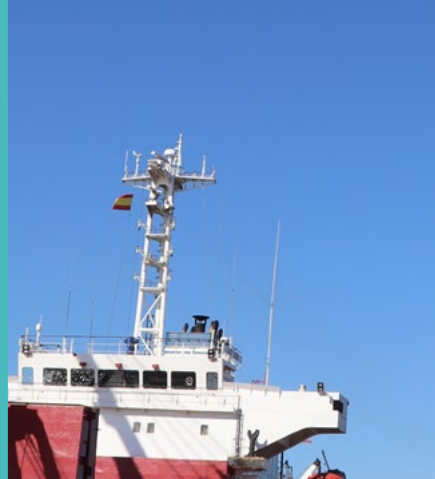




Puerto de Huelva

Autoridad Portuaria de Huelva

Sustainability report 2025



3 Social dimension

3.1 Human resources policy

In accordance with Article 47.2 of *Royal Decree-Law 2/2011 approving the Consolidated Text of the Law on Ports and the Merchant Navy*: “Port Authorities and State Ports must align their human resources policy with the principles, criteria and provisions of the Government’s economic and budgetary policy regarding personnel in the state public sector, as well as with the operational criteria and general objectives set out in the *Strategic Framework*”.

Within this framework, during the current year, Huelva Port Authority’s human resources actions in economic matters have been carried out within the framework of budgetary control of staff costs and social security contributions approved through its Business Plan, whilst also complying with the approved and/or projected wage bills for each of the categories of workers comprising its workforce. In this context, and in accordance with the provisions of the Third Collective Agreement for State

Ports and Port Authorities, as well as the Second Company Agreement, staff remuneration policies are implemented and executed, taking into account in all cases the implementation and application of the Competency-Based Management System and its development into the classification, training and professional development subsystems contained therein.

Also in the area of Human Resources policies, occupational health and safety policies have been updated and published this year, defining and establishing the organisation’s commitment to achieving higher standards of safety, health and well-being for

Work continues on complying with applicable policies and regulations regarding gender equality.

the staff, thereby continuing to fulfil its responsibilities towards all members of the workforce and complying with the applicable regulations on occupational health and safety.

Likewise, work continues on compliance with applicable policies and regulations regarding gender equality, through Huelva Port Authority’s Equality Plan Monitoring Committee, maintaining the commitment to establishing policies that integrate equal treatment and opportunities between women and men, without direct or indirect discrimination on grounds of gender, as well as in promoting measures to achieve real and effective equality within our organisation, establishing equal opportunities between women and men as a strategic principle of our Corporate, Human Resources and Social Responsibility Policy, in accordance with the definition of this principle set out in Organic Law 3/2007 of 22 March on effective equality between men and women.

3.2 Employment at the Port Authority

Total number of employees (S_01)

| | 2023 | 2024 | 2025 |
|--------------------------|------|------|------|
| Average annual workforce | 207 | 214 | 217 |

Percentage of temporary workers out of the total number of permanent staff (S_02)

| | 2023 | 2024 | 2025 |
|---------------------------------|-------|-------|-------|
| Percentage of temporary workers | 16.56 | 17.05 | 11.29 |

Workforce distribution by area of activity (S_03)

| Activity | Percentage of average annual workforce |
|--|--|
| Office staff not covered by collective agreement | 13.38% |
| Staff covered by collective agreement | 44.35% |
| Maintenance | 2.99% |
| Port Police | 39.29% |

Percentage of employees covered by collective agreements (S_04)

Of the 221 employees as at 31 December 2025, 85.97% were covered by the collective agreement.

3.3 Internal communication and participation

Mechanisms for employee representation and communication with management (S_05)

The legal representation of the Organisation's employees consists of a total of nine people: four representing CC.OO., four representing UGT and one representing C.T.P.A.

Alongside the Works Council, which acts as a unified body, the legal representation of employees within the Organisation is organised through each of the trade union branches (CC.OO., C.T.P.A. and U.G.T.).

The Works Council holds regular meetings with the company's representatives to discuss matters of interest. In addition, the necessary committees have been established to ensure the proper participation of the workers.

Furthermore, two representatives from the trade unions, one from U.G.T. and one from CC.OO., sit on the Board of Directors of Huelva Port Authority.

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

Joint committees exist for the discussion of matters relating to the production process, the organisation of work, application of current regulations, prevention and safety, etc.

