



Puerto de Huelva



Autoridad Portuaria de Huelva

SUSTAINABILITY REPORT



01 INSTITUTIONAL DIMENSION

1.1 Sustainability strategy

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

The new strategic scenario, which runs from 2023 to 2030, with a vision to 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 Lines:
 - 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 measures to be developed.

In the new strategic formulation of the Plan, the mission of the Port Authority of Huelva 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 Port Authority of Huelva 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"**.

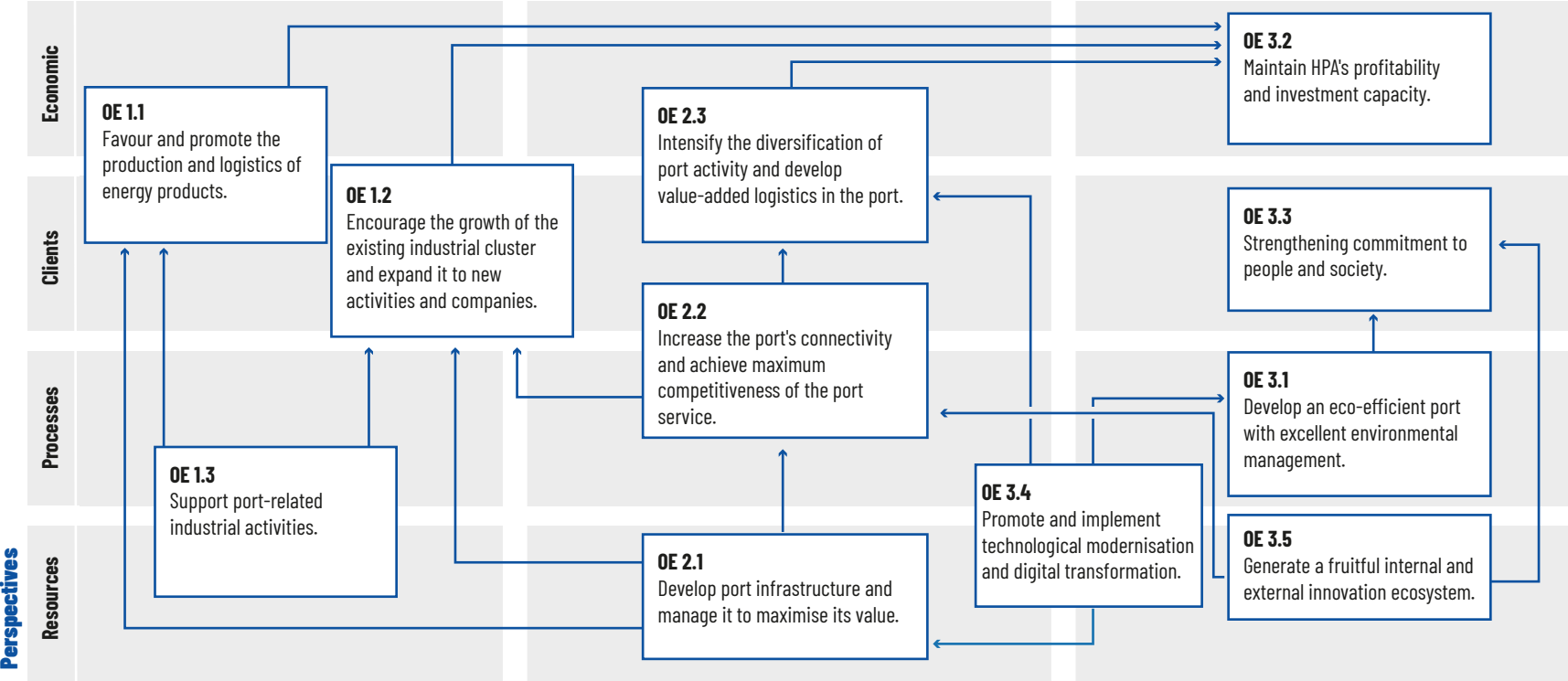
Corporate values are set as:

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

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

Strategic axes

1	Energy and industry cluster that boosts clean fuels	2	Logistics and intermodal port with competitive infrastructures and services	3	Sustainable port: environmental, economic and social; innovative and digitised
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1.2 functions and legal form (I-01)

The Port Authority of Huelva 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 Port Authority of Huelva 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, additionally, 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).

Competency framework

The Port Authority carries out the functions assigned to it by the aforementioned Consolidated Text of the State Ports and Merchant Navy Act, 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 Puertos de Estado 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, said management is aimed, guaranteeing the general interest, 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 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.

Financing 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 must point out that, in the case of the Port Authority of Huelva, there have not been and are not expected to be any resources 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

The functions and mode of election correspond to the provisions of article 31 of the *Texto Refundido de la Ley de Puertos del Estado y de la Marina Mercante (Revised 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 Port Authority of Huelva, an appointment that complied with the publicity requirement set out in article 31.1 of the *Consolidated Text of the State Ports and Merchant Navy Act*, 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 Port Authority of Huelva, 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 following functions are vested in the Presidency (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 before 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.
- To exercise the special powers delegated to the presidency by the Board of Directors.
- Such other powers as are conferred by law.

The Presidency is responsible for ensuring compliance with the obligations that the law attributes to the Port Authorities before Puertos de Estado, especially in relation to the provisions and acts whose approval or report corresponds to Puertos de Estado, as well as supplying the latter with all 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 *Texto Refundido de la Ley de Puertos del Estado y de la Marina Mercante* (Revised 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 these.

- The preparation and submission to the President for their 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 *Texto Refundido de la Ley de Puertos del Estado y de la Marina Mercante* (Revised Text of the Law on State Ports and the Merchant Navy).

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 Puertos de Estado 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 *Texto*

Refundido de la Ley de Puertos del Estado y de la Marina Mercante (Revised 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 operated 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 Port Authority of Huelva was constituted under the new physiognomy 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, corresponding to the President of the Port Authority.
- An ex officio member who is the Maritime Captain.
- 15 members:
 - 4 members. General State Administration (including the Maritime Captain).
 - 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 2024 is as follows:



Chairman	Mr Manuel Alberto Santana Martínez
Director	Mr Alfonso Peña López-Pazo
State Administration	Maritime Captain Mr Alejandro Andray López
	State Counsel Mr Julio Jiménez Díaz
	Puertos de Estado Mr Armando López Rodríguez
	General State Administration Ms María José Rico Cabrera
Autonomous Community	Managing Director of the Public Ports Agency of Andalusia Mr Ignacio Álvarez-Ossorio Ramos
	Government Delegate in Huelva Mr José Manuel Correa Reyes
	Territorial Delegate of Development, Infrastructures, Territorial Planning, Culture and Historical Heritage in Huelva Mr Jaime Pérez Guerrero
Official Chamber of Commerce, Industry, Services and Navigation of Huelva	Mr Daniel Toscano Rodríguez
Business Organisations	Mr José Luis Menéndez López
Municipality of Huelva	Ms María del Pilar Miranda Plata
Municipality of Palos de la Frontera	Mr Ricardo Bogado Gómez
Trade Unions	Ms Magdalena María Plata Plata (UGT Andalusia) Ms María Julia Perea Álvarez (CC.OO. Andalusia)
Most relevant economic sectors in the Port Sector	Mr Jorge Acitores Durán
Secretary	Mr Francisco Javier Capitán Márquez

Management and support systems (I_04)

The Port Authority of Huelva certified its Integrated Quality and Environmental Management System in accordance with the ISO 9001 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. In June 2022, the renewal for the next three years was certified.

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 Port Authority of Huelva 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 relevant importance or which require coordinated interdepartmental treatment.

It also assumes 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 Management Committee is made up of the Chairman and the Director, the heads of the *Economic and Financial, General Secretariat, and Business Development and Commercial* areas, as well as the heads of the departments of *Operations, Infrastructure, 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.

Sectoral technical committees in support of the Governing Board (I_06)

In accordance with the provisions of the new Rules of Composition and Operation, approved by the Board of Directors of the Port Authority of Huelva, at its meeting held on 31 May 2012 (Official Gazette of the Province of Huelva 123, of 27 June 2012), and following the appointment of the members of the Board, the Huelva Port Authority's Shipping and Port Board has been assuming its functions as 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

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.



The Shipping and Port Council has adjusted its composition following the recommendations of Puertos del Estado to ensure up-to-date and appropriate representation to the current situation.

on 7 November 2012 and at that first meeting, the constitution was proposed of the Port Services Committee referred to in art. 124 of the *Consolidated Text of the Law on State Ports and the Merchant Navy*. From that moment onwards, said Committee 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 Shipping and Port Council was adapted to the recommendations made by Puertos del Estado in order to update its representativeness to the current situation, the new structure being published in the Official Gazette of the Province of Huelva, 126, of 6 August 2020. In addition, in 2021, the College of Ocean Naval Engineers requested to form part of the Navigation and Port Council, considering that there would be no inconvenience in that a representative of this body could join the representation of the main clients that operate through the Port of Huelva, valuing the link between naval engineering professionals and the port sector.

In this financial year 2024, 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:

Presidency	President of the APH
	Maritime Captain
Ex officio members	Director of the APH
	Head of the Operations Department of the APH
	Maritime Safety and Inspection Co-ordinator of the Harbour Master's Office
Members	Government Subdelegation in Huelva
	Government Delegation of the Andalusian Regional Government in Huelva
	Customs Administration
	Ministry of Agriculture, Fisheries and Food
	Subdirección Gral. de Sanidad Exterior del M.º de Sanidad, Asuntos Sociales e Igualdad (General Subdirectorate for Foreign Health of the Ministry of Health, Social Affairs and Equality)
	SOIVRE Inspection Service
	Sociedad Estatal de Salvamento y Seguridad Marítima (SASEMAR) (State Maritime Rescue and Safety Company)
	Naval Command
	Guardia Civil
	National Police
	National Association of Harbour Pilots
	National Association of Tugboats (ANARE)
	Spanish Association of Boatmen
	Solid and liquid waste collection service providers (MARPOL)
	Port of Huelva Stevedoring Company (SAGEP)
	National Association of Stevedoring and Consigning Companies (ANESCO)
	Spanish National Association of Shipping Companies (ANAVE)
	Spanish Association of Ship Agents (ASECOB)

Members	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 Port of Huelva
	The most representative trade unions in the maritime and port sectors in the territorial scope of the Port Authority
Secretary	Secretary General of the APH

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

President	Director of the APH
Ex officio members	Maritime Captain
	Head of the Operations Department of the APH
Members	Members representing the providers of port services
	National Association of Harbour Pilots
	National Association of Tugboats (ANARE)
	Spanish Association of Boatmen (AEEA)
	Solid and liquid waste collection service providers (MARPOL) (ANAM)
	Port of Huelva Stevedoring Company (SAGEP)
	Members representing 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 Port of Huelva
	Members representing the most representative workers' organisations
	The most representative trade unions in the maritime and port sectors in the territorial scope of the Port Authority
Secretary	Head of APH Port Services Division

1.4 Infrastructure and capacity

General technical characteristics of the port (I.07)

One of the priority functions of the Port Authority of Huelva 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 Port of Huelva 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 Harbour and the Outer Harbour.

In the Inner Harbour 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 transfer zone, where until very recently, the main uses have been 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. The Marismas del Tinto (marshland) are close to these facilities and constitute an open space where measures have been taken for their recovery and enhancement.

- The pontoon area granted in concession, mainly used to handle liquid bulk energy traffic.
- The Muelle Sur, dedicated to container, passenger, Ro-Ro and general cargo traffic.
- In Zone II of port waters to Monobuoy for loading and unloading of crude oil.

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

The Port of Huelva is located at the confluence of the Tinto and Odiel rivers, and its land service area covers an area of 1,784 hectares.

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

- The area of Muelle Ingeniero Juan Gonzalo and its surroundings, which is mainly used for bulk solid traffic.

