)

% PERMANENT WORKERS UNDER 50 YEARS

S-13 Percentage of permanent workers under 30 Years.

Description	2023
% PERMANENT WORKERS < 30 YEARS	0.83

Table 98.- Permanent workers of less than 30 Year (I0133)

% Ages	Under 30		From 30 to 50 Years		Over 50	
Activity area	Men	Women	Men	Women	Men	Women
SENIOR	0.00%	0.00%	1.67%	0.00%	0.00%	0.00%
NON-AGREEMENT OFFICE	0.00%	0.00%	6.67%	0.00%	3.33%	1.67%
OFFICE AGREEMENT	0.00%	0.83%	8.33%	9.17%	2.50%	5.83%
POLICE	0.00%	0.00%	3.33%	3.33%	5.83%	4.17%
MAINTENANCE	1.67%	0.00%	28.33%	1.67%	11.67%	0.00%
TOTAL	1.67%	0.83%	48.33%	14.17%	23.33%	11.67%

Table 99.- Ages of workers according to Activity area

% Ages	Under 30		From 30 to 50 Years		Over 50	
Activity area	Men	Women	Men	Women	Men	Women
SENIOR	1.67%	0.00%	0.00%	0.00%	1.67%	0.00%
NON-AGREEMENT OFFICE	9.17%	6.67%	0.00%	0.83%	9.17%	7.50%
OFFICE AGREEMENT	10.00%	12.50%	0.83%	3.33%	10.83%	15.83%
POLICE	35.83%	0.83%	5.83%	0.83%	41.67%	1.67%
MAINTENANCE	8.33%	1.67%	1.67%	0.00%	10.00%	1.67%
TOTAL	65.00%	21.67%	8.33%	5.00%	73.33%	26.67%

Table 100.- Percentage of permanent/eventual according to Activity area

8.3.1.6. SECURITY AND HEALTH AT WORK

(403-1), (403-2), (403-3), (403-4), (403-5), (403-6), (403-8), (403-9), (403-10), (413-1)

DESCRIPTION OF ACTIVITY FROM PREVENTION OF OCCUPATIONAL HAZARDS

The Ferrol-San Cibrao Port Authority (APFSC) by virtue of the provisions of Law 31/95 on Occupational Risk Prevention has as its fundamental objective to guarantee the Safety and Health of all its workers and for this it has a management system of PREVENTION OF LABOR RISKS following the provisions of Chapter III of R.D. 39/1997 of January 17, which approves the Prevention Services Regulations, and as established in article 10 of the aforementioned R.D. the preventive modality has been chosen: External Prevention Service.

The Ferrol San Cibrao Port Authority guarantees the rights of workers to Consultation and Participation, and for this reason and by virtue of the provisions of Chapter V of Law 31/95 on the Prevention of Occupational Risks, it has set up a Health and Safety Committee.

This management system complies with and endorses what is established in the Occupational Risk Prevention regulations and in Chapter VII Occupational Risk Prevention of the III Collective Agreement of State Ports and Port Authorities, published in the BOE and on the Puertos del Puertos website. State, and is applicable to 100% of APFSC workers. It also regulates the composition, powers and operation of the APFSC Health and Safety Committee, of which the entity’s workers are part.

n Year 2020, the External Prevention service updated the risk assessment for the safety and health of workers to assess the risks of each position for especially sensitive workers; protection of minors, maternity protection and other special sensitivities/disabilities. The conclusion on

the evaluation of psychosocial risks was also included. Said evaluation is still in force and its review is scheduled for Year 2023.

For said evaluation, a method based on the one established by the National Institute of Safety and Hygiene at Work was used, in its document “Guide for Risk Assessment”. To determine the severity of the risk, two parameters are used: probability and severity, which may present: trivial risk (no specific action required), tolerable risk (no need to improve preventive action), moderate risk (efforts must be made to reduce the risk), significant risk (work should not be started until the risk has been reduced), intolerable risk (work should not be started or continued). The risk is then classified as Controlled (planned corrective measures have been adopted to reduce its severity), Avoidable (it can be definitively solved with certain preventive measures).

All APFSC workers participated in the evaluation process.

Work Activities are classified and hazards are identified, taking into account three aspects:

Se clasifican las actividades de trabajo y se identifican los peligros, teniendo en cuenta tres aspectos:

- a. The existence of dYear sources or anomalous conditions.
- b. Possibility of affecting people.
- c. Form of risk materialization



And then a series of sources of risk are listed, also estimating a series of specific risk criteria: Chemical agents, Explosion, Biological agents, Ergonomics at work and Applied Psychosociology.

Finally, the risks evaluated are related to:

- The Management and organization of the preventive Activity in the company
- The elements that make up the Work Area, Installation or Work Equipment.
- The Activities that are carried out in the company.
- The Specifics of each Job Position

Risks are further classified into Controlled, Avoidable, Critical Risk, and Aggravated Risk.

For each detected risk, corrective or preventive measures are proposed which, together with work incidents, are followed by both the prevention service and the Health and Safety Committee, as well as the Safety, Protection and Environment Division.

There is no job position in the APFSC with a health and safety risk assessment categorized as Important or Intolerable.

Among others, the risks in the following table have been evaluated:

TYPELOGÍA DE RIESGOS

Code	Description	Code	Description
SAFETY AT WORK			
010	Falls of people at different levels ≤ 2 meters	140	Exposure to extreme environments (temperature, pressure, humidity)
011	Falls of people at different levels > 2 meters	141	Exposure to extreme environments (confined spaces)
020	Falls of people at the same level	150	Thermal contacts
030	Falling objects due to collapse or landslide	160	Electrical contacts
040	Falling objects being handled	170	Acute exposure to chemicals
050	Falls of detached objects	180	Contacts with caustic and/or corrosive substances
060	Footsteps on objects	190	Acute radiation exposure
070	Shocks or contacts with immobile objects	200	Explosions
080	Shocks or contacts with moving objects	201	Explosions due to the presence of explosive atmospheres (atex)
090	Blows / cuts by objects or tools	210	Fires
100	Projections of fragments, particles, liquids or gases	220	Accidents caused by living beings
110	Trapping or crushing by or between objects	230	Run overs, blows or collisions with vehicles
120	Entrapment or crushing due to overturning of equipment	240	Traffic accidents
130	Overexertion	241	Accidents in itinere

Code	Description	Code	Description
INDUSTRIAL HYGIENE		PSYCHOSOCIOLOGY	
310	Exposure to chemical contaminants by inhalation	450	Mental: reception of information
315	Exposure to chemical contaminants by the dermal route	460	Mental: information processing
320	Exposure to biological contaminants	470	Mental: answer
330	Noise exposure	480	Chronic fatigue
340	Vibration exposure	490	Other fatigue risks
350	Thermal stress (from heat or cold)	510	Work content
360	Exposure to ionizing radiation	520	Monotony
370	Exposure to non-ionizing radiation	530	Inappropriate role
380	Lightning	540	Insufficient autonomy
390	Other occupational disease risks	550	Solitary confinement
		560	Relations
		570	Work organization
ERGONOMICS		580	Schedule
400	Physical load for work with pvd	590	Other risks of dissatisfaction
401	Eyestrain		
402	Voice fatigue		
403	Discomfort (annoying noise, temperature, humidity, drafts)	MANAGEMENT AND ORGANIZATION	
410	Physical load. Position (forced or maintained postures)	600	Management and organization of occupational risk prevention
420	Physical load by displacement	610	Risk assessment
430	Physical load by effort (push and/or pull)	620	Work equipment and means of protection
440	Physical load due to manual handling of loads	630	Information, consultation and participation of workers
441	Physical load from repetitive movements	640	Worker training
		650	Emergency / evacuation measures
		660	Health surveillance
		670	Documentation
		680	Coordination of business activities
		690	Prevention delegates
		700	Health and safety committee

Table. 101- Risk typology



In addition, the SPA health surveillance service is responsible for carrying out annual medical check-ups for all APFSC workers.

During 2020, no occupational diseases have been diagnosed among APFSC workers.

Finally, all APFSC workers have access to private medical insurance, which also offers a preventive and rehabilitative medicine service.

For workers of companies contracted to provide services, supplies or works, the contract documents require compliance with the applicable labor regulations, including that related to Law 31/1995 on Occupational Risk Prevention and Royal Decree 39/1997 establishing the Prevention Services Regulations. The winning company must complete the information required in this regard by the Safety, Protection and Environment Division before starting the work. In the coordination of Activities regulated by Royal Decree 171/2004, of January 30, which develops article 24 of Law 31/1995, of November 8, on Occupational Risk Prevention, in matters of coordination of Business Activities, which has been transferred to the APFSC Safety Management System (not externally audited or certified), including the corresponding Procedures and instructions, regulates the information to be exchanged with said companies in terms of occupational health and safety throughout the of the execution of the works, whose follow-up is in charge of the Safety, Protection and Environment Division of the APFSC.

There is no direct control of the workers of these companies by the APFSC, nor are aggregated data on accidents or occupational diseases handled, given the large volume of companies that carry out their Activity in the service area and the short duration of your Activity.

The data of the largest and longest-term work is available, but its publication individually would violate the confidentiality of said information.

The APFSC Business Activities Coordination Service is organized through the figure of the Coordinator who must be present at the work center for the time necessary to fulfill their functions and is responsible for:

- Know the information that must be exchanged between competing companies, as well as any documentation of a preventive nature that is necessary for the performance of their functions.
- Access to any area of the workplace.
- Provide the competing companies with the necessary instructions for the fulfillment of their functions.
- Propose to competing companies the adoption of measures for the prevention of existing risks in the workplace.

ANNUAL ACCIDENT FREQUENCY RATE (IF)

S-14 Evolution of the annual accident frequency index (IF), expressed as the ratio of the number of accidents with sick leave recorded in a Year, with respect to the total number of hours worked in said Year, calculated as

EVOLUTION OF THE ANNUAL ACCIDENT FREQUENCY INDEX (IF)

	2020	2021	2022	2023
NO. OF ACCIDENTS WITH SICK LEAVE FOR EVERY MILLION HOURS WORKED	72.44	68.33	115.59	15.46

Table 102.- Annual accident frequency index (I0053)

The number of hours worked in the APFSC in 2023 was 194,022

3 accidents with sick leave were recorded.

ANNUAL SEVERITY RATE OF ACCIDENTS (IG)

S-15 Evolution of the annual accident severity index (IG), expressed as the ratio of the number of days lost (number of working days lost) per accident in a Year, with respect to the total number of hours worked in said Year, calculated as:

EVOLUTION OF THE ANNUAL ACCIDENT SEVERITY INDEX (IG)

	2020	2021	2022	2023
NO. OF DAYS LOST FOR EVERY THOUSAND HOURS WORKED	2.74	0.77	2.06	1.33

Table 103.- Annual accident severity rate (I0127)

In Year 2022 there were no APSC workers who died from a work accident



ANNUAL ABSENTEEISM RATE (AI)

S-16 volution of the annual absenteeism rate, expressed as the ratio of the number of calendar days lost due to leave, with respect to the number of workers, calculated as:

IA = (number of calendar days lost due to sick leave x 100) / (number of workers x 365)

EVOLUTION OF THE ANNUAL ABSENTEEISM RATE (AI)

	2020	2021	2022	2023
PERCENTAGE OF DAYS LOST DUE TO SICK LEAVE	9.18 %	12.69 %	12.34 %	12.59%

Table 104.- Annual absenteeism rate

(403-2) Accidents with/without sick leave

During the year 2023, there have been 3 work accidents with sick leave and 1 work accident without sick leave. Of the work accidents with sick leave, 2 were due to a sprained foot, and one was a traffic accident while traveling, all of which were minor. The accident without sick leave was attended to by the accident insurance company without further incident.

TRAINING IN THE MATTER OF PREVENTION OF OCCUPATIONAL HAZARDS

S-17 Training effort in occupational risk prevention, expressed as the total number of training hours divided by the number of workers.

TRAINING EFFORT IN OCCUPATIONAL RISK PREVENTION DURING 2023

Total number of training hours	Total number of workers (average annual workforce)	Average number of hours per worker
330	120	2,75

Table 105.-Hours of training in occupational risk prevention

S-18 Number of exercises and drills on security and number of exercises or drills on protection.

Exercises or Drills	Number
NUMBER OF EXERCISES OR DRILLS ON PROTECTION	9
NUMBER OF EXERCISES OR DRILLS ON SAFETY	4

Table 106-. Number of exercises and drills on security and protection (I0060)

In terms of protection, 8 exercises and 1 Marsec drill (Activation of the Protection Plan) have been carried out.

In terms of security, 4 drills have been carried out (2 of emergency measures in CCS buildings and the maintenance workshop and 2 with activation of the PEIA in the Mugardosy Marsec Council).

We have five workers designated as especially sensitive in reference to Article 25: “Protection of workers especially sensitive to certain risks” of the Occupational Health and Safety Law.

In all cases, the procedure stipulated by legislation for this type of workers has been carried out, and preventive control is carried out by the company at all levels (labor, health surveillance...). On the other hand, the work activities carried out by each of the especially sensitive workers in their workplace have been adapted to the limitations established in the medical fitness certificate issued for this purpose.



8.3.1.7.
EMPLOYMENT AND SECURITY AT WORK IN
THE PORT AUTHORITY
(416-1)

SAFETY AT WORK IN
THE PORT COMMUNITY

S-19 Estimated total number of direct jobs generated by maritime freight terminals, maritime passenger stations and companies that provide port services.

No information to report

S-20 Synthetic description of the Type of conditions or requirements established, on aspects such as security and training, in the specifications of particular requirements of port services, in the conditions of granting and in the Titles of concession or authorization.

The conditions required in the particular specifications of the port services, related to Safety and PRL, are the following:

- Appointment of interlocutor in matters of Safety and PRL.

PRL

- Occupational Risk Prevention Plan. This document may be replaced by a duly accredited Health and Safety Management System.
- Declaration of compliance in matters of Occupational Risk Prevention and Occupational Health and Safety.
- Business Activities Coordination Plan
 - 1. Appointment of the business activities coordinator.
 - 2. List of general risks of the Activity carried out.
 - 3. Develop how the company will carry out the CAE with competing companies, assuming the provisions of the Coordination Annex of the Port Authority.
- Emergency Measures, art. 20 of Law 31/95.
- Declaration of having received the information of own risks and emergency measures from the Port of Ferrol.
- List of machinery, according to format F-SEG-02-03.

SECURITY

- Port Facility Protection Plan
- Emergency Plan according to applicable regulations. (See RD 145/89, RD 840/2015, RD 393/2007)
- List of personnel and vehicles, according to format F-SEG-02-02 or access control database.

The companies that provide port services and the companies that operate under the authorization concession regime must send the Declaration of compliance regarding Occupational Risk Prevention and Occupational Health and Safety on an annual basis. On the other hand, if there is any type of modification at the PRL level, they must also communicate it.

S-21 Description of the coordination mechanisms of existing business activities in the port community in terms of occupational risk prevention within the port.

The Port Authority has a CAE Procedure that is available to all users, available at the following link: <https://www.ap-fsc.com/autoridad-portuaria/seguridad-y-p-r-l/procedimientos-y-solicitudes/>

In the same way, there is a person designated to carry out the tasks of coordinating preventive activities.

S-22 Total number and percentage of maritime freight terminals and maritime passenger stations under concession or authorization, as well as companies licensed or authorized to provide port or commercial services that have an OHSAS system.

- Inform whether the Port Authority periodically checks the degree of implementation of OHSAS systems in Port service providers and goods handling terminals. If carried out, indicate how it is carried out (surveys, visits, documentation requirements, etc.). If you do not carry out this type of checks, inform if you plan to carry them out.

At the time that Dominio Público issues a Grant Title for a concession, authorization or license, specific PRL documentation is requested (where the PRL system appears), this is requested again on an annual basis. Therefore, the response would be through a requirement for documentation plus its renewal.



DOCUMENTACIÓN SOBRE PREVENCIÓN DE RIESGOS LABORALES.

DOCUMENT	MUST DELIVER	DELIVERY TIME	DELIVERY FREQUENCY
OCCUPATIONAL RISK PREVENTION PLAN. THIS DOCUMENT MAY BE REPLACED BY A DULY ACCREDITED HEALTH AND SAFETY MANAGEMENT SYSTEM.	☒ YES ☐ NO	Before starting Activity	Whenever there is a change.
DECLARATION OF COMPLIANCE IN MATTERS OF OCCUPATIONAL RISK PREVENTION AND OCCUPATIONAL HEALTH AND SAFETY.	☒ YES ☐ NO	Before starting Activity	Annually
BUSINESS ACTIVITIES COORDINATION PLAN¹	☒ YES ☐ NO	Before starting Activity	Whenever there is a change.
EMERGENCY MEASURES, ART. 20 OF LAW 31/95.	☒ YES ☐ NO	Before starting Activity	Whenever there is a change.
DECLARATION OF HAVING RECEIVED THE INFORMATION ON OWN RISKS AND EMERGENCY MEASURES FROM THE PORT OF FERROL.	☒ YES ☐ NO	Before starting Activity	Provided that the Port updates the aforementioned information.
LIST OF MACHINERY, ACCORDING TO FORMAT F-SEG-02-03	☒ YES ☐ NO	Before starting Activity	Whenever there is a change.

[[1] MINIMUM CONTENT OF THE CAE PLAN:

1. Appointment of the Business Activities coordinator.
2. List of general risks of the Activity carried out.
3. Develop how the company will carry out the CAE with concurrent companies, assuming the provisions of the Coordination Annex of the Port Authority.
- Table 107.- Documentation on occupational risk prevention

- In the event of having information on the degree of implementation of OHSAS systems in service providers and merchandise handling terminals, inform about.

TOTAL NUMBER AND PERCENTAGE OF MARITIME TERMINALS AND SERVICE COMPANIES THAT HAVE IMPLEMENTED AN OHSAS OCCUPATIONAL RISK PREVENTION SYSTEM:

Type of terminal / service	Total number with ISO 45001	% with ISO 45001
TERMINAL/SERVICE TYPE	Total No. with ISO 45001	% with ISO 45001
FREIGHT TERMINAL	4 of 7	57.14%
PASSENGER TERMINAL	-	-
STOWAGE SERVICE	4 of 6	66.6%
MARPOL SERVICE	0 out of 1	0%
NAUTICAL TECHNICAL SERVICE	6 of 7	85.71%

Table 108.- Number of maritime terminals and service companies that have an Occupational Risk Prevention System in place

S-23 Number of training actions of a technical nature, in relation to security and protection, coordinated by the Port Authority, aimed at the port community.

No training actions aimed at the port community have been carried out in this period.

We have provided training, but aimed at Port Authority workers.

8.3.2 RELATIONS WITH THE ENVIRONMENT

(3.3) (203-1) (413-1) (413-2)

8.3.2.1. DESCRIPTION OF THE PORT AUTHORITY POLICY IN THEIR RELATIONSHIPS WITH THE SOCIAL ENVIRONMENT

STRATEGY AND PROCESS

STRATEGIC FRAMEWORK OF THE PORT SYSTEM

SDGs	Strategic Line	General management objectives
	Strategic Line 12: Ports committed to their city	12.1: Ports open to the citizen 12.2: Coordinated port-municipal services 12.3: Promotion of corporate social responsibility in the environment 12.4: Publicize the port

Figure 34- Strategic framework of the port system

APFSC STRATEGY

Material aspects for stakeholders:

INTERNAL RELATIONS

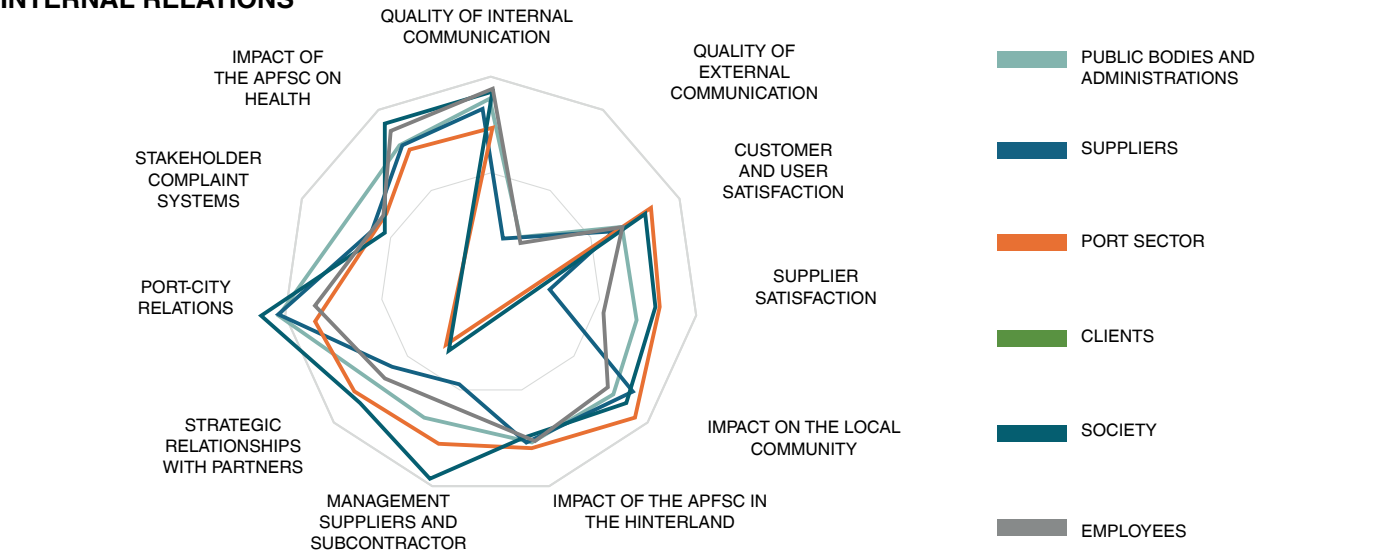


Figure35- Material aspects for Stakeholders



Relevance of material aspects:

High relevance
Port-city relations
Stakeholder claim systems
Quality of external communication
Management of suppliers and subcontractors (assessment, approval and audit of ESG aspects)
Impact of the APFSC in the hinterland of ports

Table 109.- High relevance of material aspects

Strategy to configure the value offer to Stakeholders

SDGs	Strategic Line	Strategic Objective
	PROMOTING SUSTAINABLE DEVELOPMENT IN THE REGION	EN1-Improve awareness and promote a positive culture
		EN-7-Alignment of the Strategy with the interests of stakeholders
		EN8-Strengthening the relationship with stakeholders
	OPERATIONAL EXCELLENCE (SOCIAL, ECONOMIC AND ENVIRONMENTAL)	EN-6-Investment and social opportunity in the comUnits
		EN9-Bet on transparency and good governance
	GROWTH, CONSOLIDATION OF COMPETITIVE SERVICES AND PORT DEVELOPMENTS	E4-Sustainable management of suppliers and subcontractors

Figure 36.- Strategy to configure the value offer of the Interest Groups

MONITORING INDICATORS

SDGs	Line Strategic	Strategic Objective	Process	Type	Code Ind.	Title Ind.	Units	2021	2022	2023
3 HEALTH AND WELL-BEING	Promotion of sustainable development of the region	EN1-Improve awareness and promote positive culture	Sustainable development	Performance	I0235	Sustainability awareness days	journeys		2.000	6.000
8 DECENT WORK AND ECONOMIC GROWTH	Growth, consolidation of competitive services and port develop-ments	E4-Sustainable management of suppliers and subcontractors	Sustainable development	Performance	I0185	% of suppliers that meet sustainability criteria	%	100,000	100.000	100.000
				Perception	I0172	Supplier satisfaction index	%	78,000	80.160	84.270
					I0173	Supplier satisfaction with offer advertising	%	82,350	73.330	73.330
					I0174	Supplier satisfaction. Clarity contracting conditions	%	87,590	90.830	99.170
					I0175	Supplier satisfaction. Hiring procedures	%	71,900	73.810	79.970
					I0176	Supplier satisfaction. Execution and collection.	%	70,130	90.910	84.990
			Infrastructure and facilities management	Performance	I0186	Proportion of local suppliers	%	99,090	98.370	98.790
			Economic-Financial Management	Performance	I0187	Average payment period (days)	Days	92,460	62.820	55.660
11 SUSTAINABLE CITIES AND COMMUNITIES	Operational Excellence (Social, Economic and Environmental)	EN9-Commit to transparency and good governance	Sustainable development	Perception	I0210	Perception GI ethical behavior	%	82,300	76.720	79.550
	Promotion of sustainable development of the region	EN6- Investment and social opportunity in communities	Sustainable development	Perception	I0166	Opinion of interest groups on the Impact on the economy and employment	%	79,240	80.790	80.420
					I0207	GI Perception on Port-City investments	%	76,250	81.820	83.400
			Infrastructure and facilities management	Performance	I0086	Investments dedicated to improving the port-city interface	Thou-sands of euros	141,720	191.650	283.300
		EN7-Alignment of the strategy with interest groups	Sustainable development	Performance	I0081	Number of complaints from other interest groups (Includes claims for social impact)	no.	0.000	0.000	0.000
					I0208	Number of collaboration agreements with other administrations	No.	5,000	8.000	11.000
					I0209	Number of technical or business associations to which the APFSC belongs or in which it actively participates	No.	8,000	9.000	9.000



SDGs	Line Strategic	Strategic Objective	Process	Type	Code Ind.	Title Ind.	Units	2021	2022	2023
11 SUSTAINABLE CITIES AND COMMUNITIES	Promotion of sustainable development of the region	EN8- Strengthen the relationship with interest groups	Sustainable development	Perception	I0122	Satisfaction index of interest groups. Sustainability	%	77,940	77.900	78.120
				Performance	I0082	Number of cultural activities promoted by the APFSC	no.	13,000	12.000	13.000
					I0083	Number of activities promoted by the APFSC to contribute to knowledge	no.	3,000	10.000	22.000
				Perception	I0124	Satisfaction index of interest groups with "Community Involvement"	%	75,480	77.830	79.400
					I0126	Satisfaction Index with the "Overall Image"	%	80,350	78.210	79.680

Table 110.- Process indicators by objective and Strategic Line

DESCRIPTION OF THE PORT AUTHORITY’S POLICY IN ITS RELATIONS WITH THE SOCIAL ENVIRONMENT

Main challenges, management initiatives and action programs promoted by the port authority in relation to its social environment, in aspects such as the improvement of the port-city interface, the presence of the port in cultural and technical educational activity, dissemination initiatives port activity and communication with citizens.

WE PROMOTE CULTURE

At the APFSC we are committed to working with different organizations and administrations in our area of influence to publicize the cultural heritage of the region.

Knowledge of the traditions, music, gastronomy and history of A Mariña Lucense and Ferrolterra, which are related to the sea and the port industry, favors the approach of citizens to our institution.

FOR THIS REASON WE SPONSOR AND PARTICIPATE IN THE FOLLOWING EVENTS:

SOCIAL EVENTS	PARTICIPATES	DATE
CONVERSAS NO PARADOR	Press Club	February 15
SEAFOOD FESTIVAL	Ferrol Fishermen's Guild	April 9
I GASTRONOMIC DAY OF LAS ZAMBURIÑAS DE FERROL	Fervelló Association	June 6 to 11
PRESENTATION OF THE FERROL FESTIVITIES:FERROL VERÁN	Council Ferrol	7 Junjo
MAR ABERTO PRESENTATION OF THE MUSICAL PROGRAM IN CHARACTERISTIC PLACES “CONCERTOS NA FIN DA TERRA”	Xunta of Galicia	June 14
PRESENTATION OF EXHIBITION AWARDS “III PORT AND CITY PHOTOGRAPHY CONTEST”		June 29
II PYSBE CONFERENCE	AVV Ferrol Vello	July 7 to 9
FESTIVITIES OF CARMEN (PATRONESS OF THE SEA)		July 16
GRUMETE PARTY: CHILDREN'S ACTIVITIES AND TASTING OF PRODUCTS FROM THE ESTUARY.	Ferrol Fishermen's Guild	August 12 and 13
CHOCO GASTRONOMIC FESTIVAL	AVV Caranza	August 19
PARROCHEIRA FESTIVAL	AVV Ferrol Vello	September 8 to 10
CHARITY MARKET	ASCM	November 9 to 19
CAMINO INGLÉS SCHOOL FESTIVAL	Federation of AMPAS of Ferrolterra	December 13

And we make our Exhibition Hall (SALA CURUXEIRAS) and our FARO PRIOR facilities available to different associations and artists:



EXHIBITIONS	ORGANIZE	DATE
EXHIBITION “BLAS DE LEZO”	Ministry of Defence	May 16 to 28
EXHIBITION “OIL PAINTINGS AND PHOTOGRAPHY”	Narat	June 9 to 25
EXHIBITION “III PORT AND CITY PHOTOGRAPHY CONTEST”	APFSC	June 29 to July 6
EXHIBITION “A ARTE DA FALA”	Ártabros Collective	July 28 to August 8
“COSMOS” EXHIBITION	Emma Pillado	September 4 to 16
“NAVAL AND RC MODELING” EXHIBITION		October 20 to 29
“LOOKS” EXHIBITION	Ana da Silva	November 9 to 11
“THE ART OF DOLPHINS” EXHIBITION	Marcos Mella	December 21 to 30

WE ORGANIZE EVENTS AND PROMOTE SPORTS PRACTICE

SPORTS EVENTS	ORGANIZE	DATE
CRUISE SAILING INITIATION DAY	Club do Mar Ferrol	April 16
PILGRIMAGE ROUTE TO SAN ANDRÉS DE TEIXIDO	AECC	April 22
III CHILDREN'S FISHING DAY	APFSC	June 3
BALANCE	Balance	August 4 to 6
XII GALICIAN SPEARFISHING TEAM CHAMPIONSHIP	Club do Mar Ferrol	6th August
3X3 BASKETBALL TOURNAMENT (BAXI FERROL)	APFSC	September 15 to 16
IV CHILDREN'S FISHING DAY	APFSC	7 October

WE DISCLOSURE THE OPPORTUNITIES THAT THE LOGISTICS SECTOR OFFERS TO OUR YOUNG PEOPLE

Through visits to our facilities with the participation of APFSC staff.

VISIT	APPLICANTS	DATE
VISIT INNER PORT AND EXTERIOR PORT	Port Authority Staff	March 9
VISIT PANCHA ISLAND LIGHTHOUSE	CEIP Gregorio Sainz De Ribadeo	March 23
VISIT INNER PORT AND LONJA	CEIP Caaveiro	March 30
VISIT INNER PORT AND EXTERIOR PORT	Higher Polytechnic School of Lugo (USC)	May 5
VISIT INNER PORT (TUGBOATS) AND EXTERIOR PORT	Naval and Oceanic Engineering School	May 11
VISIT INNER PORT AND EXTERIOR PORT	Port Authority Staff	23 May
VISIT INNER PORT (LONJA)	CPR San Rosendo	23 May
VISIT OUTER PORT	Council of Ferrol	24 May
VISIT OUTER PORT	Navy School - La Graña	31 May
VISIT INNER PORT (LONJA)	CPR San Rosendo	June 16
VISIT INNER PORT (LONJA)	Tirso de Molina	June 20
VISIT OUTER PORT	DIA Hospital (Naval Hospital)	June 30
VISIT INNER PORT (LONJA)	Secret Galicia Tourism Company	July 20



VISIT	APPLICANTS	DATE
VISIT ESTACA DE BARES LIGHTHOUSE	DIA Hospital (Naval Hospital)	8 September
VISIT INNER PORT	DIA Hospital – Mental Health	September 20
VISIT PRIOR LIGHTHOUSE	CEIP Company of Mary	3 October
VISIT INNER PORT AND EXTERIOR PORT	Ibero-American Port Management Course	October 24
VISIT INNER PORT	CPI Castro Baxoi-Miño	November 9
VISIT INNER PORT AND EXTERIOR PORT	IES Trasancos	November 15
VISIT INNER PORT AND EXTERIOR PORT	Master of Business Administration (USC)	November 22
VISIT INNER PORT AND EXTERIOR PORT	CIFP Rodolfo Ucha	December 14

WE FORM ALLIANCES TO GENERATE POSITIVE IMPACTS

AGREEMENTS SIGNED BY THE APFESC

- Agreement between the Ribadeo City Council and the Ferrol-San Cibrao Port Authority for the maintenance and conservation of the road to the lighthouse until its definitive transfer to the city council.
- Agreement between the Xove City Council and the Port Authority of Ferrol-San Cibrao for the maintenance and conservation of the access road to the Roncadoira lighthouse
- Agreement between the Cervo City Council and the Port Authority of Ferrol-San Cibrao for the construction of a marine fauna observatory and an environmental exhibition area in Punta Atalaya
- Agreement between RENFE and the Port Authority of Ferrol-San Cibrao for the protection of the existing level crossing at the p.k. 2/524 of the access branch to the PORT OF FERROL and the Navy Arsenal, at its intersection with the northern access road to the same port.
- Agreement between the General Directorate of the Merchant Navy and the Port Authority of Ferrol-San Cibrao on the transfer of land for the construction of the new headquarters of the Maritime Captaincy in the PORT OF FERROL.
- Agreement between ADIF and the Port Authority of Ferrol-San Cibrao for the management of operations on the railway network in the PORT OF FERROL.
- Agreement between the ADIF, State Ports and the Port Authority of Ferrol-San Cibrao to connect the railway infrastructure of the general interest port of Ferrol with the general interest railway network administered by the public business entity Administrator of Railway Infrastructures.
- Agreement between the General Inspection of Development and the Port Authority of Ferrol-San Cibrao for the transfer of use of a building for the installation of offices of the maritime district in Ribadeo-Lugo.
- Agreement between the Foundation for the Promotion of Naval Construction and Maritime Activities (EXPONAV) and the Port Authority of Ferrol - San Cibrao for the construction and maintenance of the “The Port Authority of Ferrol and the Aid Systems” room. Navigation” at the Naval Construction Museum.
- Agreement between the State Tax Administration Agency and the Port Authority of Ferrol-San Cibrao for the executive collection of public resources of this port organization.

