

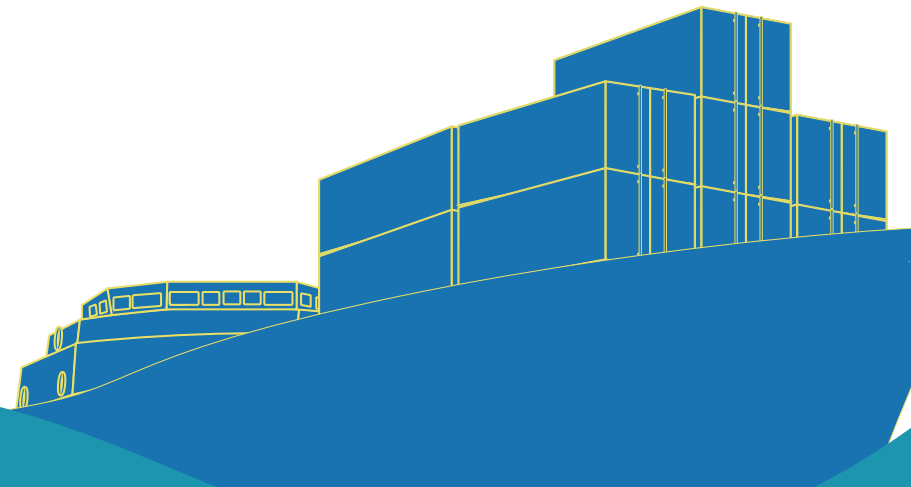


Puerto de Huelva

Autoridad Portuaria de Huelva

Annual Report 2023

SUSTAINABILITY REPORT



01 INSTITUTIONAL DIMENSION

1.1 Sustainability strategy

The Board of Directors of the Huelva Port Authority, at its meeting of 30 March 2023, agreed to approve the *"Strategic Plan for the Huelva Port 2023-2030, with a vision for 2050"*.

The new strategic scenario, which runs from 2023 to 2030, with a vision for 2050, is aligned with the Second Strategic Framework of the State-Owned Port System approved in October 2022, and is structured as follows:

- 3 Strategic Axes:
 - Energy and industry cluster, boosting clean fuels
 - Logistics and intermodal port with competitive infrastructures and services
 - Sustainable port: environmental, economic and social; innovative and digitised

- 11 Strategic Objectives
- and 30 Operational Objectives that are deployed in 94 actions to be developed

In the new strategic formulation of the Plan, the mission of the Huelva Port Authority becomes ***"To provide infrastructures, land and services to the port, logistics and industrial sector, with the aim of boosting competitiveness and the implementation of productive activities in the area, in a sustainable and technologically advanced context"***.

The vision of the Huelva Port Authority is specified in: ***"To be a port of reference in South Atlantic Europe as a value-added industrial and energy cluster and an intermodal and logistics hub. A sustainable, technological, innovative***

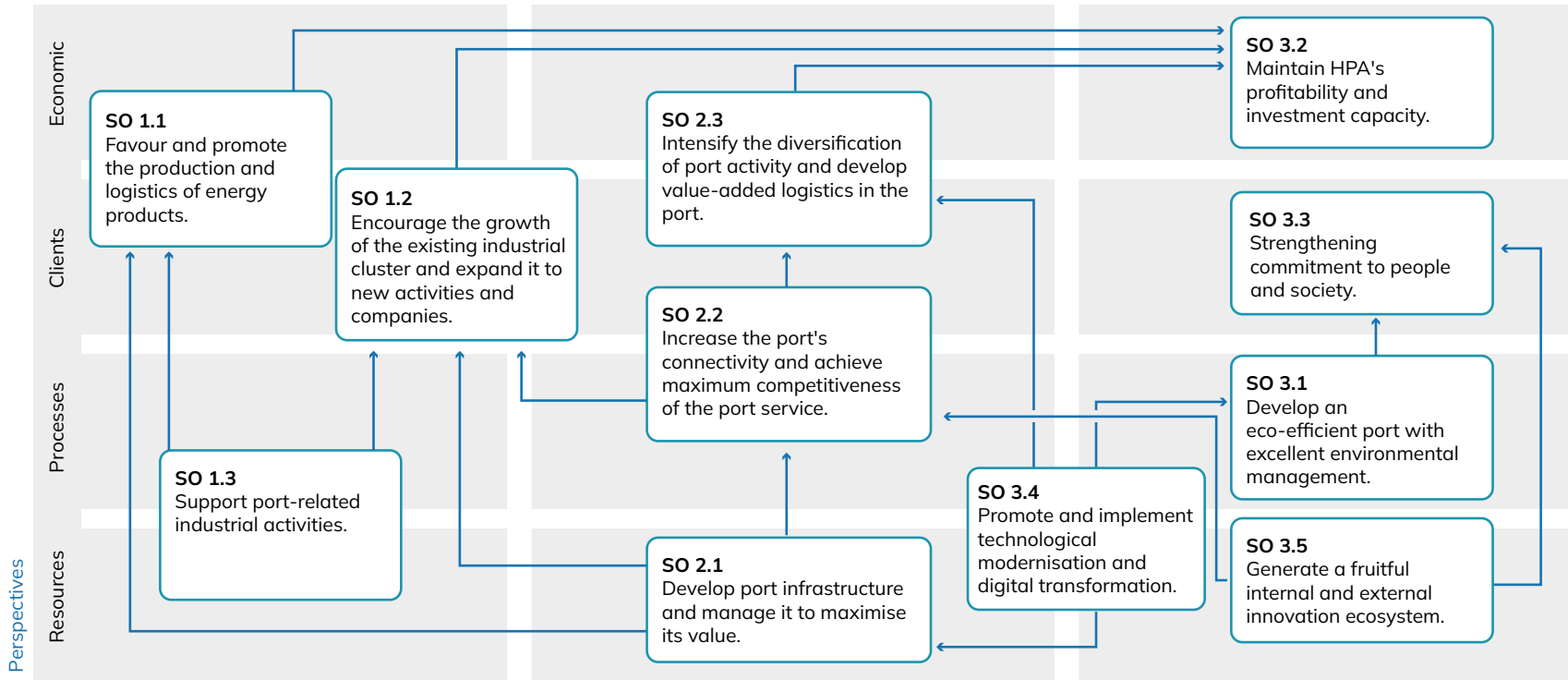
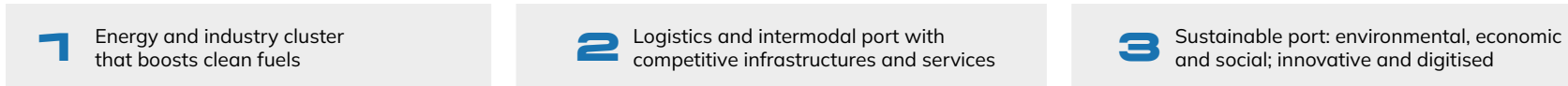
and knowledge-based port, suitably integrated into its territory".

Corporate values are set as:

- Vocation of public service
- Integration space
- Commitment to the environment and citizenship
- People as the backbone of the organisation
- Involvement in the Client's projects
- Excellence
- Innovation
- Safety
- Sustainability

The strategy map that graphically represents the strategic axes and objectives from 2023 onwards is shown below:

Strategic axes



1.2 functions and legal form (I_01)

The Huelva Port Authority is one of the twenty-eight port authorities under the Ministry of Transport, Mobility and Urban Agenda, through the Public Body “Puertos del Estado”, which manages the Spanish Port System, made up of forty-six ports of general interest.

In accordance with *Royal Legislative Decree 2/2011, of 5 September, approving the Consolidated Text of the Law on State Ports and the Merchant Navy*, the Huelva Port Authority is a body with its own legal personality and assets, as well as full capacity to act, and is governed by the specific legislation on ports of general interest, by the provisions of the General Budgetary Law that are applicable to it and, supplementarily, by *Law 6/1997, of 14 April, on the Organisation and Functioning of the General State Administration* (a regulation that has been repealed with the entry into force of *Law 40/2015, of 1 October 2015, on the Legal Regime of the Public Sector, which addresses the comprehensive reform of the organisation and functioning of the Public Administrations*).



Framework of competences

The Port Authority carries out the functions assigned to it by the aforementioned *Consolidated Text of the Law on State Ports and the Merchant Navy*, with the powers established therein, under the general principle of functional and management autonomy, without prejudice to the powers attributed to the Ministry of Transport, Mobility and the Urban Agenda through State Ports and those corresponding to the Autonomous Community. Article 25 of the aforementioned legal text establishes that the following competences 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 carried out under optimum conditions of efficiency, economy, productivity and safety, without prejudice to the competence of other bodies.
- b) The development of the port service area and port uses, in coordination with the competent Administrations in matters of territorial and town planning.

- c) The planning, design, construction, conservation and operation of the works and services of the port, and that of the maritime signals entrusted to them, subject to the provisions of this law.
- d) The management of the port public domain and maritime signals assigned to them.
- e) The optimisation 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) Coordination of the operations of the different modes of transport in the port area.
- h) The organisation and coordination of port traffic, both maritime and land.

Public domain management scheme

With regard to the management model of the assigned public domain, in accordance with the *Consolidated Text approved by the aforementioned Royal Legislative Decree 2/2011*, of 5 September, to guarantee the general interest,

said management is aimed at promoting and increasing 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 authorisations and concessions, both for public works and for public property, in accordance with the provisions of the aforementioned law (article 66).

The Port Authority is responsible for the provision and management of basic port spaces and infrastructures, promoting both the economic activity of the port and the provision of services by private initiative, following a model of management of the infrastructures and the port public domain with criteria of profitability and efficiency (article 66).

The Port Authority of Huelva is an organization with its own legal personality and assets, as well as with full capacity to act.

Funding mechanisms

According to the aforementioned *Consolidated Text of the Law on State Ports and the Merchant Navy*, the economic regime of the Port Authority is guided by the principle of economic self-sufficiency, within a framework of economic-financial management autonomy, with specific annual profitability objectives (article 27).

Of the economic resources established by said Law for the Port Authorities, we should point out that, in the case of the Huelva Port Authority, there have not been and are not expected to be any arising from credits, loans and other financial operations, nor those originating from donations, legacies and other contributions from private individuals and entities.

1.3 Governance and management quality

Functions and manner in which the governing and management bodies are elected (I_02)

Presidency

Its functions and mode of election correspond to the provisions of article 31 of the *Consolidated Text of the Law on State Ports and the Merchant Navy*. The Presidency of the Port Authority is appointed and separated by the competent body of the Autonomous Community, in our case the Governing Council of the Regional Government of Andalusia, at the proposal of the head of the competent Regional Ministry, from among persons of recognised professional competence and suitability. Once the Ministry of Transport, Mobility and Urban Agenda has been notified of the appointment or removal, it is published in the corresponding Official Gazette and in the Official State Gazette.

By Decree 107/2023, of 9 May, the Governing Council of the Regional Government of Andalusia appointed Mr. Manuel Alberto Santana Martínez as President of the Huelva

Port Authority, an appointment that complied with the publicity requirement set out in article 31.1 of the *Consolidated Text of the Law on State Ports and the Merchant Navy*, being published by ORDER TMA/510/2023, of 17 May, in the Official State Gazette No. 123, of 24 May 2023. Prior to this appointment, Ms. Pilar Miranda Plata held the presidency of the Huelva Port Authority, until her resignation, agreed by Decree 81/2023, of 4 April, of the Governing Council of the Regional Government of Andalusia, published by Order TMA/356/2023, of 9 April, in the Official State Gazette No. 87, of 12 April 2023.

The Presidency shall have the following functions (Article 31):

- 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. The meeting may be convened ex officio or on 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 agreements adopted by the Board of Directors.
- To present to the Board of Directors the Business Plan, with the entity's management objectives and criteria for action, as well as the draft budgets, action, investment and financing programme and annual accounts.
- To make decisions on expenditure and, jointly with the Director, to order payments or movements of funds.
- Exercise the special powers delegated to it by the Board of Directors.
- Such other powers as are conferred on it by law.

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

Management

Its functions as a management body and the method of election correspond to the provisions of article 33 of the Consolidated Text of the Law on State Ports and the Merchant Navy.

The Director is appointed and removed by an absolute majority of the Board of Directors, at the proposal of the Chairman, from among persons with higher qualifications, recognised professional prestige and at least five years' experience in port techniques and management.

The Director shall have the following duties (Article 33):

- The ordinary direction and management of the entity and its services, in accordance with the general directives received from the governing bodies of the Port Authority, as

well as the submission to the President of the proposal for the organisational structure of the entity.

- The initiation and processing of administrative proceedings, when not expressly attributed to another body, as well as the mandatory issuing of reports on authorisations and concessions, drawing up technical studies and 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 entity's management objectives and criteria for action, the preliminary draft budgets, action programme, investment, financing and annual accounts, as well as the entity's staffing needs.

Board of Directors

The election of its members is carried out in accordance with article 30.2 of the *Consolidated Text of the Law on State Ports and the Merchant Navy*.

The members are appointed by the person in charge of the competent Regional Ministry for ports of the Junta de Andalucía at the proposal

of the Public Administrations and Organisations represented on the Board of Directors. In the case of the General State Administration, the proposal is made by the President of the State Ports Public Body.

Appointments to the Board of Directors are for a term of four years and are renewable. Their removal shall be agreed by the competent body of the Autonomous Community, at the proposal of the organisations, bodies and entities they represent.

The functions corresponding to the Board of Directors are those established in article 30.5 of the *Consolidated Text of the Law on State Ports and the Merchant Navy*.

Structure of the Board of Directors (I_03)

Following the remodelling of the structure of the Board of Directors ceded by Law 33/2010, of 5 August, the Andalusian Autonomous Community promulgated Decree 2/2011, of 11 January, for the appointment of the members of the governing bodies of the Port Authorities of the ports of general interest located in Andalusia, in compliance with the powers legally established for this purpose, which was

published in the Official Gazette of the Junta de Andalucía on 25 January 2011.

On 5 April 2011, the Board of Directors of the Huelva Port Authority was constituted under the new format conferred by the remodelling of its structure, which entailed a significant reduction in the number of members with respect to the previous structure, maintaining, however, the same scheme of representation to which the distribution of the different memberships existing up to that time obeyed. In this way, the different public administrations, national, regional and local, and the relevant sectors in the port, economic, trade union and business spheres continue to be represented.

The composition of the Board of Directors is as follows:

- Presidency, which corresponds to the President of the Port Authority.
- An ex officio member who is the Harbour Master.
- 15 members:
 - 4 members. General State Administration (including the Harbour Master).



- 5 members. Autonomous Community (including the Presidency).
- 4 members. Official Chamber of Commerce, Industry and Navigation, business and trade union organisations and relevant economic sectors in the port circuit.

- 1 member. Municipality of Huelva.
- 1 member. Municipality of Palos de la Frontera.

In addition, the Director and the Secretary sit on the Board, with the right to speak but not to vote. The composition of the Board as at 31 December 2023 is as follows:

Chairman	D. Manuel Alberto Santana Martínez
Director	D. Ignacio Álvarez Ossorio-Ramos
State Administration	Harbour Master D. Alejandro Andray López
	State Counsel D.ª Clara Valtueña Heredia
	State Ports D. Jaime Luezas Alvarado
	General State Administration D.ª. Manuela Parralo Marcos
	Managing Director of the Public Ports Agency of Andalusia D. Rafael Merino López
Autonomous Community	Government Delegate in Huelva D. José Manuel Correa Reyes
	Territorial Delegate of Development, Infrastructures, Territorial Planning, Culture and Historical Heritage in Huelva D. Pedro Yórquez Sancha
Official Chamber of Commerce, Industry, Services and Navigation of Huelva	D. Daniel Toscano Rodríguez
Business Organisations	D. José Luis Menéndez López
Municipality of Huelva	D.ª María del Pilar Miranda Plata
Municipality of Palos de la Frontera	D. Ricardo Bogado Gómez
Trade Unions	D. Carolina Martín Rengel (U.G.T. Andalusia)
	D.ª. María Julia Perea Álvarez (CC.OO. Andalusia)
Most relevant economic sectors in the Port sector	D. Jorge Acitores Durán
Secretary	D. Francisco Javier Capitán Márquez

Management and support systems (I_04)

The Huelva Port Authority certified its Integrated Quality and Environmental Management System in accordance with ISO 9.001 and 14.001 Standards, with the scope of "General services, as defined in the regulatory framework of the state port system and management of the public port domain" in 2020. Its renewal was certified in June 2022.

With regard to the management of **Occupational Risk Prevention**, the Huelva Port Authority has contracted an external prevention service for the preventive specialities or disciplines of: safety at work, industrial hygiene, ergonomics and applied psycho-sociology and occupational medicine, including medical health surveillance.

The Huelva Port Authority has had a Railway Safety Management System in place since 2018 as a regulatory obligation, as it is the administrator of railway infrastructures of the General Network (*Royal Decree 810/2007, of 22 June, approving the Regulation on safety in the circulation of the General Interest Railway Network, subsequently repealed by Royal Decree 929/2020, of 27 October, on railway operational safety and interoperability*).

Steering Committee (I_05)

The Steering Committee is conceived as an instrument to ensure the efficiency of governance and the correct development of the Port Authority's day-to-day management, especially in matters of importance or which require coordinated interdepartmental treatment.

It is also responsible for the periodic review of the advances and proposals that arise during the development of the established port planning objectives, agreeing on the adaptations or revisions in those aspects that it considers appropriate in order to achieve the planned objectives.

The Steering Committee is established as a tool to guarantee the efficiency of the government and the adequate development of the daily management of the Port Authority.

The Steering Committee is made up of the Chairman and the Director, the heads of the *Economic and Financial; Infrastructure; General Secretariat; and Business Development and Commercial areas*; as well as the heads of the departments of *Operations; Planning, Internal Control and Management Systems; Human*

Resources and Labour Relations; Port Public Domain; Technology and Information Systems; Communication and External Relations; and Sustainability and Energy Transition. Meetings of the Steering Committee are usually held fortnightly.

Sector technical committees that support the Board (I_06)

In accordance with the provisions of the new Rules of Composition and Operation, approved by the Board of Directors of the Huelva Port Authority, at its meeting held on 31 May 2012 (Official Gazette of the Province of Huelva no. 123, of 27 June 2012), and following the appointment

of the members of the Board, the Huelva Port Authority's Shipping and Port Council has since then assumed its functions as an advisory body to the Presidency of the Port Authority and the Harbour Master's Office, almost entirely interrupted since the year 2000, when only one of its commissions remained active, the Shipping

Commission, which assumed the functions of the Port Services Committee.

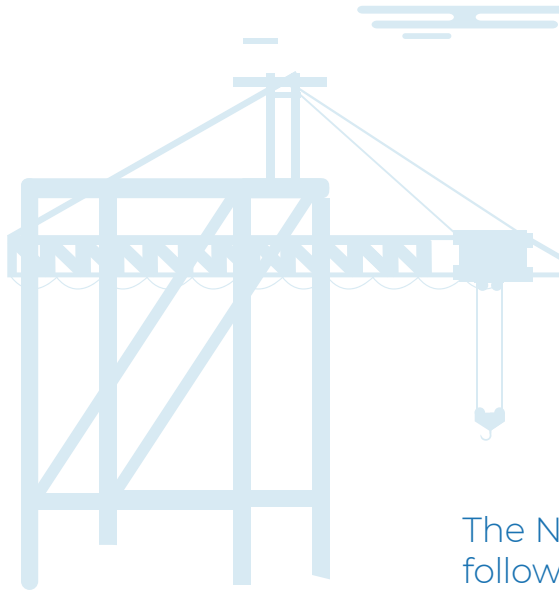
The Port Authority's Shipping and Port Council met for the first time after the remodelling of its structure on 7 November 2012 and at that first meeting it was proposed that the Port Services Committee referred to in art. 124 of the *Consolidated Text of the Law on State Ports and the Merchant Navy* be set up, which from that moment onwards began to assume the functions legally attributed to it in terms of the conditions for the provision of port services. In 2020, the composition of the Navigation and Port Council was adapted to the recommendations made by Puertos del Estado in order to update its representative nature with regard to the current situation, with its new structure having been published in the Official

Gazette of the Province of Huelva no. 126 of 6 August 2020. On the other hand, during 2021, the College of Ocean Naval Engineers issued a request to form part of the Navigation and Port Council, considering that there would be no inconvenience a representative of this body joining the representation of the main clients that operate through the Huelva Port, valuing the link between naval engineering professionals and the port sector.

In this financial year 2023, the Shipping and Port Council met on 29 November; prior to that, on 24 November, the Port Services Committee met.

After the aforementioned adaptations and remodelling, the Shipping and Port Council was constituted according to the following scheme of representation:

The Navigation and Port Council has adjusted its composition following the recommendations of State Ports to ensure updated and appropriate representation at the present time.



Presidency	President of the HPA
Ex officio members	Harbour Master
	Director of the HPA
	Head of the HPA Operations Department
Members	Maritime Safety and Inspection Co-ordinator of the Harbour Master's Office
	Government Subdelegation in Huelva
	Government Delegation of the Andalusian Regional Government in Huelva
	Customs Administration
	Ministry of Agriculture, Fisheries and Food
	General Subdirectorate of Foreign Health of the Ministry of Health, Social Affairs and Equality
	SOIVRE Inspection Service
	State Maritime Rescue and Safety Company (SASEMAR)
	Naval Command
	Guardia Civil
	National Police
	National Association of Harbour Pilots
	National Association of Tugboats (ANARE)
	Spanish Association of Ship Moorers
	Solid and liquid waste collection service providers (MARPOL)
	Huelva Port Stevedoring and Unstowage Company (SAGEP)
	National Association of Stevedoring and Consigning Companies (ANESCO)
Spanish National Association of Shipowners (ANAVE)	
Spanish Association of Ship Agents (ASECOB)	

	Cruise Lines International Association (CLIA)
	Spanish Shippers' Consignees Association SHORTSEA
	State Association of Port Operating Companies (ASOPORT)
	Association of Passenger Service Providers (APSP)
	Spanish Association of Petroleum Product Operators (AOP)
Members	Spanish Association of Liquid, Chemical and Gas Bulk Receiving Terminals (ASTERQUIGAS)
	Iberian Association for the Promotion of the Use of Natural Gas and Renewable Gas in Land and Maritime Mobility (GASNAM)
	Spanish Gas Association (SEDIGAS)
	Road and/or rail transport sector
	Main customers operating through the Huelva Port
	The most representative trade unions in the maritime and port sectors in the territorial scope of the Port Authority
Secretary	HPA Secretary General General de la APH

In turn, the Port Services Committee was constituted after the aforementioned adaptation with the following scheme of representation:

President	Director of the HPA
Ex officio members	Harbour Master
	Head of the HPA Operations Department
Members	Members representing the providers of port services
	National Association of Harbour Pilots
	National Association of Tugboats (ANARE)
	Spanish Association of Vessel Moorers (AEEA)
	Solid and liquid waste collection service providers (MARPOL) (ANAM)
	Huelva Port Stevedoring and Unstowage Company (SAGEP)
	Members representing the users of port services or associations representing them
	National Association of Stevedoring and Consigning Companies (ANESCO)
	Spanish National Association of Shipowners (ANAVE)
	Spanish Association of Ship Agents (ASECOB)
	Cruise Lines International Association (CLIA)
	Spanish Shippers' Consignees Association SHORTSEA
	State Association of Port Operating Companies (ASOPORT)
	Association of Passenger Service Providers (APSP)
	Spanish Association of Petroleum Product Operators (AOP)
	Spanish Association of Liquid, Chemical and Gas Bulk Receiving Terminals (ASTERQUIGAS)
	Iberian Association for the Promotion of the Use of Natural Gas and Renewable Gas in Land and Maritime Mobility (GASNAM)
	Spanish Gas Association (SEDIGAS)
	Road and/or rail transport sector
	Main customers operating through the Huelva Port
Members representing the most representative employees' organisations	
The most representative trade unions in the maritime and port sectors in the territorial scope of the Port Authority	
Secretary	Head of HPA Port Services Division

1.4 Infrastructure and capacity

General technical characteristics of the port (I_07)

One of the priority functions of the Huelva Port Authority is to optimise the layout and condition of its infrastructures so that they adequately meet the needs of its customers.

The general characteristics of the Huelva Port are as follows:

It is located at the confluence of the rivers Tinto and Odiel and its terrestrial Service Zone has a surface area of 1,784 hectares and an area of land available for concession of 524 hectares. This Service Area is delimited on the right bank by the Juan Carlos I sand containment dyke, 13 km long, and integrated on the left bank by the two port areas in which it is configured: the Inner Port and the Outer Port.

In the Inner Port there are two different port use zones, industrial and commercial:

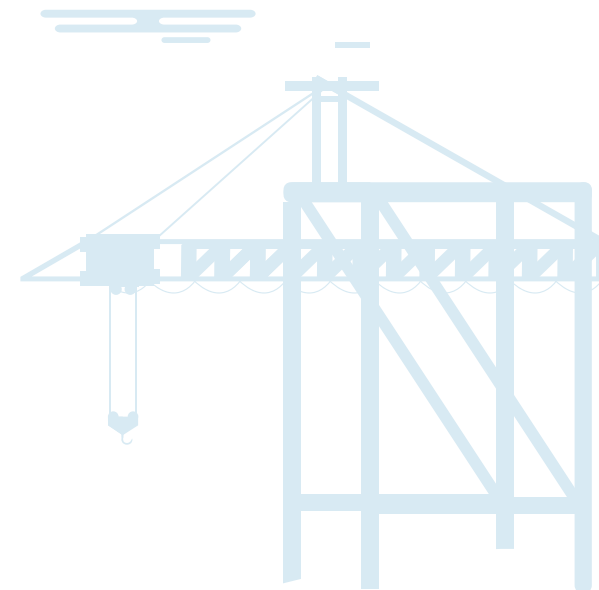
- The Muelle de Levante area and the Polígono Pesquero Norte, where the main uses are general goods traffic, shallow-draft cruise ships, the fishing industry, commercial and service facilities and machinery maintenance and storage facilities.
- The Punta del Sebo transverse zone, where until very recently, the main uses were the basic chemical industry and activities complementary to this industry. Faced with the reduction in the number of factories dedicated to basic chemistry, auxiliary industries are gradually being set up. Close to these facilities are the Tinto Marshes, which constitute an open space where actions have been carried out for their recovery and enhancement..
- The area of Ingeniero Juan Gonzalo Wharf and its surroundings, which is mainly used for bulk solid traffic.
- The concessioned pontoon area, mainly used to handle bulk liquid energy traffic.
- The South Wharf, dedicated to container, passenger, ro-ro and general cargo traffic.
- The Monobuoy for loading and unloading crude oil.

In terms of navigable areas, it is worth highlighting the navigation channel, the most relevant characteristics of which are detailed in the attached table:

Similarly, in the Outer Port, there are also different zones differentiated by the type of activities:

Situation	
Longitude (Greenwich)	6° 49' 32.8" W
Latitude	37° 8' 6.6" N
Tides	
Maximum tidal range	3.99
B.M.V.V.E. elevation to port zero	0.07
E.M.V.P. elevation with respect to port zero	4.05
Prevailing winds	
	SW and NW
Entrances	
Input channel	
Width	200 to 300 m
Project draught in B.M.V.E.	13 m ¹
Nature of sea bed	Sands and sludges
Length	22,000 m
Inlet	
Orientation	339°
Width	300 m
Project draught	13 m ¹
Maximum current recorded	5 knots
Shelter dams	
Juan Carlos I Dam	13,000 m length

1) Project draft. The actual draught at any given time shall take into account the minimum sounding corresponding to the last bathymetric survey and shall be consulted through the authorised agents.



The following table summarises the characteristics of the quays and terminals that the Huelva Port Authority, as a provider of port infrastructures, places at the service of maritime trade.