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

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



The following table summarises the characteristics of the quays and terminals that the Port Authority of Huelva, 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				
Muelle Ingeniero Juan Gonzalo	942.00	13.00	230.00	General cargo and bulk
Muelle Ciudad de Palos	492.00	13.00	320.00	General and bulk goods
Muelle de Levante Sur	400.00	8.00	80.00	General cargo and passenger
Muelle de Levante Central	90.00	8.00	80.00	Local and ancillary fare
Muelle de Levante Norte	710.00	8.00	80.00	Fisheries and inland traffic
Muelle Petroleros T. Arenillas	460.00	12.60	-	Liquid bulk (2 berths)
Muelle de Minerales	374.00	13.00	50.00	General cargo and bulk
Muelle Sur	750.00	13.00	300.00	Passenger, general cargo, Ro-Ro and containers
Muelle de Tharsis	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			
Private				
Muelle Nuevo Astillero de Huelva, S.A.	337.00 (**)	-		Outfitting, repair, scrapping
Muelle de Riotinto	390.00 (**)	-		Out of service
Pantalán de Fertilizante, S.L. (phosphoric)	180.00	8.10		Liquid bulk

Piers, jetties and moorings	Length / Maximum length (m)	Project draught (m) ^(*)	Width (m)	Jobs
Pantalán Atlantic Copper, S.L.U. Norte	140.00	6.50 (Maximum draught of the vessel irrespective of the tide)		Liquid bulk
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
Pantalán de Atlantic Copper, S.L.U TNP1	175.00	10.00 (M: 27.5 m)		Liquid bulk
Pantalán de Atlantic Copper, S.L.U TNP2	159.00	8.00 (Displacement 20,000 Tm)		Liquid bulk
Muelle de Saltés FPS	200.00	5.50		Outfitting, repair and scrapping
Pantalán Reina Sofía E de CEPSA	190.00	10.00		Liquid bulk
Pantalán Reina Sofía C de CEPSA	128.00	8.50		Liquid bulk
Pantalán Reina Sofía W DE CEPSA	150.00	9.00		Liquid bulk
Pantalán Reina Sofía 4. º ATRAQUE de CEPSA	210.00	12.00 (Load displacement 66,000 Tm)		Liquid bulk
Pantalán de Enagás, S.A.	304.50	12.00 (LNG carriers up to 180,000 m³)		Liquid bulk
Pantalán de Decal Norte	210.00	11.50		Liquid bulk
Pantalán Decal Sur	210.00	12.50 (Displacement in load 66,000 Tm)		Liquid bulk
Pantalán Decal Sur2	188.00	13.30		Liquid bulk
Real Club Marítimo de Huelva	16.00	2.00		Various
Marina del Odiel	40.00	-		Various
Muelle de La Reina (La Rábida)	20.00	2.00		Auxiliary (1 berth)
Monobuoy	275.00	16.50		Liquid bulk
Total private	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.

^(**) Total length of quay.

The main accesses to the Port of Huelva 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 Harbour is accessed. The N-435 (from Badajoz and Zafra to Huelva) is also important for the Port of Huelva in the connection with Extremadura.

Through the connection line with the general network, the Outer Harbour of the Port of Huelva is connected by rail from its rail terminal at Muelle Sur to the Huelva Mercancías rail terminal, a rail logistics centre from which goods are dispatched, received and sorted. From Huelva Mercancías, the Port of Huelva 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.



Infrastructure under implementation or project and purposes served (I_08)

During 2024, the Port Authority of Huelva has invested 23.9 million euros to adapt its infrastructures to existing needs.

The following relevant measures have been completed this year:

1. New Single Access to the Outer Harbour
2. Extension of pavement and electrical power at the Muelle de Minerales
3. Connection of sewerage from Muelle Sur to the mains network
4. Construction works to enable the operation of 550 m long trains at the Majarabique complex
5. Rehabilitation of track 2S2
6. Extension of the car park at the sebo point
7. Refurbishment of Casa del Vigía.

A brief description of these measures is given below:



New single access (completion of works).

1. New single access to the Outer Harbour

The works correspond to the creation 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 and modern access control. The route is adaptable to the future route of the N-442 proposed by the Ministry of Development.

The work includes a road with a different level crossing to avoid the current railway that runs parallel to the boundary of the Port Authority's public domain.

2. Expansion of pavement and electrical power at the Muelle de Minerales

The works involved paving the Muelle de Minerales to extend the surface area of use, currently a dirt track;

building a new drainage network that flows into the collectors that connect to the recently built retention tank, as well as medium voltage lines to supply the new transformation centre and low voltage installation, in order to comply with the Innovation Plan for Transport and Infrastructures 2017-2025 of the Ministry of Transport, Mobility and the Urban Agenda.

3. Connection of Muelle Sur sewerage to the basic network

The existing sewerage system at Muelle Sur is operated by means of accumulation in tanks. This system was insufficient to meet the needs of all the facilities being developed there, such as the Multifunctional Building and the new reorganisation of accesses to the Muelle Sur, which includes several buildings. There were several settling pits where wastewater is discharged. These are emptied periodically, and are not connected to the basic network.

The new measure involves the development of a sewage collection system that connects Muelle Sur to the Basic Network, specifically at Villafria pumping station, from where it is pumped to the treatment plant.

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



Expansion of paving at Muelle de Minerales (completion of works).



Evacuation pump station (completion of works).



Majarabique terminal extension (completion of works).

4. 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 Muelle Sur terminal of the Port of Huelva. Its development and specialisation is a priority for the APH due to its location and characteristics.

In response to the need to improve this intermodal platform, the northern railhead of the commercial depots of Majarabique Station has been remodelled in order to

obtain a useful track length of 550m on the two tracks granted to the APH. This involves the modification and displacement of the track devices currently installed to permit the rearrangement of the railhead of the set of tracks.

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

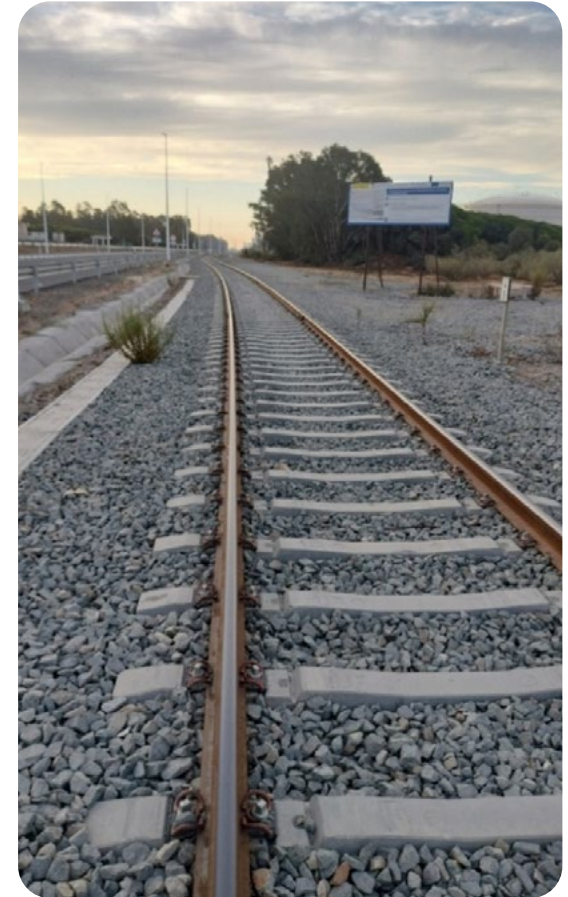
5. Rehabilitation of track 2S2

Since the entry into force of the Railway Sector Act 39/2003, dated 17 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 Port Authority of Huelva took the decision to improve the railway infrastructure, inherited from the former RENFE in poor condition. Measures have been implemented to improve the entire infrastructure.

The purpose of this project was the renewal of track 2S2 in the following sections:

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



Renovation of track 2S2 (during works).

On these sections, the current supporting layers will be renewed and renovated: sub-ballast and ballast, 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).

6. Extension of the car park at Punta del Sebo

This measure aims to cover the need to increase the number of parking spaces available in the area surrounding the Columbus monument in Punta del Sebo. The total number of parking spaces obtained is as follows:

- Car parking: 129 spaces
- Parking for people with reduced mobility: 4 spaces
- Parking for motorcyclists: 6 spaces

For the extension of these car parks, the adjoining undeveloped plot of land was used. It was necessary to demolish and dismantle the existing road surfaces and paving, earthworks were required to prepare the land and then road surfaces and paving were laid with drainage, lighting and vertical and horizontal signposting.

7. Renovation of Casa del Vigía

The Casa del Vigía building was restored by the Port Authority of Huelva in 2006, and ceded to Palos de la



Punta del Sebo car park extension (completion of works).

Frontera Town Council, together with the Casa de los Prácticos and the Pasarela de Pesca Deportiva, for twenty years, with options to extend. However, before the end of the twenty-year period, these structures reverted to the Port of Huelva.

Once the building had been returned, pathology studies were carried out to determine the state of the building. These studies concluded that these are "structures with deterioration or pathologies that may result in a



Casa del Vigía renovation (completion of works).

modification of the resistant behaviour or a significant reduction in service levels" and therefore require renovation.

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

Other measures initiated in previous years and which **are still underway** include:

1. Partial demolition of the fish market and exporter warehouses.
2. Renovation 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 Port of Huelva Muelle Sur.

A brief description of these measures is given below:

1. Partial demolition of the fish market and exporter warehouses

In recent years, the Port Authority of Huelva has been working hard on the Port-City integration. The integral remodelling of the Muelle de Levante is part of this project. To this end, a number of measures are being carried out, including the partial demolition of the fish market and the exporter warehouses, the construction of the new fish market and new warehouses for fish and seafood exporters.

Both the new fish market and the new exporter warehouses have already been completed, so the object of this measure is the remaining demolition. This involves the partial demolition of the old fish market and the

exporter warehouses that still need to be demolished, in order to be able to continue with the integral remodelling of the quay.

2. Refurbishment 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 the general public are calling for to be restored.

The works entail a series of measures necessary to guarantee the stability and structural safety of the loading dock, as the general state of deterioration of the structure of the dock is currently very advanced.

3. New Ro-Ro Platform at the Port of Huelva Muelle Sur

Most of the loading and unloading operations at Muelle Sur are carried out by roll-on roll-off operations through ramps located at the stern of the vessels. At present, the quay has a ramp for Ro-Ro vessels 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 beam.



Demolition of the last module (during the works).



Bridge office repair (during works).

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

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

1. Cold pipeline network.
2. Fishing dock on the Muelle de Levante Norte.
3. Demolition of former ice factory.

1. Cold pipeline network

The so-called Cold Logistics Hub of the Port of Huelva, located in the Multimodal Platform "Muelle Sur", aims to turn the Huelva enclave into a centre of reference and excellence in the logistics of temperature-controlled goods. This is both from the point of view of operational efficiency and from the point of view of both economic and environmental sustainability, and will be a differentiating aspect with respect to any other facility known to date in Europe.



New Ro-Ro platform (during the works).

This economic and environmental sustainability, the differentiating factor of the Cold Logistics Hub of the Port of Huelva, is motivated by the possibility of an ecological and low-cost refrigeration energy supply from the Liquefied Natural Gas regasification process.

In light of the above, the aim is to execute the cold pipeline network project from the Enagás regasification terminal to the destination point in the so-called Cold Logistics Hub located at Muelle Sur.



Rack for cold pipeline (during construction works).

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

2. Fishing dock at the Muelle de Levante Norte

A new pontoon has been designed to meet the surplus demand for berthing fishing vessels at the Muelle de Levante Norte of the Port of Huelva, which involves the extension of 96 metres of berthing line in front of the Port's fish market. Only the front face of the pontoon

(further into the estuary) is designed as a mooring line, in such a way as to ensure adequate draft for the larger vessels that will operate there and space for their manoeuvrability.

The solution adopted involves the construction of a floating pontoon of piled concrete that starts one metre from the last step of the existing stairs leading up to the quay such that the use of these stairs is respected. The infrastructure consists of eight 12x3 m floating concrete modules and an intermediate 6x3 m aluminium floating pontoon that will support the gangway and will be the means of transition to access the floating pontoon.

3. Demolition of former ice factory

As part of the Port-City project, the Port Authority of Huelva is carrying out the integral remodelling of the Muelle de Levante. The first phase involves the dismantling of the obsolete buildings, including the old building which once housed the installations of the Expofrisa company (cold stores, offices, ice factory, etc.), currently out of use and abandoned.

Therefore, the object of the measure is the complete demolition of the building corresponding to the former installations of the company Expofrisa.

In addition to the projects necessary to implement some of the investments described above, a number of



Production of floating pontoon (during works).

Dentro de las actuaciones Puerto –Ciudad, la Autoridad Portuaria de Huelva está llevando a cabo la remodelación integral del muelle de levante.



Former Expofrisa company facilities building.

projects have been drafted during 2024, some of which are still underway, including the following:

- Dredging product enclosure project no 4 phase 2
- Rail Terminal Expansion Project
- Muelle de Levante Remodelling Project
- Dock project for liquid bulk terminal south of the Muelle de Ingeniero Juan Gonzalo
- Parking and underground routing of Avenida Hispanoamerica
- Muelle Sur Paving Project
- EstiHuelva Enabling Project
- Project for Muelle de Riotinto Union

Industrial promotion and logistics initiatives (I_09)

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

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

- a. The Majarabique Intermodal Railway Platform, located in Seville and owned by the Port Authority of Huelva.
- 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 allow more sustainable and efficient access to maritime transport. (See I_22).
- d. The Multimodal Platform of the Port of Huelva, co-financed by the CEF Programme (Connecting Europe Facility) and located at Muelle Sur 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 the terminal.

