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ANCHOR Life

Advanced Noise Control strategies in HarbOuR

Sharing objectives

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1. Executive Summary

The report on sharing objectives defines the methodology and goals of defining a common Port Noise Impact Assessment (PNIA) method and application to Melilla port (B.3).

This report is based on the Port Authority experience on ongoing noise mapping and noise management, the current concerns that arise from noise issues affecting local citizenship and our port expansion plans. In this report is defined how the PNIA will be defined and applied to current Melilla Port operations and activities and to Melilla Port expansion plans.

2. Introduction

2.1 *Ports and Noise reduction goals*

Ports are a multifunctional and multipurpose reality with important effects on the logistics chain and the life of the cities in which it is located. The ports, as privileged points of commerce, have participated decisively in the constitution and the subsequent development of the cities; Moreover, the presence of the port in commercial relations has influenced the very survival of the cities where they are inserted.

The evolution of markets, services and technologies requires a progressive transformation of ports, which, with the gradual increase in maritime transport, increasingly have a greater potential noise-emitting activity. Therefore, ports must take into account in their port planning preventive and compensatory measures to avoid or, where appropriate, mitigate and reduce noise and vibration emissions through environmental management policies compatible with port management. Thus, Ports are complex environments, where governance issues are intertwined with environmental concerns, economic drivers and competitiveness goals.

The European Sea Port Organization (ESPO) defines yearly the most common objectives, set forth by ports when dealing with port development and growth.

In its last 2017 report, it has been pointed out that most European ports have put forward environmental policies and goals. Moreover, Noise pollution ranks third as top priority goal, after Air quality and Energy consumption. Noise has raised to the top three environmental concerns of European ports since 2016.

Our Environmental Management System has been implemented since 2012 in accordance with the UNE EN ISO 14001 Standard and annually passes the internal and external audits by an entity accredited by ENAC, as established by the standard. We also have the certificate according to the PERS (Port Environmental Review System), the only environmental management standard specific to the port sector, promoted by the European Maritime Ports Organization (ESPO)

In this respect, ANCHOR LIFE Project will improve our EMS through the Guidelines for Noise Management. As an integrating part in decision-making, the noise management guidelines will be taken into account when making decisions in port planning and will be included in the records of the implemented and certified environmental system.

“A priori” Spanish legislation does not currently require ports to make a Strategic Noise Map with their corresponding Action Plans. However, the proximity of the ports to traditional urban centers is often a cause of discomfort and noise to the surrounding population who advise their evaluation, and this is recognized by the European authorities. In any case, the third D.A. of RD 1367/2007, of October 19, sets the deadline of December 31, 2020 for the acoustic evaluation of state competition infrastructures, which would include ports.

In the same way, it is advised that in those cases that the Port Authorities undertake an expansion process, restructuring their activity or foresee a significant increase in activity with an impact on the acoustic quality, make their corresponding Strategic Noise Map with a Plan of Action.

With Anchor Life we intend to obtain a tool that will help us:

- Diagnose the current situation
- Characterize possible future scenarios
- Identify and evaluate the emitters and current noise and vibration and adopt the necessary measures to minimize them.

2.2 European & Spanish Regulations.

The regulation we are going to keep in mind along the activity, are:

European legislation

Directive 2002/49 / EC of the European Parliament and of the Council of 25 June 2002 on environmental noise assessment and management.

Spanish State Legislation

Law 37/2003, of November 17, of Noise.

Royal Decree 1513/2005, of December 16, by which Law 37/2003, of November 17, of Noise, is developed in relation to the evaluation and management of environmental noise.

Royal Decree 1367/2007, of October 19, by which Law 37/2003, of November 17, of Noise, is developed in terms of acoustic zoning, quality objectives and acoustic emissions.

Royal Decree 1038/2012, of July 6, which modifies Royal Decree 1367/2007, of October 19, by which Law 37/2003, of November 17, on noise, is developed in reference to acoustic zoning, quality objectives and acoustic emissions.

Royal Legislative Decree 2/2011, of September 5, approving the Consolidated Text of the Law of State Ports and the Merchant Navy.