Piers, jetties and moorings	Length / Maximum length (m)	Project draught (m) *	Width (m)	Jobs
Service				
Ingeniero Juan Gonzalo Wharf	942.00	13.00	230.00	General cargo and bulk
Ciudad de Palos Wharf	492.00	13.00	320.00	General and bulk goods
South Levante Wharf	400.00	8.00	80.00	General cargo and passenger
Central Levante Wharf	90.00	8.00	80.00	Local and ancillary fare
North Levante Wharf	710.00	8.00	80.00	Fisheries and inland traffic
Petroleros T. Arenillas Wharf	460.00	12.60	---	Liquid bulk (2 berths)
Minerals Wharf	374.00	13.00	50.00	General cargo and bulk
South Wharf	750.00	13.00	300.00	Passenger, general cargo, ro-ro and containers
Tharsis Wharf	280.00	---	---	Out of service
Mooring buoys North	200.00	7.00	---	---
Mooring buoys Centre	200.00	6.00	---	---
Mooring buoys South	150.00	5.00	---	---
Total service	5,048.00			
Individual				
Muelle Nuevo Astillero de Huelva, S.A.	337.00 (**)	---		Outfitting, repair, scrapping
Riotinto Wharf	390.00 (**)	---		Out of service
Pantalán de Fertiberia, S.L. (phosphoric)	180.00	8.10		Liquid bulk
Atlantic Copper, S.L.U. reservoir. North	140.00	6.50 (Maximum draught of the vessel irrespective of the tide)		Liquid bulk

Piers, jetties and moorings	Length / Maximum length (m)	Project draught (m) *	Width (m)	Jobs
Pantalán de Fertiberia, S.L. (Fertilisers)	150.00	8.10		Liquid and solid bulk
Impala Terminal	550.00 (**)	14.00		Bulk solids
Levantino-Aragonesa de Tránsitos, S.A.	120.00	9.70		Liquid bulk
Atlantic Copper, S.L.U TNP1	175.00	10,00 (M: 27.5 m)		Liquid bulk
Atlantic Copper, S.L.U TNP2	159.00	8.00 (Displacement 20,000 Tm)		Liquid bulk
Saltés FPS Wharf	200.00	5.50		Outfitting, repair and scrapping
Reina Sofía Wharf E CEPSA	190.00	10.00		Liquid bulk
Reina Sofía C Wharf CEPSA	128.00	8.50		Liquid bulk
Reina Sofía Wharf W CEPSA	150.00	9.00		Liquid bulk
Reina Sofía Wharf 4. CEPSA DOCKING	210.00	12.00 (Load displacement 66,000 Tm)		Liquid bulk
Enagás, S.A. Wharf.	304.50	12.00 (LNG carriers up to 180,000m3)		Liquid bulk
Decal North Wharf	210.00	11.50		Liquid bulk
Decal South Wharf	210.00	12.50 (Displacement in load 66.000 Tm)		Liquid bulk
Decal South 2 Wharf	188.00	13.30		Liquid bulk
Real Club Marítimo de Huelva	16.00	2.00		Various
La Reina Wharf (La Rábida)	20.00	2.00		Auxiliary (1 berth)
Monobuoy	275.00	16.50		Liquid bulk
Total individual	4,302.50			
Total	9,350.50			

(*) The actual draught at any given time shall be that of the minimum sounding corresponding to the last bathymetric survey carried out and shall be consulted through the authorised consignees 2644.

(**) Total length of wharf.

The main accesses to the Huelva Port by road are from the A-49 motorway (Seville-Huelva-Portugal), via the N-441 (to the North), H-31 (to the East) and H-30 (Ronda Este de Huelva), which extends to the South with the N-442, from which the Outer Port is accessed. The N-435 (from Badajoz and Zafra to Huelva) is also important for the Huelva Port in the connection with Extremadura.

Through the connection line with the general network, the Outer Port of the Huelva Port is connected by rail from its rail terminal at the South Wharf to the Huelva Mercancías rail terminal, a rail logistics centre from which goods are dispatched, received and sorted. From Huelva Mercancías, the Huelva Port has access to the Huelva-Zafra and Huelva-Sevilla railway lines. Since December 2016, there has been a Port terminal in Majarabique which forms a node for the distribution of traffic with the rest of the Spanish and European rail network.



Infrastructures under implementation or project and purposes served (I_08)

The Huelva Port Authority invested 33 million euros in 2023 to adapt its infrastructures to existing needs.

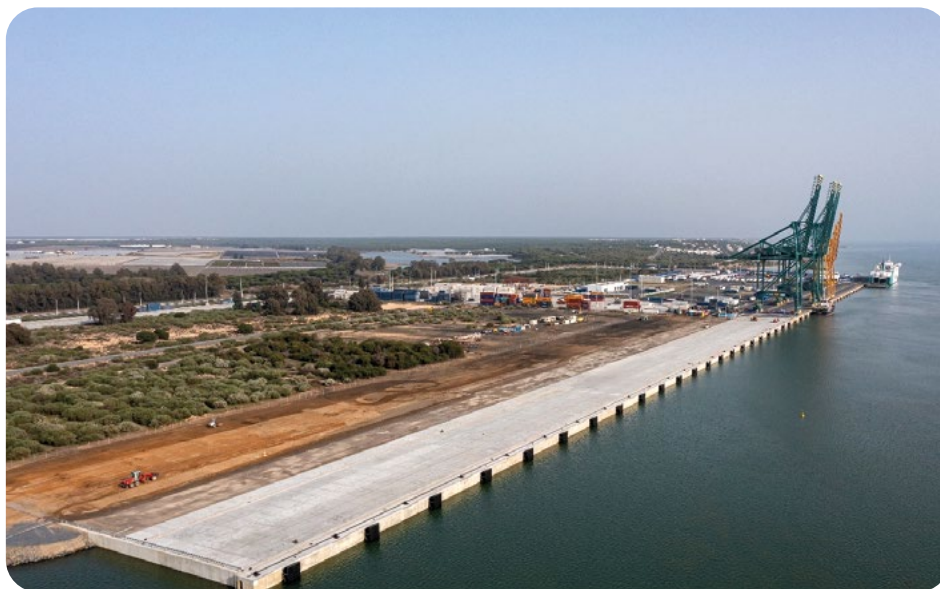
The following relevant actions have been completed this year:

1. North Extension of the South Wharf.
2. Installation of video-surveillance cameras for port operations in the Huelva Port.
3. Remodelling work on the area around the Monumento a la Fe Descubridora.

A brief description of these is given below:

1. North Extension of the South Wharf

The works consisted of extending the existing South Wharf of the Huelva Port by a length of 526 metres. The structural typology is that of a screen pier with a main screen anchored to an anchoring screen on the backside. Both screens are made of sheet piling. The work includes two different draught zones, one with a draught of 10 m (southern half) and the other with a draught



North Extension of the South Wharf (after completion of works)

of 6 m (northern half). However, the design of the Wharf allows the depth to be adapted to the future needs of the Huelva Port Authority up to a maximum depth of 17 metres.

The crest elevation of the pier is +6.50 m (approximately, since the road surface has drainage slopes). The cantilever beam and the rear rail beam of the container crane are made

of reinforced concrete and function as tie beams for the sheet pile screens.

In addition, an area with a width of 40.75 m including the cantilever beam and the lane beams have been paved with HP-40 reinforced concrete with a thickness of 0.28 m executed on an all-embracing levelled area and a layer of artificial gravel. From this point onwards, the

termination is provisional with a 1.25 m thick layer of quarry material.

2. Installation of video-surveillance cameras for port operations in the Huelva Port

The Huelva Port, in view of the significant growth in the movement of goods and the diversity of its traffic, has become an industrial logistics node of reference on the Peninsula and is currently the leading industrial enclave in Andalusia, the second most important centre in Spain and, more importantly, the economic engine of Huelva and its surroundings. This project is therefore of particular relevance in view of the need to achieve the level of safety and security of port operations and maritime traffic.

The maritime traffic operating in the Huelva Port is increasingly abundant, with vessels of various types (large gas and oil tankers, bulk carriers, cruise ships, containers, recreational craft, etc.) accessing the Port along a mooring line of more than 15 kilometres, with entry/exit from the open sea through the Padre Santo Channel.

Although the Huelva Port has modern specific systems for the control and management of maritime traffic through the Canal, it was necessary to incorporate new video surveillance

systems equipped with intelligent video analytics to visualise all port operations taking place in real time and in any situation (day, night, rain, fog, etc.), enabling greater control of traffic flows.

To this end, a video surveillance network has been set up on the right bank of the estuary, along the entire road to the Juan Carlos I wharf and its surroundings, with a distribution of cameras that provides continuous coverage of images of ships or vessels throughout their route, whether in the anchorage area or the inner harbour itself.

The maritime traffic that operates in the Port of Huelva is increasingly abundant, with vessels of various types accessing the Port along a docking line of more than 15 kilometers.



Camera installed on the dyke road.

3. Remodelling work on the area around the Monumento a la Fe Descubridora

Having completed the work to restore the Monumento a la Fe Descubridora in summer 2020, the project to remodel the area surrounding the Columbus Monument, the space that surrounds the symbolic cubist figure located at the Punta del Sebo, has been completed, giving value to the entire area of the confluence between the rivers Tinto and Odiel.

The remodelling has led to the creation of a new multifunctional axis for activities in the area of the promenade before the monument. The existing pedestrian area up to the monument and its square has been increased. The entire area has also been fitted with new street furniture along the lines of the Paseo de la Ría and Avenida Francisco Montenegro, as well as LED lighting, beacons and signage. The project carried out in this area has sought to humanise and environmentally transform the pedestrian arrival, eliminating road traffic and connecting the marshland with the landscaped area, generating a multifunctional public space that becomes an attraction and encourages pedestrian traffic between the city and Punta del Sebo, passing through the Río Tinto Wharf, the Paseo de la Ría, Avenida Francisco Montenegro



and several paths. The last area of action was the Punta del Sebo promenade, seeking to recover the historic eucalyptus promenade. As part of the Huelva Port's sustainability strategy, a more sustainable irrigation system has also been installed, which will allow the green areas to be irrigated with raw water.

Remodelling of the area around the figure of Columbus (after completion of works).

Other actions that were initiated in previous years and are **still underway** include:

1. Partial demolition of the fish market and exporters' warehouses.
2. Rehabilitation to guarantee the stability and structural safety of the loading dock of the Compañía Española de Minas de Tharsis.
3. New ro-ro Platform at the South Wharf of the Huelva Port
4. Connection works to the South Wharf sewerage system

A brief description of these actions is given below:

1. Partial demolition of the fish market and exporters' warehouses

In recent years, the Huelva Port Authority has been making a major effort for Port-City integration. This includes planning for the integral remodelling of the Levante Wharf. To this end, a number of actions are being carried out, including the partial demolition of the fish market and the exporters' warehouses, the construction of the new fish market and new warehouses for fish and seafood exporters.



Both the new fish market and the new exporters' warehouses have been completed, so the object of this action is the partial demolition of the old fish market and the exporters' warehouse, in order to be able to continue with the integral remodelling of the quay.

Demolition of the last module (during the works).

2. Rehabilitation to guarantee the stability and structural safety of the Compañía Española de Minas de Tharsis loading dock

The loading dock of the Compañía Española de Minas de Tharsis is an important symbolic element for the city of Huelva, due to its important role in the economic and social evolution of the surrounding area and its link to its recent history. It is a sign of identity that citizens are calling for to be rehabilitated.

The works involve a series of actions necessary to guarantee the stability and structural safety of the Loading Dock, as the general state of deterioration of the dock's structure is currently very advanced.

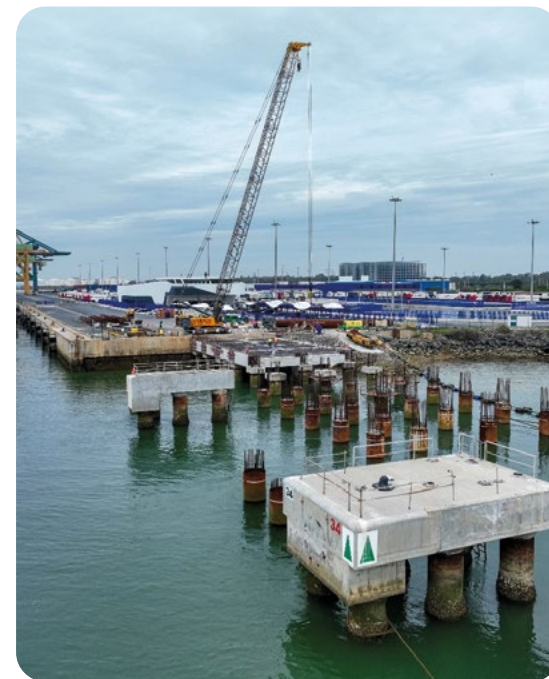
3. New ro-ro Platform at the South Wharf of the Huelva Port

A large part of the loading and unloading operations at the South Wharf are carried out by roll-on roll-off systems through gates located at the stern of the vessels. The quay currently has a ro-ro ramp 200 m from the southern end, with capacity for 2 vessels, allowing the operation of vessels of about 175 m in length and 27 m in breadth.



Rehabilitation of the Tharsis Wharf (during the works).

Due to the recent increase in this type of traffic, following the implementation of a new regular line with the Canary Islands, and given the forecasts for growth and the implementation of new regular ro-ro lines with North Africa, it is



New ro-ro platform (during the works).

necessary to improve the quay's operations by building a new ro-ro ramp at the southernmost end of the quay, compatible with the current ramp, so that in the future up to four ro-ro vessels can operate simultaneously.

4. Connection works to the South Wharf sewerage system

Currently, the South Wharf has a sewerage system made up of accumulation in tanks, which is insufficient in the medium term to house the facilities that are being developed there, such as the Multifunctional Building and the new Rearrangement of Accesses to the South Wharf, which houses several buildings. There are several decantation wells where wastewater is discharged, which are emptied periodically, and which are not connected to the Basic Network.

Therefore, this action will develop a sewage collection system that connects the south quay with the Basic Network, specifically at the Villafría pumping station, from where it is pumped to the treatment plant.

This action is financed with funds from the Recovery and Resilience Mechanism (RRM).



South quay drainage connection (during works).

Currently, the South Pier has a sanitation system through accumulation in tanks, which is insufficient in the medium term.

In addition, the following proceedings **were initiated:**

1. New single access to the Outer Port
2. Extension of paving and electrical power at the Minerals Wharf
3. Construction project works to enable the operation of 550 m long trains at the Majarabique complex
4. Rehabilitation of track 2S2
5. Extension of the car park at Punta del Sebo
6. Refurbishment of Casa del Vigía



New single access (during the works).

The planned route will be adaptable to the new future route of the N-442 proposed by the Ministry of Public Works.

1. New single access to the Outer Harbour

The works included in this project involve the construction of an access to the outer harbour from the existing oval roundabout-type level intersection of the N-442 with the H-624 to Palos de la Frontera and the installation of a new, modern access control system. The planned route will be adaptable to the new future route of the N-442 proposed by the Ministry of Development.

A road with a different level crossing is included to cross the current railway line that runs parallel to the boundary of the Port Authority's public domain.

2. Extension of paving and electrical power at the Minerals Wharf

The works consist of the paving of the Minerals dock to enlarge the exploitation surface that is currently on dirt; the execution of a

new drainage network that empties into the collectors that connect to the recently executed retention tank, as well as medium voltage lines for the supply to the new transformation centre and low voltage installation, in order to comply with the Innovation Plan for Transport and Infrastructures 2017-20250 of the Ministry of Transport, Mobility and the Urban Agenda.

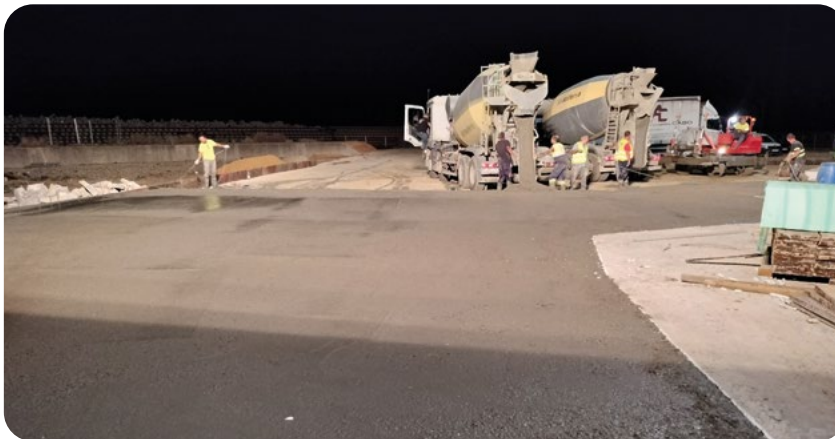
3. Construction project works to enable the operation of 550 m long trains at the Majarabique complex

The Majarabique Intermodal Terminal is a Logistics Platform fully integrated with the South Wharf terminal of the Huelva Port, whose development and specialisation is a priority for the HPA due to its location and characteristics.

In response to the need to improve this intermodal platform, the aim is to carry out the design of the remodelling of the northern head of the Commercial Depots of Majarabique Station to obtain a useful track length of 550m on the two tracks concessioned to the HPA, which involves the modification and displacement of the track devices currently installed for the rearrangement of the head of the bundle of tracks.



Expansion of the pavement of the Minerals Wharf (during works).



Majarabique terminal extension (during works).

This action is financed with funds from the Recovery and Resilience Mechanism (RRM).

4. Rehabilitation of track 2S2

Since the entry into force of the Railway Sector Act 39/2003, dated 17th November, the Port Authorities of each Port of General Interest have exercised certain functions assigned to the rail infrastructure manager with regard to the existing rail infrastructures in the Ports of General Interest.

For this reason, the Huelva Port Authority took the decision to improve the railway infrastructure, inherited from the former RENFE in a poor state, and has been carrying out actions to improve the entire infrastructure.

The purpose of this action is the renewal of track 2S2 in the following sections:

- Section I: Track 2S2-2 from k.p. 0+080 to k.p. 1+178. 1+178
- Section II: Track 2S2-1 from k.p. 2+970 to k.p. 3+740
- Section III: Track 2S2-2 from k.p. 4+380 to k.p. 6+340



Rehabilitation of track 2S2 (during works).

On these sections, the current supporting layers will be renewed and rehabilitated: sub-ballast and ballast, and the current wooden sleepers and the RN-45 type rail will be replaced.

This action is financed with funds from the Recovery and Resilience Mechanism (RRM).

5. Extension of the car park at Punta del Sebo

This action aims to meet the needs of the number of parking spaces available, so the total number of parking spaces will be as follows:

- Parking spaces for vehicles: 129 units.
- Parking spaces for people with reduced mobility: 4 units.
- Parking spaces for motorcyclists: 6 units.

For the extension of these car parks, the adjoining undeveloped plot will be used, where existing pavements and pavements will have to be demolished and dismantled, earthworks will be carried out to prepare the land and then pavements will be laid with drainage, lighting and vertical and horizontal signposting.

6. Refurbishment of “Casa del Vigía”

The “Casa del Vigía” building was restored by the Huelva Port Authority in 2006, and ceded to the Town Council of Palos de la Frontera, together with the “Casa de los Prácticos” and the Pasarela de Pesca Deportiva, for twenty years, which can be extended. However, before the end of these twenty years, these structures reverted to the Huelva Port.

Once the building had been returned, studies are carried out to determine the state of the building. These studies conclude that these are “structures with deterioration or pathologies that may result in a modification of the resistant behaviour or a significant reduction in service



Extension of Punta del Sebo car park (during works).

The Port Authority of Huelva made the decision to improve the railway infrastructure, inherited from the old RENFE in a poor state.

levels" and that rehabilitation action is therefore required.

The purpose of the project is the refurbishment of the "Casa del Vigía" building owned by the Huelva Port Authority, located in the municipality of Palos de la Frontera (Huelva).

In addition to the projects required to implement some of the investments described above, a number of projects have been drafted during 2023, some of which are still under implementation, including the following:

- Project to open up the channel to new traffic.
- Rail Terminal Expansion Project.
- Levante Wharf Remodelling Project
- Project for a wharf for liquid bulk terminal to the south of the Ingeniero Juan Gonzalo wharf.



Refurbishment of Casa del Vigía (during the works).

The Casa del Vigía building was restored by the Port Authority of Huelva in 2006 and transferred to the Palos de la Frontera City Council.

Industrial promotion and logistics initiatives (I_09)

The mission and vision expressed in the Port's Strategic Plan explicitly identifies the improvement of the Port's connectivity and intermodality as a determining factor which has led the Port to focus on its development, especially with regard to rail transport.

The strategic relevance of intermodality in the Huelva Port is currently based on four key pillars:

- a. The Majarabique Intermodal Railway Platform, located in Seville and owned by the Huelva Port Authority.
- b. The Logistics Activity Zone, currently being planned, which will allow the confluence of different types of companies and activities that provide continuity, quality services, transformation and added value to the transport chains that converge in the port area.
- c. The Port's rail infrastructure and connectivity, which will enable more sustainable and efficient access to maritime transport. (See I_22)
- d. The Multimodal Platform of the Huelva Port, co-financed by the CEF Programme (Connec-



ting Europe Facility) and located in the South Wharf of the Port with direct connection to the maritime container terminal. (See I_22).

For the Huelva Port Authority, the Majarabique Railway Terminal is a project integrated with its maritime terminal and is considered a true "extension" of it.

It is located in the northern area of Seville, in the municipalities of Seville and La Rinconada, adjacent to the SE-20 and SE-40 ring roads and the northern access to Seville, and forms part

of the Seville railway junction with Madrid and Extremadura, thus enabling a direct and efficient railway connection between the hinterland of the Huelva Port located in the Mediterranean and Atlantic corridors and with Extremadura.

It is a priority for the Huelva Port to continue consolidating, strengthening and specialising this terminal, as its position makes the Huelva Port an even more attractive option for maritime routing of containerised rail cargo from the central axis (Cordoba, Jaen, Castilla La Mancha, Madrid and Zaragoza), with Atlantic ports as destinations (Canary Islands, West Africa, Latin America and North-West Europe, among others), achieving optimised times and costs in the entire logistics chain.

Particularly noteworthy is the investment effort that the Port Authority is making in Majorabique and the Seville-Huelva railway section, with the creation of new sidings to speed up the transport of goods to their destination, with a value of €11 million.

On 23 January 2017, ADIF and the Huelva Port Authority signed a contract for the lease of a plot of land on which to develop a loading and unloading point for goods transported by rail

at the Seville Majorabique facility, with several extensions having been carried out to the extent that it now has a total surface area of 67,550m².

The operation of this Railway Terminal was awarded by public tender to the company Termisur Eurocarga, S.A., which began operating it in July 2017. From then until today, the rate of container rail traffic from Majorabique to the Huelva Port is close to forty trains per month, distributed in an average of twenty direct trains between Majorabique and the South Wharf of the Huelva Port, to which must be added the twenty trains per month coming directly from the hinterland of Madrid.

The strategic importance of Majorabique has encouraged the Huelva Port to join the Andalusian Logistics Network in November 2020, with the interest of developing this Logistics Area of the Regional Government of Andalusia, which was approved and declared of general interest by the Governing Council on 6 November 2018.

In 2023, work began on the extension of the track, which will allow trains of more than 550 m in length to run on it, with work scheduled for completion in early 2024.

Rail connections

Two weekly frequencies:

- Majorabique – Puerto Huelva

RENFE Multiclientes. Two weekly frequencies. Majorabique connection with:

- Madrid Abroñigal
- Barcelona Morrot
- Tarragona Constanti
- Bilbao Mercancías
- Bilbao Noatum

Three weekly frequencies:

- Madrid – Puerto Huelva

The Logistics Activity Zone (ZAL) project, essential for the future development of the Huelva Port and its entire area of influence, has an approximate surface area of 60 hectares, with the possibility of expansion, and is located in Punta del Sebo, a location with a markedly industrial character and with availability of land with services and good road and rail accessibility.

The ZAL will occupy a central position between the Huelva Port and the urban centre, which will allow the confluence of different types of companies and activities that provide continuity, quality services, transformation and added value to the transport chains that converge in the port area, as well as favouring the generation of employment, the loyalty of current traffic and the promotion of new future traffic.

This project is essential to generate added value in Huelva and to promote the development of the business fabric and the generation of stable employment, with a clean processing industry.

The ZAL of the Huelva Port will optimally serve the sectors of greatest relevance and activity in the surrounding area, having identified key sectors for business projects in specialised logistics activities:

- Generalist logistics.
- Agri-food sector.
- Industrial-Logistics Sector.
- Health Sector.

The commercialisation of the location continued in 2023 and was concluded with the submission of a bid to the Zal tender.



Furthermore, in the field of industrial promotion, work continued in 2023 on various working groups with institutions such as AIQBE (Association of Chemical, Basic and Energy Industries of Huelva), IDEA Agency and "Invest in Andalusia", with the aim of integrating the industrial and logistics projects of the Port Community companies in the Port's planning, as well as to promote the available land in the Service Area to attract new investments.

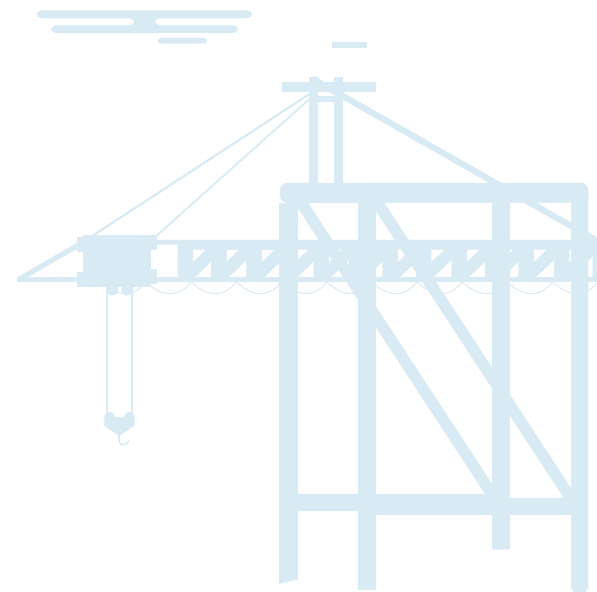
The Logistics Activity Zone will occupy a central position between the Port of Huelva and the urban center, which will allow the confluence of different types of companies and activities.

1.5 Markets served

Traffic evolution (I_10)

The evolution over the last three years of the total tonnes moved in the Huelva Port, as well as the tonnes moved by generic groups of goods and the percentage of each of these groups over the total, is as follows:

	2021	2022	2023
Tonnes moved	30,685,994	32,145,663	30,085,963
Developments	2.56%	4.86%	-6.41%
Liquid bulk	24,181,628	24,871,239	22,655,157
Liquids as a percentage of the total	78.80%	77.37%	75.30%
Solid bulk	5,029,739	5,711,606	5,671,421
Representation of solids in the total	16.39%	17.77%	18.85%
General Merchandise	1,190,359	1,296,694	1,459,115
Overall representation of the total	3.88%	4.03%	4.85%
Others (fishing, victualling and inland traffic)	284,268	266,124	300,269
Representation others/total	0.93%	0.83%	0.99%



The Huelva Port closed the financial year 2023 with a total port traffic volume of 30.08 million tonnes, which represents a decrease of 6.41% with respect to the traffic of 2022.

The preponderance of bulk cargo remains the Huelva Port's traditional area of specialisation, although the continued strategy of diversification to other business segments is allowing its positioning to move closer to that of a global port with an increase in the participation of general cargo in all its presentations, including conventional, containerised and roll-on/roll-off.

A total of 5.7 million tonnes of bulk solids traffic was handled, a slight decrease of 0.7% compared to the previous year. Mineral concentrates, associated with the traditional copper manufacturing activity based in Huelva, although with a lower volume than in 2022, exceeded 2.1 million tonnes in 2023, which represented 38% of the total of this type of bulk. Most of these concentrates are made up of batches of copper and zinc ores moved by companies such as Impala and Atlantic Copper. On the other hand, the traffic of cereals, animal feed and fodder transited through the Huelva docks during 2023 has exceeded 2 million tonnes, this being the merchandise, together



with natural and artificial fertilisers, which have shown the greatest growth compared to the previous year, accumulating in both cases increases of more than 40%.

Liquid bulk traffic has barely exceeded 22.6 million tonnes, and has been the main cause of the significant decline in total volume in 2023. The extraordinarily high volumes of crude oil and natural gas moved during the past financial year

2022 could not be maintained in 2023. As a result of the geopolitical instability caused by the war in Ukraine, both the CEPSA La Rábida refinery facilities and the ENAGÁS logistics terminal in Huelva saw unusual crude oil and gas storage in 2022. As a result, CEPSA's refinery ended the 2023 financial year with 8.4 million tonnes of oil unloaded through its monobuoy, a far cry from the 9.5 million in 2022, with an accumulated drop of more than 11.4%.

The upward trend in LNG was broken and in 2023 it returned to lower volumes more in line with real energy demand in the environment after the declaration of war between Russia and Ukraine. Although the Huelva docks continue to be a strategic point for unloading Liquefied Natural Gas (LNG), a total of 3.1 million tonnes were moved in 2023, which meant a decrease of around 31.3%.

However, the evolution of general merchandise during 2023 is very positive in all its aspects with an average growth of 12.5%, with steel products standing out with an increase of 23.0% compared to 2022.

Container traffic continued to grow in 2023. With a total of 88,802 TEUs handled; the growth of this traffic compared to 2022 stands at 9.17%.

