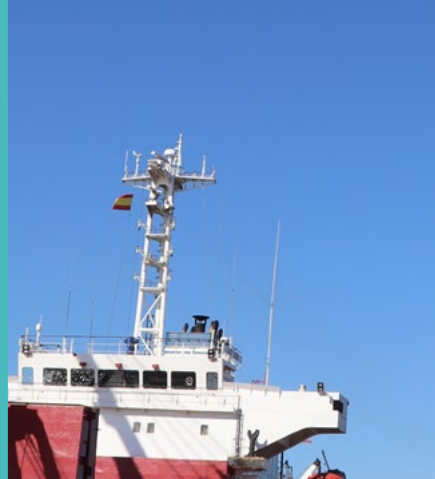




Puerto de Huelva

Autoridad Portuaria de Huelva

# Sustainability report 2025



# 1 Institutional dimension

## 1.1 Sustainability strategy

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

The new strategic framework covering the period from 2023 to 2030, with a vision to 2050, is aligned with the Second Strategic Framework for the State-Owned Port System approved in October 2022, and is structured around:

- 3 Strategic Pillars:
  - Energy and industrial cluster, promoting clean fuels.
  - Logistics and intermodal port with competitive infrastructure and services.

- Sustainable port: environmental, economic and social; innovative and digitalised.
- 11 Strategic Objectives.
- and 30 Operational Objectives broken down into 94 measures to be implemented.

In the Plan’s new strategic formulation, the mission of Huelva Port Authority becomes: **“To provide infrastructure, land and services to the port, logistics and industrial sectors, with the aim of boosting competitiveness and the establishment of productive activities in the surrounding area, within a sustainable and technologically advanced context”**.

The vision of Huelva Port Authority is defined as: **“To be a leading port in the European South Atlantic as a value-added industrial and energy cluster and**

**an intermodal and logistics hub. A sustainable, technological, innovative and knowledge-based port, duly integrated into its region”**.

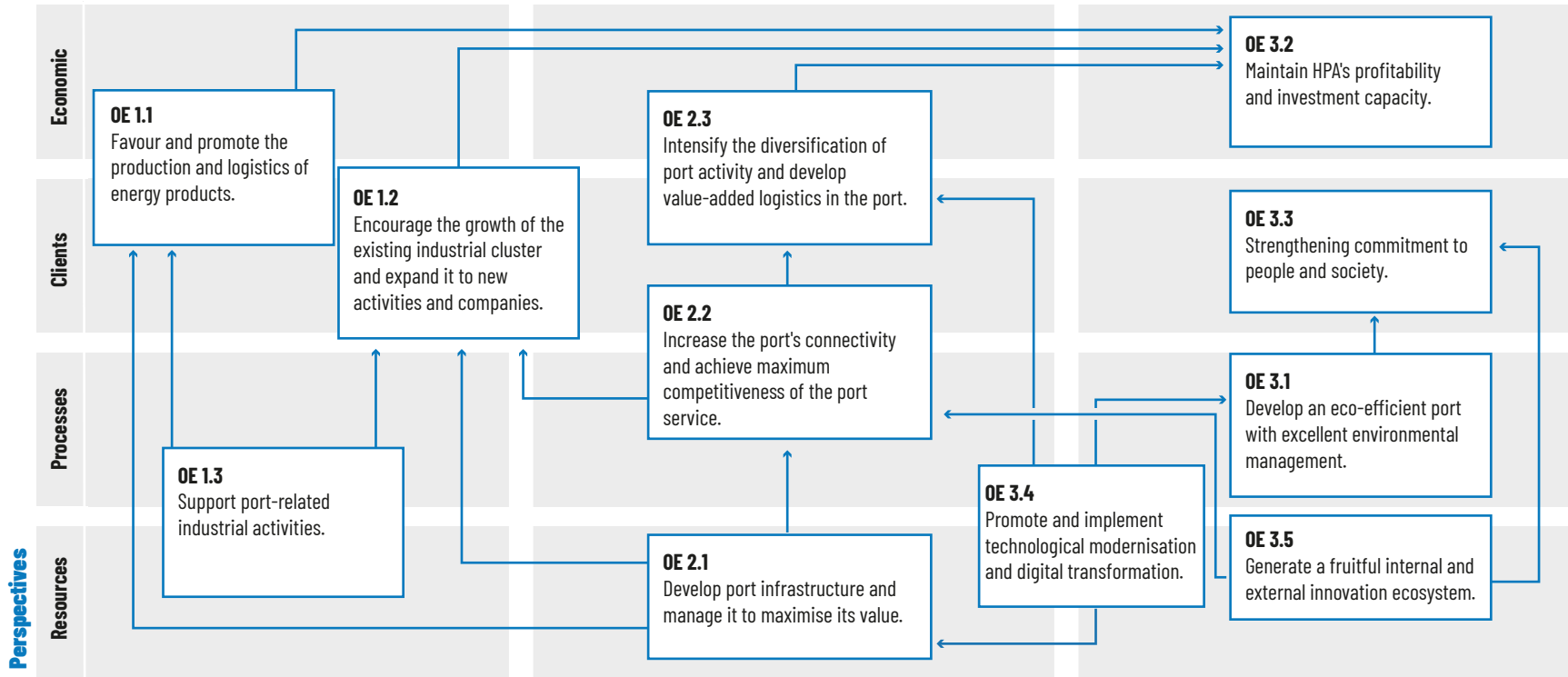
The following are established as corporate values:

- Commitment to public service
- A space for integration
- Commitment to the environment and the community
- People as the core of the organisation
- Involvement in client projects
- Excellence
- Innovation
- Safety
- Sustainability

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

**Strategic axes**

<b>1</b>	Energy and industry cluster that boosts clean fuels	<b>2</b>	Logistics and intermodal port with competitive infrastructures and services	<b>3</b>	Sustainable port: environmental, economic and social; innovative and digitised
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## 1.2 Functions and legal status (I\_01)

Huelva Port Authority is one of twenty-eight port authorities under the Ministry of Transport, Mobility and Urban Agenda, via the Public Body Puertos del Estado, which manages the Spanish Port System, comprising 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*, Huelva Port Authority is a body with its own legal personality and assets, as well as full legal capacity, and is governed by the specific legislation on ports of general interest, by the provisions of the General Budget Law applicable to it and, subsidiarily, by *Law 6/1997 of 14 April on the Organisation and Functioning of the General State Administration* (a provision that was repealed upon 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 public administrations).

### Scope of powers

The Port Authority carries out the functions assigned to it by the aforementioned *Consolidated Text of the Law on State Ports and the Merchant Navy*, with the powers established therein, under the general principle of



functional and managerial autonomy, without prejudice to the powers attributed to the Ministry of Transport, Mobility and Urban Agenda through Puertos del Estado and those corresponding to the Autonomous Community. Article 25 of the aforementioned legal text establishes that the following powers fall within the remit of the Port Authorities:

- a. The provision of general services, as well as the management and control of port services to ensure that they are provided under optimal conditions of efficiency, economy, productivity and safety, without prejudice to the powers of other bodies.
- b. The planning of the port service area and port activities, in coordination with the authorities

responsible for spatial planning and town and country planning.

- c. The planning, design, construction, maintenance and operation of the port's works and services, and of the maritime signals entrusted to them, subject to the provisions of this Act.
- d. The management of the public port domain and the maritime signals assigned to them.
- e. The optimisation of financial management and the maximisation of returns on the assets and resources allocated to them.
- f. The promotion of industrial and commercial activities related to maritime or port traffic.
- g. The coordination of operations involving the various modes of transport within the port area.
- h. The organisation and coordination of port traffic, both maritime and land-based.

### Public domain management framework

With regard to the management model for the assigned public domain, in accordance with the *Consolidated Text approved by the aforementioned Royal Legislative Decree 2/2011* of 5 September, such management is geared, whilst safeguarding the public interest, towards promoting and increasing private sector participation in the financing, construction and operation of port facilities and in the provision of services, through the granting of the relevant authorisations and concessions, both relating to public property and public works, in accordance with the provisions of the aforementioned law (Article 66).

The Port Authority is responsible for the provision and management of port spaces and basic infrastructure, promoting both the port's economic activity and the provision of services by the private sector, following a model for the management of infrastructure and the public port domain based on criteria of profitability and efficiency (Article 66).

The Port Authority is responsible for the provision and management of basic port spaces and infrastructure, 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 Port Authority's financial regime is guided by the principle of financial self-sufficiency, within a framework of economic and financial management autonomy, with specific annual profitability targets (Article 27).

Of the financial resources established by this Act for Port Authorities, it should be noted that, in the case of the Port Authority of Huelva, there have been no resources derived from credits, loans and other financial operations, nor those arising from donations, bequests and other contributions from individuals and private entities, nor are any expected.

## 1.3 Governance and quality of management

### Functions and method of election of the governing and management bodies (I\_02)

#### Presidency

The functions and method of election are in accordance with the provisions of Article 31 of the *Consolidated Text of the Law on State Ports and the Merchant Navy*. The President of the Port Authority is appointed and removed 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 relevant regional ministry, from among persons of recognised professional competence and suitability. The appointment or removal, once notified to the Ministry of Transport, Mobility and Urban Agenda, is published in the relevant 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 which complied with the publicity requirement set out in Article 31.1 of the *Consolidated Text of the Law on State Ports and the Merchant Navy*, and was published by ORDER TMA/510/2023, of 17 May, in the Official State Gazette No. 123 of 24 May 2023.

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

- To represent the Port Authority and its Board of Directors on a permanent basis in all acts and contracts and vis-à-vis any natural or legal person, whether public or private, in and out of court, without prejudice to the powers of authorisation vested in the Board of Directors.
- To convene, set the agenda, chair and adjourn meetings of the Board of Directors, and direct its deliberations. Meetings may be convened ex officio or at the request of one-fifth of the members of the Board of Directors.
- To establish general guidelines for the management of the Authority's services.
- Ensure compliance with the regulations applicable to the Port Authority and with the resolutions adopted by the Board of Directors.
- To submit the Business Plan to the Board of Directors, setting out the organisation's management objectives and operational criteria, as well as draft budgets, plans of action, investment and financing proposals, and annual accounts.
- To authorise expenditure and, jointly with the Director, to order payments or movements of funds.
- To exercise the special powers delegated to them by the Board of Directors.
- Any other powers conferred upon them by law.

They are responsible for ensuring compliance with the obligations that the law imposes on Port Authorities vis-à-vis Puertos del Estado, particularly in relation to provisions and acts whose approval or reporting falls within the remit of the latter, as well as for providing the latter with all information of interest to the state port system.

## Management

Its functions as a management body and the method of election are in accordance with the provisions of Article 33 of the *Consolidated Text of the Law on State Ports and the Merchant Navy*.

The Director is appointed and removed by an absolute majority of the Board of Directors, at the proposal of the President, from among persons holding a higher degree, of recognised professional standing and with at least five years' experience in port engineering and management.

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

- The day-to-day management of the entity and its services, in accordance with the general guidelines received from the governing bodies of the Port Authority, as well as the submission to the President of the proposed organisational structure of the entity.
- The initiation and processing of administrative proceedings, where this is not expressly assigned to another body, as well as the mandatory issuance of reports on authorisations and concessions, preparing the studies and technical reports on the projects and proposed activities that serve as the basis for these.

- The preparation and submission to the President for consideration and decision of the organisation's management objectives and operational criteria, draft budgets, plans of action, investment, financing and annual accounts, as well as the organisation's staffing requirements..

## Board of Directors

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

Members are appointed by the head of the Regional Ministry responsible for ports within the Regional Government of Andalusia, at the proposal of the public administrations and bodies represented on the Board of Directors. In the case of the General State Administration, the proposal is made by the President of the Public Body Puertos del Estado.

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

The functions of the Board of Directors are those set out in Article 30.5 of the *Consolidated Text of the Law on State Ports and the Merchant Navy*.

## Estructura del Consejo de Administración (I\_03)

Following the restructuring of the Board of Directors under Act 33/2010 of 5 August, the Autonomous Community of Andalusia enacted Decree 2/2011 of 11 January for the appointment of members of the governing bodies of the Port Authorities of ports of general interest located in Andalusia, in accordance with the powers legally established for this purpose. This was published in the Official Gazette of the Regional Government of Andalusia on 25 January 2011.

At a meeting held on 5 April 2011, the Board of Directors of Huelva Port Authority was constituted under the new configuration resulting from the restructuring of its organisation. This entailed a significant reduction in the number of members compared with the previous structure, whilst nevertheless maintaining the same representational framework that had governed the distribution of the various existing seats up to that point. Thus, the various public administrations—state, 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:

- The Presidency, held by the President of the Port Authority.
- One ex officio member, who is the Harbour Master.
- 15 board members:
  - 4 board members. Central Government (including the Harbour Master).
  - 5 board members. the Autonomous Community (including the Presidency).
  - 4 board members. Official Chamber of Commerce, Industry and Navigation, business and trade union organisations, and relevant economic sectors within the port area.
  - 1 board member. Huelva City Council.
  - 1 board member. Municipality of Palos de la Frontera.

In addition, the Director and the Secretary sit on the Board in an advisory capacity. The composition of the Board as at 31 December 2025 is as follows:



President	<b>Mr. Manuel Alberto Santana Martínez</b>
Director	<b>Mr. Alfonso Peña López-Pazo</b>
State Administration	Harbour Master <b>Mr. Alejandro Andray López</b>
	State Solicitor <b>Mr. Julio Jiménez Díaz</b>
	State Ports <b>Mr. Armando López Rodríguez</b>
	Central Government <b>Ms. María José Rico Cabrera</b>
Autonomous Community	Managing Director of the Andalusian Public Ports Agency <b>Mr. Ignacio Álvarez-Ossorio Ramos</b>
	Government Representative in Huelva <b>Mr. José Manuel Correa Reyes</b>
	Regional Delegate for Development, Infrastructure, Spatial Planning, Culture and Historical Heritage in Huelva <b>Mr. Jaime Pérez Guerrero</b>
Huelva Official Chamber of Commerce, Industry, Services and Navigation	<b>Mr. Daniel Toscano Rodríguez</b>
Business Organisations	<b>Mr. Juan Demetrio del Olmo Martín</b>
Huelva Town Council	<b>Ms. María del Pilar Miranda Plata</b>
Municipality of Palos de la Frontera	<b>Mr. Ricardo Bogado Gómez</b>
Trade Union Organisations	<b>Ms. Magdalena María Plata Plata (UGT Andalucía)</b> <b>Ms. María Julia Perea Álvarez (CC.OO. Andalucía)</b>
Most significant economic sectors in the port area	<b>Mr. Jorge Acitores Durán</b>
Secretary	<b>Mr. Francisco Javier Capitán Márquez</b>

## Management and support systems (I\_04)

Huelva Port Authority certified its Integrated Quality and Environmental Management System in accordance with ISO 9001 and 14001 standards, with the scope of “General services, as defined within the regulatory framework of the state port system and management of the port public domain” in 2020. In June 2025, the renewal of this certification was approved for the next three years.

With regard to **Occupational Health and Safety** management, Huelva Port Authority has contracted an external prevention service covering the following occupational safety specialisms or disciplines: industrial hygiene, ergonomics, applied psychosociology and occupational medicine, including medical health surveillance.

Since 2018, Huelva Port Authority has implemented a Railway Safety Management System as a regulatory requirement, given its role as the administrator of railway infrastructure within the General Network (*Royal Decree 810/2007 of 22 June, approving the Regulations on traffic safety on 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 Management Committee is designed as a tool to ensure the effectiveness of governance and the proper conduct of the Port Authority’s day-to-day management, particularly in relation to matters of significant importance or those requiring coordinated interdepartmental handling.

Furthermore, it undertakes the periodic review of progress and proposals arising during the implementation of the established port planning objectives, agreeing on any adjustments or revisions to those aspects it deems appropriate in order to achieve the intended objectives.

The Management Committee comprises the President and the Director; the Deputy Director/Secretary General; the area heads of *Economic and Financial; Infrastructure; Operations; and Business Development and Commercial*; as well as the heads of the departments of *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*. Management Committee meetings are usually held fortnightly.

## Sector-specific technical committees supporting the Board of Directors (I\_06)

In accordance with the provisions of the new Rules of Composition and Operation, approved by the Board of Directors of Huelva Port Authority at a meeting held on 31 May 2012 (Official Gazette of the Province of Huelva No. 123, of 27 June 2012) and following the completion of the appointment procedures for its members, the Navigation and Port Council of Huelva Port Authority has, since that date, been performing its functions as an advisory body to the Presidency of the Port Authority and the Harbour Master’s Office. These functions had been almost entirely suspended since 2000, during which time only one of its committees remained active, the Navigation Committee, which took over the functions of the Port Services Committee.

The Navigation and Port Council of the Port Authority met for the first time following the restructuring of its

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



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

organisation on 7 November 2012. At that first meeting, it was proposed that the Port Services Committee, referred to in Article 124 of the Consolidated Text of the Law on State Ports and the Merchant Navy, be established within it, and from that moment onwards it began to assume the functions legally assigned to it regarding the conditions for the provision of port services. In 2020, the Navigation and Port Council adapted its composition in line with the recommendations made by Puertos del Estado to bring its representation up to date. The new structure was published in the Official Gazette of the Province of Huelva No. 126, dated 6 August 2020. Furthermore, during 2021, the Association of Naval and Oceanic Engineers requested to join the Navigation and Port Council, on the grounds that there would be no objection to a representative of that body joining the representation of the main clients operating through the Port of Huelva, given the close links between naval engineering professionals and the port sector.

