ECTA ANNUAL MEETING 2026

# EUROPE'S CHEMICAL INDUSTRY IN TRANSITION

## The View from a Southern European Petrochemical Cluster

Port of Tarragona | ChemMed Tarragona




Perspective: Port of Tarragona / ChemMed industrial cluster

# Europe faces a structural industrial challenge

Lower demand, energy disadvantages, global overcapacity and investment uncertainty.

**–2.0%**

**EU chemical production**

Jan–Jul 2026, year-on-year

**37 Mt**

**Closure-affected capacity**

Europe, announcements 2022–25

**~9%**

**European capacity affected**

Approximate proportion

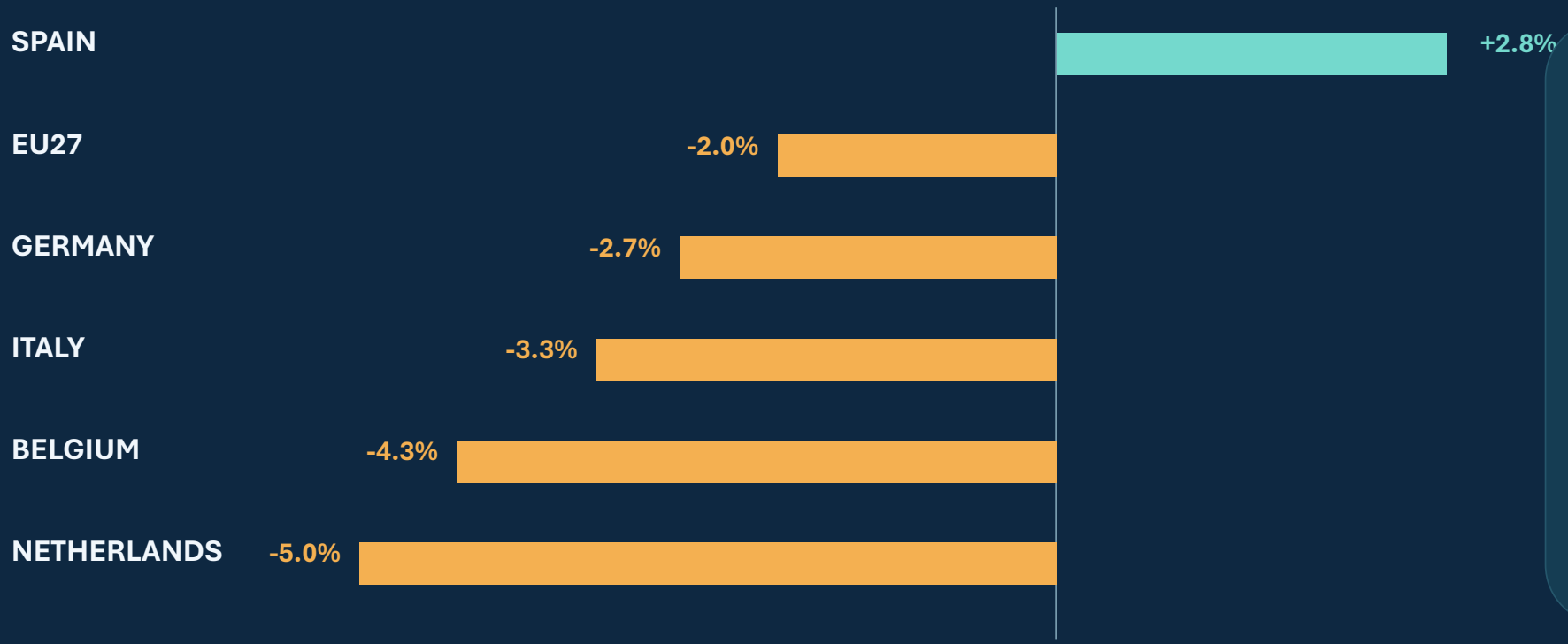
THE RISK

## Europe needs decarbonisation and industrial renewal — but it must retain competitive manufacturing capacity.

Source: Cefic, Chemical Trends Q3 2026 (5 Oct 2026); Cefic/Roland Berger, Closure & Investment Radar (28 Jan 2026).