As regards ro-ro traffic, a total of 34,078 UTIs were operated in 2023 thanks to the excellent connectivity offered by Ruta1400 Huelva - Canary Islands, a route which, in ro-ro cargo, is operated by the shipping companies Balearia & Fred-Olsen Express and Armas - Trasmediterránea.

The Huelva Port occupies a prominent position in the Spanish Port System in terms of

connectivity with the Canary Islands, with five weekly connections.

According to these data, the Huelva Port's commitment to the diversification of its activity as an intermodal and logistics port is bearing fruit with the growth of conventional general cargo, roll-on/roll-off and containerised cargo, concentrated in the intermodal platform of the South Wharf. To support this purpose, the recent launch in summer of 2023, of the Huelva-Casablanca-Spanish Mediterranean connection should be mentioned, as should the regular maritime connections between Huelva and northern Europe (United Kingdom, Holland and Germany).

With a total of 88,802 TEUs moved, the growth in container traffic compared to 2022 stands at 9.17%.

The Spanish Port System, made up of 28 Port Authorities, closed the year 2023 with an average decrease in goods of -3.3% compared to 2022. With this, Huelva's dock is once again in seventh place in the national ranking according to total traffic. However, in terms of liquid bulk traffic, and although the system shows a smaller average decrease (-3.7%), compared to

the -8.91% drop of the Huelva Port, the latter maintains its position in the table, retaining third place in volume of liquids, only surpassed by the Port of Algeciras and the Port of Cartagena.

Scheduled passenger traffic with the Canary Islands fell slightly (-1.20%), although it is the only item to have dropped in the traffic with the Canary Islands. With a total of five weekly departures, four roro-ropax and one container, Route 1400 Huelva Canarias has experienced a significant increase in the movement of goods vehicles with a 22% increase and in Intermodal Transport Units (ITU's), with more than 34,000 units moved and an increase of 13.14%.

Hinterland and foreland. Main origins and destinations of goods (I_11)

Export hinterland 2023



Import hinterland 2023



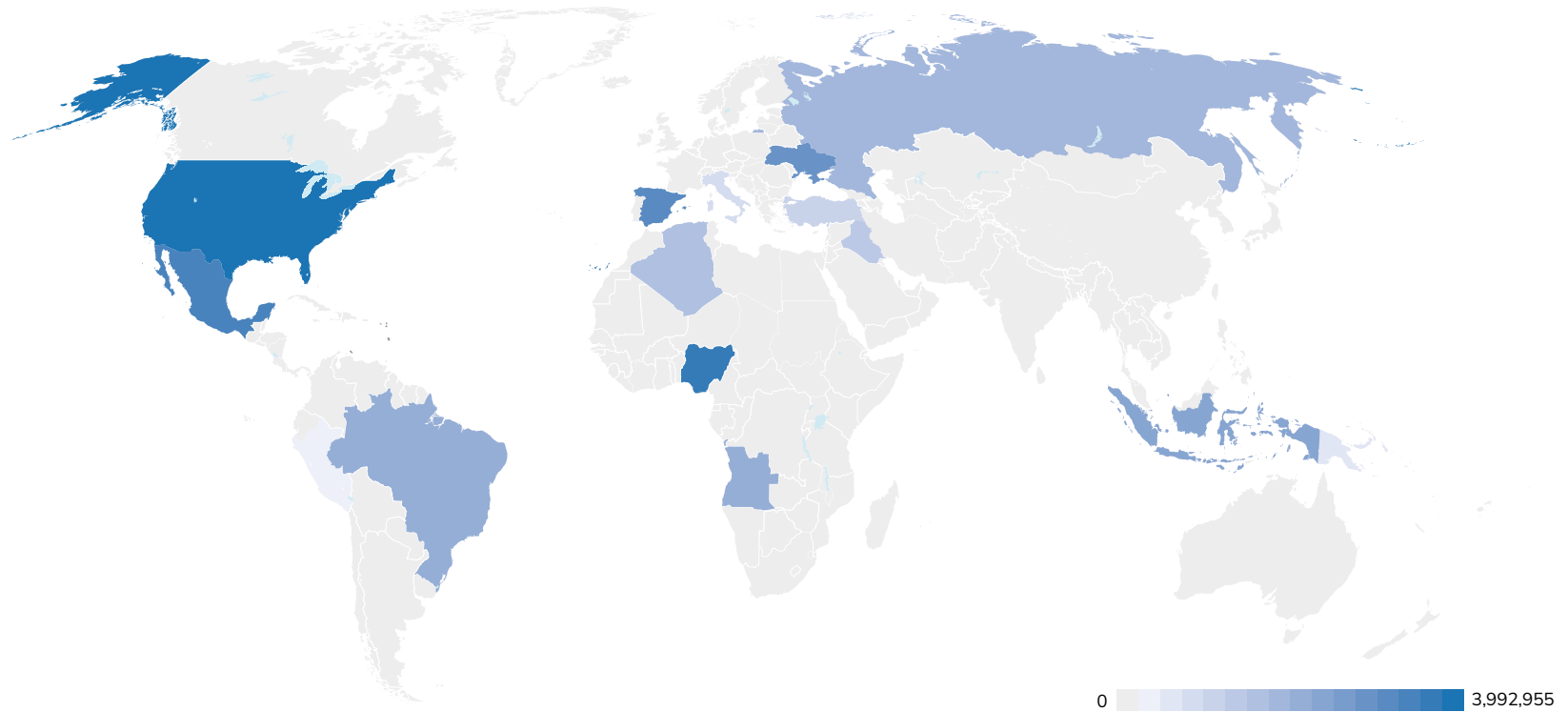
The foreland, or set of areas from to which imports are brought attracted and from which exports are distributed in the Huelva Port, is notable for its scope, given the countries of origin of the goods necessary for industry.

The import and export foreland is shown below, with the main origins and destinations of the goods.

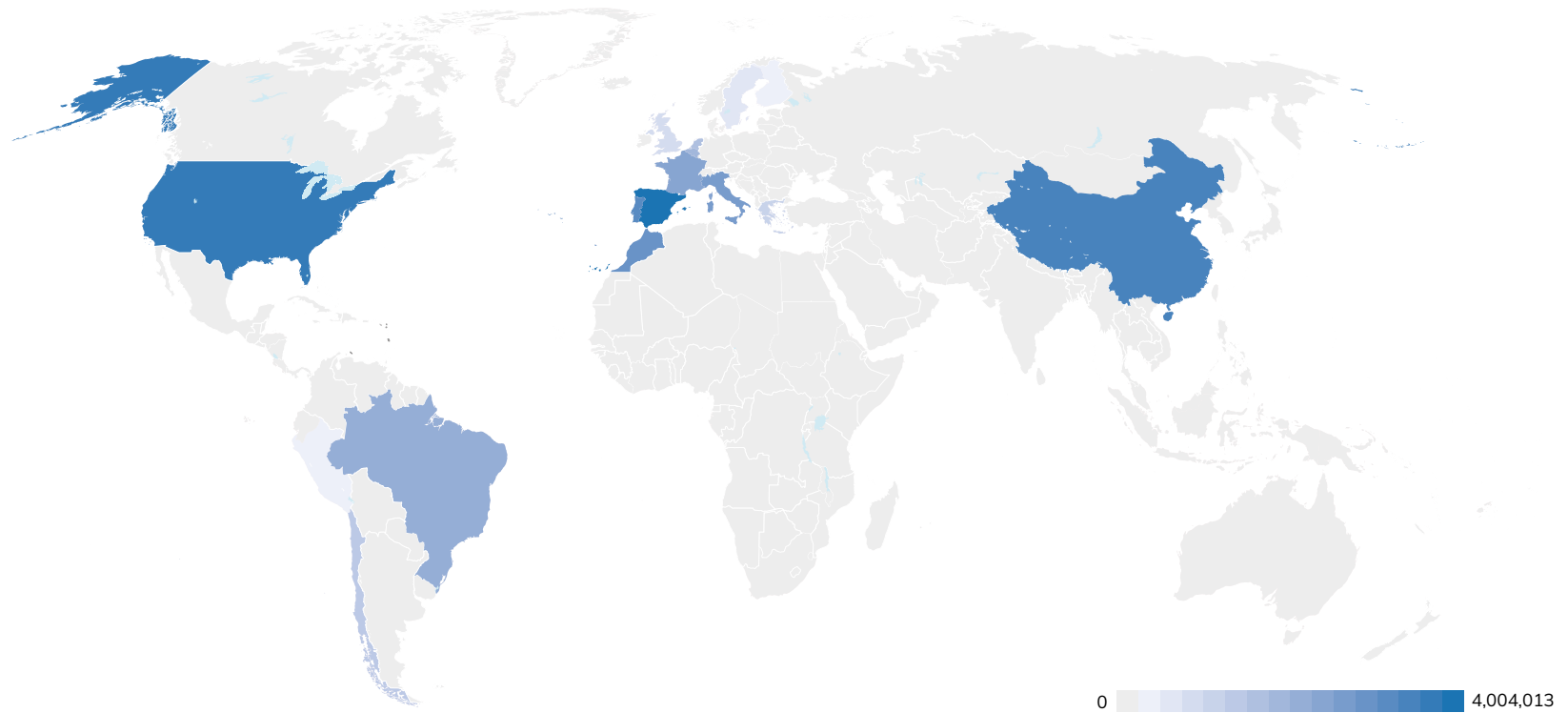
Import Foreland 2023	
USA	3,992,955
Nigeria	3,410,914
Mexico	1,195,710
Spain	1,184,661
Ukraine	752,614
Indonesia	673,854
Brazil	668,004
Angola	647,005
Russia	607,421
Algeria	549,616
Iraq	528,870
Turkey	443,960
Italy	378,568
Malaysia	298,421
Peru	294,052

Export Foreland 2023	
Spain	4,004,013
USA	1,377,416
China	763,450
Portugal	728,857
Morocco	544,651
Italy	532,067
France	458,531
Brazil	373,438
Belgium	351,817
Holland	241,410
Chile	193,691
Greece	183,268
United Kingdom	168,930
Sweden	131,545
Finland	112,447

Import Foreland 2023



Export Foreland 2023



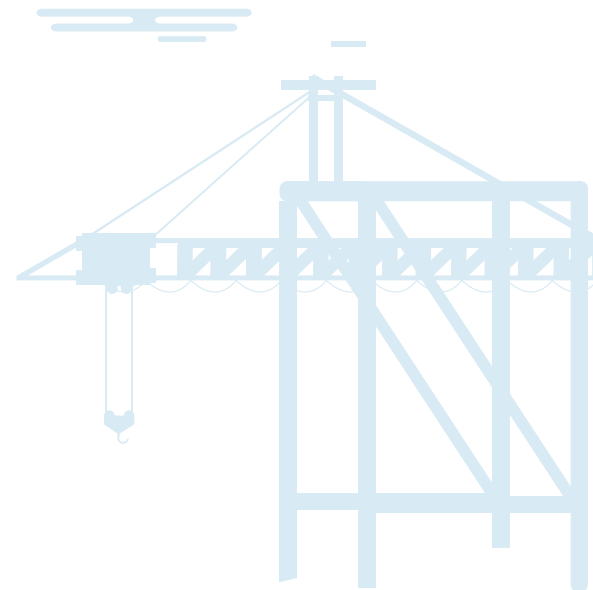
Turnover invoiced to top five customers (I_12)

Out of a total invoiced in 2023 of 46,232,675.18 euros, the amounts invoiced to the five main customers amount to 21,492,937.77 euros, 46.49% of the total.

	Invoiced amount	% invoiced/total
Total turnover	46,232,675.18	
Top five customers	21,492,937.77	46.49

The top five customers are:

Company	Invoiced amount	% of total
Company. Española de Petróleos S.A. CEPSA	8,479,079	18.34%
Enagás Transporte S.A.U.	5,023,146	10.86%
Ership S.A.U.	3,453,389	7.47%
Atlantic Copper S.L.U.	2,341,977	5.07%
Bergé Marítima S.L.	2,195,346	4.75%



Main sectors in economic development that rely on the port for their development (I_13)

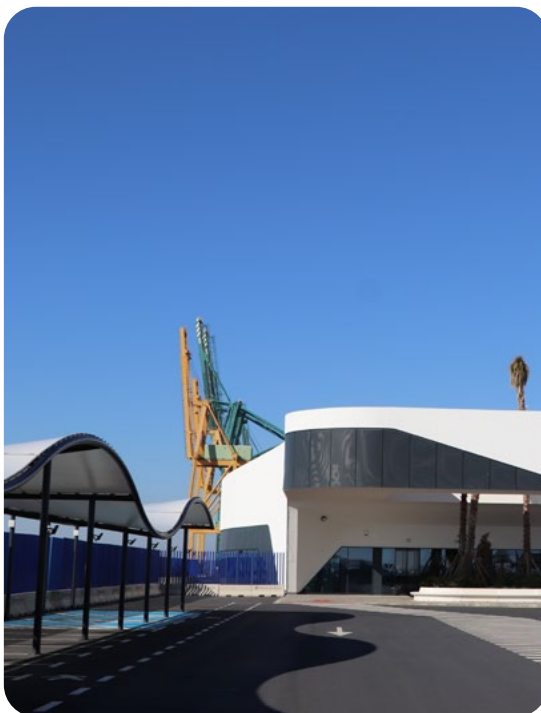
The main sectors in which the companies of the Port Community develop their activity are:

Industrial sector

- a. Energy: Cepsa refinery, Enagás regasification plant, Magnon biomass plant, biofuel plants such as Bio-oils and Gunvor, etc.
- b. Metallurgical: copper cathodes leave the Ingeniero Juan Gonzalo Wharf from the Atlantic Copper smelter.
- c. Chemical: with plants such as those of Cepsa Química, Fertiberia, Venator, Fertinagro, Electro Química Onubense, etc.
- d. Mining: minerals enter the Ingeniero Juan Gonzalo Wharf, mainly copper concentrate for Atlantic Copper.

Logistics sector

- a. Hydrocarbons: Decal España, Exolum, Repsol.



Cruise tourism has been reactivated, so in 2023 18 cruises were made, with 15 small stops at the Levante Pier.

- b. Minerals: Impala Terminals.

- c. Regular maritime lines with Northern Europe, the Canary Islands, Morocco and the Spanish Levante: CMA-CGM, Naviera Armas-Trasmediterránea, Alisios Shipping, Balearia&FredOlsen and CMI. A new regular maritime container service was launched in 2023, connecting the Huelva Port with Casablanca and the Spanish Mediterranean, connected through the Port of Barcelona with transoceanic destinations.

Fishing sector

With a market for first sales and a wholesale market.

Cruise tourism sector

Cruise tourism was reactivated, and in 2023 there were 18 cruises, 15 of which were small stopovers at the Muelle de Levante and 3 for inland passage.

The other activity was related to commercial and port activities and services, such as: container terminals, shipping companies, stevedoring and unstowage, customs agencies, shipping agents, freight forwarders, bunkering, provisioning, supply, ship repairs, storage, etc.

1.6 Services

Services provided by the port (I_14)

The services provided as part of the port activity are guided by the provisions of the current *Royal Decree 2/2011, of 5 September, which approves the Consolidated Text of the Law on State Ports and the Merchant Navy (TRLPEMM)*, within the framework of free and fair competition between operators, as established by the aforementioned Law. They are classified into:

I. General services

II. Port services

III. Commercial services

IV. Maritime signalling service

I. General Services

These are the common services from which port users benefit without the need to request them, as well as those necessary for the fulfilment of the Port Authorities' own functions. The Huelva Port Authority provides the following general services:

- Organisation, coordination and control of maritime and land port traffic.
- Coordination and control of operations associated with port services, and commercial and other activities.
- Signalling, beaconing and other navigational aids for the approach and access of the vessel to the port, as well as its internal beaconing.
- The police service in the common areas, without prejudice to the competences corresponding to other administrations.
- The lighting service of the common areas.
- The regular cleaning service of the common land and water areas. This service does not include the cleaning of docks and esplanades as a result of the storage and handling of goods, nor the cleaning of spills and polluting marine spills.
- Emergency prevention and control services, under the terms established by civil protection regulations, in collaboration

with the competent administrations for civil protection, fire prevention and extinguishing, rescue and pollution control.

- Basic rail infrastructure access service and basic access referred to in Article 46 of Law 38/2015 of 29 September 2015 on the rail sector or minimum access package referred to in Annex II of DIRECTIVE 2012/34/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 November 2012 establishing a single European railway area.

In general, the Port Authority is responsible for the provision of general services, notwithstanding the fact that management may be entrusted to third parties when safety is not at risk or when they do not involve the exercise of authority.

Since 31 March 2015, a series of service contracts have been signed between the Huelva Port Authority and the Society for Maritime Rescue and Safety (SASEMAR) for the provision of the general service of management, coordination and control of port maritime traffic. This contract, which originates from the Framework Agreement of Collaboration between the Society

for Maritime Rescue and Safety and the Public Body Puertos del Estado, was signed in March 2014 and regulates the corresponding levels of provision.

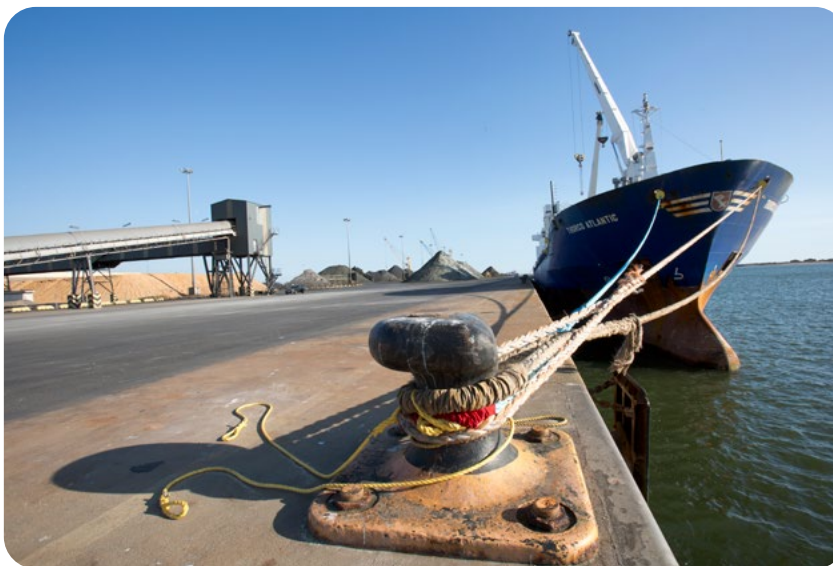
In order to maintain the continuity of the service, the Huelva Port Authority and SASEMAR signed new contracts on 31 March 2021. These may be extended annually for a maximum of two years. On 03 April 2023, the last contract was signed to

General services are those from which port users benefit without the need for a request.

guarantee the provision of the aforementioned services for a period of 4 years, which may also be extended annually, with a maximum of two extensions. In addition, an Addendum has been signed for the provision of additional services as of 1 January 2024 for a period of 39 months, plus an additional 24-month extension, to coincide with the total term of the contract.

II. Port Services

Port services are the activities that are necessary for the operation of the ports, aimed at enabling



the operations associated with maritime traffic, in conditions of safety, efficiency, regularity, continuity and non-discrimination, and which are carried out within the territorial scope of the Port Authorities.

These activities, which are increasingly diversified and complex, should be carried out by private initiative on a freely competitive basis, with the established legal exceptions,

guaranteeing, in all cases, compliance by the applicant with the conditions and requirements set out in the TRLPEMM.

The provision of port services requires obtaining the corresponding licence from the Port Authority, which can only be granted after approval of the corresponding Regulatory and Particular Specifications for the corresponding service.

The port services are: technical-nautical (pilotage, harbour towage and mooring and unmooring), passenger services, ship waste reception and cargo handling.

On 15 February 2017, the European Union (EU) Regulation 2017/352 of the European Parliament and of the Council was adopted, creating a new common regulatory framework for the provision of port services and on the financial transparency of European ports and including bunkering of ships and reception of cargo residues as a port service. Despite the fact that all EU Regulations are a legal act defined by article 288 of the Treaty on the Functioning of the European Union which

Port services are the provision activities that are necessary for the operation of ports aimed at making it possible to carry out operations associated with maritime traffic, under conditions of safety, efficiency, regularity, continuity and non-discrimination.

has a general scope, being mandatory in all its elements and directly applicable in all countries (EU), Puertos del Estado is currently drafting a legal provision to transpose the Regulation into the national legal system. From this point onwards, the procedure in the Law should be

established to grant the corresponding service licences and, among other things, the approval of the specific specifications.

Until this is carried out, in accordance with current legislation, the situation of Port Services in the Huelva Port is as follows:

Pilotage service

The Tender Specifications for the tender for awarding the licence to provide the port pilotage service in the Huelva Port was approved by the Board of Directors at its meeting of 26 June 2013.

The Board of Directors of the Huelva Port Authority, at its meeting held on 11 December 2013, granted a licence for the provision of the Pilotage Port Service in the Huelva Port to Corporación de Prácticos del Puerto y Ría de Huelva, S.L.P., for a period of ten (10) years, under

the conditions and requirements established in the Specific Specifications of the Pilotage Port Service of the Huelva Port and in the Tender Specifications.

Some legal provisions have come into force over the course of the valid term of the Licence, such as Law 2/2015 on the discontinuation of the indexation of the Spanish economy, and European Union Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 creating a new common regulatory framework for the provision of port services and adopting common rules on the financial transparency of ports, both of which apply to all Port Services and which therefore render obsolete the 2012 Specific Specifications for the Pilotage Service in the Huelva Port, making it necessary to draw up and process new specifications following the guidelines established in these provisions, in addition to the reference regulations of Royal Legislative Decree 2/2011, of 5 September, which approves the Consolidated Text of the Law on State Ports and the Merchant Navy, or subsequent regulations that replace it.

In view of the expiry of the term of the licence granted to the Corporación de Prácticos del Puerto y Ría de Huelva, S.L.P, the only possible provider of the pilotage service in the Huelva Port,

and taking into account the fact that the approval of a new regulatory specification for the service is pending, the Board of Directors of the Port Authority at its meeting held on 14 December 2023 agreed to continue the Pilotage Port Service in favour of the Corporación de Prácticos del Puerto de Huelva, under the same conditions under which the service has been provided, in all matters that do not contravene current legislation and in accordance with the provisions of Regulation (EU) 2017/352 of the European Parliament and of the Council, of 15 February 2017. All of the above is valid while the granting of a new licence is being processed, following the modification of the Specific Specifications of the Service and the corresponding tender for the granting of a new licence is resolved in accordance with the provisions in the Specifications of the corresponding tender.

Mooring and unmooring service

At present, the Huelva Port Authority is in the process of drafting a new regulatory

Currently, the Port Authority of Huelva is in the drafting phase of a new regulatory document for mooring and unmooring and towing services.

specification for the service, in accordance with the model sent by the OPPE State Ports Public Body), which incorporates the provisions of the European Union (EU) Regulation 2017/352 of the European Parliament and of the Council.

Notwithstanding the above, the Board of Directors of the Huelva Port Authority, at its meeting of 29 June 2023, extended the mooring port service licence for a period of one year, until the regulatory specifications are approved.

Towing service

At present, the Huelva Port Authority is in the process of drafting a new regulatory specification for the service, in accordance with the model sent by OPPE, which incorporates the provisions of the European Union (EU) Regulation 2017/352 of the European Parliament and of the Council.

Therefore, until the regulatory specifications are approved, the Board of Directors of this Port

Authority, at its meeting of 14 December 2023, extended the licence for the port towage service due to expiry of the term of the licence in force until then, for a period of one year and in any case until the specifications are approved. The licence granted for the provision of the minor towing service was terminated by the expiry of the last extension granted, following the resignation of the licence holder.

Ship-generated waste reception service

After the Port Services Committee was heard and the hearing of 25 August 2020 was completed, the Huelva Port Authority sent the draft specifications together with the complete dossier to the OPPE, which then issued a binding report.

On 17 February 2021, a report was received from the OPPE in which it was considered advisable to close the file and return the draft specifications to the Huelva Port Authority, so that the process of processing the specifications could begin again. In the meantime, the Board of Directors of this Port Authority, at its meetings of 29 June 2023 and 14 December 2023, extended the licences for port services for the reception of waste from the MARPOL V (solid waste) and MARPOL I (oily liquids) annexes, respectively,

due to the expiry of the terms of those previously in force, for a period of one year and in any case until the corresponding specifications are approved.

Passenger service

After the model was received by the OPPE, the drafting of the service specifications incorporating the provisions of the European Union (EU) Regulation 2017/352 of the European Parliament and of the Council has yet to begin.

Goods Handling Service

After the model was received by the OPPE, the drafting of the service specifications incorporating the provisions of the European Union (EU) Regulation 2017/352 of the European Parliament and of the Council has yet to begin.

Bunkering services for ships

In order to draft and approve the regulatory specification(s) segregated according to the type of product to be supplied, the OPPE is awaiting the drafting of the corresponding framework draft document(s) incorporating the provisions of the European Union (EU) Regulation 2017/352 of the European Parliament and of the Council.



Notwithstanding the above, the Huelva Port Authority has granted provisional authorisations, under the conditions existing at present, until these special requirements are approved.

III. Commercial Services

These are activities of a commercial nature which, while not being port services, are linked to port activity. In accordance with the

applicable legal provisions, this type of service will be provided on a competitive basis with the prior authorisation of the Port Authority and in accordance with the corresponding special conditions.

A large number of activities are carried out in the Huelva Port under this type of service.

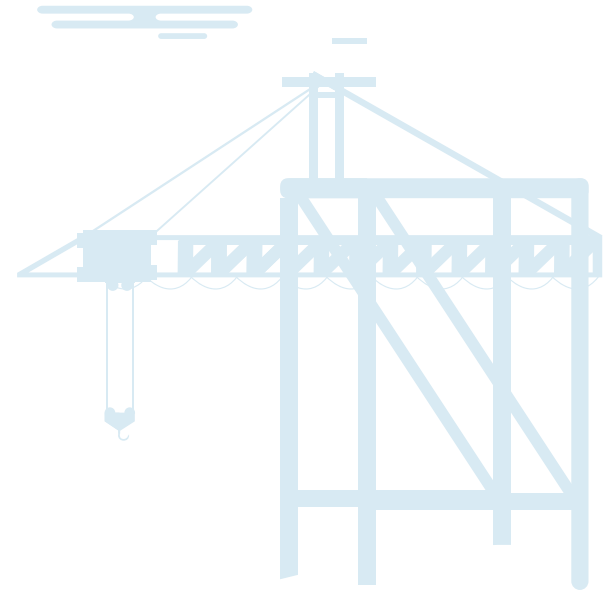
IV. Maritime signalling service

This service consists of the installation, maintenance, control and inspection of active or passive visual, acoustic, electronic or radio-electric devices, aimed at improving the safety of navigation and the movements of ships in the Spanish coastal sea, and, where appropriate, confirming the position of ships in navigation.

The provision of this service in the Huelva Port Authority is reflected in the geographical area assigned for this purpose¹.

Likewise, in the [following link](#) you can see the beaconing area of the water zones I and II of the Huelva Port.

Commercial services are those activities of a commercial nature that, not having the character of port services, are linked to port activity.



¹ See General Plan of the Huelva Port.

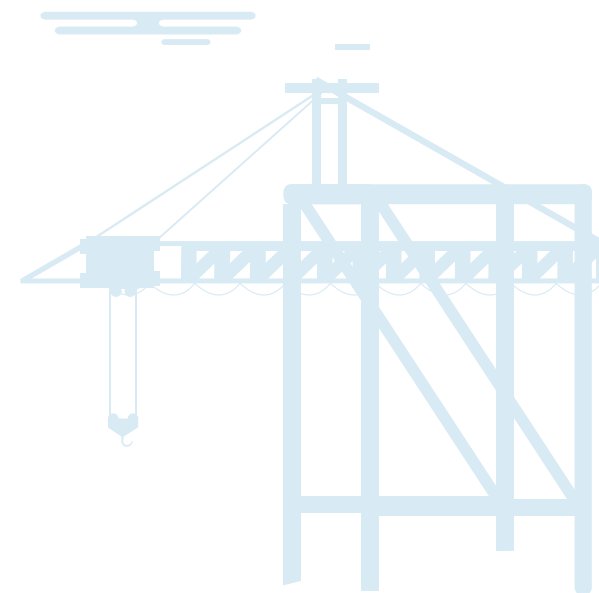
Number of companies operating in the port under concession, authorisation or licence (I_15)

Companies holding a concession or authorisation for private occupation of the public domain linked to the movement of goods, passengers, fishing, nautical sports or shipbuilding and ship repair

Type of occupation	Number of companies
Concessions	96
Authorisations	11

Port service providers operating in the port during 2023

Type of services	Number of companies
Goods handling	7
Reception of ship-generated waste	2
Pilotage	1
Trailer and small trailer	2
Mooring	1



Actual land area in commercial use (I_16)

Land area available for concession (m ²)	1,690,659 m ²
Land area under concession (m ²)	635,741 m ²
Ratio (%)	37.60 %

The data shown in the table above is the land under concession and available for concession defined as being for commercial use. However, the total land area of the service area of the Huelva Port is **17,841,824m²**, with an estimated **5,246,600m²**, or approximately 29.41%, being fully available for concession. The rest of the land is subject to urban planning and/or environmental restrictions, or for use as general services (communications, green spaces, etc.). In 2023, the total area under concession was **4,154,129m²**, of which **3,397,944m²** was occupied land.