- Legal assistance agreement between the General Administration of the State and the Port Authority of Ferrol-San Cibrao.
- Agreement on good environmental practices between the Port Authority of Ferrol - San Cibrao and Regasificadora del Noroeste S.A.
- Agreement on good environmental practices between the Port Authority of Ferrol - San Cibrao and Forestal del Atlántico S.A.
- Standardized agreement between the University of A Coruña and the Port Authority of Ferrol - San Cibrao for carrying out internships for undergraduate and postgraduate students.
- Agreement between the Galician Infrastructure Agency and the Port Authority of Ferrol - San Cibrao for the promotion of sustainable mobility on the maritime façade.
- Agreement between the College of Civil, Canal and Port Engineers and the Port Authority of Ferrol - San Cibrao for the visa of professional work.

ASSOCIATIONS TO WHICH THE APFSC BELONGS

- **Cruise Lines International Association**

Member of the Cruise Lines International Association (CLIA). It is the largest association within the cruise industry, with representation in South and North America, Europe, Asia, Australia and New Zealand.
- **Northwest Entrepreneurship Initiative (NIE for Europe)**

Multi-sector business association whose origins date back to 1993 and whose purpose is to promote the common defense of businessmen within the territorial scope of the Spanish State and facilitate access to the policies of the European Union (EU), promoting all measures are appropriate to optimize the interests of its associate members.
- **Confederation of businessmen of Ferrolterra, Eume and Ortegal (COFER)**

It is a professional organization of a confederative and intersectoral nature, established for the coordination,

representation, management, promotion and defense of business, general and common interests, which is endowed with legal personality and full capacity to act for the fulfillment of its purposes.

Among others, it has the following purposes:

- Promote and defend the system of private initiative and free market economy, considering private enterprise as the basic core of wealth creation and provision of services to society and, therefore, worthy of the consideration and respect that social transcendence of its purposes it deserves.
- Promote the economic development of the country as a means to achieve an increasingly fair social situation.
- Represent and defend the general and common interests of companies.

- **Cruise Europe**

It is an association of ports and cruise destinations in Northern and Atlantic Europe. With about 140 members in more than 20 countries, it seeks to increase its respective cruise traffic.

- **Feed Technology Institute Foundation (FITP)**

Foundation that belongs to the scope of AGAFAC, the Galician association of feed producers, products with great commercial interest due to their enormous port traffic.

- **Galicia Logistics Function Cluster**

It was born with the desire to promote the Galician logistics sector from within, understanding that the effort not only benefits companies in the sector, but also represents a competitive advantage for the economy of the entire region.

- **Association of Metallurgical Industrialists of Galicia (ASIME)**

Made up of more than 600 associated companies representing automotive, metalworking and transportation activities; naval, maritime and marine energy; metal constructions and structures;



aeronautics; aluminum: extrusion, carpentry and enclosures; elevators and lifts; complementary services: logistics, information and communication systems.

- **Windeurope**

Trade association that represents the interests and supports the growth of the wind industry in Europe, being one of the largest promoters of wind energy in Europe, through which Galician companies participate in key events and networking opportunities at the European level.

- **Galician Offshore Energy Group (GOE)**

Founded by Asime to promote the offshore wind sector and identify opportunities, market expectations and joint avenues of action.

Currently, 40 companies are part of the GOE that show the capacity of the Galician industry. For the construction of the mills themselves, as well as the construction and conversion of vessels for exploration, drilling, installation and maintenance of offshore fields, the production and transportation system, or design and engineering.

S-24 Actions of the Port Authority to meet the accessibility needs of the disabled (Among others: conditions in the passenger service licenses, and in the concessions and authorizations associated with maritime stations; specific actions in common areas).

No content

8.4

ENVIRONMENTAL DIMENSION



Port of Ferrol



Port Authority of Ferrol-San Cibrao

8.4.1

DESCRIPTION OF THE ENVIRONMENTAL STRATEGY

(3-3), (303-1)

STRATEGY AND PROCESSES

STRATEGIC FRAMEWORK OF THE PORT SYSTEM

SDGs	Strategic Line	General management objectives
6 AGUA LIMPIA Y SANEAMIENTO 7 ENERGÍA LIMPIA Y NO CONTAMINANTE 12 PRODUCCIÓN Y CONSUMO RESPONSABLES 14 VIDA SUBMARINA 15 VIDA DE ECOSISTEMAS TERRESTRES	Strategic Line 10: Environmentally sustainable ports	10.1: Due diligence in environmental management 10.2: Raise environmental quality 10.3: Achieve eco-efficient ports
13 ACCIÓN POR EL CLIMA	Strategic Line 11: Eco-proactive ports	11.1: Encourage eco-sustainable mobility 11.2: Contribute to climate change mitigation 11.3: Contribute to adaptation to climate change

Table 111.-Strategic framework of the port system

APFSC STRATEGY

Material aspects for stakeholders:

ENVIRONMENTAL MANAGEMENT

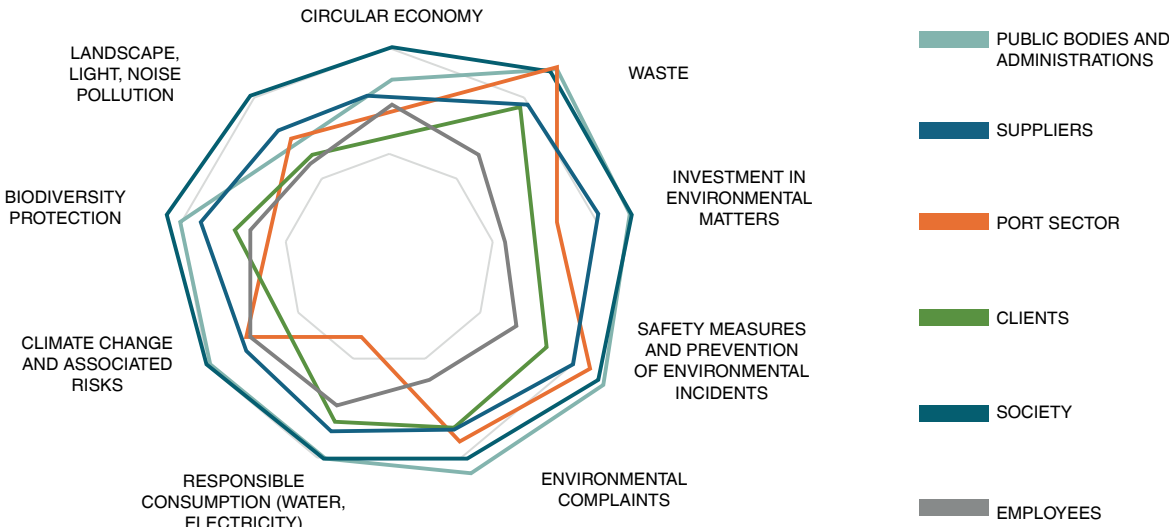


Figure 37.- Material aspects for Stakeholders

Relevance of material aspects:

High relevance
Biodiversity protection
Environmental complaints
Safety measures and prevention of environmental incidents
Climate change and associated risks

Table 112.- High relevance of material aspects

Strategy to configure the value offer to the Interest Groups

SDGs	Strategic Line	Strategic Objective
13 ACCIÓN POR EL CLIMA	PROMOTION OF SUSTAINABLE DEVELOPMENT IN THE REGION	P-9 Carry out measures in favor of biodiversity
	OPERATIONAL EXCELLENCE (SOCIAL, ECONOMIC AND ENVIRONMENTAL)	P10-Management of spills and the environmental impact of operations
	INFRASTRUCTURE OPTIMIZATION	P8-Integration of risks and opportunities associated with climate change to infrastructure management
	GROWTH, CONSOLIDATION OF COMPETITIVE SERVICES AND PORT DEVELOPMENTS	P6-Adaptation of procedures to climate change

Table 113.- Strategy to configure the value offer of the Interest Groups



MONITORING INDICATORS

SDGs	Strategic Line	Strategic Objective	Process	Type	Code Ind.	Title Ind.	Units	2021	2022	2023
13 ACTION	Growth, consolidation of competitive services and port developments	P6-Adaptation of procedures to climate change	Environmental management	Performance	I0141	Direct greenhouse gas emissions	Tons of CO ₂ equivalent	78,140	88,990	Pending Information
					I0149	Indirect greenhouse gas emissions (own electricity consumption)	Ton CO ₂ equivalent	0.000	0.000	Pending Information
					I0151	Intensity of direct and indirect GHG emissions	(Tn CO ₂ equivalent/ m²)*10000	0.500	0.580	Pending Information
	Operational Excellence (Social, Economic and Environmental)	P10-Management of discharges and the environmental impact of operations	Sustainable development	Performance	I0080	Environmental complaints	no.	0.000	0.000	0.000
				Perception	I0125	Satisfaction index of interest groups with "Environmental involvement"	%	78,600	73,460	75,300
			Environmental management	Performance	I0063	Water Quality in Faro Priorio (FE1)	mg/L	204,000	Information not available	Information not available
					I0064	Water quality in the Access Control of the Outer Port (FE5)	mg/L	209,000	Information not available	Information not available
					I0070	Non-hazardous waste	Kg/year	25,460,000	40,300,000	78,410,000
					I0071	Dangerous residues	Kg/year	20,920,000	775,000	3,252,000
					I0072	Marpol I Collection of liquid waste from ships	m³	2,229,780	2,012,500	2,760,600
					I0073	Marpol V Collection of solid waste from ships	m³	2,081,550	2,476.270	2,301,800
					I0078	No. environmental incidents	no.	0.000	1,000	2,000
					I0079	Total investment in the environment	Thousands of euros	193,120	158,580	87,360
					I0152	Average value of PM10 emissions	µg/m³	20,700	19,600	18,500
					I0167	Concentration of suspended solids in the receiving medium of the Exterior Port. MASOL dealer measurements	mg/l	2,630	2,000	3,900
					I0177	Water quality Collectors 1 and 2 Inner Port	units	355,000	198,000	109,000
	Promotion of sustainable development of the region	P9-Carry out measures in favor of biodiversity	Environmental management	Performance	I0200	Number of protected species that may be affected by port activity	no.	13,000	128,000	128,000
	Infrastructure optimization	P8-Integration of risks and opportunities associated with climate change into infrastructure management	Infrastructure and facilities management	Performance	I0219	Incidents in operations and infrastructure due to extreme weather (storms, waves, rain, wind, etc.)	no.		0.000	0.000

Table 114 .- Indicators

EVALUATION OF ENVIRONMENTAL ASPECTS

During the year 2023, the Ferrol–San Cibrao Port Authority has continued to monitor the environmental aspects related to our entity through the Environmental Management Process and the corresponding procedures. The APFSC Management Model complies, among other norms and standards, with those related to the UNE EN ISO 14001:2015 Standard. We have been certified in this standard since 2011.

CURRENT ENVIRONMENTAL ASPECTS

As of the date of writing this report (3/5/2024), the current environmental aspects for the year 2023 are pending formulation.

POTENTIAL ENVIRONMENTAL ASPECTS

- New significant aspects in 2023: no new significant aspects are recorded.
- They remain significant compared to 2022:
 - DISPOSAL DURING SUPPLY OF FUEL FROM TANK TO VESSEL. Dumping of toxic, solid or liquid materials and hazardous waste into the mirror of the water sheet. By registration from BAM Furor in September 2018 and from Topaz Faye in 2021; from a tanker, and by the assessment of the severity in the event that an alleged spill during the supply of fuel from barge to ship affects zone II or

external waters. Significant due to occurrence in the last 5 years.

- SPILLS DURING THE SUPPLY OF FUEL FROM BARGE TO SHIP. Dumping of toxic, solid or liquid materials. Although it has not occurred in the last 5 years, it is evaluated as significant due to severity.
- DISCHARGE FROM VESSEL DUE TO OPERATIONAL FAILURE. Hazardous waste (MARPOL) or fuel. In 2023 there were two environmental incidents with PIM activation (Unknown Origin), one in A Graña and another in the Cortina ramp area.
- DISPOSAL FROM TANKS/STORAGES IN CONCESSIONS (aspect of substances and generation of hazardous waste). By records in previous years. In this aspect, the hydrocarbon spill from GRG deposited next to the fish market in 2020 and in 2017 from Blascar shipyards is accounted for, which led to the reach of the sheet of water and the activation of the PIM. Significant due to occurrence in the last 5 years.
- SPILL from machinery in port operations (hydrocarbons, oils, etc.). By records in 2023 (12 recorded incidents) and in previous years.
- They cease to be significant
- DISCHARGE FROM SHIP DUE TO MARITIME ACCIDENT. Hazardous waste (MARPOL) or fuel.



EMERGENCY Situation	ENVIRONMENTAL ASPECTS	PROBABILITY		GRAVITY		P*G	SIGNIFI- CANT
		FREQUENCY	P (3,2,1)	DAMAGE TO THE ENVIRONMENT	G (3,2,1)		
FIRE IN TRANSFORMER	Hazardous waste generated as a result of extinguishing the fire.	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Inert waste generated as a result of extinguishing the fire.	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Emissions with a high load of solid particles.	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
	Discharges with a high load of solid particles as a result of cleaning operations.	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
FIRE IN OFFICES AND PREMISES	Hazardous waste generated as a result of extinguishing the fire	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Inert waste generated as a result of extinguishing the fire	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Emissions with a high load of solid particles	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
	Affect to cultural heritage offices	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Discharges with a high load of solid particles as a result of cleaning operations.	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no

EMERGENCY Situation	ENVIRONMENTAL ASPECTS	PROBABILITY		GRAVITY		P*G	SIGNIFI- CANT
		FREQUENCY	P (3,2,1)	DAMAGE TO THE ENVIRONMENT	G (3,2,1)		
FIRE IN WORKSHOPS	Hazardous waste generated as a result of extinguishing the fire.	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Inert waste generated as a result of extinguishing the fire	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Emissions with a high load of solid particles.	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
	Discharges with a high load of solid particles as a result of cleaning operations.	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
FIRE IN STORAGE	Hazardous waste generated as a result of extinguishing the fire	Less than once a year but more than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Inert waste generated as a result of extinguishing the fire	Less than once a year but more than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Emissions with a high load of solid particles	Less than once a year but more than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
	Discharges with a high load of solid particles as a result of cleaning operations	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no



EMERGENCY Situation	ENVIRONMENTAL ASPECTS	PROBABILITY		GRAVITY		P*G	SIGNIFI- CANT
		FREQUENCY	P (3,2,1)	DAMAGE TO THE ENVIRONMENT	G (3,2,1)		
FIRE OF COMBUSTIBLE GASES FOR CUTTING AND WELDING	Hazardous waste generated as a result of extinguishing the fire	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Inert waste generated as a result of extinguishing the fire	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Emissions with a high load of solid particles	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
	Discharges with a high load of solid particles as a result of cleaning operations	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
FIRE AT SHIP FUEL SUPPLY POINT	Hazardous waste generated as a result of extinguishing the fire	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Inert waste generated as a result of extinguishing the fire	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Emissions with a high load of solid particles	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
	Discharges with a high load of solid particles as a result of cleaning operations	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no

EMERGENCY Situation	ENVIRONMENTAL ASPECTS	PROBABILITY		GRAVITY		P*G	SIGNIFI- CANT
		FREQUENCY	P (3,2,1)	DAMAGE TO THE ENVIRONMENT	G (3,2,1)		
FIRE ON SHIP	Hazardous waste generated as a result of extinguishing the fire	Less than once a year but more than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Inert waste generated as a result of extinguishing the fire	Less than once a year but more than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Emissions with a high load of solid particles	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
	Discharges with a high load of solid particles as a result of cleaning operations	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
FIRE AFTER SPILL FROM TANKER	Hazardous waste generated as a result of extinguishing the fire	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Inert waste generated as a result of extinguishing the fire	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Emissions with a high load of solid particles	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
	Discharges with a high load of solid particles as a result of cleaning operations	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no



EMERGENCY Situation	ENVIRONMENTAL ASPECTS	PROBABILITY		GRAVITY		P*G	SIGNIFI- CANT
		FREQUENCY	P (3,2,1)	DAMAGE TO THE ENVIRONMENT	G (3,2,1)		
FIRE IN TRAIN ACCIDENT	Hazardous waste generated as a result of extinguishing the fire	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Inert waste generated as a result of extinguishing the fire	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Emissions with a high load of solid particles	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
	Discharges with a high load of solid particles as a result of cleaning operations	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
EXPLOSION OF COMBUSTIBLE GASES FOR CUTTING AND WELDING	Gas emission	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
	Non-hazardous solid waste derived from the affected materials	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Hazardous solid waste derived from the affected materials	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Discharges with a high load of solid particles as a result of cleaning operations	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no

EMERGENCY Situation	ENVIRONMENTAL ASPECTS	PROBABILITY		GRAVITY		P*G	SIGNIFI- CANT
		FREQUENCY	P (3,2,1)	DAMAGE TO THE ENVIRONMENT	G (3,2,1)		
EXPLOSION IN STO- RAGE	Gas emission	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
	Non-hazardous solid waste derived from the affected materials	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Hazardous solid waste derived from the affected materials	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Discharges with a high load of solid particles as a result of cleaning operations	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
EXPLOSION IN RAILWAY ACCIDENT	Gas emission	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
	Non-hazardous solid waste derived from the affected materials	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Hazardous solid waste derived from the affected materials	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Discharges with a high load of solid particles as a result of cleaning operations	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no



EMERGENCY Situation	ENVIRONMENTAL ASPECTS	PROBABILITY		GRAVITY		P*G	SIGNIFI- CANT
		FREQUENCY	P (3,2,1)	DAMAGE TO THE ENVIRONMENT	G (3,2,1)		
LEAK OF COMBUSTIBLE GASES FOR CUTTING AND WELDING	Emissions of harmful or toxic gases affecting port facilities	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
	Emissions of harmful or toxic gases affecting the population	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
LEAK IN TRAIN ACCIDENT	Emissions of harmful or toxic gases affecting port facilities	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
	Emissions of harmful or toxic gases affecting the population	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
LEAK OF REFRIGERANT GASES FROM EQUIPMENT (SF6)	Emissions of greenhouse gases	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
SPILLS DURING FUEL SUPPLY FROM TANKER TO SHIP (1)	Dumping of toxic, solid or liquid materials	Less than once a year but more than once every 5 years	2	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	4	yes
	Hazardous waste in the mirror of the water sheet	Less than once a year but more than once every 5 years	2	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	4	yes

EMERGENCY Situation	ENVIRONMENTAL ASPECTS	PROBABILITY		GRAVITY		P*G	SIGNIFI- CANT
		FREQUENCY	P (3,2,1)	DAMAGE TO THE ENVIRONMENT	G (3,2,1)		
SPILLS DURING THE SUPPLY OF FUEL FROM BARGE TO SHIP (1)	Dumping of toxic, solid or liquid materials	Less than once every 5 years	1	Serious impact on the environment outside the perimeter of the land port area or in zone II outside of port waters. A serious condition is understood to occur when it takes more than a month to restore the environment.	3	3	yes
	Hazardous waste in the mirror of the water sheet	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
SPILLS DURING FUEL SUPPLY FROM PUMP (1)	Dumping of toxic, solid or liquid materials	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Hazardous waste in the mirror of the water sheet	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
DISPOSAL DURING MARPOL WASTE COLLECTION OPERATIONS (1)	Dumping of Marpol waste into the sea during waste collection by land or sea	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no
DISPOSAL FROM SHIP DUE TO MARITIME ACCIDENT (1)	Cargo dumping: hydrocarbons or harmful and potentially dangerous substances	Less than 1 time every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters.	2	2	no
	Hazardous waste (MARPOL) or fuel	Less than once a year and more than once in 5 years	2	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	2	no
DILLING FROM SHIP DUE TO OPERATIONAL FAILURE (1)	Cargo dumping: hydrocarbons or harmful and potentially dangerous substances	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters.	2	2	no
	Hazardous waste (MARPOL) or fuel	More than once a year	3	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters.	2	6	yes
DUMPING FROM SLIPWAYS OR DRY DOCKS (1)	Dumping of harmful substances or waste in accidents during lifting/ launching; shot blasting; operational failure or breakage.	Less than 1 time every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters.	2	2	no



EMERGENCY Situation	ENVIRONMENTAL ASPECTS	PROBABILITY		GRAVITY		P*G	SIGNIFI- CANT
		FREQUENCY	P (3,2,1)	DAMAGE TO THE ENVIRONMENT	G (3,2,1)		
DISCHARGE FROM DEPOSITS/ STORAGES IN CONCESSIONS (1)	Discharge of harmful substances, solid or liquid	Less than once a year but more than once every 5 years	2	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters.	2	4	yes
	Dangerous residues	Less than once a year but more than once every 5 years	2	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters.	2	4	yes
SPILL FROM CISTERN	Spill of toxic, solid or liquid materials	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters.	2	2	no
	Dangerous residues	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
SPILL FROM MACHINERY IN PORT OPERATIONS	Hydrocarbon spill (oil, fuel, etc.)	More than once a year	3	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	3	yes
SPILL IN RAILWAY ACCIDENT	Spill of harmful substances, solid or liquid	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters.	2	2	no
	Dangerous residues	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
SPILL DUE TO BROKEN FUEL TANKS IN THE WORKSHOP	Fuel spill	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
	Dangerous residues	Less than once every 5 years	1	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	1	no
SPILL FROM TANKS/ STORAGE IN CONCESSIONS	Spill of harmful substances, solid or liquid	Less than once a year and more than once in 5 years	2	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	2	no
	Dangerous residues	Less than once a year and more than once in 5 years	2	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	2	no

EMERGENCY Situation	ENVIRONMENTAL ASPECTS	PROBABILITY		GRAVITY		P*G	SIGNIFI- CANT
		FREQUENCY	P (3,2,1)	DAMAGE TO THE ENVIRONMENT	G (3,2,1)		
FAILURE IN THE WASTEWATER TREATMENT SYSTEM	Discharge of raw sewage	Less than once a year and more than once in 5 years	2	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	2	no
	Non-hazardous waste	Less than once a year and more than once in 5 years	2	It does not affect the environment outside the perimeter of the land port area or outside the port docks.	1	2	no
LEGIONELLA OUTBREAK	Release of biological contaminants into the environment	Less than once every 5 years	1	Slight impact on the environment outside the perimeter of the land port area or in zone I inside port waters. A mild condition is understood to be when the environment is restored in a period of less than one month.	2	2	no

(1) Initiating events collected in PIM PORT OF FERROL (ed.01) (Chapter 3, Risk Analysis and vulnerable areas)

Table 115.- Evaluation of Potential Environmental Aspects

IDENTIFICATION OF LEGAL REQUIREMENTS

Changes in legal requirements:

There are no significant changes in the legal requirements except for the Resolution authorizing the discharge of the CCCA Puerto Exterior and Cabo Prioriño pits, in September 2023, in which it is established as a requirement to carry out discharge control analyzes annually.



8.4.2 ENVIRONMENTAL MANAGEMENT

A-01 Total economic resources: expenses, as well as investments where applicable, associated with the implementation, certification and maintenance of an environmental management system of the Port Authority in accordance with the EMAS regulation, the ISO14001:2015 standard or the PERS certification, expressed as totals in euros and as respective percentages of the total expenses and investments of the Port Authority.

- Inform if the A.P. with an Environmental Management System (EMAS, ISO 14001:2015 or PERS)

☒ Yes, fully certified

☐ No, but this project phase

☐ No, but it is in the implementation phase

☐ No and it is not projected
- In case of having a certified EMS or in the implementation phase, inform about the reference standard followed

☐ EMAS

☒ ISO 14001:2015

☐ PERS
- In case of having a certified EMS or in the implementation phase, describe the scope

Management of the use of the port public domain:

- Concessions, authorizations and licenses.
- Infrastructure and port investment.

Direct management of port services:

- Maritime signaling.
- Scale of ships and sports boats.
- Freight and passenger traffic.
- Security and vigilance.
- Supply of electricity and drinking water.
- Storage services.

In the port public domain of the Port Authority of Ferrol San Cibrao.

- Economic information during fiscal year 2023 on expenses and investments in the implementation or maintenance of the EMS

INVESTMENTS LINKED TO IMPLEMENTATION OR MAINTENANCE OF THE EMS	19,474.2	€
(INVESTMENTS IN SGA / TOTAL MATERIAL AND INTANGIBLE INVESTMENTS) * 100	0.074	%
EXPENSES LINKED TO THE IMPLEMENTATION OR MAINTENANCE OF THE EMS	6,864.90	€
(SGA EXPENSES / OTHER OPERATING EXPENSES) * 100	0.103	%

Table 116.- Expenses and investments in implementation or maintenance of the EMS

CONCEPTS COVERED:

- In expenses:** The expenses required to implement and maintain the certification or consigned as objectives of improvement of the environmental management system. Examples of these items are expenses related to audit tasks or environmental characterization studies. Own personnel expenses, linked to environmental management tasks, will not be included.
- In investments:** The investments required to implement and maintain the certification or consigned as objectives of improvement of the environmental management system. Examples of this concept are improvements in sanitation, monitoring systems, acoustic screens, irrigation systems, etc.
- Excluded from these sections are expenses and investments linked to master plans, works projects and the actions resulting from the DIAs of the latter.
- Comments

EXPENSES 2023	
- Technical assistance in supporting environmental management (2022-2024):	6,864.90
OTHER OPERATING EXPENSES (APPENDIX 1, PROFIT AND LOSS TABLE, POINT 7)	€6,619,173.42
INVESTMENTS 2023	€19,474.24
- Connection works to the sanitation of the round building and the supply of the Palma beacon (2021/0040/i) (p-1491):	19,474.24
TOTAL MATERIAL AND INTANGIBLE INVESTMENTS	€26,254,268.62



A-02 Total economic resources: expenses and investments, in monitoring and environmental characterization, expressed as totals in euros and as respective percentages of the total expenses and investments of the Port Authority. This concept includes expenses and investments associated with measurement systems, measurement campaigns and inventory projects and characterization of environmental aspects linked to traffic and port activity.

- Report whether any work or measurement program or environmental characterization has been carried out during the 2023 financial year. (Measurement campaigns, data acquisition with measurement networks, characterization of environmental problems, etc.)

☒ Yes

☐ No

- Inform about the aspects that have been measured or characterized during the 2023 period

☒ Water or sediment quality	☒ Soil quality
☒ Air quality	☐ noises
☐ Protected spaces or species	☐ Other habitats or species.

- Provide economic information during the 2023 financial year on economic resources for the characterization and monitoring of the port environment

INVESTMENTS IN ENVIRONMENTAL CHARACTERIZATION	0	€
(INVESTMENTS IN CHARACTERIZATION / TOTAL TANGIBLE AND INTANGIBLE INVESTMENTS) * 100	-	%
EXPENSES IN ENVIRONMENTAL CHARACTERIZATION	23,927.48 €	€
(EXPENSES IN CHARACTERIZATION / OTHER OPERATING EXPENSES) * 100	0.36	%

Table 117.- Economic resources for the characterization and monitoring of the port environment

- Comments

TOTAL MATERIAL AND INTANGIBLE INVESTMENTS	€26,254,268.62
EXPENSES 2023	€23,927.48
- Bimonthly characterization of discharge water from Inner Port to municipal collector Nov 22-Sep 23 (3RD YEAR)	7,728.35
- Bimonthly characterization of discharge water from Inner Port to municipal collector Nov 23-Sep 24 (4TH YEAR)	690
- Maintenance and calibration of probes in A Graña	1,200
- Maintenance of meteorological and air quality stations	9,817.50
- Drinking water quality control	3,016.63
- Situation Study of the Ría de Ferrol	1,475.00
OTHER OPERATING EXPENSES (APPENDIX 1, PROFIT AND LOSS TABLE, POINT 7)	€6,619,173.42

Concepts covered: Part of the total expenses and investments earmarked for the environment, specifically aimed at environmental characterization

- Investments:** They will be within this concept:
 - Acquisition of monitoring systems for environmental parameters, such as particle collectors, buoys for observing environmental parameters, sound level meters, etc.
 - Environmental data processing software
- Expenses:** They will be within this concept:
 - Expenses in maintenance of environmental monitoring systems or the exploitation of data from monitoring systems of environmental parameters.
 - Campaigns to measure environmental parameters
 - Studies of characterization of the natural environment
 - Studies to characterize the effect of port activity on the environment

A-03 Cleaning expenses corresponding to the cleaning of common land and water areas, expressed as thousands of euros per square meter of service area.

- Report on the powers of the Port Authority in terms of cleaning the land surface and the water surface, and responsibilities of other administrations and operators.

Cleaning of the land area of the docks is carried out by stevedoring companies (B3 and B7 rates), concessionaires (Occupancy rate), or companies that have deposited materials (Fee for commercial services).

For the common land and water areas there is no periodic cleaning contract. This cleaning is either carried out by the personnel of the APFSC Maintenance Department, or is hired on an ad hoc basis.

For waste management if there is a contract.

- Provide economic information during fiscal year 2023 on cleaning expenses for common areas

LAND CLEANING EXPENSES	17,081.00	€
SERVICE LAND SURFACE AREA	512,585	m²
LAND CLEANING EXPENSES / LAND SERVICE AREA SURFACE	0.033	€/m²
WATER SHEET CLEANING EXPENSES	34,160.00	€
SURFACE AREA ZONE I	1,983.17	m²
EXPENSES ON CLEANING THE SHEET OF WATER / SURFACE ZONE I	17.22	€/m²

Table 118.- Cleaning expenses



- Comments

Service land surface area: sum of roads and rest Inner Port and Exterior Port of “Inner Port area” Table 2.2.2 appendix 2 surfaces of annual report 2023.

Surface area zone I (PORT OF FERROL) Table 2.1.6 appendix 2 surfaces annual report 2023.

Land cleaning expenses:	€17,081.00
- MANAGEMENT OF ANIMAL BY-PRODUCTS	1,667.40
- GENERAL WASTE MANAGEMENT SERVICE OF THE PORT AUTHORITY OF FERROL-SAN CIBRAO. PORT OF FERROL (2021-2026)	6,014.80
- CORTADERIA ERADICATION	8,823.80
- SEWER CLEANING	575.00
Water sheet cleaning costs:	€34,160.00
- PERFORMANCE IN A GRAÑA FOR DISCHARGE JANUARY 2023	9,880.00
- COLLECTION OF SUNKEN BOAT. LOG REMOVAL	18,205.00
-ACTIONS DUE TO SPILLS	6,075.00

Concepts covered:

- **Land cleaning:** Expenses for cleaning roads and docks in common use. It will be calculated from the invoices of the cleaning company contracted by the Port Authority. Expenses associated with cleaning offices, workshops, or spaces for the use of Port Authority personnel will not be included.
- **Cleaning of water sheet:** Included in the set of expenses linked to the water sheet, both those linked to the collection of floating materials and those linked to possible accidental spills attended by the Port Authority. When these activities are carried out by third parties, their invoices will be used; when they are carried out by the Port Authority, they will be calculated based on the amortization of the means used and an estimate of the maintenance and provisioning costs of said means during the year. in progress.

A-04 Environmental training, expressed as a percentage of Port Authority staff who have received environmental training, accredited by the Port Authority, in accordance with the functions carried out in the port.

- Report on the following aspects related to the dedication of human resources to environmental management.

NUMBER OF PEOPLE DEDICATED TO ENVIRONMENTAL MANAGEMENT AND SUPERVISION	2
NUMBER OF WORKERS WHO HAVE BEEN ACCREDITED TO HAVE RECEIVED ENVIRONMENTAL TRAINING BASED ON THEIR SKILLS IN SURVEILLANCE OR MANAGEMENT OF THE PORT ENVIRONMENT:	0
PERCENTAGE OF WORKERS WITH ENVIRONMENTAL TRAINING REGARDING TO THE AVERAGE ANNUAL WORKFORCE FOR THE YEAR 2023	0

- Comments

Average annual workforce 2023 120 workers



8.4.3

AIR QUALITY

(305-7)

A-05 Synthetic description of the main emission sources (point and diffuse) of the port, which represent significant emissions Such as: construction, demolition and maintenance of port infrastructures, emissions from machinery linked to port operations, emissions from motors of road traffic in port facilities, docked ships, handling or storage of solid bulk, or others linked to port activity.

- Report on what is considered to be the main cause of deterioration of the port’s air quality)

☒ Dust and particulate emissions

☐ Combustion gases CO, NOx, SOx, etc.

☐ Others. Indicate:
- Inform whether the Port Authority has carried out an inventory and assessment of the sources of emission into the atmosphere existing in the port.

