



# Sustainability Report



---

*In memory of our colleague*  
***Juan Manuel Vega Granda,***  
*Head of the Commercial Department -*  
*Huelva Port Authority, who passed*  
*away on 29 December 2020*

---

# Index

<b>Institutional Dimension</b>	<b>4</b>
Sustainability strategy	4
Functions and legal setup	6
Governance and management quality	7
Infrastructures and capacity	16
Markets supplied	33
Services	40
Quality of service	48
Integration in the transport system. Sustainable mobility	52
Institutional communication	60
Promotion of trade	66
Institutional commitment	70
<hr/>	
<b>Economic Dimension</b>	<b>77</b>
Economic Policy	77
Economic-Financial Situation	77
Level and structure of investment	82
Business and Services	84
Value generated and productivity	85
Socio-Economic impact	86
<hr/>	
<b>Social Dimension</b>	<b>87</b>
Human resources policy	87
Employment at the port authority	88
Internal communication and participation	89
Training	89
Structure of the workforce and equality	93
Occupational safety and health	94
Employment and job security in the port community	99
Relations with the social environment	101
<hr/>	
<b>Environmental Dimension</b>	<b>102</b>
Environmental strategy	102
Environmental management	102
Air quality	105
Water quality	107
Noise	112
Waste management	113
Natural environment	116
Eco-efficiency	120
Port community	123
<hr/>	
<b>Indicators</b>	<b>125</b>

# Institutional Dimension

## Sustainability strategy



After the 2017 review of the Strategic Plan in 2017, a new scenario was produced for 2018–2022 and which can be summarised as:

Continue with the four strategic lines:

- Business consolidation and diversification
- Competitiveness
- Relationship with its surroundings
- Integration with the environment

The **mission** of Huelva Port Authority (APH) continues to be to provide land-maritime intermodality services to transport logistic chains and commercial and industrial activities, along with other services, by managing the provision of infrastructures, land and other resources (economic, financial and human) in order to foster the socio-economic development of its hinterland.

Its **vision** can be defined as its being the “leading Port European Southern Atlantic in the agri-food, mining and energy sector and the main intermodal and logistic hub of the south-west of the Iberian Peninsula”.

**The following values have been strengthened:**

Transparency

Commitment

Excellence

Public Service Vocation

People

Innovation

**The Strategic Plan, in addition to showcasing the Port of Huelva’s mission and vision, underpins the annual action plans and guarantees the coherence and continuity of the planning.**

After the 2017 review, the 2018–2022 scenario of the Plan establishes 4 Strategic Lines, 14 Goals and 65 Actions. During 2020, following an ongoing strategic reflection process, 3 out of the initial actions were ruled out and a further 9 new ones were put forwarded and undertaken. On the other hand, 15 actions were completed and, therefore, the Plan had 56 actions underway at 2020 year-end.

The strategic map below graphically depicts the strategic lines and goals.

		STRATEGIC LINES			
		Consolidation and Diversification	Competitiveness	Relations with the Environment	Environmental Integration
PERSPECTIVES	Economy	<b>1.1</b> Increasing volumes of business	<b>2.3</b> Adapting and optimising port investments		
	Customers	<b>1.2</b> Consolidating and developing traffic	<b>2.5</b> Achieving excellence criteria in the range of Port services, optimising cost and quality, along with maximum safety and control  <b>2.6</b> Making Huelva Port part of international transport networks on the basis of multimodal setups	<b>3.2</b> Fostering and managing integration of the Port with Society	
	Processes	<b>1.3</b> Developing planning instruments as management tools  <b>1.5</b> Promoting Huelva Port	<b>2.4</b> Concentrating on research, technology development and innovation as competitiveness levers		
	Resources	<b>1.4</b> Developing business intelligence as a management tool	<b>2.1</b> Maximising management efficiency and effectiveness with state-of-the-art support systems  <b>2.2</b> Producing a capacitated, adapted and motivated team, focusing on the customers as the central component of its activities	<b>3.1</b> Securing an image that is recognised, appreciated and located in the sector and the surrounding environment, facilitating the development of the hinterland	<b>4.1</b> Implementing a transversal environmental strategy

## Functions and legal setup

**Huelva Port Authority is one of the twenty-eight port authorities answering to the Ministry of Transport, Mobility and Urban Agenda, through the Puertos del Estado (OPPE), the public authority managing the Spanish Port System and made up of forty-six ports of general interest.**

Pursuant to Legislative Royal Decree 2/2011, of 5 September, approving the Consolidated Text of the State Ports and Merchant Navy Act, Huelva Port Authority is an entity with its own legal status and assets and is fully empowered to act. It is governed by the specific legislation regarding general interest ports, by the applicable provisions of the General Budgetary Act and, additionally, by the Organisation and Operation of the General State Administration Act 6/1997, of 14 April, (legislation which was rescinded when the Legal System of the Public Sector Act 40/2015, of 1 October, came into force. It comprehensively reformed the organisation and operation of the Administrations and came into force on 2 October 2016).



### Framework of competences

The Port Authority performs the functions assigned by the Consolidated Text of the State Ports and Merchant Navy Act, with the powers established therein, under the general principle of management and functional autonomy, without prejudice to the powers held by the Ministry of Transport, Mobility and Urban Agenda through the Puertos del Estado and those held by the Autonomous Region. Article 25 of the aforementioned legal text establishes that the Port Authorities are empowered to:

- Provide general services, along with the management and control of the port services so that they are implemented in optimum conditions of efficiency, economy, productivity and safety, without prejudice to the powers of other bodies.
- Manage the service area of the port and of the port uses, in coordination with the relevant Authorities regarding land use and town planning.
- Plan, design, construct, maintain and exploit the works and services of the port, and of the maritime signals in their domain, subject to the Act.

- Manage the port public domain and the assigned maritime signals.
- Optimise the economic management and capitalise on its assets and resources.
- Promote the commercial and industrial activities related to port or maritime traffic.
- Coordinate the operations of the different means of transport in the port area.
- Manage and coordinate terrestrial and maritime port traffic.

## Public domain management scheme

As regards the public domain management model, pursuant to the Consolidated Text approved by the aforementioned Legislative Royal Decree 2/2011, of 5 September, that management is aimed at guaranteeing the general interest, by fostering and increasing the stake of private initiatives in the financing, construction and operating of the port facilities and in the provision of services, by means of granting the relevant permits and concessions, both in respect to public land and public works, in accordance to what is envisaged in the aforementioned legislation (Article 66).

The Port Authority is tasked with providing and managing the basic port areas and infrastructures, promoting both the economic activity of the port and the provision of services entrusted to the private sector, following a management model for the port public domain and infrastructures pursuant to efficiency and profitability criteria (Article 66).

## Financing mechanisms

According to the aforementioned Consolidated Text of the State Ports and Merchant Navy Act, the economic regime of the Port Authority is guided by the principle of economic self-sufficiency with specific annual profitability targets in a framework of financial-economic management autonomy (Article 27).

Regarding the legally-established economic resources for Port Authorities, it should be noted that in the case of the Huelva Port Authority, they have not, nor are expected to, come from credits, loans and other financial operations, or from donations, bequests and other contributions from private individuals and entities.

# Governance and management quality

## Duties and way in which the management and governing bodies are elected (I\_02)

### CHAIRSHIP

The duties and way of electing the Chair are set out in Article 31 of the Consolidated Text of the Ports of the State and Merchant Navy Act. The relevant authority of the Autonomous Region, in our case the Governing Board of the Autonomous Government of Andalusia and as proposed by the relevant Regional Minister, appoints, and removes, the Chair of the Port Authority from among people of recognised professional expertise and suitability. The appointment or removal, once notified to the Minister for Transport, Mobility and Urban Agenda, is published in the relevant State and Regional Official Gazette.

Pursuant to Decree 384/2019, of 19 February, the Cabinet of the Autonomous Government of Andalusia appointed María del Pilar Miranda Plata as Chair of the Huelva Port Authority, an appointment that met with the disclosure requirement, pursuant to Article 31.1 of the Consolidated Text of the State Ports and Merchant Navy Act, and published by means of Order FOM/259/2019, of 25 February, in Spanish Official Gazette No. 58, of 8 March 2019.

## Functions

The duties of the Chair are as follows (Article 31):

- Representing the Port Authority and its Board of Directors on a permanent basis in any act and in any contract and with any individual or legal entity, whether public or private, in or out of court, without prejudice to the powers of delegation of the Board of Directors itself.
- Convening, setting the agenda, chairing and keeping minutes of the Board of Directors, overseeing its deliberations. The convening of the meeting may be ex officio or when proposed by a fifth of the members of the Board of Directors.
- Establishing general guidelines to manage the services of the entity.
- Ensuring compliance of the rules applicable to the Port Authority and of the agreements adopted by the Board of Directors.
- Submitting the Business Plan to the Board of Directors, with the management targets and performance criteria of the entity, along with the proposed budgets, action programme, investments and financing, and final statements.
- Disbursing expenditure and ordering, jointly with the Director, payments or fund movements.
- Exercising the special powers delegated by the Board of Directors.
- Any other legally established powers.

The Chair is entrusted with overseeing compliance of the legal obligations of the Port Authorities towards Puertos del Estado, particularly in relation to the provisions and acts whose approval or reporting is the remit of the latter, along with supplying to the latter any information of interest for the State port system.



## MANAGEMENT

Their duties as a management body and means of election are as envisaged in Article 33 of the Consolidated Text of the Ports of the State and Merchant Navy Act.

The Manager is appointed and removed by the absolute majority of the Board of Directors, as proposed by the Chair, from among individuals who must have completed higher education, have recognised professional standing and, at least, five years' experience in port management and techniques.

### Functions

The duties of the Manager are as follows (Article 33):

- The ordinary management and running of the entity and of its services, pursuant to the general guidelines received from the governing bodies of the Port Authority, and proposing the organisational structure of the entity to the Chair.
- Filing and handling administrative proceedings, when that is not expressly attributed to another body, along with issuing the relevant report on the authorisations and concessions, preparing technical studies and reports on the projects and activities proposals to serve as the basis for the latter.
- Preparing and submitting the management targets and performance criteria of the entity to the Chair for his/her consideration and decision, along with the proposed budgets, action programme, investments and financing, and final statements, along with the staffing needs of the entity.

## BOARD OF DIRECTORS

Its members are as elected as set out in Article 30.3 of the Consolidated Text of the Ports of the State and Merchant Navy Act.

The ordinary members are appointed by the Regional Minister in charge of Ports of the Autonomous 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 Chair of the Puertos del Estado Public Body.

The ordinary members of the Board of Directors are appointed for four years and can be renewed. Their removal shall be agreed by the relevant authority of the Autonomous Region, as proposed by the organisations, bodies and entities that they represent.

The duties of the Board of Directors are those established in Article 30.5 of the Consolidated Text of the Ports of the State and Merchant Navy Act.

### Structure of the Board of Directors (I\_03)

Following the restructuring of the Board of Directors required by Act 33/2010, of 5 August, the Autonomous Region of Andalusia passed Decree 2/2011, of 11 January, regarding the appointment of individuals to form part of the governing bodies of the Port Authorities of the ports of general interest in Andalusia, pursuant to the legal established remits for that purpose. That decree was published in the Official Gazette of the Autonomous Government of Andalusia on 25 January 2011.

During the meeting on 5 April 2011, the Huelva Port Authority Board of Directors was again formed following the restructuring. This involved a significant reduction in the number of ordinary members, but maintained the same representation system with the distribution of the different members unchanged. The different local, regional and state public administrations, as well as the important sectors in the business, trade union, economic and port spheres, therefore continue to be presented.



## COMPOSITION

The composition of the Board of Directors is as follows:

- Chairship which is held by the Chair of the Port Authority.
- An ex officio member who is the Harbourmaster.
- 15 ordinary members:
  - 4 ordinary members. General State Administration (including the Harbourmaster)
  - 5 ordinary members. Autonomous Region (including the Regional Premier's Office)
  - 4 ordinary members. Official Chamber of Commerce, Industry and Navigation, business and trade union organisations and important economic sectors in the port setting.
  - 1 ordinary member. Huelva City Council
  - 1 ordinary member. Palos de la Frontera local Council

The Manager and the Secretary are also on the Board, but in a non-voting role.

The composition of the Board as of 31 December 2020 was as follows:

Representation	Person
Chairwoman	<b>Ms. María del Pilar Miranda Plata</b>
Managing Director	<b>Mr. Ignacio Álvarez-Ossorio Ramos</b>
State Administration	Harbour Master <b>Mr. Alejandro Andray López</b>
	State Lawyer <b>Mr. Javier Manuel Sobreperre Salvia</b>
	State Ports <b>Mr. Jaime Luezas Alvarado</b>
	General State Administration <b>Ms. Manuela Parralo Marcos</b>
Autonomous Community	Managing Director of the Public Andalusian Ports Agency <b>Mr. Rafael Merino López</b>
	Government Representative in Huelva <b>Ms. Bella Verano Domínguez</b>
	Territorial Delegate for Development, Infrastructure, Spatial Planning, Culture and Historical Heritage in Huelva <b>Mr. José Manuel Correa Reyes</b>

Representation	Person
Official Chamber of Commerce, Industry, Services and Navigation of Huelva	Official Chamber of Commerce, Industry, Services and Navigation of Huelva <b>Mr. Daniel Toscano Rodríguez</b>
Business organizations	<b>Mr. Juan Demetrio del Olmo Martín</b>
Huelva Town Hall	<b>Mr. Gabriel Cruz Santana</b>
Palos de la Frontera Town Hall	<b>Mr. Ricardo Bogado Gómez</b>
Trade Union Organizations	<b>Mr. Fernando Parrillo Duarte</b> (U.G.T. Andalucía)
	<b>Mr. Emilio Fernández González</b> (CC.OO. Andalucía)
Most relevant economic sectors on the port circuit	<b>Mr. José Antonio Agüera Urbano</b>
Secretary	<b>Mr. Francisco Javier Capitán Márquez</b>

## Support and management systems (I\_04)

Huelva Port Authority certified its integrated quality and environmental management system pursuant to ISO 9001 and 14001 standards, with the scope of "General services, as defined in the regulatory framework of the state port system and management of the port public domain" in early 2020. During the year, it had to overhaul its integrated management system, due to a notable change in the organisational chart and the organisation of the works in that regard. The improvements to the system include the use of a much more visual and interactive internal communication tool that allows feedback from the workers to be received more smoothly.

With respect to the Health and Safety management, the Huelva Port Authority has contracted an external prevention service for the specialities or areas of: safety at work, industrial hygiene, ergonomics and applied psychosociology and occupational medicine including medical health surveillance.

Since 2018, Huelva Port Authority had had a Rail Safety Management System, as required by legislation as it is and rail infrastructure administrator of the General Network (Royal Decree 810/2007, of 22 June, approving the Regulations on safety in the circulation of the General Interest Railway Network, subsequently repealed by Royal Decree 929/2020, of 27 October, on railway operational safety and interoperability).

## Management Committee (I\_05)

The Management Committee is designed as an instrument to ensure government efficiency and the correct performance of the routine management of the Port Authority, particularly with regard to affairs of relevant importance or which involve coordinated interdepartmental processing.

Furthermore, it is tasked with regular reviews of the progress and proposals during the implementation of the established port planning goals, agreeing on the adaptations or reviews in that regard that it deems necessary in order to fulfil the set goals.

The Management Committee is made up of the Chair and the Director, the heads of the Financial-Economic, Infrastructure and General Secretariat areas; along with the Operations; Planning, Internal Control and Management Systems; Human Resources and Industrial Relations; Port Public Domain; Business Development; Commercial; Technology and IT Systems; and Communications and External Relations Departments. The Management Committee usually meets fortnightly.

Another broader forum, known as the Extended Management Committee, has also been consolidated since 2016. It regularly meets at the end of each half year to conduct a broader assessment of the management of the entity, where the members include other managers of the Port Authority, together with the members of the Management Committee and the Chair.

## Sectoral technical committee advising the Board of Directors (I\_06)

Pursuant to the New Composition and Functioning Rules, approved by the Board of Directors of the Huelva Port Authority, during the meeting held on 13 May 2012 (Province of Huelva Official Gazette, number 123, of 27 June 2012) and having completed the processes to appoint its Ordinary Members, the Navigation and Port Board of Huelva Port Authority has been acting as an advisory body to the Chairship of the Port Authority and to the Harbourmaster. That role had been nearly completely interrupted after 2000, as only one of its committees – the Navigation Committee – remained active and assumed the duties of the Port Services Committee.

The Navigation and Port Board of the Port Authority met for the first time after its restructuring on 7 November 2012 and it was then proposed for it to include the Port Services Committee envisaged in Article 124 of the Consolidated Text of the State Port and Merchant Navy Act, which then began to assume the legally assigned functions regarding the terms and conditions of providing port services. In 2020, the Navigation and Port Board adapted its composition to the recommendation of Puertos del Estado to update its representativeness to current times. Its new structure was published in the Province of Huelva Official Gazette Number 126 of 6 August 2020.

In 2020, the Navigation and Port Board met on 3 December and the Port Services Committee on 4 December.

Representation on the Navigation and Port Board after the aforementioned restructuring is as follows:

#### NAVIGATION AND PORT BOARD

- **Chairperson:** Chair of the Huelva Port Authority (HPA)
- **Ex officio members**
  - Harbour Master
  - Managing Director of the HPA
  - Head of the HPA's Department of Operations
  - Harbour Master's Coordinator of Maritime Inspection and Safety
- **Members**
  - Government Subdelegation in Huelva
  - Government Delegation of the Junta de Andalucía in Huelva
  - Customs Authority
  - Ministry of Agriculture, Food and the Environment
  - General Subdirectorate of Foreign Health of the Ministry of Health, Social Affairs and Equality
  - SOIVRE Inspection Service
  - State Maritime Safety and Rescue Company (SASEMAR)
  - Naval Authority
  - Civil Guard
  - National Police
  - National Official College of Harbour Pilots
  - National Association of Tugboats (ANARE)
  - Spanish Association of Ship Moorers (AEEA)
  - Providers of solid and liquid waste collection services (MARPOL)
  - Huelva Port Loading and Unloading Company (SAGEP)
  - National Association of Loading and Consignee Companies (ANESCO)
  - Spanish Association of Shipping Agents (ANAVE)
  - Spanish Association of Ship Consignees (ASECOB)
  - Cruise Lines International Association (CLIA)
  - Spanish Shippers' Consignees Association SHORTSEA
  - State Association of Port Operating Companies (ASOPORT)
  - Association of Passenger Service Providers (APSP)
  - Spanish Association of Petroleum Product Operators (AOP)
  - Spanish Association of Liquid, Chemical and Gas Bulk Receiving Terminals (ASTERQUIGAS)

- Iberian Association for the Promotion of the Use of Natural Gas and Renewable Gas in Land and Maritime Mobility (GASNAM)
- Spanish Gas Association (SEDIGAS)
- Road and/or rail transport sector
- Main customers operating through the Port of Huelva
- Most representative unions in the maritime and port sectors in the territorial scope of the Port Authority.
- **Secretary: HPA General Secretary**

#### PORT SERVICES COMMITTEE

In turn, representation on the Port Services Committee was established after the aforementioned adaptation as follows:

- **Chairperson:** Managing Director of the HPA
- **Ex officio members**
  - Harbour Master
  - Head of the HPA's Department of Operations
- **Members**
  - **Members representing port service providers**
    - National Official College of Harbour Pilots
    - National Association of Tugboats (ANARE)
    - Spanish Association of Ship Moorers (AEEA)
    - Providers of solid and liquid waste collection services (MARPOL) (ANAM)
    - Huelva Port Loading and Unloading Company (SAGEP)
  - **Members representing users of port services or associations representing them**
    - National Association of Loading and Consignee Companies (ANESCO)
    - Spanish Association of Shipping Agents (ANAVE)
    - Spanish Association of Ship Consignees (ASECOB)
    - Cruise Lines International Association (CLIA)
    - Spanish Shippers' Consignees Association SHORTSEA
    - State Association of Port Operating Companies (ASOPOINT)
    - Association of Passenger Service Providers (APSP)
    - Spanish Association of Petroleum Product Operators (AOP)
    - Spanish Association of Liquid, Chemical and Gas Bulk Receiving Terminals (ASTERQUIGAS)
    - Iberian Association for the Promotion of the Use of Natural Gas and Renewable Gas in Land and Maritime Mobility (GASNAM)
    - Spanish Gas Association (SEDIGAS)
    - Road and/or rail transport sector

- Main customers operating through the Port of Huelva
- **Members representing the major employee organisations**
  - Major trade unions in the maritime and port sectors within the Port Authority's territorial scope
- **Secretary:** HPA's Head of Port Services Division

## Infrastructures and capacity

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



One of Huelva Port Authority's priorities is to optimise the layout and state of its infrastructures so they adequately meet its customers' needs.

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

The port is located where the Tinto and Odiel rivers meet and its land service area has a surface area of 1,716 Ha and an area of 524 Ha that can be used for concessions. The right boundary of that Service Area is the Juan Carlos I breakwater, which is 13 km long, while two parts of the port - the Inner Port and Outer Port - make up the left-hand boundary.

#### INNER PORT

The Inner Port can be divided into two port-use areas (industrial and commercial):

- The area of the Levante Wharf and the North Fishing Industrial Estate, where the main uses are general freight traffic, small-draught cruise ships, fishing industry, service and commercial facilities, and machinery storage and maintenance facilities.
- The Punta de Sebo cross-street area, where until recently the main uses were the basic chemical industry and complementary activities to that sector. Given the drop in the number of basic chemical factories, the auxiliary industry is gradually becoming established there.

In addition to the aforementioned facilities, the Tinto Wetlands come within the port and are a free space where restoration and conservation actions have been carried out.



## OUTER PORT

The Outer Port can also be divided into different areas differentiated by the type of activities:

- The Ingeniero Juan Gonzalo Wharf and its surrounding area, mainly used for solid bulk traffic.
- The concession docks, mainly use for energy liquid bulk traffic.
- The South Wharf, used for container, passenger, Ro-Ro general freight traffic.
- The Monobuoy used for loading and unloading liquid bulk.

## NAVIGATABLE ZONES

As regards the waterways, special mention should be made of the entrance channel whose main features are set out in the following table:

Location	
Longitude (Greenwich)	6° 49' 32.8" W
Latitude	37° 8' 6.6" N
Tides	
Maximum tidal range	3,81
LLW with respect to port zero	0,07
HHW with respect to port zero	4,04
Prevailing winds	SW and NW
Entrances	
Entrance channel	
Width	200 - 300 m
Draught referred to LLW	13 m*
Bottom	Sand and sludge
Length	15,000 m

**Entrance mouth**

Orientation	339°
Width	300 m
Draught	13 m
Maximum current recorded	5 knots

**Breakwaters**

Juan Carlos I Breakwater	Length 13,000 m
--------------------------	-----------------

\* The draft draught is being updated with the bathymetries that are being carried out in the port..

**DOCKS AND TERMINALS**

The following table summarises the characteristics of the wharfs and terminals that Huelva Port Authority, as the supplier of port infrastructures, provides for maritime trade.

Docks, Piers and Mooring	Length (m)	Draught (m)	Width (m)	Usage
<b>Service</b>				
Ingeniero Juan Gonzalo Dock	942.00	13.00	230.00	General goods and bulk goods
Ciudad de Palos Dock	492.00	13.00	320.00	General goods and bulk goods
Levante Sur Dock	400.00	8.00	80.00	General goods and
cruise ships	90.00	8.00	80.00	Pasaje local y auxiliar
Levante Central Dock	90.00	8.00	80.00	Local and ancillary transit
Levante Norte Dock	710.00	8.00	80.00	Fishing and internal traffic
Petroleros T. Arenillas Dock	460.00	12.60	-	Bulk liquids (2 berths)

Docks, Piers and Mooring	Length (m)	Draught (m)	Width (m)	Usage
Minerals Dock	374.00	13.00	50.00	General goods and bulk goods
Southern Dock	750.00	13.00	300.00	Transit, general goods, ro-ro and containers
Tharsis Dock	280.00	-	-	Non-operational
Northern mooring buoys	200.00	7.00	-	-
Central mooring buoys	200.00	6.00	-	-
Southern mooring buoys	150.00	5.00	-	-
<b>TOTAL SERVICE</b>	<b>5,048.00</b>			

Docks, Piers and Mooring	Length (m)	Draught (m)	Width (m)	Usage
<b>Private</b>				
	<b>Maximum length permitted (m)</b>			
Nuevo Astillero de Huelva, S.A. Dock	337.00 (*)	-		Fittings, repairs, breaking
Riotinto Dock	390.00 (*)	-		Non-operational
Fertiberia, S.L. Pier (phosphorous)	180.00	8.10		Liquid bulks
Atlantic Copper, S.L.U. North Pier	140.00	6.50 (maximum ship draught regardless of tide)		Liquid bulks
Fertiberia, S.L. Pier (Fertilisers)	150.00	8.10		Liquid and solid bulks

Docks, Piers and Mooring	Length (m)	Draught (m)	Width (m)	Usage
Impala Terminal	550.00 (*)	14.00		Solid bulks
Levantino-Aragonesa de Tránsitos, S.A.	120.00	9.70		Liquid bulks
Atlantic Copper, S.L.U. Pier, TNP1	175.00	10.00 (M: 27.5 m)		Liquid bulks
Atlantic Copper, S.L.U. Pier, TNP2	160.00	8.00 (Displacement 20.000 Tm)		Liquid bulks
Saltés FPS Dock	200.00	5.50		Fittings, repairs, breaking
Reina Sofía E Pier, CEPSA	190.00	10.00		Liquid bulks
Reina Sofía C Pier, CEPSA	128.00	8.50		Liquid bulks
Reina Sofía W Pier, CEPSA	150.00	9.00		Liquid bulks
Reina Sofía 4º Pier, CEPSA Mooring	210.00	12.00 (Displacement in load 66,000 Tm)		Liquid bulks
Enagás, S.A. Pier	305.00	12,00 (LNG ships up to 180,000 m³)		Liquid bulks
Decal North Pier	210.00	11.50		Liquid bulks
Decal South Pier	210.00	12.50 (Displacement in load 66,000 Tm)		Liquid bulks
Decal-Gabarras Pier	82.00	9,00		Fuel supply
Huelva Royal Maritime Club	8.00	2.00		Miscellaneous
La Rábida Dock	20.00	2.00		Auxiliary (1 mooring)
Monobuoy	275.00	16.50		Liquid bulks

Docks, Piers and Mooring	Length (m)	Draught (m)	Width (m)	Usage
<b>TOTAL PRIVATE</b>	<b>4,190.00</b>			
<b>TOTAL</b>	<b>9,238.00</b>			

(\* ) The draught at any time shall be that of the minimum depth corresponding to the last bathymetric survey carried out and shall be consulted through the authorised agents.