In the 2025 financial year, the Navigation and Port Council met on 11 November and the Port Services Committee met on 29 July and 17 November.

Following the aforementioned adjustments and restructuring, the Navigation and Port Council was constituted according to the following representation:

<b>Presidency</b>	President of the APH (Autoridad Portuaria de Huelva)
<b>Ex officio Members</b>	Harbour Master
	Director of the APH
	Head of the Exploitation Area of the APH
	Maritime Safety and Inspection Coordinator at the Harbour Master's Office
<b>Members</b>	Government Sub-delegation in Huelva
	Regional Government of Andalusia, Delegation in Huelva
	Customs Administration
	Ministry of Agriculture, Fisheries and Food
	Sub-Directorate General for Foreign Health of the Ministry of Health, Social Affairs and Equality
	SOIVRE Inspection Service
	State Maritime Rescue and Safety Agency (Sociedad Estatal de Salvamento y Seguridad Marítima - SASEMAR)
	Naval Command
	Civil Guard
	National Police
	National Association of Harbour Pilots
	Association of Naval and Ocean Engineers
	National Association of Tugboat Operators (Asociación Nacional de Remolcadores - ANARE)
	Spanish Association of Ship Mooring Operators
	Solid and Liquid Waste Collection Service Providers (Prestadores de servicio de recogida de residuos sólidos y líquidos -MARPOL)
	Huelva Port Stevedoring and Unloading Society (Sociedad de Estiba y Desestiba del Puerto de Huelva -SAGEP)
National Association of Stevedoring and Shipping Agents (Asociación Nacional de empresas estibadoras y consignatarias - ANESCO)	
National Association of Spanish Shipowners (Asociación Nacional de navieros españoles -ANAVE)	

<b>Members</b>	Spanish Association of Ship Agents (Asociación Española de consignatarios de buques - ASECOB)
	Cruise Lines International Association (CLIA)
	Spanish Association of Ship Agents (SHORTSEA)
	State Association of Port Operating Companies (Asociación Estatal de Empresas Operadoras Portuarias - ASOPORT)
	Association of Passenger Service Providers (APSP)
	Spanish Association of Petroleum Product Operators (Asociación Española de operadores de productos petrolíferos - AOP)
	Spanish Association of Bulk Receiving Terminals (Asociación Española de terminales receptoras de graneles - ATLIQ)
	Iberian Association for the Promotion of the Use of Natural Gas and Renewable Gas in Land and Maritime Transport (GASNAM)
	Spanish Gas Association (SEDIGAS)
	Road and/or rail transport sector
	Main clients operating through the Port of Huelva
	Most representative trade unions in the maritime and port sectors within the Port Authority's territorial jurisdiction
<b>Secretary</b>	Deputy Director/Secretary General of the APH

In turn, the Port Services Committee was established following the aforementioned adaptation with the following representation:

<b>Presidency</b>	Director of the APH
<b>Ex officio Members</b>	Harbour Master
	Head of the Exploitation Area of the APH
<b>Members</b>	<b>Members representing port service providers</b>
	National Association of Port Pilots
	National Association of Tugboat Operators (ANARE)
	Spanish Association of Ship Mooring Operators (Asociación Española de Amarradores de Buques - AEEA)
	Solid and Liquid Waste Collection Service Providers (MARPOL)(ANAM)
	Huelva Port Stevedoring and Unloading Company (SAGEP)
	<b>Members representing users of port services or associations representing them</b>
	National Association of Stevedoring and Shipping Agents (ANESCO)
	National Association of Spanish Shipowners (ANAVE)
	Spanish Association of Ship Agents (ASECOB)
	Cruise Lines International Association (CLIA)
	Spanish Association of Ship Agents (SHORTSEA)
	State Association of Port Operating Companies (ASOPORT)
	Association of Passenger Service Providers (APSP)
	Spanish Association of Petroleum Product Operators (AOP)
	Spanish Association of Bulk Receiving Terminals (ATLIQ)
	Iberian Association for the Promotion of the Use of Natural Gas and Renewable Gas in Land and Maritime Transport (GASNAM)
	Spanish Gas Association (SEDIGAS)
	Road and/or rail transport sector
	Main customers operating through the Port of Huelva
	<b>Members representing the most representative workers' organisations</b>
	Most representative trade unions in the maritime and port sectors within the Port Authority's territorial jurisdiction
<b>Secretary</b>	Head of the APH's Department of Port Operations and Services I

## 1.4 infrastructure and capacity

### General technical characteristics of the port (I\_07)

One of the priority functions of Huelva Port Authority is to optimise the layout and condition of its infrastructure so that it adequately meets the needs of its customers.

The general characteristics of the Port of Huelva are as follows:

It is situated at the confluence of the Tinto and Odiel rivers, and its land service area covers 1,784 hectares, with 524 hectares of land available for concession. This Service Area is bounded on its right bank by the 13-kilometre-long Juan Carlos I sand containment dyke, and on its left bank by the two port areas of which it is composed: the Inner Port and the Outer Port.

Within the Inner Port, there are two distinct areas for port, industrial and commercial uses::

- The Levante Quay area and the North Fishing Zone, where the main uses are general cargo traffic, shallow-draught cruise ships, the fishing industry, commercial and service facilities, and machinery maintenance and storage facilities.

- The Punta del Sebo cross-docks area, where, until very recently, the main uses were the basic chemical industry and activities complementary to this industry. Given the reduction in the number of factories dedicated to the basic chemical industry, auxiliary industries are gradually being established. Close to these facilities lie the Marismas del Tinto, an open space where measures have been taken to restore and enhance it.

Similarly, the Outer Harbour also has distinct areas differentiated by the type of activities:

- The area around the Ingeniero Juan Gonzalo Quay and its surroundings, primarily used for solid bulk cargo.
- The area of licensed jetties, primarily intended for energy-related liquid bulk traffic.
- The South Quay, dedicated to container, passenger, Ro-Ro and general cargo traffic.
- In Zone II of the port waters, single buoy mooring is used for the loading and unloading of crude oil.

As regards navigable areas, the navigation channel is particularly noteworthy; its most relevant characteristics are detailed in the attached table:

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

Location	
Longitude (Greenwich)	6° 49' 32.8" W
Latitude	37° 8' 6.6" N
Tides	
Maximum tidal range	3.87
Equinoctial spring low tide (BMVE) relative to the port's zero level	0.1
Equinoctial spring high tide (PMVE) relative to the port's zero level	4.18
Predominant winds	
	SW and NW
Entrances	
Entrance channel	
Width	200 to 300 m
Design draught at Equinoctial spring low tide (BMVE).	13 m <sup>1</sup>
Nature of the seabed	Sand and mud
Length	22,000 m
Entrance	
Orientation	339°
Width	300 m
Design draught	13 m <sup>1</sup>
Maximum recorded current	5 knots
Breakwaters	
Juan Carlos I Breakwater	13,000 m in length

1) Design draught. The actual draught at any given time shall be determined by the minimum depth recorded in the most recent bathymetric survey and must be obtained from authorised surveyors.



The following table summarises the characteristics of the quays and terminals that Huelva Port Authority, as a provider of port infrastructure, makes available to the maritime trade.

Piers, jetties and moorings	Length / Maximum length (m)	Project draught (m) (*)	Width (m)	Jobs
<b>Service</b>				
Ingeniero Juan Gonzalo Quay	942.0		13.00 230.00	General cargo and bulk
Ciudad de Palos Quay	492.0		13.00 320.00	General and bulk goods
Levante South Quay	400.0		8.00 80.00	General cargo and passenger
Levante Centre Quay	90.0		8.00 80.00	Local and ancillary fare
Levante North Quay	710.0		8.00 80.00	Fisheries and inland traffic
Arenillas Tower Oil Tanker Quay	460.0		12.60 -	Liquid bulk (2 berths)
Ore Quay	374.0		13.00 50.00	General cargo and bulk
South Quay	1.282.0		13.00 300.00	Passenger, general cargo, Ro-Ro and containers
Tharsis Quay	280.0		- -	Out of service
Mooring buoys - North	200.0		7.00 -	-
Mooring buoys - Centre	200.0		6.00 -	-
Mooring buoys - South	150.0		5.00 -	-
<b>Total service</b>	<b>5,580.00</b>			
<b>Private</b>				
New Huelva Shipyard Quay	337.0 (**)		-	Outfitting, repair and scrapping
Riotinto quay	390.0 (**)		-	Out of service
Fertiberia, S.L. (phosphoric acid/comp.) jetty	180.0		8.10	Liquid bulk
Atlantic Copper, S.L.U. jetty North	140.0	6.50 (Maximum draft of the vessel regardless of the tide)		Liquid bulk

Piers, jetties and moorings	Length / Maximum length (m)	Project draught (m) (*)	Width (m)	Jobs
Fertiberia, S.L. (Fertiliser) jetty	150.0		8.10	Liquid and solid bulk
Terminal Impala	550.0**		14.00	Bulk solids
Levantino-Aragonesa de Tránsitos, S.A.	120.0		9.70	Liquid bulk
Atlantic Copper, S.L.U TNP 1 jetty	175.0		10.00	Liquid bulk
Atlantic Copper, S.L.U. jetty TNP 2	159.0		8.00	Liquid bulk
Saltés quay	200.0		5.50	Outfitting, repair and scrapping
Reina Sofía E de MOEVE jetty	190.0		10.00	Liquid bulk
Reina Sofía C de MOEVE jetty	128.0		8.50	Liquid bulk
Reina Sofía W de MOEVE jetty	150.0		9.00	Liquid bulk
Reina Sofía 4º MOEVE BERTH jetty	210.0		12.60	Liquid bulk
Enagas, S.A. jetty	304.5		12.00	Liquid bulk
Decal North jetty	210.0		11.50	Liquid bulk
Decal South jetty	210.0		12.50	Liquid bulk
Decal-South 2 jetty	188.0		13.30	Liquid bulk
Royal Maritime Club of Huelva	16.0		2.00	Various
Marina del Odiel (Port and Marina Management Company)	40.0	Between 2 and 5		Various
La Rábida quay	20.0		2.00	Auxiliary (1 berth)
Monobuoy	275.0		16.50	Liquid bulk
<b>Total private</b>	<b>4,342.5</b>			
<b>Total</b>	<b>9,922.5</b>			

\*) The actual draft at any given time will be that of the minimum depth recorded during the last bathymetric survey and must be obtained through authorized shipping agents.

\*\*) Total length of the dock.

The main road access routes to the Port of Huelva are via the A-49 motorway (Seville-Huelva-Portugal), via the N-441 (from the north), the H-31 (from the east) and the H-30 (Huelva Eastern Ring Road), which extends southwards as the N-442, providing access to the Outer Port. The N-435 (from Badajoz and Zafra to Huelva) connecting with Extremadura is also of importance for the Port of Huelva.

Via the link to the main network, the Outer Port of Huelva is connected by rail from its railway terminal at the South Quay to the Huelva Mercancías railway terminal, a rail logistics hub from which goods are dispatched, received and sorted. From Huelva Mercancías, the Port of Huelva has access to the Huelva-Zafra and Huelva-Seville railway lines. Since December 2016, there has been a port terminal in Majarabique that serves as a hub for distributing traffic to the rest of the Spanish and European rail network.



## Infrastructure under construction or in the planning stage and its intended purpose (I\_08)

During 2025, Huelva Port Authority invested 25.2 million euros to adapt its infrastructure to current needs.

### The following major projects were completed in 2025:

1. Refurbishment to ensure the structural stability and safety of the Tharsis Spanish Mining Company's cargo quay.
2. New Ro-Ro platform on the south quay of the Port of Huelva
3. Fishing jetty
4. Connection of the ore loading quay of the former Riotinto company.

A brief description of these projects is provided below:



Tharsis Quay Restoration (completion of works).

### 1. Refurbishment to ensure the structural stability and safety of the Tharsis Spanish Mining Company's loading quay

The loading quay of the Spanish Tharsis Mining Company is an important symbolic landmark for the city of Huelva, due to its significant role in the economic and social development of the area and its links to the city's recent history. It is a hallmark of the city's identity, and the public called for its rehabilitation.

The works involved a series of measures necessary to ensure the structural stability and safety of the Loading

Quay, as the quay was in a highly advanced state of deterioration.

### 2. New Ro-Ro Platform at the South Quay of the Port of Huelva

Much of the loading and unloading at the South Quay is carried out using rolling stock via gangways located at the stern of the vessels. The quay had a ramp for Ro-Ro vessels 200 m from the southern end, with capacity for two vessels, allowing for the operation of vessels approximately 175 m in length and 27 m in beam.

Due to the recent increase in this type of traffic, following the introduction of a new regular service to the Canary Islands, and given the forecasts for growth and the introduction of new regular roll-on/roll-off services to North Africa, the operability of the quay required improvement. This involved the construction of a new Ro-Ro ramp at the southernmost end of the quay, compatible with the existing ramp, such that up to four Ro-Ro vessels can be handled simultaneously in the future.

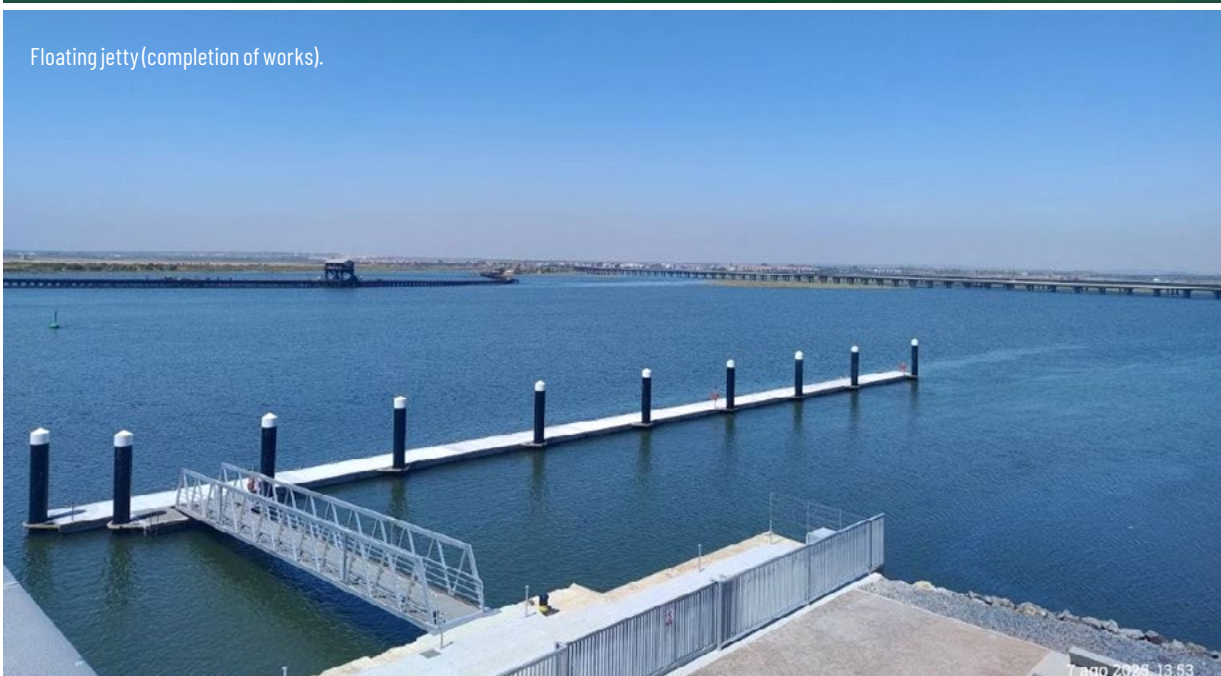
### 3. Fishing jetty at the Levante Norte Quay

A new jetty has been designed to meet the excess demand for mooring fishing vessels at the Levante Norte Quay in the Port of Huelva, involving the extension of the mooring line by 96 metres opposite the Port's Fishing Wharf. Only the front face of the jetty (the side furthest into the estuary) is designed as a berthing line, to ensure sufficient draught for the larger vessels operating there and provide the necessary space for manoeuvring.

The solution adopted involves the construction of a pile-supported floating concrete jetty starting 1 metre from the bottom step of the existing stairs leading up to the quay, so as not to interfere with their use. The infrastructure has eight floating concrete modules measuring 12x3 m and another intermediate floating aluminium jetty measuring 6x3 m, which will serve as a support for the gangway and provide the transition to the access point for the floating mooring jetty.



New Ro-Ro platform (completion of works).



Floating jetty (completion of works).



Riotinto Wharf Junction (completion of works).

#### 4. Connection to the ore loading quay of the former Riotinto company

El desmontaje del vano sobre la avenida Francisco Montenegro  
The dismantling of the bridge over Avenida Francisco Montenegro in the 1970s split the excellent pedestrian route linking Huelva and its estuary into two. As part of the port-city initiatives being carried out by APH, the aim was to restore the connection and join the two sections of the Riotinto Company's loading quay, a Site of Cultural Interest (BIC) and a symbol of the city of Huelva.