Percentage of tonnes moved in concessionary or licensed maritime freight terminals (I_17)

The total freight traffic corresponding to maritime freight terminals, whether concessionary or authorised, is as follows:

	2021	%	2022	%	2023	%
Tonnes moved	30,685,994	100.00	32,145,663	100.00	30,085,963	100.00
Monobuoy-CEPSA	8,051,082	26.24	9,555,518	29.73	8,478,594	28.18
Oil tankers - CEPSA			3,996,218	12.43	4,230,969	14.06
DECAL	3,672,667	11.97	2,806,234	8.73	3,217,081	10.69
Enagas	3,569,190	11.63	4,541,778	14.13	3,120,541	10.37
Reina Sofia-CEPSA	3,793,603	12.36	3,268,582	10.17	2,539,114	8.44
Impala Terminal	1,130,158	3.68	1,467,464	4.57	1,050,285	3.49
Atlantic Copper	692,643	2.26	481,224	1.50	740,169	2.46
YILPORT (formerly CONCASA)	520,439	1.70	496,443	1.54	588,244	1.96
Algeposa (formerly TMH)	177,602	0.58	332,333	1.03	495,553	1.65
Balearia	333,484	1.09	411,747	1.28	482,627	1.60
Cinta Bergé cereals (MIJG)			171,488	0.53	266,344	0.89
Levantino Aragonesas (Fertinagro Sur)	126,778	0.41	111,053	0.35	172,939	0.57
Fertiberia fertilisers	55,037	0.18	86,935	0.27	85,187	0.28
Fertiberia phosphoric	38,569	0.13	17,400	0.05	-	-
Total Terminals	22,161,253	72.22	27,744,417	86.31	25,467,646	84.65

1.7 Quality of service

Information mechanisms provided by the Port Authority guaranteeing transparency of information about the conditions for operators wishing to provide services in the Port or to apply for a concession (I_18)

Those interested in establishing themselves in the service area of the Huelva Port are informed through the technical services, which, in detail, communicate each and every one of the conditions required by the applicable regulations. Likewise, the website of the Huelva Port Authority provides adequate information on the technical characteristics of the Port and its facilities, rates and tariffs, etc., facilitating information about the port and its activities.

In the case of occupations of the public domain (concession/administrative authorisation), the conditions are set out in a series of conditions regulating each administrative title that follows the structure and conditions established in Order FOM 938/2008, of 27 March, which approves the general conditions for the granting of concessions in the state port public domain.

Likewise, said Specific Terms and Conditions are currently in accordance with the provisions of Royal Legislative Decree 2/2011, of 5 September, which approves the Consolidated Text of the Law on State Ports and the Merchant Navy.

In relation to the provision of services, the aforementioned Law regulates the different types of services to be provided in the Port Authorities, specifying the procedure to be followed for granting the corresponding licence, as well as the content of the corresponding regulatory specifications of the service. The mechanisms used by the Huelva Port Authority to authorise the provision of the corresponding service, or the occupations in the port public domain that these services require, through the current applicable legislation mentioned above, fully guarantee transparency for adequate knowledge of the conditions necessary to operate in the Port.

Adequate information regarding the technical characteristics of the Port and its port facilities, taxes and rates, etc. is provided through the Huelva Port Authority website.

Port Authority initiatives to improve the efficiency and quality of the service (I_19)

On 24 November 2023, the Port Services Committee met to discuss the tariff review of the port services of pilotage, towing, mooring and unmooring of ships and collection of waste from ships in the Huelva Port for the financial year 2024, where it was decided within the Committee to propose to the Board of Directors a tariff freeze for all port services. On this basis, the Board of Directors of the Huelva Port Authority, in a meeting held on 14 December 2023, agreed to maintain the amounts of the tariffs currently in force for all port services for the year 2024 and in any case until the new Specific Specifications for each port service are approved, where the corresponding tariffs for each service will be established.

During 2023, 5 Agreements regarding good environmental practices have been in force, specifically with the companies Atlantic Copper, Decal España, CEPESA, Enagás and Impala Terminals.

Companies benefiting from a bonus to encourage improvements in the quality of service (I_20)

Quality bonuses

In relation to the benchmarks that serve as a basis for the application of the bonuses provided for in article 245 of RD 2/2011, point 2, section b); in 2023 verification audits were carried out on the companies Atlantic Copper, DECAL España, ALGEPOSA, CEPESA, Enagás, IMPALA TERMINALS and BERGÉ Marítima S.L., obtaining a satisfactory result and resolving that the system is implemented in a mature and effective state. The total amount subsidised for this concept during the year 2023 amounted to 651,153.54 €

With regard to the bonuses under Article 245, point 2, paragraph a), the shipping companies BALEARIA and ARMAS have been granted a total amount of 5,052.49 € for their vessels.

HPA personnel are always present in the verification audits of the State Ports Quality References.

Best environmental practices

Five agreements on best environmental practices were in force in 2023, specifically with the companies Atlantic Copper, Decal España, CEPESA, Enagás and IMPALA TERMINALS. These bonuses are granted in accordance with the provisions of article 245.1 b) of Royal Legislative Decree 2/2011, of 5 September, approving the Consolidated Text of the Law on Ports and the Merchant Navy, which establishes that when the holder of a licence to provide the port goods handling service or the holder of the concession or authorisation of a goods handling terminal fulfils the requirements mentioned in said article, a 15% rebate will be applied to the activity fee in general and 20% to that corresponding to traffic handling solid or liquid bulk goods.

An essential requirement of these agreements is the performance of a specific audit by an accredited entity to verify the company's compliance with environmental requirements and the degree of environmental performance required for the establishment or renewal of such agreements. In addition to the

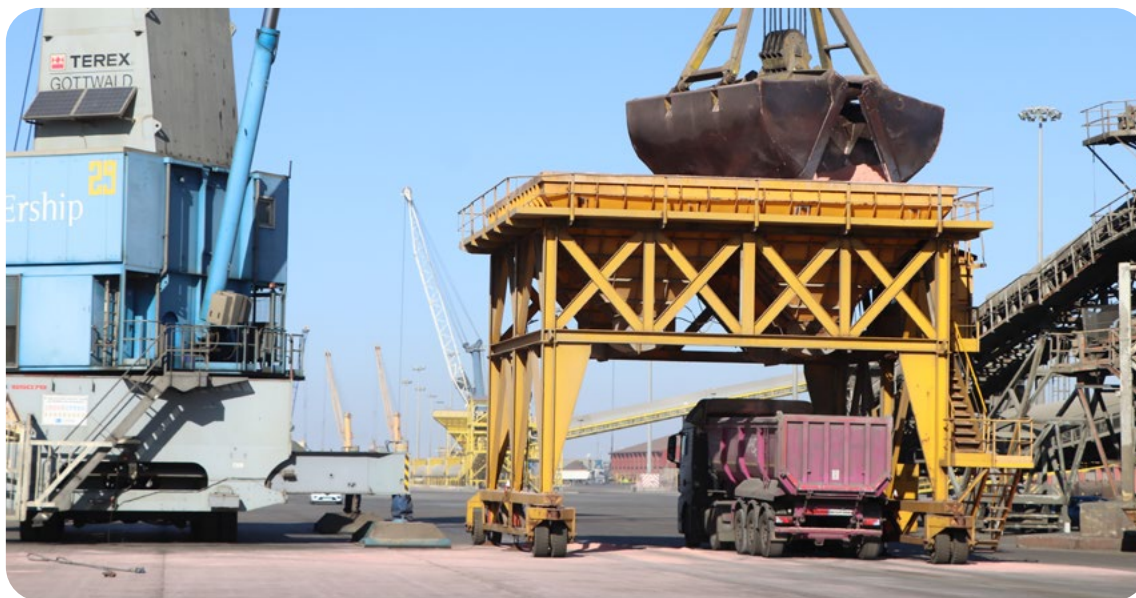
aforementioned entity, technical personnel from the Huelva Port Authority are also present to effectively monitor proceedings.

Likewise, the best practice agreements require operators to effectively invest a significant fraction of the amount of the subsidies received in the environmental improvement of their activity, the sum of which is always equal to or greater than 40% of the subsidy received in the year.

Initiatives to receive or handle complaints or suggestions (I_21)

Complaints and suggestions are received through the General Register in person or through the Electronic Headquarters and are channelled to the Planning, Internal Control and Management Systems Department, which filters, analyses and internally refers the communication to the area of activity that may be related to it. The Department of Planning, Internal Control and Management Systems monitors complaints and suggestions and communicates them to the persons concerned.

31 complaints and 5 suggestions were received through the General Register in 2023.



Of the 31 complaints received, 10 related to infrastructures or elements requiring corrective maintenance, 2 to signalling and the other 6 to other types of services provided by the Port Authority. The remaining 13 did not fall within the competence of the Huelva Port Authority.

Of the 5 suggestions, 3 have led to improvement actions by the HPA related to the improvement

of services and street furniture in the service area.

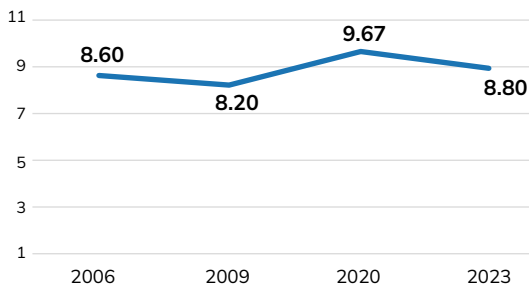
The Huelva Port Authority also requires and annually reviews the register of complaints and suggestions of the operators subsidised by the Quality Standard in the audits of compliance with the standard, which are attended, among other reasons, to take the pulse of the subsidised

terminals and the service they provide. No significant complaints or suggestions were received in 2023.

With regard to the satisfaction survey on services, it is carried out every two years and covers all the agents involved; the last one was carried out in 2022. However, the satisfaction survey aimed only at ship captains is maintained on an annual basis, as it is usually more difficult to obtain a significant sample to extract information from this segment of the population. They have been collected through consignees, shipowners and shipping companies by e-mail. The estimated sampling error is 4.12%.

Overall satisfaction of shipmasters with the Huelva Port in 2023 and in previous years is shown in the line graph below:

Overall satisfaction of shipmasters



The table below shows the data relating to the general aspects of captains' satisfaction with the HPA from 2006 to the last measurement in 2023; as well as the difference between the values recorded between 2023 and 2020.

	2006	2009	2020	2023	Difference 2023-2020
Overall satisfaction with the Port of Huelva	8.60	8.20	9.67	8.80	-0.87
Overall quality of services	8.56	8.33	9.71	8.70	-1.01
Security of operations and equipment available	8.60	8.38	9.76	8.87	-0.89
Level of surveillance, security and custody in place	8.50	8.73	9.59	8.82	-0.77
Care for the environment by the HPA	8.70	8.70	9.59	9.12	-0.47
Friendliness and treatment of HPA staff	9.00	8.57	9.71	9.12	-0.59
Accessibility of the HPA to file a complaint or claim	8.83	8.71	9.53	9.08	-0.45
Effectiveness of the HPA in solving problems	9.00	8.67	9.62	9.10	-0.52
Total cost of the operation in the Port of Huelva	10.00	8.33	9.58	9.00	-0.58
Level of cleanliness of the service area			9.40	9.00	-0.40
Port police cooperation			9.56	8.87	-0.69

Although general satisfaction with the Huelva Port expressed by this group has decreased slightly, standing at an average of 8.80, the analysis of the distribution of frequencies of general evaluations indicates that all the captains interviewed are still satisfied with the services received in the Huelva Port. The detailed analysis of the satisfaction of the captains shows that, although all aspects have

registered a slight decrease, this is due to the high levels of satisfaction with which the Huelva Port has been operating, and which makes it difficult and demanding to maintain levels of around 9/10 and above.

This year data from a study commissioned by Puertos del Estado was used to carry out a "Measurement of the quality of technical-nautical port services" in Spanish ports. This study yielded the following data:

above the rating for the coast to which the Huelva Port belongs. Towage in the Huelva Port has particular characteristics and a larger than normal number of vessels need to be available to be able to attend to the LNG carriers operating with the regasification plant.

Of the observations made in this survey, only one possible improvement should be highlighted in relation to the coordination and communication of port traffic.

	KPMG		
	Average of the Spanish Port System	Average South Atlantic-Canary Islands frontage	KPMG HPA 2023
Pilotage	8	7.7	8.2
Towage	8	7.2	7.8
Mooring	8.6	8.4	8.6

It can be seen that the data for pilotage in the Huelva Port are higher than the national average and the average for the southern Atlantic coast and the Canary Islands. For mooring, the rating obtained is equal to the national average and 2 tenths above the average for the South Atlantic and Canary Islands, except for towage, which obtained a slightly lower rating than the average for the Spanish Port System, being

The data for Pilotage in the Port of Huelva are higher than the state average and the average for the southern Atlantic coast and the Canary Islands.

1.8 Integration into the transport system. Sustainable mobility

Current and planned road and rail accesses and promotion of port-rail intermodality (I_22)

The main accesses to the Huelva Port by road are from the A-49 motorway (Seville-Huelva-Portugal), via the N-441 (to the North), H-31 (to the East) and H-30 (Ronda Este de Huelva), which extends to the South with the N-442, from which the Outer Port is accessed. Also important for the Huelva Port are the N-435 (from Badajoz and Zafra to Huelva) in the connection with Extremadura, which connects with the A-49 in San Juan del Puerto, the N-431 (Huelva-Portugal) and the regional roads A-494 (from San Juan del Puerto to Matalascañas via Mazagón), A-5000 (from Huelva to San Juan del Puerto), A-5025 (from A-494 to N-442 via La Rábida) and A-497 and A-492 which, via the bridges over the river Odiel, link the port area with Punta Umbría and other towns on the west coast of Huelva.

The most important actions planned for the Huelva Port in terms of external road network connections are those which ensure a good level of service on the A-49 motorway, as well

as on the N-435 to Extremadura. Specific work includes the continuation of the work to increase the capacity of the A-49 in the sections with the highest traffic intensity and the transformation of the N-435 (future A-83) into a dual carriageway, such as the Trigueros and Beas bypasses.

The internal roads of the Service Area are in a condition to provide an excellent level of service. Its main artery is the route formed by the Avenida de Hispanoamérica, the Avenida Francisco Montenegro (Punta del Sebo road) and the Tinto Bridge, linking the inner docks and the Outer Harbour. Through the connection line with the general network, the Huelva Port links up with the General Interest Railway Network managed by ADIF, with the Huelva Mercancías railway logistics terminal nearby, from which goods are dispatched, received and classified with the possibility of self-service management.

With regard to internal connections of the road network, actions are being carried out, such as the new link between the N-442 and the single access to the Outer Port (last mile action); and others of special interest are planned, such as

the New Bridge over the River Tinto, connecting the A-494 at the Palos de la Frontera Bypass, with the H-30 (Huelva East Ring Road).

The N-442 joins the towns of Huelva and Mazagón and supports intense traffic, with a high presence of heavy vehicles from the existing industrial estate where the CEPESA refinery and the Enagás regasification plant are located, not to mention the whole of the Outer Wharf of the Huelva Port where the South Wharf is located, which is used for general merchandise and containerised traffic as well as for the regular ferry line at present, this being the place that could have the greatest expansion and future opportunities for the Huelva Port. In the summer season, this traffic is especially intense, as it is the communication route between Huelva and the access to the beaches of Mazagón and its surroundings.

For all these reasons, it is necessary to widen the entire road, an action that has been planned for more than a decade, as well as a reorganisation of all the accesses to the N-442, by means of service roads, the elimination of some intersections or their replacement by junctions

(at different levels) and an increase in capacity, without forgetting the construction of the second bridge over the Tinto River to relieve the flow of traffic and ensure exit routes in the event of possible emergencies.

For the Huelva Port, public investments aimed at improving rail and road connectivity with the centre of the peninsula, via Seville, are strategic, as the V Centenary Motorway (A-49) is currently congested.

Following the presentation of a bid from the joint venture of the companies Inversiones Onuba, S.L. and Alvares Developments, S.L., it was decided to present the award of the tender in favour of this joint venture at the first meeting of the Board of Directors in 2024.

The tender for the ZAL development works will be launched in 2024.

With regard to rail connections, the Huelva Port Authority has had an agreement with ADIF since 2011. This agreement regulates the functions of the port's rail infrastructure manager and establishes the way in which it is connected to the General Interest Railway Network. All this in application of law 38/2015 of 29 September on the railway sector, which repeals law 39/2003.



With regard to the Improvement of Rail Accessibility, both in projects located within the Port Service Area and in relevant locations outside this Service Area, it is worth highlighting the completion in 2023 of the works for the fitting out of the Majorabique terminal for 550 m long trains.

The Huelva Port Authority and ADIF have signed an agreement which regulates the financial contributions of the HPA from the Port Land

Accessibility Financial Fund in relation to its contribution to the improvement actions on the Huelva-Seville Line. Specifically, 11 million euros have been earmarked for the construction of two 750-metre sidings on the Seville-Huelva line, which will allow 750-metre freight trains to run, thereby optimising the rail corridor.

Therefore, the Huelva Port has excellent land connectivity, especially by rail, with its

hinterland. However, projects to improve the capacity of these infrastructures for the new rail transport standards should be further developed.

Internally, the Huelva Port Intermodal Platform project, co-financed by the CEF Programme (Connecting Europe Facility), ended at the level of financing in 2021, with the road widening work concluding in July 2022. During the second half of the year, work was carried out on the final justification of the project, the total cost of the project being 18,588,727.38 €. The justification of the project was completed in 2023 receiving the final payment of 848,049.93 € and a total grant of 2,460,308.00 €.

The I-RAIL project (Interoperability of the rail system with TAF TSI in TEN-T Corridors), with the participation of the main players in the rail freight transport sector in Spain, Portugal and Italy, and the support of the European Union Railway Agency and the Spanish Railway Safety Agency, sets out also sets out to improve interoperability in the exchange of information on European rail freight services through digitisation and the use of TAF and TSI technical standards (defined in the Interoperability Directive 797/EC/2016) and to make rail freight transport more competitive, both in terms of costs and time. In 2023, the

Huelva Port Authority finalised all the work on the development of the rail-port management tool. This tool will be integrated within the Digital Platform of the Huelva Port and is being developed by the Portel-Sener joint venture. It is estimated that they will be finally ready in the first months of 2024.

The ECO-GATE project ("European Corridors for Natural Gas Transport Efficiency") was completed in 2023. The HPA has carried out the development plan for the installation of a gas station in the service area of the Huelva Port at a total cost of 40,001 €, having received a subsidy totalling 19,991.99 €. This project aimed to study the improvement of the efficiency of

Since 2011, the Port Authority of Huelva has signed an agreement with ADIF that regulates the functions of the port's railway infrastructure manager and establishes the way in which it connects with the General Interest Railway Network.

the conventional and natural gas vehicle market and its connection to the European corridors, through the development of new technologies and innovative solutions for refuelling logistics services, clean fuels, refuelling infrastructure, vehicle and component manufacturers, and operational processes

The LNGHVE2 Logistics Solutions project was also completed in 2023. The aim of this project is to give Spain the option of offering a comprehensive solution to the new requirements of the maritime and railway sectors. The activities to be carried out include the adaptation of the LNG regasification plant at the Huelva Port, so that it can offer bunkering and small-scale services; the construction of an LNG supply lighter and the introduction of LNG as a fuel in a green maritime-rail corridor between the Huelva Port and the Majorabique dry port in Seville, through the retrofitting of a diesel locomotive to BIOGNL and the construction of a gas station at the Majorabique rail terminal. In 2022, the HPA decided not to continue with the project, with the agreement of Renfe Mercancías Enagas, once the engineering work on the locomotive had been completed.

Since 2020, the Huelva Port Authority, the HPA has been developing another CEF project

together with 17 European ports, called EALING (European flagship Action for Cold Ironing in Ports), which aims to accelerate the development of infrastructures that allow ships docked in the Port to be supplied with electrical energy during their stay there, with the consequent benefits in energy and environmental efficiency.

One of the main objectives of the project is to comply with Directive 2014/94/EU, which includes as a priority that the Core Ports of the Trans-European Transport Network, including

During 2023, the demand study for the Railway Highway service in the Port of Huelva, which began in 2022, has been completed.

the Huelva Port, should have the necessary infrastructures for the supply of electricity to shipson shore. These infrastructures should be available by 31 December 2030 for regular cargo lines, and represent a fundamental pillar in the fulfilment of the European strategy to convert ports into emission-free zones by 2030. In the specific case of the Huelva Port, the aim of the project is to carry out all the studies and engineering work necessary for the future construction of the port infrastructures known as OPS (Onshore Power Supply) or Cold Ironing,

so that when the current project is completed, the works can be put out to tender. The project also seeks to achieve technical and legal harmonisation at European level to standardise the processes for supplying electricity to ships. At the same time, it will reduce the energy costs of the ships operating in the Huelva Port, improving their competitiveness. Engineering work on the OPS infrastructure was carried out in 2023. The engineering work on the Levante Wharf and the ro-ro part of the South Wharf has been completed. The container project has been

drafted and a CBA and various deliverables, such as environmental studies, have also been carried out.

With regard to the project "Improvement of the Railway Interoperability and Connections with the hinterland of the Huelva Port", the study of demand for the Railway Motorway service in the Huelva Port, which began in 2022, was completed in 2023 and work is being carried out on the CBA. A master railway plan has been planned to analyse all the railway operations of

the Huelva Port and to prioritise investments. The project, which has been underway since 2018, includes multiple preliminary actions (engineering, cost-benefit analysis, etc.) prior to the execution of the future diversification works at the Huelva Port. One of these actions is the adaptation of the South Wharf rail terminal to allow the operation of the rail motorways. This activity will be a continuation of the analysis of the positioning and definition of a strategy for the Huelva Port in relation to rail motorways, and to take into account the necessary adaptation of the rail network to the interoperability characteristics of the Trans-European and Transport Network Corridors (TEN-T network) (train length up to 750 m). It also envisages the design of a siding in the inner harbour area to support the terminal and allow trains up to 750 metres long to be parked and to eliminate possible bottlenecks in the inner harbour network. The project also includes the design of the railway safety and communications facilities, the adaptation of the land located in the multi-purpose area of the south quay as a support area for the terminal's railway operations, a project for the rehabilitation and adaptation of the internal railway network to comply with the European interoperability standards defined for the basic network. The project also includes a traffic

reorganisation study (road and rail) in the area surrounding the Ingeniero Juan Gonzalo Wharf in order to promote rail transport by rail in this area of the outer harbour, eliminating certain existing operational difficulties.

This project is also financed with the CEF and is aimed at improving railway interoperability and connections with the area of influence of the Huelva Port, contributing to the objectives of decarbonisation of transport and compliance with the decarbonisation objectives set by the European Union. The budget exceeds 961,000 euros, with a maximum co-financing percentage of 50% for this project.

In 2022 the Huelva Port Authority received approval from the Sustainable and Digital Transport Support Programme for the project called ROUTE TO A RAPID, INTERCONNECTED

AND DIGITAL PORT. The objective of the project is the design, development, validation and implementation of a digital platform for the Port Community of the Huelva Port, consisting of a system of federated platforms based on European standards of NGSI-v2 data exchange and its implementation through the FIWARE ecosystem aimed at providing solutions for the digitalisation of processes and infrastructures and providing solutions to the needs of the port environment and the logistics chain and associated services inherent to the port through contextualised information sharing technology between the different agents of the network. Work began in 2023 on activities 2 and 3 of the project, which consist of the development of the sensorisation and data collection systems and the digital platform for the management of port services. In addition to continuing work on activity 4 of the number plate reading system.

The last project also financed by the CEF which led to the development of actions in 2023 was the Intermodal Platform II Project of the Huelva Port. This aims to transform the Huelva Port into a sustainable and resilient port through the construction of a new ro-ro ramp in the South Wharf and the implementation of the electrical energy supply in the Minerals Wharf for tugboats. The development of these works will make it possible to eliminate existing bottlenecks in the port infrastructure and improve the management of the expected demand for road traffic. The new infrastructure will further boost the development of the Atlantic Corridor, which includes the Huelva Port, as the official hub of the maritime connection with the Canary Islands. The project is co-financed by the CEF Programme (Connecting Europe Facility) and runs from 2022-2024 with a total investment of 22,396,950.93€ (Funding granted: €6,719,085.28).

The objective of the RAPID project is the design, development, validation and implementation of a digital platform for the Port Community of the Port of Huelva.

Traffic development developed by roll-on/roll-off loading and unloading (I_23)

The first ro-ro ferry milestone was in 2011 with the commissioning of a ro-pax ferry of Naviera Armas with a regular weekly call between Huelva and the Canary Islands. This was made possible by the installation of a floating ro-ro ramp by the shipping company.

In 2016, this type of traffic was boosted once again thanks to the inauguration of the new inspection facilities at the South Wharf to speed up veterinary and phytosanitary inspections of products of animal or plant origin entering the European Union through this infrastructure.

In 2018, the Huelva Port Authority acquired the ro-ro ramp that enabled the launch of a new line with the Canary Islands on the Balearia & FredOldsen line. In 2023 the number of weekly stopovers with the Canary Islands is a total of 4: 3 calls by Balearia & FredOldsen and 1 by Naviera Armas.



Developments in rail and road transport and road operations (I_24)

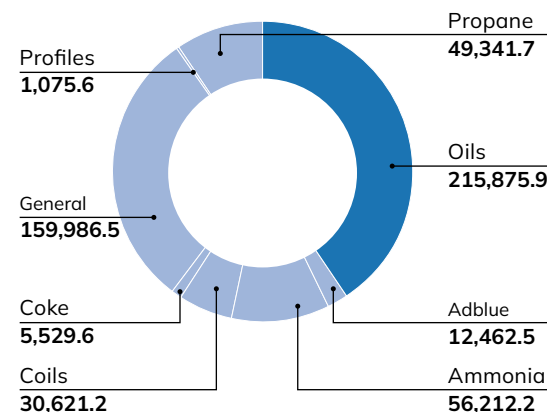
The following table shows the evolution over the last three years in the Huelva Port of the percentage of goods entering and leaving the Port by rail, in relation to the traffic handled by road and rail, as well as the evolution of the percentage of maritime goods entering and leaving the Port by rolling loading and unloading operations, in relation to the total of general maritime import-export goods.. The evolution of pipeline transport is also indicated given its importance for the Huelva Port..