☐ Yes

☐ In implementation

☒ In project

☐ It is not foreseen
- If so, describe what it consists of.

Projects of the Department of Energy Transition and Climate Change planned for 2024:
 - Carbon Footprint Calculation.

Energy efficiency plan in buildings
- Report on which of the following emission sources are present in the port or ports and are relevant, recording the number of sources for the activities indicated according to the proposed criteria.

Type of activity	Orden de relevancia	Número de focos
HANDLING OF SOLIDS BULK BY CONVENTIONAL MEANS (Calculated as the number of companies with a stevedoring license that move bulk by bucket/conventional-hopper/truck or grab/stockpile-in-dock/shovel/truck or truck/conventional-mobile-belt)	1	3 (Endesa, TMGA and Pérez Torres)
INDUSTRIAL ACTIVITIES IN CONCESSIONS (Calculated as the number of concessions where industrial activities that involve emissions channeled into the atmosphere are carried out)	2	9 (Endesa, Alcoa, Masol, Megasa, Forestal, Green Procesoil, Navantia, Repsol and Reganosa)
WORKS	3	5 (Railway Access Work to the Outer Port, Low Road, Multiple Use Building, New rail fixing system on the rear beam of the Outer Port cranes, North parking lot)
BULK HANDLING USING SPECIAL UNCOVERED SYSTEMS. (Calculated as the number of companies that have continuous uncovered or partially covered merchandise transportation systems.)	4	6 (Endesa, Pérez Torres, TMGA, Greenalia, Galigrain, Bosques del Atlántico)
STORAGE OF SOLIDS BULK OUTDOORS (Calculated as number of concessions that store Solids Bulk outdoors)	5	1 (Endesa)
CLEANING AND PAINTING OF BOAT HULLS (Calculated as the number of concessions that carry out cleaning and painting of hulls outdoors)	6	3 (Navantia, Club del Mar, Moorings)
EMISSIONS FROM DOCKED SHIPS AND CRUISE SHIPS		No data
EMISSIONS FROM VEHICLE ENGINES		No data
EMISSIONS FROM UNCOVERED TRUCK BEDS		No data
OTHER ACTIVITIES (SPECIFY WHICH ONES)		

Order of relevance: Record the order of relevance of each source with numbers from 1 onwards, until all the significant sources present in the port or ports are covered.



• Comments:

The order of relevance 1 has been assigned considering as the most relevant the activity of handling Solids Bulk by conventional means due to the emissions of dust and particles they cause and the re-suspension of the particles deposited on the pavements when passing vehicles. heavy, deteriorating air quality in the port environment.

We continue to record incidents due to dust emissions, especially derived from the discharge of Solids Bulk at the Inner Port. The report on PM10 particle emissions levels at the Inner Port indicates that we have had 11 days of exceeding the value of 50 µg/m3, which is why we consider this activity to be the most relevant.

Next, in order of relevance 2, we place the industrial activities in concessions given the number of existing concessions with AAI and CAPCA registration.

In third place, in order of relevance, we place the works carried out, with special importance being given to the environmental monitoring of the railway access works to the Outer Port due to its magnitude. Other works carried out are the completion works of the Multipurpose Building of the Outer Port, the works of the northern parking lot and the lower road of the port, the new rail fixing system on the rear beam of cranes of the Outer Port.

Based on the number of outbreaks, we assign relevance 4 to Bulk Handling using special uncovered systems and 5 to Outdoor Solids Bulk Storage (a single concession to Endesa in the Outer Port), with environmental monitoring being carried out in bulk operations in the dock.

We assign the order of relevance 6 to the activities of Cleaning and painting of ship hulls since these are carried out under a concession regime in Navantia and those carried out in docks and ramps of the APFSC are sporadic in nature.

Lastly, we consider emissions from docked ships and cruise ships (although activity is increasing), emissions from vehicle engines and emissions from uncovered truck boxes, since we lack information on the emissions produced.

A-06 Evolution during, at least, the last three years of the number of complaints or

complaints registered by the Port Authority, coming from interest groups of the port (port community, urban centers, administrations, etc.), related to dust emissions or the overall air quality. Availability of a systematized management system for complaints.

- Inform if the Port Authority has a specific procedure for the reception and management of environmental complaints.

☒ Yes

☐ No

- If so, describe the mode of access and the mechanics of the process followed in the management of environmental complaints.

The procedure Management of complaints, initiatives or suggestions can be accessed through the management system portal, as described in section I_21.

Complaints are also received through the Electronic Office

- Report on the number of complaints received during the year 2023 linked to air quality and attributable to the activity of the port, reporting on the source and group of origin of the complaints.

Activity causing the complaint	Number of complaints	Origin of the complaint
-	-	-

In the origin of the complaint, identify the group from which they come, such as:

- Port community
 - City hall
- Neighbors
 - Others
- Autonomous community
- Inform, when appropriate, about the actions carried out during the year 2023 due to complaints about pollution of the atmosphere attributable to the activity of the port.

Activity causing the complaint	Performance
-	-



- Report the evolution of the number of complaints:

	2021	2022	2023
Number of complaints	0	0	0

- Comments:

No complaints have been received regarding dust emissions or general air quality

A-07 Synthetic description of the measures implemented by the Port Authority to control emissions linked to the activity of the port as a whole, whether they are administrative, operational or technical measures, such as the development of environmental standards, control of environmental operations by of the port surveillance service, measurement of environmental parameters, limitations on the handling of dusty goods, or other initiatives.

Report on which of the following measures have been implemented by the Port Authority to control air polluting emissions.	
X	Monitoring port operators of authorizations and regulatory notifications regarding emissions into the atmosphere.
	Mandatory rules and sanctioning proceedings.
X	Specific direction instructions for certain operations.
X	Good practice guides, and voluntary environmental codes.
X	Direct supervision on the dock by Port Authority technicians.
X	Systems for measuring air quality parameters or periodic campaigns are available.
	Reorganization of activity on the port floor to move emission sources away from sensitive areas.
	Improvement of interior roads or accesses aimed at reducing truck traffic through urban centers.
	Environmental criteria in the planning and assignment of berths.
	Incentive to use trucks with low emission levels.
	Conditions on emissions into the atmosphere in service regulations.
X	Requirements on emissions into the atmosphere under conditions of granting concessions.
X	Signing of good practices agreements.
	Specific technical measures linked to the control of dust emissions such as.
	Windbreak screens.
X	Irrigation systems for bulk and road storage.
X	Wheel washing systems.
	Warning and information systems linked to wind speed.
X	Operational stop due to adverse wind speed.
	Warning and information systems linked to wind speed.

- Report whether the Port Authority verifies whether Port services concessions and operators satisfy the administrative and control requirements established by law 33/2007 and RD 100/2011 on air quality.

☒ Yes ☐ In implementation ☐ In project ☐ It is not foreseen

If yes, describe what it consists of and how often it is carried out.

Document follow-up:
At the beginning of the activity, concessionaire, authorized and licensee companies are requested to provide an Environmental Management Plan with all the information at the environmental legislative level and, on an annual basis, evidence of compliance with emissions with the submission of an Annual Report and the contribution of information on the appropriate authorizations by the competent environmental body.
Monitoring of dock operations.
The APFSC has two air quality control stations for PM10 particles (Inner Port and Exterior Port)
Current good practice agreements have been signed with the Reganosa and Forestal del Atlántico terminals
Irrigation of stockpiles and roads is carried out when considered appropriate (Pérez Torres, UTE AFPE and Hormigones Carral)
A wheel washing system is available at the exit of the Endesa terminal and at the AFPE railway site.

A-08 Synthetic description of the initiatives undertaken by the Port Authority to assess the effect of port operations on air quality, and total number of studies or campaigns carried out. Schematic description of the operational air quality monitoring equipment that the Port Authority has, indicating the total number of them, the parameters measured, whether they measure continuously or deferred and the area where they are located.

- Inform if the Port Authority has fixed air quality measurement stations, operational during 2023.

☒ Yes ☐ No

If yes, indicate how many, if they are to control air quality in general or for a particular activity, and the type of pollutant they measure (particles, PM10, SOx, NOx, O3, etc.):

Equipment	Place	Object	Type of contaminants
AUTOMATIC BETA RADIATION ATTENUATION PM10 MONITOR (BAM-1020)	Inner Port (08°14'50"W; 43°28'59"N)	Air quality in Inner Port	PM10 particles
AUTOMATIC BETA RADIATION ATTENUATION PM10 MONITOR (BAM-1020)	Outer Port (08°19'15"W; 43°28'05"N)	Air quality in Outer Port	PM10 particles

Table 119.- Air quality measurement equipment



- Inform if during the 2023 period, the Port Authority has carried out measurement campaigns or any study on air quality due to port activity.

☒ Yes

☐ No

If so, describe it succinctly, indicating what it consisted of and the motivation (surveillance plans linked to DIA, complaints, demands made by administrations, routine monitoring of the EMS):

Two continuous PM10 collectors located in both ports to control air quality within the GHS surveillance program

- Inform if there is any agreement with the City Hall or the Autonomous community regarding air quality monitoring.

☒ Yes

☐ No

If yes, indicate with whom and what it consists of.

- Comments:

A-09 Value of air quality parameters in the port, such as average annual values or number of times the daily limit value is exceeded, for pollutants that are significant in relation to port activity: PM particles, sedimentable particles, oxides nitrogen and sulfur oxides.

Code	Title Ind.	Units	Formula	Description		2021	2022	2023
I0152	AVERAGE VALUE OF PM10 EMISSIONS	µg/m³	Annual average µg/m³	Annual average of measurements from the Inner Port and Outer Port stations	Value	20.7	19.6	18.5
					Meta	40	40	40

Table 120.- Annual average of measurements from the Inner Port and Outer Port stations

- If you have stable measurement networks, provide average annual values and number of days in which daily limit values are exceeded.

INNER PORT		
POLLUTANT	ANNUAL AVERAGE VALUE	NUMBER OF EXCEEDANCES OF THE DAILY LIMIT VALUE
SUSPENDED PARTICLES		
PM10 PARTICLES	24.2	11
SOX		
NOX		

Table 121.- Annual average values and number of days that limit values are exceeded (Inner Port)

- If you have campaigns of limited duration for the year covered by the report, provide average values observed and number of days in which the daily limits were exceeded.

OUTER PORT		
POLLUTANT	ANNUAL AVERAGE VALUE	NUMBER OF EXCEEDANCES OF THE DAILY LIMIT VALUE
SUSPENDED PARTICLES		
PM10 PARTICLES	12.8	1
SOX		
NOX		

Table 122.- Annual average values and number of days that limit values are exceeded (Outer Port)

- Inform if said data have been used to carry out a specific study, succinctly describing its motivation and purpose.

No specific study has been carried out since the corrected daily values obtained are less than 40 µg/m₃, so the Annual Limit Value is met and the 90.4th percentile of the corrected daily values is less than 50 µg/m₃. Therefore, the Daily Limit Value would be met in both the Inner Port and the Outer Port.

- Comments:



8.4.4
WASTE

(303-2), (303-4)

In the APFSC’s environmental management system, certified in accordance with the ISO 14001 standard, we have included the wastewater control procedure to address the continuous monitoring of the strategy and environmental aspects indicated in section 4.1.

Access to the system documentation on the external portal of the management system: <https://intranet.apfsc.es/Home/libraryDocuments.aspx?Mb40zVLM5RpgeWX8OWk-1tVWEMwFVxLJ2HLG40UNJdJ3uju5olkzgjqphtXsu7zn6RI-hXu6Bu5lX27X+EpeDR1GsHv1X5gZVCM3yBe0WDfNLh-0VbnQwx9mlzstvSfJp6RgMVzX1eDX8QI=>

A-10 Description of the main sources of discharge (point and diffuse) located in the port, which have a significant impact on the quality of the water and sediments of the port basins, such as boulevards, ditches, urban discharge points, operational with solid bulk or others. Differentiating between discharges generated and not generated by companies or port activities.

- Indicate which of the following sources of dock water pollution are present in the port or ports and are relevant. Indicate which of the following sources of dock water pollution are present in the port or ports and are relevant.

Origin of the spill	Order of relevance
OTHER SPILLS (INDICATE WHICH ONES) ACCIDENTAL SPILLS FROM VESSELS	1 Due to the incidents of 2023 with PIM activation
REFUELING AND PROVISIONING OF SHIP AT DOCK	2 Because they are identified as potential environmental aspects
BAD PRACTICES IN CLEANING AND MAINTENANCE OF DOCKS AND EQUIPMENT (SPILLS IN PORT OPERATIONS)	3 Due to the incidents recorded in 2023
RAIN OR IRRIGATION RUNOFF, UNCHANNELED OR UNTREATED CHanneLED	4 Due to the Nueve Muelle area that does not have a connection to the sewage network
TREATED URBAN WASTEWATER (WWTP)	5 Water with collection to the municipal collector in the P.Int and sewage in the Pext to the WWTP

Origin of the spill	Order of relevance
CLEANING AND SANDBLASTING OF BOAT HULLS	6 Due to the activities of Navantia, Blascar, Club del Mar, Amarradores
DREDGED	7 Dredging works carried out in Navantia Fene
INDUSTRIAL DISCHARGES FROM PORT CONCESSIONS	8 All concessions have discharge authorization except PTM and Green Procesoil in the PEXT (in process)
WORKS	9 With authorization to discharge the AFPE work
BUNKERING OF ANCHORED SHIPS	There was no supply
SPILLS DURING LOADING/UNLOADING OF SOLIDS BULK	Not registered
ACCIDENTAL SPILLS DURING LOADING/UNLOADING OF LIQUIDS BULK	Not registered
UNTREATED URBAN WASTEWATER	Inner Port waters to WWTP
NON-REGULATORY DISCHARGES FROM SHIPS (BILGES, ETC.)	Not registered
RIVERS, STREAMS, BOULEVARDS OR DITCHES	There are no discharges

Order of relevance: Record the order of relevance of each focus with numbers from 1 onwards, until all significant focuses present in the port or ports are covered.

- Report on what is considered to be the main cause of deterioration in the quality of the port’s waters.

☐ Upstream discharges into rivers, streams, etc.

☐ Urban discharges to the port

☐ Others. Indicate:

☐ Concession discharges

☒ Accidental spills

☐

- Inform if the Port Authority has carried out any inventory and characterization of the different sources of discharge and contamination of the port’s waters.

☒ Yes

☐ In implementation

☐ In project

☐ It is not foreseen

If yes, describe what it consists of and the methodology used (ROM, etc.)

Included in the ROM 5.3-13 report in December 2022: “System for monitoring and controlling the quality of port waters following the recommendations established in ROM 5.1-13-Rev.1” - section 2. Inventory of significant polluting emissions for each UGAP (area of service zone 1 and 2 of port waters – PORT OF FERROL).



A-11 Synthetic description of the measures implemented by the Port Authority to control discharges linked to the activity of the port as a whole, whether they are administrative, operational or technical measures (cleaning points and controlled maintenance, sanitation network improvements, operational surveillance , etc.). In particular, those measures that are expressly reflected in the hydrological plan of the basin in which the port is located will be dealt with.

- Indicate which of the following measures have been implemented by the Port Authority to improve or control the quality of the port's waters.

X	Implementation of ROM 5.1 program
X	Inventory and characterization of pollution sources in docks
X	Monitoring of concessions of regulatory discharge permits.
	Periodic campaigns to characterize water and sediment quality
	Mandatory rules and application of the sanctioning regime.
	Good practice guides and voluntary codes of conduct.
	Specific technical instructions for loading/unloading Solids Bulk.
X	Direct supervision on the dock by Port Authority technicians.
	Improvements in the sanitation network.
	Installation of areas enabled for cleaning and maintenance of equipment.
	Improvements in runoff management (collection, channeling, coarse wells, storm tanks, etc.)

	Specific environmental requirements on wastewater and runoff management under concession granting conditions.
--	---

	Environmental requirements on maintenance and cleaning of equipment in service specifications and granting conditions.
--	--

X	Good practice agreements
X	Approval of Maritime Interior Plans (PIM) for response to emergencies due to marine pollution.
	Improvement in the provision of own resources intended to combat accidental marine pollution.
	Other measures. Specify which

- Indicate whether any of the measures adopted by the Port Authority to control and improve the quality of port waters appear in the basin hydrological plan, indicating the most relevant ones.

CodMedida PHGC	Description of measurement
ES014.12.0081.01	Interior maritime plan of Ferrol port. Contingency plan for a marine pollution event that occurs in the area of application of the port of Ferrol
ES014.12.0082.01	Interior maritime plan of the port of San Cibrao. Contingency plan for a marine pollution event that occurs in the area of application of the port of San Cibrao
ES014.12.0086.01	Connection to the sanitation of the Redonda building and the supply of the Palma beacon (Mugardos). Connection to municipal networks and elimination of discharge point

- Inform if the Port Authority verifies whether the concessions have the permits that apply to them regarding discharges.

☒ Yes ☐ In implementation ☐ In project ☐ It is not foreseen

If yes, indicate how this verification is carried out and how often.

Monitoring carried out according to the Environmental Control Procedure for Port Operations, reviewing the regulatory permits for discharges with the review of the Environmental Management Plan of each concession, through the Annual Environmental Report that is sent to the APFSC in the first quarter of the year.

A-12 Number and synthetic description of campaigns to characterize the port's water quality, which are not the result of obligations arising from environmental impact statements.

- Inform if during the year 2023 the Port Authority carried out any campaign to measure the quality of port waters that was not required by Environmental Impact Declarations.

☐ Yes ☒ No

- If yes, indicate whether the measurement campaigns are due to continuous control programs (ROM 5.1, DMA, etc.), or on the contrary are a consequence of specific problems and the reasons for them:

Continuous measurement using two buoys with multiparametric probes installed in the Inner Port area of A Graña.



- Indicate the type of parameters that have been measured:

Indicators	X
Physico-chemical	X
Turbidity/Suspended Solids	-
Nutrients	-
Chlorophylls	-
Heavy metals	-
Pesticides	-
Other organic micropollutants	-
Biological indicators	-

- Inform about the existence of agreements with the competent environmental administration regarding the characterization of port water quality, such as collaboration in the development of periodic measurement campaigns or collaboration in taking samples in case

Have not been carried out

- Comments:

It is planned to begin the controls established in the Port Water Control Surveillance Plan included in ROM 5.1-13 in the year 2024-2025.

A-13 Percentage of the area of the service area that has wastewater collection and treatment. It will be understood that wastewater is treated when it is discharged into a municipal collector, or when it is discharged into the basin and has the corresponding discharge authorization.

- Report the following amounts

Type of treatment	% Of surface
(1) PERCENTAGE OF THE SURFACE OF THE LAND SERVICE AREA THAT HAS A SANITATION NETWORK (REGARDLESS OF WHERE IT DISCHARGES AND THE TREATMENT RECEIVED)	77.18
(2) PERCENTAGE OF THE SURFACE OF THE LAND SERVICE AREA THAT HAS A SANITATION NETWORK CONNECTED TO THE MUNICIPAL COLLECTOR OR A WWTP	74.16
(3) PERCENTAGE OF THE EARTH'S SURFACE THAT DISCHARGES INTO SEPTIC TANKS	0.04

To estimate the percentage of surface occupied by each of the types of treatment, determine the total space occupied by concessions and facilities of the Port Authority that have each of the types of sanitation facilities indicated, and relate it to the total dedicated surface. to port uses.

- Indicate who manages the sanitation network (Port Authority, City Hall, etc.).

Port Authority

- Report, where appropriate, succinctly the main actions to improve the sanitation network carried out by the Port Authority, such as extension of network coverage, connection to the municipal network, improvements in treatment, installation of control points , etc

- Pumping the A Redonda home into the municipal network

- Connection of the Inner Port sanitation network to the municipal collector: Monitoring of the discharge control points to the Inner Port sanitation network collector is carried out.

- Resolution of the authorization of discharge of the pits of CCCA Puerto Exterior and Cabo Prioriño, in September 2023 in which it is established as a requirement to carry out discharge control analyzes annually.

- Comments:

- Type of treatment:

(1) The total P. exterior + P interior + Ría Particulares/total service is considered.

However, in the Scope: Inner Port and outer port, it reaches 100%.

Of the Concessions in the rest of the service area: 100% with integrated environmental authorization (Alcoa, Megasa, Reganosa, Forestal del Atlántico). Areas of A Malata-A Gándara, A Cabana and Caranza with sanitation works Completed (Xunta de Galicia).

(2) The internal network of the Inner Port that discharges into the municipal sewer does not include the Nuevo Muelle (NM) so its surface area is subtracted. The “outer port area” of the outer port is not considered either, as it corresponds to a coastal area without sanitation or facilities.

(3) Pending the update of the Lighthouse Catalog with surfaces of each of them, reference is made only to the Inner Port and outer port network: Pits not connected to the port network (septic tanks): Moorings (P. Int.), 1366m2, Tables 2.2.2.6. and 2.2.2.7. appendix 2.



A-14 Percentage of the area of the service area that has runoff collection and treatment. It will be understood that runoff water is treated when it is discharged into a municipal collector, or when it is discharged into the basin and has the corresponding discharge authorization.

Report on the degree of coverage and type of the runoff collection network.

Network type	% Of surface
(1) PERCENTAGE OF THE LAND SURFACE THAT HAS A RUNOFF COLLECTION NETWORK (RECORD THE PERCENTAGE OF SURFACE AREA WITH RUNOFF COLLECTION REGARDLESS OF WHETHER THE WATER IS TREATED OR NOT).	79.50
(2) PERCENTAGE OF THE SURFACE OF THE SERVICE AREA THAT HAS RUNOFF WATER COLLECTION AND TREATMENT. (INDICATE THE PERCENTAGE OF SURFACE WITH RUNOFF COLLECTION THAT IS DISCHARGED INTO THE CITY HALL COLLECTOR, OR THAT RECEIVES SOME TREATMENT BEFORE BEING DISCHARGED INTO THE SEA. THE EXISTENCE OF COARSE WELLS, CYCLONE SEPARATORS OR STORM WELLS CAN BE CONSIDERED TREATMENT.).	76.49

To calculate these percentages, take into account the entire service area.

Runoff means rainwater, irrigation, washing, cleaning, dripping, etc. The previous decantation of the water before its discharge will be considered treatment.

- Report, where appropriate, succinctly the main actions to improve the stormwater network carried out by the Port Authority, such as extension of network coverage, coarse wells, storm wells, etc.

No information available

- Comments

(1) Land surface runoff 79.50%

(total PE+PI+Ría Particulares (only A Graña tunnel and 3/10 A Graña)/total service): for this calculation, the total of the outer port, Inner Port, the surface of the tunnel work has been taken into consideration. access to the Outer Port (plan “A Graña tunnel”) which has water collection with treatment, and to the A Graña area, only the area occupied by the sea club, the parking lot and part of the promenade, which is approximately 3 /10 of the total surface area indicated on the “A Graña” plan.

(2) Land surface runoff with treatment 76.49%

(total PE+PI+Ría Particulares (only A Graña tunnel and 3/10 A Graña)-NM-exterior PE/total service)

(3/10 parts A Graña: the concession to the Club del Mar in A Graña, the parking and the beach promenade. It is an estimate. From the above, the New pier, which does not have a network, and the outer harbor cliffs.

A-15 Schematic description of the technical means used to clean the water surface, and weight of floaters collected in the year.

Report on the following data on the cleaning service for floating vessels in the water sheet of the port during the year 2023.

NUMBER OF VESSELS	1*
CLEANING FREQUENCY	Upon request, previously authorized by Port Operations for the collection of floats.
WEIGHT OF COLLECTED WASTE IN TM	No information available

- Comments

There is no contract to clean the water table. In case of incidents due to spills, mooring service companies are used to clean the sheet of water.

* For the collection of floats there is a contract with Subacuatica. Cost of float removal services carried out in 2023 (€14,110).

A-16 Activation of the Internal Maritime Plans (PIM) for response to emergencies due to pollution.

Indicator code	Indicator title	Ud	Description	2018	2019	2020	2021	2022	2023
I0078	NO. ENVIRONMENTAL INCIDENTS	No	Events with an environmental incident that give rise to the activation of the PEI, PICCMA or the opening of the sanctioning file by the competent administration	3	4	4	0	1	2

Table 123- Number of environmental incidents



NUMBER OF MARINE POLLUTION INCIDENTS THAT HAVE NOT REQUIRED PIM ACTIVATION.	1
NUMBER OF MARINE POLLUTION EMERGENCIES THAT HAVE REQUIRED THE ACTIVATION OF THE PIM. OF ANY CONCESSION WITHOUT THE NEED TO ACTIVATE THE PORT'S PIM ("SITUATION 0")	0
NUMBER OF MARINE POLLUTION EMERGENCIES THAT HAVE REQUIRED THE ACTIVATION OF THE PORT'S PIM ("SITUATION 0")	2
NUMBER OF MARINE POLLUTION EMERGENCIES THAT HAVE REQUIRED THE ACTIVATION OF THE NATIONAL MARITIME PLAN ("SITUATION 1 OR HIGHER")	0

Table 124.- Activation of the Maritime Interior Plans for response to pollution emergencies

Synthetic description of the emergency response scheme. (own resources, spill cleaning service contracts, signed agreements, etc.)
Emergencies due to marine pollution are attended to in accordance with the provisions of the PIM of the PORT OF FERROL or PIM of the Port of San Cibrao.
The Port Authority uses the resources of companies that provide technical-nautical services through what is required in the regulatory documents.
The Port Authority annually updates the means of prevention and fight against pollution of the companies involved that operate in the port area.
Since February 2017, the contract with SASEMAR for the provision of nautical coordination services and the fight against marine pollution has remained in force, which lists the operating procedures in its annex.

A-17 Volume of wastewater discharges generated by the Port Authority, or discharged by collectors owned by the Port Authority, broken down by type.

- Briefly describe which activities of the A.P. generate wastewater discharges (offices, workshops, sheds, etc.) and whether they are urban (ARU), industrial (ARI) or mixed

Offices (ARU) and workshop (ARI)

- Provide, where possible, an estimate of the volumes generated during 2023

TOTAL VOLUME	1,110 m³
ARU VOLUME	-m³
ARI VOLUME	-m³
MIXED VOLUME	-m³

- Report on the destination of said wastewater:

Municipal collector	X
Septic tank	X
Own treatment	

- Comments

Discharges are equated to own consumption of 1,100 m³ since the water is not modified in any process.

The port authority has its discharge points connected through the municipal network to the municipal treatment plant, so it is an indirect discharge of seawater masses without special protection.

In the case of the lighthouses and access control to the outer port, the discharge is into a septic tank.

Indicator code	Indicator title	Unit	Formula	2020	2021	2022	2023
I0063	WATER QUALITY IN FARO PRIORIÑO (FE1)	Mg/l	COD value	204	Pending information	Pending information	Pending information
I0064	WATER QUALITY IN OUTER PORT ACCESS CONTROL	Mg/l	COD value	209	Pending information	Pending information	Pending information
I0167	CONCENTRATION OF SUSPENDED SOLIDS IN THE RECEIVING MEDIUM OF THE EXTERIOR PORT. MASOL DEALER MEASUREMENTS.	Mg/l	Most unfavorable parameters of the monthly average of suspended solids	2.4	2.63	2	3.9
I0177	WATER QUALITY IN COLLECTORS 1 AND 2 OF THE INNER PORT	Mg/l	COD value	289	355	198	109

Table 125.- Evolution of water quality in recent years



8.4.5 NOISES

A-18 Synthetic description of the main emission sources (point and diffuse) of the port, which represent significant acoustic emissions.

- Indicate which of the following sources of noise are present in the port or ports and are relevant.

Type of activity	Order of relevance
WORKS	1
SCRAP HANDLING	2
INDUSTRIAL ACTIVITY IN CONCESSIONS.	3
TRUCK TRAFFIC	4
CONTAINER HANDLING	5
PORT MACHINERY	6
RAILWAY TRAFFIC	7
RO-RO TERMINAL MOVEMENT	8
PLACES OF LEISURE	9

Order of relevance: Record the order of relevance of each source with numbers from 1 onwards, until all the significant sources present in the port or ports are covered.

- Comments

The noise generating sources of both the Inner Port and the outer port have been measured in December 2021.

The highest values are those produced by scrap metal handling (87 dB) and tunnel works (82 dB) followed by industrial concession activities with values ranging from 80 dB to 75 dB.

We place noise from truck traffic, container handling and port machinery in fourth, fifth and sixth place in order of relevance.

Next, we give order of relevance 7 to the rail traffic to the Inner Port.

Finally, we place the RO-RO terminal movement activities and leisure venues due to their limited presence in the port.

A-19 Number of complaints or complaints registered by the Port Authority in the year, made by interest groups of the port (port community, urban centers, administrations, etc.), related to acoustic emissions from port activity. Availability of a systematized management system for complaints.

- Inform if the Port Authority has a specific procedure for the reception and management of environmental complaints

☒ Yes

☐ No

- If so, describe the mode of access and the mechanics of the process followed in the management of environmental complaints.

The procedure Management of complaints, initiatives or suggestions can be accessed through the management system portal, as described in section I_21.

Complaints are also received through the electronic office.

- Number of complaints received during the year 2023 linked to noise pollution and attributable to the activity of the port, reporting on the source and group of origin of the complaints.

Activity causing the complaint	Number of complaints	Origin of the complaint
-	-	-

In the origin of the complaint, identify the group from which they come, such as:

- Port community
 - City hall
- Neighbors
 - Others
- Autonomous community

- Report on the actions carried out during the year 2023 due to complaints about noise pollution attributable to the activity of the port.

Activity causing the complaint	Performance
-	-

- Evolution of the number of complaints:

	2021	2022	2023
NUMBER OF COMPLAINTS	0	0	0

- Comments:

No complaints or reports have been registered regarding acoustic emissions from port activity.



A-20 Description of the situation of the port in relation to the preparation of a noise map and acoustic action plan.

- Indicate if the Port Authority has prepared a noise map of the port or ports.

☐	Yes	☐	No, but it is under development
☐	No, but it is In project	☒	No, and it is not planned

In case of having prepared a noise map, indicate the reason

☐	Evaluación de impacto de Projects	☐	Plan evaluation
☐	Requerido por plan de acción del municipio	☐	Internal Environmental Management
☐	Otras razones:		

In case of having prepared noise maps in several ports, indicate which ones

have not been developed

- Indicate if any port is included in the noise map prepared by any municipality

☒	No
☐	Yes Port:
☐	Municipality:

If so, indicate whether the port is included in the noise action plan drawn up by the City hall.

☐	Yes	☒	No
--------------------------	-----	-------------------------------------	----

If so, state the measures that you have adopted or have to adopt as a result of said action plan to reduce noise from the port.

- Report on possible campaigns to measure the sound levels generated by the Port community. Indicate your motivation and objective

No campaigns have been carried out

- Comments:

A-21 Number of actions, and characteristics of said actions, undertaken during the current year on sources of noise identified as a result of complaints and non-conformities registered by the Port Authority.

- Indicate which of the following measures have been implemented by the Port Authority to control noise emissions linked to port activity.

	Stable acoustic measurement networks.
	Acoustic quality measurement campaigns.
X	Surveillance/inspection by PA personnel.
X	Standards or good practices in loading/unloading scrap metal or containers.
	Machinery maintenance conditions in service specifications and concession conditions.
	Installation of acoustic screens.
X	Speed limitations on port roads.
	Road surface improvements to reduce noise emissions.
	Activity limitations during the night.
	Installation of acoustic screens.
	Improvement of access or reorganization of internal circulation to reduce truck traffic through urban centers.
	Reorganization of port activity to remove sources of noise from urban areas.

- Other measures. Specify which

- Indicate, where appropriate, which of these measures have been implemented for reasons of complaints.

None as there have been no complaints

- Indicate, where appropriate, which of these measures have been implemented within the development of an action plan or zone plan for acoustic quality management prepared by the City hall.

None

- Comments.



8.4.6 WASTE MANAGEMENT

(306-1), (306-2), (306-3), (306-4), (306-5)

In the APFSC environmental management system, certified in accordance with the ISO 14001 standard, we have included the waste management procedure to address the continuous monitoring of the strategy and environmental aspects indicated in section 4.1.

Access to the system documentation on the external Portal of the management system: <https://intranet.apfsc.es/Home/libraryDocuments.aspx?Mb40zVLM5RpgeWX8OWk-1tVWEMwFVxLJ2HLG40UNJdJ3uju5olkzgjphxsu7zn6RI-hXu6Bu5IX27X+EpeDR1GsHv1X5gZVCM3yBe0WDfNLh-0VbnQwx9mlzstvSfJp6RgMVzX1eDX8QI=>

Indicator code	Indicator title	Unit	Formula	2017	2018	2019	2020	2021	2022	2023
I0070	NON-HAZARDOUS WASTE	Kg/year	Sum (NON-hazardous waste)	39,573	41,415	25,840	37,000	25,460	40,300	78,410
I0071	DANGEROUS RESIDUES	Kg/year	Sum (Hazardous waste)	193,922	1,158	539	673	20,920	775	3,252
I0072	MARPOL I COLLECTION OF LIQUID WASTE FROM SHIPS	m³	Sum m³ (Marpol I residues)	1,899.12	2,402.92	2,438.72	1,707.17	2,229.78	2,012.50	2,760.60
I0073	MARPOL V COLLECTION OF SOLID WASTE FROM SHIPS	m³	Sum m³ (Marpol V residues)	2,188.98	2,249.43	2,576.77	1,918.97	2,081.55	2,476.27	2,301.80

Waste from works is not included, so waste from the work “Railway access to the Outer Port” is not counted.

