



# Sustainability Report 2021



# Index

|   |            |
|---|------------|
| <b>Presentation</b>   | <b>3</b>   |
| <b>1. Institutional Dimension</b>                             | <b>4</b>   |
| 1.1 Sustainability strategy                                   | 4          |
| 1.2 Functions and legal setup                                 | 6          |
| 1.3 Governance and management quality                         | 7          |
| 1.4 Infrastructures and capacity                              | 16         |
| 1.5 Markets supplied  | 32         |
| 1.6 Services  | 40         |
| 1.7 Quality of service  | 48         |
| 1.8 Integration in the transport system. Sustainable mobility | 51         |
| 1.9 Institutional communication                               | 58         |
| 1.10 Promotion of trade                                       | 66         |
| 1.11 Institutional commitment                                 | 70         |
| <b>2. Economic Dimension</b>                                  | <b>75</b>  |
| 2.1 Economic Policy   | 75         |
| 2.2 Economic-Financial Situation                              | 75         |
| 2.3 Level and structure of investment                         | 80         |
| 2.4 Business and Services                                     | 82         |
| 2.5 Value generated and productivity                          | 83         |
| 2.6 Socio-Economic impact                                     | 84         |
| <b>3. Social Dimension</b>                                    | <b>87</b>  |
| 3.1 Human resources policy                                    | 87         |
| 3.2 Employment at the port authority                          | 87         |
| 3.3 Internal communication and participation                  | 88         |
| 3.4 Training  | 89         |
| 3.5 Structure of the workforce and equality                   | 93         |
| 3.6 Occupational safety and health                            | 95         |
| 3.7 Employment and job security in the port community         | 99         |
| 3.8 Relations with the social environment                     | 101        |
| <b>4. Environmental Dimension</b>                             | <b>103</b> |
| 4.1 Environmental strategy                                    | 103        |
| 4.2 Environmental management                                  | 104        |
| 4.3 Air quality   | 106        |
| 4.4 Water quality   | 108        |
| 4.5 Noise   | 113        |
| 4.6 Waste management  | 114        |
| 4.7 Natural environment                                       | 116        |
| 4.8 Eco-efficiency  | 120        |
| 4.9 Port community  | 123        |
| <b>Indicators</b>   | <b>124</b> |

# Presentation

In 2021, the Port of Huelva grew the total volume of port traffic to over 30.6 million tonnes, representing an increase of over 2.5%.



These results reflect positively on the Huelva Port Authority and the companies which form its port community. It challenges us to continue driving new projects to attract investments and help to grow our revenues. In 2021, we surpassed €43.7 million, an increase of 2.13%.

A decisive factor in this performance has been the strategy to implement projects that consolidate our traditional solid and liquid bulk traffic, with the modernisation of the Ingeniero Juan Gonzalo and Ciudad de Palos Wharves, cornerstones in the loading and unloading of solid bulk – including ores and minerals, cereals and fertilisers – that is fundamental for the province's economy.

During the year, we continued to deploy the investment plan, worth over €48 million, to enhance our competitiveness. The initiatives included the extension of the South Wharf, equipped with three new Super Post-Panamax cranes, the construction of a multipurpose building, and improving the connectiveness and efficiency of port operations. These are all part of our digitalisation, sustainability and innovation strategy.

As regards connections with the Canary Islands, the number of passengers on the regular maritime routes increased 20%, to which the growth in RO-RO freight has to be added. That positions us as the leading port of the Spanish port system with the islands, as we are an official link with the islands as a hub on the European Atlantic Corridor. We have launched our "Route 1400 Huelva-Canary Islands" brand to work together with the different stakeholders of the logistics chain and consolidate our positioning.

In parallel to our port growth, we have made progress in our outreach to the city, an achievement of which I feel immensely proud. The upgrading of the Avenida Francisco Montenegro is part of our commitment to sustainability. This road that was previously used for heavy vehicles is now a long avenue, which has created green areas and healthy settings for the city to enjoy.

We are a port with a heart, which is striving to pass on the benefit of business volumes to its local environment by means of new projects and also thanks to our corporate social responsibility strategy. A total of 90 projects have benefitted from the port-city call, an action that has been strengthened with 124 sponsorships with different sports, educational, cultural and social groups.

We want to continue to be trail-blazers and be at the cutting-edge of the port system in port management, innovation and sustainability. We sought a key technology partner of status Telefónica to develop the first port Fiware innovation hub worldwide on the first floor of our fish auction market and help to make Huelva's productive fabric more competitive.