# Europe is not moving at one speed

Chemical production · January–July 2026 vs January–July 2025




THE NUANCE

**Spain's aggregate result does not mean basic petrochemicals are insulated.**

ChemMed identifies continued pressure on energy-intensive basic chemistry.

Source: Cefic Chemical Trends Q3 2026; ChemMed Tarragona, December 2025, pp. 16–17.

# Industrial decisions reshape chemical logistics

The consequences are product-specific — and not necessarily visible in total trade values.

**01**

**PRODUCTION FOOTPRINT**

Closures, investments and new industrial routes

→

**02**

**TRADE PATTERNS**

Different products, origins, destinations and intermediate flows

→

**03**

**HANDLING NEEDS**

Storage compatibility, infrastructure, safety and hinterland connections

**More imports may support port traffic — but replacing European production can destroy industrial value added.**

Interpretive framework. Cefic reports EU extra-EU chemical import values −3.1% in Jan–Jul 2026.

# A chemical cluster built on integration

Refining · crackers · chemical plants · storage · pipelines · specialised liquid bulk terminals

**~20 Mt**

annual cluster output

**>900k $m^3$**

liquid storage at port

**71**

Dixquímics pipeline lines

**2**

ethylene crackers

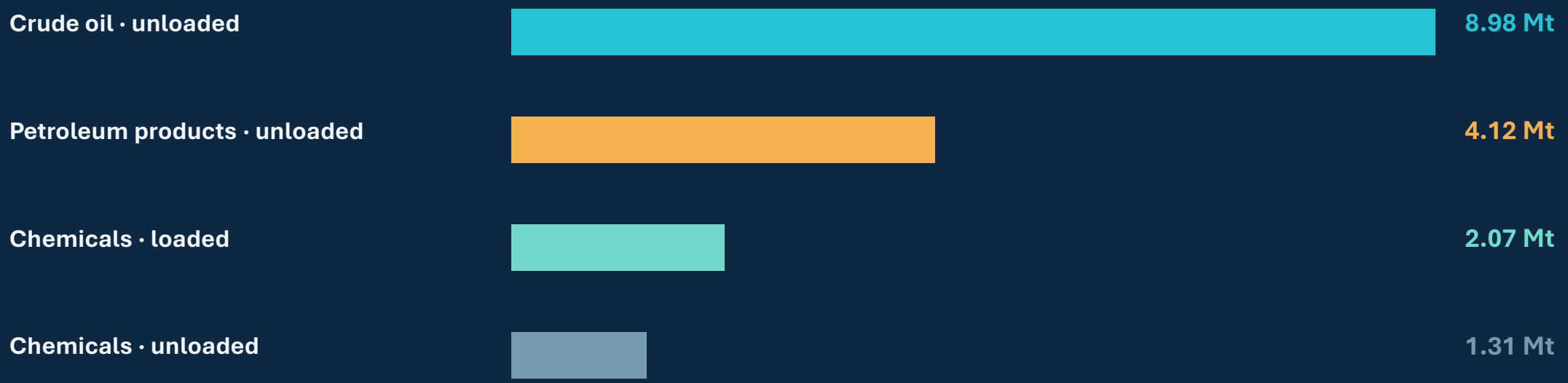



**Feedstocks → conversion → intermediate chemistry → storage and distribution → markets**

Source: Port of Tarragona, Liquid Bulk commercial factsheet; ChemMed Tarragona (Dec 2025). Figures are site/port reference values.