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 Port of Huelva located in the Mediterranean and Atlantic corridors and with Extremadura.

It is a priority for the Port of Huelva to continue consolidating, strengthening and specialising this terminal, as its position makes the Port of Huelva 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 Majarabique 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 Port Authority of Huelva signed a contract for the lease of a plot of land for the development of a loading and unloading point for goods transported by rail at the Seville Majarabique facility, with several extensions having been carried out to date. It now has a total surface area of 67,550 m².

The operation of this Railway Terminal was awarded by public tender to the company Termisur Eurocargo, S.A., which started its activity there in July 2017. From then until today, the rate of container rail traffic from Majarabique to the Port of Huelva is close to forty trains per month, distributed in an average of twenty direct trains between Majarabique and Muelle Sur of the Port of Huelva, and the twenty trains per month coming directly from the hinterland of Madrid.

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

In 2024, work was completed on the extension of the track, which will allow access to trains of more than 550 m in length, and on the storage and operating area adjacent to the track.

Rail connections

Three per week

- Majarabique – Puerto Huelva

RENFE Multiclientes. Three per week. Majarabique connection with

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

Three per week:

- Madrid – Puerto Huelva

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

The ZAL will occupy a central position between the Port of Huelva and the urban centre. This 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 for generating added value in Huelva and promoting the development of the business fabric and the generation of stable employment, with a clean processing industry.

The ZAL of the Port of Huelva 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
- Logistics-Industrial Sector
- Health Sector

During 2024, the tender for the construction and operation of the first phase of the ZAL was awarded to

the joint bid submitted by the companies, Inversiones Onuba and Alvares Developments.

Furthermore, in the field of industrial promotion, in 2024 work continued in 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 plans, as well as promoting the available land in the Service Area to attract new investments.

The ZAL will occupy a central position between the Port of Huelva and the urban centre. This will allow the confluence of different types of companies and activities.

1.5 Markets served

Evolution of traffic (I.10)

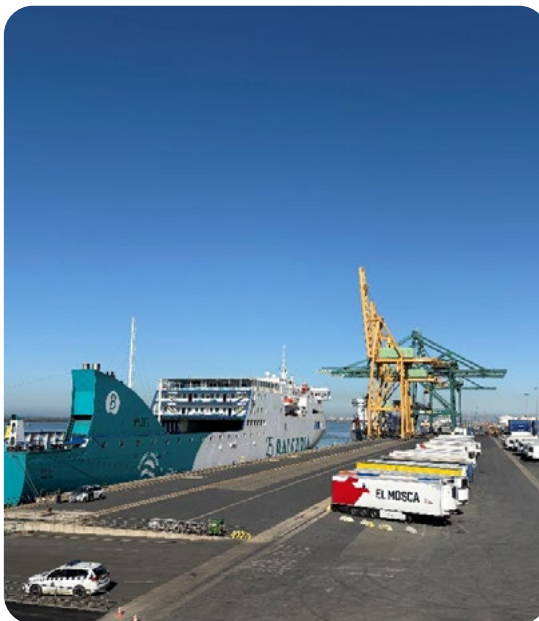
The evolution over the last three years of the total tonnes moved in the Port of Huelva, as well as the tonnes moved by generic groups of goods and the percentage of each of these groups over the total, is as follows:

	2022	2023	2024
Tonnes moved	32,145,663	30,085,963	31,110,070
Evolution	4.86%	-6.41%	3.40%
Liquid bulk	24,871,239	22,655,157	23,852,916
Liquids as a percentage of the total	77.37%	75.30%	76.67%
Solid bulk	5,711,606	5,671,421	5,293,079
Percentage of solids in the total	17.77%	18.85%	17.01%
General Merchandise	1,296,694	1,459,115	1,742,738
Overall representation of the total	4.03%	4.85%	5.60%
Others (fishing, provisioning and inland traffic)	266,124	300,269	221,223
Representation other s/total	0.83%	0.99%	0.71%

The Port of Huelva closed the financial year 2024 with a total port traffic volume of 31,110 million tonnes, equivalent to an increase of 3.4% with respect to the traffic in 2023.

The dominance of bulk cargo remains Port of Huelva'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 forms, both conventional and containerised and roll-on/roll-off.

In relation to solid bulk traffic, a total of 5.2 million tonnes were handled, a decrease of 6.67% compared to the previous year. The volume of mineral concentrates, associated with the traditional copper mining and manufacturing activity in Huelva, fell by 180,000 tonnes compared to the 2023 financial year, representing a decrease of 8.27%. Most of these concentrates are made up of copper and zinc ores moved by companies such as Impala and Atlantic Copper. On the other hand, although the traffic of cereals, animal feed and fodder transited through Huelva's docks during 2024 exceeded 1.7 million tonnes, it did not reach the more than 2 million tonnes moved during 2023. None of the most important solid bulks of the port of Huelva has grown in volume compared to 2023, except for cement, which exceeded 176,000 tonnes compared to 102,000 tonnes in 2023. However, the share of this commodity in total solids is



only 3.3 per cent, so this increase does not manage to balance the significant decline in mineral concentrates and cereals.

Liquid bulk traffic exceeded 23.8 million tonnes and was the main contributor to the total volume growth achieved in 2024. The extraordinarily high volumes of crude oil and refined petroleum products moved during 2024 have offset losses of other important liquids such as liquefied

natural gas. Now that the uncertainties resulting from the geopolitical instability caused by the war in Ukraine have been overcome, the MOEVE La Rábida refinery facilities have returned to normal refining activity levels and the unusual gas stockpiles at the ENAGÁS logistics terminal in Huelva have been abandoned. With this, the MOEVE refinery ended the 2024 financial year unloading 9.5 million tonnes of oil through its monobuoy, increasing by more than 1 million tonnes the figures for the previous year, thus accumulating a growth of more than 12.5%.

Vegetable fats and oils have also contributed to this growth of liquids in Huelva's docks. With a growth of more than 33% compared to 2023, the DECAL and LIPIDOS SANTIGA facilities have grown in activity during 2024 and have provided an increase in tonnage of almost 300,000 tonnes in absolute value.

As for LNG, and although the Huelva docks continue to be a strategic point for unloading ENAGÁS, in 2024 they barely exceeded 2.5 million tonnes, a far cry from the 3.1 million tonnes of 2023, amounting to a decrease of 17.28%.

This is not the case for the evolution of general merchandise, whose positive performance during 2024 permitted an overall growth of close to 19.5%. Iron scrap, metal and steel products in general, which ended 2024 with increases of 118%, 40% and 17% respectively, contributed particularly to this result.

Container traffic continues the upward trend of recent years and closed 2024 with a total movement of 107,166 TEUs, representing a growth of more than 20% compared to 2023.

As for Ro-Ro, Ro-Pax traffic, the year 2024 will end with a lower level of activity than the previous year. Due to the departure, in the month of April, of the regular Armas-Trasmediterránea line connecting the port of Huelva to the Canary Islands, a total of 30,613 ILUs were operated. This has meant a decrease of 10% with respect to the 2023 financial year.

Despite the loss of the Naviera Armas line in 2024, the Port of Huelva continues to occupy a prominent position in the Spanish Port System in terms of connectivity with the Canary Islands, as it continues to have a total of four weekly connections.

According to these figures, the Port of Huelva's commitment to diversifying its activity as an intermodal and logistics port is bearing fruit in the growth of conventional and containerised general cargo, all of which is concentrated at the Muelle Sur intermodal platform. In support of this diversification objective, quality services for containerised cargo will continue to be provided during 2024 through the Huelva-Casablanca-

Spanish Mediterranean connection, as well as the already consolidated Huelva-Northern Europe connection (United Kingdom, Holland and Germany).

As for the Spanish Port System, made up of 28 Port Authorities, it closed the year 2024 with an average growth in goods of 2.7% compared to 2023. With this, the port of Huelva is positioned as the eighth largest port in Spain in terms of volume of goods handled. Likewise, in terms of liquid bulk traffic, the system as a whole grew by 2.3% with respect to 2023, compared to the greater increase in the Port of Huelva, which increased this volume by 5.29%. For this reason, the Port of Huelva retains third place in the national ranking for volume of liquids, only surpassed by the port of Algeciras and the port of Cartagena.

With regard to regular passenger services to the Canary Islands, there has been a significant drop of more than 19%, due to the loss in April of one of the connections to the archipelago, specifically the one operated by Naviera Armas.

As the number of connections on Route 1400 Huelva-Canarias has been reduced, there have also been decreases in the movement of goods vehicles (-28.5%) and in Intermodal Transport Units (ITUs), with a loss of 10%.

The Port of Huelva closed the financial year with a total port traffic volume of 31,110 million tonnes, equivalent to an increase of 3.4%.

Hinterland and foreland. Main origins and destinations of goods (L11)

Export hinterland 2024



Import hinterland 2024



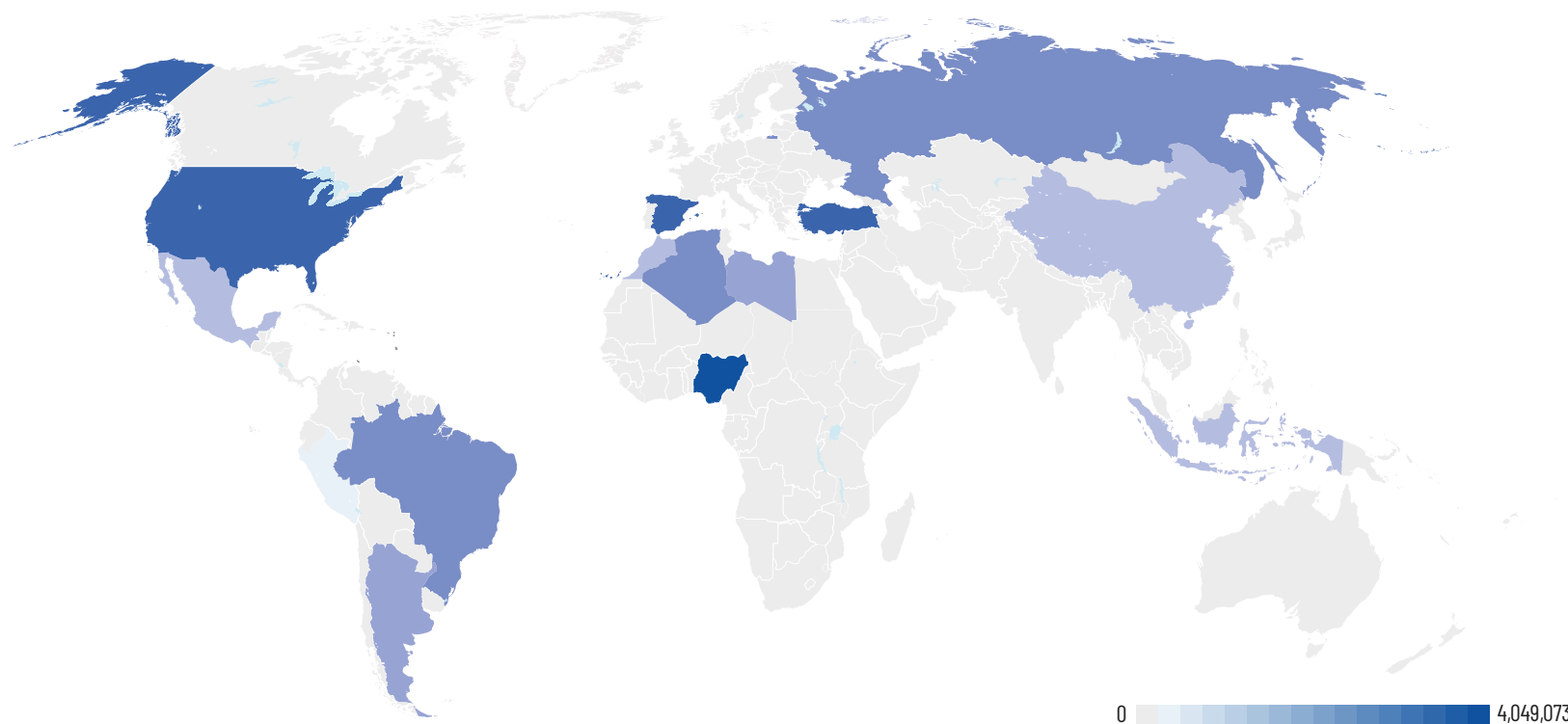
The extension of the foreland, or the set of areas from which imports are attracted and exports are distributed in the Port of Huelva, is of note, due to the different countries of origin of the goods necessary for the industry.