(\*\* ) Total length of the dock.

### ACCESSES

The main road connections to the Port of Huelva are the A-49 motorway (Seville-Huelva-Portugal), the N-441 (from the north), H-31 (from the east) and H-30 (Huelva's eastern roundabout), which runs south as the N-442 to the Outer Port. The N-435 (from Badajoz and Zafra to Huelva) is also important for the Port of Huelva as it connects the port to Extremadura.

Huelva's outer port is connected along a branch railway line to the general network from its rail terminal on the South Wharf to the Huelva freight rail terminal, the rail logistics centre where goods are shipped, received and classified. The Port of Huelva is connected from Huelva Freight to the Huelva-Zafra and Huelva-Seville railway lines. Since December 2016, the Port has had a terminal at Majarabique which is a traffic distribution hub with the rest of the European and Spanish railway network.

## Infrastructures being built or in the pipeline and their purposes (I\_08)



During 2020, Huelva Port Authority invested **€41.2 million** to refurbish its infrastructures to meet the existing needs.

### COMPLETED ACTIONS

The following key actions were completed in 2020:

- New fish and seafood exporters' warehouses
- Access and road reorganisation to the Punta del Sebo future logistics zone (ZAL) (Phase I)
- Demolition of the former Shipyard premises
- Creating plant screens on the Ingeniero Juan Gonzalo, Ciudad de Palos and Minerales wharves.
- Restoring the Monument to the Faith of the Explorer

A brief description is included below:

### New fish and seafood exporters' warehouses

The building where the work is being carried out is on the Avenida de Enlace No. 44, on the corner with Calle Alonso de Ojeda, and on a plot of 15,117 m<sup>2</sup>. This building is part of the remodelling of a 65,000 m<sup>2</sup> space in the northern part of the Levante Wharf. On the one hand, this will help to readapt the old fisheries infrastructures on the Wharf, to resize them to current economic activity and, in turn, to open up the port area to the general public.

The building houses 41 modules for exporters, three empty premises and spaces for the agents operating in the zone, along with areas for the general public, with a bike lane connecting the venue to the city. In general, its ground floor is 6,485,96 m<sup>2</sup> used for logistics, a first floor measuring 3,208.18 m<sup>2</sup>, a second floor of 183.,62 m<sup>2</sup> and a third floor with a built surface area of 98.90 m<sup>2</sup>, with a terrace available for users.



New fish and seafood exporters' warehouses (plot prior to the work being carried out).



New fish and seafood exporters' warehouses (after the work was completed).

## Access and road reorganisation to the future logistics zone (ZAL) of Punta del Sebo Phase 1

The work consists of creating a new access route for heavy vehicles to the Punta del Sebo Industrial Estate from the H-30, which will allow the companies on the industrial estate and in the future logistics zone to be connected to the Outer Port and the Spanish General Highway Network.

The first phase has been completed. It covers the initial 600 metres, from Calle Sabina Negral to the connection with the continuation of Calle Calderón de la Barca, inclusive. It runs through land that is available and regarding which there are no records of any previous past activity.

This new road, which is a dual carriageway, with a 1-m wide divider running down the middle, allows better access and greater mobility through the industry and port area. There are 2.50 m wide parking spaces and 2-m wide pavements on both sides. Lighting, low and medium voltage power supply, sanitation, utilities, telecommunications, traffic lights and sprinkling were also completed.



Access and road reorganisation to the future Punta del Sebo logistics zone (ZAL). Action area prior to the works.

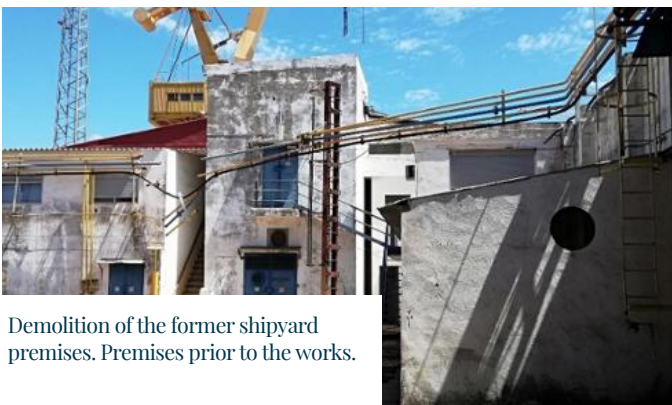


Access and road reorganisation to the future Punta del Sebo logistics zone (ZAL).

## Demolition of the former shipyard premises

After the termination of the contract for the current shipyard facilities at the Port of Huelva, further actions are envisaged for the zone and some of the premises located on the Avenida de Enlace needed to be demolished.

The aim of the action was to demolish the shipyard premises, including the dismantling of all the out-of-service facilities, along with a perimeter enclosure.



Demolition of the former shipyard premises. Premises prior to the works.



Demolition of the former shipyard premises (on completion of the works).

## Creating plant screens along the Ingeniero Juan Gonzalo, Ciudad de Palos and Minales wharves

The northern area of the Ingeniero Juan Gonzalo Wharf, along with the Ciudad de Palos and Minales wharves are used to stockpile bulk material. A plant screen has been built to reinforce the irrigation system already on the wharves, to thus minimise even further the impact of dust and power on the surrounding areas, in order to improve the zone's environmental conditions and prevent the spread of that material on windy days.

The action consisted of planting 1,700 large trees, setting up a sprinkling system, and relocating and protecting a series of services that will be affected by the screen.



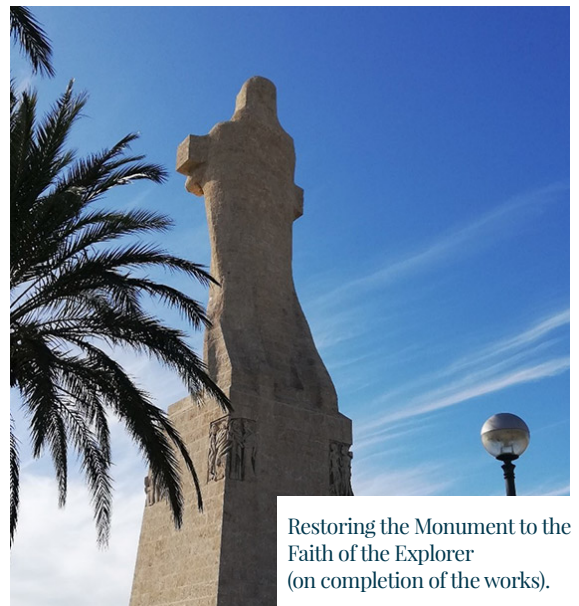
Setting up a plant screen  
(on completion of the works).

## Restoring the Monument to the Faith of the Explorer

The Monument to the Faith of the Explorer, located at the Punta del Sebo, is popularly known as the Monument to Columbus. It is a highly iconic monument in Huelva that is dedicated to the discovery of America.

In recent years, the monument has been damaged, mainly due to environmental and climate factors and the deterioration of its materials.

Most of the mountings have needed to be refurbished, several of the monument's lime blocks replaced and all its stone treated in order to guarantee an appropriate state of upkeep and maintenance of the monument.



Restoring the Monument to the  
Faith of the Explorer  
(on completion of the works).



## ACTIONS IN PROGRESS

Other projects which started in previous years and which are ongoing are:

- Collecting water on the Ingeniero Juan Gonzalo and Ciudad de Palos Wharves.
- Reorganising access on the South Wharf
- Upgrading and widening the access road to the South Wharf
- Refurbishing the Avenida Francisco Montenegro
- North Expansion of the South Wharf
- Installing a perimeter security system. 2<sup>nd</sup> phase

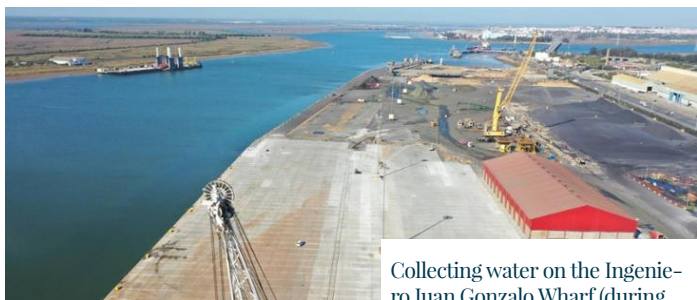
Those actions are outlined below:

### Collecting water on the Ingeniero Juan Gonzalo and Ciudad de Palos Wharves

The work consists of setting up a new rainwater drainage network on the wharves in order to prevent the rainwater flowing directly into the river estuary.

New manifolds with decanting stormwater drains, new surface paving to adapt it to the new slopes needed, and a large stormwater tank to regularise the water are being built.

In turn, new piping to supply raw water is also being installed to clean and flush the operations surface of the wharf and fibre optic and electricity piping will be restored.



Collecting water on the Ingeniero Juan Gonzalo Wharf (during the works).



Holding Tank (during the works).

### Reorganising access on the South Wharf

The works consisted of reorganising and developing a 50,197 m<sup>2</sup> port area, including the access road to the loading area and to the future terminal, along with the prior inspection controls at the restricted loading area of the Maritime Terminal.

The paving is designed with a road surface of hot bituminous concrete-type compounds, except for the inspection control area prior to the restricted loading area which has concrete paving. The development was completed with the infrastructures required for the planned use of this area: drainage, sanitation and supply facilities, lighting, communications and control. The project also includes enclosures, signage and beaconing, and defining the control areas (concourses, control equipment, ancillary buildings).



Reorganising the accesses (during the works).

### Upgrading and widening the access road to the South Wharf

The works consisted of upgrading the access road to the South Wharf between Km. 0+000 and Km. 3+640, along with the widening that same road from Km. 3+640 to Km. 7+380.

The first section only requires the road surface to be treated, except in those sections where the platform has been widened due to upgrading intersections. The second section requires the platform to be widened to a total width of 18 m so that there is room for 2 two-lane carriageways, with each having a central separation of 80 cm marked off by curbs and markers. The lanes will be 3.30 m to keep the speed low.

On the other hand, a series of underpasses is planned to solve the intersection crossing in order to ensure that the road does not have any gauge limitations, along with strengthening the underpass at Km. 4+328 for cranes and vehicles with special loads.

Finally, the power and telecommunications facilities have been connected and the lighting is provided by 12m-high columns with LED lights.



## Refurbishing the Avenida Francisco Montenegro

Avenida Francisco Montenegro is the main road that connects the city of Huelva and the inner port to the outer port. The avenue is nearly 5 km long and it is not currently suitable for pedestrians along its whole length.

The work consists of refurbishing and developing this Avenue and the edge of the frontages of the adjoining plots in order to bring it into the city and for it to no longer be an industrial avenue.

The refurbishing of Avenida Francisco Montenegro included the following actions:

- Making a new two-metre reservation to be landscaped so the avenue blends better into the setting.
- Removing the existing railway line (recovering and reusing the materials).
- Laying pavements with the same surface paving as that on the righthand side of the avenue.
- Concrete pavement milling and laying a new bearing layer with SMA 11, with low noise impact and proven durability.
- Repositioning the existing fibre cement pipes under the pavement to be demolished and rebuilt.
- Creating parking places wherever possible, particularly in the area around Huelva Yacht Club.
- Refurbishing the timber walkway along the right side of the avenue as per the existing APH study.
- Detailed study of the power lines to ensure they have the necessary power for the designed facilities, which will include lighting using the type of lamps recently installed in the area.
- Aesthetics and landscaping, creating gardening similar to the one to be found locally and "green screens" on the left side.
- Landscaping slopes and green areas and creating recreational spaces.



Refurbishing of Avenida Francisco Montenegro (during the works).

### North Expansion of the South Wharf

The works consists of expanding the current South Wharf of the Port of Huelva along 526 m. The type of structure will be a screen wharf with a main screen anchored to an anchoring screen on the base slab. Both screens will be sheet piles.

The work initially envisages two different draught areas, one 10m draught (southern half) and another with 6m draught (northern half). However, the wharf design allows its draught to be adapted to the future needs of Huelva Port Authority up to a maximum of a 17-metre draught.

The crest elevation of the wharf is +6.50 m (approximately, given that the surface has drainage slopes). The capping beam and the back guideway of the container cranes are made out of reinforced concrete and they function as the pier cap beams of the sheet piling. The back guideway of the gantry crane is also made out of reinforced concrete and is anchored to reinforced concrete pillars.

Furthermore, an area has been paved and is 40.75 m wide including the capping beam and the guideways using 0.28m thick HP-40 reinforced concrete on a forecourt that is 1.00 m thick. The finish is provisional with a 1.25 m thick layer of quarry run.



North expansion of the South Wharf (during the works).

### Installing a perimeter security system. 2<sup>nd</sup> phase

In 2016, Huelva Port Authority instigated a prior assessment of its protection and security needs, which led to the tendering of works for the "Installation of a Perimeter Security System for the Port of Huelva. Phase 1", which were implemented during the first half of 2017. They basically consisted of conveniently demarcating and protecting the perimeter and entrances of the Outer Port.

Phase 2 of the Perimeter Security Project was carried out in order to complete the installation and provide the perimeter demarcating the Outer Port Service Zone with a greater degree of protection. That involved installing a new fibre optic line, along with new protection and surveillance elements integrated with the existing ones.

Thus, the perimeter security of the port is approached from a converging, global and integral way; by fully integrating all the electronic and mechanical elements and systems, whose mission is to protect virtual, logical or physical perimeters to detect, stop and dissuade possible intrusion into their facilities.



Installation of 2<sup>nd</sup> Phase Perimeter Security System (during the works).

**With respect to the projects needed to implement some of the aforementioned investments, preparation work was completed in 2020:**

- Cold conduction network project
- New RO-RO ramp on the South Wharf project
- Partial demolition of the fish auction house and of the Exporters modules on the Levante Wharf project
- Construction project to allow 550m long trains to operate in the Majarabique complex
- Tharsis Wharf Refurbishment Project
- La Reina Wharf Refurbishment Project

**Other projects that began in 2020 and continue at different stages are as follows:**

- South Wharf Sanitation connection project
- New Fountain of the Nations Project
- Technological Innovation Hub Project
- Project to adapt the channel to new traffic
- Juan Carlos I mole safety facilities project

## Logistic and Industrial promotion initiatives (I\_09)

The mission and vision expressed in the Strategic Plan of the Port explicitly identify improving the connectivity and intermodality of the Port as a determining factor that has caused the Port to focus on its development, particularly regarding rail transport.

The strategic relevance of the intermodality at the Port of Huelva is currently based on four cornerstones:

- The Majorabique Intermodal Railway Platform, located in Seville and owned by the Huelva Port Authority.
- The Logistics Zone (ZAL), currently in the pipeline, and which will allow the convergence of different types of companies and activities that provide continuity, quality services, transformation and added value to the transport chains to be found in the port space.
- The Port's rail connectivity and infrastructure will ensure more sustainable and efficient access to the maritime transport. (See I\_22)
- The Port of Huelva Multimodal Platform, co-funded by the CEF (Connecting Europe Facility) Programme and located on the South Wharf at the Port with direct connection to the maritime container terminal. (See I\_22)

Huelva Port Authority considers the Majorabique Railway Terminal a project integrated with and a true "extension" of its maritime terminal. It is located to the north of Seville, in the Seville and La Rinconada municipal districts, next to the SE-20 and SE-40 ring roads and the northern access road to Seville. It is part of the Seville's railway hub with Madrid and Extremadura. There is thus a direct and efficient rail connection between the Port of Huelva hinterland in the Mediterranean and Atlantic corridors and with Extremadura.



Industrial and logistics promotion initiatives. Majorabique Railway Terminal.

It is a priority for the Port of Huelva to continue consolidating, strengthening and specialising that terminal, as its position makes the Port of Huelva an even more attractive option as the maritime route for rail container loads from the central axis (Cordoba, Linareas, Castilla La Mancha, Madrid and Zaragoza), to Atlantic ports (including Canary Islands, West Africa, Central and South America, and North-Western Europe), resulting in optimised times and costs in the complete logistics chain.

Special mention should be made of the Port Authority's investment effort in Majorabique and the Seville-Huelva rail section, which stands at €3 million in Majorabique and €11 million in the rail section, with new sidings being built to streamline the transport of the freight to its destination.

On 23 January 2017, the ADIF (Spanish railway infrastructure manager) and Huelva Port Authority signed the Lease for a Plot of Land on which to build a Rail Freight Loading and Unloading Port at the Majorbique Facility in Seville, with a surface area of 23,400 m<sup>2</sup>.

The contract to run the railway terminal was awarded to the successful bidder, Termisur Eurocarga, S.A., who started operations in July 2017. Since then and up to the present, the container rail traffic from Majorabique to the Port of Huelva is close to forty trains a month, with an average of twenty direct trains between Majorabique and the South Wharf of the Port of Huelva, along with the twenty trains a month that arrive directly from the Madrid hinterland.

According to the business plan of the companies involved, the traffic is expected to be consolidated this year, with thirty Majorabique-South Wharf direct trains a month. This would account for 75% of the Port of Huelva's container rail traffic and is therefore a decisive step in the consolidation of Majorabique as a key intermodal platform in the transporting of freight in south-west Europe.

Majorabique's strategic importance led to the Port of Huelva joining the Andalusian Logistics Network in November 2020. The Autonomous Government of Andalusia is interested in developing that Logistic area and its Cabinet approved and declared the project to be of general interest on 6 November 2018.

## Railway connections

Three times a week:

- Majorabique – Port of Huelva

RENFE Multiclientes. Three times a week. Majorabique connection with:

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

Once a week:

- Madrid – Majorabique – Port of Huelva



The Logistics Zone (ZAL), essential for the future development of the Port of Huelva and its whole catchment area has a surface area of approximately 60 ha, with expansion possibilities, and is located at Punta del Sebo, an industrial area with available land with services and good road and rail access.

The ZAL will be in a pivotal position between the Port of Huelva and the urban area, which will allow the convergence of different types of companies and activities to provide continuity, quality services, transformation and added value to the transport chains that converge in the port area, along with driving job creation, loyalty of the current traffic and promoting new future traffic.

This project is fundamental to generate added value in Huelva and to foster the development of the business fabric and the generation of stable employment, with a clean transformation industry.

Furthermore, as regards industrial promotion, different task forces were set up in 2020 with institutions such as AIQBE (Huelva Association of Chemical, Basic and Energy Industries), IDEA Agency and “Invest in Andalucía”, Professional Association of Industrial Engineers of Western Andalusia. The FOCOMAR project was completed in cooperation with the Huelva Chamber of Commerce, whose last activity was to hold a specific session on the Port of Huelva ZAL and which brought together different key stakeholders. The overall aim was to integrate the logistic and industrial projects of the Port Community's companies in the Port planning, along with promoting the land available in the Service Zone to attract new investments.

## Markets supplied

### Traffic evolution (I\_10)

The evolution over the last three years both in total tons moved at the Port of Huelva and the tons moved by generic freight groups and the percentage of each of those groups out of the total was as follows:

Traffic	20178	2019	2020
Tonnage moved	32,966,864	33,813,726	29,919,220
Increase	1.96%	2.58%	-11.52%
Liquid bulk cargo	25,119,931	26,675,733	23,486,206
Percentage of the total accounted for by solid bulk cargo	76.20%	78.88%	78.50%
Solid bulk cargo	6,662,399	5,755,664	4,886,834
Percentage of the total accounted for by solid bulk cargo	20.21%	17.02%	16.33%

Traffic	20178	2019	2020
General goods	984,754	1,145,359	1,299,903
General percentage of the total	2.99%	3.39%	4.34%
Other (fishing, provisions and internal traffic)	199,781	236,970	246,277
Percentage of the total accounted for by other items	0.61%	0.70%	0.82%

The Port of Huelva ended 2020 with total port traffic of 29.9 million tons, which was down 11.52% on the 2019 results.

Even though the liquid and solid bulk traffic are the traditional areas of specialisation of the Port of Huelva, its positioning is gradually nearer to that of a global port with greater participation of containerised general and RORO freight.

The ongoing diversification strategy is leading to growth in other port business segments, such as general freight, whether transported in containers or RORO, where significant growth was recovered in 2020.

2020 was chequered by the international crisis caused by the COVID-19 pandemic and its devastating impact on economic growth worldwide. Restrictions on people's mobility and the enforced stoppages of countless non-essential activities had a direct impact on freight traffic at the Port of Huelva. While there was a decrease in the traditional traffic, including solid and liquid bulk, at the Port of Huelva, general freight, RORO and container traffic increased during this crisis year. Supplying the Canary Islands using the regular lines drove that growth.

## Highlights of 2020

As regards the solid bulk traffic, a total of 4.8 million tons were shifted, which was down 15.10%. Tourism coming to a near total halt nationwide during most of the year due to the successive states of alarm decreed in the country had a very notable negative impact on internal consumption and consequently on cereal imports through the Huelva docks. Cereals and animal feed make up a significant part of the total solid bulk traffic in Huelva and 460,000 tons of those goods were lost in 2020.

As regards liquid bulk traffic, 23.4 million tons were shifted, which represented a more than significant drop of a total of 11.96% compared to 2019 volumes. Yet again, the COVID-19 health crisis, the drop in air traffic and in mobility of people impacted the volumes of that traffic and more specifically that generated by the oil refinery activity. La Rábida, the CEPSA refinery, which has different private facilities in the Port's service area, ended 2020 unloading 1.5 million tons fewer of oil through its crude monobouy, and the Reina Sofia petrol and diesel dock was down over 100,000 tons.

Liquid oils and greases also saw their tonnage drop 22.59%. It is hoped that a horizon of growth will open up as the result of the Ministry of Agriculture, Fisheries and Food authorising the import of those by-products not only through the PCF (Border Checkpoint) on the South Wharf, but also through the facilities where DECAL España holds a port concessionary in order to produce biofuels.

LNG that account for 10.7% of the total port traffic the previous year was also impacted this year. It posted a result of 3,236,806 tons, which was a drop of 11.24% and over 400,000 tons compared to 2019.

Despite the impact of the Covid-19 crisis on the cruise sector, the total LNG supply operations in Spain increased 3.7 times and the volume supplied by 1.5, which indicates a clear commitment to this energy source by maritime transport. The Port of Huelva performed 105 operations (104 TTS + 1 MTTS) to supply LNG as a maritime fuel, meaning a total of 21,642 m<sup>3</sup>.

As regards conventional bunkering, which had also seen advances in recent years, the evolution during 2020 was also negative, down up to 27.26%. This undoubtedly was partly down to the drop in number of vessels calling in at Huelva, 270 vessels fewer than in 2019. Balearia was the shipping lines that ran this type of operations. Specifically, the Marie Curie, Nápoles, Hypatia de Alejandría and Sicilia vessels had two departures a week instead of the scheduled three.

Finally, and on a positive note, results are starting to be seen from the Port of Huelva's diversification strategy. In 2020, container traffic accounted for a total of 83,802 TEU, which meant growth of 13.28%, and UTI RORO traffic posted significant expansion thanks to the consolidation of the Balearia services during the year. Along with the FRS services, this meant that both companies moved a total of 24,171 units. This was an increase of 14.29% on 2019. However, there was a slight drop (7.71%) in the number of passengers on the regular lines with the Canary Islands, which was also due to the restrictions on mobility imposed by the COVID-19 health crisis.