These are as follows:

- Local Skills Committee.
- Local Agreement Negotiating Committee.
- Occupational Health and Safety Committee.
- Equality Plan Monitoring Committee.
- Pension Scheme Monitoring Committee.
- Committee on Repayable Advances and Housing Loans.



3.4 Training

Percentage of employees participating in training programmes (S_07)

| | Percentage of employees participating in training programmes* |
|----------------------------------|---|
| Under the collective agreement | 95.95% |
| Outside the collective agreement | 4.05% |

*% calculated based on employees undertaking training programmes, without double-counting where they repeat another training activity.

Average hours of training per worker (S_08)

| | Total hours | No. of Employees | Average* |
|------------------------------|-------------|------------------|----------|
| Under collective agreement | 15,338 | 188 | 81.59 |
| Outside collective agreement | 782 | 29 | 26.97 |

*Average calculated based on the total number of employees covered by and not covered by the collective agreement respectively.

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

| Courses | Participants | Hours/participant | Total hours | Men | Women |
|--|--------------|-------------------|-------------|-----|-------|
| Port Sector and Strategy. Level 2 | 73 | 25 | 1.825 | 52 | 21 |
| Occupational Risk Prevention. Level 2 | 58 | 25 | 1.450 | 46 | 12 |
| Navigation Aids Systems. Level 2 | 53 | 25 | 1.325 | 47 | 6 |
| Port Regulations. Level 2 | 72 | 25 | 1.800 | 52 | 20 |
| Port Sector and Strategy. Level 3 | 1 | 90 | 90 | 1 | 0 |
| Specialist Course in Public Domain Management. Level 3 | 1 | 52 | 52 | 0 | 1 |
| Business English for Engineers | 1 | 24 | 24 | 1 | 0 |
| Dock Operator (Maritime Cargo) | 7 | 40 | 280 | 7 | 0 |
| SURCO Aragón | 1 | 42 | 42 | 1 | 0 |
| Port Operations and Services. Level 3 | 3 | 90 | 270 | 3 | 0 |
| Access Course to the Port Police (GESI) | 43 | 40 | 1.720 | 40 | 3 |
| Advanced Course in Structural Calculation with SAP | 1 | 60 | 60 | 1 | 0 |
| Port Facility Security (PFS) Course | 1 | 30 | 30 | 1 | 0 |
| Implementation of an Innovation Management System according to ISO 56001 | 2 | 35 | 70 | 2 | 0 |
| Dock Operator (Maritime Cargo) | 3 | 40 | 120 | 3 | 0 |
| Security Director Course, Critical Infrastructure Specialization | 1 | 600 | 600 | 1 | 0 |
| Responsible Recycling of Rail Traffic | 10 | 160 | 1.600 | 10 | 0 |
| Labor Relations. Level 2 | 61 | 25 | 1.525 | 44 | 17 |
| Economic, Financial, and Budgetary Management. Level 2 | 36 | 25 | 900 | 28 | 8 |
| Port Sector and Strategy. Level 2 | 14 | 25 | 350 | 12 | 2 |
| Occupational Risk Prevention. Level 2 | 19 | 25 | 475 | 16 | 3 |
| Navigation Aid Systems | 12 | 25 | 300 | 10 | 2 |
| Port Regulations. Level 2 | 8 | 25 | 200 | 6 | 2 |
| Master's Degree in Administrative Law | 2 | 440 | 880 | 2 | 0 |
| Basic Life Support and AED Use | 33 | 4 | 132 | 32 | 1 |

3.5 Workforce structure and equality

Percentage of women in the total workforce (S_10)

| | |
|-------------------------------|--------|
| | |
| % of women in total workforce | 22.12% |

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

| | |
|--|--------|
| | |
| % of women not covered by a collective agreement | 25.81% |

Percentage of permanent workers aged over 50 (S_12)

| | |
|---------------------------------------|--------|
| | |
| % of permanent employees aged over 50 | 46.73% |

Percentage of permanent employees under 30 (S_13)

| | |
|-------------------------------------|-------|
| | |
| % Permanent employees aged under 30 | 2.01% |



3.6 Health and safety at work

Trend in the annual accident frequency rate (AFR) (S_14)