The statistical summary for rail traffic in 2023 was as follows:

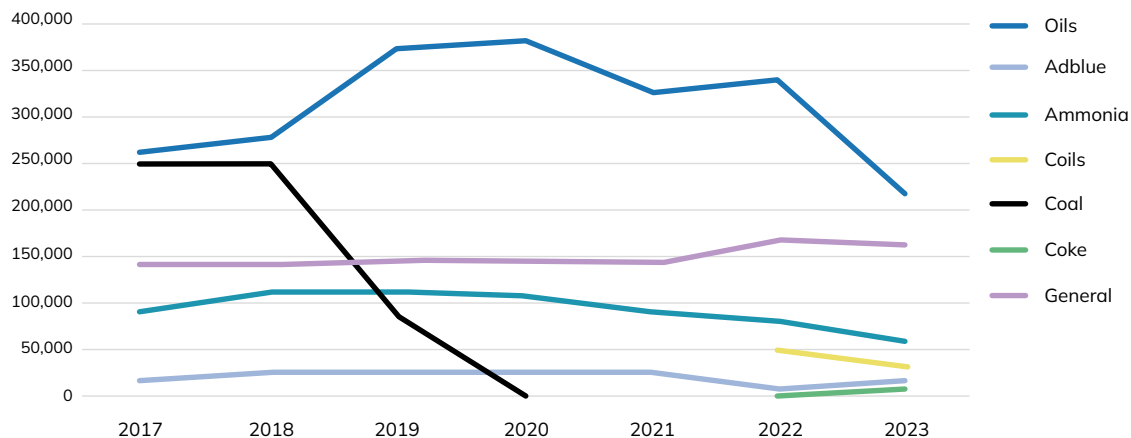
	2021	2022	2023
Tonnes moved	30,685,994	32,145,663	30,085,963
Railway	328,926	397,519	348,705
Road	5,969,435	6,344,527	6,646,559
Rail + road	6,298,360	6,742,046	6,995,264
% Rail/rail + road	5.22%	5.89%	4.98%
Pipelines	21,297,812	22,861,471	20,402,399
General Merchandise	1,190,359	1,296,694	1,459,115
Roll-on/roll-off cargo (non-TARAS)	458,632	586,783	651,446
% Rolling/M. General	38.53%	45.25%	44.65%

2023	
GOODS	TN
Oils	215,875.89
Adblue	12,462.50
Ammonia	56,212.25
Coils	30,621.23
Coke	5,529.64
General	159,986.53
Profiles	1,075.63
Propane	49,341.69
Overall total	531,105.36

Traffic segmentation 2023 (Tn)



Annual evolution of railway traffic



Sum of TN	2017	2018	2019	2020	2021	2022	2023	Overall total
Oils	260,940.97	277,520.01	371,579.98	380,303.16	326,355.06	338,350.96	215,875.89	2,170,926.03
Adblue	15,787.52	24,360.65	24,543.21	22,353.73	24,406.80	6,821.40	12,462.50	130,735.81
Ammonia	88,236.38	110,307.30	109,221.42	106,001.58	87,419.97	78,940.37	56,212.25	636,339.27
Coils	5,369.51	-	-	-	-	47,159.75	30,621.23	83,150.49
Coal	248,650.00	250,750.00	86,150.00	-	-	-	-	585,550.00
Coke	-	-	-	-	-	675.10	5,529.64	6,204.74
General	140,175.66	139,605.96	145,009.00	143,778.78	144,209.85	165,702.78	159,986.53	1,038,469.46
Profiles	-	-	-	-	-	-	1,075.63	1,075.63
Propane	59,908.05	68,608.94	75,343.25	45,902.97	56,164.01	72,455.85	49,341.49	427,724.76
Overall total	819,068.09	871,152.86	811,847.76	698,340.22	638,555.69	710,106.21	531,105.36	5,080,176.19

1.9 Institutional communication

Stakeholders (I_25)

The stakeholders identified by the Huelva Port Authority are as follows:

Port Customers and Users

These are the agents that contribute to the development of port activity in all its dimensions: logistics, industrial, commercial and services, and are classified as follows:

- End Clients
- Consignees
- Shipmasters
- Dealers
- Freight Concessionaires
- Fishery concessionaires
- Stevedores
- Service Providers
- Towage
- Customs Agents
- Institutions/Administrations
- Huelva Port Association

Social sectors of influence

- University
- Administrations
- Neighbourhood Associations
- School Community
- Trade Unions
- Entrepreneurs
- The media
- Other groups (cultural and sports associations, professional associations, charities and non-governmental organisations, etc.).

Communication with stakeholders (I_26)

The Historical Archives of the HPA, located in the Port Authority's Reception and Documentation Centre, and which depend organically on the General Secretariat, received a total of 6,700 queries in 2023, of which 2,900 were made by researchers and 3,800 by internal HPA agents.

The Department of Communication and External Relations has carried out external communication actions through the dissemination of **press releases**, the organisation of **public meetings**

and participation in **conferences and events** aimed at reinforcing the image of the Huelva Port.

Throughout the year, a total of 98 press releases were published to disseminate the main actions and projects carried out by the Huelva Port Authority during the year.

Progress has continued to be made in social media strategies, reinforcing communication through the HPA profiles on social networks such as Facebook, Twitter, Instagram, LinkedIn and Youtube. In the past year, the contents of the institutional Twitter, Facebook and Instagram accounts of the Presidency have been integrated into the HPA profile, in order to give it greater informative weight through a single institutional profile.

The Huelva Port's social networks disseminate news and contents that serve to promote the creation of a community around the Huelva Port, within the strategic line as a sustainable, environmental, economic and social port that is innovative and digitalised, and disseminating the growth projects of the Huelva Port in the logistics, industrial and port areas.

The total number of followers in 2023 has risen to 30,546 users, which implies a growth of 2,167 new followers, distributed on Facebook: +547 followers, with a total of 12,132; Instagram: +451 followers, with a total of 3,631; Twitter (X): +339 followers, with a total of 6,491; LinkedIn: 830 followers, with a total of 8,292 followers. In addition to this community of followers, there are also YouTube followers, with 103 more subscribers, making a total of 489.

In relation to the themes disseminated by the Communication Department of the Huelva Port Authority, the 150th Anniversary has played a major role and has permeated all the information disseminated and all the public events that have taken place.

In January, a pioneering action protocol was signed with PORTNET to strengthen relations with the ports of Morocco in the technological, commercial and operational fields. The Huelva Port was once again at FITUR, where it presented the new passenger terminal to attract potential users of the Huelva-Canary Islands lines and the remodelling project of the Muelle de Levante. The balance of total port traffic was very positive, closing the year with a total throughput of more than 32.1 million tonnes. In January, work began on a new double ro-ro ramp for berthing ships,



Image from September 2023 of the presentation of the II Sustainability Conference of the Huelva Port.

with an investment of more than 19.4 million euros.

In February, the Huelva Port hosted the 1st Conference of Businesswomen and Socially Committed Women from different fields to publicise their challenges and achievements. On this day, the model Laura Sánchez presented a promotional video of the 150th anniversary of

the Port under the slogan 'The heart of the city is in the port'.

In March, the northern extension of the South Wharf was inaugurated, the Ciudad del Marisco began its activity, the Levante Wharf remodelling project was presented and the Strategic Plan 2023-2030 with a vision for 2050 was approved at the last Board of Directors

meeting chaired by Pilar Miranda. A conference entitled 'Women's Perspective in Nautical and Cruise Tourism' also took place.

In April, the Huelva Port streamlined the management of ship calls and the movement of goods with the implementation of the new DuePort window. In May, the Huelva Port took a further step towards positioning itself as a reference in liquid bulk traffic with the award of the contract for the drafting of the project for a new terminal. In June, Renfe, Adif and the Huelva Port signed a protocol at the SIL in Barcelona for the implementation of a Railway Motorway between Huelva and Madrid. On 29 June, a direct connection with Morocco was launched at the South Wharf, after the start-up of a new Mediterranean-Huelva-Casablanca-Mediterranean container line of the MCI shipping company.

In July, the Lonja de la Innovación was awarded its first star as FIWARE iHub at the International Congress in Vienna on its anniversary. The works for the cold pipeline that will connect Enagás with the Cold Logistics Hub of the Huelva Port were also put out to tender.

In August, the presidents of the port authorities of Andalusia visited the exhibition dedicated



Laying of the first stone of the double roro ramp with the Andalusian Regional Minister of the Presidency, Interior, Social Dialogue and Administrative Simplification, Antonio Sanz.



Juanma Moreno, President of the Andalusian Regional Government, and the Secretary General of Transport and Mobility of the Ministry of Transport, Mobility and Urban Agenda (Mitma), María José Rallo.

to the ports and the 150th Anniversary of the Huelva Port during the Fiestas of Columbus together with the mayoress of the city.

In September, the [2nd Conference on Environmental Sustainability and Port Management](#) was held with a multidisciplinary panel of more than 40 national and international experts. In October, the Huelva Port took part in the Fruit Attraction exhibition, where it gave

In September, the II Conference on environmental sustainability and port management was held with more than 40 national and international experts.

a presentation on its range of services and connectivity for the fruit and vegetable sector. This month, the Port began the last phase of the demolition process of the old fish and seafood exporters' warehouses on the Muelle de Levante. In the cruise sector, the luxury cruise ship Island Sky docked for the first time. On 10 October, the remodelling of the area around the Columbus Monument was inaugurated, after it became an open and accessible space for the



Exhibition at the Fiestas of Columbus dedicated to the Andalusian ports of general interest.



Speech by the President of the Huelva Port, Alberto Santana, during the inauguration of the remodelling.

city. On the other hand, a strong rain and wind storm destroyed more than 60% of the 800 pine trees on the Paseo de la Ría. A total of 157 CSR projects benefited from the port-city resolutions awarded by the Huelva Port.

In November, the Huelva Port hosted the annual Short Sea Shipping Conference (SSS) to discuss new trends in logistics chains. In December, [the Christmas switch-on](#) of the Huelva Port was celebrated with a large number of people. In mid-December, the 'Port Day' was held to mark the culmination of the events celebrating the 150th anniversary of the Port and the presentation of special mentions to Puertos del Estado, AIQBE and the Food Bank.

In mid-December, 'Port Day' was celebrated, which culminated the events celebrating its 150th anniversary.



The president of Puertos del Estado, Álvaro Rodríguez Dapena, receives the award from the president of the Huelva Port, Alberto Santana.



Switching on of the Christmas lights in the Huelva Port.

In relation to internal communication, the actions implemented through the various instruments already in place and in operation have been consolidated:

1. Cascade communication, transferring and organising HPA information from the management and the presidency to the different areas of responsibility, and from there to all work teams, so that in a short time everyone is aware of the content of the information.
2. Internal communications.
3. Inclusion of updated content on the website from each of the HPA's areas of responsibility, with new sections relating to the 150th Anniversary commemorative events, ROUTE 1400, Logistics Activities Zone, Recovery, Transformation and Resilience Plan and Commitment to Equality. All of them are highlighted on the entity's landing page.
4. Employee portal as a tool for the management of the Port Authority's Human Resources and to help its employees from the point of view of Internal Communication.
5. SharePoint of the Integrated Management System (SIG) which, in addition to offering access to all the documentation of the System, has a news channel where news related to the SIG is replicated along with an open form for the collection of ideas and/or suggestions from HPA staff.
6. Port Authority Publications. The publications that the Port Authority publishes: Statistical Report, Sustainability Report, The Port in Figures, Tide Tables, and others, can be downloaded from the website, which is an important corporate information tool.
7. Annual newsletter that is distributed to all internal and external audiences of interest to the HPA in order to keep them up to date with the latest news about the organisation.
8. Social media rating reports. A tool for measuring the behaviour of the audience on the internet in the different social networks and

This year, the first visits to the Port of Huelva facilities were made for workers and their families.

their interaction with the news and current affairs of the Huelva Port. Through these statistics, it is possible to identify the interests and demands of citizens, as well as the contents that reflect greater or lesser interest and the most shared formats.

9. This year, presentations were made on the Strategic Plan for the Huelva Port 2023-2030 with a vision for 2050.
10. This year, the first visits to the Huelva Port facilities for workers and their families took place, the aim being to continue with them. This internal communication activity responds to the provisions of the Strategic Plan for the Huelva Port 2023-2030 with a vision for 2050, including strategic axis 3, which defines the Huelva Port as a sustainable, environmental, economic and social port that is digitalised and innovative, includes the need to "strengthen the commitment to people and society". As part of this objective, operational objective 2.2 establishes the importance of "achieving a cohesive team with renewed profiles".

Main concerns of stakeholders (I_27)

Through the social networks, the Huelva Port Authority has reinforced feedback with users by promptly responding to suggestions and complaints from citizens once the Communication Department has consulted with the corresponding areas of responsibility. In addition, work has also continued on the suggestions channel on the website and the Huelva Port Authority's own Registry. All these tools are helping the community of citizens around the Port to perceive that there is an active listening process for their demands, which is helping to consolidate the image of a port that is neighbourly and receptive.

Coordination and collaboration projects with other administrations (I_28)

Collaborations were formalised in 2023 with other entities as part of the opening up of the Huelva Port to the city, reinforcing the institutional role that the Huelva Port Authority has acquired in the social sphere of Huelva. This link is demonstrated by these new collaborations with citizens' organisations and groups, which are added to the already existing network of good relations with the different



Meeting with the Provincial Council of Huelva to define tourist packages for cruise ships.

administrations, at state, regional, provincial and local level, reflected in the joint projects they develop and in the decisive support they give to other activities that they promote.

Likewise, the agenda of institutional and business meetings has continued, which has led to the strengthening of links with the social and business fabric of our environment. Likewise, after the inauguration of the President of the Huelva Port, institutional meetings and visits to different companies in the port community were held.



Visit of the ship Relámpago to the Huelva Port in August.



Sea Cloud Spirit cruise ship docked at the Levante Wharf.



Visit of the President of the Huelva Port, Alberto Santana, with the Government Delegate in Huelva, José Manuel Correa, and the Mayoress of Huelva, Pilar Miranda, to the New Huelva Shipyard installations.



The Huelva Port participates in a tree planting ceremony at the Natural Wetlands Site of Odiel together with volunteers from the Red Cross, the Territorial Delegation of Sustainability, Environment and Blue Economy and the Gañafote Cup international grassroots football tournament.

Technical or business associations that the Huelva Port Authority belongs to (I_29)

The importance of the Huelva Port as an engine of the provincial economy, its concern for the environmental management of port activity and the importance of the Port-City action programme have led the Huelva Port Authority to become a member of several technical and business associations.

At the provincial level:

- **Onubense Federation of Employers.**
- **HuelvaPort.**

At the regional level:

- **Suncruise Andalusia.** This is an association for the promotion of cruise traffic in the ports of Andalusia. All commercial activity towards the cruise segment is to be channelled through this association and membership of other associations of a more international nature shall be abandoned.
- **Red Logística de Andalucía,** created as an alternative for safer and more sustainable

transport in our community and the management of logistics centres.

At the national level:

- **Technical Association of Ports and Coasts (ATPYC).** Technical and scientific association to promote technological progress in the field of ports and coasts, fostering a common culture among professionals in these areas.
- **Spanish Association for the Promotion of Shortsea Shipping.** Partnership for the development of competitive multimodal transport chains with relevant participation of the maritime mode. The Huelva Port Authority has been a member of the Board of Directors of this association since 2021, through a seat held by the Head of the Business Development and Commercial Department, Mr. Jaime Manuel Beltrán Sanz
- **ACE (Spanish Shippers' Association).** This association has been recognised by the Directorate General for Transport of the Ministry of Public Works as a representative company of the most important loading companies in Spain.

- **ACTE: The Association of Transport and Logistics Centres of Spain,** of which the ZAL of the Huelva Port is a member, aims to develop and promote collaborative relations between the Transport and Logistics Centres located in Spain, promoting the development of same and providing logistics and planning systems that contribute to the improvement of their facilities and services with the special promotion of intermodality, environmental protection and sustainable development.

- **Spanish Transport Association:** the European Transport, Logistics and Mobility Association is made up of organisations from all areas of the transport, logistics and mobility sector. Its mission is to promote knowledge, research, modernisation and professionalisation of the transport sector, as well as professional networking..

At the level of the Iberian Peninsula:

- **Iberian Association of Natural Gas for Mobility (GASNAM),** created in April 2013 with the aim of promoting the use of natural gas in mobility, both terrestrial and maritime, in all sectors of economic activity in the region. In 2020, the HPA joined the Board of Directors,

having been elected as a member of the Maritime Section of the Board. The shipping company Balearia, a good client of the Huelva Port, has also joined the Board of Directors in the Maritime Section as a member. The Association provides relevant data for the commercial monitoring of activities such as LNG bunkering, fleet development of ships and gas-powered trucks. It participates in working groups within the association.

At international level:

- **PIANC.** Association, with headquarters in Brussels, created to promote, at international level, development in the design, construction, improvement, maintenance and operation of inland and maritime waterways, ports and coastal areas. Spain is represented by the ATPYC.
- **IAPH.** International Association of Ports and Harbors. Association, headquartered in Tokyo, for the development of international frameworks for the common interests of port activity.
- **ESPO.** Promotes the common interests of its members throughout Europe and also in

dialogue with European stakeholders in the port and maritime sector.

- **MedCruise.** An association for the promotion of cruise traffic in the ports of the Mediterranean and its adjacent seas.
- **Chemical Parks in Europe (ECSP).** Promotes new investments in integrated, innovative and competitive chemical clusters and industrial complexes in Europe.
- **RETE.** An international non-profit association that aims to promote and facilitate dialogue and coexistence between ports and cities, in order to improve port activities and the quality of life of port cities and their territorial, economic, social, cultural and environmental surroundings.

The importance of the Port of Huelva as an engine of the provincial economy has meant that the Port Authority of Huelva belongs to various associations of a technical or business nature.

1.10 Trade promotion

Trade promotion initiatives 2023 (I_30)

The Business and Commercial Development Area works in line with the Strategic Plan of the Huelva Port. From this perspective, different market studies and analyses are carried out in order to identify trends and deploy business plans in different markets and products, defining commercial strategies and specific actions with which to achieve the goals described and set. All this with a clear focus on the customer as a differential and value element.

Thus, in 2023 we continued to work actively on brands such as Ruta1400 with the publication of several articles to coincide with FITUR, both in specialised tourism media at national level and in specific Canary media, as well as outdoor advertising and posts on networks in the summer period, among other actions.

In addition, work has been done to attract new activities that require territorial settlement and generate import/export maritime traffic. To enable these achievements, it is essential to have Customs and Particular Customs Services



whose organisation, size and flexibility are in line with the evolution of traffic and the needs of the market. In this regard, the Customs and Paranto Customs Services Forum, which takes place every quarter, discussed needs and proposals for improvement in relation to these services.

Similarly, in order to attract freight forwarding companies which generate traffic movements

to the port and for territorial settlement, commercial management has been carried out by offering local freight forwarders in the Huelva 2000 building.

Once again in 2023 there were events in the maritime-port and logistics field that were of great importance both nationally and internationally, which include Agroexpo,

Seatrade, Bolsa Andaluza de Materias Primas, Fruit Logistica, SIL, Breakbulk Rotterdam, MMH, Conxemar, Fruit Attraction. The Huelva Port Authority continues to attend and participate in these events together with its port community to strengthen the position of the Huelva Port in the main maritime routes and national and international transport chains.

In addition, the Business Development and Commercial Area has organised, facilitated and/or participated in technical conferences in 2023 such as:

- Annual conference on '[Short Sea Shipping: efficiency, sustainability and connectivity at the service of maritime-terrestrial logistics chains](#)', where international experts from the sector addressed the trends and challenges of logistics chains in the face of new trade flows, digitalisation and the decarbonisation objectives of the International Maritime Organisation and the European Union, among other topics. This conference took on an international character as the Spanish SSS Association held the presidency of the European organisation.
- SUNCRUISE Conference "Women's Perspective in Nautical and Cruise Tourism", held on 2

March 2023 in Las Cocheras of the Huelva Port. Specifically, the event counted on our participation through a presentation in which the role played by Business Intelligence in all areas of the Huelva Port when developing projects was highlighted, with emphasis on the passenger sector and more specifically on cruise tourism.

Similarly, on the subject of cruises and in line with the strategy of the Huelva Port to position itself as a port of reference in the mini-cruise and mega-yacht sector, work has been carried out in collaboration with HuelvaPort, attending the main events in the sector. As a result of the 2022 commercial action, the following shipping lines have called at the Port in 2023:

- Croisi Europe: 13 stops.
- Seacloud: 1 stops.
- Noble Caledonia: 1 stop.

In 2023, active work has continued on brands such as Ruta1400, with the publication of several articles on the occasion of FITUR.

Expenditure on commercial promotion of the port (I_31)

Commercial expenses 2023 of the Huelva Port	145,023.26 €
Operating expenses 2023 of the Huelva Port	45,910,468 €
Percentage in relation to operating expenses	0.32%

1.11 Institutional commitments

Projects for communication and service provision via internet or other telematic means (I_32)

The Port Authority, through its website, offers different services to companies in the sector, users or interested persons. The services are grouped by the type of information you want to access, and in particular you can access:

- Processing of port calls and Dangerous Goods Notifications (DUEPort), services accessible from the Portal Community System (PCS), which is intended to be a one-stop shop for the management of port operations.
- Tender information, where tenderers are allowed to download their documentation and to track or give access for this information to any person, through the Contractor Profile.
- Various general information: corporate information, port maps, port service fees and tariffs, technical characteristics, tide tables, contracts of the Port Community companies, etc.
- Information on Concessions. With all the information on location in the Huelva Port, surface area, ownership, etc.
- Communication channel for suggestions and requests for general information relating to the Huelva Port.
- For the processing of electronic procedures, access to the entity's electronic headquarters is facilitated.
- Also, for the members of the Board of Directors, all the documentation associated with the meetings of the Boards and the Government of the Port Authority is available via the web.
- To facilitate invoice management, the Huelva Port Authority offers, in addition to the electronic headquarters, a mailbox for sending invoices, from which they are processed directly in the internal electronic administration systems, and the FACE system has been operational since September 2022 and linked to the HPA's internal systems.
- The service of electronic notifications to interested parties has been included, which will be received through the Notific@ service and visible in the "My Files" view of the electronic headquarters.
- The remote signature service has been included, where stakeholders can sign digital and remote signature contracts through the existing electronic signature platform.
- La Lonja de la Innovación has been created through the domain lalonja.tech, which provides information on the actions of the Huelva Port Authority in the field of innovation, as well as the calls for tenders issued by the Port Authority itself through its official media and the calls for tenders developed by Telefónica through its Open Future platform.
- Different domains and websites have been created for the management of different initiatives with sufficient weight of their own, such as Route 1400, with information on Huelva-Canary Islands traffic, the Huelva ZAL website or, in the future, information on the Muelle de Levante.

- A template has been created for accessing applications for the most recurrent administrative authorisations (occupation of specific spaces), in order to simplify administrative procedures. These templates will be integrated into the e-Headquarters during 2024.
- Requests for access to the various HPA sites through an authorisation portal.

On the other hand, as part of the corporate communication policy, the Press Office disseminates on the website all press releases related to projects, works and activities of the Port Authority in general, given that it is the most appropriate communication tool for publicising all information related to the HPA. In fact, all the information that appears on social networks such as Facebook, Twitter or LinkedIn has links to the website to access the corporate news.

During the spring of 2023, the migration to the single window proposed by Puertos del Estado, DUEPort, replacing the previous one called DUEWeb, was carried out.

In 2023, the access control of the South Wharf was also migrated and a new access authorisation portal was put into service, which is expected

to be extended to the rest of the port areas in 2024, integrating through B2B systems with other systems of companies related to the port ecosystem.

A complete overhaul of the website was carried out in 2023, simplifying updating and improving response times.

The contact management system (CRM) was also put into service, in a first phase for the Commercial Department, and is expected to be extended to the rest of the departments during 2024.

Cybersecurity information

The Huelva Port Authority has a business continuity plan for information technology that enables it to withstand possible attacks. It also has a catalogue of best practices that governs the operation of system configurations and access procedures.

Likewise, during the year 2023, the Huelva Port Authority carried out vulnerability analyses based on the mechanisms offered by the SOC contracted in the year 2021.

In the latter, in order to guarantee cybersecurity measures, a double security barrier has

been maintained with physical elements from different manufacturers, all remotely managed from the aforementioned SOC. In addition, probes and control elements have been installed on all servers and PCs in the organisation.

In 2023, a complete overhaul of the website was carried out, simplifying its updating and improving its response times.

In response to the new needs imposed by the pandemic, cybersecurity management regulations have been updated and new computer activity monitoring and anti-malware tools have been introduced to ensure computer security.

Likewise, in 2023, various awareness-raising actions were carried out among employees, including a simulation exercise that yielded excellent results, both in terms of early warning and response to phishing.

In 2023, the migration of the HPA's public cloud was also carried out, and is now fully managed

by the HPA, thus increasing its security and potential.

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

The Huelva Port Authority has implemented a User Services system, which guarantees the operation of IT and Communications services. This service is managed through a ticketing system from which service quality measurement indicators are obtained.

In 2023, the management of quality control indicators continued with a centralised tool that allows for control and monitoring of same, based on the reports obtained from the management tools, which were started in previous years, with the incorporation of new indicators.

In line with an ITIL management model, the HPA has continued with a system for monitoring project tasks in the IT field, from which it will be possible to obtain information on the management of these tasks and which will provide feedback for the management of projects in a process of continuous improvement.

The migration of this system is planned for 2024, with a view to integrating all the tasks to be carried out at a single point. This system will enable project management and will be the spearhead for the implementation of this methodology in the rest of the Port Authority.

Likewise, in 2023, the operation of services based on Information Technologies was maintained through the use of an asset management tool (CMMS), already in place in the Huelva Port Authority and its use was extended to technological assets.

Smart Port

In 2023, HPA continued with the development of an operational management platform based on an IoT system (Fiware) and the relevant tests were carried out for its implementation. It will have as its main objective the integration and

In 2023, various awareness-raising actions were carried out among employees, highlighting a drill for both early warning and response to phishing.

processing of data, the guarantee of capture from different sources (IoT, other applications, external sources, windows, etc.) and the use of this information in the different internal processes of the HPA, orchestrated through BPM modules.

The objective of this platform is to be a Decision Support System based on real-time data that facilitates the work of the Port Authority staff and enables companies to know the status of their applications at all times. The platform will also have an Open Data portal from which new solutions can be integrated or new projects can be carried out.

The extension of this philosophy to the management of third-party services in the port area, such as mooring, tug and pilotage services, has also been initiated, and it may be operational in 2024.

Two mobile applications were developed in 2023 to facilitate the work. One of them is geared towards internal work (measured application of quayside collections), while the other is focused on facilitating the work of external companies (obtaining accreditations on the application itself). Both are scheduled for commissioning in 2024, along with an expansion for new services.

R+D+i projects promoted by the Port Authority (I_33)

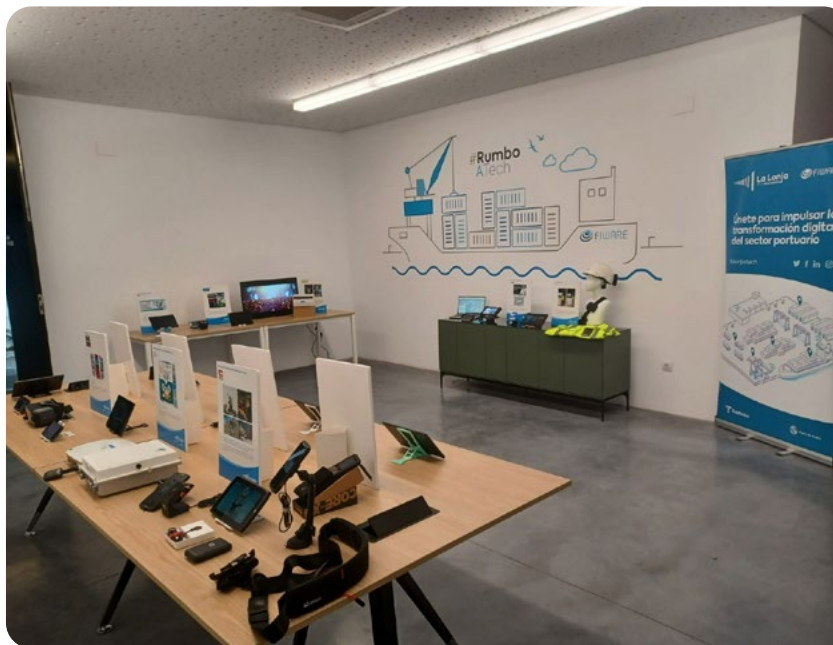
In 2023, the La Lonja de la Innovación Technological Innovation Node, inaugurated on 6 April 2022, continued to be managed. In the same year, more than 500 actions were carried out in the Innovation Node, with a high attendance rate.

Tenders were offered by Telefónica through its Open Future platform, and 8 projects developed in 2023 made successful bids, while the 7 projects that successfully bid for tenders in 2022 continue to be in operation.

Likewise, in 2023 the Huelva Port Authority maintained the development of the three technological innovation challenges awarded in 2022, while new internal and external challenges were also put out to tender (from a company of the MSC group).

In 2023, La Lonja de la Innovación was awarded the first Star by the Fiware Foundation and was also awarded with the title of best Public-Private Collaboration in Andalusia by the Andalucía Emprende Group.

In 2023, companies were set up with the intention of developing their products in the



port area, opening up the fourth possibility of setting up in the Node according to management specifications. To this end, an open tender was established on the website where companies can apply for implementation.

In 2023, Vodafone initiated training courses on

5G and IoT at the company's own Lonja de la Innovación.

Likewise, the Huelva Port Authority has been the facilitating port for 4 granted Ports 4.0 projects, obtaining in this tender the best ratio of projects presented - projects approved in the port system.

Foundations and socio-cultural initiatives supported by the Huelva Port Authority (I_34)

The Huelva Port Strategic Plan 2023- 2030 includes the need to define the Corporate Social Responsibility (CSR) Policy as one of the actions to bring about the objective of "Achieving a recognised, valued and positioned image in the environment of the Huelva Port" within the Strategic Line: Relationship with the Environment.

