



Puerto de Huelva

Autoridad Portuaria de Huelva

# Statistical Report 2025



# 6 Investments

## 6.1 Investments in progress or finished in 2025

### Investments in progress or finished in 2025

Code	Name of work	Approved budget (euros)	Initially approved amount (euros)	Approved in year (euros)	Situation
<b>a) In new work projects</b>					
HU00093 (HU1E9003)	New Single Access to the Outer Port	3,621,178.96	3,621,178.96	601,978.09	Finished
SPIN HU00018 (HU1A3010)	New ro-ro platform at the south dock of the port of Huelva	21,148,985.63	21,148,985.63	2,949,766.28	Finished
HU00151 (HU1A3011)	Dock for Liquid Bulk Terminal	861,414.89	704,619.89	62,705.64	In progress
HU00179	Rehabilitation of the old estihuelva building	744,465.01	638,754.26	638,754.26	In progress
HU00089	General route rehabilitation 2 (A.T. drafting project)	105,800.00	77,372.00	77,372.00	In progress
HU00093 (HU1E2007)	Development of new functionalities of the railway security facilities of the Port of Huelva (Phase 2 WP 4.2) (MRR)	2,812,252.82	2,812,252.82	111,103.15	Finished
HU00090	Railway terminal expansion. South Pier (MRR)	6,392,201.63	1,620,342.86	1,620,342.86	In progress
HU00094 (HU1E90049)	New link between the N-442 and the single access to the outer port	2,845,212.03	2,845,212.03	472,982.78	Finished
HU00066	New access controls to the Outer Port	337,949.22	88,676.91	88,676.91	In progress
HU00095 (HU1F9001)	APH cold conduction network	6,124,368.39	5,720,093.28	5,305,283.87	In progress

## Investments in progress or finished in 2025

Code	Name of work	Approved budget (euros)	Initially approved amount (euros)	Approved in year (euros)	Situation
HU00068 (HU1D9001)	Energy efficiency plan	372,030.10	350,802.26	57,848.94	In progress
HU00123	Enclosure for dredged products No. 4. 2nd Phase. (MRR)	9,350,982.90	4,233,232.77	4,233,232.77	In progress
SPIN HU00138 (HU1H9010)	Digitization of port processes	5,649,821.41	3,426,951.17	1,501,226.73	In progress
HU00175	iRAIL	313,628.68	184,776.17		In progress
HU00143 (HU1I1003)	Network infrastructure and cybersecurity	29,616.76	29,616.76	29,616.76	Finished
HU00144 (HU1I9001)	Sensorization and digitalization of infrastructures	2,620,476.40	2,009,965.16	645,645.25	In progress
HU00172	RAPID project	1,227,317.94	1,101,543.71	885,596.04	In progress
HU00105 (HU1G5005)	IT equipment	195,023.11	96,701.45	83,892.73	In progress
HU00134	Adaptation of technologies to the port environment	8,500.00	8,500.00	8,500.00	Finished
HU00155	A.T. Project development and marketing of the Levante Pier	1,595,455.00	427,205.00	118,695.00	In progress
HU00054 (HU1B4009)	Enabling the Levante Pier	579,817.75	557,009.43		In progress
HU00171	Enabling Avenida Hispanoamérica	296,975.00	219,175.38	219,175.38	In progress
HU00111 (HU1H1005)	Rehabilitation to guarantee the structural stability of the loading dock of the Spanish Mining Company of Tharsis	6,969,151.94	6,969,151.94	2,392,641.71	In progress
HU00098 (HU1G2001)	Technical Assistance	1,316,227.16	749,657.46	355,667.45	In progress
HU00104 (HU1G4002)	Settlements	56,851.89	56,851.89	56,851.89	Finished
HU00132 (HU1H9001)	Small budget works	3,517,449.58	2,445,579.92	2,410,287.45	In progress