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

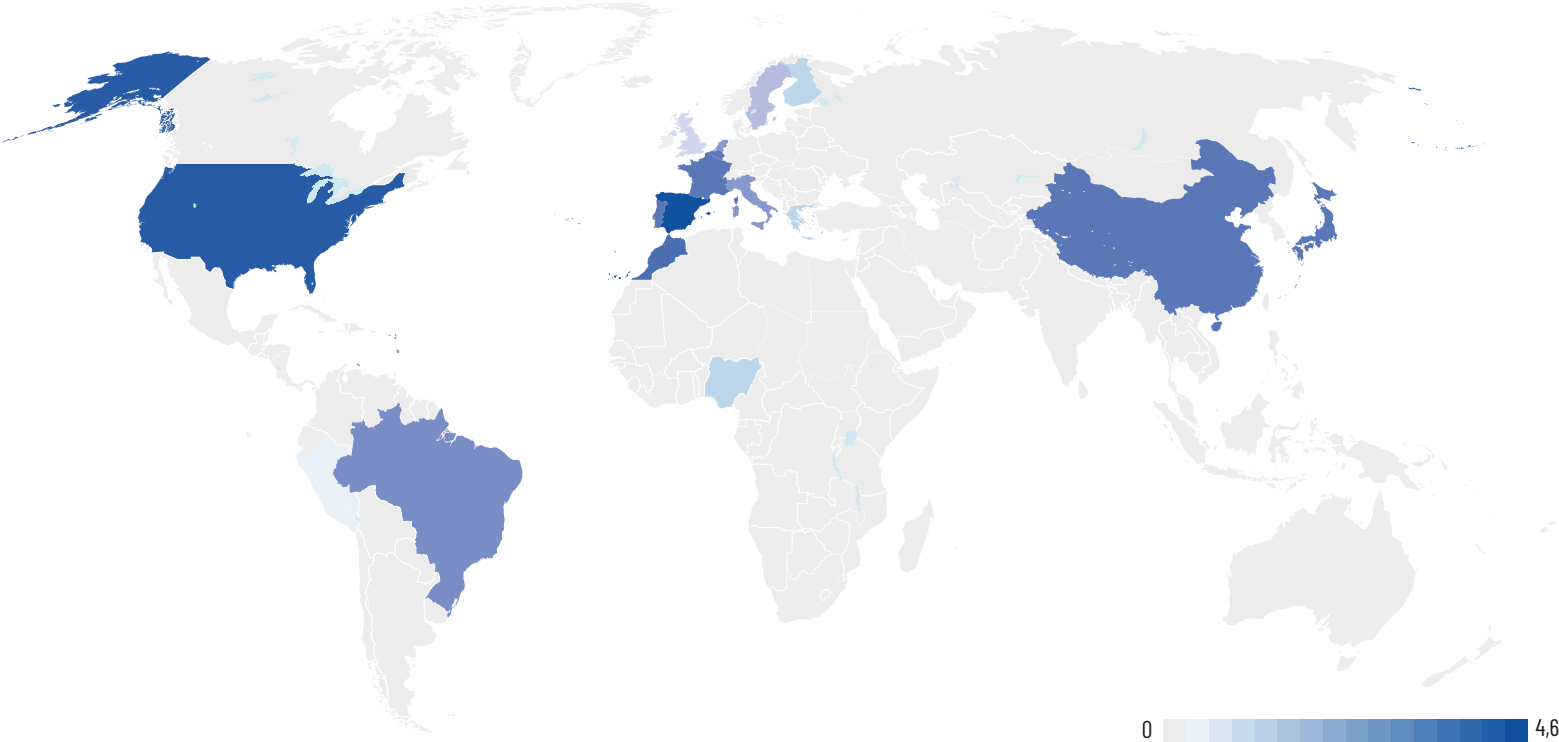
Import Foreland 2024	
Nigeria	4,049,073
Usa	3,734,747
Spain	1,307,334
Algeria	1,203,623
Brazil	1,146,488
Mexico	654,074
Ukraine	584,031
Russia	511,535
Indonesia	479,065
Libya	451,073
Guinea Ecu.	449,290
Holland	441,707
Angola	402,066
Peru	386,826
Malaysia	364,667

Export Foreland 2024	
Spain	4,637,146
Usa	1,163,044
Morocco	727,134
China	624,238
Portugal	531,394
Belgium	493,513
France	461,445
Brazil	403,466
Italy	388,196
Holland	275,938
Sweden	234,805
Greece	198,566
Nigeria	167,530
Gibraltar	152,157
Finland	149,368

Foreland import 2024



Export Foreland 2024



Turnover invoiced to top five customers (I_12)

Out of a total invoiced in 2024 of 47,363,989.86 euros, the amounts invoiced to the five main customers amount to 21,748,541 euros, 45.92% of the total.

	Invoiced amount	% invoiced/total
Total turnover	47,363,989.86	
Top five customers	21,748,541	45.92%

The top five customers are:

Companies	Invoiced amount	% of total
Cia. Española de Petróleos S.A. CEPSA	9,092,568	19.20%
Enagás Transporte S.A.U.	3,832,489	8.09%
Ership S.A.U.	3,283,902	6.93%
Erhardt Shipping Services, S.L.	2,797,737	5.91%
Atlantic Copper S.L.U.	2,741,846	5.79%

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 carry out their activity are:

Industrial sector

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

Logistics sector

- a. Hydrocarbides: Decal España, Exolum, Repsol.
- b. Minerals: Impala Terminals.
- c. Regular maritime lines with Northern Europe, the Canary Islands, Morocco and the Spanish Levante: CMA-CGM, Alisios Shipping, Balearia & Fred Olsen and MCI.

Fishing sector

With an auction market for first sales and a wholesale market.

Cruise tourism sector

Cruise tourism has been reactivated, and in 2024 there were 14 stopovers of small cruise ships at the Muelle de Levante.

In addition to those related to commercial and port activities and services, such as: container terminals, shipping companies, stevedoring, customs agencies, shipping agents, freight forwarders, bunkering, provisioning, ship repairs, storage, etc.



Cruise tourism has been reactivated, and in 2024 there were 14 stopovers of small cruise ships at the Muelle de Levante.

1.6 Services

Services provided by the port (I-14)

The services provided within the port activity are guided by the provisions of the current Royal Decree 2/2011, of 5 September, which approves the *Revised 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 those 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 Port Authority of Huelva provides the following general services:

- The service of organisation, coordination and control of port traffic, both maritime and land.
- The service of coordination and control of operations

associated with port services, commercial and other activities.

- Signalling, beacons and other navigational aids for the approach and access of the vessel to the port, as well as its internal beacons.
- 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, or 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, without prejudice to the fact that their 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, successive service contracts have been signed between the Port Authority of Huelva and the Maritime Safety and Rescue Society (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 Sociedad de Salvamento y Seguridad Marítima and the Public Body Puertos del Estado, signed in March 2014, regulates the corresponding levels of provision.

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

the last contract was signed to guarantee the provision of the aforementioned services for a period of 4 years, and may 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.

General services are those from which port users benefit without the need to request them.

II. Port Services

Port services are the provision of activities that are necessary for the operation of the ports, aimed at making it possible to carry out the operations associated with maritime traffic, under 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, must 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 will require obtaining the corresponding licence from the Port Authority, which can only be granted after approval of the corresponding Regulatory Specifications and Particular Prescriptions for the corresponding service.

In this sense, port services include: technical-nautical services (pilotage, harbour towage and mooring and

unmooring), passenger services, ship waste reception services and cargo handling services.

Notwithstanding the above, 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 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 established in the Law must 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 Port of Huelva is as follows:

Pilotage service

The Tender Specifications for the tender for the award of the licence to provide the port pilotage service in the

Port of Huelva was approved by the Board of Directors at its meeting of 26 June 2013.

The Board of Directors of the Port Authority of Huelva, at its meeting held on 11 December 2013, granted a licence for the provision of the Pilotage Port Service in the Port of Huelva 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 Port of Huelva and in the Tender Specifications.

During the period of validity of the Licence, certain legal provisions have come into force, such as Law 2/2015 on the de-indexation of the Spanish economy, or the 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 Port of Huelva, 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 may 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 Port of Huelva, and taking into account that the approval of a new regulatory specification for the service was pending, the Board of Directors of the Port Authority at its meeting of 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 that does 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 this, 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 what is established in the Specifications of the corresponding tender.

On 19 December 2024, the Board of Directors of the Port Authority of Huelva agreed to approve the specific specifications for the port pilotage service in the Port of Huelva, published in the Official State Gazette on 19 February 2025. Likewise, on 19 December 2024, the Board of Directors of the Port Authority of Huelva agreed the approval of the Tender Specifications for the public tender for the award of the licence to provide the port pilotage service in the Port of Huelva, which was published in the Official State Gazette on 21 February 2025.

Mooring and unmooring service

On 29 June 2023, the Board of Directors of the Port Authority of Huelva extended the mooring service licence of the company Amasur S.A.L. for a period of one year and in any case until the new specifications are approved.

The Board of Directors of the Port Authority of Huelva, in a meeting held on 19 December 2024, approved the Specific Specifications for the Provision of the Port Service of Mooring and Unmooring of Vessels in the Port of Huelva, as well as its publication in the Official State Gazette, which finally took place on 19 February 2025.

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

The deadline for submitting bids or applications for a new licence is fifty-two calendar days from the day following publication of the invitation to tender in the Official State Gazette.

Towing service

During 2024, the Port Authority of Huelva was in the process of drafting a new regulatory specification for the service, in accordance with the model sent by OPPE, which would incorporate 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 November 2024, has 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.

Currently, the new Specific Specifications for the port towage service have been processed in accordance with the TRL and reported favourably by Puertos del Estado, and will be submitted for approval at the next Board of Directors meeting in March 2025 and its corresponding publication in the BOE (Official State Gazette).

Ship-generated waste reception service

During 2024, work has been carried out to draft a new Specification of Requirements to take into account the new incorporation of the reception of ship's cargo residues into the service.

In the meantime, the Board of Directors of this Port Authority, at its meetings of 27 June 2024 and 14 November 2024, 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

Once the model has been received by 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.

Currently, the new Specific Specifications for the port towage service have been processed in accordance with the TRL and reported favourably by Puertos del Estado.

Goods Handling Service

Once the model has been received by 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 to ships

On 20 November 2023, Puertos del Estado sent the Port Authorities a reply from the European Commission regarding the consultation on the bunkering service, in which it can be interpreted that the supply of fuel to ships may continue to fall within the category of commercial service, provided that the framework for the provision of services and the common rules of the Regulation (EU) are taken into account in its performance.

In view of this new situation, commercial service authorisations will have to be granted in accordance with the specific conditions adapted to the premises of the Regulation (EU), for which Puertos del

Estado has sent models to support the drafting of specific conditions and authorisations. Provisional authorisations have been granted to continue the provision of bunkering services to ships in the Port of Huelva, under the conditions existing at present, until the specific conditions of the service are approved, and to which they must be adapted.

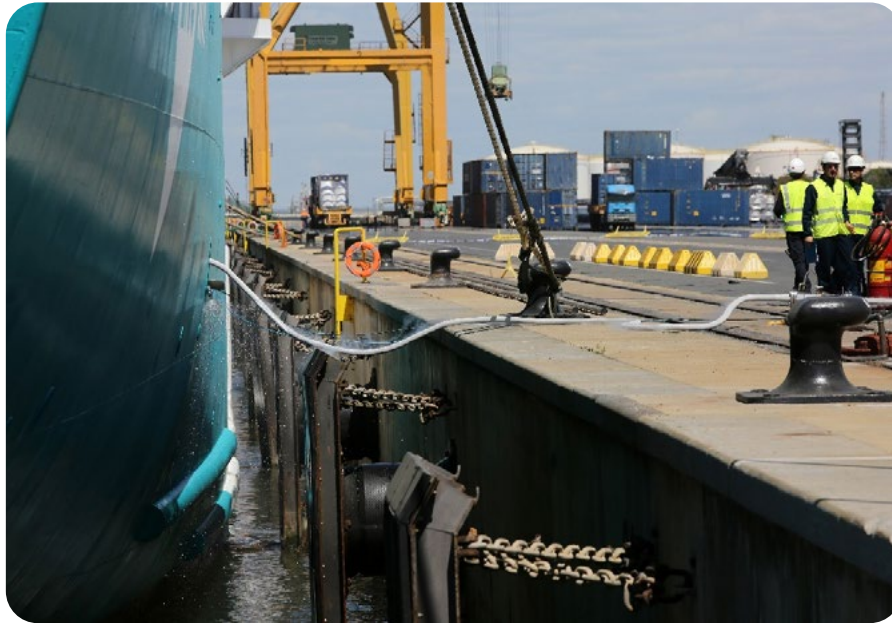
III. Commercial Services

These are those activities of a commercial nature that, 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.