The Port-City Call for Tenders approved at the session of 21 April 2016 by the Board of Directors implemented the commitment to the needs of its Stakeholders in different areas of action included in the Corporate Social Responsibility Plan of the Huelva Port Authority that was previously approved in December 2013.

In 2023, as part of the framework of the "[Port-City Call](#)", the Commission appointed for this purpose granted aid to 157 sporting, cultural, social and educational entities, thus responding to 85.79% of the 183 projects presented and which confirmed their continuity in the Call. We have also collaborated with 103 organisations in Huelva and the surrounding area, sponsoring social, cultural and sporting events as part of our Social and Corporate Responsibility policy.



Handover of the resolutions of the Port-City 2023 Call for Proposals.

Projects for the improvement of the Port-City Interface (I_35)

Las Cocheras del Puerto, inaugurated as a stage space by the Huelva Port Authority in October 2011 after rehabilitating an old port warehouse built in 1912, is equipped with movable tiers with 256 seats. The front row as well as the stage are adapted for people with reduced mobility. Today Las Cocheras del Puerto de Huelva is an innovative and modern cultural space to be used and enjoyed by the city and the province.

In 2023, a total of 60 events were programmed in the Espacio Escénico de las Cocheras, including cultural, social, technical and institutional performances and activities. Of the total programme, 11 were the Huelva Port Authority's own events and 49 were organised by private entities.

The provision, assembly and preparation of the events carried out by the Port Authority entailed an overall expenditure of €72,000, which represents 0.16% of the total budget for expenses and amortisations paid by the Port Authority in 2023.

Financial resources spent on safety and security (I_36)

As far as industrial safety and response plans are concerned, in accordance with the Agreement between H.E. Huelva City Council and the Port Authority by which the Fire and Rescue Service of the City Council will be the Response and Intervention Group for incidents, emergencies or contingencies that give rise to the activation of the Self-Protection Plan, Maritime Interior or any other response plan that the HPA may be obliged to implement in the future, the HPA, charged to its budget contributions in the third yearly payment of 240,000 €.

Financial resources spent on the environment (I_37)

The total financial resources (expenditure plus investments) spent on environmental matters in 2023 amounted to € 12,411.73.

The main expenditures and investments were as follows:

- New sewerage network at the bulk solids quay.
- Soil characterisation.
- Characterisation of dredged material for productive use in beach regeneration.
- Environmental studies on dredging.
- Environmental monitoring.
- Marpol waste collection and management.
- Cleaning.
- Landscape improvement.
- Decarbonisation and energy efficiency.

Environmental Expenditures and Investments	
Environmental Expenditure in Thousands of Euros	4,037.21
Operating Expenses in Thousands of Euros	45,910.46
% Expenditure on Environment	8.79%
Environmental Investments in Thousands of Euros	8,374.52
Total investments in Thousands of €	32,960.91
% of Environmental Investments	25.41%

02 ECONOMIC DIMENSION

2.1 Economic policy

A basic line of economic policy has been financial self-sufficiency in terms of investment in the construction of port infrastructure. Without resorting to debt and with its own resources, the HPA has efficiently developed port works that demand or demand forecasts have made advisable to carry out.

The policy of reducing prices has been continued in order to favour our competitiveness and that of our customers, by means of correction coefficients and bonuses.

2.2 Economic and financial situation

In a context of Spanish GDP growth of 2.5% marked by a situation that is still inflationary, although more moderate than in 2022 due to successive rises in interest rates, the activity of the Huelva Port in 2023 has been marked mainly by major advance and growth in its Public Domain management activity, reaching the record figure of 4.1 million square metres of public port space granted and authorised to a total of approximately 300 companies.

The total amount invoiced was EUR 46.23 million at the end of the year, thus decreasing by -9% compared to the amount invoiced in 2022. However, it should be clarified that this percentage is distorted due to the extraordinary land sale operation of the Aqualón shopping centre to the company IBEMETEX, which took place between April and December 2022. The

exceptional amount invoiced for the disposal of this important asset amounted to 4.60 million euros, which, subtracted from the final turnover figure for that year, gives an almost negligible decrease in the amounts invoiced in 2023, of around -0.01%.

We can therefore say that the revenue figure for 2023, once the effect of the sale of Aqualón has been cancelled out, is practically identical to the amounts in the financial year 2022.

Although in the total calculation there was hardly any variation between the amounts invoiced in 2022 and those in 2023, there were significant variations in some types of income.

In particular, the Occupancy Rate from concessions had a positive evolution with

respect to the previous year, which grew by 2.33% with respect to 2022 due to the major increase in concession management, thanks to which record figures have been achieved in terms of granted/licensed surface area.

The ship tax (T1) associated with vessel calls and stays in port also reported a higher income for the port than the previous year. Despite the fact that the number of vessels calling at the Huelva Port was 2.7% lower, as was the size of the vessels, which was reduced by 7.14%, the revenue per T1 grew by 5%, thus reporting a higher revenue in absolute value of more than 500,000 euros. This growth is mainly due to the increase in the dwell times of vessels at some quays such as the Petroleros or DECAL quays, as well as the long periods of anchorage in zone II of large vessels that were detected during the first half of the year.

Directly associated with the increase in the price of the F106 tariff for Environmental Management of Operations (former Dock Cleaning), this item also grew in 2023 by up to 40.6%, providing a higher income in absolute value of more than 200,000 euros. This new tariff was approved and applied to the loading and unloading of goods only during the second half of 2022 and therefore its application in



the full financial year 2023 has incorporated a higher revenue for HPA.

Given that during 2023 the levels of tendering and certification of works were higher than in previous years, the amounts invoiced for "Construction Management" have also contributed to a higher income with a growth

of 38% and a higher amount of up to 255,000 euros.

Finally, the income corresponding to "Legal interest on tariffs" increased in 2023, incorporating almost 245,000 euros more in the invoicing. Again, the sale to IBEMETEX of the Aqualón shopping centre, and the payment by

the buyer of the total interest accrued for the multiple non-payments generated prior to this sale, have caused this figure to be so high, and its comparison with 2022 to be really insignificant.

In contrast, other revenue items showed decreases in amount compared to 2022, thus reducing the positive effect of the previous rates. This is the case of the "Activity rate" for concessions, which shows a drop of 7.74%, with a loss of more than 440,000 euros in income compared to the previous year. This decrease is due to the lower movement of goods at some of the particular facilities located in the service area at the end of the 2022 financial year. Since the activity tax is settled on the basis of the tonnes moved in the previous year, this decrease in tonnes at facilities such as the DECAL wharf (848,000 tonnes less in 2022) or the Reina Sofía wharf (326,500 tonnes less in 2022) has led to a lower income from this item.

At the end of the year, revenue from T6 "Transit zone usage fee" was equally negative, falling in absolute value by almost 46,000 euros in 2023, as did revenue from the "F101 Dock surface usage fee".

The latter dropped by 23% when compared to 2022, resulting in a lower income of approximately



-187,000 euros in absolute value. In both cases the origin of the decrease is to be found in settlements drawn for very long occupations of pipelines on the first and second quay lines at the beginning of the financial year 2022, which were subsequently cancelled in February 2023. This exceptional impact on quay occupancies resulted in high amounts invoiced during 2022 that were cancelled after one year, so this revenue comparison between years is distorted.

Dredging-related services in general also saw lower demand in 2023 and therefore the

revenues they generate were also reduced when compared to 2022. Both the tariff "F119 Dredging Service", which did not produce any income last year, and "F111 Use of dredging areas", with a decrease of 82%, represented a loss of income for the HPA of around 276,000 euros in 2023.

Within the non-tariff revenues generated by items other than the fees and tariffs themselves, "Miscellaneous services" and "Occupations outside the service area" also fell by 53.4% and 27.4% respectively, which has led to a reduction in turnover of more than 380,000 euros. This

significant drop in revenue is due, in the case of miscellaneous services, to the high amounts invoiced in 2022 corresponding to IBI arrears that were already up to date in 2023.

The decrease in "occupations outside the service area" is also due to exceptional circumstances, which is none other than the sale of the land of the Aqualón shopping centre in 2022 and therefore the definitive disappearance of the amounts paid for this item until then.

In addition to the aforementioned income, financial income includes income generated by treasury positions, although it also includes interest on arrears, deferred payments, deferrals and loans. With regard to the first item, the increase in interest rates on the markets and the liability war with financial institutions led to an average return on cash of 3.26%, with a total income of 4.33 million euros, compared to 0.18 million euros in 2022.

With regard to the budget, the net amount of turnover was -5.02% over the planned amount, with a decrease in port dues of -2.80%.

Operating expenses, including depreciation and amortisation, amounted to 45.95 million euros, compared to 42.80 million euros in 2022,

representing an increase of 7.35%, due to both the 5.04% increase in personnel expenses due to salary reviews and the incorporation of new staff, 9.71% in other operating expenses, mainly due to the recovery of insolvencies that were collected in 2022 and 6.27% in depreciation and amortisation expenses due to the incorporation of new assets from the execution of the investment plan.

The items in other operating expenses, alongside the effect of "losses, impairment and variation of provisions for commercial operations" caused by to the recovery of a major debt from the sale of the land of the Aqualon shopping centre in 2022 mentioned above, included an increase in expenditure on repairs and conservation of 364,692.97 euros, or 6.26%, caused by emergency actions to attend to the damage caused by the storm Bernard in the service area of the port. However technical assistance expenses were significantly reduced by 219,459.79 euros, and supplies and

During 2023, the levels of bidding and work certification were higher than in previous years.

consumption by -766,663.68 euros, due to a drop in the price of electricity.

With respect to the approved budget, the personnel expenses item was -2.99% lower than planned, representing a decreased expenditure of -319,059.79 euros, while the other operating expenses item was -20.39% lower, with a lower expenditure of -4,591,079.84 euros, due to the non-execution of maintenance works such as the repair of the South wharf, the repair of the Tinto bridge joints and the absence of dredging caused by a lack of administrative authorisation.

It is important to note that the inter-port compensation fund contributed 1,382,000.00 euros, while the fund received was 286,000.00 euros, resulting in a net contribution of 1,096,000.00 euros, which is added to the operating expenses section.

Profit before tax amounted to EUR 10.15 million in 2023, compared to EUR 14.57 million in 2022. The effect of corporate income tax was positive due to the activation of deduction rights, increasing the final result for the year by 1.7 million euros, resulting in a final profit for the year of 11.93 million euros, compared to 14.38 million euros in the previous year,

where no rights were recorded for non-applied deductions.

The target annual return, which excludes income and expenses that distort the result, including corporate income tax, is 2.50%, higher than the previous year, which was 2.33%, with the average asset having increased due to the incorporation of the works carried out under the Investment Plan.

In particular, the immediate cash ratio to cover current liabilities is 1.81, with a recommended range of 0.5 to 1, where available cash is sufficient to cover short-term liabilities, but no more than is necessary to avoid idle resources. This ratio was higher in 2023, as more of the available cash was held in current account due to higher remuneration, although the available cash was placed in more profitable financial products, requiring somewhat less availability, which is valued on the cash forecasts.

In 2023, when resources from operations amounted to EUR 25.00 million and the applications were reduced by the lower acquisition of long-term financial products compared to 2022, there was an increase in the Working Capital Fund of EUR 21.43 million, giving a total of EUR 135.54 million.

The ratio of operating expenses to operating income in 2023 was 88.76%. This value tends towards high values in the coming years from the need to amortise new investments, and so we refer to the fact that the EBITA will maintain similar levels throughout the years included in the Business Plan, guaranteeing financial stability.

On the other hand, the balance sheet offers a very solid picture in financial and equity terms. Fixed assets are financed entirely from equity

The usual cash ratios show that there is ample capacity to meet debts.

and there is no long or short-term debt other than that deriving from the normal operation of the Entity.

On the liabilities side, equity represents 95.86% of the total, and given that the working capital is very comfortable, the entity is meeting its payment commitments without any problems. In this respect, it should be remembered that the average payment period to suppliers of 30 days established in the Law against late payment is complied with, having stood at 14.12 days in 2023.

Return on assets (E_01)

In accordance with the definition in article 157 of RDL 2/2011, the return on assets, expressed as a percentage of the profit or loss for the year compared to average total assets, is as follows:

	2021	2022	2023
Adjusted result for the year (€)	14,098,089	10,370,322	11,294,269
Total assets (s/art.157 RDL 2/2011) (€)	423,145,792	445,928,648	452,568,893
Ratio (%)	3.33%	2.33%	2.50%

EBITDA evolution (E_02)

The evolution of EBITDA expressed in euros of the total tonnes moved, for the ratio of EBITDA compared to tonnes moved and the percentage change in EBITDA compared to the previous year is as follows:

	2021	2022	2023
EBIDTA (€) *	24,935,288	21,121,192	18,888,080
% change in EBIDTA *	10.51%	5.24%	-10.57%
Tonnes moved	30,685,994	32,145,663	30,085,963
Ratio EBIDTA/Tm	0.81	0.66	0.63

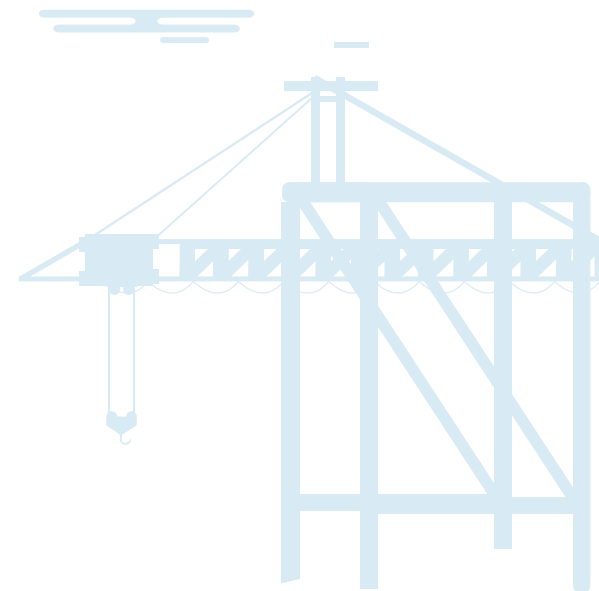
* As of 1 January 2022, grants from European funds will not be taken into account.

* Data without subsidies from European funds has been used to calculate the change in EBITDA compared to the previous year.

Debt service (E_03)

Fixed assets are financed entirely from equity and there is no long or short-term debt other than that deriving from the normal operation of the Entity. All potential default contingencies are adequately provisioned for. With regard to liabilities, the only comment to be made is that the Entity is meeting its payment commitments normally and that the existing debts are those deriving from the normal functioning of the activity. In short, there is no indebtedness and the debt service is zero.

	2021	2022	2023
Debt repayments	0	0	0
Interest on debt	0	0	0
Sum	0	0	0
Cash flow (€)	23,471,016	21,106,415	25,007,333
Ratio (%)	0,00%	0,00%	0,00%



Inactive assets (E_04)

Inactive assets, defined as land and natural assets with no activity over the last three years that can be put to economic, social or environmental value, are:

	2021	2022	2023
Land with no activity	42,403,104	42,403,104	38,869,065
Total assets (s/art.157 RDL 2/2011) (€)	423,145,792	445,928,648	452,568,893
Ratio (%)	10.02%	9.51%	8.59%

Changes in operating income and expenditure (E_05)

The evolution over the last few years of operating expenses in relation to operating income is as follows:

	2021	2022	2023
Operating expenditure (€)	42,820,246	43,243,221	45,910,468
Operating income (€)	52,183,167	57,403,359	51,721,859
Ratio (%)	82.06%	75.33%	88.76%

2.3 Level and structure of investments

Evolution of public investment (E_06)

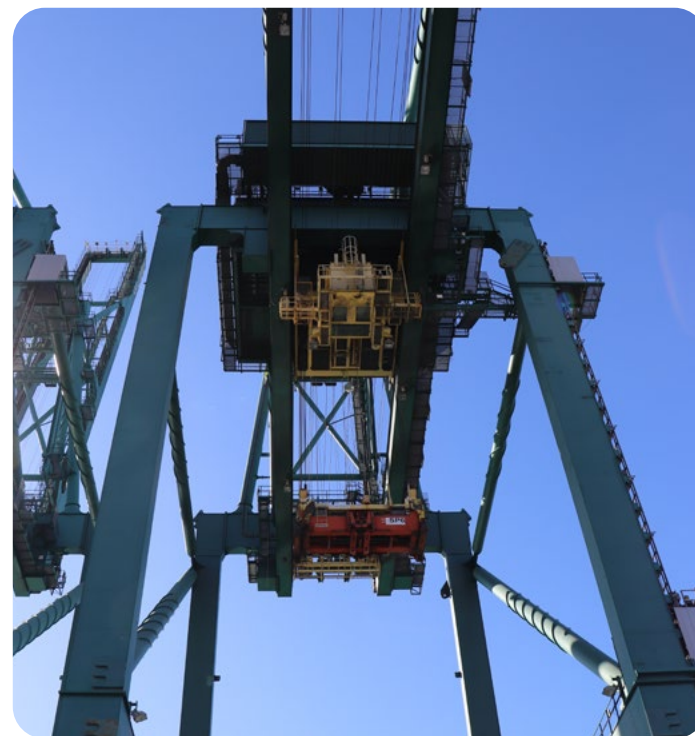
The evolution of public investment by the Port Authority over the last few years, in relation to cash flow, is as follows:

	2021	2022	2023
Total public investment (€)	28,986,443	24,440,491	32,960,919
Cash-flow (€)	23,471,016	21,106,415	25,007,333
Ratio (%)	123.50%	115.80%	131.81%

Development of external investment (E_07)

The evolution of external investment compared to public investment by the Port Authority in recent years is as follows:

	2021	2022	2023
Private investment (€)	47,589,000	99,548,000	76,502,000
Public investment (€)	28,986,443	24,440,491	32,960,919
Ratio (%)	164.18	407.31	232.10



Evaluation of asset renewal (E_08)

The evolution of the ratio of annual investment volume to average net assets in recent years:

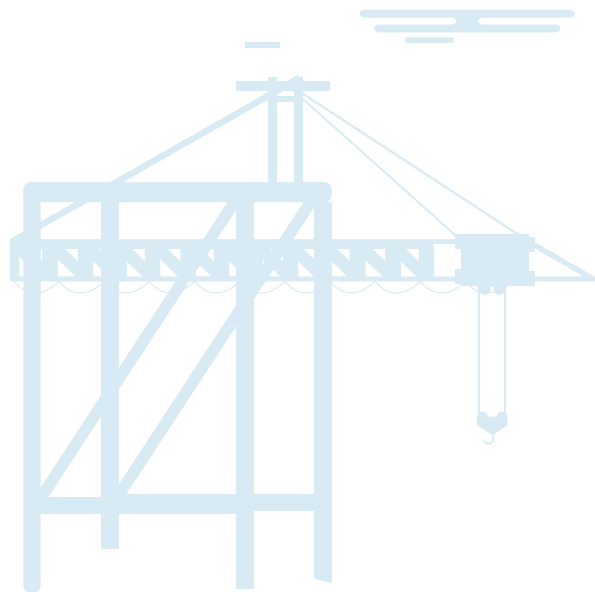
	2021	2022	2023
Public investment (€)	28,986,443	24,440,491	32,960,919
Average net assets (€)	423,145,792	445,928,648	452,568,893
Ratio (%)	6.85%	5.48%	7.28%

2.4 Business and services

Evolution of income from occupancy and activity rates (E_09)

The evolution, over the last few years, of income by occupancy and activity rates, as well as the percentage of each of them with respect to net turnover, is as follows:

	2021	2022	2023
Turnover	437,47,672	44,182,848	44,513,724
Occupancy rate	10,183,484	10,273,520	10,513,193
Ratio (%)	23.28%	23.25%	23.62%
Activity rate	5,040,999	5,724,503	5,281,414
Ratio (%)	11.52%	12.96%	11.86%



Evolution of tonnes moved per square metre of commercial surface area (E_10)

In recent years the evolution of tonnes moved per square metre of land service area characterised as being for commercial use, is:

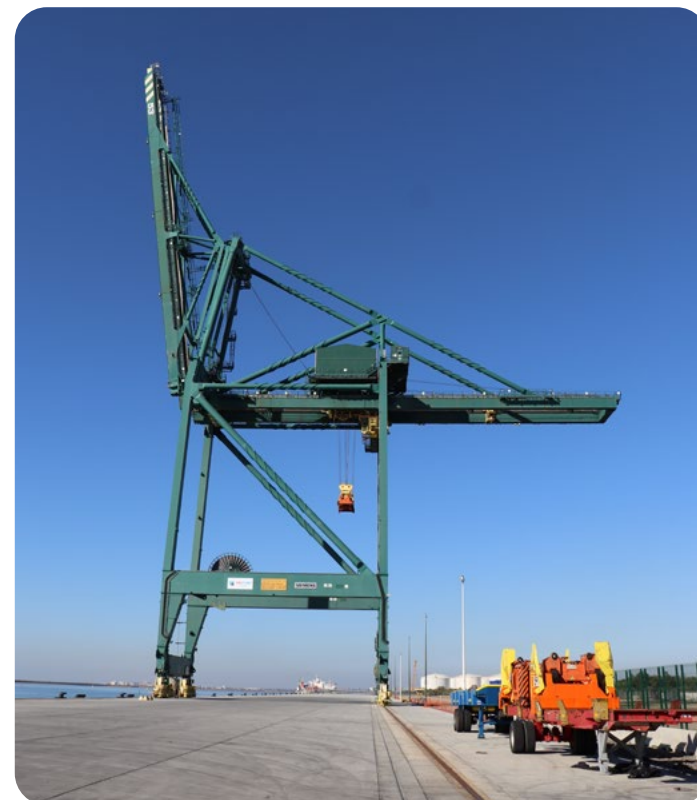
	2021	2022	2023
Tonnes moved	30,685,994	32,145,663	30,085,963
Commercial area m ²	5,246,600	5,246,600	5,246,600
Tm/m ²	5.85	6.13	5.73

Evolution of tonnes moved per linear metre of active quayside (E_11)

The evolution of tonnes moved per linear metre of active quay over the last few years is as follows:

	2021	2022	2023
Tonnes moved	30,685,994	32,145,663	30,085,963
Linear metre of active quay	7.413	7.413	7.413
Tm/m	4,139.48	4,336.39	4,058.54

It should be borne in mind that a significant part of the Huelva Port's traffic (around 28.2%), is carried through a monobuoy (8,478,594 tonnes of crude oil in 2023).



Value generated and productivity

Evolution of net turnover per employee (E_12)

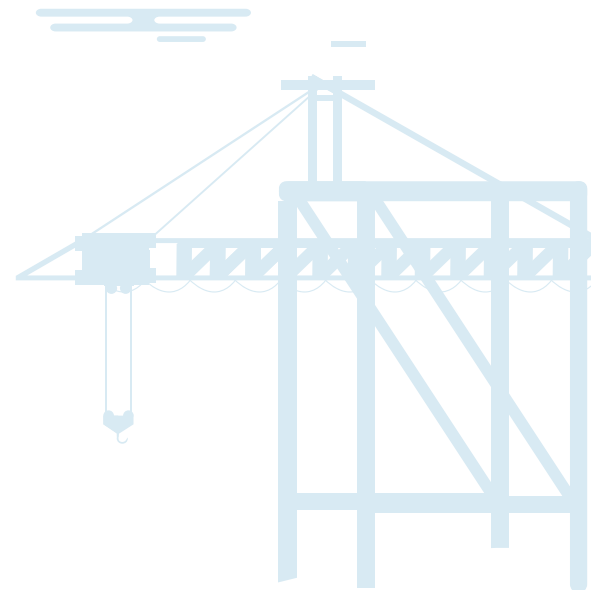
In recent years, the evolution of net turnover per employee (average annual headcount) has been:

	2021	2022	2023
Turnover (€)	43,747,672	44,182,848	44,513,724
Average annual headcount	206	205	207
INCEN/n. nº. employee	212,367.34	215,526.09	215,042.14

EBITDA evolution per employee (E_13)

Over the last three years, the evolution of EBITDA per employee (average annual Average annual headcount)

	2021	2022	2023
EBIDTA (€)	24,935,288	21,121,192	18,888,080
Plantilla media anual	206	205	207
INCEN/n. nº. employee	121,045.09	103,030.20	91,246.76



2.5 Economic and social impact

The Port is, without doubt, an important factor in the socio-economic development of the province of Huelva, with an outstanding contribution to employment and gross added value. To give continuity to the work that the Port Authority has been carrying out to ascertain the impact of port activity on its hinterland, a tender was issued in 2021 for technical assistance to prepare impact studies of the Huelva Port on a biennial basis. The measurement of the economic impact of the Huelva Port carried out in 2023 has as its object of study the year 2022, which can be considered as the year of final recovery after COVID-19, and in which a movement of tonnes was recorded that indicates a return to a phase of growth. All this has happened in spite of the difficulties caused by high energy prices and the increase in logistics and raw material costs for many of the companies related to the Huelva Port.

The results of this study showed that the activity of the Huelva Port constitutes the essential logistical support for the main economic sectors of the province.

The study applies a methodology based on the 2016 Input-Output Framework of the Institute of Statistics and Cartography of Andalusia, which estimates the total impacts on gross value added (GVA) and employment, broken down into direct, indirect and induced effects, as well as the contribution to the provincial and regional economy.

The Port is an important factor in the socioeconomic development of the province of Huelva, its contribution to employment and its gross added value being notable.

The port ecosystem included in the impact assessment is made up of 206 companies and entities, 79 of which form part of port industry, while 127 companies are involved in dependent industries.

All the impact studies can be consulted at the Huelva Port website.

Estimated number of direct and indirect jobs and employment generated by the port community (E_14)

The number of attributable jobs is **67,013**, of which:

	Jobs		
	Non-investment activity	Impact of investment	Total Jobs
Direct	1,087	-	1,087
Indirect	1,080	907	1,987
Generated	2,314	459	2,773
Total port industry	4,481	1,366	5,847
Direct	2,642	-	2,642
Indirect	37,938	7,047	44,985
Generated	11,124	2,415	13,539
Total dependent industry	51,704	9,462	61,166
Direct	3,729	-	3,729
Indirect	39,018	7,954	46,972
Generated	13,438	2,874	16,312
Total impact	56,185	10,828	67,013

This represents **2.0%** of employment in Andalusia and **30.9%** of employment in the province of Huelva.



Estimated gross value added of the port community (E_15)

The contribution to the GVA amounts to 4,844,140,000 euros, which means a **contribution to the Andalusian GVA of 2.8%** and 43.5% of the provincial GVA, distributed according to the following proportion:

	GVA (Thousands of €)		
	Non-investment activity	Impact of the investment	Total GVA
Direct	91,200	-	91,200
Indirect	53,000	46,600	99,600
Generated	58,100	22,310	80,410
Total port industry	202,300	68,910	271,210
Direct	1,323,670	-	1,323,670
Indirect	2,246,500	343,390	2,589,890
Generated	541,750	117,620	659,370
Total dependent industry	4,111,920	461,010	4,572,930
Direct	1,414,870	-	1,414,870
Indirect	2,299,500	390,990	2,689,490
Generated	599,850	139,930	739,780
Total impact	4,314,220	529,920	4,844,140

2.8%

contributed to the Andalusian GVA

43.5%

of the provincial GVA



SOCIAL DIMENSION

3.1 Human resources policy

In accordance with article 47.2 of RDL 2/2011 approving the Consolidated Text of the Law on Ports and the Merchant Navy: "The Port Authorities and State Ports will have to adjust their human resources policy to the principles, criteria and provisions of the Government's economic and budgetary policy on personnel in the service of the State public sector, as well as to the criteria for action and general objectives established in the Strategic Framework".

Within this scope, the Human Resources actions of the Huelva Port Authority in 2023 were carried out according to a policy of compliance with budgets, expenses and social charges and application of the Competence Management System, developing the classification, training and professional development subsystems contained therein.

3.2 employment in the Port Authority

Total number of persons employed (S_01)

	2021	2022	2023
Annual Average Headcount	206	205	207

Percentage of temporary workers over total permanent employees (S_02)

	2021	2022	2023
Percentage of casual workers	18.69	18.67	16.56

Distribution of staff by area of activity (S_03)

Activity	Percentage of average annual workforce
Office outside collective agreement	12.58%
Office within collective agreement	44.92%
Maintenance	4.62%
Port Police	37.89%

Percentage of employees covered by Collective Bargaining Agreements (S_04)

8 7.20% of the 211 employees on 31 December 2023 were covered by the collective agreement.

3.3 Internal communication and participation

Mechanisms for worker representation and communication with management (S_05)

Two representatives of the Trade Union Organisations (U.G.T. and CC.OO.) form part of the Board of Directors of the Huelva Port Authority.