Table 126.- Evolution of the volume of managed waste

A-22 Percentage of waste generated by the Port Authority, which is segregated and valued, broken down by type of waste. (ton type of recovered waste / ton total waste collected) x 100).

- Report if the Port Authority keeps accounts of the volume of waste generated at its facilities by type of waste. Otherwise report the status

☒ Yes ☐ In implementation ☐ In project ☐ It is not foreseen

- Report if the Port Authority does an accounting of the volume of waste generated that goes through a recovery process. Otherwise report the status

☒ Yes ☐ In implementation ☐ In project ☐ It is not foreseen

- Inform if the Port Authority has a plan for the minimization and recovery of the waste generated in its own facilities and services under its responsibility (including cleaning). Otherwise report the status

☐ Yes ☐ In implementation ☐ In project ☒ It is not foreseen

- Report the percentage of waste produced by the Port Authority that has followed a separate collection and that has been subsequently valued during the year 2023.

Waste type	Separate collection (Tm waste separated / Tm total waste generated) *100	Valorization (Tm waste valued / Tm total waste generated) *100
R.S.U.	11.15 %	100 %
DANGEROUS RESIDUES	100 %	43.34%
OILS	100 %	100%

Table 127.- Waste produced by the APFSC separated and valued

- Inform if the Port Authority does an accounting of the volume and type of waste generated by the cleaning service, and the destination of such waste. If not, report the status of said initiative.

☒ Yes ☐ In implementation ☐ In project ☐ It is not foreseen

If so, report on the nature of those collected by the port cleaning service, for the purposes of their deposit in the landfill, during the year 2023.

Waste type	Total amount collected during the year in Tm	Percentage of the total collected.
INERT	69.30	84.86%
NOT DANGEROUS	78.41	96.02%
DANGEROUS	3.25	3.98%

Table 128.- Typology of waste collected by the port cleaning service



A-23 Synthetic description of the main activities or sources of waste generation within the port, such as fishing activities (fishing gear, packaging), movement of solid bulk (remains of merchandise after operations), recreational areas, machinery maintenance tasks , or septic tank sludge, among Others.

- Inform whether the Port Authority has carried out any inventory or characterization of the volume and type of waste generated by concessions and service providers. If not, report the status of said initiative.

☐ Yes

☐ In implementation

☐ In project

☒ It is not foreseen

If so, briefly describe how said inventory is carried out.

In the event that no accounting of concessions is carried out, inform if any accounting of the waste generated in the Port community is carried out, and which groups of waste are accounted for (fishing area, cleaning, collection points, etc.).

Annually, the APFSC requests an environmental report from the operating companies in the port with the declaration of legal compliance regarding waste. In addition, the most relevant ones are asked for the amount of hazardous waste generated to evaluate the indirect environmental aspects of hazardous waste in the Ría de Ferrol and Dársenas.

A container has been set up in the fish market area for unintentionally caught waste.

- Indicate which of the following sources of waste are present in the port and are relevant. Record the order of importance of each source of waste with numbers from 1 onwards, until all sources are covered.

Type of source or activity	Order of importance
MARPOL WASTE DELIVERY	1
WORKS	2
CONCESSION ACTIVITIES GENERATED BY CONCESSIONS	3
CLEANING OF DOCKS, ROADS AND COMMON AREAS	4
CLEANING OF WATER SHEET (FLOATING SOLIDS)	5
ACCIDENTAL SPILL CLEANUP	6
FISHING (PACKAGING, NETS, FISH REMAINS, ETC.)	7
CARGO AND STOWAGE WASTE (DISCARDED CARGO, PACKAGING, ETC.)	8
REMAINS OF SWEEPS FROM THE MOVEMENT OF SOLID BULK.	9
MACHINERY MAINTENANCE	10
SEPTIC TANK CLEANING	11
BAR, LEISURE AND COMMERCE ACTIVITY IN THE SERVICE AREA	12
OTHER ACTIVITIES	N/A

- Comments

The APFSC maintains a record of the quantities of Marpol waste generated by ships and removed by the receiving facilities that provide this port service. It is considered the most relevant type of waste due to its danger and the volume generated (Marpol I quantities delivered in 2023: 2760.6 m3)

Due to the works carried out and the volume of waste generated, it has been included in the evaluation of environmental aspects, although it has not been found to be significant, we assign it second place in the order of relevance due to the volume generated (1,294,534 .21 t) with the railway access work being the one with the highest volume of waste.

The waste generated by the concessionaire companies is managed by them and they annually report information on correct management in the annual report. We evaluate hazardous waste generated by third parties as indirect aspects and assign it third place in order of relevance due to the volume generated (---)

Fourthly, we assign the waste from cleaning the dock, roads and common areas, including here those managed directly by the Port Authority (non-hazardous waste 33,180 kg and hazardous waste 3,172 kg).

Due to the expenses in cleaning the sheet of water and accidental spills, we place it in fifth and sixth place in order of relevance.

For fishing waste, Fisheries Agreements have been established where the conditions for the waste generated are established, we give it an order of relevance seven.

Cargo and stowage waste (discarded cargo, packaging, etc. and the remains of sweepings from the movement of Solids Bulk) are managed by the concessionaire companies themselves and are assigned eighth place in order of relevance.

Due to the small amount of waste generated, we place the waste derived from machinery maintenance (3,212 kg dangerous) and septic tank cleaning (1,720 kg) in tenth and eleventh place.

The activity of bars, leisure and commerce in the service area has municipal collection, which is why we place it in last position.



A-24 Initiatives promoted by the Port Authority to improve waste management in the Port community. Existence of clean points, waste collection programs, recovery programs, etc.

- Indicate which of the following measures have been implemented by the Port Authority to improve waste management in the port.

	Inventory of the port's waste generating activities
X	Periodic monitoring of concessions and Port services providers to verify compliance with the administrative requirements established by the waste law.
	Mandatory rules
X	Penalties in case of abandonment of waste in non-authorized places
	Good practice guides or environmental codes of conduct.
	Transfer centers promoted by the Port Authority
	Clean points with separate collection
	Composting areas and inert waste drying areas.
X	Good practice agreements
	Awareness campaigns
	Fishing waste recovery projects promoted by the Port Authority

Other measures or initiatives

Surveillance and inspection by APFSC personnel
Instruction on Disused Materials: Inventory and recirculation approved in November 2023

- Inform whether the Port Authority verifies whether the concession operators and service providers comply with the administrative requirements imposed by the waste law for their activities. If not, indicate the status of said initiative

☒ Yes ☐ In implementation ☐ In project ☐ It is not foreseen

If so, indicate how this verification is carried out and how often.

At the beginning of the activity and annually, when required, the Annual Environmental Report provided by the concession operators and service providers is verified, verifying their registration as a waste producer/manager and the amount of hazardous waste generated. It is identified and evaluated as an indirect environmental aspect, not being significant.

- If there are transfer centers in the port, or clean points, inform who is in charge of them (cleaning company, authorized manager, municipal company, etc.)

Reception point for waste generated by vessels (fishing and sports) through the licensee Service Marpol according to port legislation (Marpol Ferrol), regulated in the Agreements with the Fishermen's Guild, Club Náutico de Caranza, and Club del Mar with delivery of waste from boats and fishing vessels to the Service Marpol Ferrol provider.
Waste from ships that call at the port is managed through the licensee Service Marpol according to port legislation (Marpol Ferrol).
Authorization of a commercial solid waste collection service provider in the Outer Port (Rilo Dopico)
Waste collection in the public area of the Inner Port with the municipal waste collection company (Urbaser)
Collection of waste generated by the Port Authority (Workshop and land area cleaning) by authorized manager (Recinor)

- Comments

A-25 Type of management applied to the dredged material, expressed as volumes of dredged material of each of the categories in which said material can be classified according to the ICES Dredging Guidelines.

- Inform about the development of possible dredging and the motivations for them, explaining the importance of this process to guarantee the competitiveness, operability and security of the port.

During 2023, dredging works have been carried out in Navantia Fene (dam work 5).

- Inform about the reason for the dredging

☐ First establishment	☐ Draft improvement	☐ Foundation preparation
☒ Maintenance	☐ Environmental	



- Report the volume of dredged material of each of the classes contemplated in the guidelines

	(m³)	% of the total
TOTAL VOLUME OF DREDGED MATERIAL	360	100
CATEGORY A MATERIAL VOLUME	-	-
CATEGORY B MATERIAL VOLUME	-	-
CATEGORY C MATERIAL VOLUME	360	100
VOLUME OF MATERIAL CLASSIFIED AS WASTE	-	-

- Report on the destination given to the dredged material classified as category C, as well as the treatment applied to the dredged material classified as waste.

Waste management. R5 treatment (recovery of other inorganic materials)
--

- Report on the measures adopted to reduce the impact of dredging both in the extraction area and in the dumping or confinement area.

Surveillance Plan - positioning control of the dredge, placement of anti-turbidity curtain, waste management on land
--

8.4.7 BIODIVERSITY

(304-1), (304-3), (304-4)

A-26 Description of zones or species with some figure of protection, adjacent to the port or within the port public domain: LIC, ZEPA, BIC, Ramsar.

- Provide a schematic list of the protected areas that may be affected by port activity¹ or its extensions:

Name	Space type ²	Distance to port ³
MARIÑAS CORUÑESAS AND TERRAS DO MANDEO-TRANSITION ZONE	Biosphere Reserve	6 km south of zone I
COSTA ÁRTABRA ES1110002	ZEC Natura Network	Waters in zone I, port entrance channel, included. Land area, adjacent to zone I in Puerto Exterior, 0 km.
XUBIA CASTRO	ZEC Natura Network	4.5km
MARINE SPACE OFF THE COAST OF FERROLTERRA VALDOVIÑO	SPA	Adjacent to the outer port.
FERROLTERRA VALDOVIÑO COAST	I WAS GOING	Partial exterior port included
CAPE PRIOR-DONIÑOS AREA GAL 03/01	Mollusk production area	Including zone I and II waters
A FROUXEIRA LAGOON	RAMSAR	More than 15 km
BEACH, DUNE AND LAGOONS OF A FROUXEIRA	Biotopes Corine (CE)	More than 15 km
WESTERN MARIÑA COAST. HEADLIGHTS	SPA Protected area Natura 2000 Network	
PANCHA ISLAND, RIBADEO ESTUARY	SPA Protected area Natura 2000 Network	
WESTERN GALICIAN-CANTABRIAN MIGRATORY CORRIDOR ES0000554	SPA Protected area Natura 2000 Network	0km

You can ask the Information in the following link: <https://mapas.xunta.gal/visores/conservaciondanatureza/>

1 In addition, the access routes of ships to the port that run through zone II will be taken into account, as well as the existing facilities (monobuoys, areas of high anchoring concentration, etc.)

2 SCI, SPA, RAMSAR Wetland, Asset of Cultural Interest (BIC), etc.

3 The distance to the physical port is understood, that is, land zone and zone I. When it is inside, partially or totally, it will be indicated: included or partially included, as appropriate. When it is adjacent, it will indicate: 0 km.



- Inform if these spaces have established a management plan in which the Port Authority participates, or failing that, if it is planned or under development.

No information available

- Provide a schematic list of some of the most significant protected species that may be affected by port activity or by works undertaken by the port:

In May 2023, a study was carried out on flora and fauna species with potential presence in the incidence area of the PORT OF FERROL and protection categories. It is concluded that in the area of the PORT OF FERROL there are 128 probable species of flora and fauna that may be affected by port activity, listing 3 species of vascular flora, 71 species of birds, 13 of amphibians, 11 of reptiles and 30. of mammals (16 terrestrial and 14 marine).

With some category of protection from the CGEA or the CEEA, a total of 19 species are distinguished: 3 species of vascular flora (endemic to the NW of the Iberian Peninsula), 3 amphibians, 1 species of reptiles (sea turtle), 3 of birds and 9 sea mammals

In monitoring the Monitoring Plan of ROM 5.1-13 Water Quality, an analysis of the Gorgonia population in port waters is planned.

- Comments

- Inform if the Port Authority has carried out underwater bionomy mapping.

☐ Yes ☐ In implementation ☐ In project ☒ It is not foreseen

A-28 *chematic description of projects to regenerate the natural environment undertaken by the Port Authority, and valuation in euros of the cost of said actions.*

- Inform about possible projects for the regeneration, or enhancement, of the natural environment affected by the port, undertaken by the Port Authority. For each of the Projects, it is proposed to report on the following aspects:

In monitoring the Monitoring Plan of ROM 5.1-13 Water Quality, an analysis of the Gorgonia population in port waters is planned.

Protection plan for the maritime-terrestrial public domain area based on a study of biodiversity: marine environment, birdlife and protected natural spaces near the port (Red Natura 2000).

A-27 *Characterization and inventory work of the natural environment in the port and in adjacent areas. In particular, the availability of underwater bionomic mapping of the port waters.*

- Inform about possible studies or work carried out by the Port Authority aimed at characterizing or inventorying the port's natural environment. For each of the works carried out, it is proposed to report on the following aspects.

NAME	Compilation and bibliographic analysis on the environmental situation of the Ría de Ferrol
PLACE	Ferrol estuary
STATE	Done in February 2023
YEAR	Year 2023
REASON	Management, use or study of the Ría de Ferrol
DESCRIPTION	Review of all available information related to all those aspects that may be related to the productivity of shellfish beds.



8.4.8

ECO-EFFICIENCY

(302-1), (302-2), (302-3), (302-4), (302-5), (303-1), (303-5), (305-1), (305-2), (305-4), (305-5)

In the APFSC environmental management system, certified in accordance with the ISO 14001 standard, we have included the consumption control and management procedure to address the continuous monitoring of the environmental strategy and environmental aspects indicated in section 4.1.

Access to the system documentation on the external Portal of the management system: <https://intranet.apfsc.es/Home/libraryDocuments.aspx?Mb40zVLM5RpgeWX8OWk-1tVWEMwFVxLJ2HLG40UNJdJ3uju5olkzgjqpHxsu7zn6RI-hXu6Bu5IX27X+EpeDR1GsHv1X5gZVCM3yBe0WdfNLh-0VbnQwx9mlzstvSfJp6RgMVzX1eDX8QI=>

A-29 Efficiency in land use, expressed as a percentage of the terrestrial service area that is occupied by active facilities, whether they are owned or under concession or authorization.

- Report on the percentage of the land service area of the port that is occupied by active facilities, whether they are owned or under concession or authorization.

53 %

Those lands in the service area defined as non-active in indicator E_04 will be considered not active.

- Comments:

Sum From individuals Ferrol and San Cibrao: 1,678,946m2

Total Port Authority: 3,162,706m2

In the PORT OF FERROL, of a total of 2,766,592 m² of land service area, 1,282,832 m² correspond to the area occupied by individuals, which represents 46.37%. By area, 71.6% of the surface of the Outer Port, 90.2% of the Inner Port, and 26.0% of the rest of the land service area of the PORT OF are occupied by facilities, esplanades and service roads. FERROL. In consistency, 28.4% of the surface of the Outer Port, 9.2% of the surface of the Inner Port and 74.0% of the rest of the land surface are concessioned/authorized.

In the Port of San Cibrao, of a total of 396,114m², 395,606m2, 99.87%, are under concessions.

The surface data is detailed in Appendix 2.- Technical characteristics of the port, Table 2.2.2. Land surface and storage areas (m²), from the 2023 Sustainability Report.

A-30 Evolution, at least in the last three years, of the total annual water consumption of the Port Authority, expressed as total cubic meters and as cubic meters per square meter of surface area of the service area, indicating whether network management falls under at the Port Authority or is outsourced.

Indicator code	Indicator Title	Unit	Formula	Description	2018	2019	2020	2021	2022	2023
I0074	OWN WATER CONSUMPTION (TYPE D LIST OF ENVIRONMENTAL ASPECTS)	m³	Addition (m³ water consumed)	Port Authority water consumption	37,203	14,295	15,794	49,438	48,316	65,485

Table 129.- Evolution of the total annual water consumption of the APFSC

- Inform about who manages the port water distribution network.

☒ Port Authority ☐ Outsourced to

- Inform who sells the water in the port.

☒ Port Authority ☐ Outsourced to

- Report the degree to which the Port Authority controls or records the different sources of consumption of the total water consumed directly.

☐ Greater than 75% ☒ Between 75% and 50% ☐ Between 50% and 25% ☐ Less than 25%

- Annual water consumption of the Port Authority in recent years, total and relative to the service surface. (The Port Authority's water consumption refers only to consumption in its own facilities and common services, water supplied to third parties will not be counted)

	2018	2019	2020	2021	2022	2023
CONSUMPTION IN M³	37,203	34,657	15,794	49,438	48,316	65,485
SERVICE AREA AREA IN M²	1,555,623	1,555,623	1,555,623	1,512,156	1,512,790	1,512,790
M³/M² RATIO	0.024	0.022	0.010	0.033	0.032	0.043

Table 130.-Water consumption of the APFSC in relation to the service surface



- Port Authority water consumption by uses during 2023:

CONSUMPTION SOURCE	% of the total
DOMESTIC/OFFICES	100%
IRRIGATION OF GREEN AREAS	0%
DUST PREVENTION SYSTEMS BY IRRIGATION (ONLY IF THEY ARE FROM THE AP)	
OTHER USES (INDICATE WHICH ONES)	

- Inform if the data provided is

☐ Are measured data ☒ They are data and estimates ☐ Are estimates

- IReport on water saving measures implemented by the Port Authority, such as:

- Installation of meters to have better knowledge of consumption by application and detect losses
- Improvements in the irrigation of garden areas optimizing irrigation systems or using plants with lower requirements
- Water saving systems for human consumption

Water consumption: of the total consumption of the Inner Port (79,198 m³), 15.6% corresponds to consumption by third parties (12,378 m³); 1.4% from own consumption (1,084 m³), and the rest (65,736 m³) are leaks, reaching 83% of the total (7.8% more than in 2022).

Compared to 2022, the consumption of the Inner Port has increased by 16,271 m³ (values of total consumption, own consumption and leaks), decreasing own and third party consumption, and increasing leaks by 7.8% compared to 2022, which in turn They had already been higher than those of 2021 by 5.2%. This is due to the existence of incidents in the fiber cement sections, mainly.

In 2022, the Action Plan to Minimize Water Losses in the Inner Port and the Outer Port of Ferrol was drawn up and several campaigns were carried out to detect leaks in the Inner Port, from which a list of units was drawn up whose purpose It was the repair of 5 leaks. This work was carried out during the first quarter of 2023.

This allowed leaks to be reduced in the second quarter, although in the third and fourth, they increased again.

In the Action Plan to Minimize Water Losses in the Inner Port and the Outer Port of Ferrol to limit leaks, the Maintenance Department has established a value of 20% of water consumption, in accordance with what is regulated in the applicable legislation.

A-31 Evolution, at least in the last three years, of the efficiency of the water distribution network, expressed as a percentage, for those Port Authorities that carry out direct management of said distribution network.

- Report on the evolution of the efficiency of the network recorded as a percentage of consumption that is controlled and recorded, with respect to the total water distributed.

	2018	2019	2020	2021	2022	2023
NETWORK EFFICIENCY IN %	85.1%	85.5%	93%	71.5%	78.55 %	68.9%

Table 131.- Evolution of the efficiency of the water distribution network

Network efficiency = 100 * (Registered water) / (Distributed water)

Distributed water: Total water purchased by the Port Authority and in charge of its management

Registered water: Total water that is registered or controlled at points of distribution to third parties or for own final consumption.

Uncontrolled water: Distributed water - Registered water. (Includes unregistered supplies and network losses)

- Report on the measures adopted to improve consumption control, as well as to reduce possible losses.

Water consumption: of the total consumption of the Inner Port (79,198 m³), 15.6% corresponds to consumption by third parties (12,378 m³); 1.4% from own consumption (1,084 m³), and the rest (65,736 m³) are leaks, reaching 83% of the total (7.8% more than in 2022).

Compared to 2022, the consumption of the Inner Port has increased by 16,271 m³ (values of total consumption, own consumption and leaks), decreasing own and third party consumption, and increasing leaks by 7.8% compared to 2022, which in turn They had already been higher than those of 2021 by 5.2%. This is due to the existence of incidents in the fiber cement sections, mainly.

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This allowed leaks to be reduced in the second quarter, although in the third and fourth, they increased again.

In the Action Plan to Minimize Water Losses in the Inner Port and the Outer Port of Ferrol to limit leaks, the Maintenance Department has established a value of 20% of water consumption, in accordance with what is regulated in the applicable legislation.



A-32 Evolution, at least in the last three years, of the total annual consumption of electrical energy in facilities of the Port Authority and lighting of common service areas, expressed as total kWh and as total kWh per square meter of service area.

Indicator code	Indicator Title	Unit	Formula	Description	2020	2021	2022	2023
I0075	OWN ELECTRICITY CONSUMPTION (TYPE D LIST OF ENVIRONMENTAL ASPECTS)	Kwh	Sum (Kwh consumed)	Port Authority's own consumption	1,865,017	1,980,082	1,864,185	1,843,560
I0146	ELECTRICAL INTENSITY. ELECTRICAL CONSUMPTION	Kwh/ m²	Kwh consumed/ m² total surface (P Int and P Ext)	The intensity determines the energy consumption of an organization in the context of a specific measure of the State Ports organization established the m2 of surface. The square meters of surface are those in table two point 2.2 of the annual report. Total Outer Port plus total Inner Port.	1.20	1.27	1.23	1.22
I0147	EXTERNAL ELECTRICITY CONSUMPTION	Kwh	Sum (Kwh consumed)	Third party electricity consumption. It includes both the electrical energy supplied to third parties, as well as the electrical energy consumed by the main port terminals (Endesa, Forestal, Reganosa, San Cibrao)	3,388,264	2,247,239	1,203,223	1,301,852
I0148	LIGHTING ELECTRICITY CONSUMPTION	Kwh	Sum (Kwh consumed)	Electrical consumption of lighting in the Outer Port and Inner Port. The lighting of common areas is one of the general services of the APFSC.	697,409	664,365	732,028	455,246

Table 132.-Evolution of the total annual consumption of electrical energy in the APFSC

- Inform about who manages the port electrical network

☒ Port Authority

☐ Outsourced to

In the Outer Port there are concessionaires who carry out the management directly with the supply company.

- Inform about who sells electricity to port operators

☒ Port Authority

☐ Outsourced to

- Report the degree to which the Port Authority controls or records the different sources of consumption, of the total energy it consumes or manages directly.

☒ Greater than 75%

☐ Between 75% and 50%

☐ Between 50% and 25%

☐ Less than 25%

- Annual consumption of electrical energy in Port Authority facilities in the last three years, total and relative to the service surface. (Energy supplied to third parties will not be considered energy consumed in Port Authority facilities.)

	2020	2021	2022	2023
CONSUMPTION IN KWH	1,865,017	1,980,372	1,864,185	1,843,560
SERVICE AREA AREA IN M²	1,555,623	1,512,156	1,512,790	1,512,790
KWH/M² RATIO	1.20	1.31	1.23	1.22

Table 133.-Annual consumption of electrical energy in the APFSC in relation to the service surface

- Port Authority electricity consumption by uses during 2023:

Consumption source	% of the total
ROAD LIGHTING	24.69%
OFFICES (LIGHTING, AIR CONDITIONING, ETC.)	Not discriminated against
OTHER USES (INDICATE WHICH ONES)	Not discriminated against

- Inform if the data provided is

☐ They are measured data

☒ They are data and estimates

☐ They are estimates

- Report on measures or initiatives to control, save, or produce electrical energy, such as:

- Installation of meters to have better knowledge of consumption by application
- Lighting optimization, indicating what it consisted of
- Photovoltaic systems.
- Optimization of air conditioning systems, indicating what it consisted of.



IMPROVEMENTS IN THE EFFICIENCY OF ELECTRICAL CONSUMPTION OF EXTERIOR LIGHTING (NEXT GENERATION FUNDS):

The Port Authority of Ferrol-San Cibrao (APFSC) has identified the possibility of reducing its overall energy consumption and CO₂ emissions by modernizing and fine-tuning the existing exterior lighting installations in the Inner Port and the Outer Port of Ferrol. Ferrol under energy efficiency designs.

The lighting of common areas is one of the General Services provided by the Port Authority, so the reduction in the energy requirements of this service is also addressed.

DIAGNOSIS AND ACTION PLAN:

In order to evaluate the energy efficiency of the currently existing outdoor lighting installations and the possibilities for improving them, in November 2020 the Port Authority hired the company ICEACSA CONSULTORES S.L.U. the work of “ENERGY AUDIT AND DRAFTING OF ANTEProject FOR IMPROVEMENT OF EXISTING EXTERIOR LIGHTING INSTALLATIONS IN THE PORT OF FERROL”. The audit report was delivered to the Port Authority in April 2021, and it contains the results of the analysis carried out.

The actions to be addressed and the estimated economic cost are as follows:

- Replacement of luminaires with LED technology: €450,000
- Cost of installing remote management: between €30,000 and €120,000 depending on the type of remote management you want to implement, per luminaire or per distribution board.
- Cost of correcting the defects found: €50,000
- Cost of replacing lattice posts: €50,000

And the estimated energy and economic savings are as follows:

A massive change of luminaires to LED technology allows for great energy savings. If to this is added the possibility that each of these luminaires has a flow regulator and the installation of a remote management system is added, the savings capacity increases considerably.

The reduction in installed power is around 250 kW, which means a saving of 61% in the total of both ports.

It is estimated that there will be greater energy savings because the flow regulation systems will perform their function at all times and that the installation will be optimized to the maximum with the remote management system. The estimated energy savings due to these two points is estimated, in the Inner Port, at 25% or higher, since in this installation, today, a large number of flow regulators are not working. In the outer port this improvement will be less since, in this case, the flow regulators are working and extra savings will only be achieved due to the good management that can be done of the installation using remote management.

ACCIONES EN MARCHA:

ACTIONS UNDERWAY:

- Technical Assistance in the Drafting of a Project for “Improvement of the Existing Exterior Lighting Installations in the PORT OF FERROL” (Awarded in December 2022). The Project is expected to be available in the first quarter of 2024, and to proceed to bidding during the second quarter of said year.
- Technical Assistance to the Construction Management of the works defined in the Project for “Improvement of the Existing Exterior Lighting Installations in the PORT OF FERROL” (Awarded in December 2022)

INSTALLATION OF RESERVE SYSTEMS USING SUSTAINABLE ENERGY IN THE LIGHTHOUSES OF PRIORIÑO, PRIOR, FROUXEIRA AND CANDELARIA (NEXT GENERATION FUNDS)

The specifications for carrying out these works were approved in 2022, and the contract was signed in October 2023. As of December 31, 2023, measurements have been taken in the field and work has begun in the workshop. The start of installation work is planned for the first quarter of 2024

The actions to be carried out and their cost are as follows:

INSTALLATION OF A BACKUP SYSTEM BASED ON THE STORAGE OF ELECTRICAL ENERGY IN BATTERIES, POWERED BY PHOTOVOLTAIC PANELS AND WIND GENERATORS AT THE CABO PRIORIÑO CHICO LIGHTHOUSE, INCLUDING INSTALLATION OF A SWITCHING PANEL, LED LIGHTING SYSTEMS AND REPLACEMENT OF THE ROTATION CONTROL PANEL.	€50,000.00
INSTALLATION OF A BACKUP SYSTEM BASED ON THE STORAGE OF ELECTRICAL ENERGY IN BATTERIES, POWERED BY PHOTOVOLTAIC PANELS AND WIND GENERATORS AT THE CABO PRIOR LIGHTHOUSE, INCLUDING INSTALLATION OF A SWITCHING PANEL, LED LIGHTING SYSTEMS AND REPLACEMENT OF THE ROTATION CONTROL PANEL.	€50,000.00
INSTALLATION OF A BACKUP SYSTEM BASED ON THE STORAGE OF ELECTRICAL ENERGY IN BATTERIES, POWERED BY PHOTOVOLTAIC PANELS AND WIND GENERATORS AT THE PUNTA FROUXEIRA LIGHTHOUSE, INCLUDING INSTALLATION OF A SWITCHING PANEL, LED LIGHTING SYSTEMS AND REPLACEMENT OF THE ROTATION CONTROL PANEL.	50,000.00
INSTALLATION OF A BACKUP SYSTEM BASED ON THE STORAGE OF ELECTRICAL ENERGY IN BATTERIES, POWERED BY PHOTOVOLTAIC PANELS AND WIND GENERATORS AT THE PUNTA CANDELARIA LIGHTHOUSE, INCLUDING INSTALLATION OF A SWITCHBOARD AND LED LIGHTING SYSTEM.	€50,000.00
TOTAL AMOUNT (VAT NOT INCLUDED)	€200,000.00

The final award amount was €193,410.00, the selected contractor being the company Mediterráneo Signes Marítimas, S.L.

Maritime signaling is a Service provided by the APFSC.

	Consumption (KWh)	Emission Factor (Kg Co ² /Kwh)	Emissions (kg Co ²)
CONSUMPTION 2023	455,246	0	0
CONSUMPTION 2022	732,028	0	0
DIFFERENCE	-276,782	0	0
IN PERCENTAGE	10.18%	0	0

Table 134.-reduction of greenhouse gas (GHG) emissions of scope 2 (lighting)

The unusually low energy consumption in lighting in fiscal year 2023 has been proven to be due to the Inner Port, where some lighting consumption that had been computed in the past appears not to have been adequately accounted for in fiscal year 2023.



A-33 Evolution, at least in the last three years, of the total annual consumption of fuels (diesel, gasoline, natural gas, etc.), used by the Port Authority (cars, heating, etc.), expressed as Kwh and as Kwh per square meter of service area.

Indicator code	Indicator title	Unit	Formula	2019	2020	2021	2022	2023
I0076	DIESEL HEATING AND ACS CONSUMPTION	L/year	Sum (Liters consumed)	8,981	7879	7,912	8,941	1,000
I0077	DIESEL+GASOLINE CONSUMPTION TRANSPORTATION	L/year	Sum (Liters consumed)	19,426	13,377.28	20,778.21	24,820.86	24,690.65

Table 135.-Evolution of the annual fuel consumption of the APFSC

It is necessary to clarify that on January 3 and 4, 2024, new heating oil refills were made (6,000 l), which explains the unusually low consumption imputed to the 2023 financial year. Please note that the quantities, for the purposes of the indicator, They are considered consumed at the time of recharging the tank(s).

- Report the annual fuel consumption of the Port Authority in the last three years.

	2020	2021	2022	2023
CONSUMPTION IN KWH	245,151.80	311,989.35	353,959.09	265,413.82
SERVICE AREA SURFACE IN M²	1,555,623	1,512,156	1,512,790	1,512,790
KWH/M² RATIO	0.158	0.206	0.234	0.175

Table136.- Annual fuel consumption in the APFSC in relation to the service area

- Report consumption by type of fuel during 2023

Tipo de combustible	% del total
NATURAL GAS	
BUTANE OR PROPANE GAS, OR LIQUEFIED PETROLEUM GASES	
GASOLINE	0.81%
DIESEL OIL	99.19%
BIODIESEL	

Table 137.-Consumption by type of fuel during 2023

- Report fuel consumption by use during 2023:

Sources of consumption	% of the total
HEATING/DOMESTIC HOT WATER	3.86
VEHICLES	91.63
BOATS	1.63
GENERATORS	0.16
OTHER USES (TOOLS)	2.72

Table 138.-Fuel consumption by use during 2023

- Report on fuel saving measures introduced by the Port Authority, such as:
 - Update of the fleet of cars or boats
 - Lighting optimization, indicating what it consisted of
 - Own generation of electrical energy, indicating the method used.
 - Optimization of air conditioning systems, indicating what it consisted of.

During 2023, the fleet of port police cars, the Port Authority's Maintenance Service and SSMM, and offices have been updated, opting in most cases for a 2+1 year rental service, thinking about the possibility of replacing vehicles with electric ones when charging infrastructure is deployed.