Code	Name of work	Approved budget (euros)	Initially approved amount (euros)	Approved in year (euros)	Situation
HU00131	2% cultural	179.293,88	179.293,88	179.293,88	Finished
HU00142(HU111002)	Applications and right of use	1,323,266.86	186,596.62	186,596.62	In progress
<b>Sum a)</b>				<b>25.293.734,44</b>	
<b>b) In Conservation and Maintenance Projects</b>					
	Dredging maintenance works			2,598,643.33	Finished
	Conservation files			3,032,255.04	In progress
<b>Sum b)</b>				<b>5,630,898.37</b>	

Resume	
a) Investments in new work projects	25.293.734,44
b) Investments in conservation projects	5,630,898.37
<b>Total</b>	<b>30.924.632,81</b>

## 6.2 Description of the most significant investments

During 2025, the Huelva Port Authority invested €25.2 million to adapt its infrastructure to current requirements.

### 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 is given below:

### 1. Refurbishment to ensure the structural stability and safety of the Loading Quay of the Spanish Tharsis Mining Company

The loading quay of the Spanish Mining Company of Tharsis 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 connection to the city's recent history. It is a hallmark of the city's identity, and local residents have been calling for its restoration.

The works involved a series of measures necessary to ensure the structural stability and safety of the Loading Quay, as the structure of the quay was generally in an advanced state of deterioration..

### 2. New Ro-Ro Platform on 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 hatches 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, it has been necessary to improve the quay's operations by constructing a new Ro-Ro ramp at the southernmost end of the quay, compatible with the existing ramp, so 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 spaces for 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 Fish Market. Only the front face of the jetty (the side furthest inland in the estuary) is designed as a berthing line, so as to ensure sufficient draught for the larger vessels that will operate there and provide the necessary space for manoeuvring.

The solution adopted involves the construction of a pile-supported floating concrete jetty starting one metre from the bottom step of the existing stairs leading up to the quay, so as not to interfere with their use. The infrastructure consists of 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.

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

The dismantling of the span over Avenida Francisco Montenegro in the 1970s split in two the excellent pedestrian route linking Huelva and its estuary. As part of the port-city initiatives carried out by the APH, the aim was to restore connectivity and link the two parts 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, Avenida Francisco Montenegro. 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 sections instead of angle sections. As for the timber framework, to lighten the new section, a hollow tubular metal structure was used, and the deck is formed 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 road.

Other actions that began in previous years and are still underway include:

1. Partial demolition of the market hall and the exporters' warehouses.
2. Cold supply network.
3. Demolition of the old ice factory.

Below is a brief description of these works:

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

In recent years, Huelva Port Authority has made a significant effort to integrate the port with the city. As part of this initiative, a comprehensive refurbishment of the Levante Quay is planned. To this end, a number of projects are underway, including the partial demolition of the fish market and the exporters' premises, and the construction of the new fish market and new warehouses for fish and seafood exporters.

Both the new fish market and the new exporters' warehouses have now been completed; therefore, the aim of this project is the remaining demolition work,

consisting of the partial demolition of the old fish market and the exporters' premises that have yet to be demolished, in order to continue with the comprehensive redevelopment of the quay.

#### 2. Chilled water distribution network

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 compared 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 Chain Logistics Hub, is driven by the possibility of being equipped with a low-cost, eco-friendly refrigeration energy supply derived from the regasification process 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 old ice factory

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 dismantling 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 in disuse and abandoned.

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

#### **In addition, the following works have commenced:**

1. Expansion of the railway terminal.
2. Site for dredged material No. 4, second phase.
3. Refurbishment of the former Estihuelva building.

#### **1. Expansion of the railway terminal**

The current multimodal platform at the South Quay ensures maximum connectivity and efficiency in the management of rail traffic with the Mediterranean and Atlantic corridors, as well as with Extremadura, being perfectly synchronised with the Majorabique 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 the 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 within and from the region.

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

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

The storage areas are constructed as a means of containing dredged material containing certain concentrations of metals, classified as category C, preventing 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 the Huelva Port Authority's facilities for staff, it has been decided to refurbish the former Estihuelva building. The ground floor of the Estihuelva building is to be converted into changing rooms and a briefing area for the port police, and the first floor into offices for the 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 transform them into 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 were drawn up during 2025, some of which are still underway, including:

- Levante Quay Redevelopment 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 Rehabilitation Project 2.