During 2020, the "TECO" Container rail traffic continued to grow along the established corridors of previous years with Seville and Madrid, along with new corridors with Elvas (Portugal) and Mérida. There was a total of 414 trains transporting a total of 20,441 TEUs, 24% of the total TEUs manipulated in the Port of Huelva in 2020 (83,806).

The Elvas train (Portugal) is managed by the logistics operator Transixet with cargo mainly for northern Europe and the Mérida train by the Maersk shipping company. The rail connection with Elvas meant 1,332 TEUs were transported in 2020 and 103 TEU with Mérida.

The hinterland or land catchment area by and from which the freight coming into and leaving from the Port of Huelva is distributed is mainly in the province of Huelva, followed by the provinces of Badajoz and Cáceres, along with Madrid, Zaragoza and Barcelona.



### Hinterland and foreland. Main origins and destinations of the freight (I\_11)

As regards the hinterland, it should be noted that it was larger than in 2019, as freight flows with new provinces had been established.



**2020  
import  
hinterland**

**2020  
export  
hinterland**



With respect to the foreland, or set of areas from where imports are attracted and exports are distributed from the Port of Huelva, particularly noteworthy is its expanse due to the different countries of origin of the goods needed for industry.

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

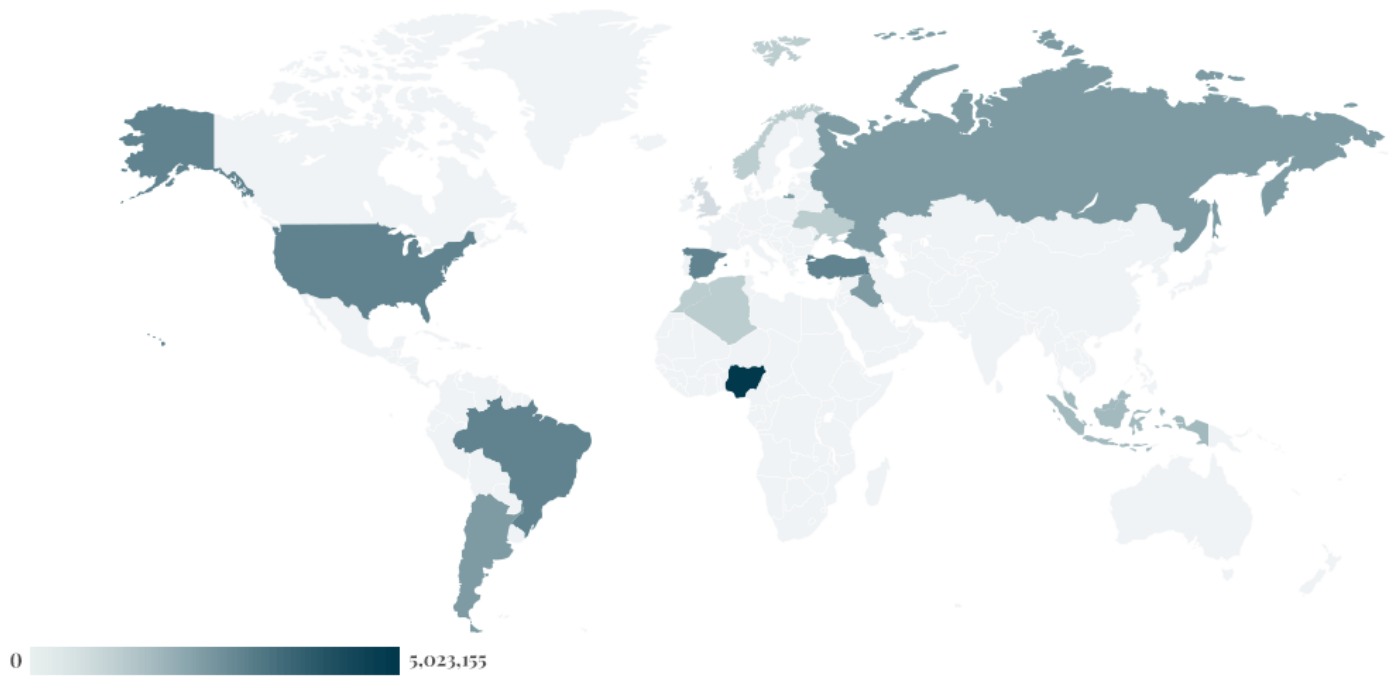
### Import foreland, 2020

Country	Mt
Nigeria	5,023,155
USA	2,652,875
Brazil	1,538,729
Turkey	1,481,595
Spain	1,113,998
Russia	759,181
Irak	571,303
Argentina	528,400
Indonesia	378,733
Malaysia	333,591
Chile	268,544
Norway	265,063
Algeria	223,792
Morocco	193,701
Ukraine	177,940

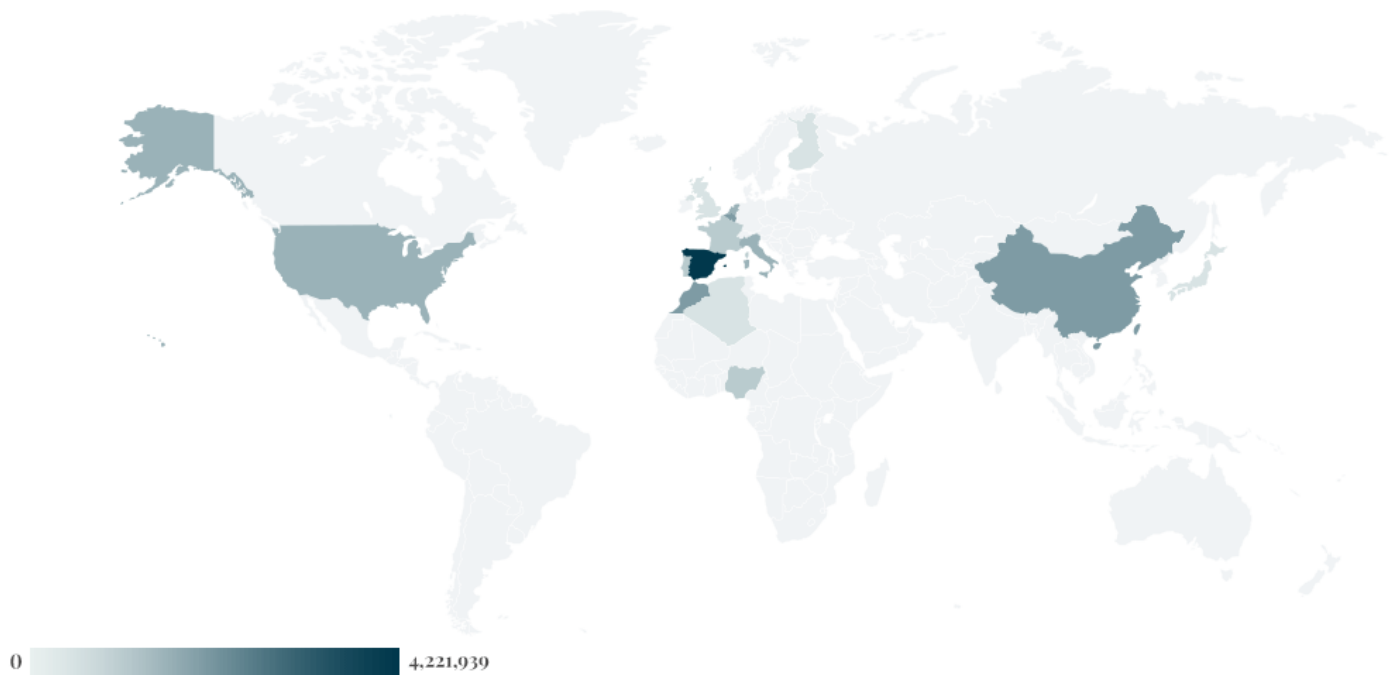
### Export foreland, 2020

Country	Mt
Spain	4,221,939
Belgium	806,555
China	767,926
Morocco	754,163
USA	567,836
Italy	528,065
Netherlands	521,097
Portugal	430,330
Nigeria	398,272
France	326,765
Gibraltar	305,642
United Kingdom	196,270
Finland	149,693
Japan	131,184
Algeria	128,574

### Import foreland, 2020



### Export foreland, 2020



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

€23,111,735, 46.85% of the total, out of the total of €45,284,604.59 invoiced in 2020 was to five main customers.

	Amount billed	% billed/total
Total billed	45,284,605	
Five main customers	21,213,940	46.85%

The five main customers were:

COMPANIES	Amount billed	% of total
Cía. Española de Petroleos S.A. CEPSA	9,018,991	19.92%
Ership S.A.U.	3,939,161	8.70%
Enagás Transporte S.A.U.	2,880,209	6.36%
Atlantic Copper S.L.U.	2,774,154	6.13%
Decal España, S.A.	2,601,424	5.74%

## Main sectors in the economic development underpinning the port's development (I\_13)

The main sectors where the companies of the Port Community operate are:

- **Industrial Sector:**

- Energy: Cepas refinery, the Enagás regasification and Ence biomass plants.
- Metallurgy: with the Atlantic Copper foundry.
- Chemical: with plants such as Cepsa Química, Fertiberia, Venator, Fertinagro, Electro Química Onubense, etc.
- Mining: Minerals, mainly copper and nickel, leave from the Ingeniero Juan Gonzalo Wharf, mainly to China.

- **Logistics Sector:**

- Hydrocarbons: Decal España, CLH, Repsol.
- Minerals: Impala Terminals.
- Regular shipping lines with the north of Europe and the Canary Islands: Containerships, FRS, Alisios Shipping, and Balearia&FredOlsen.

- **Fishing sector:** first trader and wholesale market fish auction.

- **Cruise tourism sector:** with several stopovers a year.

And additionally, the sectors related to the port and commercial operations and services, such as: container terminals, shipping companies, stowage services companies, customs agencies, shipping agents, forwarding agents, bunkering, provisioning, supplying, ship repairs, storage, etc.

## Services

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

*The services provided within the port activity are in accordance with the Consolidated Text of the Ports Act, in that they comply with the free and fair competition between operators established by that legislation. They are classified into:*



#### I) General services

General services are those which the port users can use without needing to request them, along with those necessary for compliance of the functions assigned to the Port Authorities. Huelva Port Authority provides the following general services:

- Managing, coordinating and controlling terrestrial and maritime port traffic.
- Coordinating and controlling the operations associated to the port and commercial services and other activities.
- The signalling, beaconing and other navigation aids that help the vessel to approach and access the port, along with its inner beaconing.
- The police service in communal areas, without prejudice to the jurisdictions of other authorities.
- Lighting in the communal areas.
- Standard cleaning service of the water and land communal areas. The cleaning of wharves and forecourts as the result of the operations to deposit and handle goods, or spillages and polluting marine discharges are not included in this service.
- The emergency response and prevention services, as established in civil protection legislation, in conjunction with the competent authorities in the field of civil protection, fire protection and firefighting, rescue and pollution prevention.



- The basic access to the railway infrastructure and the basic access envisaged in Article 46 of Railway Sector Act 38/2015, of 29 September, or minimum access package referred to in Annex II of DIRECTIVE 2012/34/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 November 2012 establishing a single European railway area.

In general, the Port Authority is tasked with providing the general services, without prejudice to its management being entrusted to third parties when that does not put safety at risk or implies exercising authority.

On 31 March 2015, a four-year service contract was signed between Huelva Port Authority and the Spanish Maritime Safety Agency to provide the general service of managing, coordinating and controlling port maritime traffic. That contract, pursuant to the Partnership Framework Agreement between the Spanish Maritime Safety Agency and the Puertos del Estado Public Body, signed in March 2014, regulates the relevant levels of service. In 2020, the extension of that agreement was signed and will continue in force for a further year until April 2021.

## II) Port Services

Port services are those that are necessary to run the ports in order to be able to carry out the operations associated to maritime traffic, safely, efficiency, consistency, continuity and non-discrimination, and which are provided in the territorial sphere of the Port Authorities.

These activities, which are increasingly more diversified and complex, must be provided by private companies on a free competition basis, with the legally-established exceptions, while guaranteeing, in any event, compliance by the applicant of the conditions and requirements envisaged by that Law.

The provision of the port services will require the relevant licence to be obtained from the Port Authority, which will only be granted after approval of the relevant Regulatory Specifications and Specific Requirements of the service in question.

In that regard, port services are the nautical-technical services (pilotage, port towage and berthing & unberthing), passenger services, vessel waste collection services and cargo handling services.

However, EU Regulation 2017/352 of the European Parliament and of the Council was approved on 15 February 2017 and established a new common legislative framework for the provision of port services and common rules on the financial transparency of European ports and included bunkering as a port service. Even though any EU Regulation is a legal act as defined by Article 288 of the Treaty on the Functioning of the European Union that is generally applicable and is binding in its entirety and directly applicable in all EU countries, Puertos del Estado is working on a legal provision to transpose that Regulation into the Spanish legal system. The procedure envisaged in the legislation will then have to be established to grant the relevant service licences and including the approval of the Specific Specifications.

Until that has occurred, pursuant to current legislation, the situation of the Port Services at the Port of Huelva is as follows:

## TECHNICAL-NAUTICAL SERVICES

### PILOTAGE SERVICE

The tender specifications to award the licence to provide the pilotage port service at the Port of Huelva were approved by the Board of Directors at its meeting on 26 June 2013.

At its meeting on 11 December 2013, Huelva Port Authority's Board of Directors awarded a licence to provide the Pilotage Port Service at the Port of Huelva to the Corporación de Prácticos del Puerto y Ría de Huelva, S.L.P., for a ten (10) year period, subject to the conditions and requirements established in the Specific Specifications of the Pilotage Port Service at the Port of Huelva and in the tendering specifications.

### BERTHING AND UNBERTHING SERVICE

Huelva Port Authority is current drafting the new specifications to regulate the service, in accordance with the model sent by OPPE, which includes what is established in Regulation of the European Union (EU) 2017/352 of the European Parliament and of the Council.

However, until the regulatory specifications are approved, the Board of Directors of the Huelva Port Authority, during its meeting on 25 June 2020, extended the expired berthing port service licence for a year and in any event until the specifications are approved.

### TOWAGE SERVICE

Huelva Port Authority is current drafting the new specifications to regulate the service, in accordance with the model sent by OPPE, which includes what is established in the Regulation of the European Union (EU) 2017/352 of the European Parliament and of the Council.

Therefore, until the regulatory specifications are approved, the Board of Directors of the Huelva Port Authority, during its meeting on 12 November 2020, extended the expired towage port service licence for a year and in any event until the specifications are approved. The smaller tug licence was also extended in the meeting on 20 February 2020.

### VESSEL WASTE COLLECTION SERVICE

After the Port Services Committee had its say and the hearing had been completed, Huelva Port Authority sent the draft Specifications together with the full proceedings to OPPE on 25 August 2020, in order for the latter to issue a binding report prior to its approval.

While the report from the OPPE remains pending, the Board of Directors of this Port Authority, during its meetings on 25 June 2020 and 21 November 2020, extended the licences for the collection of waste in the MARPOL V (solid waste) and MARPOL I (oily liquids) annexes, respectively, as the licences had expired, for a year and in any event until the specifications are approved.

## PASSENGER SERVICE

Once model has been received from the OPPE, work will still need to begin on drafting the specifications regulating the service in order to include what is established in the Regulation of the European Union (EU) 2017/352 of the European Parliament and of the Council.



Photo taken in January 2020, before the State of Alarm was declared.

## FREIGHT HANDLING SERVICE

Drafting and approving the relevant regulatory specification is pending the OPPE producing the draft framework document incorporating what is established in EU Regulation 2017/352 of the European Parliament and Council.

## III) Commercial Services

These services are commercial activities that, while not classified as port services, are linked to the port activity. Pursuant to the applicable legislation, this type of services is provided following a competitive call and duly authorised by the Port Authority and complying with the relevant specific terms and concessions.

Numerous activities are carried out to provide this type of service at the Port of Huelva.

In 2019, the Board of Directors of Huelva Port Authority agreed to the provisional authorisation of a ITSAS GAS BUNKER SUPPLY, S.L., to provide the bulk liquefied natural gas supply commercial services to vessels in the Zone II anchorage by bunkering barge at the Port of Huelva, until Huelva Port Authority approves the specific provisions of that service. Subsequently, authorisation was given to expand the service to supply LNG, using the same "OIZMENDI" bunkering barge, to the public wharves of the Huelva Outer Port.



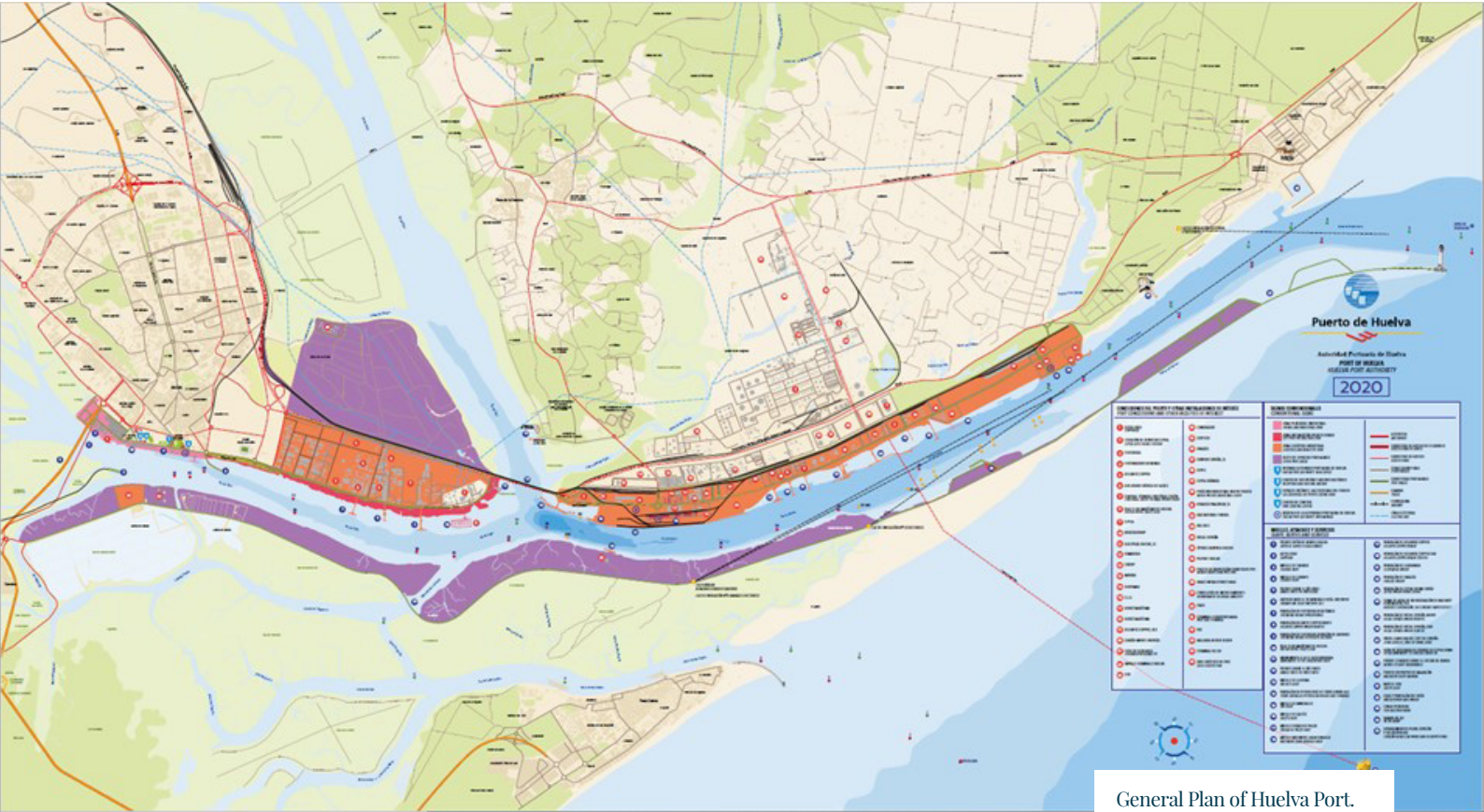
Similarly, the aforementioned Board provisionally authorised ESK, S.A. to provide the commercial service of supplying Liquefied Natural Gas to vessels by means of shore mobile services, pursuant to the Specifications regulating the LNG supply to vessels by means of shore mobile services in the Port of Huelva Service Area.

#### **IV) Maritime signalling service**

This service is aimed at the installation, maintenance, control and inspection of active or passive radioelectric, electronic, acoustic or visual devices, aimed at improving safety of navigation and movements of vessel along the Spanish coast and, where applicable, to confirm the position of vessels en route.

The provision of this service by the Huelva Port Authority is reflected in the geographical zone allocated for those purposes<sup>2</sup>.

The beaconing areas of Water Zones I and II at the Port of Huelva can likewise be seen in the [following link](#).



2 See General Map of the Port of Huelva.

### Number of companies operating in the port pursuant to a concession, authorisation or licence (I\_15)

Concessionary holders or with authorisation for the private occupancy of the public domain linked to the movement of freight, passengers, fish, recreational sailing or shipbuilding and repairs

Type of occupancy	Number of companies
Concessions	112
Authorisations	19

### Port service suppliers operating at the port in 2020

Type of services	Number of companies
Freight Handling	7
Vessel Waste collection	2
Pilotage	1
Towage	3
Berthing	1

## Real land used for commercial purposes (I\_16)

Land area usable for concessions (m <sup>2</sup> )	5,246,599.70 m <sup>2</sup>
Land areas under concessions (m <sup>2</sup> )	3,437,560.45 m <sup>2</sup>
RATIO (%)	65.52 %

Out of the 17,161,871 m<sup>2</sup> of the total land surface of the Port of Huelva's service areas, 5,246,599.70 m<sup>2</sup>, approximately 31 %, are estimated to be fully usable for concessions. The rest of the land is subject to environmental and/or urban development limitations or is to be used for general services (communications, green spaces, etc.). In 2020, the surface area under concession was 3,846,610.53 m<sup>2</sup>, out of which 3,437,560.45 m<sup>2</sup> were terrestrial occupancy.

The surface area classified in the Special Layout Plan as for port-commercial use in any of its forms is 1,633,555 m<sup>2</sup>, even though, due to the extension of the Ingeniero Juan Gonzalo Wharf (both of the North and to the South) and of the South Wharf, the real surface area for port-commercial use is 1,918,113 m<sup>2</sup>, where existing occupancies cover an approximate surface area of 408,174.88 m<sup>2</sup>.



## Percentage of tons moved at authorised and concession maritime freight terminals (I\_17)

As regards the total freight traffic, they are for authorised or concession maritime freight terminals:

	2018	%	2019	%	2020	%
Tonnes moved	32,966,864	100.00%	33,813,726	100.00%	29,919,220	100.00%
Monobuoy-CEPSA	9,037,649	27.41%	9,700,564	28.69%	8,066,009	26.96%
DECAL	4,381,752	13.29%	4,438,099	13.12%	3,623,537	12.11%
Reina Sofia - CEPSA	3,901,827	11.84%	3,663,318	10.83%	3,551,866	11.87%
Enagás	3,162,051	9.59%	3,646,594	10.78%	3,236,807	10.82%
Impala Terminal	1,598,472	4.85%	1,196,332	3.54%	1,063,015	3.55%
Atlantic Cooper	826,648	2.51%	714,209	2.11%	785,717	2.63%
YILPORT (former CONCASA)	525,481	1.59%	547,389	1.62%	597,939	2.00%
Balearia	10,717	0.03%	302,189	0.89%	506,046	1.69%
Algeposa (former TMH)	387,962	1.18%	250,509	0.74%	117,065	0.39%
Levantino Aragonesas (Fertinagro Sur)	72,515	0.22%	88,149	0.26%	125,024	0.42%
Fertiberia fertilizers	91,402	0.28%	75,681	0.22%	74,096	0.25%
Fertiberia phosphoric	25,576	0.08%	36,600	0.11%	44,875	0.15%
Naviera Armas	103,083	0.31%	-	0.00%	-	-
Total Terminals	24,125,136	73.18%	24,659,634	77.92%	21,791,996	72.84%

## Quality of service

### **Information mechanisms implemented by the Port Authority to guarantee transparency in line with the terms and conditions for operators wishing to provide services at the Port or opt for a concession (I\_18)**

Any operator interested in setting up in the Port of Huelva Service Area is notified by our technical services that they must provide detailed information on each and every one of the terms and conditions required by the applicable legislation. Furthermore, appropriate information is provided through the Huelva Port Authority on the technical characteristics of the Port and its port facilities, rates and tariffs, etc., thus facilitating its dissemination and awareness of its activity.

In the case of public domain occupancies (administrative concession/authorisation), the terms and conditions are set out in the Specifications regulating each administrative title that follow the structure and conditions established in Order FOM 938/2008, of 27 March, approving the General Specifications to grant concessions in the State port public domain. Furthermore, those Specific Specifications are currently in line with Legislative Royal Decree 2/2011, of 5 September, approving the Consolidated Text of the State Ports and Merchant Navy Act.