The project involved joining the two existing sections at their upper level, allowing heavy traffic to flow along one of Huelva's main thoroughfares, Francisco Montenegro Avenue. The aim was not to faithfully recreate the quay's

original design, but to create a functional structure that integrates with the BIC whilst clearly distinguishing itself as a new section. The connection was made using the same longitudinal latticework, but with tubular profiles instead of angle profiles. As for the timber framework, to lighten the new section, a hollow tubular metal structure has been used, and the deck is made of GRP (Glass-Reinforced Polyester) slats.

The handrail on the new section consists of vertical frames similar to the existing ones and round connecting elements, and has been fitted with polycarbonate glazing to comply with safety recommendations and prevent objects from falling onto the carriageway.

Other works that began in previous years and **are still ongoing** include:

1. Partial demolition of the fishing wharf and exporters' warehouses.
2. Cold supply network.
3. Demolition of the former ice factory.

A brief description of these works is provided below:

### 1. Partial demolition of the fishing wharf and exporters' warehouses

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In recent years, Huelva Port Authority has been making a significant effort towards port-city integration. As part of this initiative, a comprehensive refurbishment of the Levante Quay has been proposed. To this end, a number of projects are underway, including the partial demolition of the fishing wharf and the exporters' premises, and the construction of the new fishing wharf and new warehouses for fish and seafood exporters.

Both the new fishing wharf and the new exporters' warehouses have now been completed; therefore, the aim of this project is the remaining demolition work, consisting of the partial demolition of the old fishing wharf and the exporters' premises still standing, in order to continue with the comprehensive redevelopment of the quay.



Demolition of the final section (during the works).

### 2. Cold chain network

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The so-called Port of Huelva Cold Logistics Hub, located at the 'Muelle Sur' Multimodal Platform, aims to transform the Huelva site into a centre of excellence in temperature-controlled freight logistics, both in terms of operational efficiency and from the perspective of economic and environmental sustainability—a distinguishing feature with respect to any other facility known to date in Europe.

This economic and environmental sustainability, which is a key distinguishing feature of the Port of Huelva's Cold Logistics Hub, is driven by the possibility of utilising an eco-friendly, low-cost supply of refrigeration energy derived from the regasification of Liquefied Natural Gas.

For these reasons, the cold pipeline network project is currently being implemented, running from the Enagás Regasification Terminal to its destination at the so-called Cold Logistics Hub located on the South Quay.

This project is funded by the Recovery and Resilience Facility (RRF).

### 3. Demolition of the former ice factory

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As part of the Port-City initiatives, Huelva Port Authority is carrying out a comprehensive refurbishment of the eastern quay. The first phase involves the demolition of obsolete buildings, including the former building that once housed the facilities of the company Expofrisa (cold stores, offices, ice factory, etc.), which is currently disused and abandoned.

The project therefore involves the complete demolition of the building corresponding to the former Expofrisa facilities.

In addition, the following projects **have been started**:

1. Expansion of the railway terminal.
2. Dredged materials site No. 4, second phase.
3. Refurbishment of the former Estihuelva building.

#### 1. Expansion of the rail terminal

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The current multimodal platform at the South Quay ensures maximum connectivity and efficiency in the management of rail traffic with the Mediterranean



Cold pipeline rack (during construction),



Demolition of the former ice factory (during the works).



Railway terminal expansion (during construction).

and Atlantic corridors, as well as with Extremadura, being perfectly synchronised with the Majarabique rail terminal in Seville and the South Quay maritime terminal. Furthermore, this multimodal platform has a direct connection to Extremadura, thus completing the connectivity of this important rail hinterland.

It is adapted for trains 750 m in length and features a double-track design on a slab, connected to the track

of Huelva Port Authority's rail facilities and the main roadways located next to the current Border Inspection Point (BIP).

The increase in rail freight traffic from the port of Huelva to Extremadura, Portugal, Seville, Madrid and Burgos supports the expansion of the current terminal, which will strengthen sea-rail intermodality and sustainable freight transport mobility in and from the region.



Site No. 4 Phase 2 (during construction).

This project is funded by the Recovery and Resilience Facility (RRF).

## 2. Dredged material storage area No. 4, second phase

The storage areas are designed for containing dredged material containing certain concentrations of metals, classified as category C, which prevent its direct discharge into the sea. This is the technique applied

internationally and was approved nationally following pilot trials carried out in the Port of Huelva in the 1990s.

Pilot enclosures 1, 2 and 3 are now complete, and enclosure 4 is currently in operation; however, it is expected to reach capacity in the short to medium term, making the construction of a new enclosure necessary.

This project is funded by the Recovery and Resilience Facility (RRF).

### 3. Refurbishment of the former Estihuelva building

Given the need to expand Huelva Port Authority's facilities for staff, it was decided to refurbish the former Estihuelva building. The proposal was to convert the ground floor of the Estihuelva building into changing rooms and a briefing area for the port police, and the first floor into offices for Huelva Port Authority.

The aim of the project is to preserve and refurbish as much of the existing structure as possible, maintaining the exterior appearance to enhance the overall appearance of the complex. Inside, the administrative spaces are being renovated to create 21st-century offices: accessible, modern and with refurbished facilities.

Alongside the projects required to implement some of the investments described above, a number of projects



Refurbishment of the Estihuelva building (during works).

were drawn up during 2025, some of which are still underway, including:

- Levante Quay Refurbishment Project
- Project for a Quay for a liquid bulk terminal south of the Ingeniero Juan Gonzalo Quay
- Hispanoamérica Avenue Car Park and Underground Car Park Project
- South Quay Paving Project
- General Road 2 Rehabilitation Project.

### **Industrial and Logistics Promotion Initiatives (I\_09)**

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

The strategic importance of intermodality at the Port of Huelva is currently based on four key pillars:



- a. The Majarabique Rail Terminal, located in Seville and owned by Huelva Port Authority.
- b. The South Quay Rail Terminal at the Port of Huelva, co-financed by the CEF (Connecting Europe Facility) programme and offering a direct connection to the container terminal.
- c. The Logistics Activity Zone, currently in the planning stage, which will bring together different types of

The Majarabique Railway Terminal represents for the Port Authority of Huelva an integrated project with its maritime terminal, an extension of it.

businesses and activities to provide continuity, quality services, transformation and added value to the transport chains that converge in the port area.

- d. The port's rail infrastructure and connectivity, which will enable more sustainable and efficient access to maritime transport. (See I\_22).

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

It is situated in the northern part of Seville, within the municipal boundaries 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 rail hub connecting to Madrid and Extremadura. It thereby enables a direct and efficient rail link between the hinterland of the Port of Huelva—located on the Mediterranean and Atlantic corridors—and Extremadura.

The operation of this rail terminal was awarded through public tender to the company Termisur Eurocargo, S.A., which began operations there in July 2017.

Since then, it has remained a priority for the Port of Huelva to continue consolidating and boosting rail-port traffic for general cargo, particularly for containerised freight on the central axis (Córdoba, Madrid and

Zaragoza), originating from or destined for Atlantic ports (the Canary Islands, West Africa, Latin America and north-western Europe, amongst others), achieving optimised times and costs across the entire logistics chain.

The rail investment made by the Port Authority in Majarabique, the South Quay and their connections is resulting in significant growth in rail container traffic, with more than 60 monthly movements between Majarabique and the South Quay of the Port of Huelva and twenty-four monthly movements coming directly from the Madrid hinterland.

Furthermore, in 2025, with a budget of over 7.7 million euros and funded by the European Union through the Recovery, Transformation and Resilience Plan, work begun on the project to expand the South Quay rail terminal to build a third track, thereby enabling the implementation of the Rail Freight Corridor service. A combined transport system that will allow semi-trailers to be loaded directly onto trains, optimising costs and reducing carbon dioxide emissions into the atmosphere.

#### South Quay container rail connections (seven per week)

- Four trains per week to Majarabique (Seville)
- Two trains per week to Fuenlabrada (Madrid)
- One train per week to Abroñigal (Madrid)



The Logistics Activity Zone (ZAL) project, which is essential for the future development of the Port of Huelva and its entire catchment area, covers an area of approximately 60 hectares, with potential for expansion, and is located at Punta del Sebo, a site with a distinctly industrial character offering land with utilities and good road and rail links.

The ZAL will occupy a central position between the Port of Huelva and the city centre. This will allow the convergence of different types of businesses and activities that provide continuity, quality services, processing and added value to the transport chains that converge in the port area, as well as promoting job creation, retaining existing traffic and attracting new traffic in the future.

This project is essential for generating added value in Huelva and for boosting the development of the business sector and the creation of stable employment, through a clean processing industry.

The Port of Huelva's ZAL will optimally serve the most significant and active sectors in the surrounding area, with key sectors for business projects having been identified in specialised logistics activities::

- Logística generalista
- Sector Agroalimentario.
- Sector Logístico-Industrial.
- Sector Sanitario.

In 2025, as part of the NEXOMAR project (a project co-funded by the **European Union through the INTERREG VI Spain-Portugal Programme (POCTEP) 2021-2027**, which will boost maritime logistics activity in the region by enhancing the organisational and technological capabilities of the logistics system in the port areas of Alentejo-Algarve and Andalusia to promote internationalisation and increase the overseas presence of companies in both the logistics sector and manufacturing) and initiatives in collaboration with the Huelva Chamber of Commerce, of which the Port of

Huelva is a co-financier, a pilot project was launched to market the ZAL as part of a specific activity dedicated to this project.

In the field of industrial promotion, work continued in 2025 in various working groups with institutions such as AIQBE (Association of Chemical, Basic and Energy Industries of Huelva), with the aim of integrating the industrial and logistics projects of companies within the Port Community into the Port's planning, as well as promoting the land available in the Service Zone to attract new investment.

## 1.5 Markets served

### Traffic trends (L-10)

The trend over the last three years in both the total tonnage handled at the Port of Huelva and the tonnage handled by generic cargo groups, as well as the percentage of each of these groups out of the total, is as follows:

	2023	2024	2025
<b>Tonnes handled</b>	<b>30,085,963</b>	<b>31,110,070</b>	<b>30,310,150</b>
Evolution	-6.41%	3.40%	-2.57%
Liquid bulk	22,655,157	23,852,916	22,566,795
Proportion of liquids out of the total	75.30%	76.67%	74.45%
Solid bulk	5,671,421	5,293,079	5,438,953
Proportion of solids out of the total	18.85%	17.01%	17.94%
General cargo	1,459,115	1,742,738	1,842,087
Overall share out of the total	4.85%	5.60%	6.08%
Others (fishing, provisioning and inland traffic)	300,269	221,223	462,315
Proportion of other sectors out of the total	0.99%	0.71%	1.53%

The ZAL will occupy a central position between the Port of Huelva and the urban center, allowing the convergence of different types of companies and activities.

The Port of Huelva closed the 2025 financial year with a total port traffic volume of 30.310 million tonnes, representing an increase of 2.57% compared to 2024 traffic figures.

Bulk cargoes remain the dominant sector as the Port of Huelva's traditional area of specialisation, although the ongoing strategy of diversification into other business segments is permitting the Port to move closer to becoming a global port, with an increase in the share of general cargo in all its forms, including conventional cargo, containerised cargo and roll-on/roll-off cargo.

With regard to liquid bulk, volumes exceeded 22.5 million tonnes, with this category being the main cause of the decline in total volume during 2025. As noted in last year's report, exceptionally high volumes of both crude oil and refined petroleum products were handled in 2024, whilst 2025 was a more moderate year, closer to the average for this type of cargo. At the MOEVE La Rábida energy plant, refining activity has returned to normal levels.

With regard to the second largest liquid by volume, liquefied natural gas, the trend in 2025 was positive, thereby offsetting part of the losses from other liquids mentioned above. The ENAGÁS logistics terminal in Huelva has recovered part of the volume lost in previous years following the outbreak of the war between Russia and Ukraine.



As a result, the ENAGÁS facility ended the 2025 financial year having handled 2.9 million tonnes of liquefied natural gas in total, thereby achieving a growth of over 14.4% compared to 2024.

For ENAGÁS, the Huelva terminal remains a strategic hub not only for unloading LNG but also for loading (shipments), as over 210,000 tonnes were shipped from its facilities last year, representing a growth of more than

9% compared with the previous year. These shipments are mainly intended to provide LNG bunkering services, as demand is experiencing significant growth driven by the need to decarbonise maritime transport and comply with stricter environmental regulations.

Vegetable fats and oils have once again established themselves as a strategic liquid bulk commodity in the Port of Huelva, reaching volumes in excess of 1.2 million

tonnes. This represents a growth of over 7% compared to 2024, with the DECAL, BIO-OILS and LÍPIDOS SANTIGA facilities intensifying their activities that are directly linked to the human food, animal feed and biofuel production sectors year after year.

As for solid bulk traffic, a total of 5.4 million tonnes were handled, representing a moderate increase of 2.76% compared to the previous year. Mineral concentrates, associated with the traditional copper mining and manufacturing industry based in Huelva, grew in volume by nearly 100,000 tonnes, representing a 4.83% increase. Most of these concentrates consist of copper and zinc ore shipments handled by companies such as IMPALA and ATLANTIC COPPER.

However, the solid material showing the most significant growth in 2025 is cement and clinker, with an increase of almost 300,000 tonnes compared to 2024. With a growth of over 160%, bulk cement shipments from the VOTORANTIM facilities in Niebla (Huelva) and from CEMENTOS PORTLAND VALDERRIVAS in Alcalá de Guadaira

(Seville) have continued the upward trend begun in previous years.

Coal and coke, which are directly linked to the supply and distribution of energy resources carried out by GARCÍA MUNTÉ in the Port of Huelva, also saw a growth of over 11% in 2025.

On the other hand, although grain and feed traffic in 2025 exceeded 1.5 million tonnes, it failed to reach the 1.7 million tonnes handled in 2024, resulting in a decline of over 11%. The main factors behind this decline are once again linked to the conflict in Ukraine, as until 2024 it was one of our country's main suppliers. There has also been some recovery in domestic cereal production, which has reduced the need for imports.

The equally positive trend in general cargo during 2025 has led to an overall growth of around 5.7%. The majority of Huelva's general cargo traffic is concentrated at the South Quay, and it is thanks to the strong performance in container handling that record figures were achieved

during 2025. Specifically, empty containers, with a 53.3% increase; rolled steel products, with a rise of 25.2%; and vehicles transported as general cargo, which grew by almost 140%, were the most significant goods handled during 2025.

Container traffic continues the upward trend of recent years, closing 2025 with a total throughput of 152,460 TEUs, representing a growth of over 42%. This increase was particularly significant thanks to the launch of a new container transit route by the Hapag-Lloyd fleet which, with the aim of alleviating occasional congestion at nearby ports such as Algeciras, began in April and continued throughout the rest of the year.

As for Ro-Ro and Ro-Pax traffic, 2025 ended with higher activity than the previous year. The frequency of the regular routes operated by BALEARIA connecting the port of Huelva to the Canary Islands increased, and the financial year closed with a 7.86% increase in the number of Intermodal Transport Units (ITUs). The Port of Huelva continues to occupy a prominent position within

Container traffic continues its upward trend of recent years and closes 2025 with a total movement of 152,460 TEUs.

the Spanish Port System in terms of its connectivity with the Canary Islands, as it continues to offer four connections per week.

These figures indicate that the Port of Huelva's commitment to diversifying its activity as an intermodal and logistics port is paying off with respect to the growth of conventional and containerised general cargo, all of which is concentrated at the South Quay's intermodal platform. In support of this diversification objective, throughout 2025 the port has continued to provide quality services for containerised cargo and to consolidate the Huelva-Casablanca-Spanish Mediterranean connection operated by the logistics provider ALISSIOS SHIPPING.

On the other hand, 2025 ended, as was the case the previous year, with a decline in passenger numbers on the regular service to the Canary Islands. There was a drop of more than 8%. With the departure of Naviera Armas in 2024 and the reduction in the number of connections on Route 1400 Huelva-Canary Islands, there have also been declines in vehicle movements under the passenger

regime (-5%), but not in general Ro-Ro wheeled goods traffic, which grew by 7.86% as mentioned above.

Finally, in 2025, rail freight traffic at the Port of Huelva exceeded road traffic by 8.3%, contributing to the strengthening of environmental protection policies and the reduction of greenhouse gas emissions. A total of 1,998 rail operations took place, of which 38% were container rail operations. The corridors established in previous years with Seville and Madrid were maintained, closing the year with 22,579 TEUs.

The Spanish port system, comprising 28 Port Authorities, closed 2025 with a very slight decrease of 0.2% compared to the total tonnage handled the previous year. These figures have contributed to the Port of Huelva's progress within the overall system, positioning it as the seventh largest port nationally in terms of volume of goods handled. With regard to liquid bulk traffic, the system as a whole grew by 0.9% compared to 2024, enabling the Port of Huelva to retain third place in the national ranking for liquid volume, surpassed only by the ports of Algeciras and Cartagena.