IF = (número total de accidentes con baja / número de horas trabajadas) x 10⁶

| | 2023 | 2024 | 2025 |
|---|-------|------|------|
| No. of accidents resulting in sick leave per million hours worked | 17.56 | 2.84 | 8.38 |

Trend in the annual accident severity index (AS) (S_15)

AI = (number of days lost due to accidents / number of hours worked) x 10³

| | 2023 | 2024 | 2025 |
|---|------|------|------|
| Number of days lost per thousand hours worked | 0.09 | 0.04 | 0.27 |

Effort in training on occupational risk prevention (S_17)

| | 2025 |
|--|-------|
| Total number of training hours | 1,925 |
| Total number of employees (average annual workforce) | 217 |
| Average number of hours per worker | 8.87 |

Safety and security drills and simulations (S_18)

The following safety and security drills and simulations were carried out in 2025.

Under Regulation (EU) No 725 – Security:

| Port Installation | Exercise Date | Topic | Type | Exercise Type (simulated, real, partial, complete) | Exercise Objective | Participants | Responsible |
|--------------------------------|---------------|---|----------|--|---|--------------------------------------|-------------|
| ESHU-0017 TERMINAL BULK SOLIDS | 2025/09/17 | Cyberattack | Exercise | Real | Train company staff to assist the IT Department in identifying and responding to this type of attack. | All APH staff | J. IT Dept. |
| ESHUV-007 LEVANTE SUR | 2025/09/17 | Cyberattack | Exercise | Real | Train company staff to assist the IT Department in identifying and responding to this type of attack. | All APH staff | J. IT Dept. |
| ESHUV-0029 MUELLE SUR | 2025/09/17 | Cyberattack | Exercise | Real | Train company staff to assist the IT Department in identifying and responding to this type of attack. | All APH staff | J. IT Dept. |
| ESHUV-0029 MUELLE SUR | 2025/05/21 | MARSEC – Explosive attack on the DECAL fishing vessel | Practice | Real | Train the Order and Safety Group and the Protection Organization's staff on the procedures established in the Port Protection Plan. | See attached report | OPP |
| ESHUV-0010 FERTIBERIA ABONO | 2025/12/29 | Threat of explosive placement | Practice | Simulated | Train the Order and Safety Group and the Protection Organization's staff on the procedures established in the Port Protection Plan. | OPP / CPCS Operators / OPIP LP / PP. | OPP |
| ESHUV-0029 MUELLE SUR | 2025/12/29 | Threat of explosive placement | Practice | Simulated | Train the Order and Safety Group and the Protection Organization's staff on the procedures established in the Port Protection Plan. | OPP / CPCS Operators / OPIP LP / PP. | OPP |
| ESHU-0017 TERMINAL BULK SOLIDS | 2025/12/29 | Threat of explosive placement | Practice | Simulated | Train the Order and Safety Group and the Protection Organization's staff on the procedures established in the Port Protection Plan. | OPP / CPCS Operators / OPIP LP / PP. | OPP |

In the context of the Port Security Plan:

| Exercise date | Topic | Type | Exercise type (simulated, real, partial, complete) | Exercise objective | Participants | Responsible |
|---------------|---|----------|--|---|--------------------------------------|-------------|
| 2025/09/07 | Cyberattack | Exercise | REAL | Train company staff to assist the IT Department in identifying and responding to this type of attack. | All APH staff | J. IT Dept. |
| 2025/05/21 | MARSEC – Explosive attack on the DECAL terminal from the fishing vessel | Practice | REAL | Train the Order and Safety Group and the Protection Organization's staff on the procedures established in the Port Protection Plan. | See attached report | OPP |
| 2025/12/29 | Threat of explosive placement | Practice | SIMULATED | Train the Order and Safety Group and the Protection Organization's staff on the procedures established in the Port Protection Plan. | OPP / CPCS Operators / OPIP I.P / PP | OPP |