Together with the Works Committee, the legal representation of the workers in the Entity is articulated through each of the Trade Union Sections (CC.OO., C.T.P.A. and U.G.T.).

The Works Committee holds regular meetings with management to discuss matters of interest, alongside the other committees necessary for the proper participation of workers.

Mechanisms for the technical participation of workers in the improvement of production processes (S_06)

There are committees, generally of a joint nature, where discussions may be held on matters related to the production process, work organisation, application of current regulations, prevention and safety, etc.

They are as follows:

- Local Responsibilities Committee
- Local Agreement Negotiating Committee
- Occupational Health and Safety Committee
- Equality Plan Monitoring Committee
- Pension Plan Committee
- Loan Committee

3.4 Training

Percentage of employees attending training programmes (S_07)

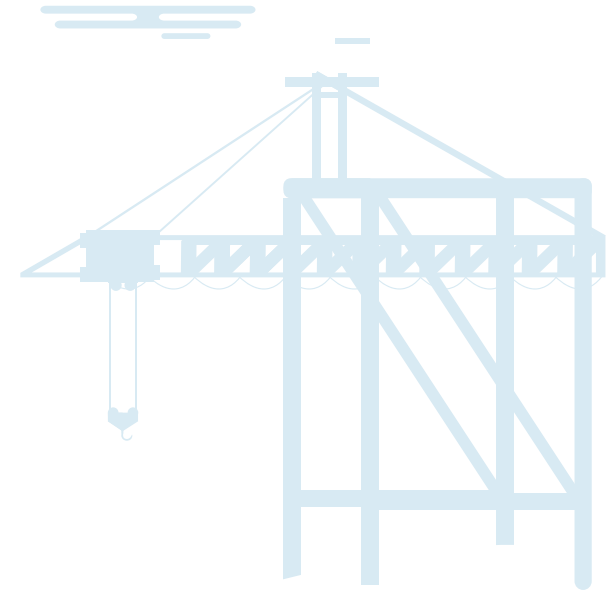
	Percentage of employees attending training programmes*
Within collective agreement	97.81%
Outside collective agreement	2.19%

*% calculated according to number of workers who complete training programmes without duplication when they repeat another training action.

Average hours of training per employee (S_08)

	Total Hours	N.º Workers	Average*
Within collective agreement	15,060	181	83.20
Outside collective agreement	510	26	19.62

*Average calculated according to total number of workers inside and outside collective bargaining agreement.



Number of ongoing training programmes related to the competency-based management system (S_09)

Courses	Participants	Hours/participant	Total hours	Men	Women
Languages 22-23	18	140	2,520	13	5
Languages Executives 22-23	2	73	146	2	0
Expert in Human Resources Management	1	72	72	1	0
Bridge Operator - PRL Crane	3	4	12	2	1
Expert in innovation and digitisation in the port sector	2	200	400	2	0
Quality Competence. Level 1	42	15	630	24	18
Basic concepts in equality	148	2	296	115	33
Overhead crane operator - additional	7	8	56	5	2
Quality. Level 1	41	15	615	37	4
Port regulations. Level 1	54	15	810	40	14
Port operations and services. Level 1	51	15	765	39	12
Industrial safety. Level 1	32	15	480	18	14
Specialisation in facility maintenance	3	72	216	1	2
Recycling Responsible railway recycling	7	16	112	6	1
Port public domain. Level 3	5	50	250	1	4
Port Operations and Services. Level 3	6	9	54	5	1
Port sector and strategy. Level 3	3	90	270	2	1
Passenger traffic. Level 1	60	15	900	45	15
Port sector and strategy. Level 1	25	15	375	19	6
Goods management. Level 1	63	15	945	49	14

Courses	Participants	Hours/participant	Total hours	Men	Women
Logistics and intermodality. Level 1	48	15	720	37	11
Commercial and marketing. Level 1	44	15	660	33	11
Accounting and auditing. Level 1	28	15	420	24	4
Coating inspector	1	120	120	1	0
Heat stress (PRL)	8	15	120	7	1
Passenger traffic. Level 1. Ed. 2 (without bonus)	12	15	180	9	3
Port sector and strategy. Level 1. Ed. 2 (without bonus)	8	15	120	6	2
Goods management. Level 1. Ed. 2 (without bonus)	5	15	75	5	0
Logistics and intermodality. Level 2 (without bonus)	11	15	165	8	3
Sales and marketing. Level 1. Ed. 2 (without bonus)	9	15	135	7	2
Accounting and auditing. Level 2 (without bonus)	8	15	120	7	1
Quality. Level 1. Ed. 2 (without bonus)	5	15	75	4	1
Port regulations. Level 1. Ed 2 (without bonus)	9	15	135	7	2
Port operations and services. Level 2 (without bonus)	9	15	135	6	3
Industrial safety. Level 1. Ed 2 (without bonus)	12	15	180	8	4
Labour relations	52	15	780	43	9
Management of fishing activities	68	15	1,020	50	18

3.5 Staffing structure and equity

Percentage of women out of total number of employees (S_10)

% of women out of total number of workers	20.77%

Percentage of women not covered by the collective agreement (S_11)

% of women outside collective agreement	29.63%

Percentage of permanent employees aged 50+ (S_12)

% Permanent employees > 50 years old	40.68%

Percentage of permanent employees under 30 years of age (S_13)

% Permanent employees < 30 years old	1.13%



3.6 Health and safety at work

Evolution of annual accident frequency rate (FR) (S_14)

FR = (total number of accidents with sick leave/ number of hours worked) x10⁶

	2021	2022	2023
No. of accidents with sick leave per million hours worked	5.88	5.97	17.56

Evolution of the annual accident severity rate (SR) (S_15)

SR = (number of days lost due to accidents/number of hours worked) x10³

	2021	2022	2023
No. of working days lost per thousand hours worked	0.01	0.17	0.09

Effort made in occupational risk prevention training (S_17)

	2023
Total number of training hours	266
Total no. of employees (annual average workforce)	207
Average no. of hours per person employed	1.29

Security and safety exercises and simulations (S_18)

The following security drills and exercises were carried out in 2023:

Protection	
09/05/2023	Threat of explosives being placed on South Wharf
18/05/2023	Checking identity of persons and vehicles at the South Wharf access control
25/08/2023	Checking functioning of access gates to Railway Terminal
28/08/2023	Identification of vulnerabilities in IP South Wharf
16/05/2023	Checking identity of persons and vehicles at the access gates to Juan Gonzalo Wharf
18/07/2023	Identification of vulnerabilities in IP Juan Gonzalo Wharf
04/10/2023	Checking of CCTV system in South Levante Wharf
11/12/2023	PPP Annual Practice for Placement of Explosives on ship's deck
Self-protection	
25/01/2023	Exercise IRA MAR Huelva (activation of National Maritime Plan)
08/02/2023	Knowledge of port environment-Visit to HPA facilities
21/02/2023	Knowledge of port environment-Visit to HPA facilities
06/03/2023	Knowledge of port environment-Visit to HPA facilities
28/03/2023	Knowledge of port environment-Visit to HPA facilities
19/04/2023	Knowledge of port environment-Visit to HPA facilities
25/04/2023	DALLY ship rescue

17/05/2023	Inspection of El Pinar Wetlands
24/05/2023	Inspection of El Pinar Wetlands
22/06/2023	Rescue on ship DISCOVERY
30/06/2023	Rescue on ship CADENA 4
20/09/2023	Fire on ship SODA
04/10/2023	Fire on ship BERNIS
18/10/2023	Fire on ship MARIA ZAMBRANO
06/11/2023	Fire on ship SOLITAIRE
15/11/2023	Fire on ship DAIWAN WISDOM
Maritime hinterland plan	
25/01/2023	Exercise IRA MAR Huelva (activation of National Maritime Plan)
31/03/2023	IMP RCMH activation drill
15/05/2023	IMP Poste Petropesca (CEPSA) activation drill
16/05/2023	IMP DECAL activation drill
23/05/2023	IMP Leatransa activation drill
23/06/2023	ENAGAS IMP activation drill
08/11/2023	IMP IMPALA activation Drill

The following objectives were set for the annual Port Security Plan exercise:

- CEPIC/HPA communications protocol check
- CPIC/Subdelegation/FFCCSE communications check
- Training in level change procedures.
- Coordination with the FFCCSE:
 - Anti-DRON team action - PEGASO Team
 - TEDAX Procedures
 - CBRN procedures
- Communications with PCC members.
- CPCS and Port Police action for PPIPs and PPPs
- Redundancy check of fibre-optic communications CCTV system
- Implementation of corrective actions taken in 1/2022

The approach taken in the exercise was that an incident in a critical infrastructure located in a port in the north of Spain (e.g. energy sector - gas subsector), led to the SES ordering through CEPIC the Port Security Plan to be upgraded to Protection Level 2 (NP2).

In accordance with the nature of the exercise, the incident, and therefore the threat to the HPA, was specified as a drone attack.



In addition to the personnel with Port Authority security responsibilities, the members of the Port Security Committee, CNPIC, the Civil Guard teams defined in the objectives and security officers of the terminals located in the Outer Harbour all participated in the exercise.

The objectives for the exercises in self-protection can be summarised as follows:

- Knowledge of the port environment
- Familiarising the IG with port infrastructures

- Familiarising the IG with on-board emergencies
- Familiarising the GO with its operating procedures
- Training in communication procedures between the agents of the Self-Protection Plan.

The exercise carried out on 24 and 25 January was a local exercise to combat marine pollution of chemical origin, originating in the navigation channel accessing the port and in which a



Visit to the container facilities of Yilport Huelva.



Visit to Maritime Station.



Visit to Maritime Station.



Vessel Rescue.



Vessel
Rescue.



Vessel
Rescue.

situation of leakage of a dangerous and toxic chemical product such as ammonia (NH₃) was considered, with two action scenarios: Scenario 1; waters of the navigation channel of the Huelva Port, in front of the South Wharf; and Scenario 2; South Wharf terminals and facilities.

The exercise carried out on January 24 and 25 was a local exercise to combat marine pollution of chemical origin.

This exercise is part of the IRA-MAR project. WP4, incorporated into the training programme and periodic activation simulation exercises of the National Maritime Plan, defined in article 30 of Order FOM/1793/2014.

In this exercise, both the Port Authority's Self-Protection Plan and its Maritime Interior Plan were activated.

The specific coordination objectives were:

- Establish the phases and scenarios of the emergency and the use of response resources to a marine chemical pollution

event, taking into account potential risks and vulnerable areas.

- Assessment of potential damage to people, property and the marine environment caused by the event.
- Improve coordination between the activated plans.
- Strengthen and promote cooperation between the Directorate General of the Merchant Navy, Emergencias 112 Andalucía, SASEMAR, the Port Authority and companies involved in pollution response.
- Improve coordination mechanisms for response to a chemical pollution event between maritime entities, companies (private sector) and the Port Maritime Administration.
- Improve the training of personnel involved in the response, clarify their roles and responsibilities in a marine pollution incident.
- Assess the shortcomings in dealing with an HNS accident at this specific port.

And in relation to operational objectives:

- Determine the correct monitoring of the established operational procedures, as well as the response and action times with resources, and their possible optimisation.
- Strengthen cooperation and understanding between operational groups.
- Check the security standards that should be achieved in the response.
- Check the condition and suitability of LCC and chemical risk equipment to be deployed in the exercise and the potential combination of equipment from different agencies/agencies and their coordination.
- Assess through the ALOHA programme the possible trajectories of the toxic cloud in different scenarios.

Among the objectives achieved was to improve the response coordination mechanisms between maritime entities and companies and the Maritime Port Administration.

3.7 Employment and safety at work in the port community

Estimated total number of direct jobs generated by maritime freight terminals, passenger terminals and companies providing port services (S_19)

As mentioned in indicator E_14, the Economic Impact Study of the Huelva Port, updated with data for the year 2022, considers the rest of the Port Industry within the Port Industry impact group, which is made up of those companies that make port traffic possible (shipping agents, forwarding agents, stevedores, mooring agents, tugboats, etc.). According to the data provided by this study, which follows the methodology based on the 2016 Input-Output Framework of the Andalusian Institute of Statistics and Cartography, **the total number of direct jobs generated by this group amounts to 603.**

Requirement for preventive and safety measures (S_20)

Over the last few years, HPA has increased its efforts to promote occupational safety and coordination of business activities in compliance with increasingly demanding standards and a social leadership responsibility in the port environment.

In the Terms of Reference, the HPA requires applicants for licences or authorisations to provide port services that comply with certain conditions to ensure the proper functioning of the CBA, as indicated in Article 65 of the Consolidated Text of the Law on State Ports and the Merchant Navy. The company providing the service will be responsible for complying with the obligations of the CBA.

With regard to concessions, the person responsible for the concession will act as the holder or principal, depending on the situation, assuming responsibility and organising preventive coordination with the contractor companies, subcontractors and/or self-employed workers with whom he/she

contracts the performance of works or services in accordance with the provisions of Royal Decree 171/2004, of 30 January, which develops article 24 of Law 31/1995, of 8 November, on the Prevention of Occupational Risks, in relation to the Coordination of Business Activities.

Likewise, it is essential for the service provider to comply with Occupational Risk Prevention regulations, ensuring the rights, protection and well-being of all employees in their charge in all work areas, with the necessary human and material resources to carry out the activities in a safe manner. Furthermore, it is crucial for it to be integrated into the Port's Inland Emergency Plan and, if necessary, into the Port Security Plan.

The APH has increased its dedication to promoting workplace safety and the coordination of business activities in compliance with more demanding standards.



Rehabilitation to ensure the stability and structural safety of the loading dock of the Spanish mining company Tharsis.



In this context, a requirement is established in accordance with both the procedures established for the coordination of business activities on the service quays of this Port Authority and article 65 of the Consolidated Text of the Law on State Ports and the Merchant Navy, the consignee acting on behalf of the shipowner will be responsible for compliance with the coordination obligations during the shipowner's stay in the port, except for loading, stowage, unstuffage, unloading or transshipment of goods or passenger embarkation or disembarkation operations, while in the latter cases the



responsible parties shall be the stevedoring company.

Mechanisms for the coordination of business activities (S_21)

Prevention and coordination of business activities is fundamental in port security management, which implies increasing efforts to control, coordinate and anticipate all the circumstances that interact in the port environment.

Given the complexity of the port environment, with multiple actors carrying out their activities simultaneously, a high level of coordination and control is required to ensure the safety of people, the environment and facilities.

To achieve these objectives, HPA has an internal Construction Site Safety and CBA Division and external support from an engineering company specialising in the coordination of health and safety on construction sites and CBA, responsible for implementing the necessary control measures in the different processes, integrating prevention as a fundamental part of the company's activity.

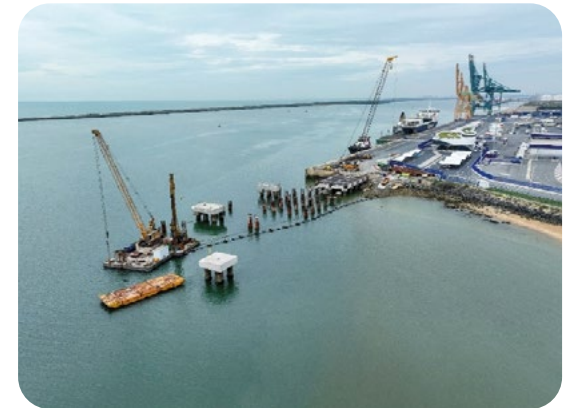
This coordinated action ranges from the

management of the necessary documentation for the companies involved in the various workplaces and construction sites, to access control for workers, as well as the authorisation of suppliers and visitors.

In addition, the HPA's Site Safety and CBA Division uses various mechanisms and means, such as regular meetings, exchange of information, specialised computer applications, contracting of specialised companies and drafting of instructions and procedures.

It is important to highlight that for the management of the CBA, the HPA has a computer application that allows companies to access the occupational risks in the port area and the necessary documentation for the development of works and services for the HPA.

Given the complexity of the port environment, high coordination and control is required to guarantee the safety of people, the environment and facilities.



Single access to the outer harbour.

New ro-ro platform at the South Wharf of the Huelva Port.

Total number and percentage of maritime freight terminals and maritime passenger terminals under concession or authorisation and as companies licensed or authorised to provide port or commercial services with OHSAS (S_22)

Total number and percentage of maritime terminals and service companies that have implemented an OHSAS or ISO 45.001 occupational risk prevention system

Type of terminal/ service	Total nº	Nº with Oshas/45001	% with EMS
Freight terminal	6	6	100%
Passenger terminal	1	1	100%
Stevedoring service	8	1	13%
MARPOL Service	8	8	100%
Nautical technical service (pilotage, towing and mooring)	5	2	40%
Port Services (other)	54	13	25%

Security and safety training actions for the port community (S_23)

Training and protection actions have been limited to exercises and drills carried out jointly in the field of both safety and security.



3.8 Relations with the social environment

The social commitment of the Huelva Port Authority can be seen in the initiatives for the dissemination of the port's activity and communication with the citizens, in actions for the improvement of the port-city interface and in its commitment to a policy of Social Responsibility committed to its immediate environment.

The Reception and Documentation Centre of the Huelva Port, which is also the headquarters of its Historical Archive, built with the rehabilitation of the old locomotive depot and which was inaugurated in 2003, stands out as an instrument for the dissemination of port activity and communication with citizens. Its objective is to make known the reality of the Port, its work, its projects, its historical and current socio-economic importance and its vocation to continue to be a generator of wealth and opportunities, as well as a very important part of the local, provincial and regional economy.

A total of 106 events were organised in this space in 2023, including social events, presentations, exhibitions, talks and working breakfasts.



Gala of the 3rd Carrete Awards at the Reception and Documentation Centre of the Huelva Port.

Cultural exhibitions were organised and the space was occupied for a total of 33 days throughout the year. Of the events organised, 30 were HPA's own events, 19 were private events, 14 were Master's lectures and classes and 10 were technical visits to the archive and the exhibition area.

Today, visitors can enjoy an exhibition in the Exhibition area of the Reception and Documentation Centre that was organised for the Huelva 2023 Columbus festivals and which was transferred to our space with the title "Port Authorities, economic engines of Andalusia" to mark the 150th anniversary of the Huelva Port.

The Reception and Documentation Center of the Port of Huelva stands out as an instrument for disseminating port activity.

04 ENVIRONMENTAL DIMENSION

4.1 Environmental strategy

The Huelva Port Authority, which is fully committed to the objective of maintaining sustainable activities; a concept which includes the maintenance and preservation of the natural environment in which it operates, functions clearly and decisively in line with its Strategic Plan, which has been designed to include the Sustainable Development Goals (SDGs), and environmental monitoring and oversight of stringent parameters that comply with the regulations and legislation currently in force.

At a European level, the environmental guidelines and objectives set by the European Commission have given rise to extensive regulatory developments that European ports have implemented and reinforced with tools such as the ISO 14001 and PERS environmental management systems, as is the case of the Huelva Port.



Within the framework of the Huelva Port's environmental strategy, it is necessary to consider not only the port activities alone, but also the environment in which they are carried out, the environmental quality standards to be met, and the activities carried out by external agents with a direct influence on the Port Service Area and, consequently, on the Port's environmental management.

Within the framework of the environmental strategy of the Port of Huelva, it is necessary to consider not only port activities, but also the environment in which they are carried out.

4.2 Environmental management

Environmental management system ISO 14001:2015 (A_01)

The Huelva Port Authority has an Environmental Management System (EMS) with the following certifications:

The scope of the EMS is as follows:

ISO 14001:2004	X
PERS	X

General Services, as defined in the regulatory framework of the state port system and management of the public port domain.

Financial efforts to maintain the EMS consist of:

Investments linked to implementation or maintenance of the EMS	2,792,336.74 €
(EMS investments/Total tangible and intangible investments) * 100	8.47 %
Costs linked to the implementation or maintenance of the EMS	44,602.75 €
(EMS expenses/Other operating expenses) * 100	0.25 %



Total financial resources for environmental monitoring and characterisation (A_02)

The environmental measurement or characterisation work in the 2023 financial year consisted of:

Water or sediment quality	X
Air quality	X
Protected sites or species	X
Soil quality	X
Noise	
Other habitats or species	X

The economic resources allocated to characterising and monitoring the port environment were:

Investments in environmental characterisation	105,392.11€
(Investments in characterisation / Total tangible and intangible investments) * 100	0.32%
Expenditure on environmental characterisation	17,124.50€
(Expenditure on characterisation / Other operating expenditure) * 100	0.10%



Common land and water cleaning costs (A_03)

Among the duties of the Huelva Port Authority for cleaning the land surface area and the water surface is the cleaning of roads and service quays, and cleaning the banks of the Odiel estuary when materials are deposited there that have been dragged along by the river because of storms..

The costs cleaning common areas in 2023 were as follows:

Expenditure on land cleaning	1,402,135.72€
Service land area	17,841,824m ²
Expenditure on ground cleaning / Ground service area	0.08€/m ²
Expenditure on water surface cleaning	53,233.50€
Surface area zone I	20,921,100m ²
Expenditure on cleaning water surface/area I	0.002€/m ²

Environmental training (A_04)

The Huelva Port Authority's training and management efforts in environmental matters during 2023 are detailed below:

Number of persons involved in environmental management and monitoring	4
Number of workers who are accredited as having received environmental training according to their competences in port environmental monitoring or management tasks	0
Percentage of employees with environmental training as a percentage of the average annual workforce by 2023	0%

4.3 Air quality

Emission sources (A_05)

The main causes of air quality deterioration in the port are related to dust and particulate emissions. The following is a breakdown of the main sources of emissions present in the port and their relevance:

Type of activity	Order of relevance ³
Industrial activities in concessions (Calculated as the number of concessions where industrial activities involving emissions channelled into the atmosphere are carried out)	1
Emissions from vehicle engines	2
Emissions from ships and cruise ships at berth	3
Bulk solids handling by conventional means (Calculated as the number of licensed stevedoring companies moving bulk by grab/hopper-conventional/truck or grab/dock-stockpile/shovel/truck or truck/mobile-belt-conventional)	4
Bulk handling by means of special uncovered systems. (Calculated as the number of companies that have continuous uncovered or partially covered haulage systems)	5
Outdoor storage of bulk solids (Calculated as number of concessions storing bulk solids outdoors)	6
Emissions from unroofed lorry bodies	7
Works	8
Ship hull cleaning and painting (Calculated as the number of concessions performing hull cleaning and painting outdoors)	9
Other activities (please specify)	

³) Order of relevance: The order of importance of each hotspot is assigned a number from 1 upwards, until all significant hotspots present in the port(s) are covered.

Complaints about air emissions (A_06)

The Huelva Port Authority has a specific procedure for the reception and management of environmental complaints within its Integrated Quality and Environmental Management System. These complaints are referred to the relevant area of responsibility to be dealt with. The resolution of the complaint is communicated to the person or entity concerned from the Integrated Management System.

No formal complaints were received in 2023.

The Port Authority continues to collaborate in the surveillance of environmental aspects related to port operations and those of the concessionary companies, carrying out specific monitoring for episodes of possible atmospheric emissions in the service area in order to establish the appropriate preventive and corrective measures, if necessary.

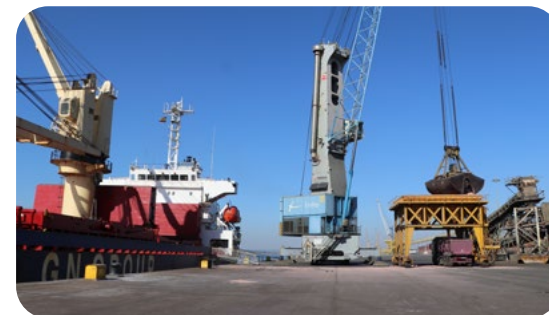
Measures adopted by the Huelva Port Authority to control emissions (A_07)

The measures put in place are:

- Supply and installation of wheel washers at Ingeniero Juan Gonzalo Wharf.
- Good practice guides.
- Direct supervision on the quayside by Port Authority technicians.
- Irrigation systems for bulk stockpiles and roads.
- Warning and information systems linked to wind speed.
- Air quality prediction system.
- Fixed irrigation system in the storage area of the Ingeniero Juan Gonzalo and Ciudad de Palos wharfs.
- Mobile irrigation system and intensive cleaning of spillages on roads.

Air quality monitoring (A_08)

With regard to air quality control, operations are continuously monitored, especially in the loading and unloading areas of bulk solids (as these are the most significant sources of atmospheric pollution), establishing specific measures during operations, including irrigation with nebulisers if necessary for the operations that cause most dust.



In the rest of the service area, intensive monitoring is also carried out by the Environmental Police in order to detect needs and establish the corresponding preventive and/or corrective measures, if necessary.

4.4 Water quality

Landfill sources (A_10)

The water pollution hotspots present in the port(s) in order of relevance are:

Origin of the discharge	Order of relevance ⁴
Rivers, streams, water courses and irrigation ditches	1
Industrial discharges from port concessions	2
Unregulated discharges from ships (bilges, etc.)	3
Refuelling and provisioning of vessel at quayside	4
Accidental spills during loading/unloading of bulk liquids	5
Bad practices in cleaning and maintenance of docks and equipment	6
Spills in loading/unloading of bulk solids	7
Dredging	8
Urban Treated Waste Water (WWTP's)	9
Cleaning and sandblasting of ship hulls	10
Works	11
Unchannelled or untreated rainfall or irrigation runoffs	NA
Untreated urban waste water	NA
Bunkering of vessels at anchor	NA
Other discharges (please specify)	NA

4) The order of relevance is listed in ascending order from 1 onwards. NA, Not Applicable.

The main cause of deterioration of water quality in the harbour is upstream discharges into rivers and streams, including acid mine drainage. An inventory and characterisation of the different sources of discharge and pollution of the port's waters has been carried out.

Measures adopted by the Huelva Port Authority for the control of discharges (A_11)

The measures implemented for the improvement and control of water quality in the Huelva Port are as follows:

- South Wharf drainage connection.
- Collection of water from the docks and improvement of the pavement at the Ing. J. Gonzalo and C. de Palos wharfs.
- Connection of the sewerage system to the basic network around the Columbus Monument.
- Periodic water and sediment quality characterisation campaigns.
- Direct supervision on the quayside by Port Authority technicians.
- Installation of areas for cleaning and maintenance of equipment.
- Improvements in runoff management (collection, channelling, prefilter wells, storm water tanks, etc.).

- Specific environmental requirements on waste water and run-off management under concession conditions.
- Environmental requirements on maintenance and cleaning of equipment in service specifications and award conditions.
- Good practice agreements.
- Approval of Inland Marine Pollution Emergency Response Plans (IMPs).
- Improvement in the provision of own resources for the fight against accidental marine pollution

All binding environmental authorisations are reviewed during the audits for good housekeeping bonus payments. In addition, the Environmental Police has been carrying out important work to monitor all these requirements.

In 2023, the Huelva Port Authority is executing the project for the connection of the sewerage system to the basic network in the South Wharf.

The total budget for the implementation of the project was EUR 2.5 million.



Water quality characterisation campaigns (A_12)

In 2022⁵ no water quality monitoring campaigns in connection with the dredging works were carried out in the Service Area. Typically, the type of parameters that were measured during these characterisation campaigns were: Dissolved oxygen, pH, redox potential, conductivity, temperature, salinity, turbidity, suspended solids, total nitrogen, phosphates, oxidisable organic carbon and metals (mercury, cadmium, lead, copper, zinc, chromium, nickel and arsenic).

5) In relation to the EIS Resolution of 22 January 2018, of the Directorate General for Environmental Quality and Assessment and the Environment.

Drainage and wastewater treatment network (A_13)

In the Service Area of the Huelva Port there is a large area for industrial use whose installations have their own sewage network with connection to the municipal network. As regards the rest of the area used by the port, there is also an extensive sewage network that collects wastewater and takes it to the Municipal Wastewater Treatment Plant for final treatment.

The proportions are shown in greater detail below:

Type of treatment	% of area ⁶
Percentage of the land service area with sewerage network (irrespective of where it discharges and the treatment received)	100.0
Percentage of the area of the land service area with sewerage connected to the municipal sewerage system or to a WWTP	99.9
Percentage of land area discharging to septic tanks	0.01

6) These percentages refer to the service area of the port with facilities and in which port operations are or may be carried out. The area of the service area corresponding to marshland and without facilities has been disregarded for this list.

Runoff water treatment (A_14)

The degree of runoff water collection coverage is shown below:

Type of network	% of area ⁷
Percentage of land area with runoff collection network.	100%
Percentage of surface area of the Service Area with runoff water collection and treatment.	100%

A storm water tank is currently in use to collect storm water at the Ingeniero Juan Gonzalo Wharf.