According to this data, the Port of Huelva's commitment to diversifying its activity as an intermodal and logistics port is paying off in the growth of conventional and containerized general cargo.

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

#### Export hinterland 2025



#### Import hinterland 2025



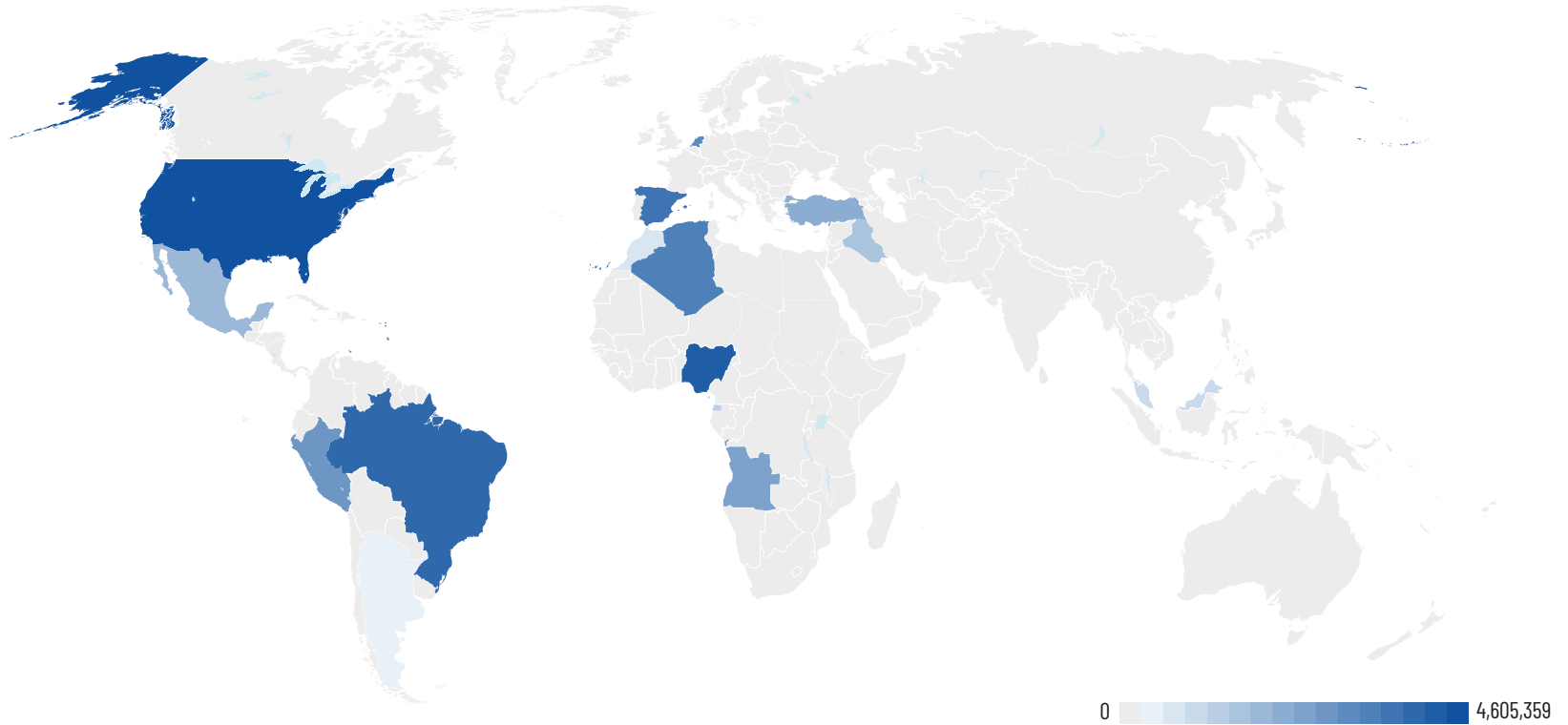
The extent of the catchment area—that is, the set of regions from which imports are sourced and exports distributed by the Port of Huelva—is particularly noteworthy, owing to the diverse countries of origin of the goods required by industry.

The import and export foreland is set out below, showing the main origins and destinations of the goods.

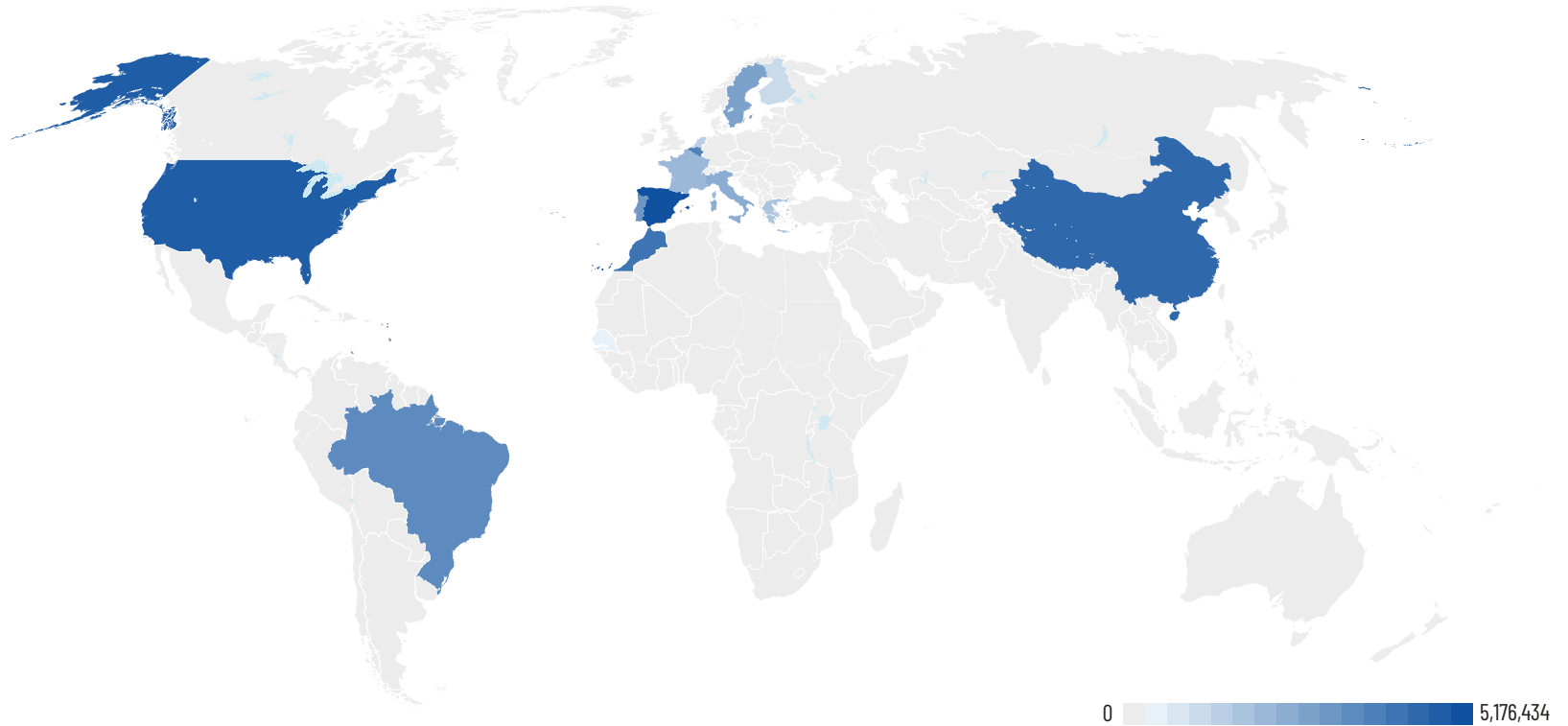
Import Foreland 2025	
Usa	4,605,359
Nigeria	3,853,902
Brazil	1,296,333
Spain	1,282,303
Algeria	889,367
Netherlands	640,129
Peru	506,029
Angola	428,881
Turkey	403,543
Mexico	388,360
Iraq	349,575
Equatorial Guinea	278,594
Malaysia	272,187
Morocco	271,944
Argentina	266,069

Export foreland 2025	
Spain	5,176,434
Usa	821,703
China	703,393
Morocco	548,928
Belgium	413,806
Brazil	357,017
Portugal	330,085
Sweden	326,332
Italy	322,511
France	276,948
Greece	237,635
Netherlands	174,080
Finland	154,123
Gibraltar	136,915
Senegal	134,905

### Foreland import 2025



### Export Foreland 2025



### Turnover invoiced to the five main customers (I\_12)

Of a total turnover in 2025 of €49,510,476.35, the amount invoiced to the five main customers comes to €22,570,375.79, representing 45.59% of total turnover.

	Amount invoiced	% invoiced/total
Total turnover	49,510,476.35	
Top five customers	22,570,375.79	45.59%

The five main customers are:

Companies	Amount invoiced	% Of total
Moeve, S.A.	8,656,104	17.48%
Enagás Transporte S.A.U.	4,016,117	8.11%
Ership S.A.U.	3,715,386	7.50%
Decal España S.A.	3,110,695	6.28%
Erhardt Shipping Services, S.L.	3,072,074	6.20%



## Key economic sectors that rely on the port for their development (I\_13)

The main sectors in which companies within the Port Community operate are:

### Industrial sector

- a. Energy: Moeve's refinery and biofuel plants, the Enagás regasification plant, the Magnon biomass plant, etc.
- b. Metallurgy: copper cathodes from the Atlantic Copper smelter are shipped from the Ingeniero Juan Gonzalo Quay.
- c. Chemical: with plants such as those of Moeve Química, Fertiberia, Venator, Grupo Tervalis, Electro Química Onubense, etc.
- d. Mining: minerals arrive at the Ingeniero Juan Gonzalo Quay, mainly copper concentrate for Atlantic Copper.

In 2025, 15 small cruise ships made stops at the Levante Dock.

### Logistics sector

- a. Fuel terminals: Decal España, Exolum, Repsol.
- b. Ore terminal: Impala Terminals.
- c. Container terminal: Yilport
- d. Majorabique rail terminal: Termisur.
- e. Regular shipping routes to Northern Europe, the Canary Islands and Morocco, the Spanish Levante, the Mediterranean and the Middle East: CMA-CGM, Alisios Shipping, Balearia & FredOlsen, Suardiaz & GTO, MCI and Messina.

### Fishing sector

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

### Cruise tourism sector

Cruise tourism has picked up again; in 2025, 15 small cruise ships called at the Muelle de Levante.

In addition to those directly related to commercial and port activities and services, such as: loading and unloading, customs agencies, shipping agents, freight forwarders, bunkering, victualling, provisioning, ship repairs, storage, etc.



## 1.6 Services

### Services provided by the port (I\_14)

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

#### I. General services

#### II. Port services

#### III. Commercial services

#### IV. Maritime signalling service

### I. General Services

These are the standard services available to port users without the need for a specific request, as well as those necessary for the Port Authority to carry out its core functions. Huelva Port Authority provides the following general services:

- The service for the management, coordination and control of port traffic, both maritime and land-based.
- The service for the coordination and control of

operations associated with port services, commercial activities and other operations.

- Signalling, beaconing and other navigational aids to assist vessels in approaching and entering the port, as well as internal beaconing.
- Police services in public areas, without prejudice to the powers of other authorities.
- The provision of lighting in public areas.
- The routine cleaning service of common areas on land and in the water. This service does not include the cleaning of quays and foreshores resulting from the storage and handling of goods, nor the cleaning of marine spills and discharges.
- Emergency prevention and control services, in accordance with the provisions of civil protection regulations, in collaboration with the competent authorities for civil protection, fire prevention and firefighting, rescue and pollution control.
- Basic access service to railway infrastructure and basic access referred to in Article 46 of Law 38/2015 of 29 September on the railway sector, or the 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 providing general services, without prejudice to the possibility of entrusting their management to third parties where this does not jeopardise safety or involve the exercise of authority.

General services are those that port users benefit from without needing to request them.

Since 31 March 2015, successive service contracts have been signed between Huelva Port Authority 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 stems from the Framework Collaboration Agreement between the Maritime Safety and Rescue Society and the State Ports Agency, signed in March 2014, regulates the corresponding service levels.

To ensure the continuity of service provision, Huelva Port Authority and SASEMAR signed a new contract on 31 March 2021, renewable annually for a maximum of two years. On 3 April 2023, the latest contract was signed to guarantee the provision of the aforementioned services for a period of four years, renewable annually, with a maximum of two extensions. In addition, an Addendum was signed for the provision of additional services not included in the general contract, effective from 1 January 2024 for a period of 39 months, plus an additional 24-month extension, bringing it into line with the total duration of the contract.

## II. Port Services

Port services are the activities necessary for the operation of ports, aimed at enabling the performance of operations associated with maritime traffic, under conditions of safety, efficiency, regularity, continuity and non-discrimination, and which are carried out within the territorial jurisdiction of the Port Authorities.

These activities, which are increasingly diverse and complex, must be carried out by the private sector under

a system of free competition, subject to the established legal exceptions, ensuring, in all cases, that the applicant complies with the conditions and requirements set out in the TRLPMM.

The provision of port services requires the relevant licence to be obtained from the Port Authority. This licence may only be granted following approval of the relevant Regulatory Specifications and Specific Requirements for the service in question.

In this regard, port services include: technical-nautical services (pilotage, port towage, and mooring and unmooring), passenger services, the reception of waste generated by ships, and cargo handling services.

Notwithstanding the above, on 15 February 2017, Regulation (EU) 2017/352 of the European Parliament and of the Council was adopted, which established a new common regulatory framework for the provision of port services and on the financial transparency of European ports, and which includes the supply of fuel to ships and the reception of cargo waste as port services. Although all

EU Regulations are legal acts defined by Article 288 of the Treaty on the Functioning of the European Union, which have general application, are binding in their entirety and directly applicable in all EU countries, Puertos del Estado is currently drafting a legal provision to transpose this Regulation into national law. From this point onwards, the procedure laid down in the Act must be followed to grant the relevant service licences, including, amongst other things, the approval of the specific tender specifications.

Until this is completed, in accordance with current legislation, the situation regarding Port Services at the Port of Huelva is as follows:

### Servicio de practica

On 19 December 2024, the Board of Directors of Huelva Port Authority agreed to approve the Specific Terms of Reference for the port pilotage service at the Port of Huelva, published in the Official State Gazette (BOE) on 19 February 2025. Similarly, on 19 December 2024, the Board of Directors of Huelva Port Authority agreed to approve the Terms of Reference for the public tender for the

Port services are the provision activities that are necessary for the operation of 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.

award of the licence to provide the port pilotage service at the Port of Huelva, published in the Official State Gazette on 4 March 2025.

Following the relevant process, the Management proposed to the Presidency that the following resolution be submitted to the Board of Directors:

1. To grant a licence for the provision of the Port Pilotage Service in the Port of Huelva to the Corporación de Prácticos del Puerto y Ría de Huelva, S.L., dated 18 September 2025, for a period of ten (10) years, subject to the conditions and requirements set out in the Specific Specifications approved at the Board of Directors' meeting of 19 December 2024 and in the Tender Terms and Conditions approved on 19 December 2024.
2. To publish this award agreement in the Official State Gazette, as stipulated in Royal Legislative Decree 2/2011 of 5 September, approving the Consolidated Text of the Law on State Ports and the Merchant Navy (published in the Official State Gazette on 13 October 2025).

### Mooring and unmooring service

The Board of Directors of Huelva Port Authority, at its meeting on 19 December 2024, approved the Specific Specifications for the Provision of the Port Service

for the 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.

The Board of Directors of Huelva Port Authority, at its meeting on 18 September 2025, having considered the Report and Proposal drawn up by the Management and submitted by the Chair for the Board's consideration, unanimously adopted the following resolution:

1. To grant a licence to the company Amasur, S.L. for the provision of the port service of mooring and unmooring vessels in the Port of Huelva, for a period of six (6) years, subject to the conditions and requirements set out in the Specific Terms and Conditions for the Port Mooring and Unmooring Service, approved by the Board of Directors at its meeting on 19 December 2024, which include, amongst others, those described in Article 117 of the Consolidated Text of the Law on State Ports and the Merchant Navy, which are summarised in the Annex to this Agreement.
2. To retain Amasur, S.L., registered under No. A001-AMASUR, on the register of companies providing port mooring and unmooring services for vessels in the Port of Huelva.
3. To publish this grant agreement in the Official State Gazette, in accordance with the provisions of Royal

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

Finally, the licence in favour of Amasur was published in the Official State Gazette on 13 October 2025.

### Towing services

The Board of Directors of Huelva Port Authority, at its meeting on 6 March 2025, approved the Specific Specifications for the Provision of Port Towing Services in the Port of Huelva, as well as their publication in the Official State Gazette, which finally took place on 16 April 2025.

At a meeting held on 13 November 2025, the Board of Directors of Huelva Port Authority approved the granting of the licence for the provision of port vessel towing services in the Port of Huelva to the company Auxiliar Marítima del Sur, S.A. for a period of ten (10) years, subject to the conditions set out in the licence and in the Specific Terms and Conditions for that service.

Finally, the licence in favour of Auxiliar Marítima del Sur, S.A. was published in the Official State Gazette (BOE) on 2 December 2025.