# A gateway for industrial raw materials

Selected liquid-bulk movements at the Port of Tarragona · million tonnes



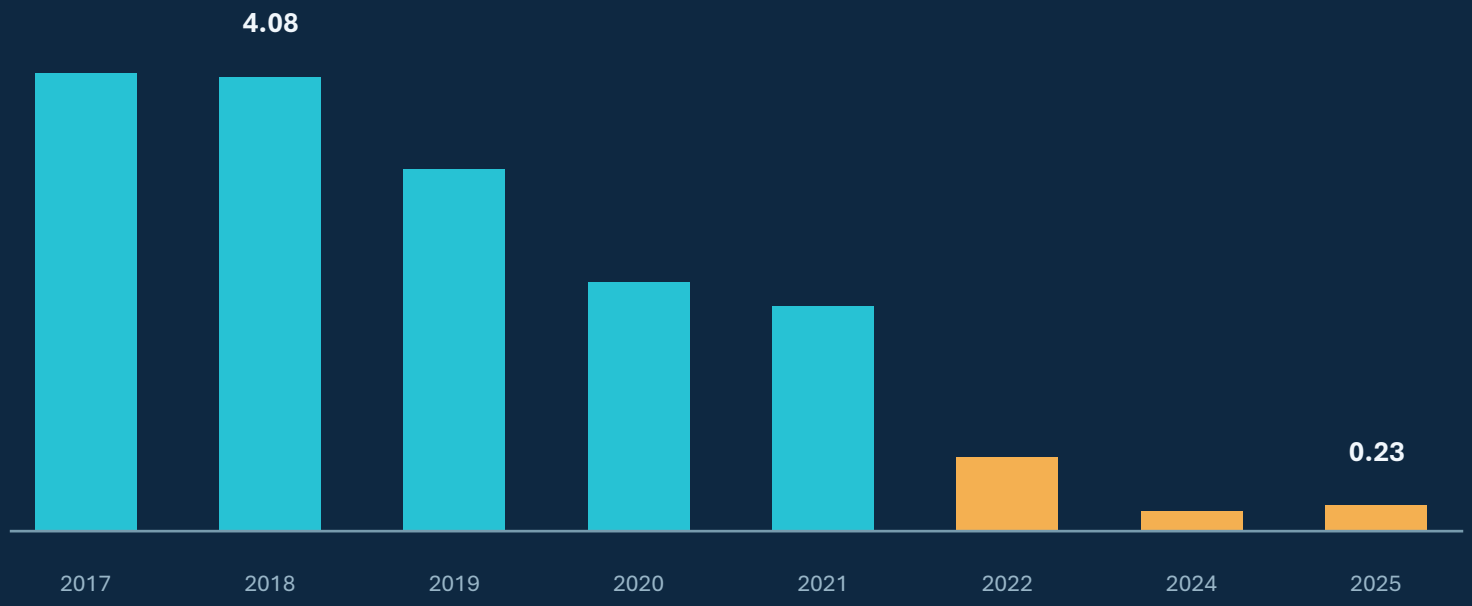

**The port is predominantly an input gateway for the cluster — with chemicals moving in both directions.**

Source: APT Statistics, 20261113_ECTA.xlsx, Taula #1; 2025 actual. Loading/unloading are port operations, not customs trade.

# The geography of liquid-bulk sourcing has changed

Russia is a documented example; direct Middle East exposure is comparatively limited.

RUSSIA · LIQUID BULK TRAFFIC




2025 Russia share of port liquid movements: 1.22%; no claim of zero Russia trade or zero Hormuz impact.

**−94%**

**Russia-related liquid volumes**

**2018: ~4.08 Mt → 2025: ~0.23 Mt**

**Middle East: ~0.7 Mt/year**

Direct exposure limited versus U.S. / Africa, but indirect price and freight effects remain.

Source: APT Statistics (Russia series, 2017–2025, transit included when identified); APT/cluster discussions, Nov 2026.

# Keeping Tarragona industrial and competitive

ChemMed's priorities: competitiveness and decarbonisation must advance together.

01

### ENERGY COMPETITIVENESS

Structural electricity cost reduction of about €20/MWh; fair $CO_2$-cost treatment.

02

### CARBON & CIRCULARITY

CCUS policies and infrastructure; carbon use as feedstock; circular industrial processes.

03

### INVESTMENT & TALENT

Predictable permitting; technology finance; technicians and vocational skills.