Under the Port Self-Protection Plan:

| Exercises / practices | Exercise type | Objective | Location | Date | PAU activation | Participants |
|-----------------------|---------------|-----------------------------------|-------------------------------|--|----------------|-----------------------------|
| Cycle I Practice | Practice | Water supply in large fires | Muelle Juan Gonzalo | 2025/01/15; 2025/02/05; 2025/02/26; 2025/03/04; 2025/03/18 | No | Group Six Remolcador Cierzo |
| Cycle II Practice | Practice | Knowledge of the port environment | Muelle Sur | 2025/04/02; 2025/04/23; 2025/05/06; 2025/06/19; 2025/09/10 | No | Group Six Yilport Operators |
| Cycle III Practice | Practice | Industrial fire protocol | Muelle Sur Yilport Facilities | 2025/09/17; 2025/10/08; 2025/10/22; 2025/11/05; 2025/12/19 | No | Group Six Yilport Operators |

| | Maritime Interior Plan |
|------------|--|
| 2025/03/17 | PIM activation drill at Petropesca Levante Norte |
| 2025/03/26 | PIM activation drill at FERTIBERIA |
| 2025/05/22 | PMN - PIM APH - PIM MOEVE - PECLA activation drill |
| 2025/06/12 | PIM DECAL activation drill |
| 2025/07/17 | PIM IMPALA activation drill |
| 2025/11/06 | PIM ENAGAS activation drill |
| 2025/11/27 | PIM ATLANTIC COPPER activation drill |
| 2025/12/10 | LEATRANSA PIM activation drill |
| 2025/12/17 | PIM DECAL activation drill |
| 2025/12/18 | PIM IMPALA activation drill |

With regard to the annual Port Protection Plan exercise, the following objectives were set:

- To improve inter-agency coordination of response and collaboration in the face of terrorist threats.
- To increase the capacity for reaction and coordination between agencies and institutions, with the aim of ensuring an optimal response to a terrorist threat against critical infrastructure.
- Activation and testing of the Huelva Port Protection Plan in the event of a terrorist threat.

- The following institutions, bodies and units participated in and contributed to the exercise: The Navy: operational support functions for the Civil Guard unit carrying out the boarding of the vessel occupied by the terrorist cell. Exchange of intelligence and information in support of the Civil Guard's operation. Collaboration in the search for a possible explosive device submerged in the cliff face of the South Quay.
- Civil Guard:
 - Civil Guard Special Intervention Unit (UEI): interception, boarding and securing of the fishing vessel.

- Civil Guard Headquarters:
 - Criminal Intelligence Group (GIC): Leading the investigation.
 - Maritime Service: Surface security and boarding of the vessel used by the terrorist cell.
 - Canine Service: Search and detection of explosives.
 - Explosive Ordnance Disposal Team (EDEX): Deactivation of the explosive device.
 - Complex Operations Centre (COC): provision of the required resources, coordination of own units and with the operations centres of other agencies,
 - Public Safety Unit (USECIC): Support in establishing the security perimeter.
- Coastal and Border Maritime Surveillance Coordination Centre (CECORVIGMAR): exchange of information with the Navy's Maritime Action Operations and Surveillance Centre (COVAM).
- Huelva Port Authority: activation of the Port Protection Plan, implementation of the security measures set out therein, coordination with the forces involved and communications with all



port facilities in accordance with established communication protocols.

In general terms, the exercise was as follows:

As part of a Civil Guard investigation into jihadist terrorism, the existence of a cell is confirmed which intends to carry out an attack in the Port of Huelva by placing an explosive device to be detonated from a fishing vessel sailing in the outer waters, using the vessel as a means of escape once the explosives have been detonated.

The GIC of the Huelva Command determined the need to establish an operation for the search, location and

deactivation of any explosive devices hidden in the Port of Huelva, as well as the localization and arrest of the terrorists.

Once the information regarding the threat has been received from the COC, the CPCS informs the OPP, who in turn informs the Director of the APH, adopting Level 3 protection measures under the Port Protection Plan (PPP) and proceeding to contact the CPIC to request a change in alert level. From this point onwards, the PPP is made available to the FFCCSE.

Navy divers provide support for the search and location of moored explosive devices, the Canine Service operates on the quay with particular attention to the

passenger terminal, whilst the UEI boards the fishing vessel using the fast-rope technique from a Coast Guard helicopter.

As part of the Self-Protection Plan, in addition to familiarisation with the environment and training in the use of equipment, five exercises were carried out simulating road traffic accidents involving public transport vehicles. In these cases, a rear-end collision occurred between a car and a tanker lorry loaded with ammonia, resulting in a valve rupture and a leak of the substance.