### Ship-generated waste reception service

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During 2025, work was carried out on drafting new Specific Specifications that include the reception of ship cargo waste within the service.

After considering the Report-Proposal drafted by the Management, and submitted by the Presidency for the Board's consideration, setting out the proceedings carried out in the relevant administrative file, to which this Agreement refers with regard to its grounds, in accordance with the provisions of the Consolidated Text of the Law on State Ports and the Merchant Navy, which attests, amongst other matters, the actions of the Port Services Committee of the Port of Huelva in relation to the proposal for the Specific Specifications for the Reception of Ship-generated Waste and Cargo Residues, as well as the outcome of the corresponding public hearing and the issuance of the mandatory favourable report by the State Ports Public Body dated 17 November 2025, in accordance with the provisions of Article 113 of the aforementioned Consolidated Text, concerning Specific Specifications for port services, and considering the procedure followed to be sufficiently correct, the Board of Directors of Huelva Port Authority, at its meeting on 18 December 2025, unanimously adopts the following resolution:

1. To approve the Specific Specifications for the Provision of the Port Service for the Reception of

Ship-generated Waste and Cargo Residues at the Port of Huelva, at the meeting held on 18 December 2025.

2. Publication in the Official State Gazette of the aforementioned Specific Specifications and the resolution approving them, in accordance with the provisions of the Consolidated Text of the Law on State Ports and the Merchant Navy, on 18 February 2026.

Meanwhile, the Board of Directors of this Port Authority, at its meetings held on 30 June 2025 and 13 November 2025, extended the licences for port waste reception services under MARPOL Annex V (solid waste) and MARPOL Annex I (oily liquids), respectively, following the expiry of the terms of the licences previously in force, for a duration of one year and, in any event, until the relevant tender specifications are approved.

On 18 February 2026, the resolution of Huelva Port Authority approving the PPP for the port service for the reception of waste generated by ships and cargo residues in the Port of Huelva was published in the Official State Gazette (BOE).

The Board of Directors of this Port Authority has extended the licenses for port services for the reception of waste under Annexes MARPOL V and MARPOL I.

### Passenger service

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With regard to the preparation of the planned passenger service tender documents, we can report that work is currently underway to update these. The OPPE (Puertos del Estado) has carried out a study analysing the activities and flows involved in the service, on the basis of which it has been determined that it would be advisable to review the current PPP model. At this stage, we are awaiting a new draft that will enable us to begin work on drawing up the new tender documents.

### Cargo Handling Service

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Once the model has been received from OPPE, work is due to begin on drafting the service's regulatory tender documents, incorporating the provisions of European Union (EU) Regulation 2017/352 of the European Parliament and of the Council.

With regard to the tender specifications for the Goods Handling Service, we can report that the relevant study has been initiated at local level.



### Ship Fuel Supply Service

Regarding the Fuel Supply Service, we can report that work is underway on the drafts received in mid-2025 from OPPE. Following the relevant analysis, progress is being made on the drafting of the following documents: the Specific Terms of Reference for the Service for the Supply to Ships of Conventional Petroleum-Derived Fuels, Biofuels and Synthetic Fuels, and the Specific Terms of Reference for the Service for the Supply of Liquefied Natural Gas (LNG) to Ships as Fuel. Furthermore, consideration is being given to the preparation of the Specific Terms and Conditions for the Supply of Electricity to Berthing Vessels.

### III. Commercial Services

These are commercial activities that, whilst not classified as port services, are linked to port operations. In accordance with the applicable legal provisions, this type of service should be provided on a competitive basis, subject to authorisation by the Port Authority and in accordance with the relevant specific conditions.

At the Port of Huelva, numerous activities take place under this service provision model.

With regard to Commercial Services, note that various tender documents are being assessed, as well as the

study of the drafts provided by the OPPE. Work is currently underway on a draft of the Specific Conditions for the provision of the Commercial Ship Consignment Service at the Port of Huelva, as well as on the Regulatory Ordinance for the Inland Traffic Service at the Port of Huelva.

### IV. Maritime Signalling Service

This service is concerned with the installation, maintenance, control and inspection of visual, acoustic, electronic or radio-electronic devices, whether active or passive, intended to improve the safety of navigation and the movements of vessels in Spanish coastal waters and, where applicable, to confirm the position of vessels at sea.

The provision of this service by Huelva Port Authority is reflected in the geographical area assigned for this purpose<sup>1</sup>.

The updated inventory of navigation aids can be consulted on the AtoN portal (<https://portalaton.puertos.es/portalAton/app/seguridad/login.jsp>), a web application managed by the Public Body Puertos del Estado.

Likewise, this link shows the buoyage area for water zones I and II of the Port of Huelva.

<sup>1</sup> See General Plan of the Port of Huelva.

### Number of companies operating in the port under a concession, authorisation or licence (L15)

**Concessionary companies or those with authorisation for exclusive use of public land linked to the movement of goods, passenger transport, fishing, recreational boating or shipbuilding and repair**

Type of occupation	Number of companies
Concessions	103
Authorisations	18

### Port service providers operating in the port in 2025

Type of services	Number of companies
Cargo handling	7
Receipt of waste generated by ships	2
Pilotage	1
Towing and light towing	2
Mooring	1

**Actual land area for commercial use (I\_16)**

Land area available for concession (m <sup>2</sup> )	1,690,659 m <sup>2</sup>
Land area under concession (m <sup>2</sup> )	631,588 m <sup>2</sup>
Ratio (%)	37.36 %

The data shown in the table above refers to the land area designated for commercial use, both available for concession and under concession; however, the total land area of the Port of Huelva's service zone is **17,841,824 m<sup>2</sup>**, with **5,246,600 m<sup>2</sup>** estimated as fully available for concession, equivalent to approximately 29.41%. The remainder of the land is subject to urban planning and/or environmental restrictions or is used for general services (transport, green spaces, etc.). In 2025, the total area under concession was **4,211,624 m<sup>2</sup>**, of which **3,453,496 m<sup>2</sup>** corresponded to land occupation.



### Percentage of tonnes handled at concessionary or authorised maritime freight terminals (I\_17)

In relation to total freight traffic, the figures corresponding to maritime freight terminals, whether under concession or authorised, are as follows:



	2023	%	2024	%	2025	%
Tonnes handled	30,086,184	100.00%	31,110,070	100.00%	30,310,150	100.00%
Monoboya-CEPSA	8,478,594	28.18%	9,543,229	31.72%	8,397,590	27.71%
DECAL	3,217,081	10.69%	4,066,411	13.52%	4,274,275	14.10%
Oil companies - CEPSA	4,230,969	14.06%	3,997,833	13.29%	3,126,262	10.31%
Reina Sofía - CEPSA	2,539,114	8.44%	2,782,660	9.25%	2,789,211	9.20%
Enagás	3,120,541	10.37%	2,581,244	8.58%	2,953,542	9.74%
Impala Terminal	1,050,285	3.49%	917,248	3.05%	1,097,752	3.62%
YILPORT (formerly CONCASA)	595,864	1.98%	768,798	2.56%	977,047	3.22%
Atlantic Copper	740,169	2.46%	663,660	2.21%	685,956	2.26%
Balearia	495,740	1.65%	542,873	1.80%	562,706	1.86%
Algeposa	495,553	1.65%	407,688	1.36%	355,215	1.17%
Levantino Aragonesas (Fertinagro Sur)	176,389	0.59%	198,037	0.66%	211,886	0.70%
Bergé (Cinta Cereals MIJG)	266,344	0.89%	187,888	0.62%	275,895	0.91%
Fertiberia fertilisers	85,187	0.28%	96,689	0.32%	99,949	0.33%
Fertiberia Phosphate	11,017	0.04%	3,150	0.01%	-	-
<b>Total Terminals</b>	<b>25,502,847</b>	<b>84.77%</b>	<b>26,757,409</b>	<b>86.01%</b>	<b>25,807,288</b>	<b>85.14%</b>

## 1.7 Quality of service

### Information mechanisms provided by the Port Authority to ensure transparency regarding the conditions for operators wishing to provide services in the Port or apply for a concession (I\_18)

Those interested in establishing themselves in the Port of Huelva's service area are informed via the technical services, which provide detailed information on each condition required by the applicable regulations. Similarly, the Port Authority of Huelva's website provides relevant information regarding the technical characteristics of the Port and its port facilities, fees and tariffs, etc., facilitating understanding of the Port and its activities.

In the case of public domain occupations (concession/administrative authorisation), the conditions are set out in a set of regulatory specifications for each administrative title, which follows the structure and

conditions established in Order FOM 938/2008 of 27 March, approving the General Specifications for the granting of concessions in the state port public domain. Similarly, these specific Terms and Conditions currently comply with the provisions of Royal Legislative Decree 2/2011 of 5 September, approving the Consolidated Text of the Law on State Ports and the Merchant Navy.

With regard to the provision of services, the aforementioned Act strictly regulates the various types of services to be provided by Port Authorities, specifying the procedure to be followed for the granting of the relevant licence, as well as the content of the relevant service specifications. Through the current applicable legislation cited above, the mechanisms employed by Huelva Port Authority to authorise the provision of the relevant service, or the occupation of public port land required by such services, fully guarantee transparency, ensuring a clear understanding of the conditions necessary to operate in the Port.

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

## Port Authority initiatives to improve service efficiency and quality (I-19)

During 2025, various technological solutions aimed at optimising the operational and administrative management of port services were launched and implemented, whilst simultaneously enhancing security, traceability and data quality. These cross-cutting measures aim to reduce cycle times, minimise manual errors, standardise information among key players in the port community, and provide objective evidence for decision-making and continuous improvement.

### Port Services Management Platform (PGSP)

The PGSP has been deployed with the AMURA Pilots, AMURA Mooring and AMURA Tug modules, providing pilotage, mooring and tugboat companies with specific tools for the planning, allocation and recording of their operations. The platform standardises operational reporting, automates associated administrative tasks and improves the quality and availability of information on technical and nautical services.

### Area Occupancy - Posidonia Mobile

The Posidonia Mobile solution has been implemented to streamline the preparation of area occupancy reports at service quays, from initial measurement through to digital signature and subsequent invoicing. The automated process reduces processing times, eliminates rework and ensures complete end-to-end traceability, improving document integrity and transparency for users.

### Portable Pilot Units (PPU), for the Huelva Pilots' Association

PPU units have been provided with the aim of enhancing safety and efficiency during navigation, berthing and unberthing manoeuvres, particularly in adverse weather conditions.

### Port Call Management (PCM)

An internal tool has been implemented for the Port Authority aimed at optimising the planning and control of port calls, berthing and operations at service quays.

### MARPOL Solution (NSWap)

The document management system for MARPOL waste collection services (Annex V) has been digitised, with the aim of simplifying operations, reducing administrative burdens and improving the traceability of associated documentation.

### Design of the Port Community System (PCS)

Work has begun on designing a PCS to serve as a platform for exchanging information with consignees and service providers. The PCS will enable the digitisation of key services – including requests and authorisations for the supply of fuel and lubricants, amongst others – by integrating participants and processes that are currently fragmented. This initiative aims to reduce processing times, increase visibility across the operational chain and facilitate interoperability with corporate and third-party systems.

## Companies eligible for a bonus to incentivise improvements in service quality (I\_20)

### Regarding quality rebates

In relation to the benchmarks serving as the basis for the application of the rebates provided for in Article 245 of *Royal Decree 2/2011*, point 2(b); in 2025, verification audits were carried out on the companies Atlantic Copper, DECAL España, ALGEPOSA, MOEVE, Enagás, IMPALA TERMINALS and BERGÉ Marítima S.L., yielding satisfactory results and confirming that the system is implemented in a mature and effective state. The total amount rebated for this purpose during 2025 came to €651,870.88.

As regards subsidies under Article 245(2)(a), relating to ship quality, the shipping company BALEARIA has been granted a total subsidy of €4,347.99.

APH staff are always present during the verification audits of the State Ports Quality Standards.

### Regarding best environmental practices

During 2025, five agreements on good environmental practices were in force, specifically with the companies Atlantic Copper, Decal España, MOEVE, Enagás and IMPALA TERMINALS. These rebates 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 Ports and Merchant Navy Act, which stipulates that where the holder of a licence to provide port cargo handling services or the holder of a concession or authorisation for a cargo handling terminal meets the requirements set out in that article, rebates of 15% shall generally apply to the activity tax rate, and 20% to that corresponding to the handling of solid or liquid bulk cargo.

An essential requirement of these Agreements is the performance of a specific audit by an accredited body to verify compliance with environmental requirements

and the company's level of environmental performance, as required for the establishment or renewal of such agreements. To this end, in addition to the aforementioned body, technical staff from Huelva Port Authority are present during the audits to ensure proper monitoring.

Furthermore, the good practice agreements require operators to effectively invest a significant proportion of the amount of the rebates received in the environmental improvement of their operations, the sum of which is always equal to or greater than 40% of the rebate received in the year.

### Initiatives for receiving or managing complaints or suggestions (I-21)

Complaints and suggestions are received via the General Registry in person, or via the Electronic Portal, and are channelled to the Department of Planning, Internal Control and Management Systems, which analyses, filters and internally forwards the communication to the relevant area of activity. It is the Department of Planning, Internal Control and Management Systems that follows up on complaints and suggestions and communicates with the relevant parties.

During 2025, 35 complaints, 1 request for information and 1 suggestion were received, all channelled through the General Registry.

Of the 35 complaints received, 5 did not fall within the remit of Huelva Port Authority, 26 related to infrastructure or elements requiring corrective maintenance, 3 to signage, and the last concerned other types of services provided by the Port Authority.

The only suggestion received related to improvements to services, facilities and street furniture in the service area. As this was deemed appropriate, the relevant changes were implemented.

Huelva Port Authority also requires and reviews annually the register of complaints and suggestions



from operators awarded the Quality Benchmark during the benchmark compliance audits it attends, amongst other reasons, to gauge the performance of the awarded terminals and the service they provide. During 2025, no noteworthy complaints or suggestions were received.

With regard to the service satisfaction survey, the established procedure is that it is conducted every two

years amongst all stakeholders and annually amongst ship captains. In 2024, the full survey was carried out, and in 2025, the survey targeting ship captains was conducted.

The results of the aforementioned survey show an excellent level of satisfaction shared by 100% of the sample, yielding the following results:

	2025	2023	Evolution
Friendliness and personal treatment from the APH	8.71	9.12	▼
Environmental care by the APH	9.00	9.12	▼
Accessibility of the APH to file a complaint	8.94	9.08	▼
Effectiveness of APH in solving problems	8.82	9.00	▼
Level of cleanliness of the service area	9.06	9.00	▲
Total cost of the operation at the Port of Huelva	8.77	9.00	▼
Safety of operations and equipment	8.94	8.87	▲
Port police cooperation	9.00	8.87	▲
Existing level of surveillance, security and custody	9.00	8.82	▲
Overall satisfaction with the Port of Huelva	8.88	8.80	▲
Overall quality of services	8.82	8.70	▲

With regard to the services provided by the Port of Huelva, the results are as follows:

	2025	2023	Evolution
Overall satisfaction with the pilotage service	9,00	9,29	▼
Service control center	8,75	9,25	▼
Maritime Captainty	8,69	9,23	▼
SASEMAR	8,67	9,20	▼
Overall satisfaction with the infrastructure	9,12	9,17	▼
Overall satisfaction with customs services	9,18	9,12	▲
Overall satisfaction with ship service	9,00	9,06	▼
Overall satisfaction with the towing service	9,12	9,06	▲
Overall satisfaction with the loading and unloading service	9,12	8,94	▲
Overall satisfaction with the mooring service	9,00	8,82	▲

It can be concluded that the overall satisfaction of ship captains with the Port of Huelva reached an average of 8.88 points in 2025, slightly exceeding the 8.80 recorded in 2023. This increase is particularly significant given that the baseline was already at very high levels, reinforcing the perception of the port's operational robustness and the quality of the services it offers.

In this context, the results reflect the Port of Huelva's ability to maintain established quality standards over time. Sustaining and even slightly improving these ratings is a clear indicator of the positive experience that captains continue to have in their operations.

The results reflect the Port of Huelva's ability to maintain consolidated quality standards over time.

## 1.8 Integration in the transport system. Sustainable mobility

### Current road and rail access routes, planned actions and promotion of port-rail intermodality (I.22)

The main road access routes to the Port of Huelva are via the A-49 motorway (Seville-Huelva-Portugal), via the N-441 (from the north), H-31 (from the east) and H-30 (Huelva Eastern Ring Road), which extends southwards to the N-442, from which the Outer Port is accessed. Also important for the Port of Huelva are the N-435 (from Badajoz and Zafra to Huelva) connecting with Extremadura, which links up with the A-49 at 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 the A-494 to the N-442 via La Rábida) and the 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 western coast of Huelva.

The most significant planned works for the Port of Huelva, in terms of external road network connections, are those designed to ensure a high standard of service on the A-49 motorway, as well as on the N-435 towards Extremadura. Specifically, the continuation of works to increase the capacity of the A-49 on the sections with the heaviest traffic and the conversion of the N-435 (future

A-83) into a dual carriageway, as is the case with the Trigueros and Beas bypasses.