# Sustainability strategy

## 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.**

The 2018–2022 strategic scenario is the result of the 2017 review and establishes 4 Strategic Lines, 14 Targets and 65 Courses of Action. During 2021, and in keeping with an ongoing strategic reflection process, a further 3 were put forwarded and implemented and 7 have been completed.

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

## STRATEGIC LINES

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

The current Strategic Plan is nearing the end of its timeline. This, together with the changes in the environment and the new global paradigms, mean that we need to embark on a new strategic reflection process leading to a new Port of Huelva Strategic Plan. At the end of November 2021, the call to tender was published to prepare the Plan on a timeline of 2023-2030, and with the sights set to 2040. The contract will be executed in 2022.

## Functions and legal setup (I-01)

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:

- a. 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.
- b. Manage the service area of the port and of the port uses, in coordination with the relevant Authorities regarding land use and town planning.
- c. 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.



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

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.

## 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.

## 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 2021 was as follows

| Representation  | Person   |
|---|--|
| Chairwoman  | D. María del Pilar Miranda Plata   |
| Managing Director   | D. Ignacio Álvarez Ossorio-Ramos   |
| State Administration  | Harbour Master<br>D. Alejandro Andray López<br><br>State Lawyer<br>D. Javier Manuel Sobrepere Salvia<br><br>State Ports<br>D. Jaime Luezas Alvarado<br><br>General State Administration<br>D <sup>a</sup> . Manuela Parralo Marcos   |
| Autonomous Community  | Managing Director of the Public Andalusian Ports Agency<br>D. Rafael Merino López<br><br>DGovernment Representative in Huelva<br>D. Bella Verano Domínguez<br><br>Territorial Delegate for Development, Infrastructure, Spatial Planning, Culture and Historical Heritage in Huelva<br>D. José Manuel Correa Reyes |
| Official Chamber of Commerce, Industry, Services and Navigation of Huelva | Official Chamber of Commerce, Industry, Services and Navigation of Huelva<br>D. Daniel Toscano Rodríguez   |
| Business organizations  | D. Juan Demetrio del Olmo Martín   |
| Huelva Town Hall  | D. Gabriel Cruz Santana  |
| Palos de la Frontera Town Hall  | D. Ricardo Bogado Gómez  |

| Representation                                     | Person   |
|--|--|
| Trade Union Organizations                          | D. Fernando Parrillo Duarte<br>(U.G.T. Andalusia)                |
|  | D <sup>a</sup> . María Julia Perea Álvarez<br>(CC.OO. Andalusia) |
| Most relevant economic sectors on the port circuit | D. Jorge Acitores Durán  |
| Secretary  | D. Francisco Javier Capitán Márquez                              |

## 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.

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 jefaturas de los departamentos de 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.

On the other hand, in 2021, the Professional Association of Marine and Ocean Engineers applied to join the Port and Navigation Board. It believed that there was no reason against it having a representative on the Board, alongside those representing the main customers operating at the Port of Huelva. It believed that a link between marine engineering professionals and the port sector would be beneficial.

In 2021, despite the initial intention to hold an ordinary meeting on 1 December, the Port and Navigation Board was unable to meet due to COVID-19 rates making it difficult for its members to attend the planned session. The meeting was therefore called off. Nonetheless, the Port Services Committee met on 3 December.

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

### NAVIGATION AND PORT BOARD

|                           |  |
|---------------------------|--|
| <b>Chairperson</b>        | Chair of the Huelva Port Authority (HPA)                       |
| <b>Ex officio members</b> | Harbour Master   |
|                           | Managing Director of the HPA                                   |
|                           | Harbour Master's Coordinator of Maritime Inspection and Safety |
|                           | Government Subdelegation in Huelva                             |
| <b>Members</b>            | Government Delegation of the Junta de Andalucía in Huelva      |
|                           | Customs Authority  |
|                           | Ministry of Agriculture, Food and the Environment              |

## Vocales

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



|                  |   |
|------------------|---|
| <b>Vocales</b>   | Most representative unions in the maritime and port sectors in the territorial scope of the Port Authority. |
| <b>Secretary</b> | HPA General Secretary   |