Numerous activities are carried out in the Port of Huelva under this type of service.

IV. Maritime signalling service

The purpose of this is the installation, maintenance, control and inspection of visual, acoustic, electronic or radio-electric devices, active or passive, designed to improve the safety of navigation and the movements of vessels in Spanish coastal waters and, where appropriate, to confirm the position of vessels in navigation.



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

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

¹ See General Map of 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	102
Authorisations	18

Port service providers operating in the port during 2024

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 (m²)	1,690,659 m²
Land area under concession (m²)	631,588 m²
Ratio (%)	37.36 %

The data shown in the table above is the land area characterised as commercial use, both available for concession and under concession. However, the total land area of the service area of the Port of Huelva is **17,841,824 m²**, with an estimated **5,246,600 m²**, 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 2024, the total area under concession was **4,198,557 m²**, of which 3,442,345 m² was land occupation.



Percentage of tonnes moved in concessionary or licensed maritime freight terminals (I.17)

In relation to total freight traffic, those corresponding to maritime freight terminals, concessionary or authorised are:



	2022	%	2023	%	2024	%
Tonnes moved	32,145,663	100.00%	30,086,184	100.00%	31,110,070	100.00%
Monobuoy-CEPSA	9,555,518	29.73%	8,478,594	28.18%	9,543,229	31.72%
DECAL	2,806,234	8.73%	3,217,081	10.69%	4,066,411	13.52%
Oil tankers - CEPSA	3,996,218	12.43%	4,230,969	14.06%	3,997,833	13.29%
Queen Sofia -CEPSA	3,268,582	10.17%	2,539,114	8.44%	2,782,660	9.25%
Enagas	4,541,778	14.13%	3,120,541	10.37%	2,581,244	8.58%
Impala Terminal	1,467,464	4.57%	1,050,285	3.49%	917,248	3.05%
YILPORT (former CONCASA)	496,443	1.54%	595,864	1.98%	768,798	2.56%
Atlantic Copper	481,224	1.50%	740,169	2.46%	663,660	2.21%
Balearia	411,747	1.28%	495,740	1.65%	542,873	1.80%
Algeposa	332,333	1.03%	495,553	1.65%	407,688	1.36%
Levantino Aragonesas (Fertinagro Sur)	111,053	0.35%	176,389	0.59%	198,037	0.66%
Bergé (Cereal Belt MIJG)	171,488	0.53%	266,344	0.89%	187,888	0.62%
Fertiberia fertilisers	86,935	0.27%	85,187	0.28%	96,689	0.32%
Fertiberia phosphoric	17,400	0.05%	11,017	0.04%	3,150	0.01%
Total Terminals	27,744,417	86.31%	25,502,847	84.77%	26,757,409	86.01%

1.7 Quality of service

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

Operators interested in setting up business in the service area of the Port of Huelva 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 Port Authority of Huelva provides adequate information on the technical characteristics of the Port and its port facilities, rates and tariffs, etc., facilitating its knowledge and that of its activity.

In the case of occupation of the public domain (concession/administrative authorisation), the conditions are set out in a set 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 the granting of the corresponding licence, as well as the content of the corresponding service regulatory specifications. 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 the adequate knowledge of the conditions necessary to operate in the Port.

The website of the Port Authority of Huelva provides adequate information on the technical characteristics of the Port and its port facilities, rates and tariffs, etc.

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

The Board of Directors of the Port Authority of Huelva, at its meeting held on 19 December 2024, given the favourable report in this regard by the Port Services Committee of the Port of Huelva, at its meeting held on 3 December 2024, agreed to maintain for the following financial year the amounts of the tariffs currently in force for both the Port Service for the collection of oily waste from the bilges of ships (Annex I-C of Marpol) and for the Port Service for the collection of solid waste from ships in the Port of Huelva, and in any case until the new Specific Specifications for the port service for the reception of waste generated by ships are approved, where the tariffs corresponding to these services would be included.

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

Concerning 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 2024 verification audits were carried out on the companies Atlantic Copper, DECAL España, ALGEPOSA, CEPSA, 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 2024 amounted to €651,870.88.

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 €6,498.92 for their vessels.

APH staff are always present at the verification audits of the Puertos de Estado Quality Standards.

With regard to best environmental practices

In 2024, five agreements on good environmental practices were in force, specifically with the companies Atlantic Copper, Decal España, CEPSA, 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. For this purpose, in addition to the

aforementioned entity, technical personnel from the Port Authority of Huelva are present at the same in order to carry out adequate monitoring.

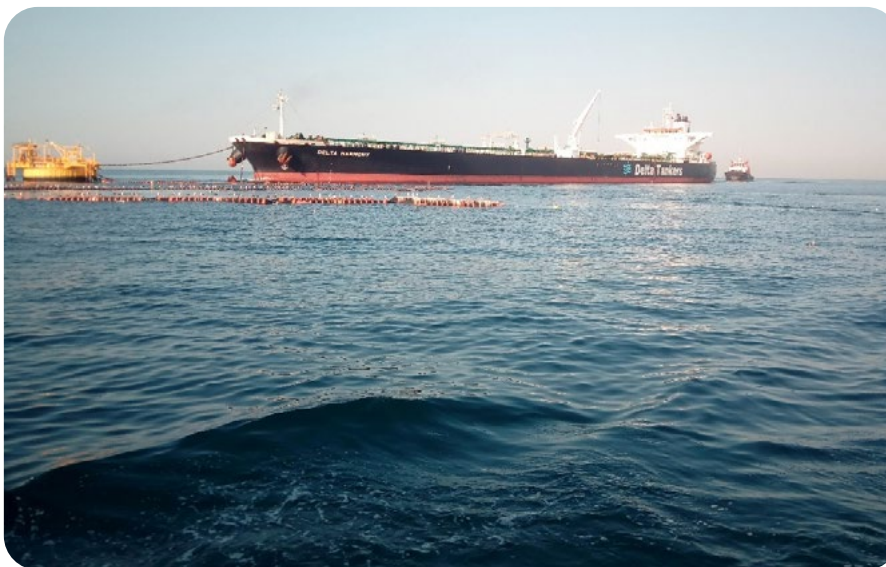
Likewise, the good practice agreements require operators to effectively invest a significant fraction of the amount of the subsidies received in the environmental improvement of their activity. This amount is always equal to or greater than 40% of the subsidy received in the year.

Initiatives for receiving or handling 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 these to the persons concerned.

During 2024, 27 complaints, 4 Requests for Information and 5 suggestions were received through the General Register.

Of the 27 complaints received, 3 did not fall within the competence of the Port Authority of Huelva, 20 related



to infrastructures or elements requiring corrective maintenance, 3 to signalling and the last to other types of services provided by the Port Authority.

Of the 5 suggestions, none have led to improvement actions by the APH related to improving services, facilities and street furniture in the service area.

The Port Authority of Huelva 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, attended, among other reasons, to monitor the subsidised terminals and the services they provide. No significant complaints or suggestions were received in 2024.

The satisfaction survey on services is carried out every two years, covering all the stakeholders involved, and one is due to be carried out in 2024. Ship captains, consignees, service providers and ship owners and

shipping companies are the segments which best value the Port of Huelva, according to the Study on the Service Quality Perception Index of the Port of Huelva 2024, based on the opinions of the port's customers and users. They gave an average score of 8.33 for overall satisfaction with port management, an improvement on the 7.97 obtained in the previous survey carried out in 2022.

The highest score was given by the ship captains with 8.75 points, followed by the shipping agents, service providers, ship-owners and shipping companies who rated general satisfaction with the Port of Huelva with 8.52 points.

The general satisfaction with the Port of Huelva of the different segments consulted in 2024 and the comparison with the data obtained is given in the following table:

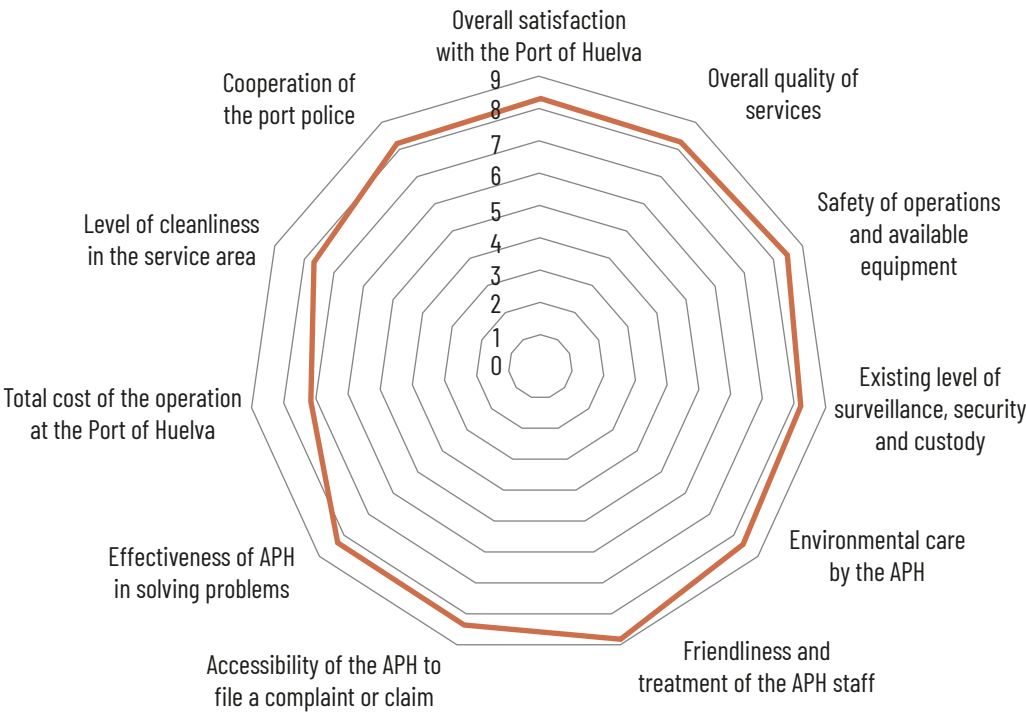
Segments	General satisfaction 2024	Assessment 2022	Evolution
Customs brokers	8.40	8.20	↑
Ship captains	8.75	8.803	↓
Concessionaires	8.24	7.77	↑
Port service users	8.20	8.33	↓
Shipping agents. shipowners. and shipping companies	8.52	8.22	↑
Stevedores	8.00	8.00	=
Institutions	8.36	8.65	↓
Service providers	8.52	8.00	↑
Transporters	8.50	8.00	↑
Overall satisfaction (all segments)	8.33	7.97	↑

The highest score was given by the ship captains with 8.75 points, followed by the shipping agents, service providers, ship-owners and shipping companies.

The graph below shows the Map of satisfaction attributes obtained in the Quality Perception Study carried out during the year 2024.

The attributes most highly valued by customers and users of the Port of Huelva, in order to obtain such a high overall rating, were:

- The friendliness and treatment of the APH staff (8.79)
- Safety of operations and equipment (8.42)
- APH care of the environmental (8.39)
- APH accessibility to file complaints (8.35)



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 Port of Huelva 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 Harbour is accessed. Also important for the Port of Huelva 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 measures planned for the Port of Huelva, 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 towards Extremadura. Specifically, 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 condition of the internal roads in the Service Area provides an excellent level of service. The main artery is the route formed by the Avenida de Hispanoamérica, the Avenida Francisco Montenegro (Punta del Sebo road) and the Puente del Tinto, linking the inner docks and the Outer Harbour. Through the connection line with the general network, the Port of Huelva 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 Harbour (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 national road 442 links the towns of Huelva and Mazagón and carries heavy traffic, with a high presence of heavy vehicles from the existing industrial estate where the La Rábida MOEVE Energy Park (formerly CEPESA) and the Enagás regasification plant are located, as well as the Outer Harbour of the Port of Huelva

where Muelle Sur is located. This is used for general goods and containerised and Ro-Ro traffic, and is the place that might see the greatest expansion and future opportunities for the Port of Huelva. In the summer season, the traffic here is especially heavy, as it is the communication route between Huelva and the access to the beaches of Mazagón and surrounding areas.