As for the internal road network of the Service Area, this is well-equipped to provide an excellent level of service. The main artery is the route comprising Avenida de Hispanoamérica, Avenida Francisco Montenegro (Punta del Sebo road) and the Puente del Tinto bridge, linking the inner docks and the Outer Port. Via the connection to the main network, the Port of Huelva links up with the General Interest Railway Network managed by ADIF, with the Huelva Mercancías rail logistics terminal nearby, from which goods are dispatched, received and sorted, with the option of self-handling for shunting and train operations.

With regard to internal road network connections, works have been carried out, such as the new junction between the N-442 and the single access road to the Outer Port (last-mile project); and others of particular interest are planned, such as the new bridge over the River Tinto, connecting the A-494 on the Palos de la Frontera bypass with the H-30 (Huelva Eastern Ring Road).

The N-442 national road links the towns of Huelva and Mazagón and carries heavy traffic, with a high volume of heavy goods vehicles coming 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 Quay of the Port of Huelva, where the South Quay is situated. This quay is used for general cargo, containerised traffic and Ro-Ro, and it is here that significant investment has been made to support opportunities for further expansion and future development of the Port of Huelva. During the summer season, this traffic becomes particularly heavy, as it is the main route between Huelva and the beaches of Mazagón and the surrounding area.

For these reasons, it is necessary to widen the entire road, a project that has been in the planning stage for over a decade, as well as reorganise all access points to the N-442 via service roads, removing some junctions or replacing them with grade-separated junctions, and increasing capacity. This is not forgetting the construction of the second bridge over the Río Tinto to relieve traffic congestion and ensure escape routes in the event of potential emergencies.

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

With regard to rail connections, Huelva Port Authority has had an agreement in place with ADIF since 2011. This agreement regulates the port's functions as a rail infrastructure manager and establishes how it connects to the General Interest Rail Network. This is in accordance with Law 38/2015 of 29 September on the railway sector, which repeals Law 39/2003.

With regard to the Improvement of Rail Accessibility, both for projects located within the Port Service Area and at relevant locations outside that Service Area, the commissioning of the CMS (Control, Command and Signalling) subsystem in 2024 is of note. This is interconnected with the CTC (Centralised Traffic Control Centre) at Santa Justa, enabling safe interactions through automatic block signalling on the double-track section via the connecting line, thereby increasing the capacity of the Port's railway infrastructure.

Several sections of track 2S2 have been renovated by refurbishing the existing sub-beds: sub-ballast and ballast, as well as replacing the existing wooden sleepers and RN-45 type rails.

Huelva Port Authority and ADIF have signed an agreement regulating the APH's financial contributions from the Port Land Accessibility Fund in relation to its contribution to improvement works on the Huelva-Seville line. Specifically, €11 million has been allocated to the construction of two 750-metre sidings on the



Seville-Huelva line. This will allow the movement of 750-metre freight trains, thereby optimising the rail corridor.

The Port of Huelva boasts excellent land connectivity, particularly by rail, with its hinterland. However, it is advisable to continue promoting projects to improve the capacity of these infrastructures to meet the new standards of rail transport. ADIF plans to adapt the gauges for the Huelva-Seville rail motorway (<https://www.adif.es/servicios/mercancias/autopistas-ferroviarias>).

On an internal level, the I-RAIL project (Interoperability of the rail system with TAF TSI in TEN-T Corridors) involves the main players in the rail freight sector in Spain, Portugal and Italy, with the support of the European Union Agency for Railways and the Spanish Railway Safety Agency. It aims to improve interoperability in the exchange of information within European rail freight services through digitalisation and the use of the TAF and TSI technical standards (defined in the Interoperability Directive 797/EC/2016), as well as to make rail freight transport more competitive in terms of both cost and time. In 2025, work

was carried out to facilitate the exchange of messages between the various stakeholders (railway undertakings, infrastructure managers, etc.).

In 2022, Huelva Port Authority received approval from the Sustainable and Digital Transport Support Programme for the project known as ROUTE TO A PORT INTERCONNECTED AND DIGITAL (RAPID). 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, comprising a system of federated platforms based on the NGSI-v2 European data exchange standards and its implementation via the FIWARE ecosystem. This aims to provide solutions for the digitalisation of processes and infrastructure and addressing the needs of the port environment and the logistics and service chain associated with and inherent to the port through contextualised information-sharing technology amongst the various network stakeholders. The project was awarded a budget of €1,267,925 with 40% funding. The project was completed during the 2025 financial year, with the implementation of the various actions being a key highlight.

- Second pilot of the container number plate reading system.
- Completion and launch of the port services digitisation platform.

- Deployment of sensor and data collection infrastructure, and single access control surveillance systems.

In 2025, the ROUTE TO A PORT INTERCONNECTED AND DIGITAL II project (hereinafter RapD II) was approved. This is an extension of the RapD project, approved by the Sustainable and Digital Transport Support Programme, which forms part of the Recovery, Transformation and Resilience Plan – funded by the European Union – NextGenerationEU.

The aim of the project, therefore, is to continue advancing the design, development, validation and implementation of a digital platform at the Port of Huelva, comprising a system of federated platforms, thereby complementing the work being carried out in the other project. Specifically, the RAPID II project envisages several measures, including:

The objective of the RapD II Project is to continue advancing in the design, development, validation and implementation of a digital platform in the Port of Huelva.

- Upgrading hardware infrastructure to achieve greater computing power and storage capacity, thereby enhancing the resilience of the Port of Huelva's Digital Platform and enabling better integration of the large-scale deployment of IoT sensors and the port services management platform.
- Improving the access control infrastructure at Huelva Port Authority's public quays, both in the Inner Port and the Outer Port, where the Port of Huelva's main general cargo traffic takes place. This will enable the port to continue making progress in the creation of dynamic security zones..

Meanwhile, in 2025, the CEF Intermodal Platform II project at the Port of Huelva was completed, aiming to transform the Port of Huelva into a sustainable and resilient port through the construction of a new Ro-Ro ramp at the South Quay and the implementation of an electricity supply at the Mineral Quay for tugboats. The completion of these projects has eliminated existing bottlenecks in the port infrastructure and improved the management of expected road traffic demand. The new infrastructure will further boost the development of the Atlantic Corridor, which includes the Port of Huelva as the official hub for the maritime connection with the Canary Islands. The works included in the project are:

- Construction of a new Ro-Ro ramp at the South Quay.

- And the installation of an electricity supply at the Mineral Quay.

Furthermore, in mid-2025, two further CEF projects were launched with the aim of improving the competitiveness of the Port of Huelva, requiring the optimisation of the efficiency and effectiveness of management through state-of-the-art support systems.

The NELSON project, which stands for Development of Navigational Efficiency and Safety with Digital Solutions for Future Fairways, aims to implement smart applications that enable the provision of new digital services between ships and shore, based on the creation of smart fairways. These are official maritime routes marked on a nautical chart that utilise data, new technologies and automated solutions to improve the safety, efficiency and reliability of maritime traffic, whilst reducing climate impact and other environmental effects. The aim of the project is to establish a harmonised and standardised information exchange environment between ships and shore; it comprises complementary work and studies in Finland, Sweden and Spain.

The eFTI4LIVE project aims to carry out new parallel studies and use cases, utilising the lessons learnt, the open-source eFTI reference implementation code and the reference architecture already developed in previous projects (eFTI4EU and eFTI4ALL). The eFTI4LIVE project

serves to foster collaboration between Member States, addressing upcoming eFTI requirements, working together on common specifications and contributing to the creation of a harmonised eFTI exchange environment across Europe in line with the regulation.

The project includes rail and road connections to the port of Huelva, preparing and evaluating the entire eFTI interchange environment with additional platforms, including the Port Community Systems (PCS) operating at the port. Furthermore, at the port of Huelva, the use case is under consideration for a Maritime eFTI corridor, where goods travel from the centre of the peninsula, are subsequently transported by ship, and undergo last-mile distribution by lorry.

### Boosting traffic handled via road loading and unloading (I.23)

The first milestone for rolling stock was in 2011 with the commissioning of a Naviera Armas Ro-Pax ferry operating a regular weekly service between Huelva and the Ca-

nary Islands. This was made possible by the installation of a floating Ro-Ro ramp by the shipping company.

In 2016, alongside the opening of the new inspection facilities at the South Quay to streamline veterinary and phytosanitary inspections of animal and plant products entering the European Union via this infrastructure, this type of traffic received a further boost.

In 2018, Huelva Port Authority acquired the Ro-Ro ramp, enabling the launch of a new service to the Canary Islands operated by Balearia & Fred.Olsen. By 2025, the number of weekly sailings to the Canary Islands ranged between three and four per week.

It is worth noting that, on completion of work on the second Ro-Ro ramp at the South Quay, the ramp was brought into service in October 2025.

This new ramp, located further south, complements the existing one, enabling the simultaneous operation of three ferry-type vessels, which carry road freight on lorries and trailers. This aims to improve multimodality and the decarbonisation of freight transport, enhancing the Port of Huelva's current connections, as well as facilitating and accelerating the establishment of new shipping lines operating to other destinations in Europe and third countries. This enhances competitiveness as a leading intermodal hub in south-western Europe.

The NELSON project aims to implement intelligent applications that enable the provision of new digital services between ships and land.

Furthermore, a new gangway has been installed for the embarkation and disembarkation of passengers, and a pedestrian walkway has been established along the entire southern section of the South Quay.

### Trends in rail and road transport and road freight operations (I-24)

The following table shows the trends over the last three years at the Port of Huelva of the percentage of goods entering and leaving the Port by rail, in relation to traffic handled by road and rail. It also shows the trends of the percentage of maritime goods entering and leaving the Port via road-based loading and unloading operations, in relation to the total volume of general maritime import-export goods. Given its importance to the Port of Huelva, the trend in pipeline transport is also shown.

As regards rail traffic, the statistical summary for this mode of transport for the year 2025 was as follows:

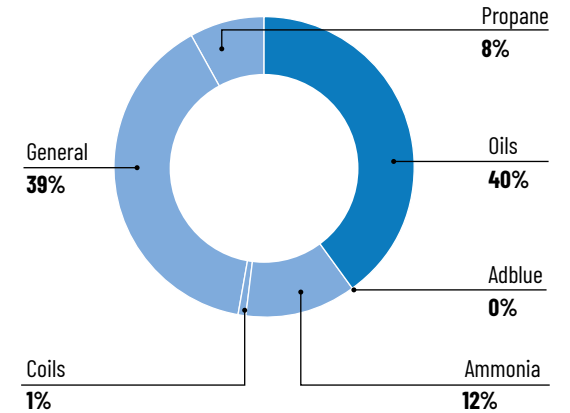
2025	
FREIGHT	TN
Oils	214,682.45
Ammonia	63,245.84
Coils	6,739.2
Coke	0.00
General	211,132.21
Profiles	0.00
Propane	44,129.03
Adblue	2,677.5
<b>Grand total</b>	<b>542,606.23</b>



	2023	2024	2025
Tonnes handled	30,085,963	31,110,070	30,310,150
Rail	348,705	621,388 *	542,606 *
Road	6,646,559	6,706,731	6,533,137
Rail + road	6,995,264	7,328,119	7,075,743
% Rail/rail + road	4.98%	8.48%	7.67%
Pipeline	20,402,399	20,997,199	20,261,803
General cargo	1,459,115	1,742,738	1,842,087
Rolling stock (excluding tare weight)	651,446	539,294	555,863
% Rolled goods/Total goods	44.65%	30.94%	30.18%

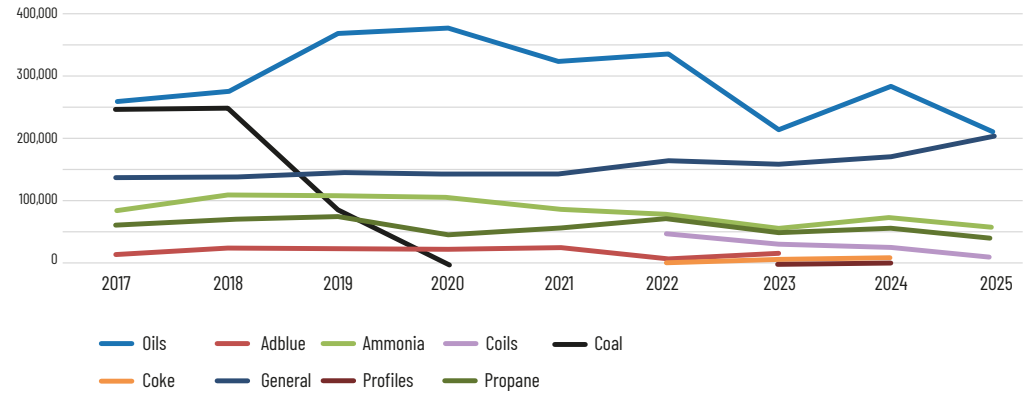
\*Traffic reported by railway companies

Traffic segmentation 2025 (Tn)



In 2025, general cargo transported by rail increased:

Annual evolution of railway traffic



	2017	2018	2019	2020	2021	2022	2023	2024	2025
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	214,682.45
Adblue	15,787.52	24,360.65	24,543.21	22,353.73	24,406.80	6,821.40	12,462.50	-	2,677.50
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	63,245.84
Coils	5,369.51	-	-	-	-	47,159.75	30,621.23	25,512.96	6,739.20
Carbon	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	211,132.21
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	44,129.03
<b>Total</b>	<b>819,068.09</b>	<b>871,152.86</b>	<b>811,847.76</b>	<b>698,340.22</b>	<b>638,555.69</b>	<b>710,106.21</b>	<b>531,105.36</b>	<b>621,387.77</b>	<b>542,606.23</b>

## 1.9 Institutional communication

### Stakeholder groups (L\_25)

The stakeholder groups identified by Huelva Port Authority are as follows:

#### Port Customers and Users

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

- End Customers
- Shipping agents
- Ship Captains
- Concessionaires
- Cargo concessionaires
- Fishmongers
- Stevedores
- Service Providers
- Pilots
- Customs Agents
- Institutions / Government Bodies
- HuelvaPort Association

### Social sectors of influence

- University
- Administrations
- Neighbourhood Associations
- School community
- Trade unions
- Businesses
- Media
- Other groups (cultural and sports associations, professional bodies, charities and non-governmental organisations, etc.).

### Communication with stakeholders (L\_26)

The APH Historical Archive, located in the Port Authority's Reception and Documentation Centre and reporting to the General Secretariat, received a total of 7,160 enquiries in 2025, of which 3,240 were from researchers and 3,920 were internal enquiries from the APH.

The Department of Communication and External Relations has carried out external communication activities through the distribution of **press releases**,

the organisation of **public events** and participation in **conferences and functions**, aimed at enhancing the image of the Port of Huelva.

Throughout the year, **69 press releases** were issued to publicise the main initiatives and projects carried out by Huelva Port Authority during the financial year.

Progress has continued with the **social media strategy**, strengthening communication through the HPA's **social media** profiles on *Facebook*, *Twitter*, *Instagram*, *LinkedIn* and *YouTube*. The Port of Huelva's social media channels disseminate news and content that help foster the creation of a community around the Port of Huelva, in line with its strategic vision as a sustainable, environmentally friendly, economic and social port; innovative and digitalised, as well as promoting the Port of Huelva's growth projects in the logistics, industrial and port sectors.

The total number of followers in 2025 rose to **37,793 users**, representing an 8.2% increase in the number of users, distributed across Facebook, which has attracted a total of 14,151 followers; Instagram: with a total of 4,594; the X network, with a total of 6,725; and LinkedIn: with a total of 12,323. Added to this community of followers are those on YouTube, with a total of 618.



Media at the Levante Quay on the occasion of the demolition of the old Expofrisa warehouses.



The President of the Port of Huelva, Alberto Santana, and the Head of the Infrastructure Department, Guadalupe Díaz, during the start of the demolition of the Expofrisa warehouses.

In January, the Odiel Marina hosted the arrival of the Three Kings for the second year running. As is customary, a delegation from the Port of Huelva travelled to FITUR to present the major port-city projects. Another notable milestone was the start of the demolition of an old ice factory on the Muelle de Levante, popularly known as the Expofrisa building, as a preliminary step towards the development of the Muelle de Levante regeneration project. The year also began with the launch of a new maritime container freight service to connect, via Castellón, with several countries in the Mediterranean and the Middle East, as well as the coastal regions of India and Pakistan, thanks to the Italian shipping company

Messina Line and its agreement with MCI (Maghreb Container International).

In February, the Port of Huelva took part in the 2nd National Green Hydrogen Congress as a leading logistics hub for green hydrogen and other clean fuels in southern Europe. The results of a Study on the Port of Huelva Service Quality Perception Index 2024 were released, in which users gave an average rating of 8.33 for overall satisfaction with port management. The Port and the company Water Challenge presented a zero-discharge pilot plant for dredging and water at the Ingeniero Juan Gonzalo Quay.