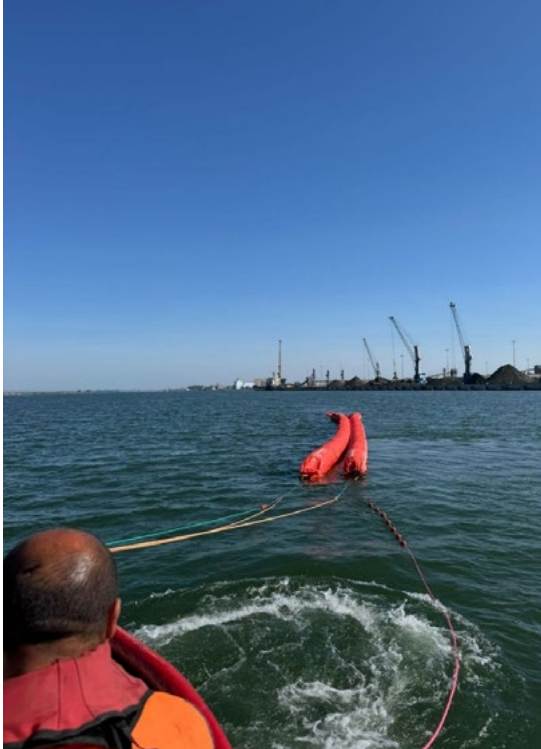
Through these exercises, we have sought to achieve the following objectives:

- To familiarise the Intervention Group with accidents involving vehicles transporting dangerous goods.
- To familiarise the Port Authority, the port police, with their operational procedures.
- To train staff in communication procedures between the parties involved in the Self-Protection Plan.
- Put what has been learnt in previous drills to the test.

Deploying the following teams:

- URQ (Chemical Risk Unit).
- 1 BUP (Heavy Urban Pump).
- 1 BNP (Heavy Tender Pump).
- Port Police vehicles.

With regard to the Internal Maritime Plan, and independently of participation in the mandatory exercises at port terminals, the Directorate-General for the Merchant Navy (DGMM), part of the Ministry of Transport and Sustainable Mobility, through the Huelva Harbour Master's Office (CMH), together with the Maritime Safety and Rescue Society (SASEMAR), Huelva Port Authority (APH), MOEVE and the Civil Protection Department of the Regional Government of Andalusia, conducted a marine pollution response drill, deploying real resources. The scenario was as follows: A vessel moored and loading fuel oil at Berth 4 of the Reina Sofía



The General Directorate of the Merchant Marine, together with the Maritime Safety and Rescue Society, the Port Authority of Huelva MOEVE and Civil Protection carried out a simulation of combating marine pollution.

Jetty (RS4) is struck by a tugboat which, whilst en route to the Juan Gonzalo quay, suffered a loss of power and steering.

Due to the loss of steering, the tugboat is unable to avoid colliding with the moored vessel at the level of its cargo tank, causing a spill of cargo into the estuary. As the impact occurs perpendicular to the jetty, the mooring lines do not break. The loading arm does not disconnect despite the impact, as there is insufficient movement.

The pollution incidents under consideration take place in the port waters of Service Zone I of the Port of Huelva, with the pollution spreading from the Reina Sofía jetty towards the north-west and towards the left bank of the estuary, due to the effect of the tide. This could affect the Marismas del Odiel nature reserve to a lesser extent. The following plans were activated in this exercise:

Maritime subsystem

- PIM MOEVE (DECAL's Internal Maritime Plan for its facilities located in Service Zone I of the Port) The vessel's SOPEP plan is assumed to have been activated.
- PIM PUERTO DE HUELVA (Port of Huelva's Internal Maritime Plan), Zone I.
- PMN (National Maritime Plan for response to marine pollution), at level 1.



Coastal subsystem

- PECLA Regional Government of Andalusia (Territorial Emergency Plan for the Risk of Coastal Pollution in Andalusia), including the PN Marismas del Odiel Self-Protection Plan.
- RIBERA PLAN (State Plan for the Protection of the Seashore against Pollution).

The general objectives of the exercise were:

- To establish response structures and test established operational procedures, as well as to utilise the

available material and human resources to respond to the simulated pollution scenario.

- To strengthen cooperation and assess the level of coordination between the various administrations, bodies, institutions and companies involved in a marine pollution incident and its response, in accordance with the provisions of the National Marine Pollution Response System.
- To familiarise and train response teams in the handling of LCC equipment and resources and in pollution control techniques.

One of the overall objectives of the exercise has been to establish response structures and verify established operating procedures.