For these reasons, it is necessary to widen the entire road, a measure that has been planned for more than a decade, in addition to reorganising all the accesses to the N-442, by means of service roads, eliminating some intersections or their replacement by junctions (at different levels) and an increase in capacity. All of this 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 Port of Huelva, public investments aimed at improving rail and road connectivity with the centre of the Iberian Peninsula via Seville are strategic, as the V Centenary Motorway (A-49) is currently congested.

With regard to rail connections, the Port Authority of Huelva 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 connects with 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 the Service Area, it is worth highlighting the commissioning in 2024 of the CMS (Control, Command and Signalling) subsystem interlinked with the CTC (Centralised Traffic Centre) of Santa Justa, allowing safe interactions by means of automatic blocking on double track, which is double-banked on the connection line, increasing the capacity of the Port's railway infrastructure.

Several sections of track 2S2 have been renovated by renewing the current bedding layers: sub-ballast and ballast, as well as replacing the current wooden sleepers and the RN-45 type rail.

The Port Authority of Huelva and ADIF have signed an agreement which regulates the financial contributions of the APH 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 operate, thereby optimising the rail corridor.



Therefore, the Port of Huelva 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 require further development.

Internally, the I-RAIL project (Interoperability of the rail system with TAF TSI in TEN-T Corridors), enjoys the participation of the main players in the rail freight transport sector in Spain, Portugal and Italy, the

support of the European Union Railway Agency and the Spanish Railway Safety Agency, and aims to improve interoperability in the exchange of information in European rail freight services through digitisation and the use of the 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. The technical and economic justification of the project was carried out in 2024. Final payment for the project is expected in the coming months.

Since 2020, the Port Authority of Huelva, the APH, has been developing, together with 17 European ports, another CEF project, called EALING (European flagship Action for Cold Ironing in ports). This aims to accelerate the development of infrastructures that allow ships docked in the Port to be supplied with electricity 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 the Port of Huelva, must have the necessary infrastructures for the supply of electricity to ships on land. 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 Port of Huelva, 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 Port of Huelva, improving their competitiveness. The technical and economic justification of the project was carried out in 2024. Final payment for the project is expected in the coming months.

With regard to the project "Improvement of the Railway Interoperability and Connections with the hinterland of the Port of Huelva", the study of demand for the Railway Motorway service in the Port of Huelva, which began in 2022 was completed in 2023 and work is being carried out on the CBA. A master railway plan has been drawn up to analyse the entire railway operations of the Port of Huelva 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 Port of Huelva. One of these actions is the adaptation of the Muelle Sur rail terminal to allow the operation of the rail motorways. This activity will be a continuation of the analysis of the positioning

Since 2020, the Port Authority of Huelva has been developing, together with 17 European ports, another CEF project aimed to accelerate the development of infrastructures that allow ships docked in the Port to be supplied with electricity during their stay there.

and definition of a strategy for the Port of Huelva in relation to rail motorways, as well as taking 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 of up to 750 metres in length to be parked and to eliminate potential 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 Muelle Sur zone as a support area for the terminal's railway operations, a project for the renovation 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 Muelle Ingeniero Juan Gonzalo in order to promote rail transport in this area of the outer harbour, eliminating certain existing operational difficulties.

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

This is a study project consisting mainly of the improvement of the railway infrastructures of the Port of Huelva. The following works have been completed during 2024:

- CBA of the AAF service and MEIPOR of the third track of the railway terminal.
- Work has begun on the railway master plan to analyse the entire railway operations of the Port of Huelva and to prioritise investments.

The Intermodal Platform II Project of the Port of Huelva aims to transform the Port of Huelva into a sustainable and resilient port.

- MEIPOR of the container terminal extension.
- Analysis of alternatives for the construction of a siding in the service area.
- Study of the reorganisation of the Muelle Ingeniero Juan Gonzalo.

In 2022, the Port Authority of Huelva received approval from the Sustainable and Digital Transport Support Programme for the project called ROUTE TO AN INTERCONNECTED, DIGITAL AND FAST PORT. The objective of the project is the design, development,

validation and implementation of a digital platform for the Port Community of the Port of Huelva. This consists of a system of federated platforms based on European standards of NGSI-v2 data exchange and its implementation through the FIWARE ecosystem. It is 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. The project was awarded with a budget of €1,267,925 and 40% funding. Work on the project continued in 2024. The work carried out during 2024 was as follows:

- First pilot of the container number plate reading system.
- Continuation of work on the digital platform and smart services for third parties.
- Continuation of work on the implementation of sensorisation and data collection infrastructure.

The last project also financed by CEF, for which work took place in 2024, was the Intermodal Platform II Project of the Port of Huelva which aims to transform the Port of Huelva into a sustainable and resilient port. It involves the construction of a new Ro-Ro ramp at Muelle Sur and the implementation of the electric power supply at the Muelle de los Minerales for the 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 Port of Huelva, 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 Euros, the maximum co-financing that APH can receive being 6,719,085.28 Euros, of which it has received an initial payment of 3,59,542.64 Euros as pre-financing, which corresponds to 50% of the agreed grant. The works included in the project are:

- Construction of a new Ro-Ro ramp at Muelle Sur, expected to be completed in the first quarter of the year.
- Implementation of the electricity supply at the Muelle de los Minerales, which has already been completed.

Boost to traffic 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 from Naviera Armas with a regular weekly service 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, together with the inauguration of the new inspection facilities at Muelle Sur to speed up veterinary and phytosanitary inspections of products of animal or plant origin entering the European Union via this infrastructure, this type of traffic was boosted once again.

In 2018, the Port Authority of Huelva acquired the Ro-Ro ramp that enabled the launch of a new line with the Canary Islands on the Balearia & FredOlsen line. In 2024, the number of weekly services with the Canary Islands varied between three and four per week. At the end of the year, only Balearia & Fred Olsen were operating with three weekly services.

It should also be noted that in 2024, work advanced on a second Ro-Ro ramp on the Muelle Sur, which is expected to be commissioned before the summer of 2025.



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

The following table shows the evolution over the last three years in the Port of Huelva of the percentage of goods entering and leaving the Port by rail, in relation to the traffic handled by road and rail. It also shows 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. Due to its importance for the Port of Huelva, the evolution of pipeline transport is also shown.

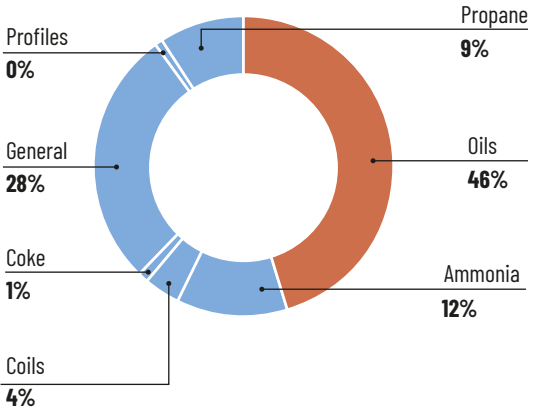
In terms of rail traffic, the statistical summary for this mode of transport during the year 2024 was as follows:

	2022	2023	2024
Tonnes moved	32,145,663	30,085,963	31,110,070
Railway	397,519	348,705	621,388 *
Road	6,344,527	6,646,559	6,706,731
Rail + road	6,742,046	6,995,264	7,328,119
% Rail/rail + road	5.89%	4.98%	8.48%
Pipe	22,861,471	20,402,399	20,997,199
General Merchandise	1,296,694	1,459,115	1,742,738
Roll-on/roll-off cargo (non-TARAS)	586,783	651,446	539,294
% Rolling/General M.	45.25%	44.65%	30.94%

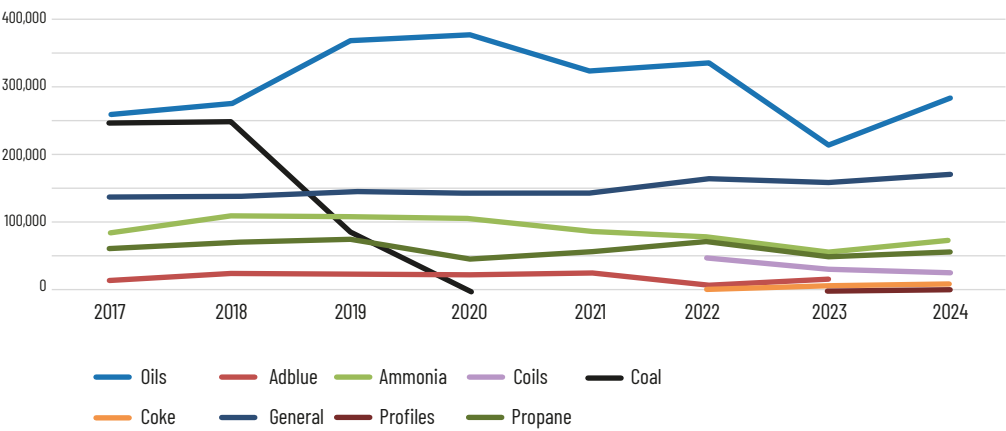
*Traffic declared by railway undertakings.

2024	
GOODS	TN
Oils	284,734.17
Ammonia	73,212.25
Coils	25,512.96
Coke	9,556.5
General	171,913.34
Profiles	1,942.72
Propane	54,515.83
Grand total	621,387.77

Traffic segmentation 2024 (Tn)



Annual evolution of railway traffic



It is worth highlighting the recovery of the transport of oil by rail in 2024 and the incorporation of a new rail connection for general goods, with origin in Fuenlabrada. This is due to begin in December 2024, driven by the RU. Traction Rail, which will increase general cargo traffic in this mode over the next few years if consolidated.

	2017	2018	2019	2020	2021	2022	2023	2024
Oils	260,940.97	277,520.01	371,579.98	380,303.16	326,355.06	338,350.96	215,875.89	284,734.17
Adblue	15,787.52	24,360.65	24,543.21	22,353.73	24,406.80	6,821.40	12,462.50	-
Ammonia	88,236.38	110,307.30	109,221.42	106,001.58	87,419.97	78,940.37	56,212.25	73,212.25
Coils	5,369.51	-	-	-	-	47,159.75	30,621.23	25,512.96
Coal	248,650.00	250,750.00	86,150.00	-	-	-	-	-
Coke	-	-	-	-	-	675.10	5,529.64	9,556.50
General	140,175.66	139,605.96	145,009.00	143,778.78	144,209.85	165,702.78	159,986.53	171,913.34
Profiles	-	-	-	-	-	-	1,075.63	1,942.72
Propane	59,908.05	68,608.94	75,343.25	45,902.97	56,164.01	72,455.85	49,341.49	54,515.83
Total	819,068.09	871,152.86	811,847.76	698,340.22	638,555.69	710,106.21	531,105.36	621,387.77

1.9 Institutional communication

Stakeholders (I_25)

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

Port Customers and Users

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

- End Clients
- Brokers
- Ship's Masters
- Dealers
- Freight Concessionaires
- Fishmonger dealers
- Stevedores
- Service Providers
- Pilots
- 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 sporting associations, professional associations, charities and non-governmental organisations, etc.)

Communication with stakeholders (I_26)

The APH Historical Archive, located in the Port Authority's Reception and Documentation Center and organically dependent on the General Secretariat, received a total of 6,830 queries during 2024, of which 2,950 were made by researchers and 3,880 by internal APH queries.

The Department of Communication and External Relations has implemented external communications through the dissemination of **press releases**, the organisation of **public announcements** and participation in **conferences and events**, aimed at reinforcing the image of the Port of Huelva.

Throughout the year, **74 press releases** were published to disseminate the main actions and projects carried out by the Port Authority of Huelva during the year.

Progress has continued to be made in the **social media strategy**, reinforcing communication through the APH profiles on **social networks**, Facebook, Twitter, Instagram, LinkedIn and YouTube. The Port of Huelva's social networks disseminate news and content that serve to promote the creation of a community around the Port of Huelva, within the strategic line as a sustainable, environmental, economic and social port; innovative and digitalised, as well as disseminating the Port of Huelva's growth projects in the logistics, industrial and port areas.

The total number of followers in 2024 has risen to **34,924 users**, which implies a growth of 3,889 new followers, distributed on Facebook: +954 followers, with a total of 13,086; Instagram: +453 followers, with a total of 4,084; Twitter (X): +165 followers, with a total of 6,656; LinkedIn: 2,237 followers, with a total of 10,529. In addition to this community of followers, there are also those on YouTube, with 80 more subscribers and a total of 569.