In March, the Board of Directors announced the award of the contract for the expansion project of the South Quay rail terminal. March also saw the launch of the first regular high-frequency shipping route to the Port of Tangier Med, promoted by the Suardiaz Group shipping company and the Huelva-based road transport and integrated logistics operator GTO (Grupo Transonuba). Moeve, Exolum and Huelva Port Authority presented the new loading and unloading infrastructure, currently under construction, which will improve operational capacity and serve the new 2G biofuel plant that Moeve and its partner are building at the La Rábida Energy Park in Palos de la Frontera. The Port President handed over



The vessel 'Super fast Levante', which operates the Huelva-Tangier Med route.



The cruise ship Le Lapérouse passing by the Rio Tinto Company Quay.

the keys to the new headquarters to the Association of Fish and Seafood Exporters at the Ciudad del Marisco.

In April, the Port of Huelva and the Chamber of Commerce unveiled various initiatives as part of the Nexomar project to promote intermodality and boost the Logistics Activities Zone (ZAL). The 'Cruz del Camino Colombino' pilgrimage route to the Sanctuary of Nuestra Señora de la Cinta has been established near the Columbus Monument. This recreates the steps taken by Admiral Christopher Columbus on his return to Spain following the Columbus Expedition. This month saw the publication of the results of a public perception

survey in which residents of Huelva and Palos gave the management of the Port of Huelva a high mark.

In May, the French-flagged luxury cruise ship Le Lapérouse, operated by the Ponant Explorations Group, made its maiden call at the port. A sculpture paying tribute to its creator, the American artist Gertrude Vanderbilt Whitney, was unveiled near the Columbus Monument; the work was created by the Huelva-born sculptor Martín Lagares (La Palma del Condado). The Port of Huelva hosted the 3rd Conference on Environmental Sustainability and Port Management, with over 170 participants and 40 national and

international specialists to discuss the role of ports in the context of climate change, energy transition and the pressure on the use of natural resources..

In June, the results of the Port-City Call for Proposals were announced, and 186 projects were selected from across the social, cultural, educational and sporting sectors. Sadly, this month saw the loss of Enrique Pérez Gómez, who had led the Huelva-based institution as director for 20 years.

This month saw the inauguration of the connection to the ore-loading quay of the former Rio Tinto Company.



Image of the Rio Tinto Company Wharf.



Inauguration ceremony for the new Port Police officers.

In August, the Port of Huelva added 13 new port police officers to its staff, thereby strengthening surveillance, security and operational capacity at the port facilities. Meanwhile, this month the Port suffered the loss of José Antonio Marín Rite, who had presided over this institution for five and a half years, from the beginning of 2005 until the end of July 2010.

In September, the Port of Huelva, in conjunction with the Huelva Chamber of Commerce, launched a detailed map of the industrial land available in the province. At the Board of Directors' meeting, a report was given on the works relating to the Muelle de la Reina Rehabilitation Project, which is scheduled to coincide in 2026 with the centenary of the Plus Ultra flight in 1926. To mark the Magna Mariana procession in Huelva, the Virgen de la Bella was bid farewell as she returned to Lepe after embarking at the Muelle de Levante. On 23 September, Alisios Shipping Lines launched a new weekly service on the Huelva-Canary Islands container-shipping route. A delegation of businesspeople from the Talento Business Club of Seville was received, organised by the Huelva Chamber of Commerce. Representatives from the Port of Huelva, Puertos del Estado and Frigoríficos Portuarios del Sur (Friportsur) presented the facilities of the Cold Logistics Hub at the Fruit Attraction trade fair in Madrid.

In October, the Port of Huelva inaugurated a new double Ro-Ro ramp for the berthing of ferry-type vessels at the South Quay, which will enable an increase in the



Presentation of a plaque to the Aquarius vessel of Alisios Shipping Lines.



The President of the Port of Huelva, Alberto Santana, accompanied by the President of Puertos del Estado, Gustavo Santana, and other officials.

movement of general cargo exports and imports at the port of Huelva via road transport. Two innovation projects, proposed by employees of the Port of Huelva, were recognised as part of the second edition of the 'Improve your port' ideas competition, organised by the Port of Huelva Innovation Exchange and Telefónica.

In November, the Huelva Navigation and Port Council held its annual meeting, where it reviewed the main projects carried out with an investment of 60 million euros. Over a hundred participants gathered at Las Cocheras for the 1st Agri-Food Port Logistics Conference, organised in conjunction with the Spanish Transport Association

(AET), to discuss trends in agri-food dry bulk, logistical challenges and the growth of refrigerated cargo (reefer). In preparation for the Christmas holidays, the Port of Huelva offered a large car park area next to the Rio Tinto Company Quay, with over 300 spaces.

December brought the lighting up of the traditional Christmas lights. The Port of Huelva celebrated Port Day with the presentation of three Special Mentions: in the institutional sphere to Huelva City Council, in the business sphere to Atlantic Copper, and in the social sphere to the Spanish Cancer Association in Huelva. This month also saw the unveiling of 12 new vehicles acquired

by the Port to ensure the safety of the fleet of service vehicles.

With regard to internal communication, the guidelines of the organisation's Internal Communication Plan have been followed, in line with the guidelines set out in the new Port of Huelva Strategic Plan 2023-2030 with a vision to 2050. Within this plan, Strategic Axis 3 defines the Port of Huelva as a *sustainable, environmentally friendly, economically and socially responsible port; digitalised and innovative*, and highlights the need to "strengthen our commitment to people and society". Within this objective, operational objective 3.3.2



Agri-food conference held at Las Cocheras in the Port.



Presentation of the new vehicles at the Levante Quay.

establishes the importance of “achieving a cohesive team with renewed profiles”.

In line with this, during 2025, Huelva Port Authority consolidated an internal communication model aimed at strengthening team cohesion, fostering a sense of pride in belonging, and reinforcing transparency and staff participation. These measures form part of the Port’s commitment to sustainable management centred on people and based on dialogue, active listening and highlighting the role of staff in the development of port activities.

One of the most notable initiatives is the **Annual Internal Communication Survey**, which enables us to assess the effectiveness of our channels, gauge staff satisfaction levels and identify opportunities for improvement. This exercise in active listening is essential for tailoring messages, improving information flows and ensuring that staff receive clear, useful and accessible communication. In addition, the **distribution of the biannual Newsletter** has continued; this is a key tool for sharing milestones, strategic projects and progress on sustainability, facilitating connections between departments and strengthening corporate culture..

With the aim of bringing the reality of port operations closer to the team and promoting social interaction, **three days of catamaran tours of the Port of Huelva** were

organised **for staff and their families**. These activities, led by the company Platalea, included refreshments and explanations about the port operations, ongoing projects and environmental progress, fostering a sense of pride in belonging and strengthening the relationship between families and the port environment. Furthermore, before opening to the general public, staff were given **priority for visits to the lighthouses and the Columbus Monument**, also organised by Platalea. This opportunity allowed employees to enjoy first-hand experience of the rich heritage linked to the Port.

In 2025, the Port of Huelva marked its first appearance with **its own stand at the Autumn Fair (Feria del Caballo)**, a milestone that brought the staff together in an informal setting for two days of socialising over refreshments. This initiative has strengthened interpersonal bonds and helped to create a sense of community, consolidating the Port’s institutional visibility within a key social setting.

In addition, throughout the year, **prize draws** were held **for tickets to events sponsored by the Port**, as a way of recognising the staff and bringing them into closer contact with the cultural, sporting and social activities in which the Port Authority participates as a partner organisation. These prize draws are highly valued for their ability to motivate staff and create shared experiences.

The year culminated in the celebration of **Port Day**, a special event that included a musical performance and the **presentation of awards and recognitions** to professionals who have stood out for their commitment, career achievements or significant contributions. This gathering has become a celebration for the entire workforce, reinforcing the Port's identity and publicly acknowledging the dedication of the team that makes it all possible.



The year culminated with the celebration of Port Day, a special event that included a musical performance and the awarding of mentions and recognitions to professionals.

## Main concerns of stakeholders (I-27)

Over the past year, Huelva Port Authority conducted a new edition of the public perception survey with the aim of understanding how residents of Huelva and Palos viewed the Port's activities and its presence in the local area. The results showed a largely positive view, although they also highlighted some challenges to be addressed in the coming years.

Firstly, the study once again confirmed the role of the Paseo de la Ría as the space most recognised by the public. It was mentioned by 20.5% of participants and stood out particularly among young people aged 18 to 25, where almost half (44.4%) identified it as the main port area. In Palos, the Fish Market was the most frequently mentioned location (32.1%), followed by the Paseo de la Ría. Other areas identified with the Port were the Columbus Monument and the Muelle de las Canoas in Huelva, and Punta del Sebo in Palos. These figures showed that the visual and everyday connection with the Port continued to depend largely on its most accessible and symbolic areas.

As for public image and perceived usefulness, the majority of people viewed the Port's presence in the media positively. 89% of respondents in Huelva and 80% in Palos stated that they perceived a favourable image, and a similar percentage considered that the Port's management was beneficial to the local area (88% in

Huelva and 86% in Palos). This general support confirmed that the institutional narrative was well received, although a gap persists between the municipalities.

The study also analysed what type of information was most in demand. For the general public, the Port's website remained a widely used resource for checking ferry timetables, job opportunities and general information. In Huelva, the topics that aroused greatest interest

Among the highest-rated attributes were the role of the Port as an economic engine and its contribution to the modernization of the territory, elements that citizens naturally associated with the development of the environment.

were events and activities, followed by projects and civil works, and the cultural calendar. In Palos, meanwhile, projects and civil works, technical conferences and environmental improvements stood out. This diversity indicated that each municipality had its own information priorities, suggesting the need to strengthen targeted communication.

With regard to environmental perception, the majority of people considered that the port environment has improved compared to previous decades. This view was more widespread in Huelva (82%) than in Palos (66.7%), suggesting that messages on sustainability and

environmental initiatives were reaching the population of Palos with less impact, as they were more exposed to the industrial context of the surrounding area.

The overall rating of the Port was 7.67, slightly higher in Palos (7.73) than in Huelva (7.00). Among the highest-rated attributes were the Port's role as an economic driver and its contribution to the modernisation of the region, elements that the public naturally associated with

the development of the area. When participants were asked to define what the Port meant to them, references closely linked to the urban landscape reappeared, such as the Paseo de la Ría or the Columbus Monument, as well as mentions of the chemical and energy industries, particularly among residents of Palos.

Overall, the 2025 results showed that the public continued to view the Port of Huelva positively, but they also revealed the need to continue working to strengthen the emotional and everyday connection with the city centre, improve environmental communication in Palos, and promote the dissemination of useful and



Annual Session of the Navigation and Ports Council.

transparent information. This snapshot from last year provides a solid foundation for guiding communication initiatives and continuing to consolidate the Port's image as an economic, social and urban benchmark for its surrounding area.

### Coordination and collaboration projects with other administrations (I\_28)

During 2025, partnerships have been formalised with other organisations as part of the Port of Huelva's outreach to the city, reinforcing the institutional role that Huelva Port Authority has assumed within Huelva society. This link is evident in these new collaborations with organisations and community groups, which join

the existing network of good relations with various administrations—at national, regional, provincial and local levels—resulting in joint projects and the strong support provided for other activities promoted by these bodies.

Similarly, the programme of institutional and business meetings continues, fostering the strengthening of ties with the social and business fabric of our local area. This also includes the meetings, gatherings and forums with Puertos del Estado that are traditionally held each year.

During 2025, Huelva Port Authority continued to expand its network of collaboration with institutional bodies, strengthening coordination with Huelva City Council.

This cooperation was reflected in various events at which the Port President highlighted the Council's support for initiatives linked to the circular economy, the modernisation of services and social commitment, thereby consolidating a joint effort aimed at benefiting the public and strengthening the urban environment.

### During 2025, the APH continued to expand its network of collaboration with institutional entities.

Inter-administrative collaboration was also evident through the Huelva Navigation and Port Council, a forum bringing together port, maritime and security authorities. At the meeting held in November 2025 at the Reception and Documentation Centre, the Harbour Master's Office reported on the forthcoming entry into force of the Maritime Navigation Regulations; on a joint drill carried out in May; examples of operational coordination; and the Port's willingness to work in an integrated manner on strategic issues relating to safety and maritime activity.



Inauguration of the Cruz del Camino Colombino, located near the Columbus Monument.



A team from the Port of Huelva travels to the Port of Cartagena to take part in the 28th Inter-Port Futsal Tournament and the 1st Inter-Port Padel Tournament.



Filming of the Canal Sur TV programme 'Busca tesoros' on the Paseo de la Ría.



Galeón Andalucía arrives at the Port of Huelva for a visit.



The Virgen de La Bella, carried by the president of the Port of Huelva.



The Port of Huelva attends the SIL in Barcelona.



The Virgen de La Bella boards at the Marina del Odiel on the Levante Quay, bound for El Terrón.

## Technical and business associations to which Huelva Port Authority belongs (L-29)

The importance of the Port of Huelva as a driving force for the provincial economy, its commitment to the environmental management of port activities and the significance of the Port-City action programme have led Huelva Port Authority to join various technical and business associations.

### At provincial level

- **HuelvaPort Association - Association of Port Community Companies.**
- **Huelva Federation of Entrepreneurs**
- **Huelva Chamber of Commerce Exporters' Club**
- **AIQBE:** In July 2025, Huelva Port Authority joined the **Huelva Association of Basic Chemical and Energy Industries.**

### At regional level

- **Suncruise Andalucía.** An association comprising all the Ports of General Interest in Andalusia and those of the Andalusian Public Ports Agency (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 recreational boating.

- **Andalusian Green Hydrogen Alliance.** Promoted by the Regional Ministry of Industry, Energy and Mines of the Regional Government of Andalusia.

### At national level

- **Technical Association of Ports and Coasts (Asociación Técnica de Puertos y Costas - ATPYC).** A technical and scientific association aimed at promoting technological progress in the field of ports and coasts, fostering a shared culture among professionals in these sectors.
- **Spanish Association for the Promotion of Short Sea Shipping (Shortsea Promotion Centre Spain).** An association for the development of competitive multimodal transport chains with a significant maritime component. Since 2021, Huelva Port Authority has been a member of the Board of Directors.
- **Spanish Shippers' Association (Asociación de Cargadores de España - ACE).** A multi-sector association bringing together Spain's leading shippers and freight transport users, which together represent a large part of the country's industrial fabric and mass-market distribution sector, accounting for around

16% of national GDP. Furthermore, ACE is officially recognised by the Directorate-General for Transport of the Spanish Government's Ministry of Transport, Mobility and Urban Agenda as the official representative of shippers.

- **Association of Transport Centres of Spain (Asociación de Centros de Transporte de España - ACTE):** An association to which the Logistics Activities Zone (ZAL) of the Port of Huelva belongs. Its aim is to develop and strengthen collaborative relationships between 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 a particular focus on intermodality, environmental protection and sustainable development.
- **Spanish Transport Association (Asociación Española de Transporte - AET):** comprising organisations from all areas of the transport, logistics and mobility sector. Its mission is to promote knowledge and research, and the modernisation and professionalization of the transport sector, as well as professional networking.
- **Spanish Association for Renewable Ammonia (Asociación Española del Amoniaco Renovable - AEAR):** A multi-sector 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, involving stakeholders across the entire ammonia value chain. New applications include the direct use of ammonia as a fuel for electricity generation or transport (maritime, air and land), and its indirect use as a carbon-free hydrogen carrier.

#### At international level

- **GASNAM-Neutral Transport:** A technology platform that promotes the use of renewable gases (biomethane, hydrogen and their derivatives) in mobility in general and, in particular, in road and rail transport and in maritime transport. It promotes the use of renewable gases as cleaner alternative fuels across all the country's productive sectors, to support the decarbonisation of the economy and the fight against climate change; capitalising on the Iberian Peninsula's privileged position in the sector. This places it at the forefront in Europe in terms of infrastructure and the availability of Liquefied Natural Gas (LNG), in combination with its extensive experience in associated logistics and industry; offering innovative solutions for sectors where decarbonisation is a challenge, particularly in those transport segments
- requiring high power, range and rapid recharging. It has 160 members from a wide range of sectors. Since 2020, Huelva Port Authority has been a member of the Board of Directors, holding a seat on the Maritime Section.
- **PIANC.** A Brussels-based association, established to promote the development of the design, construction, improvement, maintenance and operation of inland and maritime waterways, ports and coastal areas at international level. Spanish representation is provided by the ATPYC.
- **IAPH.** International Association of Ports and Harbours. An association, based in Tokyo, dedicated to developing international frameworks for the common interests of port activity.
- **ESPO.** Promotes the common interests of its members across 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 brings together the ports of the 'Mare Nostrum' and its adjacent seas. Established in 1996 through a partnership agreement between 16 ports in seven different countries, MedCruise's membership now spans 22 countries across three continents: Africa, Asia and Europe. MedCruise represents more than 159 ports and 54 associate members.
- **RETE.** An international non-profit association whose aim is to promote and facilitate dialogue and coexistence between ports and cities, in order to improve port activities and the quality of life in port cities and their territorial, economic, social, cultural and environmental surroundings.
- **Docks The Future Network of Excellence - Towards the Port of Tomorrow:** A European association whose objective is to define 'the Port of the Future', understood as the near future (2030), in relation to challenges concerning the simplification and digitalisation of processes, cybersecurity, emissions reduction, the energy transition, electrification, new fuels, smart grids, the port-city interface and the circular economy. Through this project, the European Union aims to increase the integration of maritime transport and ports within the Trans-European Transport Network (TEN-T) into the global logistics chain.
- **European Atlantic Corridor Forum.** As a core port of the Trans-European Transport Network (TEN-T) and a hub of the European Atlantic Corridor, the Port of Huelva actively participates in the official forums of the European Atlantic Corridor.
- **European Maritime Space Forum.** As a core port in the Trans-European Transport Network (TEN-T) and a hub of the European Atlantic Corridor, the Port of Huelva plays an active role in the official forums of the European Maritime Space (EMS).