**The objective is not to replace industrial production with trade — it is to retain and renew industrial value.**

Source: ChemMed Tarragona, "Situació del sector químic", Dec 2025, pp. 28–31. These are sector proposals, not enacted measures.

# Ecoplanta: new molecules built on industrial strengths

Repsol + Enerkem · circular and renewable methanol from non-recyclable municipal waste

**240,000 t**
planned methanol / year

**> €800m**
project investment

**2029**
target start-up

**WASTE / BIOMASS**
Up to 400 kt/year

→

**GASIFICATION**
Industrial-scale conversion

→

**METHANOL**
Materials / fuel pathways

**Industrial production, not automatically equivalent to future maritime traffic.**

Sources: APT project information; Repsol Ecoplanta project overview (2026). Capacities and 2029 commissioning are planned.

# A new hydrogen platform — with a wider project pipeline

Confirmed corporate approval and pre-FID opportunities should be presented separately.

BOARD-APPROVED · 12 NOV 2026

## 150 MW renewable $H_2$ electrolyser

**Repsol + Enagás Renovable**

**~€400m investment · >22,000 t $H_2$/year**

Primarily to supply Ecoplanta and refinery units

PLANNING · PRE-FID

## Hyberus · Alkeymia

**130 kt/year ammonia**

**140 kt/year methanol**

Proposed projects in Teruel and Tarragona; commercial route not yet confirmed.

**Other initiatives at early stages: SAF · e-fuels · hydrogen · ammonia · methanol**

Source: Repsol press release, 12 Nov 2026; additional project information supplied by APT.

# Ports must plan for a mixed chemical future

Conventional feedstocks remain essential as new molecules create additional requirements.

### PRODUCT SAFETY

Different properties, classifications, compatibility and handling requirements

### INDUSTRIAL LINKAGES

Pipelines, consumption on site, storage and shared utilities

### HINTERLAND ACCESS

Rail / road / shipping choices determined by origin and destination

### EARLY COORDINATION

Industry, terminals, transport operators, regulators and port planners

**Industry defines the need. Ports and logistics operators must make viable solutions possible.**

Strategic synthesis based on APT liquid bulk information, ChemMed priorities and project status. Not all proposed output becomes maritime traffic.

# From industrial transition to transport decisions

The practical implications for chemical carriers, tank terminals and logistics providers.

01

## MORE PRODUCT COMPLEXITY

New products may change storage compatibility, cleanliness requirements, documentation and safety planning.

**Prepare for product-specific handling — not just higher volume.**

02

## A DIFFERENT NETWORK

Industrial inputs may be consumed on site; others may travel by pipeline, road, rail or short sea.

**Map supply chains with producers before committing assets.**

03

## INVESTMENT UNDER UNCERTAINTY

Commercial volumes, production start-up and transport modes may be uncertain before final investment.

**Link logistics capex to milestones and credible offtake.**

**The next competitive advantage will be designed jointly: producer + port + logistics provider.**

Strategic implications based on ChemMed industry priorities, APT data and confirmed/planned projects. These are scenarios, not traffic forecasts.

# Three choices the industry cannot avoid

Tarragona is one case. These dilemmas will recur across European chemical clusters.

| | | |
|---|---|---|
| 01 | **PROTECT OR REPLACE?** | How can Europe preserve strategic chemical production while redesigning supply chains? |
| 02 | **WHEN TO INVEST?** | How early should transport and terminal operators commit to new molecules? |
| 03 | **WHO COORDINATES?** | What must industry, ports, carriers and public authorities decide together? |

Discussion prompts — no implied answers or predictions.

# THE FUTURE OF CHEMICAL CLUSTERS MUST REMAIN INDUSTRIAL.

**Competitive production + decarbonisation + resilient logistics**

*The goal is not only to adapt traffic flows —*
*it is to keep industrial clusters producing, innovating and creating value.*




Port of Tarragona · ChemMed Tarragona · ECTA Annual Meeting 2026