- Conversion factors to kWh

CONVERSION FACTORS TO KWH

FUEL	KWh/litro	KWh/Kg	
NATURAL GAS	0.0117	15.75	Gasnam
LIQUEFIED NATURAL GAS (LNG)	6.79	15.75	Gasnam
LIQUEFIED PETROLEUM GAS (LPG)		12.75	IDAE
BUTANE		12.44	IDAE
PROPANE		12.83	IDAE
GASOLINE	9.23	12.39	Gasnam
DIESEL OIL	10.26	12.14	Gasnam
BIODIESEL	8.80	10.25	IDAE

Table 139.- Conversion factors to kWh applied to the types of fuels



EMISSIONS OF GREENHOUSE GASES

Code	Ind. title	Ud	Formula	Description	2021	2022	2023
I0141	DIRECT GREEN-HOUSE GAS EMISSIONS	Tn CO ₂ equivalents	Sum of tons of CO ₂ emitted by each source	Gross direct emissions of Greenhouse Gases in Tn of CO ₂ , from the identified emission sources. There must be traceability by emission source, between energy consumption, the calculation carried out, and the Tn of CO ₂ equivalent. According to Corporate Accounting and Reporting standard related to the WRI and WBCSD GHG Protocol.	78.14	88.99	Pending publication of conversion factors by MITECO
I0149	INDIRECT GREEN-HOUSE GAS EMISSIONS (OWN ELECTRICITY CONSUMPTION)	Tn CO ₂ equivalents	Sum of tons of CO ₂ emitted by each source	Gross direct emissions of Greenhouse Gases in Tn of CO ₂ , from the identified emission sources. There must be traceability by emission source, between energy consumption, the calculation carried out, and the Tn of CO ₂ equivalent. According to Corporate Accounting and Reporting standard related to the WRI and WBCSD GHG Protocol.	0	0	0
I0151	INTENSITY OF DIRECT AND INDIRECT GHG EMISSIONS	Tn CO ₂ equivalents	Sum of tons of CO ₂ emitted by each source *104	Gross direct emissions of Greenhouse Gases in Tn of CO ₂ , from the identified emission sources. There must be traceability by emission source, between energy consumption, the calculation carried out, and the Tn of CO ₂ equivalent. According to Corporate Accounting and Reporting standard related to the WRI and WBCSD GHG Protocol.	0.50	0.58	Pending publication of conversion factors by MITECO

Table 140.- Emissions of greenhouse gases

As measures to reduce the emission of greenhouse gases, it should be noted that the APFSC has included in its contract specifications for electricity supply conditions that have allowed it to have, since 2020, a supplier that supplies electrical energy obtained from renewable sources. With this, we went from scope 2 emissions of 426.53Tn CO₂ equivalent in 2019 to 0. Direct emissions reach 88 Tn CO₂ equivalent in 2022, and in that sense we are working to guarantee renewable energy supply points (electricity and green hydrogen) both in the Outer Port and in the Inner Port prior to proceeding with the renewal of the APFSC vehicle fleet.

8.4.9
COMMUNITY
PORT

A-34 Synthetic description of the type of conditions, or requirements established, on environmental aspects in the specifications of particular requirements of port services, in conditions of granting and in concession or authorization titles.

- Indicate which of the following conditions are generally required in service requirements and concessional titles

X	Have an EMS for the entire activity
X	Have documented operational control of processes likely to generate emissions, discharges, spills or waste.
	Specific conditions on air quality levels or discharges
	Reference to specific operational practices for the control of environmental aspects
	Requirement of specific technical measures that prevent or mitigate emissions, discharges or spills (irrigation systems, requirements in workshops, etc.)
	Requirement regarding level of order and cleanliness of work facilities
	Reference to the development of maintenance in areas adequately enabled for it
	Need to have maintenance plans for those equipment or systems whose malfunction or condition may cause emissions, spills or discharges.
X	Requirement on waste management
	In the movement of goods, reference to management of cargo waste and stowage of goods
X	Reference to contingency plans and necessary means
	Obligation to obtain environmental liability insurance in accordance with the provisions of Law 27/2007
	In dock operations, obligation to have an operations manager responsible for the operation at all times
	Extinction of the service license when the operator is firmly sanctioned for serious violations in environmental matters.
X	Provision of sanitation and stormwater network in concessions
X	Soil contamination control and decontamination in concessions



- Report other required conditions

The port establishes the environmental requirements in the CALP Documentation Sheet before granting the license, authorization or concession, as established in the Environmental Control Procedure for Port Operations

Depending on the activity, the following are required: Environmental Management Plan, Annual Environmental Report, Environmental Questionnaire, Contingency Plan, Means of Prevention and Fight against Pollution, Plan for the Reception and Handling of Waste and Waste from Ships or Methods Report.

- Comments:

A-35 Level of implementation of environmental management systems in port facilities, expressed as the total number and percentage of maritime freight terminals and maritime passenger stations under concession or authorization, and companies licensed or authorized to provide port or commercial services , that have EMAS accreditation or that are certified according to the ISO 14001:2004 standard with a scope that covers “all environmental aspects linked to the development of their activity”.

- Inform if the Port Authority has any system to know the degree of implementation of environmental management systems of service providers and goods handling terminals. If not, indicate the status of said initiative.

☒ Ye

☐ In implementation

☐ In project

☐ It is not foreseen

- Report on the degree of SGMA implementation in service providers and goods handling terminals.

TOTAL NUMBER AND PERCENTAGE OF MARITIME TERMINALS AND SERVICE COMPANIES THAT HAVE IMPLEMENTED AN EMS WHOSE SCOPE COVERS ALL THEIR ACTIVITY:

Terminal/service type	No. Total	Total No. with SGA	% with SGA
FREIGHT TERMINAL	7	7	100% Forestal, Reganosa, Alcoa, Endesa, FCT, Masol, Navantia
PASSENGER TERMINAL	0	0	0
STOWAGE SERVICE	6	6	100% Endesa, FCT, Greenalia, Perez Torres, Maritime Terminals of Galicia, Galigrain
MARPOL SERVICE	3	3	100% Marpol Ferrol, Forestal and Navantia
NAUTICAL TECHNICAL SERVICE	7	5	71.43 % Pilotage 2: (Pilots of the Port and Ría de Ferrol) the Alumina pilots do not) Trailer 2: (Sertosa and Tugboats Ría de Ferrol) Mooring 3: (Mooring Port and Ría de Ferrol, Boaters the Moorings PORT OF SAN CIBRAO do not have)

Table 141...-Number of maritime terminals and Port services companies that have implemented an EMS

- Report on the initiatives adopted by the Port Authority to promote the adoption of EMS by Port service providers and concessions. For example:
 - Approval of a generic good practices agreement for the regulation of activity rate bonuses.
 - Inclusion of the requirement to have SGA in service specifications and granting conditions

In the case of Port services borrowers, it is a requirement to obtain the Environmental Management certificate according to the ISO 14001 standard, regulated in the service specifications and granting conditions.

The Port Authority rewards the best environmental practices with bonuses to freight terminal managers. There are Good Environmental Practice Agreements, since 2018, with Reganosa and Forestal del Atlántico, which regulate the conditions to be met to obtain these bonuses.

- Comments:

The systematic way to know the degree of implementation of environmental management systems of service providers and goods handling terminals is through the annual environmental reports.



8.5 GRI PARAMETERS AND CONTENTS INDEX



Port of Ferrol

Port Authority of Ferrol-San Cibrao

8.5.1 DEFINITION OF THE CONTENT OF THE REPORTS AND THE COVERAGE OF THE SUBJECTS

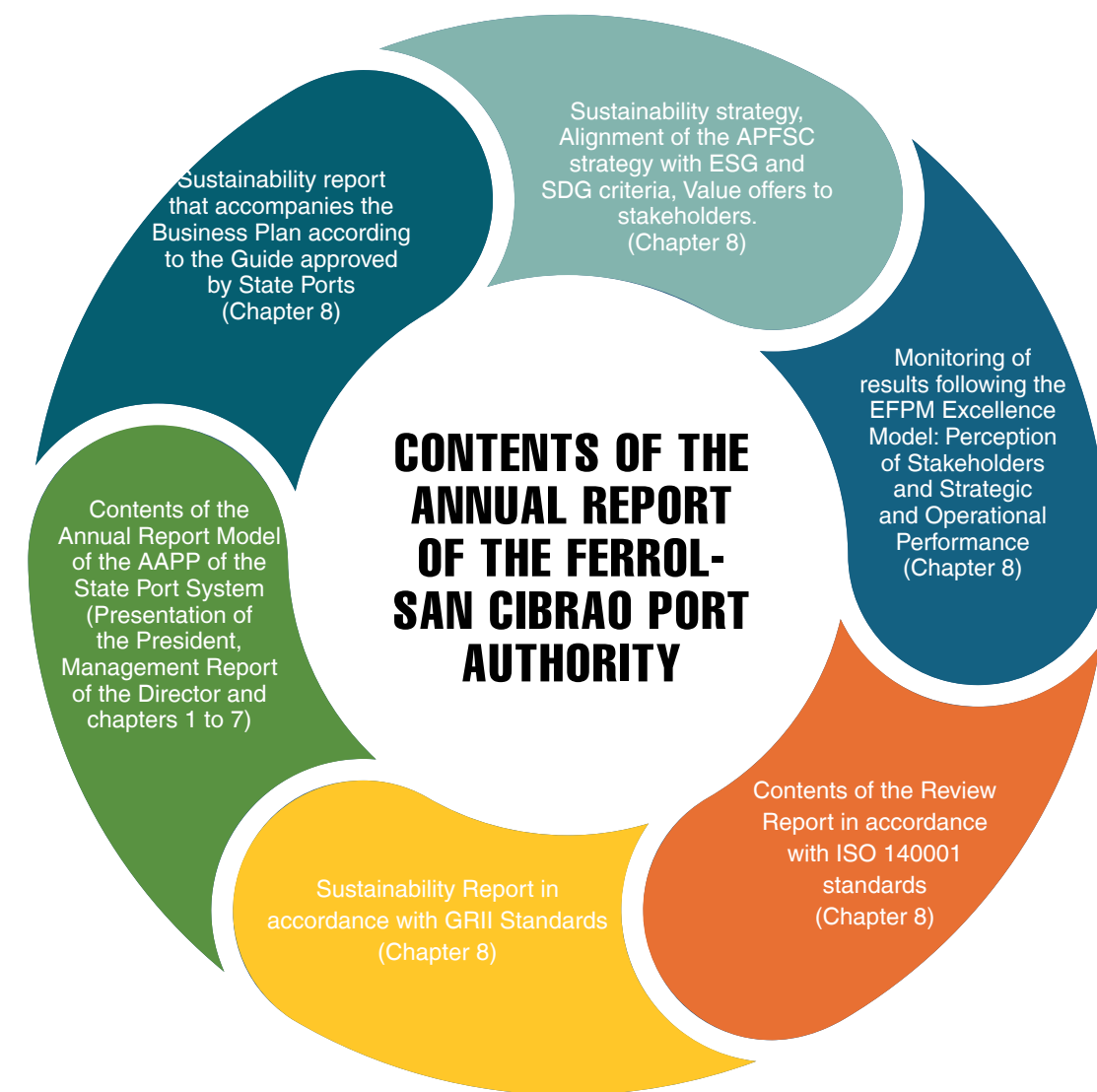


Figure 38 Report content



8.5.2

MATERIAL TOPICS

(3-1),(3-2),(3-3)

Aim	Process
 DEFINE WHICH ARE THE KEY ISSUES FOR THE PORT AUTHORITY'S INTEREST GROUPS AND FOCUS THE STATEMENT OF NON-FINANCIAL INFORMATION BASED ON THIS.  UNDERSTAND THE MAIN IMPACTS ON THE BUSINESS AND PORT ACTIVITY, THUS MAKING IT POSSIBLE TO SET OBJECTIVES AND STRATEGIES TO DEAL WITH THEM.  FOCUS THE SUSTAINABILITY STRATEGY OF THE APFSC TOWARDS THE DEVELOPMENT OF A STRATEGIC SUSTAINABILITY PLAN. CARRYING OUT A MATERIALITY ANALYSIS IS ESSENTIAL TO UNDERSTAND THE EXPECTATIONS OF STAKEHOLDERS, PLAN AN APPROPRIATE RESPONSE AND MAKE COMMITMENTS ON ENVIRONMENTAL, SOCIAL, ECONOMIC AND GOVERNANCE ISSUES.	ENVIRONMENT REVIEW DURING THIS STAGE, A PRELIMINARY REVIEW OF THE ENVIRONMENT WAS CARRIED OUT, WHICH INCLUDED AN ANALYSIS OF COMPETITORS AND AN ANALYSIS OF PRESCRIBERS IN THE SECTOR TO IDENTIFY THE MAIN INTEREST GROUPS. SUBSEQUENTLY, AN EXTENSIVE LIST OF KEY TOPICS OR ISSUES WAS DESIGNED THAT SERVED AS A STARTING POINT FOR COMPARISON IN THE FOLLOWING STAGES. IDENTIFICATION OF MATERIAL TOPICS THE LONG LIST OF TOPICS WAS EVALUATED BASED ON THE ASSESSMENTS OF THE REPRESENTATIVES OF THE INTEREST GROUPS. INTERNAL AND EXTERNAL STAKEHOLDERS WERE INTERVIEWED AND QUESTIONNAIRES WERE SENT TO ASSESS WHICH MATERIAL TOPICS HAVE THE GREATEST INFLUENCE ON THEIR DECISIONS AND THE GREATEST ECONOMIC, ENVIRONMENTAL AND SOCIAL IMPACT. CONSOLIDATION AND VALIDATION OF RESULTS THE RESULTS OBTAINED WERE CONSOLIDATED AND VALIDATED TO CREATE A MATERIALITY MATRIX THAT RESPONDS TO THE REAL SITUATION OF THE APFSC.

Figure 39.- Methodology

INFORMATION SOURCES

To identify priority issues, the sources named below have been used.

EXTERNAL ANALYSIS	DESCRIPTION	ANALYZED INFORMATION
COMPETITOR ANALYSIS	Review of the material issues of other ports under the jurisdiction of the APFSC	- Port of antwerp - Port of rotterdam - Port of antwerp - Port Authority of Valencia - Vigo Port Authority - Algeciras Bay Port Authority
REGULATORY AND NORMATIVE ANALYSIS	Analysis of the strategic lines and sustainability requirements of Puertos del Estado	- RD 2/2011, Law on State Ports and the Navy Merc. - Guide of State Ports for the elaboration of the sustainability reports of the Port Authorities - Strategic framework of State Ports 2030 Diary
EXTERNAL DOCUMENTATION	Review of sustainability trends and commitments	- Review of maritime transport 2020 (UNCTAD) - Ports Sector Guideline on Sustainability Reporting (IAPH-PIANC) - The Effectiveness of Port-City Policies: A comparative approach (OECD)

INTERNAL ANALYSIS	DESCRIPTION	ANALYZED INFORMATION	SOURCES OF INTERNAL INFORMATION
INTERNAL DOCUMENTATION	Review of internal documentation provided by the APFSC	- APFSC Annual Report 2019 - EFQM report and evaluation - Strategic Plan and Strategic Map	- APFSC Annual Report 2019 - EFQM report and evaluation - Strategic map - Previous study for the humanization of the contact area between the port and the city of Ferrol - Ferrol Cruise destination - Code of conduct and annexes - Sustainability indicators - Risk review report - Investment plan - Business plan 2021 - Operational Objectives 2020-2021 - Strategic plan and map - Risk-Opportunity Matrix - SWOT analysis
INTERVIEWS	The top managers of the APFSC have been interviewed: President, Director, Heads of Area, Heads of Department.	Relevance of issues to the company	

Figure 40.- Sources of information

IDENTIFIED MATERIAL ASPECTS OF THE APFSC

After carrying out the study, the following topics have been defined as material aspects for the APFSC.

Good Governance and Business	Internal relations
1. Business strategy 2. Infrastructure resilience 3. Infrastructure, logistics and accessibility 4. Transparency and good governance 5. Ethics, anti-corruption and bribery 6. Compliance with current legislation 7. Innovation and digital transformation 8. Protection of Human Rights 9. Risk management systems (financial and operational) Non-financial risks 10. Risk management systems (financial, operational and non-financial)	11. Quality of internal communication 12. Quality of external communication 13. Customer and user satisfaction, considering anyone who makes use of the port directly or indirectly 14. Supplier satisfaction 15. Impact on the local community (employment generation, culture of knowledge of the port, sponsorship actions) 16. Impact of the APFSC in the hinterland of ports 17. Management of suppliers and subcontractors (assessment, approval and audit of ESG aspects) 18. Partnerships and partners (Institutional, professional and scientific relations) 19. Port-city relations 20. Stakeholder claim systems 21. Impact of the APFSC on the health and safety of operations



External Relations
- Working conditions (salary level, job stability, internal promotion, etc.) - Policies and measures to promote equality and diversity - Staff satisfaction level - Worker training - Health and safety conditions of employees and employees of suppliers and subcontractors - Freedom of association and union representation
Environmental management
- Circular economy (waste management, etc.) - Waste - Investment in environmental matters - Safety measures and prevention of environmental incidents - environmental complaints - Responsible consumption (water, electricity) - Climate change and associated risks - Biodiversity protection - Landscape, light, noise pollution

SDG
- End of poverty - Zero hunger - Health & Wellness - Quality education - Gender equality - Clean water and sanitation - Affordable and clean energy - Decent work and economic growth - Industry, innovation and infrastructure - Reduction of inequalities - Sustainable cities and communities - Responsible production and consumption - climate action - Submarine life - Life of terrestrial ecosystems - Peace, justice and strong institutions - Alliances to achieve the objectives

Figure 41: Material aspects identified

The prioritization of material topics was carried out through surveys of interest groups and interviews with the president, director and those responsible for strategic objectives/processes of the APFSC (Internal relevance), as well as through the scores obtained from the external analysis for these aspects (External Relevance), obtaining the following prioritization:

PRIORITIZATION TABLE OF MATERIAL TOPICS

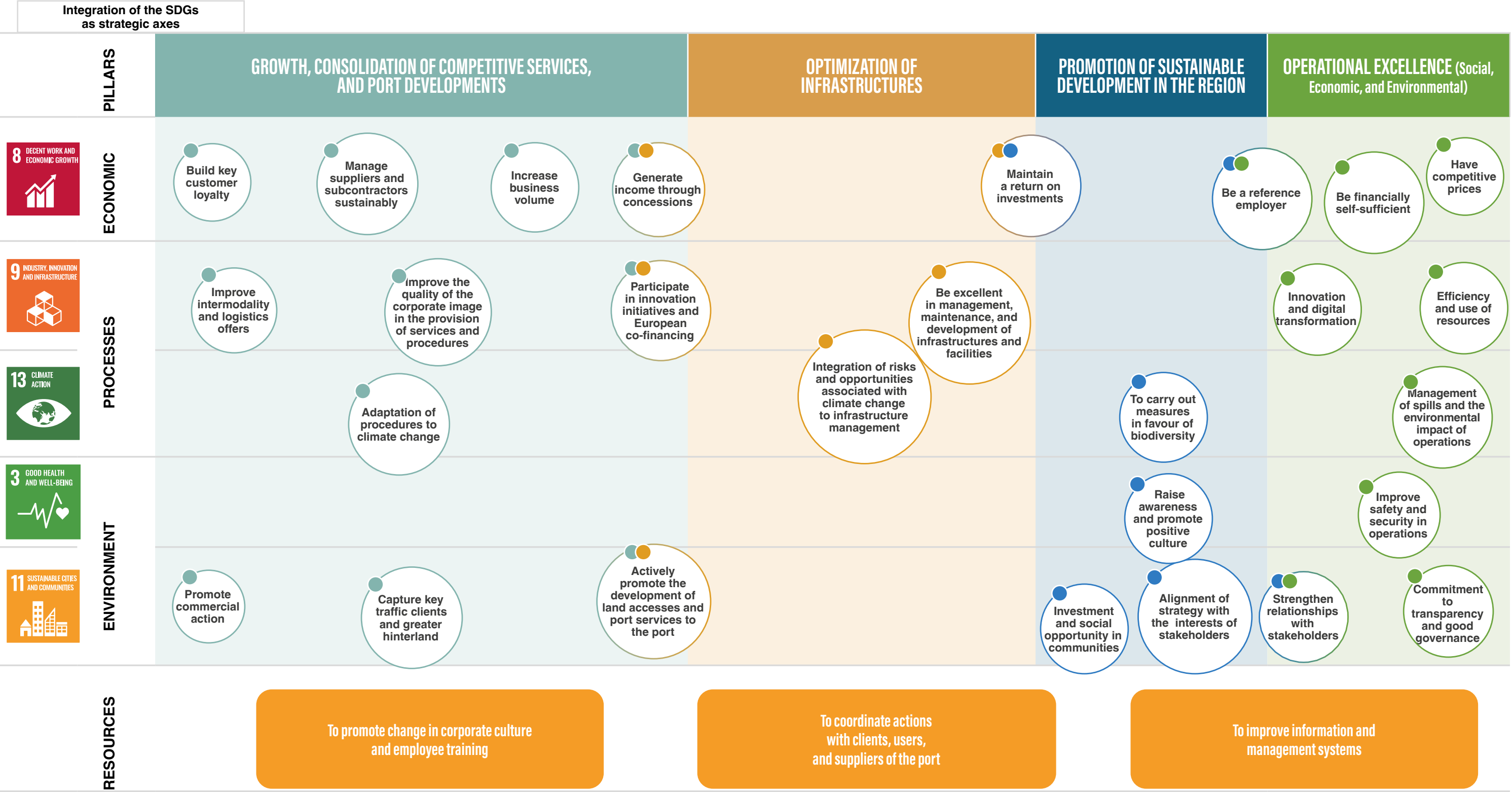
Ranking		Issue	Internal relevance	External relevance	Average
1°	3	INFRASTRUCTURE, LOGISTICS AND ACCESSIBILITY	3.51	3.73	3.62
2°	7	INNOVATION AND DIGITAL TRANSFORMATION	3.35	3.59	3.47
3°	1	BUSINESS STRATEGY	3.30	3.56	3.43
4°	35	CLIMATE CHANGE AND ASSOCIATED RISKS	3.36	3.40	3.38
5°	4	TRANSPARENCY AND GOOD GOVERNANCE	3.36	3.36	3.36
6°	19	PARTNERSHIPS AND PARTNERS (INSTITUTIONAL, PROFESSIONAL AND SCIENTIFIC RELATIONSHIPS)	3.52	3.14	3.33
7°	20	PORT-CITY RELATIONS	3.06	3.51	3.29
8°	27	SAFETY AND HEALTH CONDITIONS OF EMPLOYEES AND EMPLOYEES OF SUPPLIERS AND SUBCONTRACTORS	3.05	3.48	3.26
9°	11	DIRECT AND INDIRECT INVESTMENT	3.39	3.11	3.25
10°	17	IMPACT OF THE APFSC IN THE HINTERLAND OF PORTS	3.19	3.27	3.23

Ranking		Issue	Internal relevance	External relevance	Average
11°	32	SAFETY MEASURES AND PREVENTION OF ENVIRONMENTAL INCIDENTS	3.46	2.94	3.20
12°	31	INVESTMENT IN ENVIRONMENTAL MATTERS	3.55	2.86	3.20
13°	34	RESPONSIBLE CONSUMPTION (WATER, ELECTRICITY)	3.27	3.12	3.20
14°	16	IMPACT ON THE LOCAL COMMUNITY (EMPLOYMENT GENERATION, CULTURE OF KNOWLEDGE OF THE PORT, SPONSORSHIP ACTIONS)	3.28	3.11	3.20
15°	2	INFRASTRUCTURE RESILIENCE	3.22	3.13	3.17
16°	10	RISK MANAGEMENT SYSTEMS (FINANCIAL, OPERATIONAL AND NON-FINANCIAL)	3.37	2.96	3.16
17°	22	IMPACT OF THE APFSC ON THE HEALTH AND SAFETY OF OPERATIONS	3.38	2.88	3.13
18°	6	COMPLIANCE WITH CURRENT LEGISLATION	3.50	2.30	2.90
19°	9	RISK MANAGEMENT SYSTEMS (FINANCIAL AND OPERATIONAL)	3.26	2.53	2.90
20°	30	WASTE	3.46	2.27	2.86
21°	29	CIRCULAR ECONOMY (WASTE MANAGEMENT, ETC.)	3.74	1.92	2.83
22°	5	ETHICS, ANTI-CORRUPTION AND BRIBERY	3.61	1.94	2.78
23°	36	PROTECTION OF BIODIVERSITY	3.23	2.22	2.72
24°	37	LANDSCAPE, LIGHT, AND ACOUSTIC POLLUTION	3.08	2.35	2.71
25°	26	TRAINING OF WORKERS	3.42	1.92	2.67
26°	24	POLICIES AND MEASURES TO PROMOTE EQUALITY AND DIVERSITY	3.37	1.86	2.61
27°	14	CUSTOMER AND USER SATISFACTION, CONSIDERING ANYONE WHO USES THE PORT DIRECTLY AND INDIRECTLY	3.08	2.14	2.61
28°	18	MANAGEMENT OF SUPPLIERS AND SUBCONTRACTORS (ASSESSMENT, APPROVAL AND AUDIT OF ESG ASPECTS)	3.25	1.89	2.57
29°	15	SUPPLIER SATISFACTION	3.37	1.77	2.57
30°	23	WORKING CONDITIONS (REMUNERATION LEVEL, JOB STABILITY, INTERNAL PROMOTION, ETC.)	3.29	1.81	2.55
31°	13	QUALITY OF EXTERNAL COMMUNICATION	3.19	1.67	2.43
32°	21	STAKEHOLDER COMPLAINT SYSTEMS	3.34	1.44	2.39
33°	8	PROTECTION OF HUMAN RIGHTS	3.44	1.19	2.31
34°	33	ENVIRONMENTAL COMPLAINTS	3.27	1.15	2.21
35°	28	FREEDOM OF ASSOCIATION AND UNION REPRESENTATION	3.32	1.01	2.16
36°	25	STAFF SATISFACTION LEVEL	3.45	0.79	2.12
37°	12	QUALITY OF INTERNAL COMMUNICATION	1.59	1.41	1.50

Table 142.- Material aspects identified by the APFSC and prioritization

In 2022, an alignment of the APFSC strategy with the material topics in Sustainability was carried out.

PAFSC STRATEGY MAP



There have been no changes with respect to the material topics of the 2022 report, and therefore no update of the strategy derived from them has been made.

Figure 41 - APFSC strategic map



STRATEGY AND MANAGEMENT OF THE APFSC.
ALIGNMENT AND MONITORING OF MATERIAL TOPICS

Strategic Objective APFSC	Material theme	Management Process	SDGs	Interest Group	Indicator type	Code Ind.	Title Ind.	Year 2023	Meta
GRI201-ECONOMIC PERFORMANCE									
E1-INCREASE BUSINESS VOLUME	Business strategy	Strategy	8 Decent work and economic growth	External organizations	Performance	I0088	Net amount of turnover APFSC (Thousands of euros)	16,850.00	18,237.00
						I0096	EBITDA (euros)/ Tons moved	0.83	0.65
E2-GENERATE INCOME FROM CONCESSIONS	Business strategy	Concessions and authorizations	8 Decent work and economic growth	Actors in the logistics chain	Performance	I0104	Income from occupancy and activity rates compared to the net amount of business	40.18	40.80
						I0144	Activity rate/ Net Turnover Amount	18.15	21.28
						I0212	Activity rate	3,058.00	3,880.00
E5-MAINTAIN A PROFITABILITY OF INVESTMENTS	Business strategy	Strategy	8 Decent work and economic growth	External organizations	Performance	I0091	Result of the excersice	1,815.00	872.00
						I0095	Return on assets	0.17	-0.58
						I0115	Land and natural assets without activity in the last 5 years /Total assets	0.00	0.00
E6-BE A REFERENCE EMPLOYER	Business strategy	Strategy	8 Decent work and economic growth	Employees	Performance	I0089	Net amount of APFSC turnover / employee	142.80	165.79
						I0097	EBITDA per employee (average annual workforce)	59.02	50.68
E7-BE ECONOMICALLY SELF-SUFFICIENT	Risk management system	Strategy	8 Decent work and economic growth	External organizations	Performance	I0090	Operating expenses/ Operating income (%)	113.82	117.51
		Economic-Financial Management	8 Decent work and economic growth	Actors in the logistics chain	Performance	I0094	Average collection period (in days)	36.00	54.00
				External organizations	Performance	I0092	Cash Flow (Thousands of euros)	4,418.00	3,534.00
						I0093	Debt ratio (%)	4.82	4.94
						I0098	debt service	0.58	0.70

Strategic Objective APFSC	Material theme	Management Process	SDGs	Interest Group	Indicator type	Code Ind.	Title Ind.	Year 2023	Meta
P3-PARTICIPATION IN INNOVATION INITIATIVES WITH EUROPEAN FUNDING	Innovation and digital transformation	Economic-Financial Management	9 Industry, innovation and infrastructure	External organizations	Performance	I0214	Percentage of investments with European financing	86.81	83.75
						I0215	Amount of Next Generation funds	238.00	2,240.00
P8-INTEGRATION OF RISKS AND OPPORTUNITIES ASSOCIATED WITH CLIMATE CHANGE INTO INFRASTRUCTURE MANAGEMENT	Infrastructure resilience	Infrastructure and facilities management	13 Climate action	Actors in the logistics chain	Performance	I0219	Incidents in operations and infrastructure due to extreme weather (storms, waves, rain, wind, etc.)	0.00	0.00
GRI202-MARKET PRESENCE									
E6-BE A REFERENCE EMPLOYER	Working conditions (remuneration level, job stability, internal promotion, etc.)	Organization and Management of Human Resources	8 Decent work and economic growth	Employees	Performance	I0188	% APFSC Minimum Wage / Interprofessional Minimum Wage	145.28	146.47
						I0189	Proportion of senior executives hired in the local community	100.00	100.00
GRI203-INDIRECT ECONOMIC IMPACTS									
E2-GENERATE INCOME FROM CONCESSIONS	Infrastructure, logistics and accessibility	Concessions and authorizations	8 Decent work and economic growth	Actors in the logistics chain	Performance	I0100	External investment / Public investment by the APFSC	87.00	0.47
						I0120	Number of companies that operate in the port under a concession or authorization regime, or under a license regime	93.00	84.00
						I0140	Foreign investment	17.94	47.81
	Customer and user satisfaction, considering anyone who uses the port directly and indirectly	Sustainable development	8 Decent work and economic growth	Actors in the logistics chain	Perception	I0239	Satisfaction of logistics chain actors and users with the concessions process (clarity, deadlines, conditions, technologies, personnel, resolution of incidents)	72.71	80.00



Strategic Objective APFSC	Material theme	Management Process	SDGs	Interest Group	Indicator type	Code Ind.	Title Ind.	Year 2023	Meta
E3-BUILD KEY CUSTOMER LOYALTY	Customer and user satisfaction, considering anyone who uses the port directly and indirectly	Sustainable development	8 Decent work and economic growth	Actors in the logistics chain	Perception	I0184	Key customer satisfaction	74.33	70.00
	Impact of the APFSC on the port's hinterland	Business generation and alliances	8 Decent work and economic growth	Users	Performance	I0154	Coal traffic at Endesa Terminal	841,491.00	640,000.00
						I0155	Natural gas traffic at Reganosa Terminal	2,100,377.73	2,360,000.00
						I0156	Bauxite trafficking at Alcoa Terminal	1,653,716.80	1,006,000.00
						I0157	Fuel oil traffic at Forestal del Atlántico Terminal	954,611.50	1,100,000.00
						I0158	Alumina traffic at Alcoa Terminal	775,539.29	434,000.00
						I0179	Percentage of turnover billed to the five main clients	Information not available	65.00
						I0180	Biofuel traffic in Masol Terminal	117,724.51	140,000.00
						I0181	Oil trafficking in Masol Terminal	102,318.19	145,000.00
				Actors in the logistics chain	Performance	I0236	Containerized merchandise at FCT Terminal	305,228.13	438,000.00
E5-MAINTAIN A PROFITABILITY OF INVESTMENTS	Business strategy	Strategy	8 Decent work and economic growth	External organizations	Performance	I0101	Public Investment / Average net assets (%)	14.83	28.42

Strategic Objective APFSC	Material theme	Management Process	SDGs	Interest Group	Indicator type	Code Ind.	Title Ind.	Year 2023	Meta
E8-HAVE COMPETITIVE PRICES	Business strategy	Concessions and authorizations	8 Decent work and economic growth	Actors in the logistics chain	Performance	I0164	Income from occupancy rate per m² of concessioned surface.	2.14	2.05
	Customer and user satisfaction, considering anyone who uses the port directly and indirectly	Sustainable development	8 Decent work and economic growth	Actors in the logistics chain	Perception	I0194	Customer satisfaction with rates for services provided by third parties	63.85	70.00
						I0195	Customer satisfaction with the pricing policy offered by the APFSC (RATES/ TARIFES)	64.26	70.00
	Business strategy	Planning, coordination and control of traffic and services	8 Decent work and economic growth	Actors in the logistics chain	Performance	I0224	Correction coefficient for the merchandise rate	Information not available	1.13
						I0225	Corrective coefficient for the rate to the ship	Information not available	1.18
						I0226	Bonus amount for traffic that contributes to economic and social development	Information not available	660,000.00
						I0220	Average towing rate	Information not available	13,000.00
		Services provided by private companies	8 Decent work and economic growth	Actors in the logistics chain	Performance	I0221	Average pilotage rate	Information not available	1,200.00
						I0222	Average stevedoring rate	Information not available	12.00
						I0223	Average mooring rate	Information not available	750.00
						I0142	Freight traffic	8,451,918.00	8,620,000.00
EN4-ATTRACT CLIENTS FROM KEY TRAFFIC AND GREATER HINTERLAND	Impact of the APFSC on the port's hinterland	Business generation and alliances	11 Sustainable cities and communities	Users	Performance	I0143	Vessel Traffic	957.00	988.00
						I0145	Number of containers (TEUS)	25,487.00	40,802.00