January saw the culmination of some of the events commemorating the 150th anniversary of the Port of



Interview of the president of the Port of Huelva, Alberto Santana, at FITUR, with Onda Cero Huelva.



Presentation of the ONCE coupon for 10 January dedicated to the 150th anniversary of the Port of Huelva.

Huelva. At the beginning of the month, an ONCE coupon dedicated to this event was presented. As usual, the Port of Huelva attended FITUR once again this year. In the field of new projects, the project for the largest green methanol plant, promoted by Cepsa and C2X, was presented at the Casa Colón. The Lonja de la Innovación hosted the presentation of the grants from the Ports 4.0 fund of the public body Puertos del Estado. Also in this first month of the year, the 1st National Green Hydrogen Congress was held in Huelva and the first stone was laid for the Cepsa and Bio Oils biofuels plant.

In February, 139 parking spaces were opened in the vicinity of the Columbus Monument as part of the port-

city integration project. In the balance sheet presented for the previous year, the high number of concessions and authorisations for public port space stood out, exceeding four million square metres. In terms of tonnage traffic, the year ended with 30 million tonnes. As for the Board of Directors of the Port, it awarded the construction and operation of the ZAL to the only bid submitted.

In March, the drafting of the project for the car park and the underground routing of Avenida de Hispanoamérica, prior to the remodelling of the Muelle de Levante, was put out to tender. Meanwhile, the Lonja de la Innovación hosted a talk on entrepreneurship by Chef Ferran Adrià, Telefónica's ambassador.

In April, the Port of Huelva and the Junta de Andalucía signed an agreement for the integrated coordination of the port emergency services and the 112-Andalucía emergency system. In terms of improving communications, it supported the manifesto for the Faro-Huelva-Seville high-speed railway line. During a meeting, the Port-City Commission discussed the mobility needs and the important milestones of the last few weeks in the major project for the remodelling of the Muelle de Levante, which will transform the image of Huelva.

In May, the Port of Huelva received the international 'Working with Nature' award in South Africa, awarded by the PIANC Association, for its management of dredging

with environmental benefits. This month the exhibition 'INTA in Huelva, an aerospace future. Spaceport since 1966' was organised, displaying satellites, rockets and drone prototypes.

The month of June saw the inauguration of the north dock of the Marina del Odiel, an important milestone in the transformation of the Muelle de Levante. The Port of Huelva approved the annual accounts for the last financial year, with a profit of more than 10 million euros. The Andalusian ports promoted a summer course of the UNIA to analyse the role played by the ports in the 'integrating' urban planning of the cities.

In July, Baleària and Fred. Olsen Express began its fourth weekly service during the summer between the ports of Huelva and the Canary Islands. As a highlight, the Port-City 2024 Call for Proposals was held, with a total of 176 beneficiary projects.

In September, the Port of Huelva appointed Alfonso Peña as acting director, following the departure of Ignacio Álvarez-Ossorio.

In October, the Innovation Market of the Port of Huelva received its second FIWARE star in Italy. As usual, the company attended the Fruit Attraction exhibition to promote the services of the Muelle Sur as a cold logistics hub to boost fruit and vegetable exports. Likewise, the Port of Huelva was promoted at the International Mining



The sailing ship Sea Cloud arrived on 19 April at the Port of Huelva, the first cruise ship stopover of the year.



The president of the Port of Huelva, Alberto Santana, accompanied by the acting director, Alfonso Peña, on a visit to the International Mining Exhibition at FIBES (Seville).

Exhibition as a gateway for copper and other metallic minerals from the region.

In November, the Board of Directors of the Port of Huelva approved the appointment of Alfonso Peña as director of this Huelva institution. On the other hand, the Port of Huelva hosted the Forum 'Innovation Challenges in Andalusian Ports' to promote sustainability and digitalisation of the nautical and port sector.

In December, the Port of Huelva celebrated its national day with the presentation of special mentions to the Harbour Master's Office, Moeve and the Virgen de la Cinta soup kitchen. For its part, the Board of Directors of the Port of Huelva approved the Business Plan for the year 2025, with an investment of 75 million euros. In the field of port-city relations, the Christmas lighting was inaugurated to great public acclaim.

In relation to internal communication, the entity's Internal Communication Plan was drawn up in line with the guidelines set out in the new Strategic Plan of the Port of Huelva 2023-2030 with a vision to 2050, within which, strategic axis 3, which defines the Port of Huelva as a sustainable, environmental, economic and social port; digitalised and innovative, and includes the need to "strengthen the commitment to people and society". Within this objective, operational objective 3.3.2 establishes the importance of "achieving a cohesive team with renewed profiles".



Catamaran trip around the Port of Huelva for APH workers and their families.

And it is in this last point that, among other actions, the need for the "design, implementation and monitoring of an internal communication plan" is raised, an issue that is also included in line 16 of the state strategic framework in the following terms: "It is vital to implement an internal and external communication plan that promotes integration and teamwork in each organisation and in the system.

Therefore, this document was created with the aim of providing a tool to dynamically articulate those objectives and actions that lead to the cohesion, integration and identification of the staff of the Port Authority of Huelva with the mission, vision and values of the entity. In addition to an initial diagnosis, it includes a series of strategies and actions for improvement that will be monitored on an annual basis.

Main concerns of stakeholders (I.27)

For the first time in 2024, the Port Authority of Huelva has carried out a study on the perception of the image of the entity by the people of Huelva and Palos de la Frontera, as well as the rest of Spain, with excellent results: a 7.8 rating in Huelva and Palos de la Frontera and an overall average rating of 6.72 in the rest of Spain.

This starting point will serve to adjust and direct the communication and CSR actions with the objective of *"Strengthening the commitment to people and society"* and more specifically that of *"Enhancing the positive image of the port in society, and projecting its knowledge in the national and international sector"*, as established in the organisation's Strategic Plan.

On the other hand, using social networks, the Port Authority of Huelva has reinforced communication with users by promptly responding to suggestions and complaints from the public 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 Port Authority of Huelva's own Registry. All these tools are helping the public community around the Port to feel their demands are being actively heard, and this is helping to consolidate the image of a close and receptive port.



Visit of the patrol vessel Medas to the Port of Huelva in June.

Coordination and collaboration projects with other administrations (I.28)

In 2024, collaborations have been formalised with other entities as part of the opening of the Port of Huelva to the city, reinforcing the institutional role that the Port Authority of Huelva has acquired in Huelva society. 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



Visit of the President of the Port of Huelva, Alberto Santana, to the filming location of the movie *Los tigres*.

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

Likewise, the agenda of institutional and business meetings has continued, leading to the strengthening of links with the social and business fabric of our environment.



Collaboration agreement between the Port of Huelva and 112 through the Ministry of the Presidency, Interior, Social Dialogue and Administrative Simplification of the Andalusian Regional Government.



Presentation of the project to join the Muelle de la Compañía de Río Tinto in collaboration with Huelva City Council and the Junta de Andalucía.

Associations of a technical or business nature to which the Port Authority of Huelva belongs (I_29)

The importance of the Port of Huelva 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 Port Authority of Huelva to belong to various associations of a technical or business nature.

At provincial level

- **Huelva Port Association** – Association of Port Community Companies.
- **Onubense Federation of Employers.**

At regional level

- **Suncruise Andalusia.** Association formed by all the Ports of General State Interest in Andalusia and those of the Public Ports Agency of Andalusia (APPA), as well as the Port of Ceuta and the Port of Melilla, with the aim of promoting Andalusia as a destination for Cruises and Nautical Sports.
- **Andalusia Logistics Network.** A set of first class logistics and transport infrastructures promoted by the Regional Ministry of Development, Infrastructures and Territorial Planning of the Regional Government

of Andalusia to articulate and logistically integrate the entire Andalusian region thanks to the networked and intermodal operation of its maritime, land, rail and air infrastructures, which facilitates connectivity between the different logistics centres and the different modes of transport, by interconnecting the logistics centres by road and rail. In addition, having connections to the Andalusian commercial ports, this facilitates connectivity between the different logistics centres and the different modes of transport, by interconnecting the logistics centres by road and rail, and having connections to the Andalusian commercial ports, which offer excellent access to intra-European and international markets.

At national level

- **Spanish Shippers' Association (ACE).** A multi-sector association that brings together the most important loading companies and users of goods transport in Spain, which together represent a large part of the industrial fabric and the distribution of large-scale consumer goods in our country, and account for around 16% of the national GDP. Furthermore, ACE is officially recognised by the Directorate General of Transport of the Ministry of Transport, Mobility and Urban Agenda of the Spanish Government as the official representative of the Shippers.
- **Association of Spanish Transport Centres (ACTE).** Association of which the Logistics Activities Zone (ZAL) of the Port of Huelva is a member. Its aim is to develop and promote collaborative relations between the Transport and Logistics Centres located in Spain, promoting their development 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 (AET).** 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.
- **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 fields.
- **Spanish Association for the Promotion of Shortsea Transport (Shortsea Promotion Centre Spain).** Partnership for the development of competitive multimodal transport chains with relevant participation of the maritime mode. Since 2021 the Port Authority of Huelva has been a member of the Board of Directors.

- **Spanish Renewable Ammonia Association (AEAR).** A multi-sectoral association that promotes the production, marketing and responsible use of renewable ammonia, supporting a sustainable energy economy and contributing to the energy transition. The AEAR's mission encompasses both the decarbonisation of ammonia for existing applications and the adoption of low carbon ammonia in new applications and involves actors along the entire ammonia value chain. New applications include, among others, the direct use of ammonia as a fuel for power generation or transport (sea, air and land), and the indirect use as a carrier of carbon-free hydrogen.

At the level of the Iberian Peninsula

- **GASNAM-Neutral Transport.** Technological platform that encourages the use of renewable gases (biomethane, hydrogen and its derivatives) in mobility in general and, particularly, in land transport by road and rail and in maritime transport, promoting the use of renewable gases as cleaner alternative fuels in all the country's productive sectors, to support the decarbonisation of the economy and the fight against climate change; taking advantage of the privileged position of the Iberian Peninsula in the sector, which places it at the forefront in Europe in terms of infrastructure and availability of Liquefied Natural

Gas (LNG), as well as its extensive experience in associated logistics and industry; offering innovative solutions for sectors where decarbonisation is a challenge, especially in those transport segments that require high power, autonomy and fast refuelling. It has 160 partners from multiple sectors. Since 2020 the Port Authority of Huelva has been part of the Board of Directors thanks to a seat in the Maritime Section.

Internationally

- **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 ATPYC.
- **IAPH.** International Association of Ports and Harbours. Association, headquartered in Tokyo, for the development of international frameworks for the common interests of port activity.
- **ESPO.** It promotes the common interests of its members throughout Europe and also in dialogue with European stakeholders in the port and maritime sector.
- **MedCruise.** The Mediterranean Cruise Ports Association promotes the cruise industry and links the ports of the 'Mare Nostrum' and its adjacent seas. Established in 1996, through a collaborative agreement between 16 ports in seven different countries, MedCruise's membership today spans 22 countries and is located on three different continents, Africa, Asia and Europe. MedCruise represents more than 159 ports and 54 associate members.
- **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.
- **Docks The Future Network of Excellence - Towards the Port of Tomorrow:** European association whose objective is to define "the Port of the Future", understood as a near future (2030), in challenges related to the simplification and digitalisation of processes, cybersecurity, emissions reduction, energy transition, electrification, new fuels, smart grids, port-city interface and circular economy. With this project, the European Union aims to increase the integration of maritime transport and the ports of the Trans-European Transport Network (TEN-T) into the global logistics chain.

1.10 Trade promotion

Trade promotion initiatives (I_30)

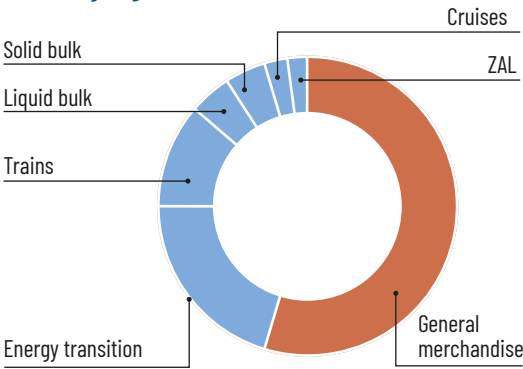
The Port Authority of Huelva, within the framework of its Strategic Plan 2023-2030 with a vision to 2050, and under the principle of economic self-sufficiency of the port system as a whole and of each of the Port Authorities (art. 156 RDL 2/2011), has set strategic objectives related to the Diversification and Consolidation of its traffic and customers, with specific actions aimed at boosting competitiveness and the implementation of productive activities in the area, in a sustainable and technologically advanced context, which increase the volume of traffic and annual turnover in a sustained manner over time.

Consequently, and based on its own competence for the promotion of industrial and commercial activities related to maritime or port traffic (art. 25.f.). RDL 2/2011), and as part of its commercial policy (art. 28.o. RDL 2/2011), the Business and Commercial Development Area (DNyC) in particular, establishes an Annual Action Plan that sets out different actions that contribute to the common objective of increasing the competitive positioning of the Port of Huelva as an industrial, energy, intermodal, logistic, sustainable and innovative node of global reference in the European South-Atlantic.

To this end, and with a clear focus on the customer as a differential and value element, the DN&C Area carries out various activities for each type of traffic, stakeholder or interest group, and key geographic market in both the hinterland and the foreland. So in 2024::

- We have developed **campaigns and direct trade missions** aimed at customs agents, freight forwarders, logistics operators, import and export companies, brokers, stevedores, shipping companies, etc.
- We have participated in **45 national and international events** in the maritime and logistics sector, as a co-exhibitor on a joint stand with Puertos del Estado (Fitur, Fruit Logistica, Break Bulk Europe, Transport Logistic, International Logistics Show, Fruit Attraction), as an exhibitor on APH's own stand (Agroexpo, Mining And Minerals Hall), as a sponsor (I National Congress of Green Hydrogen, Andalusian Cereal Exchange, Logismed Show, International Congress of Red Fruits, Congress of the Spanish Federation of Freight Forwarders, etc.), as a guest speaker, and as an exhibitor at APH's own stand (Agroexpo, Mining and Minerals Hall), as a guest speaker, and as a visitor.

Events by segment 2024



- We have organised **conferences** to promote the port and publicise its latest developments, particularly those dedicated to the *Green Shipping Corridors*.
- We have established and strengthened relations with companies and entities from the surrounding area and abroad through the reception of **visits, business delegations and reverse trade missions** (Japan, Latin America, France, Germany and the UK, among others).

- We have carried out a number of **marketing** tasks: such as the production of commercial videos in Spanish and English (Minerals Traffic, Majarabique Railport Terminal), shots of different types of traffic (cruise ships, iron and steel), production of content for networks (anniversaries, welcome events, operations, etc.), and presentations for awards (such as the ESPO Awards), among others.
- We have created a total of **1,098 inputs in our CRM system**, an increase of 5.48% in activity compared to the previous year. We have made contact with 182 new companies and 504 new contacts in addition to the usual ones, generating more than 400 meetings by the end of 2024.

CRM activity DNYC	2024
Total accounts created	182
Total contacts created	504
Total dates created	412
Total inputs	1,098

Expenditure on commercial promotion of the port (I_31)

Commercial expenses of the Port of Huelva 2024	€112,756
Port of Huelva operating costs 2024	€46,497,292
Percentage in relation to operating expenses	0.24%

We have established and strengthened relationships with local and international companies and entities through visits, business delegations, and reverse trade missions.

1.11 Institutional commitment

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 parties. The services are grouped by the type of information you want to access. In particular, it is possible to 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 can download their documentation and track or access this information to any person, through the Contractor Profile.

The APH website offers various services to companies in the sector, users, and interested individuals.

- Miscellaneous general information: corporate information, port maps, port service rates and tariffs, technical characteristics, tide tables, contracts of the Port Community companies, etc.
- Information on Concessions. With all the information on location in the Port of Huelva, surface area, ownership, etc.
- Communication channel for suggestions and requests for general information on the Port of Huelva.
- 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 APH's internal systems.
- The service of electronic notifications to interested parties has been included. This will be received through the Notific@ service and is visible in the "My Files" view of the electronic headquarters.
- The remote signature service has been included, where stakeholders are able to sign digital and remote signature contracts through the existing electronic signature platform.
- Since 2022, La Lonja de la Innovación has been in operation through the lalonja.tech domain, which provides information on the Port Authority of Huelva's actions 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.
- During 2024, the electronic headquarters of the APH has been modified, with a new electronic registration

portal, which is simpler and more intuitive and which can be adapted over the coming years to the different administrative procedures to be considered.

- Requests for access to the various APH sites through an authorisation portal.

On the other hand, as part of the corporate communication policy, the Press Office publishes all press releases related to projects, works and activities of the Port Authority in general on the website, given that this is the most appropriate communication tool for publicising all information related to the APH. 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.

The one-stop shop proposed by Puertos del Estado, DUEPort, has been in use since spring 2023. This will allow us to be prepared for the change in European regulations on scale requests, expected in 2025.

In 2024, the migration of the access control of the Muelle Ingeniero Juan Gonzalo was completed, with the entire access control service now linked to the new access authorisation portal. It is planned that by 2025 it will be implemented in the Single Access Control and integrated through B2B systems with other enterprise systems related to the port ecosystem.

Likewise, since 2023, the contact management system (CRM) has been in service, in a first phase for the Commercial Department, and which, in 2024, has already been extended to another department (Technology). It is expected to be extended to all other departments during 2025.

Cybersecurity information

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

Likewise, during the year 2024, the Port Authority of Huelva carried out vulnerability analyses based on the mechanisms offered by the SOC contracted in the year 2021.

As part of its corporate communications policy, the Press Office distributes all press releases related to the Port Authority's projects, works, and activities.

In 2024, the service offered by GMV to Puertos del Estado for the control of the cybersecurity of the Port Authorities was implemented, offering different additional services to those already contracted by the APH.

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 2024, various awareness-raising and training activities were also carried out among employees.

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

The Port Authority of Huelva 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.

During 2024, the management of quality control indicators has continued with a centralised tool that allows the control and monitoring of the same, based on the reports obtained from the management tools, which was started in previous years, incorporating new indicators.

On the other hand, and following an ITIL management model, APH has installed a new IT project task tracking system in 2024, 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 the ticketing system to this new system is scheduled for 2025. This system will allow management by projects and will be the spearhead for the implementation of this methodology in the rest of the Port Authority.

Likewise, in 2024, the operation of services based on Information Technologies was maintained through the use of an asset management tool (CMMS), already existing in the Port Authority of Huelva and extending its use to technological assets.

In 2024, the Port Police management application (Appolo) was put into service. This allows the management of reports and incidents generated by the Port Police to be digitalised.

Likewise, in 2024, 15 new thermal cameras and the entire CCTV system installed in the Juan Carlos I Dock have been put into service, allowing comprehensive monitoring of the Port of Huelva from the other shore. The coverage of the private wireless communications (WCD) facility has also been extended with the installation of a new repeater.

Smart Port

During 2024, APH continued with the development of an operational management platform based on an IoT system (Fiware) and the relevant tests have been carried out for its implementation. Its main objective is the integration and processing of data, guaranteed data capture from different sources (IoT, other applications, external sources, windows, etc.) and the use of this information in the different internal processes of the APH, 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 Port Authority staff and allows 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.

Since summer 2024, the Fiware-based stopover management system has been under test.

In 2024, the Port Police management application (Appolo) was put into service. This allows the management of reports and incidents.

The management of third-party port services such as mooring, tug and pilotage services also came into service in 2024, and will start to be used on a one-off basis in January 2025.

Smart digital twin applications have also been added, which will be operational in 2025, as well as new sensor technology, which is expected to be installed in summer 2025.

Progress has also been made in the development of smart information in the management of meters through the platform, in tests since the last quarter of 2024, and the interconnection of railway information, which will be operational in 2025.

Along this line, after the development in 2024 of several mobile applications to facilitate the work of various activities, these applications are being tested and analysed in order to be definitively put into service in 2025.

R&D&I projects promoted by the Port Authority (I_33)

In 2024, the management of the Technological Innovation Node La Lonja de la Innovación, inaugurated on 6 April 2022, continued. During 2024, more than 600 events took place at the Innovation Node with a successful rate of attendance.

Telefónica has made several calls for proposals through its Open Future platform, in which 10 projects were awarded and have been developed during 2024, as well as maintaining the development of the projects awarded in 2022. A total of 25 projects have already passed through the Innovation Marketplace.

Likewise, the Port Authority of Huelva has maintained the development of the four technological innovation challenges previously awarded in 2024, as well as tendering for new internal challenges.

During 2024, La Lonja de la Innovación received a second Star from the Fiware Foundation.

In 2024, companies set up business with the intention of developing their products in the port area. To this

end, an open call was established on the website where companies can apply for implementation.

In 2024, Vodafone continued training courses on 5G and IoT at Vodafone's own Innovation Marketplace.

Likewise, the Port Authority of Huelva has been the facilitating port for 12 projects in the Ports 4.0 call for 2024, for which the results are still pending, obtaining funding for two of the three projects in the call for Ideas presented.

Finally, in 2024, the Port of Huelva launched an innovation initiative within the framework of its employees, where employees proposed innovative ideas to improve the Port. The winning proposals of the competition will be launched as challenges in 2025.

During 2024, La Lonja de la Innovación received a second Star from the Fiware Foundation.



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

Within the values of the current Strategic Plan of the Port of Huelva 2023-2030, with vision 2050, transparency, commitment to its environment and people, innovation, people as an axis of the organisation, excellence, space for integration, sustainability, vocation for service and safety stand out.

As far as the Corporate Social Responsibility policies are concerned, they are also included within the strategic objective of "Strengthening the commitment to people and society", under the premise of maximising "the role of the port as an economic engine of its environment, and maintaining the focus on people and society".

Along these lines, the Port Authority of Huelva has been developing and improving its CSR actions in accordance with the provisions of its Corporate Social Responsibility Plan, approved by its Board of Directors at its meeting of 11 December 2013, and revised by agreements of the same body at meetings held on 21 April 2016, 21 September 2017 and 19 December 2024. It has been addressing various initiatives that are of interest, implementing strategies that allow a rapprochement and collaboration with the public in the areas it considered most appropriate (sporting-social and cultural-educational).



Delivery of the resolutions of the Port-City 2024 call for proposals.

In order to carry out this policy of Corporate Social Responsibility, the Port Authority of Huelva has been developing the following formulas for action:

- Visits to the Port by Catamaran
- Guided tours of the Port
- Development of acts and events in Las Cocheras and the Reception and Documentation Centre
- Activities and events on the Paseo de la Ría
- Annual calls for sponsorship.



Sponsorship of sporting events.

During 2024, and within the framework of the "Port-City Call for Competitive Sponsorship", the Commission appointed for this purpose granted aid to 176 entities with sporting, cultural, social and educational purposes, responding to 94.62% of the 186 projects presented.

In addition, it has collaborated with 90 entities in Huelva and its surroundings, through the non-competitive call for sponsorships, under which a total of 26 social, 43 cultural and 21 sporting events benefitted.

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

Las Cocheras del Puerto, inaugurated as a stage space by the Port Authority of Huelva in October 2011 after rehabilitating an old port warehouse built in 1912, is equipped with movable tiers and has a capacity of 256. 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 for the enjoyment of the city and the province.

In 2024, a total of 43 events were programmed in the Espacio Escénico de las Cocheras, including cultural, social, technical and institutional performances and activities. Of the total programme, two were the Port Authority of Huelva's own events and 41 were organised by private entities.

The provision, assembly and preparation of the events carried out by the Port Authority have entailed an overall expenditure of €43,000, which represents 0.09% of the total budget for expenses and amortisations carried out by the Port Authority in the year 2024.

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 under 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 APH may be obliged to implement in the future.

On 23 October 2024, an addendum was signed to extend the Agreement between the Excmo. Huelva City Council and the Port Authority of Huelva for the prevention and extinction of fires in the service area of the Port of Huelva. Under the fifth clause of the agreement signed on 29 September 2020, the parties agreed to extend the agreement for a further period of four years with effect from 29 October 2024 until 28 October 2028.

Financial resources spent on the environment (I_37)

The total financial resources (expenditure plus investments) spent on the environment in 2024 amounted to €8,024.3 thousand.

Environmental Expenditure and Investments	
Environmental Expenditure in Thousands of Euros	4,135.31
Operating Expenses in Thousands of Euros	46,497.29
% Expenditure on Environment	8.89 %
Environmental Investments in Thousands of Euros	3,888.96
Total investments in Thousands of €	23,892.07
% of Environmental Investments	16.28 %

The main expenditures and investments were as follows:

- New sewerage network at the bulk solids quay.
- Soil characterisation.
- Environmental studies on dredging.
- Environmental monitoring.
- Marpol waste collection and management.
- Cleaning.
- Landscape improvement.
- Decarbonisation and energy efficiency.