As regards the provision of services, the aforementioned Act strictly regulates the different types of services to be provided by the Port Authorities, specifying the process to be followed to grant the relevant licence, along with the content of the relevant Specifications regulating the Service. In accordance with the current applicable legislation and which has been quoted above, the mechanisms used by Huelva Port Authority to authorise the provision of the relevant service, or the occupancy of the port public domain that those services require, fully guarantee the transparency of the appropriate knowledge of the terms and conditions to be met to operate at the Port.

### **Port Authority initiatives to improve the efficiency and quality of the service (I\_19)**

The Navigation and Port Board of the Huelva Port Authority met on 03 December 2020. During the meeting, the Port Authority Chair and the Harbourmaster reported on key matters in both spheres, including maritime safety or preventing and fighting against pollution as regarding the provision of port services, and both were satisfied with the quality of the services provided.

On the other hand, on 4 December 2020, the Port Services Committee met to discuss the price review for 2021 for the services covering pilotage, towage, vessel mooring and unmooring, and collection of waste from the vessels in the Port of Huelva. It was proposed to put to the Board of Directors that the price for all the services be frozen as they had not received any review proposal. This was ratified by the relevant agreements in the meeting held on 21 December 2020.



## Companies benefitting from subsidies to incentivise improvements to the quality of the service (I\_20)

### With respect to the quality subsidies

As regards to the referential values that act as the basis to apply the subsidies envisaged in Article 245 of RD 2/2011, Point 2 Section b), Atlantic Copper, DECAL España, ALGEOPOSA, CEPSA, Enagás, IMPALA TERMINALS AND BERGÉ Marítima S.L. were audited in 2020. The outcome was satisfactory and the system was found to have been implemented to a rather mature and efficient extent.

APH staff is always present at the Puertos del Estado Quality Referential Values audits.



### With respect to good environmental practices

During 2020, 5 agreements were in force regarding good environmental practices, specifically with Atlantic Copper, Decal España, CEPSA, Enagás and IMPALA TERMINALS. Those discounts are granted pursuant to Article 245.1 b) of the Legislative Royal Decree 2/2011, of 5 September, approving Consolidated Text of the Ports and Merchant Navy Act, which establishes that when the holder of a licence to provide the cargo handling port services or the holder of the concession or authorisation of a cargo handling terminal complies with the requirements cited in that article, the discounts to be applied will be 15% in general on the activity rate and 20% on the handling of liquid or solid bulk.

An essential requirement of those Agreements is for a specific audit to be conducted by an accredited entity to verify compliance of environmental requirements and degree of environmental performance of the company which is required to enter into or renew such agreements. Therefore, apart from the aforementioned entity, Huelva Port Authority technicians take part in the audits to ensure appropriate monitoring..

## Initiatives to receive or manage complaints or suggestions (I\_21)

Complaints and suggestions are received through the Registry and are channelled from the General Secretariat to the different Areas or Departments. They can also be submitted through a specific sector on the website and the Secretary of the Board then channels them to the correct register.

During 2020, 14 complaints and 3 suggestions were received through the General Register. All of them were answered, with actions being taken regarding 8 complaints as 6 did not come under the jurisdiction of the APH and only 1 of the 3 suggestions, as no action could be taken regarding the others.

Huelva Port Authority sets requirements and reviews the operators with discounts in accordance to the Quality Framework and their complaints and suggestions are recorded annually in the framework's compliance audit. In 2020, a Customer Satisfaction Study was conducted again and the plan is to repeat it every two years. The groups considered in the Study were as follows:

Universe 278	Sample 189	Types of clients	Description
8	7	Concessionaires users of port services	Concessionaries making use of pontoons, stevedoring, mooring or other port services
30	19	Consignees	Consignee companies, shipping companies and shipowners
	17	Captains	Captains of ships berthing at the Port of Huelva
170	99	Dealers	Concessionary companies (services, goods, fishmongers)
8	7	Stevedores	Companies providing stevedoring and unstowage services
23	15	Service providers	Companies providing services to ships (pilotage, tugboats, mooring, inspections, supplies, waste, etc.)
6	4	Customs agents	Providers of customs and freight forwarding services

Universe 278	Sample 189	Types of clients	Description
25	16	Institutions	Public administrations, institutions and bodies
8	5	Transport	Companies providing transport services

The questionnaires are personalised by segments as follows:

	Concessionaires users of port services	Consignees, freight forwarders, shipowners	Shipping companies	Shipmasters	Dealerships	Dealers + Merchandise	Fishmonger concessionaires	Stevedores	Service Providers	Custom agents	Institutions / Administrations	Transport
<b>General aspects</b>	X	X	X	X	X	X	X	X	X	X	X	X
<b>Pilotage service</b>	X	X	X	X								
<b>Towing service</b>	X	X	X	X								
Mooring service	X	X	X	X								
Ship service	X	X	X	X								
Loading-unloading service	X	X	X	X		X						X
Customs services	X	X	X	X		X				X		X
Other services	X	X	X			X		X	X	X		
Navigation and berthing	X	X	X	X					X		X	
Storage	X	X	X			X		X		X	X	

	Concessionaires users of port services	Consignees, freight forwarders, shipowners	Shipping companies	Shipmasters	Dealerships	Dealers + Merchandise	Fishmonger concessionaires	Stevedores	Service Providers	Custom agents	Institutions / Administrations	Transport
Transport offences	X	X	X		X	X	X	X			X	X
Investments	X	X	X		X	X	X	X	X		X	X
Other information	X	X	X	X	X	X	X	X	X	X	X	X

The results obtained were satisfactory, as all the overall scores were a B plus, ranging between 7.54 and 8.03, with the exception of two aspects:

- One higher: Friendliness of and treatment by the APH, scoring 8.49
- And one lower, the assessment of the total cost of the operation, which scored 6.83

All the segments scored higher than in the previous study:

- The following were up by more than one point:
  - Masters
  - Institutions
- The following were up more than half a point:
  - Concessionary holders with port services
  - Shipping agents and shipping companies
- Slightly up between 0.1 and 0.3:
  - Service companies
  - Concessionary holders
  - Stevedores

Transport and customs agents were assessed for the first time and scored between 7.75 and 8.

## Integration in the transport system. Sustainable mobility.

### Current road and railway access and measures envisaged to drive port-railway intermodality (I\_22)

The main road connections to the Port of Huelva are the A-49 motorway (Seville-Huelva-Portugal), the N-441 (from the north), H-31 (from the east) and H-30 (Huelva's eastern roundabout), which runs south as the N-442 to the Outer Port. Other important routes for the Port of Huelva are the N-435 (from Badajoz and Zafra to Huelva) connecting the port to Extremadura, which meets 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 through Mazagón), A-5000 (from Huelva to San Juan del Puerto), A-5025 (from A-494 to N-442 through La Rábida) and A-497 and A-492 which connect the port area, across the bridges over the River Odiel, with Punta Umbría and other urban centres along Huelva's western coast.

The most important measures planned for the Port of Huelva, regarding the external connections of the road network, are those that ensure a good level of service of the A-49 dual-carriageway, and the N-435 to Extremadura. Specifically, work is to continue to expand the capacity of the A-49 on the stretches with heaviest traffic and turn the N-435 into a dual-carriage way (the future A-83), beginning with the Trigueros and Beas relief roads, which are nearly completed.

The road system inside the Service Area is able to provide an excellent level of service. Its main thoroughfare consists of the Avenida de Hispanoamérica, Avenida Francisco Montenegro (Punta del Sebo road) and the Puento del Tinto, the bridge linking the inner Wharves and Outer Port. The Port of Huelva is connected to the Mainline Railway Network managed by ADIF, by means of the branch line to the general network. The Huelva Freight railway logistic terminal is nearby, from which goods able to be self-supplied are shipped, received and classified.

With respect to the inner connections of the road network, the measures of special interest among those planned: the widening of the N-442, particularly towards Street A of the Nuevo Port Industrial Estate and the new bridge over the River Tinto, connecting the A-494 at the Palos de la Frontera relief road to the H-30 (Huelva Eastern Roundabout).

The N-442 main road links Huelva and Mazagón and traffic is heavy, with a large number of heavy vehicles from the industrial estate where the CEPESA refinery and Enagás regassification plant are located, without forgetting the Port of Huelva Outer Wharf, where the South Wharf is located, used for general freight, and container traffic and for the current regular ferry line. It could also undergo major expansion and offer huge future opportunities for the Port of Huelva. Furthermore, this traffic is particularly intense in summer, as the road connects Huelva to the beaches of Mazagón and the surrounding areas.

Therefore, the whole road needs to be widened, which has been planned for over a decade, along with all the access points to the N-442 being restructured, by means of service roads, eliminating certain junctions or replacing them by interchanges (at different levels) and increasing capacity. Furthermore, a second bridge is to be built over the River Tinto to reduce traffic flow and guarantee exit routes in case of emergencies.



Public investment aimed at better rail and road connections to the centre of Spain, through Seville, are strategic for the Port of Huelva, as the V Centenario (A-49) dual-carriageway is currently congested.

The first phase of the road access and layout to the future Punta del Sebo ZA, in the Port of Huelva, which will be a new logistic hub to support the economic and logistics industry and sectors for Huelva province. The needs and expectations of all the province's stakeholders have been integrated, including the Port Community, Logistics and Transport Associations, Industrial Associations, Chamber of Commerce, IDEA Agency.

With respect to the rail connections, Huelva Port Authority has had an agreement in place with ADIF since 2011. This agreement regulates the rail infrastructure administrator functions of the port and establishes the way in which it connects to the mainline rail network. This is all pursuant to Railway Sector Act 38/2015 of 29 September repealing Act 39/2003.

Between 2017 and 2025, the Port of Huelva, as part of its Investment Plan to Improve Rail Accessibility, has had projects within located within the Service Area of the Port and in key locations outside that Service Area (€7.5 million). The first phase of the Majarabique Railway Terminal has been completed with a total budget coming to over €3.5 million.

Therefore, the Port of Huelva is well connected by land, and particularly by rail, with its hinterland. However, the focus still needs to be on driving projects to improve the capacity of those infrastructure for the new rail transport standards.

In the meantime, the main goal of the Port of Huelva Intermodal Platform project, co-financed by the Connecting Europe Facility (CEF) Programme, is to improve the transport logistic chains in south-western Europe, thanks to developing the intermodality and connectivity in the Port of Huelva, thus converting the Port of Huelva into a Global Gateway.

In 2020, Huelva Port Authority implemented the following actions as part of the project:

- Implementation of the work to reorganise and improve the access to the South Wharf.
- Implementation of the work to widen the last section of the access road to the South Wharf.
- Execution of the work for the Phase II perimeter enclosure, where fibre optic was installed and systems integrated in the Smart Port.
- Work began on II Management and Control systems for the Port of Huelva railway network.
- Different communication tasks were carried out, focused on producing press releases on the different progress in the implementation of the works, and with special emphasis on the Port of Huelva joining the European Atlantic Corridor from 2021 onwards.



The project's two main infrastructures are the 750-m dual-track railway terminal and the Sold Bulk Unloading Trench, measuring 40 m in length and which means bulk freight arriving by rail can be directly unloaded without needing to be transported by lorry. The trench consists of a road access route for 14-m long lorries, along with rail access designed in such a way to create a circuit where 750-m trains can manoeuvre, stop and unload the cargo without affecting the port's main track.

In 2020, work continued on the I-RAIL (Interoperability of the rail system with TAF TSI in TEN-T Corridors), which includes the participation of the main stakeholders of the freight transport sector of Spain, Portugal and Italy, with the

support of the European Union Agency for Railways and the Spanish Rail Safety Agency. The project seeks to improve interoperability in the exchange of information in the European rail freight services by means of digitalisation and the use of the TAF and TSI technical standards (defined in the Interoperability Directive 797/EC/2016) and to make freight transport by rail more competitive, both in terms of cost and time. During 2020, Huelva Port Authority completed the appraisal of the requirements to proceed to develop and implement a technology solution that will allow the Port of Huelva at the cutting-edge of rail connectivity.

During 2020, the Port of Huelva continued to take part ECO-GATE ("European Corridors for Natural Gas Transport Efficiency") project. It seeks to study improving the efficiency of the natural gas and conventional vehicle market, and its connection with the European corridors, by means of developing new technologies and innovative solutions for the logistic supply services, clean fuels, refilling infrastructures, vehicle and component manufacturers, and operational processes. The ECO-GATE project is made up of a consortium of 24 entities from four countries: Spain, France, Germany and Portugal. Nedgia is the project coordinator. The consortium members include natural gas operators, technology and service providers, end users and market & promotion experts. In 2020, the Port of Huelva completed a demand study, a cost-benefit analysis and a plan to construct a future gas fuelling station to be installed at the Port of Huelva.

Work also began at the end of 2018 on the LNGHVE2 Logistics Solutions project. Its aim is to give Spain the opportunity to offer a comprehensive solution for the new requirements of the maritime and rail sectors. The activities to be implemented include adapting the LNG regasification plant at the Port of Huelva, so that it can offer bunkering and small scale services; the construction of an LNG bunkering barge and the introduction of LNG as fuel in a maritime-rail green corridor between the Port of Huelva and the Majorabique dry port in Seville, by means of retrofitting a diesel engine to LNG and the construction of a gas fuelling station at the Majorabique rail terminal.

In the framework of the project, Huelva Port Authority is the driving force behind the setting up of an integral logistic green corridor between the two intermodal platforms managed by Huelva Port Authority, which are the South Wharf at the Port of Huelva (port of the TEN-T basic network) and the Majorabique Intermodal Rail Platform in the province of Seville (strategic point within the Mediterranean Corridor of the TEN-T Network), using LNG as fuel for rail traction. This action will make the Huelva-Seville Corridor more competitive, which will become part of the Atlantic Corridor in 2021, both in terms of costs and of environmental savings and, consequently, increase the modal transfer from road to rail. The APH will work closely with ENAGAS, RENFE and ADIF in this action. During 2020, a feasibility assessment was produced for the different options to retrofit the locomotive and the first steps were taken regarding the engineering involved, as a step prior to converting the locomotive's engine to LNG and to installing LNG tanks, along with the locomotive integration, accreditation and training processes.

Furthermore, in 2020, Huelva Port Authority was awarded another CEF project, specifically the EALING (European flagship Action for coLd ironING in ports) project. Its aim is to speed up the development of infrastructures so that the vessels moored in the Port can be supplied with electricity during their stopovers, with the ensuing energy-efficiency and environmental benefits.



The Global EALING Project brings together 17 European ports to address the main challenges set by the European Union in areas such as climate change. The project's main objectives include complying with Directive 2014/94/EU, which includes that inland electricity supply shall be installed as a priority in the ports of the Trans-European Transport Network, which includes the Port of Huelva. Those infrastructures must be available by 31 December 2025 at the latest and are a cornerstone in compliance of the European strategy to turn ports into emission-free areas by 2030.

In the specific case of the Port of Huelva, the aim of the project is to conduct all the necessary engineering work and studies that will allow the future construction of the port infrastructures known as OPS (Onshore Power Supply) or Cold Ironing. Thus, once the current project is completed, it can be implemented prior to the end of 2025.

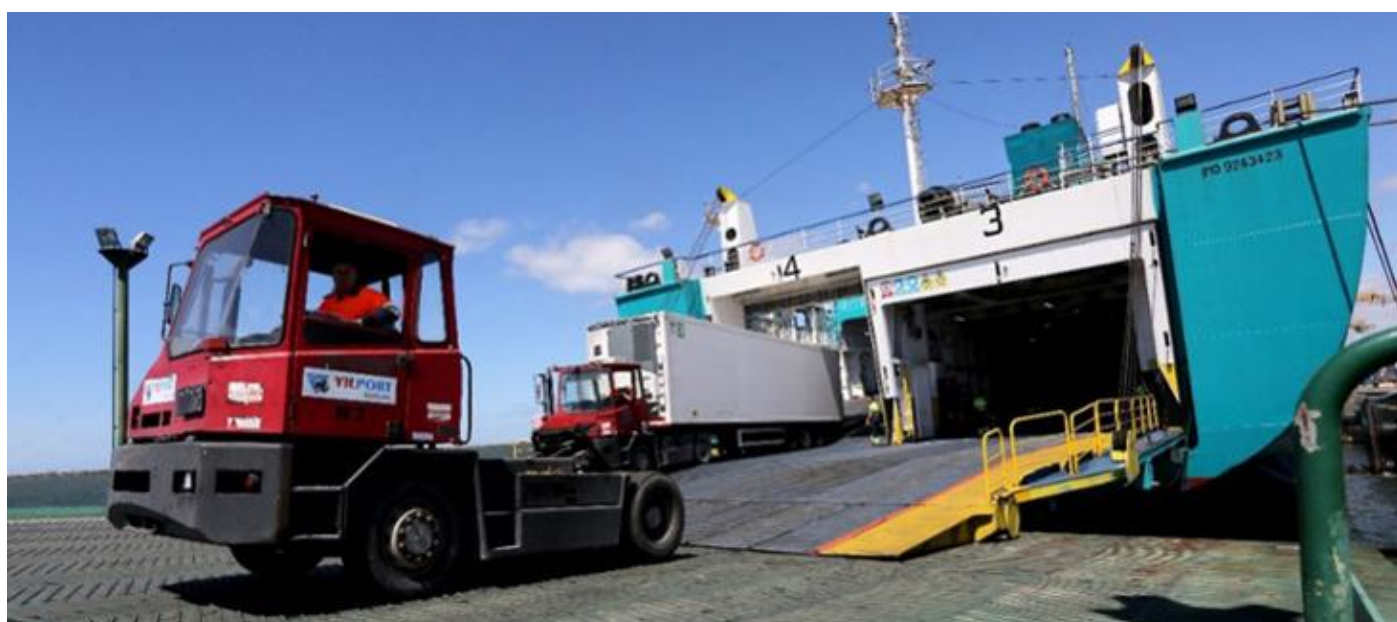
In turn, the project seeks to achieve a legal and technical harmonisation Europewide to allow the standardisation of the processes to supply electricity to vessels. In turn, it will cut the energy costs of the vessels that operate in the Port of Huelva and thus make them more competitive.

### **Boosting the traffic handled by means roll-on/roll-off (I\_23)**

The first roll-on/roll-off cargo milestone was in 2011 with the introduction of a Naviera Armas Ro-Pax ferry with a regular weekly route between Huelva and the Canary Islands. This was possible thanks to the shipping line installing a floating Ro-Ro ramp.

In 2016, this type of traffic was boosted with the opening of the new South Wharf inspection facilities to streamline the veterinary and phytosanitary inspections of plant or animal products entering the European Union there.

In 2018, the Huelva Port Authority purchased the Ro-Ro ramp which allowed a new line to be established with the Canary Islands run by Balearia & FredOldsen that has a Ro-Pax ferry and a Ro-Ro ferry twice a week. This together with the existing service, now run by Naviera FRS, means a total of 3 per week.



## Evolution of the road and rail transport and Ro-Ro operations (I\_24)

The following table indicates the evolution over the last three years at the Port of Huelva of the percentage of freight entering and leaving the Port by rail, in relation to the traffic handled by road and rail, along with the evolution of the percentage of maritime freight entering and leaving the port by means of roll-on/roll-off operations, in relation to the total import-export maritime general freight. The evolution of the transport by pipeline is also shown, given its importance for the Port of Huelva.

	2018	2019	2020
Tonnes moved	32,996,864	33,813,726	29,919,220
Rail	432,067	199,208	265,718
Road	6,396,135	6,569,496	5,873,953
Rail + road	6,828,201	6,768,704	6,139,671
% Rail/rail + road	6.33%	2.94%	4.33%
Pipeline	21,335,397	23,342,568	20,599,199
General goods	984,754	1,145,359	1,299,903
Ro-Ro goods (no tares)	176,253	435,123	509,084
% Ro-Ro/General goods	17.90%	37.99%	39.16%

As regards rail traffic, the statistical summary of this type of transport in 2020 was:

		Totals	
		Goods	TN
<b>Incoming</b>	Net Tn	Oils	145,560.00
		General	115,450.62
			<b>261,010.62</b>

<b>Dispatched</b>	Net Tn	Oils	234,743.16
		Adblue	22,353.73
		Ammon	106,001.58
		Coal	-
		General	28,328.16
		Propane	45,902.97
			<b>437,329.60</b>

Number of Operations TEUS 2020		Number of Operations 2020	
Incoming	221	Incoming	907
Dispatched	193	Dispatched	1,017
General Total	414	General Total	1,924



## Institutional communication

### Stakeholders (I\_25)

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

#### Customers and Users of the Port

They are the stakeholders that contribute to the activity of the port in all its aspects: logistic, industrial, commercial and services. They are classified as:

- End customers
- Shipping agents
- Ship masters
- Concessionary holders
- Freight concessionary holders
- Fishery concessionary holders
- Stevedores
- Service providers
- Pilots
- Customs agents
- Institutions / Administrations
- HuelvaPort Association

#### Social sectors of influence

- University
- Public
- Neighbourhood associations
- School community
- Trade unions
- Business community
- The media
- Other segments (sport and cultural associations, professional associations, charity associations and non-governmental organisations, etc.)

### Communication with stakeholders (I\_26)

The APH Historical Archive, located in the Visitors and Documentation Centre of the Port Authority and hierarchically dependent on the General Secretariat, received a total of 3,440 queries in 2020, 1,590 of which were from researchers and 1,850 as APH internal queries.

In this regard, the impact of the Covid-19 health crisis meant that the number of queries to the archive made were down on other years. This was particularly due to the obstacles caused by the constraints on in-person visits which are often necessary for this type of queries, given the restrictions on access to the Port of Huelva facilities, including the Archive, as preventive measures in the health crisis.

The Communications and External Relations Department implemented external communication actions by means of disseminating press releases, organising public calls and participating in conferences and events, aimed at heightening the Port of Huelva's image.

During the year, a total of 170 press releases were published to disseminate the main actions and projects implemented by Huelva Port Authority in that period.

Progress was made in the social media strategy, by strengthening communication through the Huelva Port Authority Profiles – Facebook, Twitter, Instagram and LinkedIn – with the consolidation of the Twitter and Facebook institutional account of the APH Chair, profiles that have been consolidated since their launch in 2019.

Those channels are used to disseminate the news and contents fostering the creation of a community around the Port of Huelva, within the strategic line of the Port outreach to the City. In 2020, due to the pandemic and the nationwide State of Alarm, public interest communication through social media was strengthened given that the Port of Huelva is an essential critical infrastructure and communication flows with the general public were essential throughout the year.

This outreach strategy in such a difficult year where the public were more present than ever in the social media because of being locked down at home and of the measures restricting mobility, continues to perform really well, as it is the driving force of a local community of over 24,914 followers, which was up 38% on 2019. This means greater involvement and a feeling of proximity by our direct audiences.

As regards the themes disseminated by Huelva Port Authority's Communication Department, they focused in the early part of the year on information of public interest of the Port of Huelva's activity as an essential and critical infrastructure, and core to supplying the country. In tandem, information was also provided on the Port's main projects and investments with a total provision of €120 million for investment in infrastructures and improvement of the port facilities, along with areas related to the Port-City outreach, the inclusion of Huelva in the Atlantic Corridor, the expansion and improvement of the accesses to the South Wharf, the opening of the restored Monument to Columbus, the remodelling works the civic engagement of Avenida Francisco Montenegro, logistics and transport innovation projects, digital transformation strategy, development of the South Wharf Multimodal Platform and the Port-City Call, among others. Those themes were also disseminated in the Huelva Port Authority quarterly newsletter, which is distributed to all our stakeholders, through the specialist and general press, as well as our social media profiles.

As regards marketing and cooperation with the port community, the activities organised by HuelvaPort, the Association for the Commercial Promotion of the Port of Huelva and which has over 50 members, were also disseminated as they occurred. This activity has also been impacted by the world pandemic situation.

As regards the internal communication, great emphasis has been placed this year on maintaining workforce cohesion during the lockdown months when the majority of APH employees were remote working except in those case when working in-person was essential (port police, control centre, etc.). Immersed in the digital transformation process of the entity that had begun in 2019, by means of using efficient tools such as the Office 365 platform, email and telephone, collaborative remote working in real time, with a high level of security and productivity, was boosted.

In this context, internal communication tools were strengthened, by means of the new information technologies, with great involvement of the whole APH workforce in the smooth running of the Port, efficiently and effectively in each of the areas of responsibility.