7) It should be noted that these percentages are percentages in relation to the service area in which activities are or may be carried out. The area of the service area, which corresponds to marshland and has no facilities, has been disregarded.

Schematic description of the technical means used for cleaning the water surface and weight of debris collected in the year (A_15)

On 29 July 2022, a contract was signed for the support to the maintenance of the aids to navigation and the fight against marine pollution of the Huelva Port Authority 2022-2027, which includes the cleaning of the water surface, for a period of 3 years, extendable for a further 2 years at the discretion of the HPA.

The following table gives details of the service for cleaning debris on the water surface of the port in 2023:

No. of vessels	3
Frequency of cleaning	When floating debris is present
Weight of waste collected in mt	0.378

Activation of the Maritime Interior Plan (MIP) (A_16)

Number of marine pollution incidents that did not require activation of the IMP*	0
Number of marine pollution emergencies that have required activation of the IMP of a concession without activation of the Port's IMP ("Alert")	0
Number of marine pollution emergencies that have required the activation of the Port's IMP ("Alert")(**)	4
Number of marine pollution emergencies that have required the activation of the National Maritime Plan ("situation 1 or higher")	0

(*): According to the procedures established in the HPA IMP, the activation of the IMP for any concession requires the activation of the HPA IMP in at least the alert phase.

(**): Activation of the HPA IMP in Emergency Phase, Response Level 1.



Volume of waste water discharges generated by the Port Authority, or discharged through sewers owned by the Port Authority, broken down by type (A_17)

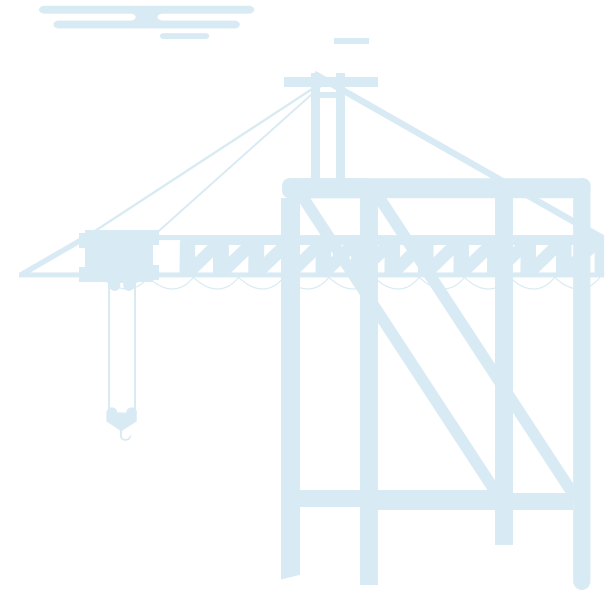
The activities of the Huelva Port Authority that generate wastewater discharges come from the following:

- Offices, Levante Wharf: Urban Waste Water
- South Wharf: Urban Waste Water
- Muelle Ingeniero Juan Gonzalo: Industrial Waste Water

The destination of waste water:

Municipal sewer	Offices and Levante Wharf (storm water)
Septic tank	South Wharf (Offices): in process of connection to sewerage network
Own treatment	In operation at Ingeniero Juan Gonzalo Wharf

The water discharged into the estuary is all rainwater. There are different points of clean rainwater in the service area which, due to their condition, do not require treatment and do not have flow or volume measuring devices.



4.5 Noise

Noise sources (A_18)

The possible sources of significant noise emissions in the Huelva Port are as follows:

Type of activity	Order of relevance ⁸
Scrap handling	NA
Other activities (please specify)	NA
Industrial activity in concessions.	1
Truck traffic	2
Vessels at berth	3
Port machinery	4
Rail traffic	5
Works	6
Container handling	7
Terminal movements RO-RO	8
Leisure facilities	9

8) The order of relevance is listed in descending order from 1 to 4. NA, when Not Applicable.

Noise complaints or allegations (A_19)

The Huelva Port Authority has a specific procedure for the reception and management of complaints, which are channelled through the register. Suggestions or complaints are formally registered and then referred to the corresponding area of responsibility so that they and the corresponding response to the user can be managed in a timely manner.

0 noise complaints were recorded in 2023.

Activity causing the complaint	Number of complaints	Origin of the complaint
	0	

This is mainly due to the fact that the service quays where the main port activity is concentrated are located in the Outer Harbour, far from the population centres. This is the

reason why the Huelva Port Authority has not foreseen the implementation of a noise map nor has it adopted measures to control the acoustic emissions linked to the port's activity.

However, in the previous year, 2 specific complaints were registered at the Huelva Port Authority regarding noise emissions from cleaning activities on the inner dock.

	2021	2022	2023
Number of complaints	0	2	0

In 2023, no noise complaints have been recorded, because the docks where the main port activity is concentrated are far from population centers.

4.6 Waste management

Percentage of waste generated by the Port Authority that is segregated and recovered (A_22)

The Huelva Port Authority controls the volume of waste generated in its facilities, calculating the amount that goes to a recovery process.

The percentage of waste produced by the Port Authority that underwent a separate collection process and was subsequently recovered in 2023 was:

Type of waste	Separate Collection (mt waste separated/mt total waste generated) *100	Revaluation (mt waste recovered/mt total waste generated)*100
USW	100%	20.35%
Hazardous Waste	0%	0%
Oils	0%	0%

The volume of waste related to the cleaning service during the year 2023 is classified as follows:

Type of waste	Total quantity collected during the year in mt	Percentage of total collected
Inert	26,094.44	96.10
Non-hazardous	27,153.97	100
Hazardous	0	0

Activities or sources of waste generation within the port (A_23)

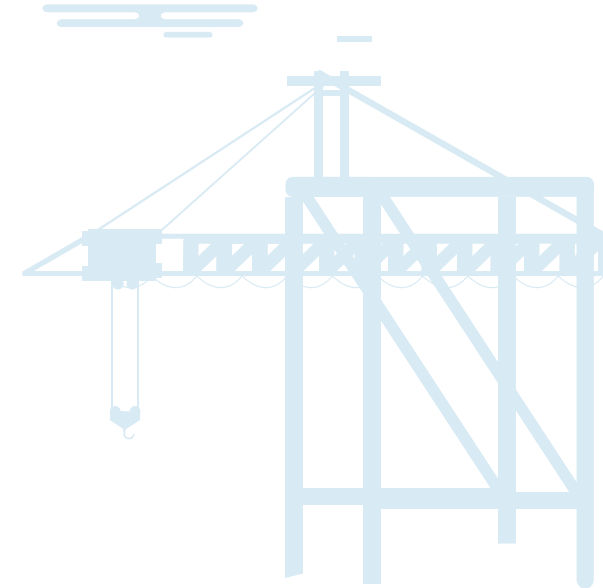
Within the Service Area there are different sources of generation of waste assimilable to urban, inert or hazardous waste, and depending on the volume of waste generated, the following sources should be noted, in order of relevance:

Type of source or activity	Order of importance
MARPOL waste delivery	1
Concession activities generated by concessions	2
Cargo and stowage waste (discarded cargo, packaging, etc.)	3
Cleaning of docks, roads and common areas	4
Remains of sweepings from the movement of solid bulk solids.	5
Fisheries (packaging, nets, fish waste, etc.)	6
Works	7
Machinery maintenance	8
Cleaning of septic tanks	9
Cleaning of the water surface (floating solids)	10
Clean-up of accidental spills	11
Bars, leisure and retail activity in service area	12
Other activities	

Measures for the improvement of waste management (A_24)

The measures promoted by the Port Authority to improve waste management in the Port Community include the following notable features:

- Existence of clean points with separate waste collection. These clean points are intended for the collection of the following waste:
 - The Port Authority's own waste, generated in offices and buildings of the HPA.
 - Waste from ships (MARPOL), managed by an authorised manager contracted by the Huelva Port Authority.
 - Waste transfer centre contracted out to an authorised manager contracted by the stevedoring companies.
- Compliance with internal rules.
- Penalties in case of abandonment of waste in unauthorised places.
- Periodic monitoring of concessions and port service providers to verify compliance with the administrative requirements established by the law on waste through the audits of bonuses in environmental matters in which the Port Authority is present, as well as in the daily environmental surveillance carried out by the Environmental Police and all the facilities in the service area.
- Good practice agreements.



Management of dredged material (A_25)

The dredging carried out so far corresponds to the maintenance dredging of the drafts of the Huelva Port, the environmental monitoring of which is carried out in accordance with the requirements of the Environmental Impact Statement of February 2018. Among the areas of control both during the execution of the dredging and the dumping in the enclosure or in the marine dump are: the quality of the water, sediment, control of marine biota, control of protected areas, control of noise and emissions from the dredger, etc. This dredging campaign ended in 2022, so no maintenance dredging was carried out in 2023.

The volumes and characteristics are listed below:



	m ³	% of total
Total volume of dredged material	0	0
Volume of Category A material	0	0
Volume of Category B material	0	0
Volume of Category C material	0	0
Volume of material classified as waste	0	0

4.7 Natural environment

Natural areas in the surroundings of the Huelva Port (A_26)

The Huelva Port is located in an environment of great environmental and biological richness, and adjacent to it and within the Service Area itself there are protected natural spaces that occupy a surface area of approximately 12,000 hectares, of which 560 are included in the Huelva Port Service Area.

The Port of Huelva is located in an environment with great environmental and biological wealth.

These areas are protected in several ways, including the following: Natural Site, Nature Reserve, Biosphere Reserve (MAB Programme), Wetlands of International Importance included in the RAMSAR List, Special Protection Areas for Birds (SPAs) and Sites of Community Interest (SCIs), and are as follows:



Name	Type of space ⁹	Distance to the port ¹⁰
Wetlands of the Odiel Natural Site	MAB, RAMSAR, ZEPA, LIC	Partially included
Estero Domingo Rubio Natural Site	ZEPA, LIC	0 Km
Laguna de Palos and Las Madres Natural Site	RAMSAR, LIC	3.2 Km
Isla de Enmedio Nature Reserve	MAB, RAMSAR, ZEPA, LIC	1 Km
Marismas del Burro Nature Reserve	MAB, RAMSAR, ZEPA, LIC	0 Km

⁹ SCI, ZEPA, RAMSAR Wetlands, Asset of Cultural Interest (BIC), etc.

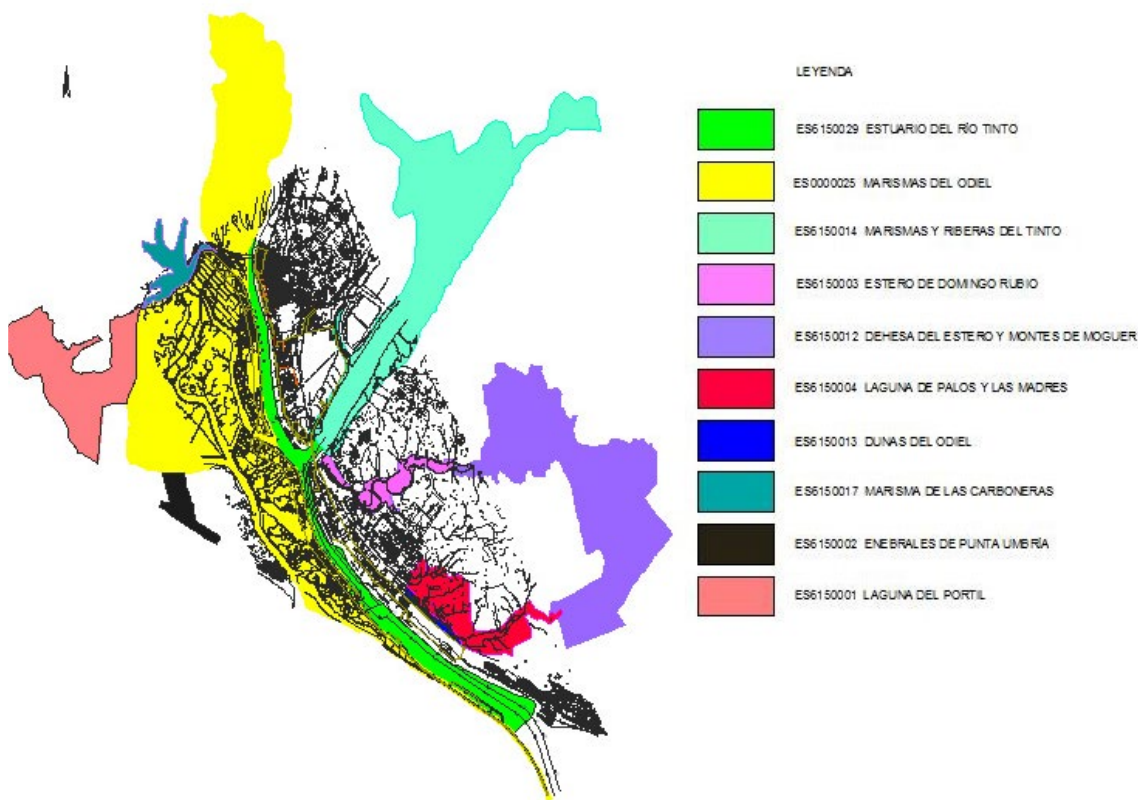
¹⁰ Means the distance to the physical port, i.e. land area and I-zone. When wholly or partly within the area, it is defined as included or partly included, as appropriate. Where adjacent, this shall be indicated: 0 km.

Among these areas, the Marismas del Odiel Natural Park stands out for its environmental values and surface area (6,631 hectares), which has been declared a Biosphere Reserve, SPA, SCI and is included in the RAMSAR List.

This site is partially included in the Port Service Area, occupying a surface area of 562 hectares, specifically on the right bank of the Odiel estuary, where there are practically no port operations. There is therefore a close link between the management of this natural area and the Port Authority, which forms part of its Board of Trustees.

The ecological value of this natural area of Wetlands of the Odiel lies in the fact that they are ecosystems of estuarine, tidal and continentalised marshes, including highly productive coastal sandy ecosystems, which constitute a strategic point for nesting and breeding migratory birds and are home to a wide variety of habitats and landscapes.

Having been declared a Biosphere Reserve since 1983, the Wetlands of the Odiel Natural Site is home to protected species such as the spoonbill, grey heron, purple heron, marsh harrier, osprey, flamingo, black stork and otter, among others.



Protected natural areas in the area surrounding the Huelva Port. Source: Own elaboration.

Schematic description of projects for the regeneration of the natural environment undertaken by the Port Authority, and valuation in euros of the cost of these actions (A_28)

Landscape improvement actions	
Name	Remodelling of the surroundings of the Monumento a la Fe Descubridora
Place	Punta del Sebo, Huelva.
State	Status of development during 2023: completed
Year	2022-2023
Reason	<p>Improve the connectivity of the existing urban fabric with the port through the adaptation of the surroundings of the Monumento a la Fe Descubridora, and its connection to the recently reformed Francisco Montenegro Avenue.</p>
Description	<p>It consists of remodelling and improving accessibility in the area around the Monumento a la Fe Descubridora, located in Punta del Sebo, Huelva, recovery of pine forests and marshes, installation of new urban furniture such as benches and fountains and improvements in lighting and ground qualification, guaranteeing a greater perceived safety in the area.</p> <p>The intervention in the area around the monument will double the pedestrian area from the current 6,000 m2 to more than 12,000 m2. This increase in pedestrian space benefits both the Punta del Sebo beach and the adjacent marshland area, whose accessibility is considerably improved.</p> <p>This project is committed to energy efficiency and sustainability, promoting natural water cycles, the use of highly efficient public lighting with LED streetlights and beacons, the reduction of water consumption for irrigation thanks to rainwater harvesting, the use of indigenous plants and xeriscaping.</p>
Investment and expenditure in €	603,092.58 €



Landscape improvement actions	
Name	Refurbishment of the Tharsis Wharf
Place	Tharsis Wharf
Status	Development status during the year 2023: in progress
Year	2022-2024
Reason	The Huelva Port continues to work to maintain and recover its architectural heritage.
Description	<p>The project consists of the structural rehabilitation of the property known as the loading dock of the Compañía Española de Minas de Tharsis in the Huelva Port, in the General Catalogue of Andalusian Historical Heritage, with specific character and category of Monument. This Wharf has been declared an Asset of Cultural Interest, establishing its protection regime under the Law of Spanish Historical Heritage 16/1985 of 25 June.</p> <p>The Loading Dock of the Compañía Española de Minas de Tharsis belongs to the group of civil and industrial engineering works that were carried out in the second half of the 19th century in the province of Huelva as a result of the development of mining activity due to the boom in the exploitation of the mines located in the Cuenca Minera and Andévalo.</p>
Investment and expenditure in €	1,827,564.38 euros



4.8 Eco-efficiency

Land use (A_29)

The percentage of the service area occupied by own or concessioned active installations (8,183,132m²) is 45.86% of the total surface area (17,841,824m²), although if we refer to the 7,382,473m² of usable surface area (deducting the 10,459,351m² of marshland), the percentage rises to 41.38% of this surface area.

Water consumption (A_30)

The management of the Port's water supply network, whose consumption points are 100% controlled, is outsourced to the Municipal Company Aguas de Huelva, which is responsible for the sale of water in the Port.

The evolution over the last three years of the Port Authority's total annual water consumption, expressed as total cubic metres and as cubic metres per square metre of surface area of the Service Area, has been as follows:

	2021	2022	2023
Consumption in m ³	134,889.00	187,817.71	219,163.00
Service area in m ²	17,841,824	17,841,824	17,841,824
Ratio m ³ /m ²	0.008	0.011	0.012

Port Authority water consumption by use in 2023:

Source of consumption	% of total
Domestic/office	7.02
Irrigation of green areas	77.20
Dust prevention systems by irrigation (only if PA)	15.04
Other uses (please specify)	0.74

The Huelva Port Authority has installed meters to be better informed about consumption per application and to detect losses as a savings measure.

An increase in water consumption can be observed with respect to previous years, due to the increase in green areas to be maintained after the restoration of Avenida Francisco Montenegro and Paseo de la Ría.

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 directly manage the water distribution network (A_31)

It is important to point out the major effort made by the Huelva Port Authority to avoid possible losses in water consumption. The development over the last three years is shown below:

	2021	2022	2023
Grid efficiency in % of network	74.20%	74.23%	74.15%

Electrical energy consumption (A_32)

The distribution of electricity in the Huelva Port is carried out through the different ENDESA Distribución infrastructures. Since 1 July 2009, due to Decree Law 485/2009, of 3 April, operators who carry out their activity in the service area of the Huelva Port Authority have the possibility of contracting the purchase of electrical energy with the most convenient trading company on the market.

The evolution over the last three years of the total annual consumption of electrical energy in Port Authority installations and lighting in common areas, expressed as total kWh and as total kWh per square metre of Service Area, has been as follows:

	2021	2022	2023
Consumption in kWh	4,280,723.04	4,132,111.78	4,703,055.36
Service area in m ²	17,841,824	17,841,824	17,841,824
Ratio Kwh/m ²	0.240	0.231	0.263

It should be taken into account that there are new facilities in use (such as the Lonja and Ciudad del Marisco) that increase energy consumption compared to previous years.

Port Authority electricity consumption by use during 2023:

Source of consumption	% of total
Road lighting	87.06
Offices (lighting, air conditioning, etc.)	11.99
Other uses (Beaconing)	0.95

As a control and savings initiative, the energy efficiency project that was underway since 2019 continued to be developed in 2023. In addition, the HPA has been contracting electricity from a company with 100% renewable GdO, contributing to a 100% reduction of CO2 emissions from the Head Office.

Fuel consumption (A_33)

The evolution over the last three years of the total annual fuel consumption by the Huelva Port Authority, expressed as total cubic metres and as cubic metres per square metre of Service Area, has been as follows:

In 2023, energy efficiency measures such as the optimisation of lighting and the upgrading of the car fleet by replacing diesel vehicles with hybrids continued.

	2021	2022	2023
Total fuel consumption in kWh	277,323.88	270,628.99	242,421.41
Service area in m ²	17,841,824	17,841,824	17,841,824
Ratio kWh/m ²	0.016	0.015	0.014

Consumption by fuel type during 2023	
Fuel type	% of total
Natural gas	0
Butane or propane gas, or liquefied petroleum gases	0
Petrol	56.53
Diesel	43.47
Biodiesel	0

Fuel consumption by use during 2023	
Sources of consumption	% of total
Heating/Sanitary Hot Water	0
Vehicles	99.04
Vessels	0
Generators	0.96
Other uses	0

4.9 Port Community

The Huelva Port Service Area is home to a very diverse set of activities, including most notably mainly industrial activities, those associated with same and activities related to the fishing industry.

Environmental conditions in the Particular Specifications of port services, in conditions for granting and in titles of concession or authorisation (A_34)

The specifications for concessions and service requirements are tools through which the Port Authority establishes specific environmental requirements. We highlight those requirements that address the following points:

- Reference to specific operational practices for the control of environmental aspects.
- Demands on the level of order and cleanliness of work facilities.
- Waste management requirement.

- Soil contamination control and decontamination in concessions.
- Compliance with general and activity-specific legal requirements.

Environmental management systems in port facilities (A_35)

The degree of EMS implementation in service providers and cargo handling terminals is:

Total number and percentage of maritime terminals and service companies that have an EMS in place that covers their entire activity		
Type of terminal/ service	Total No. with EMS	% with EMS
Freight terminal	6	100
Passenger terminal	1	100
Stevedoring service	4	50
MARPOL Service	2	100
Marine technical service	0	0
Port Services (other)	27	47



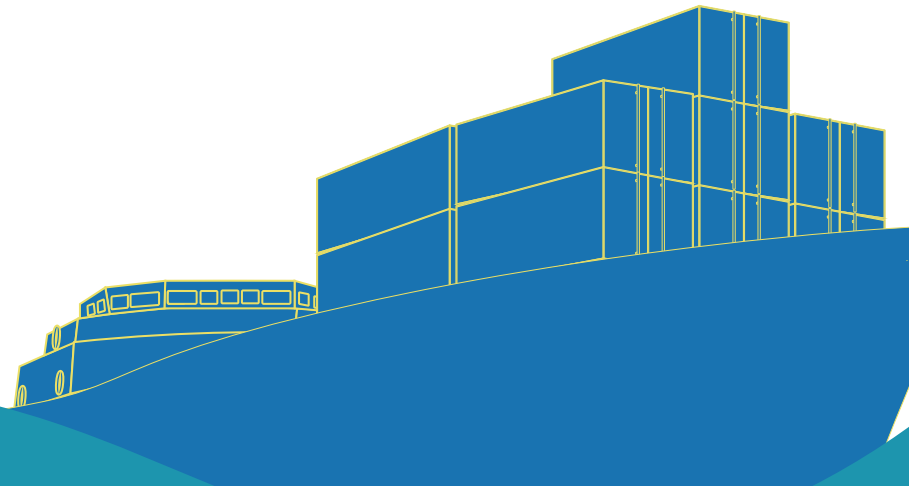
Puerto de Huelva

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Annual Report 2023

05

LIST OF INDICATORS



List of indicators

I_01 Functions and legal form	224
I_02 Functions and manner in which the governing and management bodies are elected	226
I_03 Structure of the Board of Directors	227
I_04 Management and support systems	230
I_05 Steering Committee	230
I_06 Sector technical committees that support the Board	230
I_07 General technical characteristics of the port	235
I_08 Infrastructures under implementation or project and purposes served	240
I_09 Industrial promotion and logistics initiatives	251
I_10 Traffic evolution	254
I_11 Hinterland and foreland. Main origins and destinations of goods	257
I_12 Turnover invoiced to top five customers	261
I_13 Main sectors in economic development that rely on the port for their development	262
I_14 Services provided by the port	263
I_15 Number of companies operating in the port under concession, authorisation or licence	269
I_16 Actual land area in commercial use	270
I_17 Percentage of tonnes moved in concessionary or licensed maritime freight terminals	271

I_18 Information mechanisms provided by the Port Authority guaranteeing transparency of information about the conditions for operators wishing to provide services in the Port or to apply for a concession	272
I_19 Port Authority initiatives to improve the efficiency and quality of the service	273
I_20 Companies benefiting from a bonus to encourage improvements in the quality of service	273
I_21 Initiatives to receive or handle complaints or suggestions	274
I_22 Current and planned road and rail accesses and promotion of port-rail intermodality	277
I_23 Traffic development developed by roll-on/roll-off loading and unloading	282
I_24 Developments in rail and road transport and road operations	283
I_25 Stakeholders	285
I_26 Communication with stakeholders	285
I_27 Main concerns of stakeholders	291
I_28 Coordination and collaboration projects with other administrations	291
I_29 Technical or business associations that the Huelva Port Authority belongs to	294
I_30 Trade promotion initiatives 2023	296
I_31 Expenditure on commercial promotion of the port	297
I_32 Projects for communication and service provision via internet or other telematic means	298
I_33 R+D+i projects promoted by the Port Authority	301
I_34 Foundations and socio-cultural initiatives supported by the Huelva Port Authority	302
I_35 Projects for the improvement of the Port-City Interface	302

I_36 Financial resources spent on safety and security	303
I_37 Financial resources spent on the environment	303
E_01 Return on assets	309
E_02 EBITDA evolution	309
E_03 Debt service	310
E_04 Inactive assets	311
E_05 Changes in operating income and expenditure	311
E_06 Evolution of public investment	312
E_07 Development of external investment	312
E_08 Evaluation of asset renewal	313
E_09 Evolution of income from occupancy and activity rates	313
E_10 Evolution of tonnes moved per square metre of commercial surface area	314
E_11 Evolution of tonnes moved per linear metre of active quayside	314
E_12 Evolution of net turnover per employee	315
E_13 EBITDA evolution per employee	315
E_14 Estimated number of direct and indirect jobs and employment generated by the port community	317
E_15 Estimated gross value added of the port community	318
S_01 Total number of persons employed	319
S_02 Percentage of temporary workers over total permanent employees	319

S_03 Distribution of staff by area of activity	320
S_04 Percentage of employees covered by Collective Bargaining Agreements	320
S_05 Mechanisms for worker representation and communication with management	320
S_06 Mechanisms for the technical participation of workers in the improvement of production processes	320
S_07 Percentage of employees attending training programmes	321
S_08 Average hours of training per employee	321
S_09 Number of ongoing training programmes related to the competency-based management system	322
S_10 Percentage of women out of total number of employees	324
S_11 Percentage of women not covered by the collective agreement	324
S_12 Percentage of permanent employees aged 50+	324
S_13 Percentage of permanent employees under 30 years of age	324
S_14 Evolution of annual accident frequency rate (FR)	325
S_15 Evolution of the annual accident severity rate (SR)	325
S_17 Effort made in occupational risk prevention training	325
S_18 Security and safety exercises and simulations	326
S_19 Estimated total number of direct jobs generated by maritime freight terminals, passenger terminals and companies providing port services	332
S_20 Requirement for preventive and safety measures	332
S_21 Mechanisms for the coordination of business activities	333

S_22 Total number and percentage of maritime freight terminals and maritime passenger terminals under concession or authorisation and as companies licensed or authorised to provide port or commercial services with OHSAS	335
S_23 Security and safety training actions for the port community	335
A_01 Environmental management system ISO 14001:2015	338
A_02 Total financial resources for environmental monitoring and characterisation	339
A_03 Common land and water cleaning costs	340
A_04 Environmental training	340
A_05 Emission sources	341
A_06 Complaints about air emissions	342
A_07 Measures adopted by the Huelva Port Authority to control emissions	342
A_08 Air quality monitoring	342
A_10 Landfill sources	343
A_11 Measures adopted by the Huelva Port Authority for the control of discharges	344
A_12 Water quality characterisation campaigns	345
A_13 Drainage and wastewater treatment network	345
A_14 Runoff water treatment	346
A_15 Schematic description of the technical means used for cleaning the water surface and weight of debris collected in the year	346
A_16 Activation of the Maritime Interior Plan (MIP)	347

A_17 Volume of waste water discharges generated by the Port Authority, or discharged through sewers owned by the Port Authority, broken down by type	348
A_18 Noise sources	349
A_19 Noise complaints or allegations	349
A_22 Percentage of waste generated by the Port Authority that is segregated and recovered	350
A_23 Activities or sources of waste generation within the port	351
A_24 Measures for the improvement of waste management	352
A_25 Management of dredged material	353
A_26 Natural areas in the surroundings of the Huelva Port	354
A_28 Schematic description of projects for the regeneration of the natural environment undertaken by the Port Authority, and valuation in euros of the cost of these actions	356
A_29 Land use	358
A_30 Water consumption	358
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 directly manage the water distribution network	359
A_32 Electrical energy consumption	359
A_33 Fuel consumption	360
A_34 Environmental conditions in the Particular Specifications of port services, in conditions for granting and in titles of concession or authorisation	361
A_35 Environmental management systems in port facilities	361



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