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

#### PORT SERVICES COMMITTEE

|                           |  |
|---------------------------|--|
| <b>Chairperson</b>        | Managing Director of the HPA   |
| <b>Ex officio members</b> | Harbour Master   |
|                           | Head of the HPA's Department of Operations   |
| <b>Members</b>            | <b>Members representing port service providers</b>                                   |
|                           | 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)                                    |
|                           | <b>Members representing users of port services or associations representing them</b> |
|                           | 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)                             |



|                  |  |
|------------------|--|
| <b>Members</b>   | 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  |
| <b>Secretary</b> | <b>Members representing the major employee organisations</b>   |
|                  | Major trade unions in the maritime and port sectors within the Port Authority's territorial scope                        |
|                  | 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 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 general characteristics of the Port of Huelva are as follows:

- 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           | 3,84              |
| LLW with respect to port zero | 0,01              |
| HHW with respect to port zero | 4,11              |
| Prevailing winds              | SW Y NW           |
| Entrances                     |                   |
| Entrance channel              |                   |
| Width                         | 200 a 300 m       |
| Draught referred to LLW       | 13 m <sup>1</sup> |
| Bottom                        | Arenas y fangos   |
| Length                        | 15.000 m          |
| Entrance mouth                |                   |
| Orientation                   | 339°              |

|                          |                   |
|--------------------------|-------------------|
| Width                    | 300 m             |
| Draught                  | 13 m <sup>1</sup> |
| Maximum current recorded | 5 nudos           |

### Breakwaters

|                          |                   |
|--------------------------|-------------------|
| Juan Carlos I Breakwater | 13.000 m longitud |
|--------------------------|-------------------|

\*Draft of the project

### 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                            |
| 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)                      |
| 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   | - | -                           |
| <b>Southern mooring buoys</b>          | <b>150.00</b>                       | <b>5.00</b>                                    |   |                             |
| <b>TOTAL SERVICE</b>                   | <b>5,048.00</b>                     |  |   |                             |
| <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      |
| 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     | 159.00                              | 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,<br>CEPSA          | 128.00          | 8.50   | Liquid bulks             |
| Reina Sofía W Pier,<br>CEPSA          | 150.00          | 9.00   | Liquid bulks             |
| Reina Sofía 4º Pier,<br>CEPSA Mooring | 210.00          | 12.00<br>(Displacement in<br>load 66,000 Tm) | Liquid bulks             |
| Enagás, S.A. Pier                     | 304.50          | 12.00 (LNG ships<br>up to 180,000 m3)        | Liquid bulks             |
| Decal North Pier                      | 210.00          | 11.50  | Liquid bulks             |
| Decal South Pier                      | 210.00          | 12.50<br>(Displacement in<br>load 66,000 Tm) | Liquid bulks             |
| Decal South Pier 2                    | 119.20          | 13.30  | Liquid bulks             |
| Huelva Royal Maritime<br>Club         | 8.00            | 2.00   | Miscellaneous            |
| La Rábida Dock                        | 20.00           | 2.00   | Auxiliary (1<br>mooring) |
| Monobuoy                              | 275.00          | 16.50  | Liquid bulks             |
| <b>TOTAL PRIVATE</b>                  | <b>4,225.70</b> |  |                          |
| <b>TOTAL</b>                          | <b>9,237.70</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)

### COMPLETED ACTIONS



During 2021, Huelva Port Authority invested €31.9 million to refurbish its infrastructures to meet existing needs.

The following key actions were completed in 2021:

- Collecting water on the Ingeniero Juan Gonzalo and Ciudad de Palos Wharves.
- Reorganising access on the South Wharf
- Upgrading the Avenida Francisco Montenegro
- Installing a perimeter security system. 2nd phase

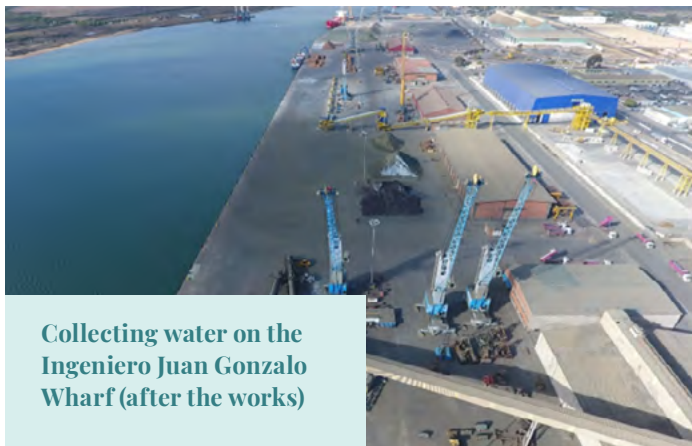
A brief description is included below:

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

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

New manifolds with decanting stormwater drains, new surface paving adapted to the new slopes needed, and a large stormwater tank to regularise the water have been built.