The instruments implemented and already functioning have also been reinforced:

1. **Cascading communication**, by transferring and organising the APH information from Management and the Chairship to the different areas of responsibility, and from there to all work teams, in order for everyone to know the content of the information in a timely manner.
2. **Internal communication**.
3. **Inclusion of updated content on the website** from each of the APH areas of responsibility.
4. **Employee portal** as a management tool of the Port Authority's Human Resources Department and to help its workers from the point of view of Internal Communication.
5. **SharePoint of the Integrated Management System (IMS)** which apart from offering access to all the documents of the Systems has a news channel reporting on all aspects related to the IMS and an open form for APH employees to submit ideas and/or suggestions.
6. **Press summary** as a means of communication to keep the whole organisation up-to-date with the sector's latest news.
7. **Port Authority Publications**. The Port Authority publications (Statistical Report, Sustainability Report, The Port in Figures, Tide Tables, etc.) are in paper and digital format, are distributed among the workers and can be downloaded from the website, making them an important tool for information on the company.
8. **Quarterly Newsletter** distributed to all external and internal audiences of interest for the APH in order to disseminate its news.
9. **Social media assessment reports**. As a tool to measure the behaviour of the audience of the different social media and its interaction with the Port of Huelva news and latest development. Those statistics allow the interests and demands of the citizens to be identified, along with the content in which there is greater or less interest and the most shared formats.

## Main stakeholder concerns or preoccupations (I\_27)

Huelva Port Authority has a very useful social media tool to receive suggestions and complaints from the general public, which the Communication Department then forwards to the relevant areas of responsibility. This initiative is in addition to those already in place such as the website suggestion channel or the Huelva Port Authority Registry. That has meant that the citizen community being created around the Port perceives that its demands are being actively listened to, which is helping to consolidate the image of an approachable and receptive port.

A Customer Satisfaction Study was also conducted, whose aim was to discover the degree of satisfaction of the different types of customers of Huelva Port Authority, establish how their satisfaction has evolved and focus the improvement actions on the most important attributes to increase the satisfaction.

## Coordination and cooperation projects with other authorities (I\_28)

2020 was the year when the focus was on new partnership within the Port of Huelva's outreach to the city, by reinforcing Huelva Port Authority's institutional role in local society. This link can be seen from the new partnerships with citizen

entities and groups that have joined the existing network of good relations that APH has with the different state, regional, provincial and local administrations, which has led to their common projects and to the decisive support APH provides to other activities promoted by them.

Similarly, the links with our local business and social fabric has been strengthened by means of the 2020 Port-City Call and the different sponsorships as part of the Huelva Port Authority's CSR policy.

**With the Ibero-American Film Festival**



**With Huelva University**



By means of signing a student internship agreement.

**With the Autonomous Government of Andalusia**



With which the Port is working on different projects, including the agreement for the Port of Huelva to be part of the Andalusian Logistics Network.

**With Huelva Provincial Council**



At institutional meetings and different forums.

### With the Andalusian ports of general interest



Andalusia-Portugal business forum in January 2020, prior to the State of Alarm.

### Suncruise Málaga meeting



To promote cruise tourism at the Andalusian ports of general interest. Suncruise Málaga meeting in March 2020, prior to the State of Alarm.

### With Puertos del Estado (PdE)



Meeting of the Spanish Port System in Santander.

### With Puertos del Estado (PdE)



Meeting with PdE to agree the Company Plan 2021.

### Port-City Commission



With Huelva City Council, Palos de la Frontera local council, the Government Sub-delegation in Huelva, the Delegation of the Government of the Autonomous Government of Andalusia, among other entities represented on the Port-City Committee to assess the projects and the Port-City Call.

### Promotion of cultural events and technical seminars



At Las Cocheras del Puerto performance venue and at the Port's Visitors and Documentation Centre. Cepsa Sustainable Development Event at the Visitors and Documentation Centre in February 2020, prior to the State of Alarm.



## Business or technical associations to which Huelva Port Authority belongs (I\_29)

The importance of the Port of Huelva as the driver of the province's economy, its concern about the environmental management of the port activity and the importance of the Port-City programme has led to Huelva Port Authority joining different business or technical associations.

Provincially:

- **Huelva Business Federation**
- **Transport and Logistics Forum**
- **HuelvaPort**

Regionally:

- **Suncruise Andalucía.** This association works on developing cruise traffic at the ports of Andalusia.
- **Andalusia Logistics Network**, set up as an alternative for more sustainable and safer transport in our community.

Nationally:

- **Ports and Coasts Technical Association (ATPYC).** Scientific and technical association to drive technological progress in Ports and Coasts, by fostering a common culture among the professionals in both fields.
- **Spanish Association to Promote Shortsea Shipping Association** to develop competitive transport multimodal chains with significant participation from the maritime sector.
- **AEUTRANSMER-Spanish Association of Freight Transport Users.** Joined in 2019 as a partner port. This association is recognised by the Transport General Directorate of the Ministry of Development as a company representing Spain's most important shippers. In 2020, the association changed its name to ACE - Spanish Association of Shippers, a name that is more representative of the interests that it covers.

At the level of mainland Spain and Portugal:

- **Iberian Association for Gas-Powered Mobility (GASNAM)**, set up in 2013 to foster the use of natural gas for terrestrial and maritime mobility, in all sectors of the region's economic activity. In 2020, the APH joined the Management Board as it had been elected as a member of its Maritime Section. It also joined as a member the Maritime Section of the Management Board of the Balearia shipping company, a good client of the Port of Huelva.

Internationally:

- **PIANC.** Association, whose headquarters in Brussels, set up to promote internationally development in the design, construction, improvement, conservation and operating of maritime and inland waterways, ports and coastal areas. The ATPYC represents Spain.
- **IAPH. International Association of Ports and Harbors.** Association, whose headquarters are in Tokyo, to develop international frameworks for the common interests of the port industry.
- **ESPO.** Promotes the common interests of its members throughout Europe and working with the European stakeholders of the maritime and port sector.

- **MedCruise.** This association promotes cruise traffic in Mediterranean ports and neighbouring seas.
- **Cruise Lines International Association (CLIA).** The members of this association are cruise ship owners from around the world whose mission is to foster the cruise industry, strengthening its presence and meaning it can speak with one voice.

## Promotion of trade

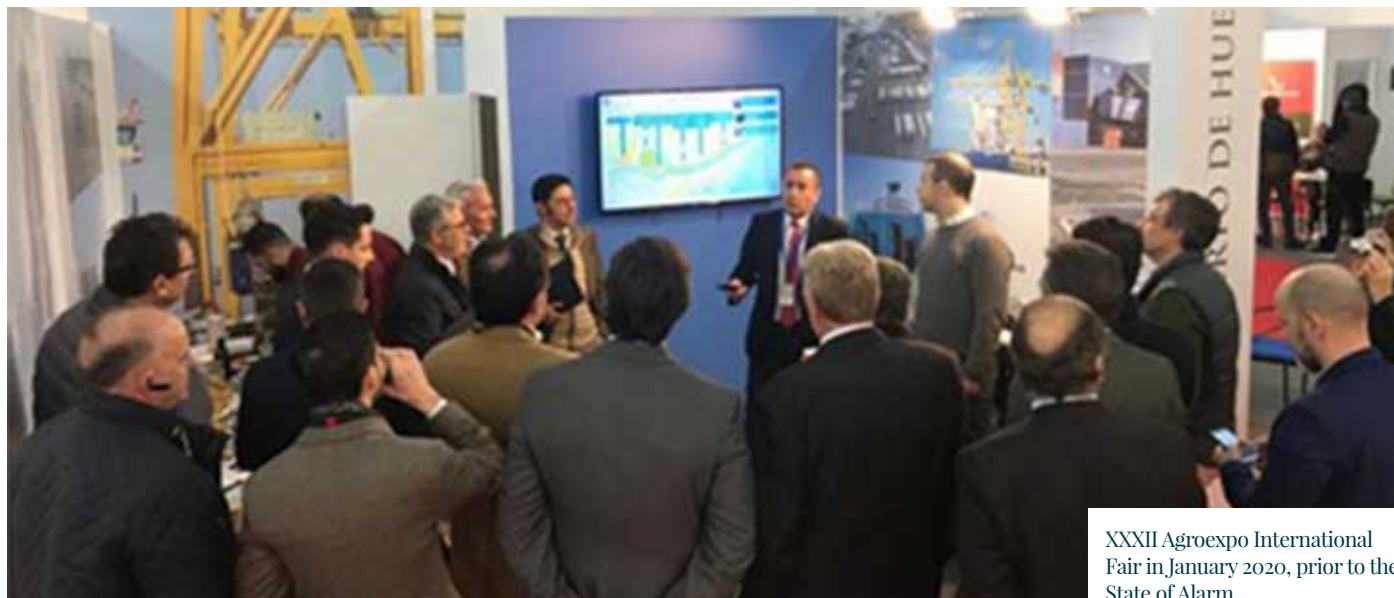
### Commercial trade initiatives in 2019 (I\_30)

The three main objectives for the sustainability of the Port of Huelva's global traffic are to:

- Maintain and consolidate the traditional liquid and solid bulk traffic.
- Attract new roll-on/roll-off (ro-ro/ro-pax) and container general freight, tourist cruise ships, supplies and mega-yacht tourism, etc.
- Develop the Logistic Activities Zone (SAL) and the Majorabique and South Wharf railway terminals.

This is all underpinned by a development strategy based on railway connectivity as an added value and differential element.

Attracting new activities that require a territorial base and generate import/export maritime traffic is common to all the aforementioned goals. Having Quasi Customs and Customs Services whose organisation, size and flexibility are in keeping with the evolution of the traffic and the needs of the market is essential to ensure those achievements.



From the point of view of commercial promotion and management, 2020 was seriously impacted by the Covid-19 pandemic as circumstances meant it was possible to attend in-person events and fairs, promotion symposiums and events, in-person meetings with several people. All commercial, promotion and management were conducted using the available tools such as telephone, email and video conferences, even though the effectiveness is not the same as in face-to-face meetings with clients and potential users of the Port. During the year, 170 commercial procedures including calls, video conferences, attending webinars, were conducted to ensure the visibility of the Port of Huelva abroad and contribute to its promotion despite the constraints on mobility.

The Commercial Plan operates as an integrated guide in the port Business Plan. From that perspective, different market surveys and assessments have been carried out in order to design a brand positioning, segment and select the possible new markets and customers, and define the commercial strategies and specific actions with which to achieve the targets envisaged and set in the plans.

On the other hand, and in terms of the customs and border inspection services, 4 sessions were held of the Customs and Border Inspection Forum in 2020. The Forum is made up of representatives from terminals, Agriculture & Fisheries, Animal Health, Exterior and Customs and it is where the matters and incidents of greatest concern for the port operations and the authorities in charge of inspections are discussed, in order to search for the best solutions through coordination and consensus between the institutions and companies that generate the activity and wealth around the port.

## HUELVA PORT

The Association for the Commercial Promotion of the Port of Huelva, HuelvaPort, founded in July 2015 and which had 51 partners in 2020, took part along with Huelva Port Authority in 54 commercial actions and events during the year, the majority of which were held virtually, due to the restrictions imposed by the COVID-19 pandemic.

During those virtual meetings, the HuelvaPort Technical Office and the APH Commercial Department continued to disseminate the evolutions and new projects underway at the Port of Huelva, along with its infrastructures and services, including regular shipping lines provided by the shipping companies operating container vessels to northern European and the Canary Islands, along with the passenger and RO-RO freight ferries to the islands, along with the supply of land, liquid and solid bulk traffic, the project cargo and the sustainable cold logistics hub.

As regards the participation of HuelvaPort and Huelva Port Authority at in-person events, special mention should be made of the attendance with own stand for the first time to the Agroexpo International Fair in Don Benito (Badajoz) in January, where a session was organised to present the Port to the Extremadura production fabric. Furthermore, they also attended the Fruit Logistics international fair in Berlin (Germany) to be in contact with shipping companies, freight forwarders, logistics companies and exporters/importers of the horticulture sector. In the field of efficient use of energy, HuelvaPort worked with Huelva Port Authority to organise a CEPSA/KLIMFORT session at the Port of Huelva on how to enhance companies' competitiveness by means of a sustainable strategy.

As regards the HuelvaPort organisational chart, special mention should be made of the election at the start of 2020 of the new Management Board, headed by Antonio Ponce as Chair of the Association for the Commercial Promotion of the Port of Huelva. Antonio Ponce had previously been the Chair of the Huelva Chamber of Commerce and of the Andalusian Chambers of Commerce Council, as well as having headed the Huelva Business Federation.

On the other hand, HuelvaPort offered its different members online training actions organised by the Huelva Chamber of Commerce as part of the FOCOMAR project, co-financed by the European Regional Development Fund (ERDF) by means of the Interreg V-A Spain - Portugal Programme (POCTEP) 2014-2020, in conjunction with Huelva Port Authority. The training plan involved four seminars held in November and December. The actions covered Service Suppliers and Auxiliary Companies of the Maritime Sector; International Freight Transport: Procurement, Documentation and Agents; Technical English Seminar: "Focus on the development of corporate competitiveness in maritime trade", and International Trade and Customs Management: 2021 Procedures and New Aspects.

As regards the Border Inspection and Customs Forum of the Port of Huelva, convened by HuelvaPort and Huelva Port Authority every three months, three online sessions were held this year between June and December, as the session planned for March was cancelled due to the COVID-19 protocol.

The ceremony for the Huelva Logistics Prizes was held for the first time in 2020. The awards went to four companies, which have developed innovative and improvement projects in logistics, along with contributing to modernising and streamlining their activities for the logistics sector in general, due to their contribution to the whole chain. The Business Innovation Prize went to a company that has modernised its operations thanks to an innovative project. Yilport Huelva, the company running the South Wharf terminal at the Port of Huelva, was awarded the prize for business innovation. The Sustainable Growth Initiative Prize, in recognition of a business growth and environmentally-friendly project was awarded to Transromán and Termisur Eurocargo. The Logistics Excellence Prize was awarded to E4efficiency, a spin-off of the Enagás S.A. group, for with southern refrigerated eco-logistics project. The project was entered in conjunction with Ariema, a technology spin-off of the National Institute of Aerospace Technology (INTA) and a benchmark in Spain in fuel batteries and hydrogen technologies, based in Madrid and Huelva.



I Logistics Prizes in February 2020, prior to the State of Alarm

At the end of 2020, the II HuelvaPort Logistics Prizes were convened and the award ceremony is scheduled for 2021.

### Passenger traffic: tourist cruise liners

Huelva Port Authority along with HuelvaPort continued with its commercial action plan for the cruise section in the new scenario as the result of the pandemic, with the aim of the Port of Huelva being included as a port of call and thus contributed to the city's tourist and economic development.

Given the new strategy adopted by the APH's Commercial Department, where due to the large increase in regular commercial shipping (mainly Ro-Ro and container general freight) on the South Wharf and therefore the mooring of cruise ships cannot be guaranteed there with the anticipation that Industry requires, the commercial actions have been aimed at attracting small cruise ships and mega-yachts whose fleet is compatible with the characteristics and conditions to use the Levant Wharf, particularly regarding draught and length (currently a maximum of 6m and 200m, respectively).

Furthermore, the project to remodel and fit out the wharf in question, which envisages a new cruise terminal and a marina with different leisure areas, has helped to foster the Levante Wharf as the main berthing for cruise ships and

mega-yachts, in order to attract and consolidate possible shipping lines/business and boost Huelva and its province as a tourist destination, thus achieving, greater Port-City integration that allows the cruise passenger to walk into the city.

This new approach that was already in place in 2019 and was widely welcomed by the shipping lines, were hindered in 2020 due to the world crisis caused by the Covid-19 pandemic, when the shipping companies stopped or restricted their routes. The number of vessels using Huelva as a port of call therefore dropped significantly. The Levante Wharf, which was scheduled to be used by 17 cruise ships in 2020, ended up with 2 vessels with a total of 934 passengers calling in. Saga Cruises and Croisi Europe were among the shipping lines using it as a port of call. Thanks to the latter and its vessel La Belle de Cadix, the Port of Huelva was the first Spanish port to welcome a cruise ship after the start of the pandemic.

As regards attendance at the sector's events, during 2020, the Port of Huelva and HuelvaPort were present at the FITUR tourism trade fair in Madrid and at the Clia Executive Partner Conference in London prior to the State of Alarm. Furthermore, in October, they also attended in person the CITCA SunCruise conference in Seville, which positioned the port as an Andalusian brand and a benchmark in southern Europe.



After the State of Alarm came into force, the commercial strategy shifted to virtual events, with a total of 26 webinars and online events, such as the Seatrade Cruise Virtual and meetings with representatives of cruise lines, including Seadream, Ritz Carton and Crystal Cruises, in which Huelva Provincial Tourism Board took part in conjunction with the Port of Huelva.

### Expenditure on the commercial promotion of the port (I\_31)

Commercial expenditure on Huelva Port 2020	286,009.89€
Operating expenditure on Huelva Port 2020	43,994,161.33€
Percentage in relation to operating expenditure	0.65%

## Institutional commitment

### Communication projects by Internet or other electronic means (I\_32)

The Port Authority, through its website, offers different services to companies of the sector, users or stakeholders. The services are grouped by the type of information to be accessed and, specifically, they can access:

- Organising stopovers (DUEWeb) and Notifying Hazardous Goods (IMOWeb), services accessible from the Portal Community System (PCS), which is set up to be a one-stop shop to manage port operations.
- Information on calls to tenders, where the bidders can download their documents and monitor the process or allow any person to access that information, through the Contractor Profile.
- Sundry general information: corporate, port plans, port services rates and tariffs, technical characteristics, tide tables, contracts of the Port Community companies, etc.
- Information on the concessions. With comprehensive information on location in the Port of Huelva, surface area, ownership, etc.
- Communication channel for suggestions and requesting general information on the Port of Huelva.
- Access to the entity's electronic office is facilitated to process online procedures.
- Members of the Board of Directors can also access online all the documents for the meetings of the Board and Governing Body of the Port Authority.
- To streamline the processing of invoices, Huelva Port Authority offers, in addition to the electronic office, a mailbox for sending invoices, from where they are directly processed in the internal electronic administration systems.
- An electronic notification service has been set up for users. Notifications will be sent through the `Notific@` service and which will be available in "My Files" in the electronic office.
- The remote signature service has been included, where users can sign the contract digitally and remotely using the existing electronic signature platform.

On the other hand, as part of the corporate communication policy, the Press Office disseminates on the website all the press releases related to projects, works and activities of the Port Authority in general, given that it is the most appropriate communication tool to share all the information relating to the APH. In fact, all the information appearing on social media, including Facebook, Twitter and LinkedIn, is linked to the website to access the corporate news item.



## Information on Cybersecurity

Huelva Port Authority has an operating continuity plan for information technologies that allows it to overcome possible attacks. It also has a best practices catalogue used to govern the functioning of the configurations and access procedures to the systems.

Furthermore, in 2020, Huelva Port Authority, apart from continuing the relevant maintenance of its different security and cybersecurity systems, implemented improvements to the On-Premise backup copy system, increased the scope of the password centralisation system to be able to serve the whole workforce of the organisation, and embarked to the formalities associated to putting the cybersecurity management and SOC services out to tender. The awards are expected to be announced during the first quarter of 2021.

The pandemic has generated extensive cybersecurity requirements, given that the step had to be taken to work remotely during the weekend that the State of Alarm was declared (14 March 2020). Having such an efficient network meant that was no delay and that everybody at the port was working remotely within 24 hours.

Given the new needs resulting from the pandemic, the cybersecurity management regulations were updated and tools installed to monitoring the equipment activity, for the purpose of guaranteeing the security of the equipment connected from outside the secure environment of the office, particularly when working remotely.

Quality in providing services based on Information and Communication Technologies.

Huelva Port Authority has implemented a User Attention Services system, which guarantees the operating of the IT and Communications services. This service is managed using a Ticketing system used to obtain indicators to measure the quality of the service.

In 2020, the APH continued to manage its quality control indicators in a centralised tool that allows their control and monitoring, based on the reports obtained from the management tools, which began in 2019, and new indicators were added.

On the other hand, and following an ITIL management model, the APH continued to use a system to monitor tasks in IT projects, which will provide information on their management and which will provide feedback on the project management in a continuous improvement process..

### **Smart Port**

In 2020, the APH prepared a call to tender (planned for the first quarter of 2021) for a data platform to allow their smart management. The main aim of the platform will be to integrate and process the data, guarantee the data capture from different sources (IoT, other applications, external sources, entry points, etc.) and the use of that information in the different APH internal processes, orchestrated through the BPM modules.

The aim of this platform is to be a Decision-Making Support System using real time data and which facilitates the work of the Port Authority staff and allows companies to access the status of their requests at any time. Furthermore, the platform will have an Open Data portal where new solutions can be integrated or new projects implemented.

The platform is scheduled to come into service at the end of 2021.

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

In 2020, the Innovation Management System for Huelva Port Authority continued to be implemented.

Work continued to carry out the comparative study of the best available techniques for treating dredging sediments.

The setting up of a technology innovation hub associated to implementing state-of-the-art technology tools in the port operating area has been addressed and is planned to be put out to tender in the first half of 2021.

The Port of Huelva Data Acquisition Platform has been put out to tender. It is a fundamental tool to develop innovation and which is an innovative product in itself as it the first PMS over IoT on the market. The contract is expected to be awarded in the first quarter of 2021.

Work continued on the 5G pilot scheme that Vodafone is implementing in the port, known as "Use of 5G technology for the smart management of freight at ports", with the 5G hub coming into service at its permanent location on the South Wharf.



### Social-cultural initiatives and foundations support by Huelva Port Authority (I\_34)

The 2012–2017 Port of Huelva Strategic Plan, with a view to 2022, envisages the need to define the corporate social responsibility policy, as one of the measures to achieve the goal of “achieving a positioned, valued and recognised image in the vicinity of the Port of Huelva” within the Strategic Line: Relationship with its Surroundings. This line currently needs to be strengthened by recovering the Port–City Agreements brand.

That call has instrumentalised the commitment in Huelva Port Authority’s Corporate Social Responsibility Plan to reflect the needs of its stakeholders in different areas of activity, which was approved by the Board of Directors in December 2013 and amended by the Board in its meeting on 21 April 2016.

During 2020, and as part of the "Port–City Call", the Committee duly set up for that purpose awarded grants to 76 educational, social, cultural and sport entities, with 97.4% of the applications being successful. Furthermore, the port authority also collaborated with a further 108 entities in Huelva and its surrounding areas by sponsoring sport, cultural and social events, as part of our Corporate and Social Responsibility policy.

### Projects aimed at improving the Port–City interface (I\_35)

The activity of the “Las Cocheras del Puerto” performance venue, which was opened, slowed down in 2020 due to the pandemic and restrictions arising from the State of Alarm. Despite the restrictions, different promoters organised a total of 63 institutional, technical, social and cultural actions and activities, with strict safety measures in place to avoid infections during the pandemic.

The support, organisation and preparing the events by the Port Authority resulted in overall spending of €72,019, which represented for 0.16% of the total costs and depreciation executed by the Port Authority in 2020.

As regards the works related to the strategic line regarding integration with the environment and specifically with the Port–City, actions were implemented this year including the restoration of historical features such as the Monument to Columbus or the implementation of an ideas contest to rebuild the Fountain of the Nations, a monument that no longer exists but which used to be on the port domain. On the other hand, work began on remodelling Avenida Francisco Montenegro, an iconic avenue for the city and the Seafood City continued to progress..



## Economic resources used on protection and security (I\_36)

Following on from the project begun in 2018 relating to protecting the Outer Port, headway was made in 2020 with the second phase of the perimeter security system in order to ensure the necessary standards of security and protection of the facilities. In particular, those required to comply with the implementation conditions indicated in the approval of the Port Protection Plan and contained in it as undertakings to be executed; according to the conclusions resulting from the protection assessment in the framework of the PBIP and the Critical Infrastructure legislation.

The following actions were implemented in this second phase of the projects started in 2018:

- Continuing with the high security fencing from the Petroleros pier to the Minerales Wharf.
- Fitting sensors on the remaining sections of standard fencing of the first phase of the project.
- Installing 75 dome cameras, 28 thermal cameras with video analytics and 2 dual technology cameras. In order to provide surveillance and intruder alarm for the whole perimeter along with installing sensors on the fencing.
- Completing the laying of fibre optic.

This second phase will be completed in 2021.

The economic cost of this second phase is €2,671,617.00.

With regard to industrial security and response plans, it should be noted that a new Agreement was signed this year between Huelva City Council and the Port Authority for the City Council's Fire-Fighting and Rescue Service to be the Response and Intervention Group in the case of incidents, emergencies or contingencies leading to the triggering of the Self-Protection, Internal Maritime or any other response plan that the APH may be required to implement in the future.

During the four years that the Agreement is in force, the APH will provide €240,000 a year from its budget to Huelva City Council.



## Economic resources used for environment aspects (I\_37)

The total economic resources (expenditure plus investments) used for environmental aspects were €8,714.47 thousand in 2020.