- To facilitate the review of the PMN by proposing possible amendments based on the conclusions drawn from the exercise.
- To assess the Spanish Administration's capacity for the management, coordination and response to a pollution incident in different emergency situations, including incidents involving hydrocarbons..

Achieving the following operational objectives:

- Determining the correct adherence to established operational procedures, as well as response and action times with the various resources, and their potential optimisation.
- Strengthening cooperation and coordination between support vessels and resource deployment vessels, as well as the CCS, the area coordinator, the directors of the activated PIMs and the various operational activities.
- Verification that safety standards are maintained throughout the exercise.
- Verification of the condition of the LCC equipment to be deployed during the exercise and the potential combination of equipment from different agencies or bodies, as well as their coordination.

One of the objectives achieved has been the verification that safety standards are maintained throughout the exercise.

3.7 Employment and occupational safety in the port community

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

Huelva Port Authority conducts socio-economic impact studies every two years. As a new development, Puertos del Estado has developed a new methodology for carrying out this type of study with the aim of standardising the studies across the Port System. Furthermore, the Port Authorities of Andalusia are keen to have impact studies to understand the contribution of port activity to the Andalusian economy. During 2025, coordination efforts took place to address the aforementioned circumstances, whilst work began on the new 2024 Port of Huelva impact study.

Requirement for preventive and safety measures (S_20)

2025 was a year of consolidation and maturity in the management of safety and the coordination of business activities at the Port of Huelva.

The Port Authority has continued to advance a preventive model fully integrated into its operations, strengthening the supervision of construction works, services and port operations, and maintaining constant dialogue with the companies operating within the service area.

This sustained effort has made it possible to keep accident rates very low, falling below the figures recorded in previous years, with no serious accidents occurring at works under the direct supervision of the Department of Safety in Works and CAE.

The work carried out during the year was characterised by the effective application of the Business Activities Coordination Procedure, which has been adapted over previous years to the port regulatory framework and to the guidelines derived from the report by the State Legal Service. This framework has enabled the differentiated management of the various concurrent situations arising

in the port, ranging from the provision of general and port services to activities carried out in concessionary or non-concessionary areas, as well as works and services directly promoted by the Port Authority. The correct identification of each situation has facilitated more precise coordination and supervision better tailored to the characteristics of each activity.

In this context, and in accordance with the procedures established for CAE at service quays, as well as in compliance with Article 65 of the Consolidated Text of the Law on State Ports and the Merchant Navy (TRLPEMM), it is established that the ship's agent acting on behalf of the ship-owner is responsible for ensuring compliance with CAE obligations during the vessel's stay in port. This responsibility covers all activities carried out on board and in the vicinity of the vessel, except for the loading, stowing, unstowing, unloading or transhipment of goods, as well as the embarkation or disembarkation of passengers. In these specific cases, responsibility for the CAE lies with the stevedoring company, which directly carries out the aforementioned operations. The stevedoring company must coordinate with the other companies and workers involved in these activities, ensuring the health and safety of all those involved.



Tharsis Quay.

The Port Authority of Huelva has fully complied with the obligations established in Royal Decree 1627/1997, which requires the preparation of the corresponding safety and health studies.

Mechanisms for the coordination of business activities (S_21)

Huelva Port Authority has fully complied with the obligations set out in Royal Decree 1627/1997, which requires the preparation of the relevant health and safety studies, the appointment of coordinators during the design and execution phases, and the adoption of the necessary measures to ensure the protection of all workers involved. Throughout the financial year, this work was continuously monitored with regular site visits, verifying the effective implementation of the planned preventive measures, the adequate control of risks, and compliance with the safety conditions set out in the

studies and works plans. This monitoring confirms that the work took place in safe conditions and in accordance with the applicable legal requirements.

Smaller-scale activities, which do not fall within the scope of Royal Decree 1627/1997, were also monitored. The prior verification of preventive documentation and site visits conducted during the works made it possible to maintain an adequate level of safety in maintenance work, services and minor interventions that are routinely carried out at port facilities.

With respect to company accreditation, 2025 saw a steady trend. This volume reflects ongoing contracting

activity and the need for a business sector equipped to operate in a complex port environment. Documents were managed electronically, enabling agile and up-to-date monitoring of the safety requirements imposed on contractors.