2.3 The Spanish Port Authority System & Autonomous City of Melilla.

As stated in the proposal, The Port of Melilla is a Port of General Interest of the State that enjoys a privileged location, in the eastern end of the Strait of Gibraltar, with access to a very high traffic and whose main premise is to guarantee the supply of the Autonomous City of Melilla , being, therefore, the motor of development for the melillan economy.



The Port Authority of Melilla is the public body responsible for managing the Port of Melilla, a task that meets criteria of economic, environmental and social sustainability, combining business efficiency and contribution to the general interest of the Autonomous City of Melilla.

The Spanish Port System is made up of a set of 46 ports managed by 28 Port Authorities, among which is the Port Authority of Melilla, which is managed by the Ministry of Development through Puertos del Estado.

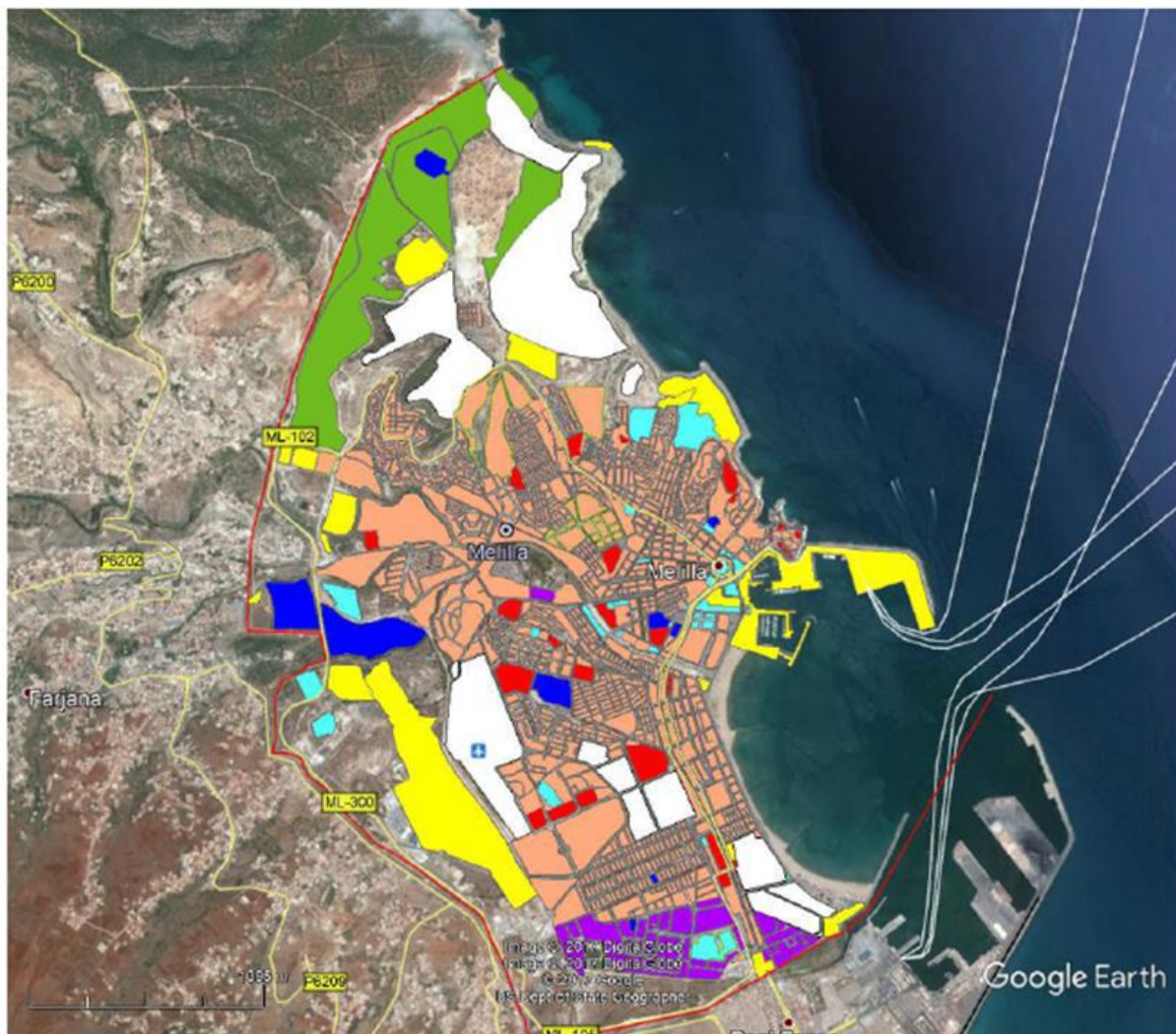
The Autonomous City of Melilla updated in 2017 the Acoustic Zoning of the Autonomous City of Melilla. The area under study included the built and building lands of the municipality of Melilla, of 12.3 km² of total extension, of which approximately 50% corresponds to urbanized land.