Environmental expenditure and investment 2020			
Expenditure		Investment	
Environmental expenditure in thousands of €	2,924.34	Environmental investment in thousands of €	5,790.13
Operating expenditure in thousands of €	43,994.16	Total investment in thousands of €	41,205.73
% of environmental expenditure	6.65%	% of environmental investment	14.05%

The main costs and investments were as follows:

Main environmental expenditure and investment 2020	
Water quality	Collecting water on the wharfs and improving the surface of the Ing. J. Gonzalo and C. de Palos wharves
Air quality	Plant screens on MIJG
Dredging	In-depth and 4b Complex Construction Environmental Impact Study
	Channel for New Traffic Environmental Impact Study
	Maintenance dredging
Waste	Road cleaning
	Building cleaning
	Other cleaning
	Wharf cleaning

MARPOL Levante waste withdrawal	Retirada residuos MARPOL Levante
	Vessel waste collection
Energy	Energy efficiency Plan
	Entrusted energy efficiency management
Dredging R&D	New techniques to manage dredged material
	AT Estudios for a pilot project for dumping at sea by means of an underwater dredging confinement technique
	AT Consultoría for LIFE call submission of the "Capping" dredging project
Maintenance Technical Assistance	Air Quality and Meteorological System Maintenance
Publications	Environmental leaflet
Landscape	Garden Maintenance
Management system	Contracting internal and external audits



# Economic Dimension

## Economic Policy

A core line of the economy policy has been financial self-sufficiency regarding investment in the construction of port infrastructures. Without resorting to indebtedness and with own resources, the port work deemed necessary given the demand or forecasts was executed efficiently.



The price cutting policy continued in order to boost our competitiveness and of our customers.

## Economic-Financial Situation

*In 2020, traffic dropped to a total of 29,919,220 tons, down 11.52% on 2019. That was reflected in a drop in the income from port tariffs, which shrank 7.31% compared to 2019. The tariff turnover stood at € 37.68 million compared to €40.65 million in 2019.*

The rest of the turnover, with €5.16 million invoiced, was made up of revenue from tariff services, which were up 15.16%, mainly due to the hike of the works management tariff, as the result in the increase of works implementation with respect to the previous year and use of dredging product enclosures by the concessionary holders.

67.95% of the net amount of the turnover was down to the usage rates and tariffs, where the situation of the traffic is more directly reflected and where apart from volume, other variables such as the nature of the freight, the form of presentation, the types of vessels and the stopovers or the wharves used are influential. The remaining 32.05%, which

is more fixed, are from the occupancy and activity rates related to the port public domain, even though the activity rate related to that occupancy in those concessions, such as the freight terminals, are also affected by the traffic. The user charges, more related to port traffic, dropped by 9.04%, down to €23.65 million compared to €25.99 million in 2019, but remaining at 9.74% over the forecasts for the year, which take into account the effect of the Covid-19 pandemic when the application of discounts and reduction coefficients were taken into consideration but which were not implemented due to the failure to approve the Budget Act.

The activity and occupancy charges related to the Port Public Domain totalled €13.72 million, 4.10% down on the €14.31 million invoiced in 2019. The figures were negatively impacted by the conditions established in Legislative Royal-Decree 26/2020, of 7 July, regarding economic recovery measures to deal with the impact of COVID-19 in the areas of transport and housing.

The Other Operating Income heading (€3.59 million) was up 32.35%. Special mention should be made of the increase in the invoicing due to failure to meet minimum traffic, with items for 2019 having been invoiced and the filling of different services, particularly the property tax (IBI) settled by Huelva City Council for assets of concessionary holders to which that amount was rebilled.

Apart from the aforementioned income, special mention should be made of the financial income which includes the income generated by cash positions, which were very low during 2020, regarding the available cash and the performance of previous years and, also included late, surcharge and deferrals interests, interest received from Puertos del Estado for T3 final rulings or loans to employees. With respect to the first heading, they have been negatively affected by the drop in interest rates with which the financial entities remunerate their liabilities, as the result of the European Central Bank's monetary policy to stimulate the economy by seeking to inject more liquidity into the financial system. If the return of inflation and commissions on available balances are added to the low interest rates, they will be a loss in purchasing power, which will be difficult to counter given the difficulties to assume risks facing the public administration in general and the Port Authority in particular.

As regards the operating costs generated, including depreciations, they came to €43.99 million, compared to the €42.46 million in 2019, which was up 3.63%, mainly due to the repairs and upkeep headings, which include the maintenance of the new works being accepted. Furthermore, some unforeseen circumstances have had to be included, particularly a railway accident that will be passed on and the customer insolvency provisions, which have been aggravated by the pandemic crisis.

With respect to the approved budget, the Staff Costs heading was cut by 2.20%, down to the failure to cover the places envisaged, and the Other Operating costs heading was down 14.17%, with that difference due to the non-execution of planned actions, such as upgrading the Tharsis Wharf.

It should be noted that the interport compensation fund contribution was €1,349,000.00, while the amount received was €268,000.00, resulting in a net contribution of €1,081,000.00, which appear under Operating Costs.

The pre-tax result stood at €6.57 million, compared to €10.80 in 2019. However, taking into account the Corporation Tax provision of €2.87 million in favour of the Port Authority, which has changed regime this year and which includes tax return credits for future years, the final profit for the year stood at €9.45 million, compared to €10.78 million the previous year.

The target annual profitability was 2.80%, rather higher than the 2.69% of the previous year, despite the drop in profits for the year, due to the exclusion of the income and costs distorting the result.

The cash ratios show that there is an excess capacity to meet the debts, in particular, the immediate cash ratio to cover the current liabilities was 7.22, when the recommendable would be to place it between 0.5 and 1, where the available cash levels would be sufficient to meet liabilities in the short-term, without exceeding more than what was necessary, to avoid idle resources. Such a high ratio is due to the available cash being placed in the short-term as there are no long-term financial products that meet the requirements of the Port Authority. Available or short-term positions accounted for €128.31 million of the €157.42 million cash at the end of 2020. During 2020, where the resources from the operations stood at €19.92 million and the investment was €41.20 million, the working capital fell by €14.41 million, remaining at a high level of €133.05 million.

The operating cost/income ratio was 85.71% in 2020, discounting the compensation fund and insolvencies. Taking into account the depreciation of the new investments made, this ratio will tend to increase in coming years. However, the EBITDA, which was down 11.61%, will remain at similar levels during the years included in the Business Plan, thus guaranteeing financial stability.

With that in mind, it should be noted that the Balance Sheet provides a very robust equity and financial image. The Fixed Assets were fully funded using Equity and there is no indebtedness either in the long or the short term that does not result from the normal operating of the Company. The company is meeting its payment commitments without problems, with the existing debts arising from the normal operating of the activity. In that regard, it should be noted that the Port Authority meets the average supplier payment period of 30 days established in the legislation to combat late payments.

### Return on assets (E\_01)

Pursuant to the definition in Article 157 of Legislative Royal Decree 2/2011, the return on assets, expressed as a percentage of the result for year compared to average total assets, was as follows:

	2018	2019	2020
<b>Result for the year, adjusted (€)</b>	12,651,917	11,191,475	11,366,519
<b>Total assets (as per Art.157 RDL 2/2011) (€)</b>	414,233,395	415,408,899	405,777,873
<b>RATIO (%)</b>	3.05%	2.69%	2.80%

## EBITDA Evolution (E\_02)

The evolution of the EBITDA expressed in euros, out of the total tons moved, of the EBITDA ratio compared to the tons moved and of the percentage variation of the EBITDA compared to the previous year was as follows:

	2018	2019	2020
<b>EBITDA (€)</b>	19,779,850	25,527,194	22,564,534
<b>% variation in EBITDA</b>	-21.40%	29.06%	-11.61%
<b>Tonnes moved</b>	32,996,864	33,813,726	29,919,220
<b>RATIO EBITDA/Tm</b>	0.60	0.75	0.75

## Debt servicing (E\_03)

The Fixed Assets were fully funded using Equity and there is no indebtedness either in the long or the short term that does not result from the normal operating of the Entity. All the possible default contingencies are duly covered. As regards the Liabilities, it only needs to be noted that the Company is meeting its payment commitments without problems, with the existing debts arising from the normal operating of the activity. In short, there is no indebtedness and debt servicing is zero.

	2018	2019	2020
<b>Repayments of debt</b>	0	0	0
<b>Interest on debt</b>	0	0	0
<b>Total</b>	0	0	0
<b>Cash flow (€)</b>	16,053,079	20,813,181	19,924,344
<b>RATIO (%)</b>	0.00%	0.00%	0.00%

## Inactive assets (E\_04)

Inactive assets, defined as land and natural assets showing no activity in the last three years that may be valued environmentally, socially or economically, were:



	2018	2019	2020
Unused land (m <sup>2</sup> )	42,403,104	42,403,104	42,403,104
Total assets (as per Art.157 RDL 2/2011) (€)	414,233,395	415,408,899	405,777,873
RATIO (%)	10.24%	10.21%	10.45%

### Evolution of the operating costs and income (E\_05)

The evolution of the operating costs with respect to operating income was:

	2018	2019	2020
Operating expenditure (€)	46,396,825	42,465,737	43,994,161
Operating income (€)	51,026,977	52,435,283	51,330,395
RATIO (%)	90.93%	80.99%	85.71%



## Level and structure of investment

### Evolution of the public investment (E\_06)

The evolution of the public investment by the Port Authority in recent years in relation to the cash flow was:

	2018	2019	2020
<b>Total public investment (€)</b>	19,240,327	20,457,632	41,205,728
<b>Cash-flow (€)</b>	16,053,079	20,813,181	19,924,344
<b>RATIO (%)</b>	119.85%	98.29%	206.81%



## Evolution of outside investment (E\_07)

The evolution of outside investment with respect to public investment by the Port Authority, in recent years, was:

	2018	2019	2020
Private investment (€)	15,285,000	18,365,000	27,452,000
Public investment (€)	19,240,327	20,457,632	41,205,728
RATIO (%)	79.44%	89.77%	66.62%

## Assessment of the renewal of assets (E\_08)

The evolution, in recent years, of the relation of the annual investment volume and the average net assets was:

	2018	2019	2020
Public investment (€)	19,240,327	20,457,632	41,205,728
Average net assets (€)	414,233,395	415,408,899	405,777,873
RATIO (%)	4.64%	4.92%	10.15%



## Business and Services

### Evolution of income by occupancy and activity rates (E\_09)

The evolution, in recent years, of the income by occupancy and activity rates, along with the percentage of each of them with respect to the net turnover was:

	2018	2019	2020
Revenue	45,291,597	45,129,705	42,837,290
Occupancy charge	9,113,524	9,317,085	9,228,256
RATIO (%)	20.12%	20.65%	21.54%
Activity charge	5,277,468	4,998,569	4,500,855
RATIO (%)	11.65%	11.08%	10.51%

### Evolution of the tonnes moved per commercial use square metre (E\_10)

In recent years, the evolution of tons moved per square meter of the land service area for commercial use was:

	2018	2019	2020
Tonnes moved	32,996,864	33,813,726	29,919,220
Commercial space m <sup>2</sup>	5,245,600	5,246,600	5,246,600
Mt/m <sup>2</sup>	6.28	6.44	5.70



## Evolution of the tonnes moved per linear metre of operational Wharf (E\_11)

The evolution in recent years of the tons moved per linear metre of operational Wharf was:

	2018	2019	2020
<b>Tonnes moved</b>	32,996,864	33,813,726	29,919,220
<b>Linear metres of active dock space</b>	7,745	7,413	7,413
<b>Tm/m</b>	4,260.41	4,561.41	4,036.05



It should be noted that an important part of the traffic of the Port of Huelva, nearly 26.96%, was through a mono-buoy (8,066,009 Tm of crude oil in 2020).

## Value generated and productivity

### Evolution of the net amount of the turnover per employee (E\_12)

In recent years, the evolution of the net amount of the turnover per employee (annual average workforce) was:

	2018	2019	2020
<b>Revenue (€)</b>	45,291,597	45,129,705	42,837,290
<b>Annual average workforce</b>	218	220	220
<b>Net revenue/employee</b>	207,759.62	205,135.02	194,714.95

## EBITDA evolution per employee (E\_13)

In the last three years, the evolution of the EBITDA per employee (annual average workforce) was:

	2018	2019	2020
EBITDA (€)	19,779,850	25,527,194	22,564,534
Annual average workforce	218	220	220
EBITDA/employee	90,733.26	116,032.70	102,566.06



## Socio-Economic impact

The socio-economic impact study is conducted every two years. The new study will be prepared using 2020 data in 2021.

# Social Dimension

## Human resources policy

Pursuant to Article 47.2 of LRDL 2/2011 enacting the Consolidated Text of the Ports and Merchant Navy Act, “The Port Authorities and Puertos del Estado shall adjust their human resources policy to the principles, criteria and provisions of the budgetary and economic policy of the Government regarding workers of the state public sector, together with the operating criteria and general objectives established in the Strategic Framework”.

Within that sphere, Huelva Port Authority’s human resources actions were executed in 2020 pursuant to an austerity policy regarding costs and social charges and to the application of the competency-based management system, by implementing the professional development, training and classification sub-systems contained therein.



Worker in port facilities.

## Employment at the port authority

### Total number of employees (S\_01)

#### Evolution in the total number of Port Authority employees

	2018	2019	2020
Annual average workforce	219	220	220

### Percentage of part-time employees against full-time employees (S\_02)

#### Evolution in the percentage of part-time Port Authority employees

	2018	2019	2020
Percentage of part-time employees	32.54%	33.36%	30.27%

### Distribution of workforce by areas of activity (S\_03)

#### Distribution of workforce by areas of activity in 2020

Activity	Percentage of annual average workforce
Office not covered by collective agreement	11.84%
Office covered by collective agreement	42.68%
Maintenance	7.32%
Port police	38.16%

### Percentage of employees covered by Collective Agreements (S\_04)

88.50% of the 217 workers employed as of 31 December 2020 came under the sphere of application of the collective agreement.



## Internal communication and participation

### Representation mechanisms of the workers and communication with management (S\_05)

Two representatives of the Trade Union Organisations, one for UGT and another for CC.OO, are on the Board of Directors of Huelva Port Authority.

In the year in question, elections were held for the legal representation of the workers of the Entity. The Works Council was set up with a total of nine number: five representing the CC.OO trade union, three representing the UGT trade union and one representing the C.T.P.A. union.

Along with the Works Council, a unit representation, the legal representation of the workers of the Entity is through the delegates of each of the Trade Union Sections (CC.OO, C.T.P.A and UGT).

The Works' Councils regularly meets with Management to discuss matters of interest. The committees required to ensure workers can participate in the life of the company have also been set up.

### Mechanisms for the technical participation of workers in improving the production processes (S\_06)

In general, they are joint committees, which discuss matters related to the production process, the organisation of the work, application of current legislation, prevention and safety, etc.

They are as follows:

- Local Skills Committee.
- Local Agreement Negotiating Committee.
- Health and Safety Committee.
- Equality Plan Negotiating Committee.
- Pension Plan Committee.
- Loan Committee.
- Tribunals for the external or internal covering of posts.

## Training

### Percentage of employees on training programmes (S\_07)

#### Percentage of employees on training programmes

As per bargaining agreement	85.20%
Not as per bargaining agreement	14.80%

## Average number of hours of training per employee (S\_08)

	Total Hours	N.º Employees	Average*
As per bargaining agreement	16,564	194	85.38
Not as per bargaining agreement	2,654	26	102.08

\*Average calculated out of the total number of employees covered and not covered by a bargaining agreement respectively.

## Number of training programmes underway in relation to the competency-based management system (S\_09)

As the result of the SAR-CoV-2 pandemic and the implementation of the measures needed to control its spreading, including those relating to social distancing, some of the training actions planned for the year in question in the reports were affected and could not be held as the required people could not be present in person. Consequently, there was a drop in the number of training programmes run, as well as in the number of students and training hours.

However, in accordance with the Multiannual Training Plan, approved by the Local Skills Committee on 12 February 2016, the following training programmes were conducted in relation to the competency-based management system:

### ANNUAL ENGLISH PROGRAMME ("LANGUAGE" SKILL)

A programme of activities aimed at improving "language" skills by means of official certification of certain levels, in accordance with the Common European Framework of Reference for Languages, was run for the fifth time in the third quarter of 2020.

The programme has been run annually and is aimed at anybody of Huelva Port Authority interested in improving their language level for the better performance of their professional activity, along with improving their personal profile. Therefore, Huelva Port Authority issued a call to tender for the language training contract, which resulted in a service contract being awarded to Kedaro International, the language specialist company. In that regard, Huelva Port Authority pays the language school the training cost of each participant in the scheme every month. The costs covered in that regard, in addition to the enrolment and relevant monthly payments, include those for the educational material needed for the training scheme, along with the costs of the tests needed for the official certification of the level in question.

Furthermore, and in order to facilitate the language training of the members of the workforce whose work time is subject to the shift system, a language training partnership agreement was signed with the Spanish National University of Distance Education (UNED).

The total number of people initially enrolled on the 2020-2021 language training programmes in each of its levels was 24, broken down as follows:

- English Level A1: 1
- English Level A2: 3
- English Level B1: 6
- English Level B2: 3
- English Level C1: 5
- English Level C2: 3
- French Level A1: 1
- Arab Level A1: 1
- Portuguese Level B1: 1

Out of the total of 54 people enrolled for the 2019–2020 academic year who continued between June and October 2020, they all achieved good enough grades to move up a level. Furthermore, the following official qualifications were obtained:

- Portuguese A2: 1
- English B1: 2
- English B2: 2
- English C1: 3
- French C1: 1

#### HEALTH AND SAFETY TRAINING PROGRAMME (“HEALTH AND SAFETY” SKILL)

The following Health and Safety training schemes were run in 2020:

#### Induction Training

Pursuant to Article 19 of the Health and Safety Act 31/1995, of 8 November, all the new workers joining the company receive sufficient and appropriate theoretical and practical induction training, at the time of being contracted.

Training in that regard was given to a total of fourteen people.

#### General aspects of the SARS-CoV-2

This training action was focused on establishing the general concepts, epidemiological characteristics and preventive actions, related to the infection by SARS-CoV-2 coronavirus and the ensuing illness, known as COVID-19.

The training was held online for one hundred and twelve participants.

## Other training courses

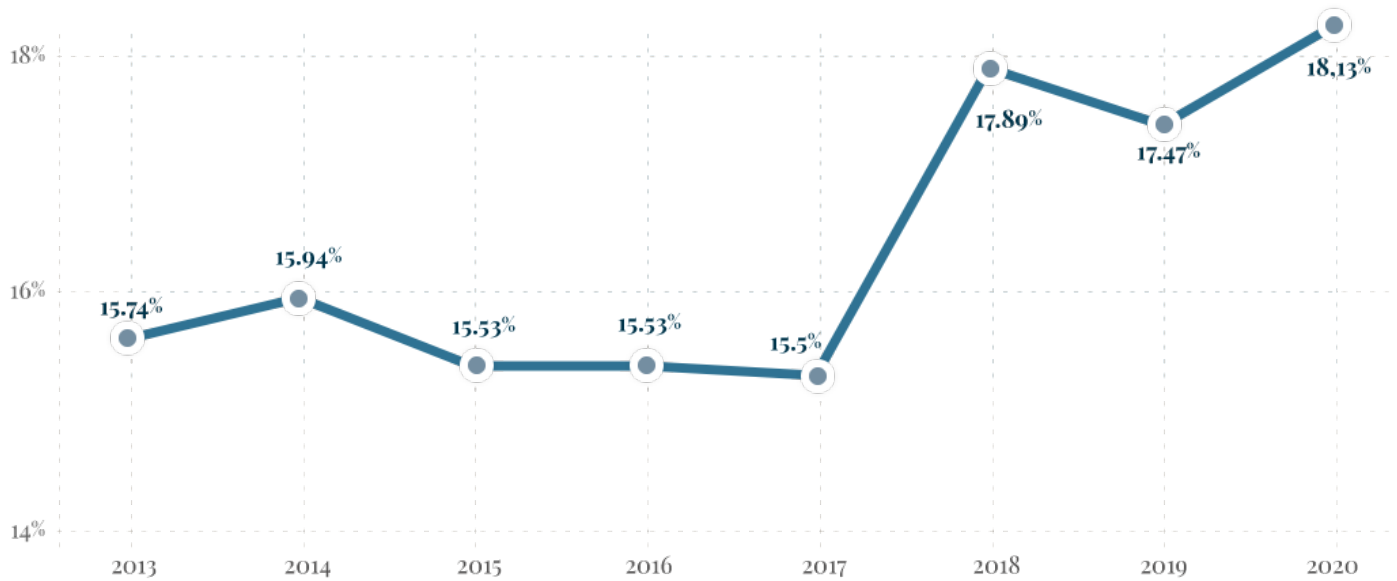
On the other hand, the following training actions were run apart from the competency-based management system in 2020:

	Participants	Hours
Management of freight land transport and logistics	1	375
Management Conversion Programme	2	1,074
Introduction to the Halal Concept	5	60
Port Services	1	25
BIM for facilities with AUTODESK REVITMEP	3	75
Public Sector Contracts	6	200
Master's Degree in Port Infrastructures	4	6,000
Employment Protocols practical cases 2	4	8
Employment Protocols practical cases 3	3	6
Expert in managing and negotiation energy contracts	1	180
ITIL 4 Fundamentals	6	120
Public Sector Contract Act	2	42
Railway Circulation Manager	15	2,040
Maritime Engineering	1	110.5
Master's Degree in Civil Engineering	1	750
Advanced training in electronic tendering	2	10
Building maintenance	1	110
Digital Transformation Executive programme	1	128

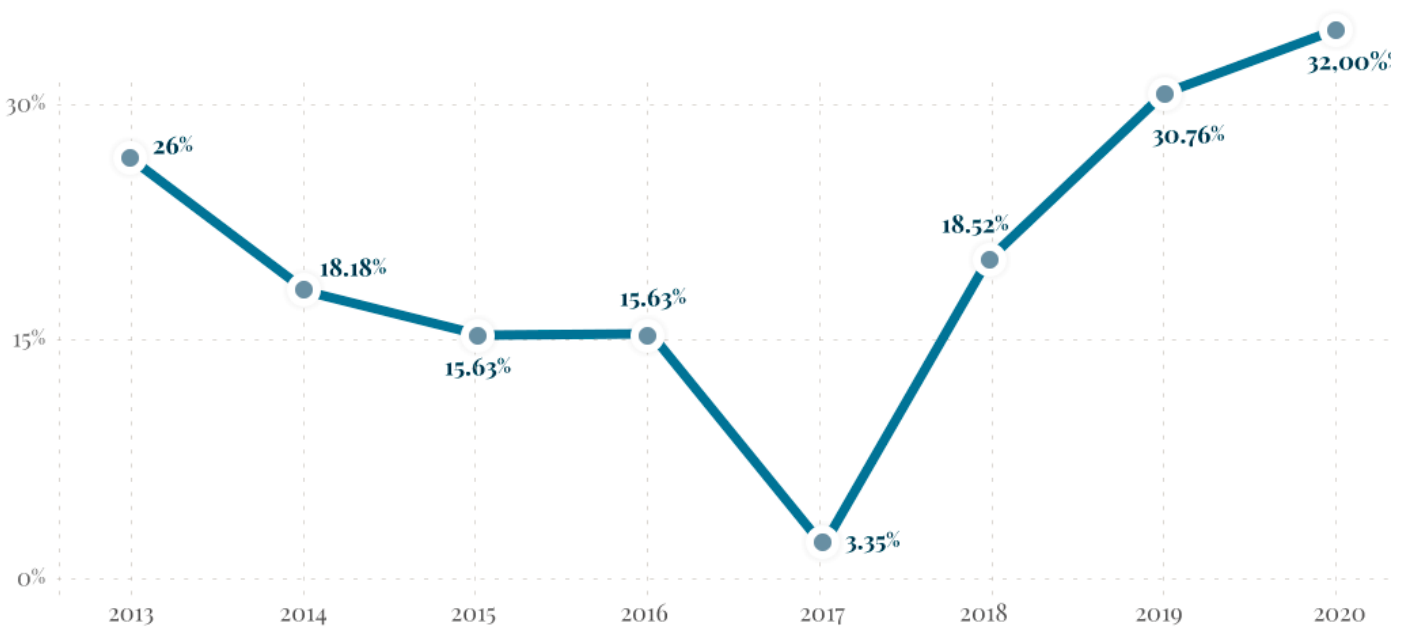
## Structure of the workforce and equality

Pursuant to the amendments established by Legislative Royal Decree 6/2019, of 1 March, on urgent measures to guarantee equal treatment and opportunities for women and men, Huelva Port Authority implemented the novation and preparation of the II Equality Plan of the Entity. The new Negotiating Committee for that Equality Plan was therefore set up.