Coordination prior to the start of works remains an essential element in ensuring safety during activities carried out in the port. Advance notification of planned works, together with the verification of safety documentation, has enabled proper planning of operations and ensured that companies have the necessary human and material resources to work in safe conditions.

During the execution of works, the on-site presence of the Department of Construction Safety and CAE has been constant, with regular visits making it possible to confirm compliance with safety regulations, the suitability of personnel and equipment used, and allowing any detected deviations to be corrected immediately.

The coexistence of activities carried out by the Port Authority and by concessionaires or authorised companies continues to require close coordination. The coexistence of facilities managed directly by the Port Authority, concession areas and common-use zones has required constant cooperation among the various operators to ensure the safety of all personnel carrying out their activities within the port area.

Smooth communication between the parties and the clear identification of responsibilities have enabled the effective management of interactions arising from the concurrence of activities.

To achieve these objectives, the APH's Department of Construction Safety and CAE has utilised various mechanisms and means, including:

- Regular meetings.
- Exchange of Information.
- Specialised computer applications.
- Contracting of specialist firms.
- Drafting of instructions and procedures.



The APH's commitment to occupational health and safety remains a cornerstone for ensuring a safe, efficient and sustainable port environment.

Ro-Ro Ramp.

The coexistence of activities carried out by the APH and by concessionary or authorized companies has continued to require close coordination.

Single access.

Total number and percentage of maritime freight terminals and passenger terminals operating under a concession or authorisation, as well as companies licensed or authorised to provide port or commercial services that have an OHSAS system in place (S_22)

Total number and percentage of maritime terminals and service companies that have implemented an OHSAS or ISO 45001 occupational health and safety management system

| Type of terminal/service | Total no. | No. with OHSAS/45001 | % with OHSAS |
|--|------------------|-----------------------------|---------------------|
| Freight terminal | 6 | 6 | 100% |
| Passenger terminal | 1 | 1 | 100% |
| Stevedoring service | 8 | 5 | 63% |
| MARPOL service | 2 | 2 | 100% |
| Marine technical services (pilotage, towing and mooring) | 3 | 2 | 67% |
| Port services (other) | 50 | 31 | 62% |

Safety and security training initiatives for the port community (S_23)

Training and security initiatives have been limited to joint exercises and drills carried out in both the safety and security domains.

3.8 Relations with the local community

Huelva Port Authority's social commitment is evident in its initiatives to raise awareness of the port's activities and communicate with the public, in actions to improve the port-city interface, and in its commitment to a Corporate Social Responsibility policy focused on its immediate surroundings.

A key instrument for publicising port activities and communicating with the public is the Port of Huelva Reception and Documentation Centre, which also houses its Historical Archive. The centre was created by refurbishing the former locomotive depot and was inaugurated in 2003. Its aim is to raise awareness of the reality of the Port, its work, projects, historical and current socio-economic importance, and its commitment to continuing to generate wealth and opportunities, as well as being a vital part of the local, provincial and regional economy.

In 2025, 73 events were organised in this space, including social events, presentations, exhibitions, talks and working breakfasts. Of the events organised, 57 were APH-organised events, 10 were private events, and 6 were talks and Master's classes.

Today, visitors can enjoy an exhibition in the Exhibition Area of the Reception and Documentation Centre that



Unveiling of the Miss Whitney sculpture next to the Columbus monument.



Press conference to present the Christmas lights at the Reception Centre.



Platalea's visit to the Columbus Monument.

was originally organised for the 2023 Colombinas Festival in Huelva and has been moved to our venue for the public to enjoy, under the title "Port Authorities, Economic Drivers of Andalusia", to mark the 150th anniversary of the Port of Huelva.

In addition, 12 events have been organised on the Paseo de la Ría and in the port area, ranging from cultural to sporting activities, which have fostered the integration of the port and the city. .



Opening of the Muelle del Tinto link.

The social commitment of the Port Authority of Huelva is manifested in initiatives to publicize the port's activity and communicate with citizens.

As well as 33 catamaran trips for organisations and groups in Huelva, as part of the Port's outreach activities.

Guided tours of the port area are also included, starting at the Reception Centre and proceeding along the waterfront, stopping at the Columbus Monument and continuing to the South Quay. 16 tours were conducted, including weekend visits to the lighthouses, attracting 1,000 visitors.



Catamaran service offering a tour along the estuary.