Illustration 1: Location of Melilla.

Areas of acoustic sensitivity are delimited where it is advised that the following Acoustic Quality Objectives are met:

| Tipo de área acústica | | Extensión (km ²) | Objetivos de calidad acústica (dBA) | | |
|-----------------------|---|------------------------------|-------------------------------------|----------------|----------------|
| | | | L _d | L _e | L _n |
| a | Sectores del territorio con predominio de suelo de uso residencial | 3,03 | 65 | 65 | 55 |
| b | Sectores del territorio con predominio de suelo de uso industrial | 0,32 | 75 | 75 | 65 |
| c | Sectores del territorio con predominio de suelo de uso recreativo y de espectáculos . | 0,29 | 73 | 73 | 63 |
| d | Sectores del territorio con predominio de suelo de uso terciario distinto del contemplado en c) | 0,27 | 70 | 70 | 65 |
| e | Sectores del territorio con predominio de suelo de uso sanitario, docente y cultural que requiera una especial protección contra la contaminación acústica | 0,25 | 60 | 60 | 50 |
| f | Sectores del territorio afectados a sistemas generales de infraestructuras de transporte, u otros equipamientos públicos que los reclamen. | 1,15 | 24 | | |
| g | Espacios naturales que requieran una especial protección contra la contaminación acústica. | 0,91 | 25 | | |
| h | Zonas de Uso militar | 1,55 | 26 | | |



Finally, indicate that for new urbanized areas, that is, those that have been approved or modified after the entry into force of Royal Decree 1367/2007, of October 19, will have more restrictive 5 dB Acoustic Quality Objectives than those indicated in the previous table.

In addition, within its competences, the Autonomous City of Melilla approved an Ordinance for the protection of the environment against noise and vibration pollution. (BOME 7, 05/25/2001) that at present has not been adapted to the criteria of the basic state legislation.

The Port Authority of Melilla contracted in 2016 a Strategic Noise Map and an Action Plan that was submitted to public information without receiving any allegation. He is currently studying how to implement the measures of the Action Plan and how to approve the port as an area of acoustic servitude.

2.4 Objectives of the action

The objective of action B3 is to update the guide of good practices for the management and realization of port noise maps (Good Practice Guide on Port Area Noise Mapping and Management, NoMEPorts GPG), under the considerations included in Directive 2015 / 996 / EC establishing common noise assessment methods.

Specifically, the definition of a Port Noise Impact Assessment (PNIA) methodology will be defined, conceived as an improved version of the NoMEPorts GPG.

As a final objective, the methodology will be applied to the expansion project of the Port of Melilla.

A more detailed explanation is detailed in annex I and II, Attached.

3. Conclusions.

Involving all the stakeholders of a medium size port, in the design of the Guideline for a Common PNIA is goal only achievable through an flexible and active system as Followers Platform is. Consideration of a wide horizon of Developing a methodology that can supports port expansion design decisions, taking in account potential noise impacts, is a major achievement than can be offered by this activity.

4. Annexes.

4.1 Annex I. Detailed Steps

4.2 Annex II. Tasks Schema