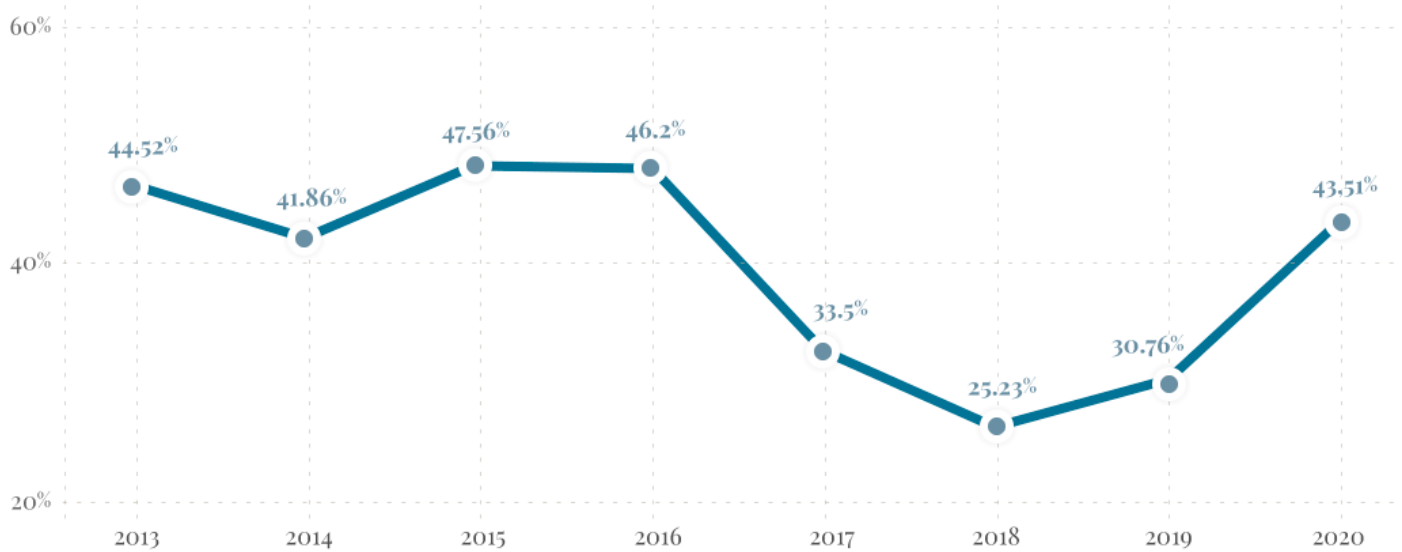
### Percentage of women out of the total workforce (S\_10)



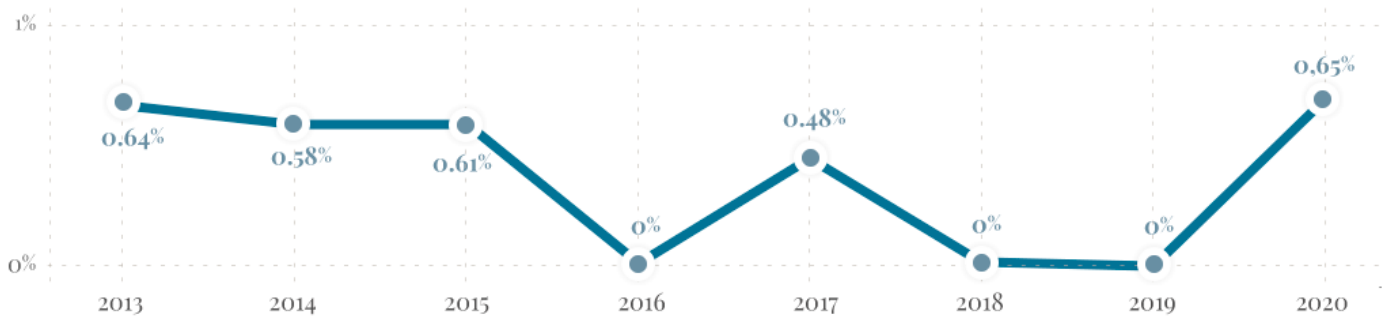
### Percentage of women not covered by the collective agreement (S\_11)



## Percentage of permanent workers over 50 (S\_12)



## Percentage of permanent workers under 30 (S\_13)



## Occupational safety and health

### Evolution in the annual accident frequency index (FI) (S\_14)

FI = (total number of accidents involving lost work time / number of hours worked) x 10<sup>6</sup>.

	2018	2019	2020
N.º of accidents involving lost work time for every million hours worked.	14.36	16.90	16.74

## Evolution in the annual accident seriousness index (SI) (S\_15)

SI = (number of days lost due to accidents / number of hours worked) x 10<sup>3</sup>.

	2018	2019	2020
N.º of days lost for every thousand hours worked.	0.62	0.79	0.22

## Training in the occupational risk prevention (S\_17)

- Total number of training hours: 107
- Total number of employees (annual average workforce): 220
- Average number of hours per employee: 0.49

## Protection and safety exercises and drills (S\_18)

The following safety exercises and drills were conducted in 2020, but it should be noted that the training actions related to the exercises were restricted due to the Covid health emergency:

### Protection

02/06/2020

ILLEGAL INTRODUCTION OF PEOPLE  
ON THE SOUTH WHARF

07/15/2020

CHANGE OF PROTECTION LEVEL  
REQUIRED BY THE SES

03/10/2020

CHANGE OF PROTECTION LEVEL  
FROM PORT FACILITY

09/23/2020

PORT PROTECTION PLAN EXERCISE

### Self-Protection

01/05/2020

FIRE AND ONBOARD RESCUE DRILL

03/04/2020

FIRE AND ONBOARD RESCUE DRILL

02/05/2020

FIRE AND ONBOARD RESCUE DRILL

03/09/2020

PRACTICAL EXERCISE IN FACILITIES IN  
SEVILLE ON FIRE IN CONFINED SPACES

02/19/2020

FIRE AND ONBOARD RESCUE DRILL

## Internal Maritime Plan (IMP)

03/05/2020  
FERTIBERIA INTERNAL MARITIME  
PLAN (IMP) DRILL

---

06/15/2020  
DECAL IMP DRILL

---

07/07/2020  
ENAGÁS IMP DRILL

---

03/09/2020  
CEPSA IMP DRILL

---

11/04/2020  
IMPALA IMP DRILL

---

11/18/2020  
NATIONAL RESPONSE PLAN DRILL

---

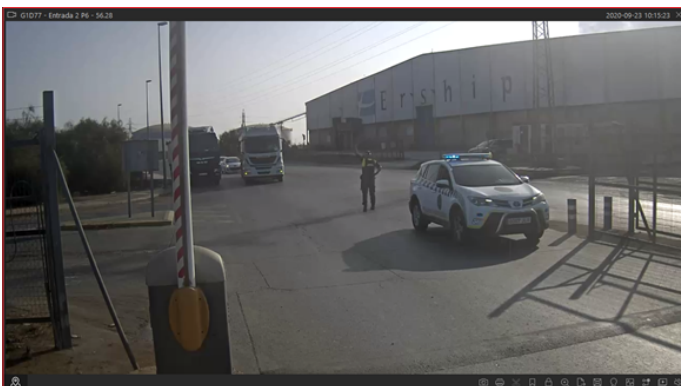
01/12/2020  
ATLANTIC COPPER IMP DRILL

---

As regards the Port Protection Plan exercise on 23 September, it should be noted that the Secretariat of State for Safety to notify changes in level and the State Security Forces took part.

The goals were as follows:

- Train the port's protection organisation in the Protection Change of Level procedures.
- Check the communication protocol with the CEPIC (Permanent Information and Coordination Centre of the Secretariat of State of Security).
- Response of the CPCS (Port Services Control Centre).
- Communications with the CCP (Protection Advisory Committee).



As regards the self-protection exercises conducted, and due to the health emergency restrictions, we were restricted to only the first type of planned exercises consisting of rescue crew during a fire emergency. The goals set for those exercises are summarised below:





- Familiarise the GI with onboard emergencies. (Intervention Group).
- Familiarise the GO with its action procedures. (Order Group).
- Training in communication procedures between the agents of the Self-protection Plan.
- Test what has been learnt in previous drills.

Real resources were deployed during the marine pollution control exercise on 18 November, with the following goals:

## General goals

- Set up the response structures and check the establish operational procedures, along with using the available human and material resources to respond to the pollution case used.
- Strengthen cooperation and assess the degree of coordination between the different Administrations, Authorities, Institutions and companies involved in a marine pollution incident and in the response, as envisaged in the National Response to Marine Pollution System.
- Familiarisation and training of the response groups in the handling of pollution control equipment and resources and of pollution control techniques.
- Facilitate the review of the National Maritime Plan (PMN) by proposing possible amendments based on the conclusions from the exercise.
- Assess the performance of the Spanish Administration in the management, coordination and response to a pollution incident in different emergency situations, both when hydrocarbons and toxic liquids are involved.

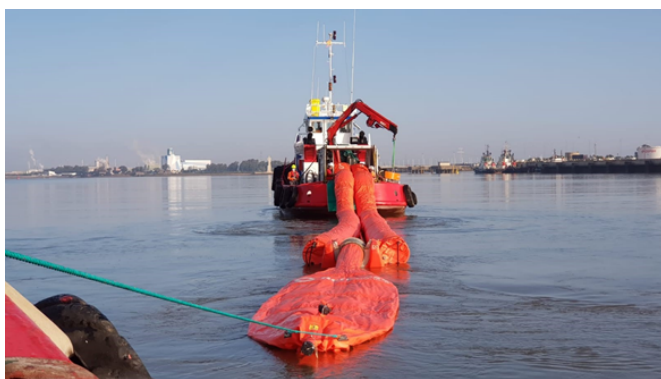
## Specific coordination goals

- Establish the emergency phases and situations and the use of response to marine pollution incidents, taking the possible risks and vulnerable areas into account.
- Assess any possible damage that the pollution incident may have on people, property and the marine environment.
- Improve coordination between the different activated plans.
- Strengthen and promote cooperation between the Harbourmaster, SASEMAR, the Port Authority and companies involved in pollution control and response.
- Improve the response coordination mechanisms in the case of a pollution incident between the maritime entities and companies (private sector) and the port maritime authorities.
- Improve the skills of the workers involved in the response, clarify their roles and responsibilities in the case of marine pollution.

## Specific operational goals

- Determine the correct monitoring of the established operational procedures, along with the response times and action using the different resources, and their possible optimisation.
- Strengthen cooperation and coordination between the support and the resource deployment vessels, along with the CCS, the zone coordinator, the directors of the activated IMPs and the different operational activities.
- Check that the safety standards are maintained throughout the exercise.
- Check the state of the fire-fighting equipment to be used in the exercise and the potential combination of equipment of different agencies or authorities, along with their coordination.
- Increase the use of proactive collection equipment.

This was a marine pollution control exercise at provincial level, part of the training and regular drill programme of the National Maritime plan, defined in Article 30 of the FOM/1793/2014. Order.



## Employment and job security in the port community

### Requirement for safety and preventive measures (S\_20)

In its Specifications, Huelva Port Authority (APH) requires the applicants for licences or service provision authorisation to submit, among others, a sworn statement that they comply with the occupational health and safety (H&S) obligations pursuant to the Health and Safety Act 31/1995, of 8 November and other enacting legislation and, in particular, as regards what is envisaged with respect to the business activities coordination (CAE), as the owner of the work centre, in RD 171/2004, of 30 January, implementing Article 24 of the aforementioned CAE Act.

### Business activities coordinating mechanisms (S\_21)

H&S is a key aspect of managing port safety, which has led to a redoubling of our efforts to control, coordinate and anticipate all the circumstances that interact in the port setting.

An environment as complex as a port, when many agents carry out their work simultaneously in the same setting, requires a high degree of coordination and control so that the activity is carried out in a way that is safe for people, the environment and facilities.

In order to fulfil this objective, the APH has the CAE and Works Safety Division, along with support from a specialist external company and the Metacontratas computer application that allows all the tasks arising from the procurements of works and services to be managed in the framework of the CAE.

That coordinated action, implemented by managing the documents that need to be exchanged between the concurrent companies present at the different work centres such as in construction work, to control the workers' access to the centres, along with authorising suppliers and visitors.

The APH has CAE procedures that prior to the start of the activity by the contracted companies and once all the documentation has been collected using the Metacontratas computer application, are analysed by the CAE and Works Safety Division, with advice from the contracted technical assistance. Authorisation is then given or not according to the procedure, whether responsible and coherent application of the principles of the preventive action by the concurrent companies (EECC), the correct application of the work methods, controlling the interactions of the different activities are guaranteed, in particular, when there are hazards classified as serious or when they affect the health and safety of the workers and the adequacy of the measures applied to prevent any existing hazards that may affect the workers of the EECC.

### Total number and percentage of sea goods terminals and sea passenger terminals operated as concessions or with authorisations, and companies with licences or authorisations to provide port services or commercial services with an OHSAS system (S\_22)

Total number and percentage of sea terminals and service companies operating an OHSAS system:

Type of terminal/service	Total	Total N° with OHSAS system	% with OHSAS system
Goods terminal	7	5	71%
Passenger terminal	2	0	0%

Type of terminal/service	Total	Total N° with OHSAS system	% with OHSAS system
Stevedore service	8	0	0%
MARPOL Service	9	7	78%
Technical-nautical service (pilotage, towing and mooring)	5	2	40%
Port services (others)	52	9	17%



### Protection and safety training actions for the port community (S\_23)

Unfortunately, we were not able to conduct any training due to the health emergency.

As regards this specific point, it should be noted that the terminals and companies located in the Port take part in the Internal Maritime Plan and the Protection Plans.

## Relations with the social environment



The social commitment of Huelva Port Authority can be seen in the initiatives to disseminate the activity of the port and communication with the citizens, in actions to improve the port-city interface and in its commitment to a Social Responsibility policy committed to its immediate surroundings.

A key instrument to disseminate the port's activity and communicate with the general public is the Port of Huelva Visitors and Documentation Centre, which is also home to its Historical Archive. It is in the refurbished former engine shed and was opened in 2003. Its aim is to showcase the Port, its work, its future projects, its current and past socio-economic importance and its mission to continue to generate wealth and opportunities, as well as being a very important part of the regional, provisional and local economy.

In this area of citizen outreach, the activity of the Visitors and Documentation Centre was also affected by the restrictions on mobility during the State of Alarm.

In addition to cooperation with the events and companies mentioned in section I\_34, there were other activities to open up and publicise the port's facilities..

---

**However, 43 meetings and events organised by business and social groups, along with internal meetings, were held during 2020, with the relevant safety measures in place to prevent the spread of the virus.**

---

Apart from the involvement with the events and entities discussed in Section I\_34, all visits and outreach and dissemination activities of the port facilities were suspended from March onwards, pursuant to Royal Decree 463/2020, of 14 March, declaring the State of Alarm.

Specifically, the visits to the port facilities by catamaran, and the visits to the "El Rompido" and "Mazagón" lighthouses, along with the visits to the Monument to the Faith of the Explorer were cancelled.

# Ambiental Dimension

## Environmental strategy

Huelva Port Authority fully identifies with the aim of ensuring its activity is sustainable. That concept includes the upkeep and conservation of the environment in which it operates, which clearly and decisively in keeping with its Strategic Plan, the monitoring environmental watch of the most demanding parameters and which respect current regulations and legislation.



In Europe, the environmental guidelines and objectives set by the European Commission have led to extensive legislative development that European ports have implemented and reinforced with tools such as the ISO 14001 and PERS environmental management systems, as is the case of Port of Huelva.

In the framework of the Port of Huelva environmental strategy, not only the merely port activities need to be considered, but also the environment in which they are implemented, the quality standards to be met, along with the activities performed by external stakeholders with direct influence on the Port Service Area and, consequently, on the environmental management of the Port.

## Environmental management

### ISO 14001:2015 environmental management system (A\_01)

Huelva Port Authority has an Environmental Management System (EMS) in place and which holds the following certificates:

ISO 14001:2004

PERS

The scope of the EMS is as follows:

- General Services, as they are defined in the regulatory framework of the state port system and management of the port public domain.

**THE FINANCIAL EFFORT MADE FOR ITS MAINTENANCE HAS BEEN:**

**Investments linked to implementing or maintaining the SGA: €5,420,000**

**(Investments in SGA/Total tangible and intangible investments)\* 100: 13.15%**

**Costs linked to implementing or maintaining the SGA: €25,684.04**

**(Spending on SGA/Other operating costs) \* 100: 0.13%**



**Total economic resources on environmental monitoring and characterisation (A\_02)**

Environmental characterisation or measuring work in 2020 was:

- Water or sediment quality
- Protected spaces or species
- Soil quality
- Noise
- Other habitats or species

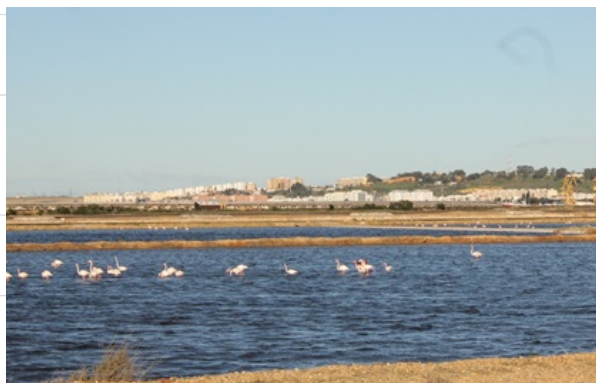
The economic resources allocated to the characterisation and monitoring of the port environment:

**Investment in environmental characterisation: €184,441.06**

**(Investments in characterisation/Total tangible and intangible investments) \* 100: 0.45%**

**Spending on environmental characterisation<sup>3</sup>: €169,592.06**

**(Spending on characterisation/Other operating costs) \* 100: 0.87%**



<sup>3</sup> These were the costs of the environmental watch during the dredging operations.

### Costs of cleaning of the water and land communal areas (A\_03)

The duties of Huelva Port Authority regarding cleaning the land and water surfaces includes cleaning service roadways and wharves, along with cleaning the banks of the River Odiel when material dragged by the river are deposited there following storms.

The costs of cleaning the communal areas during 2020 were as follows:

**Expenditure on cleaning on land: €1,534,351.50**

**Service areas on land: 17,161,871.00 m<sup>2</sup>**

**Expenditure on cleaning on land/On-land service surface area: €0.03/m<sup>2</sup>**

**Expenditure on cleaning water surfaces: €6,346.77**

**Zone I surface area: 20,921,100 m<sup>2</sup>**

**Cost of cleaning water surface / Zone I surface area: €3.03/m<sup>2</sup>**



### Environmental training (A\_04)

Huelva Port Authority's environmental management and training effort in 2020 is broken down below:

- Number of people involved in environmental monitoring and management: 4
- Number of workers accredited as having received environmental training according to their port environment management or monitoring skill-sets: 0
- Percentage of workers with environmental training with respect to the annual average workforce in 2020: 0%



## Air quality

### Sources of emissions (A\_05)

The main causes of a drop in the port's air quality are related to dust and particulate emissions.

The main emission hotspots and their relevance are broken down below<sup>4</sup>:

1. Cleaning and paint hulls: Calculated as the number of concessions that clean and paint hulls outdoors.
2. Works
3. Emissions from truck box with no canopy
4. Storage of solid bulk outdoors: Calculated as the number of concessions that store solid bulk outdoors.
5. Handling solid bulk using conventional means: Calculated as the number of companies with stowage licence that move bulk by means of bucket/conventional hopper/lorry or bucket/stored-on-wharf/shovel/lorry or lorry/conventional-conveyor-belt.
6. Handling bulk using uncovered special systems: Calculated as the number of companies with uncovered or partially covered freight transport continuous systems.
7. Emissions from moored vessels and cruise ships
8. Emissions from vehicle engines
9. Industrial activities at concessions: Calculated as the number of concessions where the industrial activities imply emissions channelled to the atmosphere.
10. Other activities (specify which)



4 Order of relevance. Score the order of relevance of each hotspot from 1 upward, until all the significant hotspots present in the port or ports are covered.

### **Complaints or reports regarding emissions to the atmosphere (A\_06)**

Huelva Port Authority has a specific procedure for receiving and managing environmental complaints, which are channelled through the registry or by email through a special section of the website. Thus, suggestions or complaints are formally logged and then sent to the relevant department to be managed in a timely fashion, along with the relevant answer being sent to the user.

No formal complaint was received in that regard during 2020.

The Port Authority continued to be involved in monitoring environmental aspects related to the port operations and of the concessionary companies.

### **Measures adopted by Huelva Port Authority to control emissions (A\_07)**

The measures implemented were:

- Installing a plant windbreaker screen along the Ingeniero Juan Gonzalo Wharf.
- Best practices guides and voluntary environmental codes.
- Direct supervision on the wharves by Port Authority technicians.

- Signing best practices agreements.
- Sprinkling systems for bulk stockpiles and roads.
- Wind speed information and warning systems.
- Maintenance of the installation of a fixed sprinkling system in the storage area of the Ingeniero Juan Gonzalo and Ciudad de Palos wharves.
- Mobile sprinkling system and intensive cleaning of spillages on roadways.
- Maintenance of the plant barrier to contain particulates.
- Maintenance of stations and equipment to control and monitor air quality.
- Maintenance of the air quality forecast system, which allows alerts to activate the emission prevention measures or relevant good practices in situations where exceeding legal limits or particulate levels or potentially polluting scenarios with impact on sensitive areas are envisaged.



### Air quality monitoring stations (A\_08)

With regard to controlling air quality, there is an air quality prediction system by means of an app developed under a “Safe & Green Port” R&D&I project which provides a daily simulation. This is a very useful tool for the monitoring work of the Port of Huelva’s Environmental Police, as well as to take decisions regarding measures to be adopted.

## Water quality

### Sources of discharges (A\_10)

The water pollution hotspots at the port or ports by order of relevance<sup>5</sup> are:

Sources of discharges	Order of relevance <sup>5</sup>
Rivers, streams, watercourses or ditches	1
Irrigation or rain runoff, not channelled or channelled but not treated	2
Spills when loading/unloading solid bulk	3
Dredging	4
Untreated urban wastewater	N/A
Urban treated wastewater (WWTP)	N/A
Industrial discharge from port concessions	N/A
Works	N/A
Cleaning and blasting hulls	N/A
Poor practices in cleaning and maintenance of wharves and equipment	N/A
Non reglementary discharges from vessels (bilges, etc.)	N/A
Vessel refuelling and provisioning at wharf	N/A
Bunkering of anchored vessels	N/A
Accidental spills when loading/unloading liquid bulk	N/A
Other spills (indicate which)	N/A

The main cause of the poorer water quality of the port are upstream discharges in rivers and streams, with the acid drainage from the mines considered as such. An inventory and characterisation of the different water discharge and pollution hotspots of the sport were carried out. The water quality was continuously characterised during the 2020 maintenance dredging campaign.

<sup>5</sup>The order of relevance is allocated from 1 to 4, with 1 being the highest. NA, when Not Applicable.

## Measures adopted by Huelva Port Authority to control discharges (A\_11)

The measures implemented to improve and control the water quality at the Port of Huelva are:

- Collecting water on the wharfs and improving the surface of the Ing. J. Gonzalo and C. de Palos wharves.
- Regular sediment and water quality characterisation campaigns.
- Mandatory rules and applying a penalty system.
- Best practices guides and voluntary codes of conduct.
- Specific technical instructions to load/unload solid bulk.
- Direct supervision on the wharves by Port Authority technicians.
- Setting up of areas for equipment cleaning and maintenance.
- Improvements to managing runoff (collecting, channelling, prefilter wells, storm tanks, etc.).
- Specific environmental requirements regarding waste water and runoff management when awarding concessions.
- Environmental requirements regarding equipment maintenance and cleaning in service specification and award terms and conditions. Best practices agreements.
- Approval of Internal Maritime Plans (IMP) as emergency response to marine pollution.
- Better own resources for controlling accidental marine pollution.

All the binding environmental authorisations are reviewed during the audits for the environmental best practices subsidies. Furthermore, the Environmental Police play an important role in controlling all those requirements.

As particularly noteworthy, during 2020 Huelva Port Authority continued to work on a project to renew and improve the sewage network on the Ingeniero Juan Gonzalo Wharf, which in turn will lead to improvements to its paved surface. This will help to optimise cleaning and minimise dust emissions as the result of machinery and lorry traffic.

The approximate total budget for the project will be €28 million.



## Water quality characterisation projects (A\_12)

During 2020<sup>6</sup> campaigns were conducted to monitor the water quality in the Service Area, related to the dredging work. The type of parameters measured in those characterisation campaigns are: dissolved oxygen, pH, redox potential, conductivity, temperature, salinity, turbidity, suspended solids, total nitrogen, phosphates, oxidizable organ carbon and metals (mercury, cadmium, lead, copper, zinc, chrome, nickel and arsenic).

<sup>6</sup> With regard to the EIS Ruling of 22 January 2018, of the General Directorate of Quality and Environmental Assessment and the Natural Environment.

## Sewage network and wastewater treatment (A\_13)

At the Port of Huelva's Service Area, there is a large industrial area whose facilities have its own sewage network that is connected to the municipal one. As regards the rest of the port use area, there is likewise a large sewage network that collects the wastewater and takes it to the Municipal Wastewater Treatment Plan to be treated.

The detailed percentages are as follows:

Type of treatment	% surface area <sup>7</sup>
Percentage of the service area with sanitation system	99.00%
Percentage of the on-land service area with sanitation system connected to the wastewater treatment plant	98.50%
Percentage of the on-land area discharging into septic tanks	0.01%

<sup>7</sup> Those percentages refer to the service area of the port with facilities and where port operations are performed or may be performed. The surface area of the service area that is saltmarsh and with no facilities has not been included in that calculation.