In turn, new piping to supply raw water has been installed to clean and flush the operations surface of the wharf, and the fibre optic and electricity piping has been retrofitted.



Collecting water on the Ingeniero Juan Gonzalo Wharf (after the works)



Holding Tank (after the works)

### Reorganising access on the South Wharf

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

New manifolds with decanting stormwater drains, new surface paving adapted to the new slopes needed, and a large stormwater tank to regularise the water have been built.

In turn, new piping to supply raw water has been installed to clean and flush the operations surface of the wharf, and the fibre optic and electricity piping has been retrofitted.



Reorganising the accesses (during the works)



## Upgrading the Avenida Francisco Montenegro

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

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

The upgrading of the Avenida Francisco Montenegro included the following actions:

- Making a new two-metre landscaped reservation for the avenue to better blend into the setting.
- Removing the existing railway line (recovering and reusing the materials).
- Laying pavements using the same surfacing 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.
- Relaying the existing fibre cement pipes under the pavement to be demolished and rebuilt.
- Creating parking places, particularly in the area around Huelva Yacht Club.
- Refurbishing the timber walkway along the right side of the avenue as per the APH study.
- Adapting the electricity cables to the facilities, including lighting, while respecting the type of recently installed lamps in the area and LEDs.
- Aesthetics and landscaping, similar to the one to be found locally and "green screens" on the left side.
- Landscaping slopes and green areas and creating recreational spaces.



Upgrading the Avenida Francisco Montenegro (after the works)

## Installing a perimeter security system. 2nd 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". The work was implemented during the first half of 2017 and 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 to complete the installation and provide the perimeter of the Outer Port Service Zone with a greater degree of protection. That involved installing a new fibre optic line, along with integrating new protection and surveillance elements with the existing ones.

Thus, the perimeter security of the port reflects a converging, global and integral approach; all the electronic and mechanical elements and systems are fully integrated. The goal is to protect the virtual, logical or physical perimeters in order to detect, stop and dissuade possible intrusion into their facilities.



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

- Upgrading and widening the access road to the South Wharf
- North Expansion of the South Wharf
- Multifunctional building on the South Wharf and surrounding areas
- Partial demolition of the fish auction unit and the exporters' warehouses

Those actions are outlined below:

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

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

The road surface only needs to be treated in first section, except where the platform is widened to upgrade 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, separated by an 80 cm central reservation demarcated with 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 as a solution for the intersection crossings, which will ensure that the road does not have any gauge limitations. The underpass at P.k. 4+328 will be strengthened for cranes and vehicles with special loads.

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



Upgrading and widening the access road to the South Wharf (during the works)

## 2. North Expansion of the South Wharf

The works consists of expanding the current South Wharf of the Port of Huelva by 526 metres. The type of structure will be a screen wharf with a main screen anchored to an anchoring one 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 draught of 17 metres.

The crest elevation of the wharf is the elevation +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 pier cap beams for the sheet piling. The back guideway of the gantry crane is also made out of reinforced concrete and is anchored on 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 termination is provisional with a 1.25 m thick layer of quarry run.



North expansion of the South Wharf (during the works)



### 3. Multifunctional building on the South Wharf and surrounding areas

A new multipurpose building is needed due to the growth in Ro-Ro and passenger traffic in recent years. It will be used to manage the embarking and disembarking of passengers, and as the premises for the port services and police and customs control and inspection services. Therefore, the plan is to build a multipurpose building to act as a passenger terminal with a carpark adjacent to the building.

The three-storey Multipurpose Building will occupy a total surface area of 2,392.35 m<sup>2</sup> on the South Wharf concourse next to the existing Ro-Ro ramp.

It will also be the base for port management, passenger control, telecommunication and security. Thus, the Civil Guard and National Police access security controls, passenger control and customs office will be in the new premises. There will also be different waiting areas for passengers, a café, information point, check-in and ticket sales, along with offices for the use of the shipping companies that operate the different regular lines to the South Wharf at the Port of Huelva.