## 1.10 Commercial promotion

### Commercial promotion initiatives (I\_30)

Huelva Port Authority, within the framework of its Strategic Plan 2023–2030 with a vision to 2050, and in accordance with the principle of economic self-sufficiency of the port system as a whole and of each of the Port Authorities (Article 156 of Royal Decree-Law 2/2011), has set strategic objectives relating to the diversification and consolidation of its traffic and client base, with specific actions aimed at boosting competitiveness and the establishment of productive activities in the surrounding area, within a sustainable and technologically advanced context, which will increase traffic volumes and annual turnover in a sustained manner over time.

Consequently, and within its remit 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 Department (DNyC) in particular establishes an Annual Action Plan setting out various measures that contribute to the common objective of enhancing the competitive positioning of the Port of Huelva as a global benchmark industrial, energy, intermodal, logistics, sustainable and innovative hub in the European South Atlantic.

To this end, and with a clear customer-focused approach as a distinguishing feature and source of value, various activities are carried out for each type of traffic, stakeholder or interest group, and key geographical market in both the hinterland and the foreland. Thus, in 2025:

- **Campaigns and direct trade missions** have been developed, targeting customs agents, freight forwarders, logistics operators, import and export companies, shipping agents, stevedoring companies, shipping lines, etc.
- We have participated in **40 national and international events** in the maritime and logistics sector, covering all areas of the Port’s activity and all sectors (energy, minerals, general cargo, break bulk, agri-food, maritime-port, etc.).
- **Conferences** have been organised to promote the port and publicise its latest developments, notably those dedicated to *Green Shipping Corridors*.
- Relationships have been established and strengthened with local and international companies

and organisations through the hosting of **visits, business delegations and reverse trade missions** (Japan, Latin America, the Netherlands and Germany, amongst others).

- Various **marketing** initiatives have been carried out in relation to new traffic at the Port of Huelva (containers, Ro-Ro, etc.)
- With regard to customer management activity, measured via the CRM, the main indicators for 2025 are listed below:

Actividad CRM DNyC	2025
TOTAL OPEN OPPORTUNITIES	23
TOTAL ACCOUNTS created	166
TOTAL CONTACTS created	400
<b>Total inputs</b>	<b>829</b>

### Expenditure on the commercial promotion of the port (L31)

2025 commercial expenditure of the Port of Huelva	€91,498
Operating expenditure 2025 of the Port of Huelva	49,850,537
Percentage of operating expenses	0.18%

We have participated in 40 national and international events in the maritime and logistics sector, in all areas of activity of the Port and in all sectors.

## 1.1 Institutional commitment

### Communication projects and provision of services via the internet or other telematic channels (L32)

The Port Authority offers various services to companies in the sector, users and interested parties via its website. The services are grouped by the type of information required, and specifically the following can be accessed:

- Port call processing and Dangerous Goods Notifications (DUEPort), services accessible via the Community System Portal (PCS), which acts as a one-stop shop for the management of port operations.
- Tender information, where bidders can download their documentation and track the process, or where anyone can access this information via the Contractor Profile.
- A variety of general information: corporate details, port maps, fees and charges for port services, technical specifications, tide tables, contracts of companies within the Port Community, etc.
- Information on Concessions. Including all details regarding location within the Port of Huelva, area, ownership, etc.

- Communication channel for suggestions and requests for general information regarding the Port of Huelva.
- For the processing of electronic procedures, access to the organisation’s electronic headquarters is provided.
- In addition, members of the Board of Directors have access via the website to all documentation relating to Board meetings and the Port Authority’s administration.
- To facilitate invoice management, Huelva Port Authority offers, in addition to the electronic portal, an invoice submission portal, through which invoices are processed directly within the internal e-government systems. The FACE system has been operational since September 2022 and is linked to the APH’s internal systems.
- An electronic notification service for interested parties has been included; notifications will be received via the Notific@ service and can be viewed in the ‘My Files’ section of the electronic portal.
- A remote signature service has been included, enabling interested parties to sign contracts using

digital and remote signatures via the existing electronic signature platform.

- Since 2022, La Lonja de la Innovación has been operational via the domain lalonja.tech, providing information on Huelva Port Authority's initiatives in the field of innovation, as well as calls for proposals issued by the Port Authority itself through its official channels and those organised by Telefónica via its Open Future platform.
- Various domains and websites have been created to manage different initiatives of sufficient significance in their own right. These include Ruta 1400, offering information on Huelva-Canary Islands traffic, the Huelva ZAL website or, in the future, information relating to the Muelle de Levante.
- Since 2024, the APH's online portal has featured a simple and intuitive electronic registration system capable of adapting to the various administrative procedures required. In 2025, procedures for processing special transport requests were introduced.
- Applications for access to the various APH premises via an authorisation portal.

Furthermore, as part of the corporate communication policy, the Press Office publishes all press releases

relating to the Port Authority's projects, works and activities in general on the website, as this is the most appropriate communication tool for disseminating all information concerning the APH. In fact, all information appearing on social media platforms such as Facebook, Twitter or LinkedIn includes links to the website to access the corporate news item.

The one-stop shop proposed by Puertos del Estado, DUEPort, has been in use since spring 2023. This will ensure readiness for the change in European regulations regarding port call applications, initially scheduled for 2025 but postponed to 2026.

Since 2024, the entire access control service has been linked to the access authorisation portal. In 2025, it was implemented in the Single Access Control system, with commissioning scheduled for 2026. Furthermore, its integration via B2B systems with other systems of companies related to the port ecosystem is planned for 2026.

The Press Office publishes on the website all press releases related to projects, works and activities of the Port Authority.

Similarly, the customer relationship management (CRM) system has been in service since 2023, initially for the Commercial Department. It was extended to another department (Technology) in 2024 and to the President's Department in 2025. It is expected to be extended to the remaining departments during 2026.

### Cybersecurity Information

Huelva Port Authority has an IT business continuity plan in place that enables it to withstand potential attacks. It also has a catalogue of best practices governing the operation of system configurations and access procedures.

In 2024, Huelva Port Authority implemented a vulnerability analysis based on the mechanisms provided by the SOC contracted in 2021.

Since 2024, the service provided by GMV to Puertos del Estado for the cybersecurity management of Port Authorities has been implemented, offering various additional services to those previously contracted by the APH.

To ensure cybersecurity measures, a dual security barrier has been maintained in the latter, comprising physical components from different manufacturers, all remotely managed from the aforementioned SOC. Similarly, sensors and control elements have been installed on all existing servers and PCs within the organisation.

In 2025, various awareness-raising and training initiatives were carried out among employees..

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

Huelva Port Authority has implemented a User Support Services system, which ensures the operation of IT and communications services. This service is managed via a ticketing system from which service quality metrics are obtained.

During 2025, the management of quality control indicators continued using a centralised tool that enables their monitoring and tracking, based on reports obtained from management tools—a process initiated in previous years—with new indicators being incorporated.

Furthermore, and following an ITIL management model, the APH has been using a new IT project task tracking system since 2024, from which information on project management can be obtained and which will feed back into project management as part of a continuous improvement process.

The migration of the ticketing system to this new system is planned for 2026. This system will enable project-based management and will spearhead the implementation of this methodology through IT systems across the rest of the Port Authority.

Furthermore, in 2025, the operation of IT-based services continued through the use of an asset management tool (CMMS), already in place at Huelva Port Authority, and its use has been extended to technological assets.

Since 2024, the Port Police management application (Appolo) has been in service, enabling the digitisation of the management of reports and incidents generated by the Port Police.

Similarly, a CCTV system is in place providing extensive coverage of the port area, including the system installed at the Juan Carlos I Dock, which allows comprehensive monitoring of the Port of Huelva from the opposite bank. Coverage for private wireless communications (DMR) is also guaranteed following the installation of a new repeater in 2024.

In 2025, a hyperconvergence system was installed, which will allow greater autonomy in the management of the IP infrastructure. This system will be brought into service progressively during 2026.

In 2025, a hyperconverged system was installed, which will allow greater autonomy in the management of the IP infrastructure.

### Smart Port

During 2025, the APH continued to develop an operational management platform based on an IoT system (Fiware) and carried out the necessary tests to commission it. The main objective is the integration and processing of data, ensuring data collection from various sources (IoT, other applications, external sources, service counters, etc.) and the use of this information in the APH's various internal processes, orchestrated through process management modules.

The aim of this platform is to serve as a Decision Support System based on real-time data, facilitating the work of Port Authority staff and enabling companies to track the status of their applications at all times. Furthermore, the platform will feature an Open Data portal through which new solutions can be integrated or new projects undertaken.

In 2025, the port call management system was brought into service via Fiware, enabling us to identify potential errors more easily for the operator, as well as to automatically identify potential weaknesses in the physical systems involved in port call management (draught, mooring, etc.).

Similarly, the management of third-party services within the port area, such as mooring crews, tugs and pilotage, has been put into service and has been in exclusive use since 2025.

Applications for an intelligent digital twin have also been added, along with new sensor technology, installed in September 2025 and set to be used intelligently within the systems from 2026.

Furthermore, there have been advances in the development of smart data for meter management via the platform. This enabled the optimisation of electricity contracts in 2025 and the interconnection of railway data, operational in a first phase in 2025.

In this regard, following the development in 2024 of several mobile applications to facilitate various activities, these were put into service in 2025. It is expected that these applications will be expanded in the 2026 financial year.

### R&D&I projects promoted by the Port Authority (I\_33)

During 2025, management continued of the La Lonja de la Innovación Technology Innovation Hub, inaugurated on 6 April 2022. During 2025, more than 400 events were held at the Innovation Hub, with a high level of attendance (over 2,000 participants).

Telefónica has launched various calls for proposals via its Open Future platform, through which a number of projects were awarded and developed during 2025, whilst the development of projects awarded since the

hub's launch in 2022 has continued. In total, 32 projects have now passed through the Innovation Hub.

Similarly, in 2025 Huelva Port Authority continued to develop the four previously awarded technological innovation challenges, whilst also launching new internal challenges.

In 2025, the Innovation Marketplace was awarded the third Star by the Fiware Foundation.

In 2025, companies have set up operations with the aim of developing their products within the port sector. To this end, an open call for applications has been published on the website, where companies can apply to establish their operations.

In 2025, Vodafone continued to run training courses on 5G and IoT at the Innovation Exchange itself.

Similarly, Huelva Port Authority has acted as a facilitating port for various projects in the 2025 Ports 4.0 call for proposals, the results of which are still pending. Three

During 2025, La Lonja de la Innovación has been awarded the third Star by the Fiware Foundation.



of the six commercial projects submitted in 2024 have secured funding, making Huelva Port Authority the most successful in Spain in this regard.

Finally, following the success of the 2024 initiative, the Port of Huelva launched an innovation initiative in 2025 aimed at its employees, who were asked to propose innovative ideas to improve the Port. The winning proposals from the competition will be launched as challenges in 2026.



Announcement of the results of the 2025 Port-City call.

### Foundations and socio-cultural initiatives supported by Huelva Port Authority (I\_34)

Among the values of the Port of Huelva's current Strategic Plan 2023–2030, with a vision for 2050, the following stand out: transparency; commitment to the local community and environment; innovation; people as the cornerstone of the organisation; excellence; a space for integration; sustainability; a commitment to service; and safety.

As for Corporate Social Responsibility policies, these also fall under the strategic objective of "Strengthening our commitment to people and society", based on the premise of maximising "the port's role as an economic

driver for its local area, whilst maintaining a focus on people and society".

In line with this, Huelva Port Authority has been developing and improving its CSR activities in accordance with the provisions of its Corporate Social Responsibility Plan, approved by its Board of Directors at a meeting on 11 December 2013, and revised by resolutions of the same body at meetings on 21 April 2016, 21 September 2017 and 19 December 2024. It has been addressing various initiatives of interest, and implementing strategies that enable engagement and collaboration with the public in the areas it has deemed most appropriate (sporting-social and cultural-educational).

To implement this Corporate Social Responsibility policy, Huelva Port Authority has been developing the following courses of action:

- Catamaran tours of the Port.
- Guided tours of the Port.
- Organisation of events at Las Cocheras and the Reception and Documentation Centre.
- Activities and events on the Paseo de la Ría.
- Annual calls for sponsorship.

During 2025, and within the framework of the “Port-City Competitive Sponsorship Call”, the Commission appointed for this purpose awarded grants to 186 organisations: 20% for sporting purposes, 37% for cultural purposes, 38% for social purposes and 5% for educational purposes, responding to 83.78% of the 221 projects submitted.

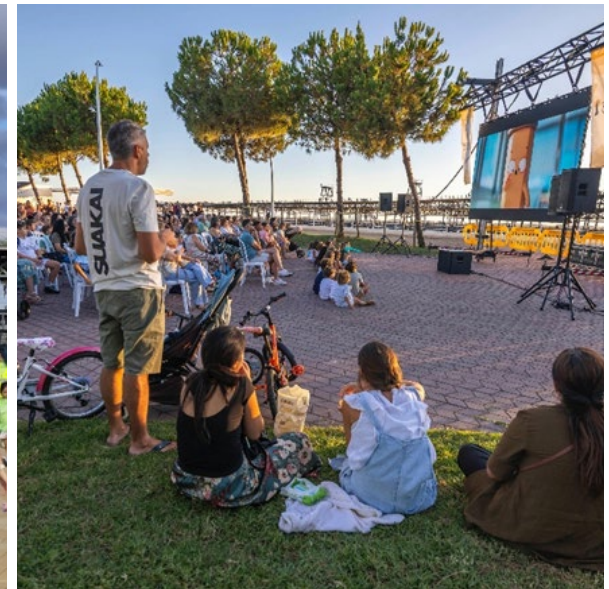
In addition, collaboration has taken place with 80 organisations in Huelva and the surrounding area through the non-competitive sponsorship call for proposals, benefiting a total of 22 social projects and events, and 36 cultural, 19 sporting and 3 educational projects.



Sponsorship – 10K run along the Paseo de la Ría.



Social sponsorship – AEECC walk along the harbour front.



Cultural sponsorship – summer cinema on the Paseo de la Ría.

## Projects aimed at improving the Port-City interface (I.35)

Las Cocheras del Puerto, inaugurated as a performance venue by Huelva Port Authority in October 2011 following the refurbishment of a former port warehouse built in 1912, is equipped with retractable seating for 256 people. The front row, as well as the stage, are adapted for people with reduced mobility. Today, Las Cocheras del Puerto in Huelva is an innovative and modern cultural venue for the enjoyment of the city and the province.

In 2025, 44 events were scheduled at the Cocheras Performance Space, encompassing cultural, social, technical and institutional performances and activities. Of the total programme, 10 were events organised by Huelva Port Authority itself and 34 were organised by private entities.

The provision, set-up and preparation of the events organised by the Port Authority entailed a total expenditure of €78,890, representing 0.16% of the Port Authority's total budget for expenditure and depreciation in 2025.



3rd Huelva Port Sustainability Conference.

In 2025, a total of 44 events were scheduled at the Cocheras Performance Space, encompassing performances and activities of a cultural, social, technical and institutional nature.

### Financial resources allocated to protection and safety (I\_36)

With regard to industrial safety and response plans, in accordance with the Agreement between Huelva City Council and the Port Authority, whereby the Council's Fire and Rescue Service acts as the Response and Intervention Group in the event of incidents, emergencies or contingencies that trigger the Self-Protection Plan, Maritime Interior or any other response plan that Huelva Port Authority (APH) may be required to implement in the future.

On 23 October 2024, an addendum was signed to extend the Agreement between Huelva City Council and Huelva Port Authority for the prevention and extinguishing of fires within the Port of Huelva's service area. Pursuant to clause five of the agreement signed on 29 September 2020, the parties agreed to extend the agreement for a further four years, effective from 29 October 2024 until 28 October 2028.

### Financial resources allocated to environmental matters (I\_37)

The total financial resources (expenditure plus investment) allocated to environmental matters in 2025 amounted to 19,641.75 thousand euros.

Environmental expenditure and investments	
Environmental Expenditure in Thousands of €	6,322.10
Operating Expenditure in thousands of €	49,850.53
% of Environmental Expenditure	12.68%
<hr/>	
Environmental Investments in thousands of €	13,319.65
Total investments in thousands of €	25,293.73
% of Environmental Investments	52.66%

The main expenditure and investments were as follows:

- Upgrading of drainage systems and improvements to the stormwater network.
- Water and sediment analysis and environmental monitoring of dredging operations.
- Environmental monitoring activities.
- Collection and management of MARPOL waste.
- Cleaning.
- Landscape improvement.
- Decarbonisation and energy efficiency.