## Runoff waters treatment (A\_14)

As regards runoff waters, the degree of its collection is indicated below:

Type of system	% surface area <sup>8</sup>
Percentage of land surface area with a runoff water collection system	97.00%
Percentage of service area with a runoff water collection and treatment system	80%

The storm tank to collect runoff waters on the Ingeniero Juan Gonzalo Wharf is currently underway.

<sup>8</sup> It should be pointed out that these percentages refer to the service area in which activities are carried out or may be carried out. They exclude the portion of the service area taken up by marshland, with no facilities

## Schematic overview of the technical resources used to clean the body of water and weight of floating items collected in the year (A\_15)

In July 2018, a new contract was signed for the beaconing maintenance and cleaning up of floating items.

The cleaning up of floating items from the port's water surface during 2020 is detailed in the following table:

- N° of vessels: Contracted services with C-07 PH Ordinary Procedure
- Cleaning frequency: Presence of floating items
- Weight of the waste collected in Tm: Approx. 115Kg.

## Activation of the Internal Maritime Plan (PIM) (A\_16)

Type	Number
Number of sea pollution incidents not requiring activation of the IMP*	0
Number of sea pollution emergencies requiring activation of the IMP. Certain concessions, with no need for activation of the Port's IMP ("Alert")	2
Number of sea pollution emergencies requiring activation of the Port's IMP ("Alert")**	2
Number of sea pollution emergencies requiring activation of the National Maritime Plan ("situation 1 or higher")	0

\* NB: Pursuant to the procedures established in the Huelva Port Authority's IMP, activation of the IMP for any concession entails activation of the Port Authority's IMP, or at least its alert phase.

\*\* Activation of the APH IMP in Emergency Phase, Response Level 1.

## Volume of wastewater discharges generated by the Port Authority or discharges by manifolds of which the Port Authority is the owner, broken down by types (A\_17)

The activities of the Huelva Port Authority that generates wastewater discharges from:

- Offices, Levante Wharf: ARU (Urban wastewater)
- South Wharf: ARU (Urban wastewater)
- Ingeniero Juan Gonzalo Wharf: ARI (Industrial wastewater)

The destination of that wastewater:

- Municipal manifold: Offices, Levante Wharf (Rain)
- Septic tank: South Wharf (Offices)
- Own treatment: Envisaged at Ingeniero Juan Gonzalo Wharf

Only rainwater ends up in the river estuary. There are different clean rainwater points in the service zone, which does not require treatment and there are no devices to measure flow or volume.

## Noise

### Noise sources (A\_18)

The possible significant acoustic emission sources at the Port of Huelva are as follows:

Activity	Order of relevance <sup>9</sup>
Operations with scrap metal	N/A
Other activities (indicate which)	N/A
Industrial activity at concessions	1
Truck traffic	2
Ships at berth	3
Port machinery	4
Rail traffic	5
Construction work	6
Operations with containers	7
Movement at Ro-Ro terminals	8
Leisure facilities	9

<sup>9</sup> The order of relevance is allocated from 1 to 4, with 1 being the highest. NA, when Not Applicable.



## Noise complaints or reports (A\_19)

Huelva Port Authority has a specific procedure for receiving and managing complaints, which are channelled through the registry or by email through a special channel set up on the website. Thus, suggestions or complaints are formally logged and then sent to the relevant department to be managed in a timely fashion, along with the relevant answer to the user.

In 2020, there was only one noise complaint, sent by a local resident from the city of Huelva with regard to a one-off incident caused by the road cleaning services of the area.

- Activity leading to the complaint: Noise from the machinery used for the road cleaning
- Number of complaints: 1
- Source of the complaint: External complaint, local resident

The actions taken to correct that incident are described below:

- Activity leading to the complaint: Noise from the machinery used for the road cleaning
- Action: Amendment of the machinery specification in subsequent tendering for road cleaning and changing the time slots for certain cleaning activities

In previous years, there were no complaints or reports recorded at Huelva Port Authority relating to the noise emissions from the port activity.

	2017	2018	2019
<b>Number of complaints</b>	0	0	0

This is mainly due to the service wharves where the main port activity is concentrated are in the Outer Port, far from the population centres. That is why Huelva Port Authority did not plan to produce a noise map or adopted measures to control the noise emissions linked to the port's activity.



## Waste management

### Percentage of waste generated by the Port Authority that is separated and recovered for reuse (A\_22)

Huelva Port Authority controls the volume of waste generated at its facilities, with the amount going to a recovery process recorded.

The percentage of waste produced by the Port Authority that was collected separately and subsequently recovered and recycled in 2020 were:

Type of waste	Separate Collection (Tm waste separated / Tm total waste generated) *100	Valorización (Tm residuos valorizados / Tm residuos totales generados)*100
MSW	99.70%	0.63%
Hazardous waste	0.30%	0.30%
Oils	0%	0%

The volume of waste related to the cleaning service in 2020 is classified as set out below::

Type of waste	Total amount collected during the year in Tm	Percentage of the total collected
Inert	1,553.82	91.46%
Non-hazardous	1,698.78	99.99%
Hazarduos	126	0.01%

### Waste generation activities or sources within the port (A\_23)

There are different sources generating waste similar to urban, inert or hazardous waste in the Service Area and, according to the volume of waste generated, the following sources should be mentioned according to their importance:

Source or activity	Order of importance
MARPOL waste delivery	1
Concession activity generated by concessions	2
Loading and stowage waste (cargo discarded, packaging, etc.)	3
Fishing (packaging, nets, fish scraps, etc.)	4
Cleaning of wharves, roads and communal areas	5

Source or activity	Order of importance
Remains from solid bulk sweepings	6
Works	7
Machinery servicing	8
Cleaning septic tanks	9
Cleaning up water bodies (floating solids)	10
Cleaning accidental spilalges	11
Commercial, leisure and bar activity in Service Area	12
Other activities	-

### Measures to improve waste management (A\_24)

The Port Authority's measures to improve the waste management of the Port Community include the following:

- Recycling facilities with separate waste collection. Those recycling facilities are used to collect the following waste:
  - Port Authority waste generated at its workshop centre. This centre does not produce waste to the outsourcing of the maintenance services.
  - Waste from vessels (MARPOL), processed by an authorised manager contracted by Huelva Port Authority.
  - Waste transfer centre, a concession held by an authorised manager contracted by stevedore companies.
- Compliance with internal regulations.
- Penalties in case of waste being abandoned in non-authorized places.
- Regular monitoring of port concessions and service suppliers to check compliance of the administrative requirements established by waste legislation by means of environmental discount audits where the Port Authority is present, along with daily environmental monitoring by the Environmental Police and all the facilities in the Service Area.
- Best Practices Guide
- Best practices agreements

## Managing dredged material (A\_25)

The dredging carried out was to maintain the draughts of the Port of Huelva, whose environmental surveillance was conducted pursuant to the requirements of the Environmental Impact Declaration of February 2018. The controls both during the dredging and the discharge into the allocated area or in the marine dumping areas include: quality of the water, the sediment, control of the marine biota, protected spaces, checking noise and emissions from the dredging, etc.

The volumes and characteristics are set out below:

	m <sup>3</sup>	% of total
Total volume of dredged material	361,436	100%
Volume of category A material		
Volume of category B material		
Volume of category C material	361,436	100%
Volume of material classified as waste		

All the Category C material has been dumped in the allocated area for Huelva Port Authority, pursuant to the "Guidelines for the characterisation of dredged material and its relocation in waters of the maritime-terrestrial public domain".

## Natural environment

### Natural spaces in the vicinity of the Port of Huelva (A\_26)

The Port of Huelva is in a setting of great biological and environmental wealth, and adjacent to which, and even within the Service Area, there are different protected natural spaces with a surface area of approximately 12,000 Ha, 560 of which are in the Port of Huelva's Service Area.

Those spaces enjoy different protection statuses, including: Natural Site, Natural Reserve, Biosphere Reserve (MAB Programme), Wetlands of International Importance include in the RAMSAR List, Special Protection Areas (SPAs) and Sites of Community Interest (SICs) and which are indicated below:

Name	Type of space <sup>10</sup>	Distance to the port <sup>11</sup>
Nature Area - Marismas del Odiel	MAB, RAMSAR, ZEPA, LIC	Partially included

Name	Type of space <sup>10</sup>	Distance to the port <sup>11</sup>
Nature Area - Estero Domingo Rubio	ZEPA, LIC	0 Km
Nature Area - Laguna de Palos y las Madres	RAMSAR, LIC	3,2 Km
Nature Reserve - Isla de Enmedio	MAB, RAMSAR, ZEPA, LIC	1 Km
Nature Reserve - Marismas del Burro	MAB, RAMSAR, ZEPA, LIC	0 Km

<sup>10</sup> LIC, ZEPA, Humedal RAMSAR, Site of Cultural Interest, etc.

<sup>11</sup> The distance is taken to be to the physical port, in other words, Shore Zone and Zone 1. When it is partially or fully within, "included" or "partially included" will be indicated as appropriate. When it is adjoining, "0 km" will be indicated.

The Odiel Saltmarshes Natural Site, has been declared a Biosphere Reserve, Special Protection Area (SPA), SIC and included on the RAMSAR List, stands out for its environmental values and area (6,631 Ha) among those spaces.

This Site is partially included in the Service Area of the Port, with a surface area of 562 Ha, specifically, on the right bank of the Odiel estuary where there are practically no port facilities. There is therefore a close link between the management of this natural area and the Port Authority, and is represented on its board.

The ecological value of the Odiel Saltmarsh natural space is that it has continentalised and tidal estuary saltmarsh ecosystems, as well being highly productive coastal sandbank ecosystems, which are a strategic point for migratory birds' nesting and breeding and are home to a large variety of habitats and landscapes.

Declared a Biosphere Reserve in 1983, the Odiel Saltmarsh Natural Site is home to protected species, including the spoonbill, grey heron, purple heron, marsh harrier, osprey, flamingo, black stork and otter, among others.



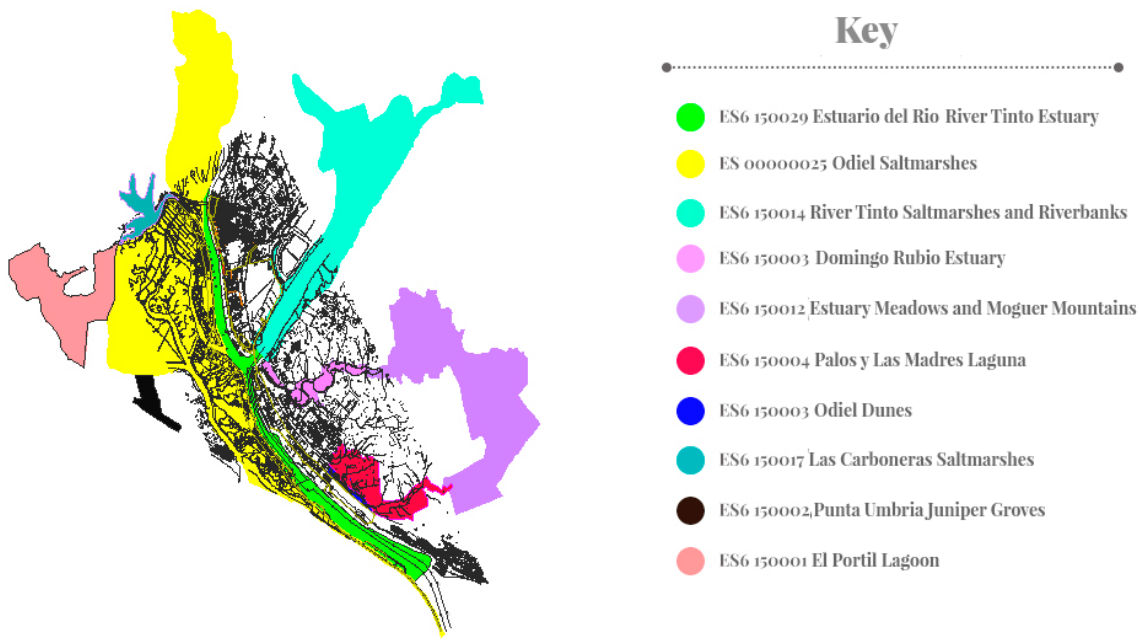


Figure 1: Protected natural spaces in the vicinity of the Port of Huelva Source: Prepared by the authors.

**Schematic description projects to regenerate the natural environment undertaken by the Port Authority and value in euros of the cost of those actions (A\_28)**

**Remodelling of the Francisco Montenegro Avenue**

- Place: Francisco Montenegro Avenue
- Development status in 2020: underway
- Year: 2020-2021
- Investment and expenditure in €: €9.6 million

**REASON**

This action is going to change the appearance of the current avenue by turning it into a boulevard, with new parking areas, 1,500 trees and 24,000 plants.

**DESCRIPTION**

It consists of the landscape and aesthetical remodelling of the avenue, with the creation of large landscaped areas and reducing noise pollution by installing new low noise impact paving as the outcome of an innovation project conducted by Huelva Port Authority.



## Refurbishing the Monument to Columbus

- Place: Area around the Monument to the Faith of the Explorer
- Development status in 2020: developed
- Year: 2020
- Investment and expenditure in €: €203,699.98

### REASON

The Monument to Columbus, the work of the North-American sculptor Gertrude Vanderbilt Whitney, and the iconic symbol of the City, was initially unveiled on 29 April 1029, as a gift from the Columbus Memorial Fund to the Spanish people in memory of the discovery.

The decision was taken to restore the monument, given the great wear and tear to the its outer part, the detection of chipping, along with the worn masonry and rust to the mountings. The restoration work began at the end of 2019.

### DESCRIPTION

The project to restore this Asset of Cultural Interest was approved by the Provincial Heritage Committee, which requested that a prior assessment of the stone be included in the restoration project, along with commissioning the work to an accredited restorer. Therefore, inspections were conducted and laboratory tests carried out, followed by the cleaning techniques of various stages and replacing natural stone, along with replacing the mountings, pointing masonry and replacement with restoration mortar. The work concluded with a consolidation and waterproofing treatment for the correct upkeep of the monument. Finally, the surrounding areas was repaved for the use and enjoying of the public.



## Huelva estuary river promenade and pedestrian walkway

- Place: Huelva River Estuary
- Development status in 2020: developed
- Year: 2016
- Investment and expenditure in €: the investment is included in the one previously defined.

**REASON**

Port-City outreach.

**DESCRIPCIÓN**

A river walk (1 km long and 80 m wide) has been built near to the city. The city was opened recently and has been warmly welcomed by society. The walk has been a very positive contribution to the Port-City integration as it showcases a zone traditionally used by the citizens of Huelva.

A pedestrian walkway (3322 m long and 2 m wide) has been built along the left bank of the River Odiel estuary, between the former Pertrechos Wharf and Punta de Sebo. The aim of the project was to facilitate the connection between the city of Huelva and Punta del Sebo using alternative means of transport.

Furthermore, an environmental route has been set up along the pedestrian pathway along the Avenida Francisco Montenegro.

In 2020, work was carried out along the whole stretch, including refurbishing the paving and timber walkways, which now have night lighting, along the pedestrian pathway.

## Eco-efficiency

### Use of land (A\_29)

The percentage of the service area, defined in accordance with the Port Spaces Utilisation Plan, occupied by active facilities either run by the port or operated as concessions (5,246,000 m<sup>2</sup>), is 30.57% of the total area (17,161,871 m<sup>2</sup>). However, if we are referring to the 7,094,157 m<sup>2</sup> of usable surface area (less the 10,067,714 m<sup>2</sup> of marshland), this percentage rises to 70.43%.

### Water consumption (A\_30)

Management of the Port's water supply, whose consumption points are controlled 100%, is outsourced to the Huelva Municipal Water Company, which sells water in the Port.

The total annual water consumption by the Port Authority, expressed in total cubic metres and cubic metres for each square metre of the service zone's surface area, was as follows:

	2018	2019	2020
<b>Consumption in m<sup>3</sup></b>	144,101.00	133,466.00	135,811.00
<b>Service zone surface area in m<sup>2</sup></b>	17,161,871	17,161,871	17,161,871
<b>Ratio m<sup>3</sup>/m<sup>2</sup></b>	0.009	0.008	0.008



Port Authority water consumption for uses in 2020:

Sources of consumption (m <sup>3</sup> )	% of total
Domestic/offices	13.88%
Watering areas of greenery	68.92%
Dust-prevention watering systems (only if they belong to the Port Authority)	16.63%
Other uses	0.58

Huelva Port Authority has installed meters to be better aware of consumption by application and detect losses as a means of saving.

### Evolution, over at least the last three years, in the efficiency of the water distribution network, expressed as a percentage, for Port Authorities managing the distribution network directly (A\_31)

Special mention should be made of the great effort by Huelva Port Authority to avoid possible losses in the water consumption. We have therefore had a commitment in place to 100% efficiency of the network for over three years:

	2018	2019	2020
Network efficiency in %	100	80.28%	73.95%

### Electricity consumption (A\_32)

Electricity is distributed at the Port of Huelva through the different infrastructures of ENDESA Distribución. Since 1 July 2009, pursuant to Legislative Decree 485/2009, of 3 April, the operators in Huelva Port Authority's Service Area have had the option of contracting the supply of electricity with the retailer they choose from those on the market.

The total annual consumption of electricity over the last three years by the Port Authority and lighting in common-usage areas, expressed as total Kwh and as total Kwh for every square metre of the service area was as follows:

	2018	2019	2020
<b>Consumption in Kwh</b>	3,863,954.020	3,550,221.50	3,762,446.02
<b>Service zone surface area in m<sup>2</sup></b>	17,161,871	17,161,871	17,161,871
<b>Ratio Kwh/m<sup>2</sup></b>	0.225	0.206	0.219

Port Authority electricity consumption for uses in 2020:

Consumption source	% of total
Road Lighting	84.76
Offices (lighting, climate control, etc.)	13.96
Other uses (indicate which)	1,28

Special mention should be made of a project to replace road lighting and to install a remote management system for it in 2020 as a control and savings initiative.

### Fuel consumption (A\_33)

In 2020, the emphasis continued to be on energy efficiency measures, such as optimising lighting, and updating the car fleet, with diesel vehicles being replaced by hybrid ones:

	2018	2019	2020
<b>Total fuel consumption in Kwh</b>	281,337.1	254,835.37	241,973.04
<b>Service zone surface area in m<sup>2</sup></b>	17,161,871	17,161,871	17,161,871
<b>Ratio m<sup>3</sup>/m<sup>2</sup></b>	0.016	0.014	0.014

**Consumption by types of fuel in 2020:**

Type of fuel	% of total
Natural Gas	
Butane or propane gas, or liquefied petroleum gas	
Petrol	16.05%
Diesel	83.95%
Biodiesel	

**Consumption of fuel by usages in 2020:**

Type of fuel	% of total
Heating/Domestic Hot Water	
Vehicles	98.75%
Vessels	
Generators	1.25%
Other uses	

One of the fuel-saving measures introduced by the Port Authority in 2020 along with the optimising of the lighting was to update the car fleet, replacing diesel vehicles by hybrids.

**Port community**

*A set of very different activities are based in the Port of Huelva's Service Area, particularly industrial activities, associated ones and those related to the fishing industry.*

**Environmental conditions in the Particular Terms and Conditions of port services, in the conditions of approval and in concessions or authorisations (A\_34)**

The Terms and Conditions for concessions and terms of services are tools through which the Port Authority establishes specific environmental requisites. Some of these focus on the following aspects:

- Reference to specific operating practices for checks on environmental aspects.
- Requirement in relation to tidiness and cleanliness of work facilities.
- Requirement in relation to waste management.
- Control of soil pollution and decontamination in concessions.
- Compliance with the general and specific legal requirements for the activity.

## Environmental management systems at port facilities (A\_35)

The SGMA degree of implementation in service providers and freight handling terminals was:

Total number and percentage of maritime terminals and service companies with an SGA implemented whose scope covers its whole activity:		
Type of terminal/service	Total N° with SGA	% with SGA
Freight terminal	6	100
Passengers terminal	2	0
Stevedore service	4	50
MARPOL service	2	100
Nautical technical service	0	0
Port services (others)	21	37

# Indicators

## Institutional dimension

- I\_02 Duties and way in which the management and governing bodies are elected
- I\_03 Structure of the Board of Directors
- I\_04 Support and management systems
- I\_05 Management Committee
- I\_06 Sectoral technical committee advising the Board of Directors
- I\_07 General technical characteristics of the Port
- I\_08 Infrastructures being built or in the pipeline and their purposes
- I\_09 Logistic and Industrial promotion initiatives
- I\_10 Traffic evolution
- I\_11 Hinterland and foreland. Main origins and destinations of the freight
- I\_12 Turnover invoiced to the five main customers
- I\_13 Main sectors in the economic development underpinning the port's development
- I\_14 Services provided by the port
- I\_15 Number of companies operating in the port pursuant to a concession, authorisation or licence
- I\_16 Real land used for commercial purposes
- I\_17 Percentage of tons moved at authorised and concession maritime freight terminals
- I\_18 Information mechanisms implemented by the Port Authority to guarantee transparency in line with the terms and conditions for operators wishing to provide services at the Port or opt for a concession
- I\_19 Port Authority initiatives to improve the efficiency and quality of the service
- I\_20 Companies benefitting from subsidies to incentivise improvements to the quality of the service
- I\_21 Initiatives to receive or manage complaints or suggestions
- I\_22 Current road and railway access and measures envisaged to drive port-railway intermodality
- I\_23 Boosting the traffic handled by means of roll-on/roll-off
- I\_24 Evolution of the road and rail transport and Ro-Ro operations
- I\_25 Stakeholders
- I\_26 Communication with stakeholders
- I\_27 Main worries or concerns of the stakeholders
- I\_28 Collaboration and coordination projects with other administrations
- I\_29 Business or technical associations to which Huelva Port Authority belongs

- I\_30 2020 commercial promotion initiatives
- I\_31 Expenditure on the commercial promotion of the port
- I\_32 Communication projects by Internet or other electronic means
- I\_33 R&D&i projects promoted by the Port Authority
- I\_34 Social-cultural initiatives and foundations support by Huelva Port Authority
- I\_35 Projects aimed at improving the Port-City interface
- I\_36 Economic resources used on protection and security
- I\_37 Economic resources used for environmental aspects

## Economic dimension

- E\_01 Return on assets
- E\_02 EBITDA Evolution
- E\_03 Debt servicing
- E\_04 Inactive assets
- E\_05 Evolution of the operating costs and income
- E\_06 Evolution of the public investment
- E\_07 Evolution of outside investment
- E\_08 Assessment of the renewal of assets
- E\_09 Evolution of income by occupancy and activity rates
- E\_10 Evolution of the tons moved per commercial use square metre
- E\_11 Evolution of the tons moved per linear metre of operational Wharf
- E\_12 Evolution of the net amount of the turnover per employee
- E\_13 EBITDA evolution per employee

## Social dimension

- S\_01 Total number of employees
- S\_02 Percentage of part-time employees against full-time employees
- S\_03 Distribution of workforce by areas of activity
- S\_04 Percentage of employees covered by Collective Agreements
- S\_05 Representation mechanisms of the workers and communication with management
- S\_06 Mechanisms for the technical participation of workers in improving the production processes
- S\_07 Percentage of employees on training programmes
- S\_08 Average number of hours of training per employee

- S\_09 Number of training programmes underway in relation to the competency-based management system
- S\_10 Percentage of women out of the total workforce
- Percentage of women not covered by the collective agreement
- S\_12 Percentage of permanent workers over 50
- S\_13 Percentage of permanent workers under 30
- S\_14 Evolution in the annual accident frequency index (FI)
- S\_15 Evolution in the annual accident seriousness index (SI)
- S\_16 Trend in the annual absenteeism index
- S\_17 Training in the occupational risk prevention
- S\_18 Protection and safety exercises and drills
- S\_20 Requirement for safety and preventive measures
- S\_21 Business activities coordinating mechanisms
- S\_22 Total number and percentage of sea goods terminals and sea passenger terminals operated as concessions or with authorisations, and companies with licences or authorisations to provide port services or commercial services with an OHSAS system
- S\_23 Protection and safety training actions for the port community

## Environmental dimension

- A\_18 Noise sources
- A\_19 Noise complaints or reports
- A\_22 Percentage of waste generated by the Port Authority that is separated and recovered for reuse
- A\_23 Waste generation activities or sources within the port
- A\_24 Measures to improve waste management
- A\_25 Managing dredged material
- A\_26 Natural spaces in the vicinity of the Port of Huelva
- A\_28 Schematic description projects to regenerate the natural environment undertaken by the Port Authority and value in euros of the cost of those actions
- A\_29 Use of land
- A\_30 Water consumption
- A\_31 Evolution, over at least the last three years, in the efficiency of the water distribution network, expressed as a percentage, for Port Authorities managing the distribution network directly
- A\_32 Electricity consumption

- A\_33 Fuel consumption
- A\_34 Environmental conditions in the Particular Terms and Conditions of port services, in the conditions of approval and in concessions or authorisations
- A\_35 Environmental management systems at port facilities