The design will be one-off and innovative, with a large cantilever as the main passenger entrance and the whole of upper part will be covered with vegetation.



### 4. Partial demolition of the fish auction unit and the exporters' warehouses

Huelva Port Authority has placed great emphasis on the Port-City interface in recent years. The complete remodelling of the Levante Wharf is envisaged as part of that endeavour. The different actions include the partial demolition of the fish auction unit and the exporters' premises, the construction of the new fish auction centre and new warehouses for fish and shellfish exporters.

The new fish auction centre and the exporters' new warehouses are already completed. Therefore, this stage will involve the remaining demolition work, consisting of the partial demolition of the former fish auction unit and of the exporters' premises still standing, in order to continue with the full remodelling of the wharf.



The following work has also been started:

- Retrofitting to guarantee the structural stability of the Compañía Española de Minas de Tharsis loading dock
- Rebuilding the Fountain of Nations
- Port of Huelva Technological Innovation Hub

#### **RETROFITTING TO GUARANTEE THE STRUCTURAL STABILITY OF THE COMPAÑÍA ESPAÑOLA DE MINAS DE THARSIS LOADING DOCK**

The Compañía Española de Minas de Tharsis loading dock is symbolically iconic for the city of Huelva, given its important role in the economic and social evolution of the local area and the link with its recent history. It is a hallmark that local residents want to be returned to its former glory.

The work involves a set of actions needed to guarantee the structural stability and safety of the Loading Dock, as the dock structure is in a very poor state of repair.

#### **REBUILDING THE FOUNTAIN OF NATIONS**

As part of the Port-City interface, the project to rebuild the Fountain of the Nations, which no longer exists, is underway. Also known as the Bench of the American Nations, the fountain was originally on the left of the Avenida Francisco Montenegro and approximately 500 metres to the south of the Ore Loading Bay on the Riotinto Wharf.

#### **PORT OF HUELVA TECHNOLOGICAL INNOVATION HUB**

This action aims to fit out the upper story of the fish auction unit to house the "Port of Huelva Technological Innovation Hub", as part of the APH's development of technological innovation in the port and logistic field. This will facilitate the convergence of the different companies and give impetus instruments and instruments to contribute to this goal.

As regards the implementation of the aforementioned investments, work to prepare the following projects was completed in 2021:

- Construction project to allow 550m long trains to operate in the Majarabique complex
- South Wharf sanitation connection project
- Project to install CCTV for port operations at the Port of Huelva
- Project to remodel the area around the Monument to the Faith of the Explorer

Other projects that began in 2021 and which are still in drafting phases are as follows:

- Project to adapt the channel to new traffic
- Project to upgrade and develop the Punta del Sebo land
- Project to build a warehouse for the Andalusian Health Service at the Punta del Sebo Industrial Estate

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

The mission and vision expressed in the Strategic Plan of the Port explicitly pinpoint improving the connectivity and intermodality of the Port as a determining factor for the Port to focus on its development, particularly in terms of rail transport.

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

- The Majarabique 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 to 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 Majarabique Railway Terminal a project integrated in and a true "extension" of its maritime terminal. It is located to the north of the city of Seville, in the Seville and La Rinconada municipal districts, next to the SE-20 and SE-40 ringroads and the northern access road to Seville. It is part of 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.

Consolidating, strengthen and specialising the terminal is a priority for the Port of Huelva, as its position makes the Port of Huelva even more attractive as the maritime route for rail container loads from central Spain (Cordoba, Linareas, Castilla La Mancha, Madrid and Zaragoza), to the Atlantic ports (including Canary Islands, West Africa, Central and South America, and North-Western Europe). This option offers optimised times and costs for the whole logistics chain.



Special mention should be made of the Port Authority's investment in Majarabique and the Seville-Huelva rail section (€3 million in Majarabique and €11 million in the rail section) and with new sidings 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 to build a Rail Freight Loading and Unloading Port at the Majarabique Facility in Seville. The plot has been extended several times and now has a total surface area of 67,550 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. The container rail traffic from Majarabique to the Port of Huelva is close to forty trains a month since then, with an average of twenty direct trains between Majarabique and the South Wharf of the Port of Huelva, along with the twenty trains a month 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 Majarabique-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 Majarabique as a key intermodal platform in the transporting of freight in south-west Europe.

Thanks to Majarabique's strategic importance, the Port of Huelva joined the Andalusian Logistics Network in November 2020. