



**Puerto de Huelva**

 **Autoridad Portuaria de Huelva**

# STATISTICAL REPORT

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# 06 INVESTMENTS

## 6.1 Investments in progress or finished in 2024

### Investments in progress or finished in 2024

Code	Name of work	Approved budget (euros)	Initially approved amount (euros)	Approved in year (euros)	Situation
a) In new work projects					
HU1A1004 (SPIN HU00147)	Opening the navigation channel to new traffic	366,353.00	351,914.57	7,717.98	Finished
HU1E9003 (SPIN HU00093)	New single access to the Outer Port	3,019,200.87	3,019,200.87	1,554,740.26	Finished
HU1A3010 (SPIN HU00018)	New ro-ro platform at the south dock of the port of Huelva	19,474,690.12	18,199,219.35	6,826,431.63	In progress
HU1A3011 (SPIN HU00151)	Dock for liquid bulk terminal	798,712.81	641,914.25	641,914.25	In progress
HU1B2003 (SPIN HU00027)	Expansion of pavement and electrical power at the Mineral Dock	3,032,237.30	3,032,237.30	1,834,996.74	Finished
HU1B4006 (SPIN HU00051)	Enabling of the Majorabique terminal for trains 550	1,271,252.01	1,271,252.01	469,852.86	Finished
HU1E2007 (SPIN HU00093)	Development of new functionalities for the railway security facilities at the Port of Huelva (Phase 2 WP 4.2)(MRR)	2,722,020.71	2,701,149.67	1,541,860.77	Finished
HU1E2009 (SPIN HU00088)	Rehabilitation of track 2S2 access to the Muelle Sur railway terminal (MRR)	3,118,395.83	3,118,395.83	1,641,463.53	Finished
HU1E9004 (SPIN HU00094)	New link between the N-442 and the single access to the outer port	2,372,229.25	2,372,229.25	1,221,581.63	Finished
HU1B3007 (SPIN HU00040)	Connection of the South Pier sewage system to the basic network	2,624,006.71	2,624,006.71	1,183,317.58	Finished
HU1F9001 (SPIN HU00095)	APH cold conduction network	5,570,166.90	414,809.41	414,809.41	In progress

## 6.1 Investments in progress or finished in 2024

Code	Name of work	Approved budget (euros)	Initially approved amount (euros)	Approved in year (euros)	Situation
HU1D9001 (SPIN HU00068)	Energy efficiency plan	372,030.10	292,953.32	292,953.32	In progress
HU1H2002 (SPIN HU00119)	Soil characterization	216,455.56	216,455.56	5,577.06	Finished
HU1H9010 (SPIN HU00138)	Digitalization of port processes	5,035,588.76	3,086,722.61	577,653.01	In progress
HU00175	iRAIL	313,628.68	184,776.17	49,202.54	In progress
HU1I1003	Network infrastructures and cybersecurity	14,385.31	14,385.31	14,385.31	Finished
HU1I9001	Sensorization and digitalization of infrastructures	3,181,258.48	1,716,503.80	653,103.25	In progress
HU00172	RAPID Project	408,119.06	215,947.67	175,239.91	In progress
HU1G5005	Computer equipment	66,948.86	31,963.69	31,963.69	In progress
HU00134	Adaptation of technologies to the port environment	29,740.10	29,740.10	22,320.05	Finished
HU1E9001	Actions to improve accessibility	129,954.36	129,954.36	129,954.36	Finished
HU00155	A.T. Development of projects and marketing of the Levante Pier	1,162,110.00	315,060.00	230,060.00	In progress
HU1B4009 HU00054	Enabling of the Levante Pier	579,817.75	557,009.43	123,391.15	In progress
HU1H1005	Rehabilitation to ensure the structural stability of the loading dock of the Spanish Tharsis Mining Company	5,820,142.86	4,576,510.23	1,786,981.48	In progress
HU1G2001	Technical Assistance	1,660,752.63	770,590.64	333,473.66	In progress
HU1G4002	Liquidations	95,677.94	95,677.94	95,677.94	Finished
HU1H9001	Other investments	2,752,560.62	2,026,632.42	1,985,743.04	In progress

6.1 Investments in progress or finished in 2024

Code	Name of work	Approved budget (euros)	Initially approved amount (euros)	Approved in year (euros)	Situation
HU111002	Applications and right of use	55,452.60	55,452.60	45,704.60	Finished
Sum a)				23,892,071.01	
b) In conservation projects					
		1,384,080.60	1,384,080.60	1,384,080.60	Finished
Sum b)				1,384,080.60	

Resume	
a) Investments in new work projects	23,892,071.01
b) Investments in conservation projects	1,384,080.60
Total	25,276,151.61

## 6.2 Description of the most important investments

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 paving and electrical power at the Muelle de Minerales.
3. Connection of the sewerage system of the south quay to the basic network.
4. Construction works to enable the operation of 550 m long trains at the Majorabique complex.
5. Rehabilitation of track 2S2.
6. Extension of the car park at Punta del Sebo.
7. Rehabilitation of Casa del Vigía.

A brief description of these measures is given below:

### 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 layout 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 2017-20250 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 operated by means of accumulation in tanks. This system was insufficient to meet the needs of all the facilities that are being developed there, such as the Multifunctional Building and the new reorganisation of accesses to Muelle Sur, which includes several buildings. There are 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 sewerage collection system that connects Muelle Sur to the Basic Network, specifically at Villafría pumping station, from where the sewerage is pumped to the treatment plant.

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

### 4. Construction works to enable the operation of 550 m long trains at the Majorabique complex

The Majorabique 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 currently installed track devices 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
- TSection 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

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

The purpose of the project was the refurbishment 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 area and its link with 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 necessary measures 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 two vessels, allowing the operation of vessels of about 175 m in length and 27 m in beam.

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 at 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.

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.

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 another 6x3 m intermediate 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 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 Hispanoamérica.
- Muelle Sur Paving Project.
- EstiHuelva Enabling Project.
- Project for Muelle de Riotinto Union.