Strategic Objective APFSC	Material theme	Management Process	SDGs	Interest Group	Indicator type	Code Ind.	Title Ind.	Year 2023	Meta
EN5-ACTIVELY PROMOTE THE DEVELOPMENT OF LAND ACCESS AND SERVICES TO THE PORT	Customer and user satisfaction, considering anyone who uses the port directly and indirectly	Sustainable development	11 Sustainable cities and communities	Actors in the logistics chain	Perception	I0206	Customer perception of land access	63.50	70.00
	Infrastructure, logistics and accessibility	Infrastructure and facilities management	11 Sustainable cities and communities	Actors in the logistics chain	Performance	I0137	Investments in road and rail access	22,624.01	40,445.00
P1-IMPROVE INTERMODALITY AND LOGISTICS OFFER	Customer and user satisfaction, considering anyone who uses the port directly and indirectly	Sustainable development	9 Industry, innovation and infrastructure	Actors in the logistics chain	Perception	I0197	Customer perception of rail communications	61.43	70.00
	Infrastructure, logistics and accessibility	Infrastructure and facilities management	9 Industry, innovation and infrastructure	Actors in the logistics chain	Performance	I0159	%goods moved by rail	0.00	0.00
P2-IMPROVE IMAGE OF QUALITY IN PROVISION OF SERVICES AND PROCEDURES	Customer and user satisfaction, considering anyone who uses the port directly and indirectly	Sustainable development	9 Industry, innovation and infrastructure	Actors in the logistics chain	Perception	I0001	Customer satisfaction index	74.22	70.00
	Infrastructure, logistics and accessibility	Evaluation, review and improvement	9 Industry, innovation and infrastructure	Actors in the logistics chain	Performance	I0085	No concessionaire or authorized port terminals certified in the APFSC Service quality benchmarks	2.00	2.00
						I0213	Bonuses for quality references Service	248,372.79	207,523.18
		Planning, coordination and control of traffic and services	9 Industry, innovation and infrastructure	Actors in the logistics chain	Performance	I0227	Average delay at start of scale		1.70
						I0228	Deviation in the assignment of the requested dock		170.00

Strategic Objective APFSC	Material theme	Management Process	SDGs	Interest Group	Indicator type	Code Ind.	Title Ind.	Year 2023	Meta
	Customer and user satisfaction, considering anyone who uses the port directly and indirectly	Sustainable development	9 Industry, innovation and infrastructure	Actors in the logistics chain	Perception	I0241	Satisfaction of logistics chain actors and users with the licensing procedure (clarity, deadlines, conditions, technologies, personnel, resolution of incidents)	76.81	70.00
					Perception	I0242	Satisfaction of logistics chain actors and users with ship services (clarity, deadlines, conditions, technologies, personnel, incident resolution)	80.00	80.00
						I0243	Satisfaction of logistics chain actors and users with merchandise services (clarity, deadlines, conditions, technologies, personnel, resolution of incidents)	77.74	80.00
P4-INNOVATION AND DIGITAL TRANSFORMATION	Innovation and digital transformation	Infrastructure and facilities management	9 Industry, innovation and infrastructure	Actors in the logistics chain	Performance	I0139	R&D&i investment	0.00	30.00
		Information and Communication Technologies	9 Industry, innovation and infrastructure	Actors in the logistics chain	Performance	I0168	Compliance with the Information and Communication Technologies (ICT) Plan	Information not available	Information not available
			9 Industry, innovation and infrastructure	Actors in the logistics chain	Performance	I0113	Compliance with the Telematics Infrastructure Maintenance Plan	Information not available	100.00
						I0138	Investments in Telematics and Communication Infrastructures	107.81	500.00
						I0165	Deviation in deadline in the resolution of incidents in telematics and communications infrastructures (average expected deadline 5 days)	0.00	5.00

Strategic Objective APFSC	Material theme	Management Process	SDGs	Interest Group	Indicator type	Code Ind.	Title Ind.	Year 2023	Meta
	Customer and user satisfaction, considering anyone who uses the port directly and indirectly	Sustainable development	9 Industry, innovation and infrastructure	Actors in the logistics chain	Perception	I0244	Satisfaction of logistics chain actors and users with innovation and digitalization	75.05	80.00
P5-EFFICIENCY AND USE OF RESOURCES	Infrastructure, logistics and accessibility	Planning, coordination and control of traffic and services	9 Industry, innovation and infrastructure	Actors in the logistics chain	Performance	I0153	Tons moved per linear meter of commercial dock	795.07	812.29
		Planning, coordination and control of traffic and services	9 Industry, innovation and infrastructure	Actors in the logistics chain	Performance	I0233	% occupation of storage area (Port Authority)	Information not available	10.50
						I0234	% occupancy of commercial docks	Information not available	15.00
P7-BE EXCELLENT IN MANAGEMENT, MAINTENANCE AND DEVELOPMENT OF INFRASTRUCTURE AND FACILITIES	Customer and user satisfaction, considering anyone who uses the port directly and indirectly	Sustainable development	9 Industry, innovation and infrastructure	Actors in the logistics chain	Perception	I0005	Satisfaction index with Quality in Infrastructures	65.33	70.00
	Infrastructure, logistics and accessibility	Strategy	9 Industry, innovation and infrastructure	Actors in the logistics chain	Performance	I0099	Public investment by the APSFC in relation to cash flow	595.07	14.38
		Infrastructure and facilities management	9 Industry, innovation and infrastructure	Actors in the logistics chain	Performance	I0109	Compliance with the Maintenance Plan (only activities carried out by APFSC staff)	99.84	99.00
						I0117	Compliance with the Investment Plan (%)	51.71	70.00
						I0134	Port Authority Investment Amount (public investment)	26.29	50.85
						I0136	Investments in Infrastructure and Port Capacity	52.88	89.00
						I0169	Compliance with the Inspection Plan (only includes those carried out by APFSC personnel)	100.00	98.00
						Perception	I0245	Satisfaction of actors in the logistics chain and users with the conservation and cleaning of the facilities	63.95

Strategic Objective APFSC	Material theme	Management Process	SDGs	Interest Group	Indicator type	Code Ind.	Title Ind.	Year 2023	Meta
R2-COORDINATE ACTIONS WITH CLIENTS, USERS AND SUPPLIERS OF THE PORT	Quality of internal communication	Planning, coordination and control of traffic and services	11 Sustainable cities and communities	Actors in the logistics chain	Performance	I0211	No committees of clients, suppliers and users of the port constituted	Information not available	1.00
	Customer and user satisfaction, considering anyone who uses the port directly and indirectly				Perception	I0246	Satisfaction of actors in the logistics chain and users with coordination of the Port community	76.56	70.00
GRI204-PROCUREMENT PRACTICES									
E4-SUSTAINABLE MANAGEMENT OF SUPPLIERS AND SUBCONTRACTORS	Supplier satisfaction	Sustainable development	8 Decent work and economic growth	Actors in the logistics chain	Perception	I0172	Supplier satisfaction index	84.27	80.00
						I0173	Supplier satisfaction with offer advertising	73.33	80.00
						I0174	Supplier satisfaction. Clarity contracting conditions	99.17	80.00
						I0175	Supplier satisfaction. Hiring procedures	79.97	80.00
						I0176	Supplier satisfaction. Execution and collection.	84.99	80.00
	Management of suppliers and subcontractors (assessment, approval and audit of ESG aspects)	Infrastructure and facilities management	8 Decent work and economic growth	Actors in the logistics chain	Performance	I0186	Proportion of local suppliers	98.79	100.00
		Economic-Financial Management	8 Decent work and economic growth	Actors in the logistics chain	Performance	I0187	Average payment period (days)	55.66	30.00
GRI205-ANTI-CORRUPTION									
EN9-COMMIT TO TRANSPARENCY AND GOOD GOVERNANCE	Transparency and good governance	Sustainable development	11 Sustainable cities and communities	Society	Perception	I0210	Perception GI ethical behavior	79.55	80.00
	Ethics, anti-corruption and bribery								
	Compliance with current legislation								



Strategic Objective APFSC	Material theme	Management Process	SDGs	Interest Group	Indicator type	Code Ind.	Title Ind.	Year 2023	Meta
GRI302-ENERGY									
P5-EFFICIENCY AND USE OF RESOURCES	Responsible consumption (water, electricity)	Environmental management	9 Industry, innovation and infrastructure	Society	Performance	I0075	Own electricity consumption (Type D List of Environmental Aspects)	1,843,560.00	2,000,000.00
						I0076	Diesel consumption Heating and DHW	1,000.00	8,500.00
						I0077	Diesel consumption+Gasoline Transport	24,690.65	25,000.00
						I0146	Energy intensity. Electrical consumption	1.22	1.32
						I0147	External electricity consumption	1,301,852.00	2,700,000.00
						I0148	Electrical consumption Lighting	455,246.00	750,000.00
						I0216	Total consumption of diesel and gasoline	25,889.79	34,300.00
						I0237	Other fuel consumption	199.14	800.00
GRI303-WATER AND EFFLUENTS									
P5-EFFICIENCY AND USE OF RESOURCES	Responsible consumption (water, electricity)	Environmental management	9 Industry, innovation and infrastructure	Society	Performance	I0074	Own water consumption (Type D List of Environmental Aspects)	65,485.00	40,000.00
P10-MANAGEMENT OF DISCHARGES AND THE ENVIRONMENTAL IMPACT OF OPERATIONS	Waste	Environmental management	13 Climate Action	Society	Performance	I0063	Water Quality in Faro Prioriño (FE1)	Information not available	300.00
						I0064	Water quality in the Access Control of the Outer Port (FE5)	Information not available	300.00
						I0167	Concentration of suspended solids in the receiving medium of the Exterior Port. MASOL dealer measurements	3.90	7.50
						I0177	Water quality Collectors 1 and 2 Inner Port	109.00	1,000.00

Strategic Objective APFSC	Material theme	Management Process	SDGs	Interest Group	Indicator type	Code Ind.	Title Ind.	Year 2023	Meta
GRI304-BIODIVERSITY									
P9-CARRY OUT MEASURES IN FAVOR OF BIODIVERSITY	Protection of biodiversity	Environmental management	13 Climate Action	Society	Performance	I0200	No of protected species that may be affected by port activity	128.00	128.00
GRI305-EMISSIONS									
P6-ADAPTATION OF PROCEDURES TO CLIMATE CHANGE	Climate change and associated risks	Environmental management	13 Climate Action	Society	Performance	I0141	Direct greenhouse gas emissions	Information not available	90.00
						I0149	Indirect greenhouse gas emissions (own electricity consumption)	Information not available	0.00
						I0151	Intensity of direct and indirect GHG emissions	Information not available	0.59
P10-MANAGEMENT OF DISCHARGES AND THE ENVIRONMENTAL IMPACT OF OPERATIONS	Safety measures and prevention of environmental incidents	Environmental management	13 Climate Action	Society	Performance	I0152	Average value of PM10 emissions	18.50	40.00
GRI306-WASTE									
P10-MANAGEMENT OF DISCHARGES AND THE ENVIRONMENTAL IMPACT OF OPERATIONS	Safety measures and prevention of environmental incidents Landscape, light, and acoustic pollution	Environmental management	13 Climate Action	Society	Performance	I0070	Non-hazardous waste	78,410.00	1,000,000.00
						I0071	Dangerous residues	3,252.00	1,650.00
						I0072	Marpol I Collection of liquid waste from ships	2,760.60	2,000.00
						I0073	Marpol V Collection of solid waste from ships	2,301.80	2,000.00
						I0078	No environmental incidents	2.00	0.00

Strategic Objective APFSC	Material theme	Management Process	SDGs	Interest Group	Indicator type	Code Ind.	Title Ind.	Year 2023	Meta
GRI307-ENVIRONMENTAL COMPLIANCE									
P10-MANAGEMENT OF DISCHARGES AND THE ENVIRONMENTAL IMPACT OF OPERATIONS	Environmental complaints	Sustainable development	13 Climate Action	Society	Performance	I0080	Environmental complaints	0.00	0.00
	Investment in environmental matters	Environmental management	13 Climate Action	Society	Performance	I0079	Total investment in the environment	87.36	375.00
	Customer and user satisfaction, considering anyone who uses the port directly and indirectly	Sustainable development	13 Climate Action	Society	Perception	I0125	Satisfaction index of interest groups with "Environmental involvement"	75.30	80.00
GRI308-ENVIRONMENTAL EVALUATION OF SUPPLIERS									
E4-SUSTAINABLE MANAGEMENT OF SUPPLIERS AND SUBCONTRACTORS	Management of suppliers and subcontractors (assessment, approval and audit of ESG aspects)	Sustainable development	8 Decent work and economic growth	Society	Performance	I0185	% of suppliers that meet sustainability criteria	100.00	100.00
GRI401-EMPLOYMENT									
E6-BE A REFERENCE EMPLOYER	Working conditions (remuneration level, job stability, internal promotion, etc.)	Organization and Management of Human Resources	8 Decent work and economic growth	Employees	Performance	I0037	Total number of AP workers	120.00	120.00
						I0038	% of temporary workers over the total	12.50	2.59
						I0043	% of permanent workers over 50 years old	31.67	36.67
						I0133	Percentage of permanent workers under 30 years of age	0.83	4.17
						I0190	No. of worker casualties	38.00	30.00
						I0191	No registration of workers	42.00	50.00
	Freedom of association and union representation	Organization and Management of Human Resources	8 Decent work and economic growth	Employees	Performance	I0039	% of Employees covered by collective agreements	81.67	71.54

Strategic Objective APFSC	Material theme	Management Process	SDGs	Interest Group	Indicator type	Code Ind.	Title Ind.	Year 2023	Meta
GRI402-WORKER-COMPANY RELATIONS									
E6-BE A REFERENCE EMPLOYER	Staff satisfaction level	Sustainable development	8 Decent work and economic growth	Employees	Perception	I0026	Staff satisfaction level	59.43	70.00
						I0027	Agreement staff satisfaction level	59.77	70.00
						I0028	Satisfaction level of non-agreement personnel	58.15	70.00
						I0033	Level of satisfaction with Motivation	51.98	70.00
						I0034	Level of satisfaction with Working Conditions	76.08	70.00
R3-PROMOTE CHANGE IN CORPORATE CULTURE AND STAFF TRAINING	Staff satisfaction level	Sustainable development	8 Decent work and economic growth	Employees	Perception	I0032	Level of satisfaction with Communication	61.81	70.00
	Working conditions (remuneration level, job stability, internal promotion, etc.)	Strategy	8 Decent work and economic growth	Employees	Performance	I0118	Compliance with the Objective Plan	50.73	70.00
Evaluation, review and improvement		9 Industry, innovation and infras- tructure	I0121			Compliance with the Action Plan of the Management System	60.53	60.00	
			I0217			Management improvements detected during the year	167.00	150.00	
R1-IMPROVE INFORMATION AND MANAGEMENT SYSTEMS						I0218	Improvement actions In progress	127.00	150.00
GRI403-HEALTH AND SAFETY AT WORK									
EN2-IMPROVE SAFETY AND PROTECTION IN OPERATIONS	Safety and health conditions of Employees and Employees of suppliers and subcontractors	Sustainable development	3 Health and well-being	Employees	Perception	I0203	Do you believe that the conditions in which you carry out your work are appropriate in terms of occupational health and safety?	74.00	70.00
		Safety and Security Management	3 Health and well-being	Employees	Performance	I0053	Annual accident frequency index (IF)	15.46	10.00
						I0127	Annual accident severity index (IG)	1.33	0.40
		Organization and Management of Human Resources	3 Health and well-being	Employees	Performance	I0052	Annual absenteeism index	12.59	6.00

Strategic Objective APFSC	Material theme	Management Process	SDGs	Interest Group	Indicator type	Code Ind.	Title Ind.	Year 2023	Meta
GRI404-TRAINING AND TEACHING									
EN1-IMPROVE AWARENESS AND PROMOTE POSITIVE CULTURE	Staff satisfaction level	Sustainable development	3 Health and well-being	Society	Performance	I0235	Sustainability awareness days	6.00	6.00
R3-PRO DRIVE CHANGE IN CORPORATE CULTURE AND STAFF TRAINING	Staff satisfaction level	Sustainable development	8 Decent work and economic growth	Employees	Perception	I0029	Level of satisfaction with Leadership	61.92	70.00
						I0030	Level of satisfaction with training	46.29	70.00
						I0031	Level of satisfaction with Participation	55.05	70.00
						I0044	Compliance with the General Training Plan	71.43	100.00
	Training of workers	Organization and Management of Human Resources	8 Decent work and economic growth	Employees	Performance	I0045	Compliance with the Specific Training Plan	88.00	100.00
						I0046	% of workers who follow training programs	66.67	80.00
						I0047	Average training hours per worker	33.51	16.00
						I0128	Percentage of workers who follow training programs outside the Convention	22.72	80.00
						I0129	Percentage of workers who follow training programs. Agreement	76.53	80.00
						I0130	Average hours of training per worker. Agreement	35.44	16.00
						I0131	Average hours of training per worker. Non-Convention Personnel	24.91	16.00
						I0132	Number of management training programs by competencies	15.00	18.00

Strategic Objective APFSC	Material theme	Management Process	SDGs	Interest Group	Indicator type	Code Ind.	Title Ind.	Year 2023	Meta
GRI405-DIVERSITY AND EQUAL OPPORTUNITIES									
E6-BE A REFERENCE EMPLOYER	Policies and measures to promote equality and diversity	Organization and Management of Human Resources	8 Decent work and economic growth	Employees	Performance	I0040	% of women out of total workers	26.67	23.33
						I0041	% of women not affiliated with an agreement over the total number of workers	7.50	7.50
						I0042	% of women not affiliated with the agreement over the total number of workers outside the agreement	40.91	33.33
						I0192	Base salary and remuneration for women / Base salary and remuneration for men	1.05	1.03
						I0193	% of women on the Board of Directors	18.75	18.75
GRI413-LOCAL COMMUNITIES									
EN1-IMPROVE AWARENESS AND PROMOTE POSITIVE CULTURE	Quality of External Communication	Sustainable development	11 Sustainable cities and communities	Society	Performance	I0059	% of positive news	64.53	70.00
EN3-PROMOTE COMMERCIAL ACTION	Customer and user satisfaction, considering anyone who uses the port directly and indirectly	Sustainable development	11 Sustainable cities and communities	Actors in the logistics chain	Perception	I0204	Customer satisfaction with the commercial policy	82.86	80.00
EN6-INVESTMENT AND SOCIAL OPPORTUNITY IN COMMUNITIES	Customer and user satisfaction, considering anyone who uses the port directly and indirectly	Sustainable development	11 Sustainable cities and communities	Society	Perception	I0166	Opinion of interest groups on the Impact on the economy and employment	80.42	80.00
						I0207	GI Perception on Port-City investments	83.40	80.00
		Port-City Relations	Infrastructure and facilities management	11 Sustainable cities and communities	Society	Performance	I0086	Investments dedicated to improving the port-city interface	283.30

Strategic Objective APFSC	Material theme	Management Process	SDGs	Interest Group	Indicator type	Code Ind.	Title Ind.	Year 2023	Meta
EN7-ALIGNMENT OF THE STRATEGY WITH INTEREST GROUPS	Partnerships and partners (institutional, professional and scientific relationships)	Sustainable development	11 Sustainable cities and communities	External organizations	Performance	I0208	No collaboration agreements with other administrations	11.00	8.00
	Stakeholder complaint systems				Performance	I0081	No complaints from other interest groups (Includes claims for social impact)	0.00	0.00
	Customer and user satisfaction, considering anyone who uses the port directly and indirectly				Perception	I0122	Satisfaction index of interest groups. Sustainability	78.12	80.00
	Partnerships and partners (institutional, professional and scientific relationships)			Users	Performance	I0209	Not from associations of a technical or business nature to which the APFSC belongs or in which it actively participates	9.00	9.00
					Performance	I0082	No of cultural activities promoted by the APFSC	13.00	10.00
						I0083	No of activities promoted by the APFSC to contribute to knowledge	22.00	12.00
EN8-STRENGTHEN THE RELATIONSHIP WITH INTEREST GROUPS	Impact on the local community (employment generation, culture of knowledge of the port, sponsorship actions)	Sustainable development	11 Sustainable cities and communities	Society	Perception	I0124	Satisfaction index of interest groups with "Community Involvement"	79.40	80.00
	Customer and user satisfaction, considering anyone who uses the port directly and indirectly					I0126	Satisfaction Index with the "Overall Image"	79.68	80.00

Strategic Objective APFSC	Material theme	Management Process	SDGs	Interest Group	Indicator type	Code Ind.	Title Ind.	Year 2023	Meta
GRI416-CUSTOMER HEALTH AND SAFETY									
EN2-IMPROVE SAFETY AND PROTECTION IN OPERATIONS	Safety and health conditions of Employees and Employees of suppliers and subcontractors	Navigation aids	3 Health and well-being	Users	Performance	I0105	Current Availability of the SSMM	99.42	99.28
						I0106	SSMM Standard Availability	99.20	99.28
						I0107	Compliance with Maritime Signals Maintenance Plan	98.21	95.00
	Customer and user satisfaction, considering anyone who uses the port directly and indirectly	Sustainable development	3 Health and well-being	Actors in the logistics chain	Perception	I0201	Customer satisfaction with maritime signage	80.00	80.00
						I0202	Customer satisfaction with security	75.91	80.00
						I0240	Satisfaction of Actors in the logistics chain and users with protection	69.55	80.00
	Safety and health conditions of Employees and Employees of suppliers and subcontractors	Infrastructure and facilities management	3 Health and well-being	Actors in the logistics chain	Performance	I0135	Investments in safety and security	126.70	305.00
		Safety and Security Management	3 Health and well-being	Actors in the logistics chain	Performance	I0054	No. of accidents and incidents in safety and protection	0.00	0.00
						I0060	No of exercises and drills regarding safety and security	13.00	10.00

Strategic Objective APFSC	Material theme	Management Process	SDGs	Interest Group	Indicator type	Code Ind.	Title Ind.	Year 2023	Meta
GRI417-MARKETING AND LABELING									
P2-IMPROVE IMAGE OF QUALITY IN PROVISION OF SERVICES AND PROCEDURES	Customer and user satisfaction, considering anyone who uses the port directly and indirectly	Sustainable development	9 Industry, innovation and infras- tructure	Actors in the logistics chain	Performance	I0009	No. of complaints (related to Service provision)	0.00	0.00
	Stakeholder complaint systems	Planning, coordination and control of traffic and services	9 Industry, innovation and infras- tructure	Actors in the logistics chain	Performance	I0229	No. of protest letters (services provided by the port)	Information not available	3.00
		Services provided by private companies	9 Industry, innovation and infras- tructure	Actors in the logistics chain	Performance	I0230	No of protest letters (services provided by private companies)	Information not available	12.00
						I0231	Delay in start of pilotage	Information not available	90.00
						I0232	Trailer start delay	Information not available	Information not available
						I0247	Percentage of stopovers with delay in pilotage	Information not available	5.00

Table 143 Alignment of the Strategy and management of the APFSC with the material issues.

PROCESS OF PARTICIPATION OF INTEREST GROUPS IN THE MEASURES ADOPTED

The Sustainable development process (see section 1.9 and 1.1) establishes the channels of participation of the APFSC Stakeholders in the establishment of material topics, the formulation of the entity’s Strategy and the configuration of the value offer. The results obtained from the surveys and interviews held with the IGs and the APFSC management team are incorporated into the criteria to determine the entity’s key processes.

The satisfaction of the GIs with the APFSC’s value offer is measured annually.

MONITORING PROCESS AND ESTABLISHMENT OF MEASURES TO MANAGE MATERIAL ISSUES:

The “Evaluation, review and improvement” process and procedures that deploy it: “Improvement actions and corrective actions”, “Indicator management and data analysis”, include monitoring activities, information analysis and establishment of actions, including those derived from the satisfaction reports of interest groups, and those derived from the evaluation of the effectiveness of the processes related to material issues.

OBJECT	SCOPE	
Establish methodologies to collect internal and external information, including that from the GI, that allows the analysis, review and evaluation of the Strategy, the processes, the risks, the value offer to the GI and the rest of the management. of the APFSC, allowing the detection of improvements. Provide relevant information for decision-making to the GIs and the Government and Management bodies	It affects all the activities carried out by the Port Authority.	
ENTRIES	DEPARTURES	
Internal and external changes that affect the management system Strategic Process: • Strategic plan • Annual Business Plan • SWOT analysis • Parameters and indicators of the Strategic Plan and Annual Business Plan • Monitoring of Annual Business Plan Objectives. • Sustainable Development Process: • Areas for improvement and comments on the satisfaction reports linked to each process. • Perception indicators • Aspects that stakeholders consider most relevant and have a greater impact: Materiality. Risks and opportunities: • Risk Management associated with processes Processes, compliance records of: • Operational processes: Process of Concessions and Authorizations- Process of Maritime Navigation Aids- Process of Management, Coordination and Control of Traffic	and Services- Process of Services Provided Private Companies Support processes: • -Infrastructure and Facilities Management Process-Human Resources Management Process- ICT Process-Environmental Management Process -Safety and Protection Management Process- Economic-Financial Management Process-Administrative Management and Contracting Process. Port activity and offer of facilities and services: • Financial information • Investments • Technical characteristics • traffics • Concessions, authorizations and licenses Use of Analytical or Management Accounting facilities: • Costs of auxiliary, direct and structural sub-centres. • Product portfolio cost • Product portfolio revenue • Product Portfolio Margin	• IG expectations and needs incorporated into the improvement process • Management Model, Policies, concepts and principles reviewed and aligned with the strategy. • System for the detection of improvements, risks and other findings through audits, inspections, evaluations and communications from those responsible for the established processes/strategy. • System for those responsible for strategy/processes to carry out the cause analysis and proposal of actions to respond to the established findings. • System for senior management to approve improvement and corrective actions. • System for the definition of monitoring indicators of the established strategy and processes. • System for the continuous monitoring of actions and indicators established. • Established system to incorporate strategy and management monitoring information into the Annual Report of the APFSC. • Annual report of the APFSC prepared and disclosed to the IGs • Sustainability Report according to GRI standards and State Ports guidelines prepared, disclosed to all GIs and externally reviewed. • Review report according to ISO 9001-ISO 14001 standards prepared and disclosed to all IGs • Certificates and recognitions external to the management of the APFSC

CODE OF COLORS AND SHAPES

 Start or end of the process	 IG needs and expectations detection activities	 Sustainability performance evaluation avidriades
 Activity	 Strategy formulation activities and sustainability processes	 Action start-up activities
 Activities of detection and prioritization of interest groups (IG)	 IG Perception Assessment Activities	 Communication and training activities



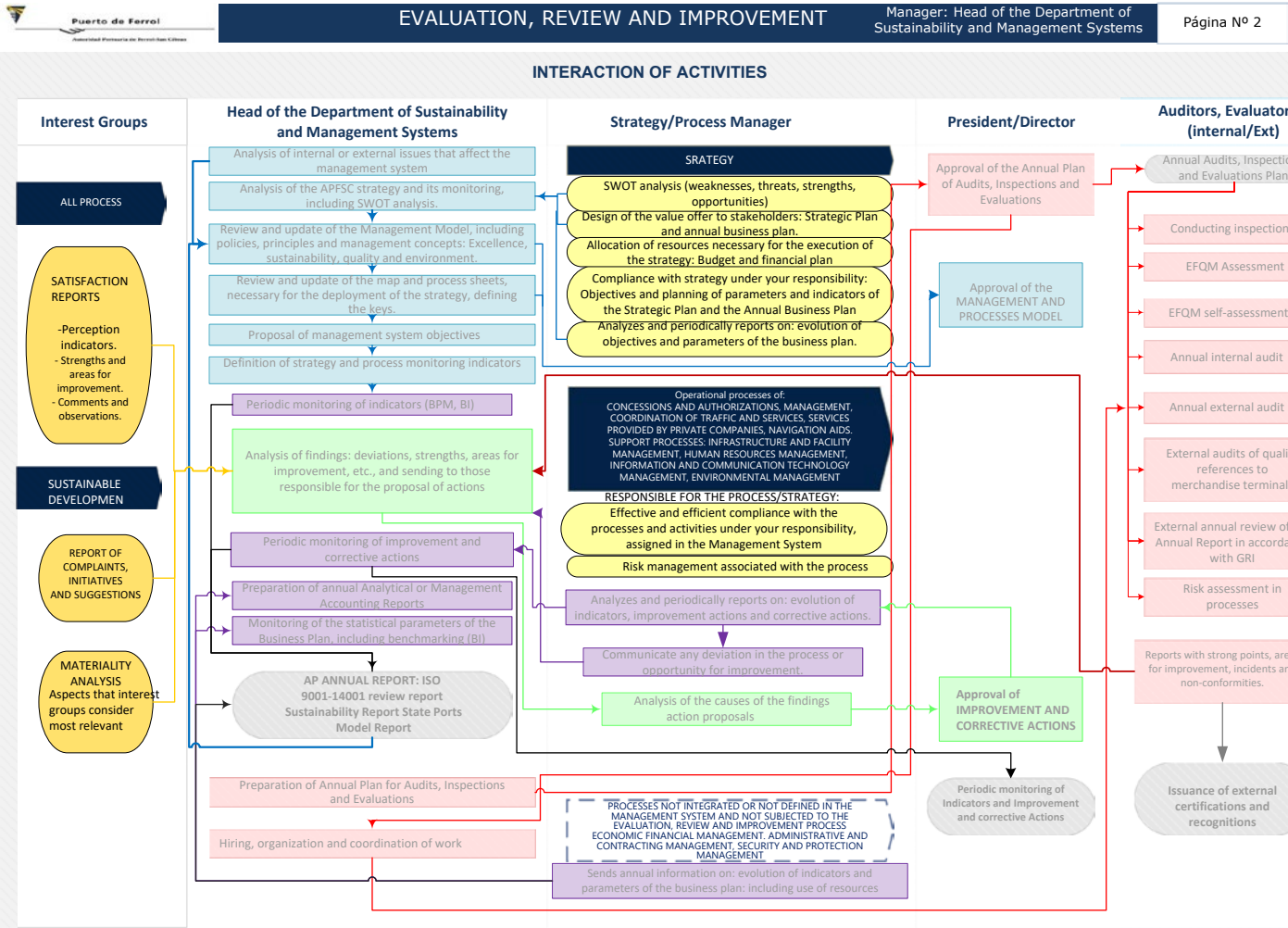


Figure 42.- Evaluation, review and improvement process

8.5.3 GRI CONTENTS INDEX

DECLARATION OF USE	The Port Authority of Ferrol-San Cibrao has prepared the report in accordance with the GRI Standards for the period between 01/01/2022 and 12/31/2022
GRI 1 USED	GRI 1: Fundamentals 2021
APPLICABLE GRI SECTOR STANDARDS	Does not apply

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
GRI 2: GENERAL CONTENTS 2021					
THE ORGANIZATION AND ITS REPORTING PRACTICES					
	2-1 ORGANIZATIONAL DETAILS	-Name: Port Authority of Ferrol-San Cibrao -Headquarters location: Curuxeiras Dock s/n. 15401-Ferrol-Spain -Countries in which it operates: Spain. -Nature of property and legal form: Chapter 8, pages 251-252			
	2-2 ENTITIES INCLUDED IN THE PREPARATION OF THE ORGANIZATION'S SUSTAINABILITY REPORTS	-Entity included in the presentation of sustainability reports: Port Authority of Ferrol-San Cibrao. -Entity included in the financial reports: Port Authority of Ferrol-San Cibrao			
	2-3 PERIOD COVERED BY THE REPORT, FREQUENCY AND POINT OF CONTACT	-Period covered by the sustainability report: Year 2023. The previous report corresponds to the year 2022. The reports are prepared annually. -Period covered by financial reports: Year 2023 -Report publication date: First semester of 2024 -Point of contact for issues related to the report or information presented: Department of Sustainability and Management Systems Telephone: +34 981338000 Email: sustainability@apfsc.es			
	2-4 INFORMATION UPDATE	Have not been carried out updates to the information presented in previous reporting periods.			
	2-5 EXTERNAL VERIFICATION	-The APFSC sustainability reports that have been subjected to external verification: the reports corresponding to the years: 2017-2018-2019-2020-2022. The report for the year 2021 was not subjected to external verification due to departmental reorganization and not having of sufficient resources. It is intended to subject the report for the year 2023 to external verification. The external verification has the participation of: the Director of the APFSC, and the findings are incorporated as improvements to the entity's action plan. Access to the report: The verification reports have been included in the sustainability report. These, as well as the scope and contracted company that carried out the verification, can be accessed on the entity's website. https://www.apfsc.com/en/port-authority/annual-memory/previous-years-reports/			



GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
ACTIVITIES AND WORKERS					
	2-6 ACTIVITIES, VALUE CHAIN AND OTHER COMMERCIAL RELATIONSHIPS	-Sector or sectors in which it is active: Chapter 8, pages 251-252 -Value chain, which includes: Yo. Activities, the organization's products and services, and the markets served; Chapter 8, pages 316-317-318-319-320-321-322 ii. Organization supply chain; Chapter 8, page 323 iii. Entities downstream of the organization and their activities; Chapter 8, page 328 -Other relevant business relationships; Chapter 8, page 328 -Significant changes in 2-6-a, 2-6-b and 2-6-c with respect to the period covered by the report: There have been no significant changes in 2022			
	2-7 EMPLOYEES	-Total number of Employees, and breakdown by gender and region; Chapter 8, pages 398-399 -Indicate the total number of: Yo. Permanent employees, and break it down by gender and region; Chapter 8, pages 398-399 ii. Temporary employees, and break it down by gender and region; Chapter 8, pages 398-399 iii. Employees by non-guaranteed hours, and break it down by gender and region; There are no Employees with an hourly contract. iv. Full-time employees, and break it down by gender and region; Chapter 8, pages 398-399 v. Part-time employees, and break it down by gender and region; There are no Employees with a part-time contract. -The methods and assumptions used to compile the data and whether the figures are presented: Yo. As staffing, full-time equivalent units or other methodology; ii. At the end of the reporting period, as an average of the entire reporting period or with another methodology; Chapter 8, pages 398-399 -Present the context information necessary to understand the data presented in 2-7-a and 2-7-b; Chapter 8, pages 398-399 -Significant fluctuations in the number of Employees during the reporting period and between different reporting periods. Chapter 8, pages 398-399			
	2-8 WORKERS WHO ARE NOT EMPLOYEES	-Total number of: workers who are not Employees and whose work is controlled by the organization and describe: There is no functional outsourcing of APFSC workers. The purpose of contracts outside the workplace (Employees) is carried out following the provisions of the Public Sector Contracts Law. The term and purpose of said contracts for supplies, works or services must be perfectly defined, and in no case instrumentalize the hiring and control of the personnel of the awarding companies. The control of the workers of the companies contracted by the APFSC to carry out supplies, works and services is exercised by the company awarded the contract.			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
GOVERNANCE					
	2-9 GOVERNANCE STRUCTURE	-Committees of the highest governing body in charge of making decisions and supervising the management of the organization's impacts on the economy, the environment and people; Chapter 8, pages 253-254-255-256-257-258-259 -Composition of the highest governing body and its committees according to: Yo. the number of executive and non-executive members; ii. independence; iii. the seniority of the members in the governing body; iv the number of other significant positions and commitments of each member and the nature of the commitments; v. gender; saw. underrepresented social groups; vii. competencies relevant to the organization's impacts; viii. the representation of interest groups. Chapter 8, pages 261-262			
	AND COMPOSITION	-Designation and selection processes of the highest governing body and its committees; Chapter 8, pages 253-254-255-256-257-258-259 -Employees criteria to designate and select members of the highest governing body and indicate whether and how the following is taken into account: Yo. opinions of interest groups (including shareholders); ii. diversity; iii. independence; iv. competencies relevant to the impacts of the organization. Chapter 8, pages 253-254-255-256-257-258-259			
	2-10 DESIGNATION AND SELECTION OF THE HIGHEST GOVERNING BODY	-Indicate whether the president of the highest governing body is also a senior executive of the organization; Chapter 8, pages 258-259 -Indicate whether the president is also a senior executive, explain his role within the management of the organization, the reasons for this configuration and how conflicts of interest are avoided and mitigated. Chapter 8, pages 258-259			
	2-11 PRESIDENT OF THE MAXIMUM	-Role played by the highest governing body and senior executives in developing, approving and updating the organization's purpose, value or mission statements, strategies, policies and objectives related to Sustainable development; Chapter 8, pages 258-259 -Describe the role that the highest governance body plays in overseeing the organization's due diligence and other processes to identify and address its impacts on the economy, environment and people, including: Yo. Whether the highest governing body is involved in the participation of interest groups in this process and, if so, in what way; ii. how the highest governing body considers the results of these processes; Chapter 8, pages 258-259 -Describe the role that the highest governance body plays in reviewing the effectiveness of the organization's processes, as described in 2-12-b, and indicate the frequency of these reviews. Chapter 8, pages 258-259			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
	GOVERNING BODY	-Describe how the highest governance body delegates responsibility for managing the organization's impacts on the economy, environment and people, including: Yo. If you have designated a senior executive with responsibility for impact management; ii. If you have delegated the responsibility for managing the impacts to other Employees; Chapter 8, pages 258-259 -Describe the processes and frequency with which senior executives and other Employees report to the highest governance body on the management of the organization's impacts on the economy, the environment and people. Chapter 8, pages 253-254-255-258-259-260-263-264			
	2-12 ROLE OF THE HIGHEST GOVERNING BODY IN SUPERVISING IMPACT MANAGEMENT	-Indicate whether the highest governing body has the responsibility to review and approve the information presented, including the material issues of the organization and, if so, describe the process for reviewing and approving the information. President's Presentation, pages 8-9			
	2-15 CONFLICTS OF INTEREST	-Processes for the highest governing body to ensure that conflicts of interest are prevented and mitigated; Chapter 8, pages 253-254-255-256-257 -Indicate whether conflicts of interest are reported to interest groups, including, at a minimum, conflicts of interest related to: Yo. membership in different boards of directors; ii. cross-shareholding with suppliers and other interest groups; iii. the existence of controlling shareholders; iv. related parties, their relationships, transactions and outstanding balances. Chapter 8, pages 253-254-255-256-257			
	2-16 COMMUNICATION OF CRITICAL CONCERNS	-Describe whether critical concerns are communicated to the highest governing body and, if so, how; Chapter 8, page 259 -Indicate the total number and nature of critical concerns reported to the highest governing body during the reporting period. Chapter 8, page 259			
	2-17 COLLECTIVE KNOWLEDGE OF THE HIGHEST GOVERNING BODY	-Information on the measures adopted to increase the collective knowledge, skills and experience of the highest governing body in the field of Sustainable development. Chapter 8, page 259			
	2-18 EVALUATION OF THE PERFORMANCE OF THE HIGHEST GOVERNING BODY	-Describe the performance evaluation processes of the highest governing body in relation to the supervision of the management of the organization's impacts on the economy, the environment and people; Chapter 8, page 259 -Indicate whether the evaluations are independent and the frequency with which they are carried out; Chapter 8, page 259 -Describe the measures taken in response to the evaluations, including changes in the composition of the highest governance body and in organizational practices. Chapter 8, page 259			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
	2-19 REMUNERATION POLICIES	-Describe the remuneration policies of members of the highest governing body and senior executives, which includes: Yo. fixed and variable remuneration; ii. hiring bonuses or incentive payments for hiring; iii. compensation for termination of contract; iv. refunds; v. retirement benefits; Chapter 8, page 259 -Describe how the remuneration policies of the members of the highest governing body and senior executives are linked to their objectives and their performance in managing the organization's impacts on the economy, the environment and people. Chapter 8, page 259			
	2-20 PROCESS FOR DETERMINING REMUNERATION	-Describe the process of designing your compensation policies and determining compensation, including: i-If independent members of the highest governance body or an independent remuneration committee supervise the process of determining the remuneration; ii. How the opinion of stakeholders (including shareholders) is sought and taken into account to determine remuneration; iii. Whether specialist remuneration consultants participate in determining remuneration and, if so, whether they are independent of the organisation, its highest governing body and its senior executives; -Present information on the results of the votes of interest groups (including shareholders) in relation to remuneration policies and proposals, if applicable. In accordance with the provisions of Royal Decree 462/2002, of May 24, on compensation for reasons of service, the members of the Board of Directors will receive the financial compensation that they could receive for their personal and effective attendance at the Board sessions. correspond, with the maximum amounts approved by agreement of the Board of Directors adopted in a session dated December 18, 2013, without prejudice to the remuneration limitations that arise from the application of the legislation on incompatibilities or other legally established restrictions or prohibitions that result. of application.			
	2-21 ANNUAL TOTAL COMPENSATION RATIO	-Ratio of annual total compensation of the highest paid person in the organization with respect to the median annual total compensation of all Employees (excluding the highest paid person) 3.71 -Ratio of the percentage increase in the total annual compensation of the highest paid person in the organization with respect to the median percentage of increase in the total annual compensation of all Employees (excluding the highest paid person); -0.13 -Contextual information necessary to understand the data and how it was collected. The gross salary has been used, and the data has been collected from the payroll application.			



GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
	2-22 DECLARATION ON THE SUSTAINABLE DEVELOPMENT STRATEGY	-Declaration from the highest governing body or highest executive of the organization on the importance of Sustainable development for the organization and its contribution strategy to it. President's Presentation, pages 8-9			
	2-23 COMMITMENTS AND POLICIES	-Responsible business conduct commitments and policies, including: Yo. the intergovernmental instruments to which the commitments refer; ii. whether the commitments stipulate the performance of due diligence; iii. whether the commitments stipulate the application of the precautionary principle; iv. whether the commitments stipulate respect for human rights; APFSC Code of Conduct -Specific commitments and policies to respect human rights, including: Yo. the internationally recognized human rights that the commitment contemplates ii. the categories of interest groups, including risk groups or vulnerable groups, to which the organization pays special attention in engagement; Consult the APFSC Code of Conduct at: https://sede.apfsc.gob.es/transparency/e1ab1559-cf48-4e4e-b931-d8125808f4d2/ -Links to commitments and policies if they are publicly accessible or, if commitments and policies are not available to the public, explain why; https://sede.apfsc.gob.es/transparency/e1ab1559-cf48-4e4e-b931-d8125808f4d2/ -Indicate the level at which each of the commitments and policies within the organization was approved, and if it is the highest level; Approved by the President of the APFSC -Indicate the extent to which the commitments and policies are applicable to the organization's activities and its commercial relationships; They apply to all your activities. -How commitments and policies are communicated to workers, business partners, and other relevant parties. They can be consulted in the Code of Conduct https://sede.apfsc.gob.es/transparency/e1ab1559-cf48-4e4e-b931-d8125808f4d2/			
	2-24 INCORPORATION OF COMMITMENTS AND POLICIES	-Describe how you incorporate each of your commitments or policies for responsible business conduct into all your business activities and relationships, including: Yo. how you assign responsibilities to implement commitments at different levels of the organization ii. how you integrate commitments into organizational strategies and operational policies and procedures; iii. how you apply your commitments to and through your business relationships; iv. training on the application of the commitments provided by the organization. They can be consulted in the Code of Conduct https://sede.apfsc.gob.es/transparency/e1ab1559-cf48-4e4e-b931-d8125808f4d2/			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
	2-25 PROCESSES TO REMEDY NEGATIVE IMPACTS	-Commitments to provide or collaborate in the remediation of negative impacts that the organization recognizes that it has caused or contributed to; Chapter 8, page 334-335-336-337 -Approach to identifying and addressing complaints, including grievance and grievance mechanisms you have put in place or participate in; Chapter 8, page 334-335 -Processes through which it provides or collaborates in the remediation of the negative impacts that the organization recognizes that it has caused or to which it has contributed; Chapter 8, page 334-335 -How there is the participation of interest groups that are the intended users of the complaints and grievance mechanisms for the design, review, operation and improvement of these mechanisms; Chapter 8, page 334-335-336-337 -How does the organization monitor the effectiveness of complaints and grievance mechanisms and other remediation processes and present examples of their effectiveness, with feedback from stakeholders. Chapter 8, page 334-335-336-337-338-339-340-341			
	2-26 MECHANISMS TO REQUEST ADVICE AND RAISE CONCERNS	-Mechanisms for individuals to: Yo. seek advice on the application of the organization's policies and practices for responsible business conduct; ii. raise concerns about the organization's business conduct Chapter 8, pages 347-348-349-350-351-352			
	2-27 COMPLIANCE WITH LAWS AND REGULATIONS	-Information on the total number of significant cases of non-compliance with legislation and regulations during the reporting period, and a breakdown of this total by: Yo. cases that resulted in fines; ii. cases that resulted in non-monetary sanctions; -Total number and monetary value of fines paid during the reporting period for non-compliance with legislation and regulations, broken down by: Yo. fines for cases of non-compliance with legislation and regulations that occurred during the reporting period ii. fines for non-compliance with laws and regulations that have occurred in previous reports; -Significant cases of non-compliance; -How have you determined significant cases of non-compliance. Information available in the annual accounts of the APFSC, audited by the IGAE. Economic report, section "Provisions and Contingencies" https://sede.apfsc.gob.es/transparency/370b24b8-0615-48c3-9b9f-5447f66d81ad/			
	2-28 MEMBERSHIP IN ASSOCIATIONS	-Information on sector associations, other affiliations to associations and national or international interest defense organizations in which it has a significant role. Chapter 8, pages 354-355 Participation of interest groups			



GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
	2-29 APPROACH TO STAKEHOLDER ENGAGEMENT	-Approach to engage stakeholders, including: Yo. the categories of interest groups with which it engages and how it identifies them; Chapter 8, pages 347-348 ii. the purpose of stakeholder participation; Chapter 8, pages 347-348-349-350-351-352 iii. how the organization seeks to ensure that stakeholder participation is beneficial. Chapter 8, pages 347-348-349-350-351-352			
	2-30 COLLECTIVE BARGAINING AGREEMENTS	-Total percentage of Employees covered by collective bargaining agreements; Chapter 8, page 398 -For Employees who are not covered by collective bargaining agreements, indicate whether the organization determines their working conditions and the terms of their employment based on the collective bargaining agreements that cover the rest of the Employees or based on the agreements of collective bargaining of other organizations. For Non-Agreement Employees, the working conditions are stipulated by the State Ports Public Body.			
GRI 3: MATERIAL ISSUES 2021					
	3-1 PROCESS FOR DETERMINING MATERIAL TOPICS	-Process you followed to determine your material themes, including: Yo. how it has identified its actual and potential negative and positive impacts on the economy, the environment and people, including impacts on human rights, in all its activities and business relationships; Chapter 8, pages 498-499-500-501 ii. how you have prioritized impacts to report on based on their importance; Chapter 8, pages 498-499-500-501 -Interest groups and experts whose points of view have participated in the process of determining its material topics. Chapter 8, pages 498-499-500-501			
	3-2 LIST OF MATERIAL TOPICS	-Material issues; Chapter 8, pages 504 to 520 -Changes that have occurred in the list of material topics with respect to the period covered by the previous report. There have been no changes compared to the 2022 report.			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
GRI 200 ECONOMICS					
ECONOMIC PERFORMANCE					
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 374-375-376-377-378-379 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 374-375-376-377-378-379 -Policies or commitments in relation to the material issue; Chapter 8, page 374-375-376-377-378-379 -Describe the measures taken to manage the issue and associated impacts, including: Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 521-522 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, pages 374-375-376-377-378-379 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 521-522			 
GRI 201 ECONOMIC PERFORMANCE 2016	201-1 DIRECT ECONOMIC VALUE GENERATED AND DISTRIBUTED	-The direct economic value generated and distributed (DEGD) on a cumulative basis, including the basic components for the organization's global operations listed below. If data is presented on a cash basis, the rationale for this decision must be reported, in addition to the following basic components: Yo. Direct economic value generated: income; ii. Distributed economic value: operational costs, salaries and benefits of Employees, payments to capital providers, payments to the government, by country, and investments in the community; iii. Retained economic value: the "direct economic value generated" minus "the distributed economic value." -When significant, the VEGD is reported separately at the national, regional or market level and the criteria used to define significance.-When collecting the information specified in Content 201-1, the reporting organization must, if applicable, collect the VEGD from data from the organization's audited financial statements or income statement (P&L), or from its internally audited management accounts. Chapter 8, page 380			
	201-2 FINANCIAL IMPLICATIONS AND OTHER RISKS OF CLIMATE CHANGE	-The risks and opportunities derived from climate change that have the potential to generate substantial changes in operations, income or expenses. This must include: I a Description of the risk or opportunity and its classification as physical, regulatory or other; ii. a Description of the impact related to the risk or opportunity; iii. the financial implications of the risk or opportunity before taking action; iv. the methods used to manage the risk or opportunity; v. the costs of measures taken to manage the risk or opportunity. Chapter 8, page 391-392			



GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
	201-3 DEFINED BENEFIT PLAN AND OTHER RETIREMENT PLAN OBLIGATIONS	-If the general resources of the organization meet the obligations of the pension plan, the estimated value of said obligations. -If there is a different fund to pay the obligations of the pension plan: to what extent it is estimated that the obligations of the program will be covered by the assets that have been reserved for it; Yo. the basis on which the estimate has been carried out; ii. when the estimate was made. -If the fund intended to pay the pension plan obligations is not sufficient, the Strategy, if any, that the employer has used to achieve full coverage must be explained and the period, if any, in which the employer expects to achieve full coverage. - The percentage of the salary that the employee or employer contributes. -The level of participation in retirement plans, such as participation in mandatory or voluntary programs, regional or national programs, or programs with a financial impact. Annual accounts Port Authority of Ferrol San Cibrao. Economic report, section: pension commitments. https://sede.apfsc.gob.es/transparencia/370b24b8-0615-48c3-9b9f-5447f66d81ad/			
	201-4 FINANCIAL ASSISTANCE RECEIVED FROM THE GOVERNMENT	-The total monetary value of financial assistance received by the organization from any government during the reporting period, including: Yo. tax reliefs and tax credits; ii. subsidies; iii. Investment Subsidies, Research and Development Subsidies and other types of relevant Subsidies; iv. awards; v. exemption from royalty payments; saw. financial assistance from export credit agencies (ECAs); vii. financial incentives; viii. other financial benefits received or that may be received from any government for any operation. -The information included in 201-4-a by country. -If any government is present in the shareholding structure and to what degree it is present. Annual accounts Port Authority of Ferrol San Cibrao: APFSC electronic headquarters https://sede.apfsc.gob.es/transparencia/370b24b8-0615-48c3-9b9f-5447f66d81ad/ Economic report section "Subsidies, donations and legacies received"			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
MARKET PRESENCE					
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 374-375-376-377-378-379 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 374-375-376-377-378-379 -Policies or commitments in relation to the material issue; Chapter 8, page 374-375-376-377-378-379 -Describe the measures taken to manage the issue and associated impacts, including: Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 521-522 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 374-375-376-377-378-379 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 521-522			
GRI 202: MARKET PRESENCE. 2016	202-1 RATIO OF THE STANDARD ENTRY-LEVEL WAGE BY SEX TO THE LOCAL MINIMUM WAGE	-When a significant proportion of Employees receive their salary based on the rules on minimum wages, must be reported, in the locations of operation significant, of the relevant ratio between the initial category salary by gender and the minimum wage. No salary of the APFSC staff is set based on the interprofessional minimum wage. -Where a significant proportion of other workers (excluding Employees) who carry out the organization's activities are paid based on minimum wage rules, the measures taken to determine whether these workers are paid by above the minimum wage. There are no workers who carry out work for the organization who are not APFSC Employees. -If the local minimum wage does not exist or is variable in significant operating locations, by gender. If it is possible to use different minimums as a reference, the minimum wage used must be reported. The interprofessional minimum wage is not used to establish the salary of APFSC workers. - The definition used for "significant operating locations". The port public domain area. Chapter 8, page 407			
	202-2 PROPORTION OF SENIOR EXECUTIVES HIRED IN THE LOCAL COMMUNITY	-The percentage of senior executives from significant operating locations hired in the local community. 100% -The definition used for "senior executives". Senior officials: President and Director. -The geographical definition of "local" of the organization. By local we mean Spain. - The definition used for "significant operating locations". The port public domain area.			



GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
INDIRECT ECONOMIC IMPACTS					
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 374-375-376-377-378-379 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 374-375-376-377-378-379 -Policies or commitments in relation to the material issue; Chapter 8, page 374-375-376-377-378-379 -Describe the measures taken to manage the issue and associated impacts, including: Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 521-522 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 521-522 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 374-375-376-377-378-379			 
GRI 203 INDIRECT ECONOMIC IMPACTS 2016	203-1 INFRASTRUCTURE AND SUPPORTED SERVICES	-The degree of development of significant investments in infrastructure and supported services. Chapter 8, page 421-386-387 -The current or anticipated impacts on local communities and economies, including positive and negative impacts where applicable. Chapter 8, page 421-386-387 -If these investments and services are commercial arrangements, in kind or pro bono. Investments are pro-bono.			
	203-2 SIGNIFICANT INDIRECT ECONOMIC IMPACTS	-Examples of significant indirect economic impacts (positive and negative) identified by the organization. -Importance of indirect economic impacts in the context of external benchmarks and the priorities of interest groups, such as national and international standards, protocols and political agendas. Chapter 8, page 386-387			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
SOURCING PRACTICES					
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 374-375-376-377-378-379 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 374-375-376-377-378-379 -Policies or commitments in relation to the material issue; Chapter 8, page 374-375-376-377-378-379 -Describe the measures taken to manage the issue and associated impacts, including: Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 521-522 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 374-375-376-377-378-379 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 521-522			 
GRI 204 SOURCING PRACTICES 2016	204-1 PROPORTION OF SPENDING ON LOCAL SUPPLIERS	-The percentage of the supply budget for significant operating locations that is spent on suppliers in the location of the operation (such as the percentage of products and services that are purchased locally). Chapter 8, page 324 b. The geographical definition of "local" of the organization. Spain c. The definition used for "significant operating locations". Port public domain area			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
ANTI-CORRUPTION					
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 374-375-376-377-378-379 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 374-375-376-377-378-379 -Policies or commitments in relation to the material issue; Chapter 8, page 374-375-376-377-378-379 -Describe the measures taken to manage the issue and associated impacts, including: Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 521-522 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 374-375-376-377-378-379 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 521-522			 
GRI 205 ANTI-CORRUPTION 2016	205-1 OPERATIONS EVALUATED FOR RISKS RELATED TO CORRUPTION	-The total number and percentage of operations where corruption risk assessments were carried out. -Significant risks related to corruption identified through the risk assessment. Electronic headquarters of the Port Authority of Ferrol-San Cibrao: Code of conduct and responsible practices of the Port Authority of Ferrol-San Cibrao https://sede.apfsc.gob.es/transparency/e1ab1559-cf48-4e4e-b931-d8125808f4d2/ Section 1.-Object, Section 2.-Scope			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
	205-2 COMMUNICATION AND TRAINING ON ANTI-CORRUPTION POLICIES AND PROCEDURES	-The total number and percentage of members of the governing body to whom the organization's anti-corruption policies and procedures have been communicated, broken down by region. -The total number and percentage of Employees to whom the organization's anti-corruption policies and procedures have been communicated, broken down by job category and region. -The total number and percentage of business partners to whom the organization's anti-corruption policies and procedures have been communicated, broken down by type of business partner and region. Describe whether the organization's anti-corruption policies and procedures have been communicated to any other person or organization. -The total number and percentage of members of the governing body who have received anti-corruption training, broken down by region. -The total number and percentage of Employees who have received anti-corruption training, broken down by job category and region. Electronic headquarters of the Port Authority of Ferrol-San Cibrao: Code of conduct and responsible practices of the Port Authority of Ferrol-San Cibrao http://sede.apfsc.gob.es/transparency/0a9d2ed3-c9b4-4679-b164-0966cb13e5b8/. Section 5.-Acceptance, compliance, duty of communication and interpretation of the Code.			
	205-3 CONFIRMED CORRUPTION CASES AND MEASURES TAKEN	-The total number and nature of confirmed corruption incidents. -The total number of confirmed incidents of corruption as a result of which Employees were dismissed or disciplined. -The total number of confirmed cases in which contracts with business partners have been terminated or not renewed due to corruption-related violations. -Public legal cases related to corruption filed against the organization or its Employees during the period covered by the report and the results of those cases. Transparency portal of the Port Authority of Ferrol-San Cibrao https://sede.apfsc.gob.es/transparency			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
UNFAIR COMPETITION					
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 374-375-376-377-378-379 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 374-375-376-377-378-379 -Policies or commitments in relation to the material issue; Chapter 8, page 374-375-376-377-378-379 -Describe the measures taken to manage the issue and associated impacts, including: Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 521-522 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 521-522 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 374-375-376-377-378-379			
GRI 206- UNFAIR COMPETITION 2016	206-1 LEGAL ACTIONS RELATED TO UNFAIR COMPETITION AND MONOPOLISTIC PRACTICES AND AGAINST FREE COMPETITION	-The number of legal actions pending or Completed during the period covered by the report with respect to unfair competition and violations of applicable legislation regarding monopolistic and anti-competitive practices in which the organization has been identified as having participated. -The main results of Completed legal actions, including decisions or sentences. Transparency portal of the Port Authority of Ferrol-San Cibrao: https://sede.apfsc.gob.es/transparency. Annual accounts. Economic report, section "Provisions and Contingencies"			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
GRI 300 ENVIRONMENTAL					
ENERGY					
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 430 to 443 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 430 to 443 -Policies or commitments in relation to the material issue; Chapter 8, page 430 to 443 -Describe the measures taken to manage the issue and associated impacts, including: Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 430 to 443 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 430 to 443 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 430 to 443			 
GRI 302 ENERGY 2016	302-1 ENERGY CONSUMPTION OF THE ORGANIZATION	-The total consumption of fuels from non-renewable sources within the organization, in joules or multiples, including the types of fuel used. -The total consumption of fuels from renewable sources within the organization, in joules or multiples, including the types of fuel used. -In joules, watt hours or multiples, the total of: Yo. electrical consumption ii. heating consumption iii. cooling consumption iv. steam consumption -In joules, watt hours or multiples, the total of: Yo. the electricity sold ii. the heating sold iii. refrigeration sold iv. the steam sold -The total energy consumption within the organization, in joules or multiples. -The Standards, methodologies, assumptions and calculation tools used. -The source of the conversion factors used. Chapter 8, page 486-487-488-489			
	302-2 ENERGY CONSUMPTION OUTSIDE THE ORGANIZATION	-Energy consumption outside the organization, in joules or multiples. -The Standards, methodologies, assumptions and calculation tools used. -The source of the conversion factors used. Chapter 8, page 486-487-488-489			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
	302-3 ENERGY INTENSITY	-The energy intensity ratio of the organization. -The specific parameter (denominator) that has been selected to calculate the ratio. -The types of energy included in the intensity ratio (fuel, electricity, heating, cooling, steam or all). -If the ratio covers energy consumption within the organization, outside it or both. Chapter 8, page 486-487-488-489			
	302-4 REDUCTION OF ENERGY CONSUMPTION	-The magnitude of energy consumption reductions achieved as a direct result of conservation and efficiency initiatives, in joules or multiples. -The types of energy included in said reduction (fuel, electricity, heating, cooling, steam or all). -The basis for calculating energy consumption reductions, such as the base year or baseline, including the justification for the selection. -The Standards, methodologies, assumptions and calculation tools used. Chapter 8, page 486-487-488-489			
	302-5 REDUCTION OF ENERGY REQUIREMENTS OF PRODUCTS AND SERVICES	-The reductions in the energy requirements of the products and services sold during the period covered by the report, in joules or multiples. -The basis for calculating energy consumption reductions, such as the base year or baseline, including the justification for the selection. -The Standards, methodologies, assumptions and calculation tools used. Chapter 8, page 486-487-488-489			
WATER					
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 430 to 443 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 430 to 443 -Policies or commitments in relation to the material issue; Chapter 8, page 430 to 443 -Describe the measures taken to manage the issue and associated impacts, including: Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 430 to 443 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 430 to 443 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 430 to 443			 

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
GRI 303- WATER AND EFFLUENTS 2018	303-1 INTERACTION WITH WATER AS A SHARED RESOURCE	-A description of how the organization interacts with water, including how and where water is extracted, consumed, and discharged, and any water-related impacts that the organization has caused, contributed to, or are linked to directly with operations, products or services through business relationships (for example, impacts caused by runoff). -A description of the approach used to identify water-related impacts, including the scope of the assessments, their timing, and the tools or methodologies used. -A description of how water-related impacts are addressed, including how the organization collaborates with stakeholders to responsibly manage water as a shared resource and how it engages with suppliers or customers that have significant water-related impacts. water. -An explanation of the process by which water-related objectives and targets that are part of the organization's approach to water and wastewater management are established, and how they relate to public policies and the local context of each area subject to water stress. Chapter 8, page 483-484			
	303-2 MANAGEMENT OF IMPACTS RELATED TO WATER DISCHARGES	-A description of the minimum standards established for the quality of effluent discharges, and the manner in which these minimum standards are determined, including: I. how standards were determined for facilities operating in locations without local discharge requirements; ii. any internally developed water quality standards or guidelines; iii. any sector-specific standards considered; iv. if the profile of the receiving water mass was considered. Chapter 8, page 458-459-460-461-462-463-464-465-466-467			
	303-3 WATER EXTRACTION	-The total water withdrawal from all areas in megalitres, and a breakdown of this total according to the following sources, if applicable: Yo. surface water; ii. groundwater; iii. marine waters; iv. produced water; v. third party water. -The total water withdrawal from all water-stressed areas in megalitres, and a breakdown of this total according to the following sources, if applicable: Yo. Superficial water; ii. Underground water; iii. sea water; iv. Produced water; v. Third party water, and a breakdown of this total based on the extraction sources listed in points i-iv-v. -A breakdown of the total water extraction from each of the sources listed in Contents 303-3-a and 303-3-b (in megaliters), according to the following categories: Yo. Fresh water (total dissolved solids ≤ 1000 mg/l) ii. Other waters (total dissolved solids > 1000 mg/l) -Any type of contextual information necessary to understand how the data has been collected, such as standards, methodologies. The APFSC does not extract water.			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
	303-4 WATER DISCHARGES	-The total water discharge in all areas (in megaliters) and a breakdown of this total according to the following types of destination, if applicable: Yo. surface water; ii. groundwater; iii. marine waters; iv. water from third parties, and the volume of said total that is intended for use by other organizations, if applicable. -A breakdown of the total water discharge to all areas (in megaliters) according to the following categories: Yo. Fresh water (total dissolved solids ≤ 1000 mg/l) ii. Other waters (total dissolved solids > 1000 mg/l) -Total water discharge in all areas with water stress (in megaliters) and a breakdown of this total according to the following categories: Yo. fresh water (total dissolved solids ≤ 1000 mg/l); ii. Other waters (total dissolved solids > 1000 mg/l) -Priority risk substances for which discharges are treated, including: Yo. the method used to define priority risk substances, as well as international standards, official lists or Employees criteria; ii. the method used to establish discharge limits for priority risk substances; iii. the number of incidents of non-compliance with discharge limits. -Any type of contextual information necessary to understand how the data has been collected, such as standards, methodologies or assumptions used. Chapter 8, page 458-459-460-461-462-463-464-465-466-467			
	303-5 WATER CONSUMPTION	-Total water consumption (in megaliters) of all areas. -Total water consumption (in megaliters) of all areas with water stress. The port public domain area is not located in an area of scarcity of water resources. -Change in water storage (in megaliters), provided that water storage has been identified as generating a significant water-related impact. -Any contextual information necessary to understand how the data was collected (such as standards, methodologies, and assumptions used), as well as whether the information is calculated, estimated, modeled, or derived from direct measurements, and the method used for this, such as the use of factors specific for the sector. Chapter 8, page 483-484-485			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
BIODIVERSITY					
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 430 to 443 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 430 to 443 -Policies or commitments in relation to the material issue; Chapter 8, page 430 to 443 -Describe the measures taken to manage the issue and associated impacts, including: Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 430 to 443 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 430 to 443 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 430 to 443			 
GRI 304- BIODIVERSITY 2016	304-1 OWNED, LEASED OR MANAGED OPERATIONS CENTERS LOCATED WITHIN OR ADJACENT TO PROTECTED AREAS OR AREAS OF HIGH BIODIVERSITY VALUE OUTSIDE PROTECTED AREAS	-For each owned, leased or managed operational site located within or adjacent to protected areas and areas of high biodiversity value outside protected areas, the following information: Yo. geographic location; ii. subsurface and underground lands that may be owned, leased or managed by the organization; iii. position with respect to the protected area (within the area, adjacent to the area or with plots in the protected area) or area of high biodiversity value outside the protected area; iv. type of operation (office, manufacturing, production or extraction); v. Size of the operational site in km2 (or other appropriate unit); saw. biodiversity value, characterized by the attributes of the protected area or the area of high biodiversity value outside the protected area (ecosystems terrestrial, marine or freshwater); vii. biodiversity value, characterized by appearing on protected lists (such as the protected area management categories of the International Union for Conservation of Nature [IUCN], the Ramsar Convention and national legislation). Chapter 8, page 479-480			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
	304-2 SIGNIFICANT IMPACTS OF ACTIVITIES, PRODUCTS AND SERVICES ON BIODIVERSITY	-Nature of significant direct and indirect impacts on biodiversity with reference to one or more of the following: Yo. the construction or use of manufacturing plants, mines and transportation infrastructure; The Environmental Impact Statement of the railway access works to the Outer Port can be consulted at the following link: Provision 3696 of BOE no. 83 of 2013 ii. pollution (introduction of substances that do not occur naturally into a habitat from both localized and non-localized sources); iii. the introduction of invasive species, pests and pathogens; iv. the reduction of species; v. habitat transformation; saw. changes in ecological processes outside the natural range of variation (such as salinity or changes in the water table). -The significant direct and indirect, positive and negative impacts, regarding the following: Yo. the species affected; ii. the extent of the areas that have suffered impacts; iii. the duration of the impacts; iv. the reversibility or irreversibility of the impacts. The Environmental Impact Statement of the railway access works to the Outer Port can be consulted at the following link: Provision 3696 of BOE no. 83 of 2013			
	304-3 HABITATS PROTECTED OR RESTORED	-The size and location of the protected or restored habitat areas, and whether the success of the restoration measure was or is approved by independent external professionals. -If associations have been created with third parties to protect or restore areas of habitats other than those that the organization has supervised and in which it has applied restoration or protection measures. -The status of each area based on its condition at the end of the period covered by the report. -The Standards, methodologies and assumptions used. Chapter 8, page 479-480-481			
	304-4 SPECIES THAT APPEAR ON THE IUCN RED LIST AND ON NATIONAL CONSERVATION LISTS WHOSE HABITATS ARE IN AREAS AFFECTED BY OPERATIONS	The total number of species that appear on the IUCN Red List and on national conservation lists whose habitats are found in areas affected by the organization's operations, according to level of extinction risk: Yo. critically endangered; ii. endangered; iii. vulnerable; iv. almost threatened; v. minor concern Chapter 8, page 479-480-481			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
EMISSIONS					
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 430 to 443 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 430 to 443 -Policies or commitments in relation to the material issue; Chapter 8, page 430 to 443 -Describe the measures taken to manage the issue and associated impacts, including: Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 430 to 443 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 430 to 443 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 430 to 443			
GRI 305	305-1 DIRECT GHG EMISSIONS (SCOPE 1)	-Gross value of direct GHG emissions (scope 1) in metric tons of CO₂ equivalent. -Gases included in the calculation: CO₂, CH₄, N₂O, HFC, PFC, SF₆, NF₃ or all. -Biogenic CO₂ emissions in metric tons of CO₂ equivalent. -Base year for calculation, if applicable, including: Yo. the justification for the selection; ii. emissions in the base year; iii. the context of any significant changes in emissions that have led to new emissions calculations in the base year. -The source of the emission factors and global warming potential (GWP) rates used or a reference to the source of the GWP. -The consolidation approach for emissions: shareholding, financial control or operational control. -The Standards, methodologies, assumptions and calculation tools used. Chapter 8, page 492			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
Emissions 2016	305-2 EMISIONES INDIRECTAS DE GEI AL GENERAR ENERGÍA (ALCANCE 2)	-Gross value of indirect GHG emissions associated with energy (scope 2) based on location in metric tons of CO₂ equivalent. -If applicable, gross value of indirect GHG emissions associated with energy (scope 2) based on the market in metric tons of CO₂ equivalent. -If available, the gases included in the calculation: CO₂, CH₄, N₂O, HFC, PFC, SF₆, NF₃ or all. -Base year for calculation, if applicable, including: - Yo. the justification for the selection; ii. emissions in the base year; iii. the context of any significant changes in emissions that have led to new emissions calculations in the base year. -The source of the emission factors and global warming potential (GWP) rates used or a reference to the source of the GWP. -The consolidation approach for emissions: shareholding, financial control or operational control. -The Standards, methodologies, assumptions and calculation tools used. Chapter 8, page 492			
	305-3 OTRAS EMISIONES INDIRECTAS DE GEI (ALCANCE 3)	-Gross value of other indirect GHG emissions (scope 3) in metric tons of CO₂ equivalent. -If available, the gases included in the calculation: CO₂, CH₄, N₂O, HFC, PFC, SF₆, NF₃ or all. -Biogenic CO₂ emissions in metric tons of CO₂ equivalent. -Categories and activities related to other indirect GHG emissions (scope 3) included in the calculation. -Base year for calculation, if applicable, including: - Yo. the justification for the selection; ii. emissions in the base year; iii. the context of any significant changes in emissions that have led to new emissions calculations in the base year. -The source of the emission factors and global warming potential (GWP) rates used or a reference to the source of the GWP. -The Standards, methodologies, assumptions and calculation tools used.	In 2024, the implementation of control systems for scope 3 will begin, with a view to obtaining carbon footprint certification in 2024.		
	305-4 INTENSIDAD DE LAS EMISIONES DE GEI	-The intensity ratio of the organization's GHG emissions. -The specific parameter (denominator) that has been selected to calculate the ratio. -The types of GHG emissions included in the intensity ratio: direct (scope 1), indirect associated with energy (scope 2), and other indirect (scope 3). -Gases included in the calculation: CO₂, CH₄, N₂O, HFC, PFC, SF₆, NF₃ or all. Chapter 8, page 492			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
	305-5 REDUCTION OF GHG EMISSIONS	-The reduction of GHG emissions as a direct consequence of the reduction initiatives in metric tons of CO₂ equivalent. -Gases included in the calculation: CO₂, CH₄, N₂O, HFC, PFC, SF₆, NF₃ or all. -Base year or baseline, including justification for selection. -The scopes in which reductions occurred: direct emissions (scope 1), indirect emissions associated with energy (scope 2) or other indirect emissions (scope 3). -The Standards, methodologies, assumptions and calculation tools used. Chapter 8, page 492			
	305-6 EMISSIONS THAT DEplete THE OZONE LAYER	-The production, imports and exports of SDGs in metric tons of CFC-11 (trichlorofluoromethane) equivalent. -The substances included in the calculation. -The source relative to the emission factors used. -The Standards, methodologies, assumptions and calculation tools used.	Not applicable. The Port Authority's activity is administrative, so it does not produce, import or export ozone-depleting substances (ODS).		
	305-7 NITROGEN OXIDES (NOX), SULFUR OXIDES (SOX) AND OTHER SIGNIFICANT AIR EMISSIONS	-Significant emissions to air, in kilograms or multiples, for each of the following: - Yo. NOx ii. SOx iii. Persistent organic pollutants (POP) iv. Volatile organic compounds (VOC) v. Hazardous air pollutants (HAPs) - saw. Particulate matter (PM) vii. Other standard air emissions categories identified in relevant regulations -The source relative to the emission factors used. -The Standards, methodologies, assumptions and calculation tools used Chapter 8, page 450-451-452-453-454-455-456-457			



GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
WASTE					
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 430 to 443 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 430 to 443 -Policies or commitments in relation to the material issue; Chapter 8, page 430 to 443 -Describe the measures taken to manage the issue and associated impacts, including: Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 430 to 443 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 430 to 443 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 430 to 443			 
GRI 306 WASTE 2020	306-1 WASTE GENERATION AND SIGNIFICANT WASTE-RELATED IMPACTS	-With regard to the significant impacts – potential and actual – of the organization related to waste, a Description of: Yo. the inputs, activities and resulting outputs that give or could give rise to these impacts; ii. whether these impacts are related to waste generated in the organization's own activities or waste generated upstream or downstream in its value chain. Chapter 8, page 472-473-474-475-476-477			
	306-2 MANAGEMENT OF SIGNIFICANT IMPACTS RELATED TO WASTE	-Actions, including circularity measures, taken to prevent the generation of waste in the organization's own activities and upstream and downstream in its value chain, and manage the significant impacts of the waste generated. -If the waste generated from the organization's own activities is managed by a third party, a Description of the processes carried out to verify that this third party manages the waste in accordance with contractual or legislative obligations. -The processes used to collect and control waste data. Chapter 8, page 472-473-474-475-476-477			
	306-3 WASTE GENERATED	-Total weight of waste generated in metric tons and breakdown of this total based on the composition of the waste. -Contextual information necessary to understand the data and how it was collected. Chapter 8, page 472-473-474-475-476-477			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
	CONTENT 306-4 WASTE NOT INTENDED FOR DISPOSAL	-Total weight of waste not intended for disposal in metric tons and breakdown of this total based on the composition of the waste. -Total weight of hazardous waste not intended for disposal in metric tons, and breakdown of this total according to the following recovery operations: Yo. preparation for reuse; ii. recycling; iii. other valuation operations. -Total weight of non-hazardous waste not intended for disposal in metric tons and breakdown of this total based on the following recovery operations: Yo. preparation for reuse; ii. recycling; iii. other valuation operations. -For each recovery operation included in Contents 306-4-b and 306-4-c, a breakdown of the total weight in metric tons of hazardous and non-hazardous waste not intended for disposal: Yo. on site; ii. outside the facilities. -Contextual information needed to understand the data and how it was collected Chapter 8, page 472-473-474-475-476-477			
	CONTENT 306-5 WASTE INTENDED FOR DISPOSAL	-Total weight of waste destined for disposal in metric tons and breakdown of this total based on the composition of the waste. -Total weight of hazardous waste intended for disposal in metric tons and breakdown of this total based on the following disposal operations: Yo. incineration (with energy recovery); ii. incineration (without energy recovery); iii. transfer to a landfill; iv. other removal operations. -Total weight of non-hazardous waste intended for disposal in metric tons and breakdown of this total based on the following disposal operations: Yo. incineration (with energy recovery); ii. incineration (without energy recovery); iii. transfer to a landfill; iv. other removal operations. -For each disposal operation included in Contents 306-5-b and 306-5-c, a breakdown of the total weight in metric tons of hazardous and non-hazardous waste intended for disposal: Yo. on site; ii. outside the facilities. -Contextual information necessary to understand the data and how it was collected. Chapter 8, page 472-473-474-475-476-477			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
ENVIRONMENTAL EVALUATION OF SUPPLIERS					
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 430 to 443 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 430 to 443 -Policies or commitments in relation to the material issue; Chapter 8, page 430 to 443 -Describe the measures taken to manage the issue and associated impacts, including: Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 430 to 443 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 430 to 443 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 430 to 443			 
GRI 308 ENVIRONMENTAL EVALUATION OF SUPPLIERS 2016	308-1 NEW SUPPLIERS THAT HAVE PASSED EVALUATION AND SELECTION FILTERS IN ACCORDANCE WITH ENVIRONMENTAL CRITERIA	-Percentage of new suppliers that have passed selection filters in accordance with environmental criteria. Chapter 8, page 324-325-326-327			
	308-2 IMPACTOS AMBIENTALES NEGATIVOS EN LA CADENA DE SUMINISTROS Y MEDIDAS TOMADAS.	-The number of suppliers evaluated in relation to environmental impacts. Chapter 8, page 324-325-326-327 -The number of suppliers identified as suppliers with potential and actual significant negative environmental impacts.0% -The significant negative environmental impacts – potential and actual – identified in the supply chain. Chapter 8, page 324-325-326-327 -The percentage of suppliers identified as suppliers with significant negative environmental impacts – potential and actual – with whom improvements have been agreed as a result of an evaluation. 0% -The percentage of suppliers identified as suppliers with significant negative environmental impacts – potential and actual – with whom the relationship has been terminated as a result of the evaluation, with an indication of the reason. 0% Environmental control of works. During 2022, Environmental management documentary control has been carried out on companies awarded works with a base tender budget of more than €150,000 (VAT not included), following the procedure of the ISO 14001 management system for Environmental Control of Operations.			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
GRI 400 SOCIAL					
EMPLOYMENT					
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 394-395-396-397 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 394-395-396-397 -Policies or commitments in relation to the material issue; Chapter 8, page 394-395-396-397 -Describe the measures taken to manage the issue and associated impacts, including: Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 521-522 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 394-395-396-397 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 521-522			
GRI 401 EMPLOYMENT 2016	401-1 NEW EMPLOYEE HIRES AND STAFF TURNOVER	-The total number and hiring rate of new Employees during the reporting period, by age group, gender and region. -The total number and turnover rate of staff during the reporting period, by age group, gender and region. Chapter 8, page 398-399			
	401-2 BENEFITS FOR FULL-TIME EMPLOYEES THAT ARE NOT PROVIDED TO PART-TIME OR TEMPORARY EMPLOYEES	-Benefits that are customary for the organization's full-time Employees, but are not provided to temporary or part-time Employees, classified by significant operating locations. These include, at a minimum: Yo. life insurance; ii. healthcare; iii. disability and disability coverage; iv. parental leave ; v. retirement provision; saw. shareholding; vii. others. The only difference in terms of social benefits due to the type of contract is medical insurance, which is contracted only for permanent staff. -The definition used for “significant operating locations”. The port public domain area.			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
	401-3 PARENTAL LEAVE	-The total number of Employees who have been entitled to parental leave, by gender. -The total number of Employees who have taken parental leave, by gender. -The total number of Employees who have returned to work in the period covered by the report after ending parental leave, by gender. -The total number of Employees who have returned to work after ending parental leave and who were still Employees 12 months after returning to work, by gender. -The return to work and retention rates of Employees who took parental leave, by gender. Chapter 8, page 407			
WORKER-COMPANY RELATIONS					
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 394-395-396-397 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 394-395-396-397 -Policies or commitments in relation to the material issue; Chapter 8, page 394-395-396-397 -Describe the measures taken to manage the issue and associated impacts, including: - Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 521-522 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 394-395-396-397 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 521-522			
GRI 402 WORKER-COMPANY RELATIONS 2016	402-1 MINIMUM NOTICE PERIODS FOR OPERATIONAL CHANGES	-Minimum number of weeks' notice that is usually given to Employees and their representatives before the application of significant operational changes that could significantly affect them. -In organizations with collective bargaining agreements, report whether the notice period and the provisions for consultation and negotiation are specified in the collective agreements. The provisions of Royal Legislative Decree 2/2015, of October 23, which approves the consolidated text of the Workers' Statute Law, articles 39, 40 and 41, apply: https://www.boe.es/search/act.php?id=BOE-A-2015-11430 The provisions of the III COLLECTIVE AGREEMENT OF STATE PORTS AND PORT AUTHORITIES, Chapter II, article 9, apply: https://www.puertos.es/es-es/rrhh/Documents/BOE-A-2019-9021%20III%20Convenio.pdf			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
HEALTH AND SAFETY AT WORK					
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 394-395-396-397 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 394-395-396-397 -Policies or commitments in relation to the material issue; Chapter 8, page 394-395-396-397 -Describe the measures taken to manage the issue and associated impacts, including: - Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 521-522 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 394-395-396-397 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 521-522			
GRI 403 HEALTH AND SAFETY AT WORK 2018	403-1 OCCUPATIONAL HEALTH AND SAFETY MANAGEMENT SYSTEM	-A statement on whether an occupational health and safety management system has been implemented, indicating: - Yo. whether the system has been implemented due to legal requirements and, if so, a list of such requirements; ii. whether the system has been implemented based on recognized risk management or management system standards/guidelines and, if so, the list of such standards/guidelines. -A description of the scope of workers, activities and workplaces covered by the occupational health and safety management system and an explanation of whether any worker, activity or workplace is not covered by such system and the reason for it. Chapter 8, page 409-410-411-412-413-414-415			



GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
403-2 Hazard identification, risk assessment and incident investigation.	403-2 IDENTIFICACIÓN DE PELIGROS, EVALUACIÓN DE RIESGOS E INVESTIGACIÓN DE INCIDENTES.	-A Description of the Employees processes to identify work-related hazards and evaluate risks periodically or sporadically, as well as to apply the hierarchy of controls to eliminate hazards and minimize risks, which indicates: Yo. how the organization ensures the quality of these processes, including the competencies of the people who carry them out; ii. how the results of these processes are used to continually evaluate and improve the occupational health and safety management system. -A description of the processes followed by workers who want to report dangers or dangerous situations at work, as well as an explanation of how workers are protected against possible retaliation. -A description of the policies and processes that must be followed by workers who want to remove themselves from work situations that they believe may cause injuries, illnesses or illnesses, as well as an explanation of how said workers are protected from possible retaliation. -A description of employee processes for investigating workplace incidents, including hazard identification and risk assessment processes related to incidents to determine corrective actions through hierarchy of control and to determine the necessary improvements to the occupational health and safety management system. Chapter 8, page 409-410-411-412-413-414-415			
	403-3 OCCUPATIONAL HEALTH SERVICES.	-A description of the functions of occupational health services that contribute to the identification and elimination of hazards and the minimization of risks, as well as an explanation of how the organization guarantees the quality of said services and facilitates access for workers to them. Chapter 8, page 409-410-411-412-413-414-415			
	403-4 WORKER PARTICIPATION, CONSULTATION AND COMMUNICATION ON OCCUPATIONAL HEALTH AND SAFETY	-A description of the worker participation and consultation processes for the development, implementation and evaluation of the occupational health and safety management system, as well as the provision of access and communication to workers of the relevant information on health and safety at work. -If there is a formal worker-company committee on health and safety, a description of its responsibilities, the frequency of meetings, the decision-making authority and if there are workers who are not represented on said committee; If that is the case, the reason why this occurs. Chapter 8, page 409-410-411-412-413-414-415			
	403-5 TRAINING OF WORKERS ON HEALTH AND SAFETY AT WORK	-A Description of training courses for workers on occupational health and safety, including general training courses and specific training courses on occupational hazards, dangerous activities or dangerous situations. Chapter 8, page 409-410-411-412-413-414-415			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
	403-6 PROMOTION OF WORKERS' HEALTH	-An explanation of how the organization facilitates workers' access to non-work-related medical and health care services, as well as the extent of access it facilitates. -A description of the voluntary health promotion services and programs that the organization offers to workers to address risks important to them. non-work-related health, including the specific health risks contemplated, and the way in which the organization facilitates access for workers to these services and programs. Chapter 8, page 409-410-411-412-413-414-415			
	403-7 PREVENTION AND MITIGATION OF IMPACTS ON THE HEALTH AND SAFETY OF WORKERS DIRECTLY LINKED TO BUSINESS RELATIONSHIPS	-A description of the organization's approach to preventing or mitigating significant negative health and safety impacts in the environment. work directly linked to its operations, products or services through its business relationships, and the related hazards and risks The workers of the Development and Business Division were evaluated jointly with the rest of the APFSC workers, taking into account their job, their activity and its location.			
	403-8 COVERAGE OF THE OCCUPATIONAL HEALTH AND SAFETY MANAGEMENT SYSTEM	-If the organization has implemented an occupational health and safety management system based on legal requirements and/or recognized standards/guidelines; Yo. the number and percentage of Employees and workers who are not Employees, but whose job or workplace is controlled by the organization, who are covered by that system. ii. the number and percentage of Employees and workers who are not Employees, but whose work or workplace is controlled by the organization, who are covered by such system that has been the subject of an internal audit; iii. the number and percentage of Employees and workers who are not Employees, but whose work or workplace is controlled by the organization, who are covered by such system that has been audited or certified by an external party. -If there are workers excluded from this content, including the types of workers and the reason for exclusion. -Any type of contextual information necessary to understand how the data has been collected, such as standards, methodologies or assumptions used. Chapter 8, page 409-410-411-412-413-414-415			



GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
	403-9 INJURIES DUE TO WORK ACCIDENTS	-For all Employees: Yo. The number and rate of deaths resulting from a work-related injury; ii. The number and rate of injuries due to work accidents with major consequences (not including deaths); iii. The number and rate of recordable workplace injuries; iv. The main types of injuries due to work accidents; v. The number of hours worked. -For all workers who are not Employees, but whose jobs or workplaces are controlled by the organization: Yo. The number and rate of deaths resulting from a work-related injury; ii. The number and rate of injuries due to work accidents with major consequences (not including deaths); iii. The number and rate of recordable workplace injuries; iv. The main types of injuries due to work accidents; v. The number of hours worked. -Occupational hazards that present a risk of injury with major consequences, including: Yo. how these dangers have been determined; ii. which of these hazards have caused or contributed to serious injuries during the reporting period; iii. the measures taken or planned to eliminate these hazards and minimize risks through the control hierarchy. -The measures taken or planned to eliminate other occupational hazards and minimize risks through the control hierarchy. -If the rates have been calculated per 200,000 or per 1,000,000 hours worked. -If there are workers excluded from this content, including the types of workers and the reason for exclusion. -Any type of contextual information necessary to understand how the data has been collected, such as standards, methodologies or assumptions used. Chapter 8, page 409-410-411-412-413-414-415			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
	403-10 OCCUPATIONAL AILMENTS AND DISEASES	For all Employees: Yo. The number of deaths resulting from an occupational illness or disease; ii. The number of cases of recordable occupational ailments and diseases; iii. The main types of occupational ailments and diseases; -For all workers who are not Employees, but whose jobs or workplaces are controlled by the organization: Yo. The number of deaths resulting from an occupational illness or disease; ii. The number of cases of recordable occupational ailments and diseases; iii. The main types of occupational ailments and diseases; -Occupational hazards that present a risk of illness and disease, including: Yo. how these dangers have been determined; ii. which of these hazards have caused or contributed to causing occupational illnesses and diseases during the period covered by the report. iii. the measures taken or planned to eliminate these hazards and minimize risks through the control hierarchy. -If there are workers excluded from this content, including the types of workers and the reason for exclusion. -Any type of contextual information necessary to understand how the data has been collected, such as standards, methodologies or assumptions used. Chapter 8, page 409-410-411-412-413-414-415			

TRAINING AND TEACHING

GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 394-395-396-397 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 394-395-396-397 -Policies or commitments in relation to the material issue; Chapter 8, page 394-395-396-397 -Describe the measures taken to manage the issue and associated impacts, including: Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 521-522 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 394-395-396-397 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 521-522			 
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GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
GRI 404 TRAINING AND TEACHING 2016	404-1 AVERAGE TRAINING HOURS PER YEAR PER EMPLOYEE	-The average number of training hours that the organization's Employees have received during the period covered by the report, broken down by: Yo. gender; ii. Laboral category. Chapter 8, page 404-405			
	404-2 PROGRAMS TO IMPROVE EMPLOYEE SKILLS AND TRANSITION ASSISTANCE PROGRAMS	-The type and scope of programs implemented and assistance provided to improve the competencies of Employees. -Transition assistance programs provided to facilitate continued employability and management of the end of professional careers due to retirement or dismissal. Chapter 8, page 404-405			
	404-3 PERCENTAGE OF EMPLOYEES WHO RECEIVE PERIODIC PERFORMANCE EVALUATIONS AND PROFESSIONAL DEVELOPMENT	-Percentage of total Employees by gender and by job category who received a periodic evaluation of their performance and career development during the period covered by the report. Chapter 8, page 406			
DIVERSITY AND EQUAL OPPORTUNITIES					
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 394-395-396-397 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 394-395-396-397 -Policies or commitments in relation to the material issue; Chapter 8, page 394-395-396-397 -Describe the measures taken to manage the issue and associated impacts, including: Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 521-522 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 394-395-396-397 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 521-522			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs												
GRI 405: DIVERSITY AND EQUAL OPPORTUNITIES 2016	405-1 DIVERSITY IN GOVERNING BODIES AND EMPLOYEES	-Percentage of people within the organization's governing bodies in each of the following diversity categories: Yo. gender; ii. age group: under 30 years old, between 30 and 50 years old, over 50 years old; iv. other diversity indicators, where appropriate (such as minority or vulnerable groups). <table border="1"><tr><td></td><td>Under 30 years old</td><td>Between 30 and 50 years</td><td>Over 50 years</td></tr><tr><td>Man</td><td></td><td>4</td><td>9</td></tr><tr><td>Women</td><td></td><td>3</td><td></td></tr></table>		Under 30 years old	Between 30 and 50 years	Over 50 years	Man		4	9	Women		3				
		Under 30 years old	Between 30 and 50 years	Over 50 years													
Man		4	9														
Women		3															
	405-2 RATIO OF BASE SALARY AND REMUNERATION OF WOMEN COMPARED TO MEN	-Percentage of Employees by job category in each of the following diversity categories: Yo. gender; ii. age group: under 30 years old, between 30 and 50 years old, over 50 years old; iii. other diversity indicators, where appropriate (such as minority or vulnerable groups). Chapter 8, page 398-399 -Ratio between the basic salary and the remuneration of women and men for each job category, classified by significant operating locations. Chapter 8, page 406 -The definition used for “significant operating locations”. The port public domain area															
NO DISCRIMINACIÓN																	
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 394-395-396-397 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 394-395-396-397 -Policies or commitments in relation to the material issue; Chapter 8, page 394-395-396-397 -Describe the measures taken to manage the issue and associated impacts, including: Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 521-522 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 394-395-396-397 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 521-522															



GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
GRI 406: NON-DISCRIMINATION 2016	CONTENT 406-1 CASES OF DISCRIMINATION AND CORRECTIVE ACTIONS TAKEN	-Total number of cases of discrimination during the period covered by the report. -The status of the cases and the actions taken regarding the following: Yo. case reviewed by the organization; ii. implementation of ongoing remediation plans; iii. implemented remediation plans whose results have been evaluated through routine internal management review processes; iv. case not subject to actions. No cases of discrimination have been recorded during the period.			
LOCAL COMMUNITIES					
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 419-420-421-422 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 419-420-421-422 -Policies or commitments in relation to the material issue; Chapter 8, page 419-420-421-422 -Describe the measures taken to manage the issue and associated impacts, including: Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 521-522 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 419-420-421-422 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 521-522			 

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
GRI 413: LOCAL COMMUNITIES 2016	413-1 OPERATIONS WITH LOCAL COMMUNITY PARTICIPATION, IMPACT EVALUATIONS AND DEVELOPMENT PROGRAMS	-The percentage of operations with implemented local community engagement, impact assessment and development programs, including the use of: Yo. social impact assessments, including gender impact assessments based on participatory processes; Chapter 8, page 334-335-336-337-338-339-340-341-346-347-348-349-350-351-352-353 ii. ongoing environmental impact assessments and monitoring; Chapter 8, page 334-335-336-337-338-339-340-341-346-347-348-349-350-351-352-353 iii. public disclosure of the results of environmental and social impact assessments; It is disseminated through the annual report, which is sent to approximately 500 contacts from all interest groups. The survey that accompanies the report asks about the quality of the information and the channels. iv. local community development programs based on the needs of the local community; Chapter 8, page 523-524-525-526-527-528 v. stakeholder engagement plans based on stakeholder determination; Chapter 8, page 334-335-336-337-338-339-340-341-346-347-348-349-350-351-352-353 saw. extensive committees and consultation processes with local communities, including vulnerable groups; Chapter 8, page 334-335-336-337-338-339-340-341-346-347-348-349-350-351-352-353 vii. works councils, occupational health and safety committees and other worker representative bodies to address impacts; Chapter 8, page 401-402-403-404 viii. formal complaint and claim processes in local communities. Chapter 8, page 334-335			
	413-2 OPERATIONS WITH SIGNIFICANT NEGATIVE IMPACTS – ACTUAL AND POTENTIAL – ON LOCAL COMMUNITIES	-Operations with significant negative impacts – actual or potential – on local communities, including: Yo. the location of operations; ii. significant negative impacts – actual or potential – of operations. Chapter 8, page 419-420-421-422			
SOCIAL EVALUATION OF SUPPLIERS					
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 419-420-421-422 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 419-420-421-422 -Policies or commitments in relation to the material issue; Chapter 8, page 419-420-421-422 -Describe the measures taken to manage the issue and associated impacts, including: Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 521-522 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 419-420-421-422 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 521-522			



GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
GRI 414: SOCIAL EVALUATION OF SUPPLIERS 2016	414-1 NEW SUPPLIERS THAT HAVE PASSED SELECTION FILTERS ACCORDING TO SOCIAL CRITERIA	-Percentage of new suppliers that have passed selection filters through the use of social criteria. Chapter 8, page 324-325-326-327			
	414-2 NEGATIVE SOCIAL IMPACTS IN THE SUPPLY CHAIN AND MEASURES TAKEN	-The number of suppliers evaluated in relation to social impacts. -The number of suppliers identified as suppliers with potential and actual significant negative social impacts. -The significant negative social impacts – potential and actual – identified in the supply chain. -The percentage of suppliers identified as suppliers with significant negative social impacts – potential and real – with whom improvements have been agreed as a result of an evaluation. -The percentage of suppliers identified as suppliers with significant negative social impacts – potential and actual – with whom the relationship has been terminated as a result of the evaluation, with an indication of the reason. Chapter 8, page 324-325-326-327			
CUSTOMER HEALTH AND SAFETY					
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 419-420-421-422 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 419-420-421-422 -Policies or commitments in relation to the material issue; Chapter 8, page 419-420-421-422 -Describe the measures taken to manage the issue and associated impacts, including: Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 521-522 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 419-420-421-422 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 521-522			

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GRI 416: CUSTOMER HEALTH AND SAFETY 2016	416-1 ASSESSMENT OF HEALTH AND SAFETY IMPACTS	-Percentage of significant product and service categories for which health and safety impacts are assessed in order to achieve improvements. 100% Chapter 8, page 416-417-418			
	416-2 NON-COMPLIANCE CASES RELATING TO HEALTH AND SAFETY IMPACTS OF PRODUCT AND SERVICE CATEGORIES	-The total number of cases of non-compliance with regulations or voluntary Codes related to the impacts of products and services on health and safety in the period covered by the report, classified as: Yo. cases of non-compliance with regulations that give rise to fines or sanctions; ii. cases of non-compliance with regulations that give rise to a warning; iii. cases of non-compliance with voluntary Codes. -If the organization has not identified non-compliance with regulations or voluntary Codes, it is sufficient to point out this fact in a brief statement. Annual accounts Port Authority of Ferrol San Cibrao: APFSC electronic headquarters: https://sede.apfsc.gob.es/transparency/370b24b8-0615-48c3-9b9f-5447f66d81ad/ Economic report, section “Provisions and contingencies”			
MARKETING AND LABELING					
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 419-420-421-422 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 419-420-421-422 -Policies or commitments in relation to the material issue; Chapter 8, page 419-420-421-422 -Describe the measures taken to manage the issue and associated impacts, including: Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 521-522 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 419-420-421-422 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 521-522			 

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
GRI 417: MARKETING AND LABELING 2016	417-1 REQUIREMENTS FOR PRODUCT INFORMATION AND LABELING	-If the organization's procedures require the following types of data to be provided regarding the information and labeling of products and services: Yo. the origin of the components of the product or service; ii. the content, especially in relation to substances that could generate an environmental or social impact; iii. the safe use of the product or service; iv. product disposal and environmental or social impacts; v. others (explain). -The percentage of significant categories of products or services covered and evaluated in relation to compliance with said procedures. 100% is evaluated, through the process of "Evaluation, review and improvement. Chapter 8, page 331			
	417-2 NON-COMPLIANCE CASES RELATED TO INFORMATION	-The total number of cases of non-compliance with regulations or voluntary Codes related to information and labeling of products and services, classified as: Yo. cases of non-compliance with regulations that give rise to fines or sanctions; ii. cases of non-compliance with regulations that give rise to a warning; iii. cases of non-compliance with voluntary Codes. -If the organization has not identified non-compliance with regulations or voluntary Codes, it is sufficient to point out this fact in a brief statement. Annual accounts Port Authority of Ferrol San Cibrao: APFSC electronic headquarters: https://sede.apfsc.gob.es/transparency/370b24b8-0615-48c3-9b9f-5447f66d81ad/ Economic report, section "Provisions and contingencies"			
	417-3 NON-COMPLIANCE CASES RELATED TO COMMUNICATIONS	-The total number of cases of non-compliance with regulations or voluntary Codes related to marketing communications, such as advertising, promotion and sponsorship, classified by: Yo. cases of non-compliance with regulations that give rise to fines or sanctions; ii. cases of non-compliance with regulations that give rise to a warning; iii. cases of non-compliance with voluntary Codes. -If the organization has not identified non-compliance with regulations or voluntary Codes, it is sufficient to point out this fact in a brief statement. Annual accounts Port Authority of Ferrol San Cibrao: APFSC electronic headquarters: https://sede.apfsc.gob.es/transparency/370b24b8-0615-48c3-9b9f-5447f66d81ad/ Economic report, section "Provisions and contingencies"			

GRI Standard	Content	Page number, URL or direct response	Omission	External verification (Yes/No)	Relationship with the SDGs
CUSTOMER PRIVACY					
GRI 3: MATERIAL ISSUES 2021	3-3 MANAGEMENT OF MATERIAL ISSUES	-Actual and potential impacts, negative and positive, on the economy, the environment and people, including impacts on human rights; Chapter 8, page 419-420-421-422 -Indicate whether the organization is related to a negative impact through its activities or as a result of its business relationships, and describe the activities or business relationships; Chapter 8, page 419-420-421-422 -Policies or commitments in relation to the material issue; Chapter 8, page 419-420-421-422 -Describe the measures taken to manage the issue and associated impacts, including: Yo. measures taken to prevent or mitigate potential negative impacts; ii. measures taken to address potential negative impacts, including measures to facilitate or assist in their remediation; iii. the measures taken to manage actual and potential negative impacts; Chapter 8, page 521-522 -Present the following information on monitoring the effectiveness of the measures adopted: i. processes used to track the effectiveness of measures; ii. goals, objectives and indicators used to evaluate progress; iii. the effectiveness of the measures, including progress towards achieving goals and objectives; iv. lessons learned and how they have been incorporated into the organization's policies and operating procedures; Chapter 8, page 419-420-421-422 -Describe how the participation of interest groups has influenced the measures adopted (3-3-d) and how it has informed whether these have been effective (3-3-e). Chapter 8, page 521-522			 
GRI 418: CUSTOMER PRIVACY	418-1 SUBSTANTIATED COMPLAINTS REGARDING VIOLATIONS OF CUSTOMER PRIVACY AND LOSS OF CUSTOMER DATA	-The total number of substantiated complaints received regarding violations of customer privacy, classified by: Yo. claims received from third parties and corroborated by the organization; ii. claims from regulatory authorities. -The total number of identified cases of leaks, theft or loss of customer data. -If the organization has not identified any substantiated claim, it is sufficient to point out this fact in a brief statement. Annual accounts Port Authority of Ferrol San Cibrao: APFSC electronic headquarters: https://sede.apfsc.gob.es/transparency/370b24b8-0615-48c3-9b9f-5447f66d81ad/ Economic report, section "Provisions and contingencies"			

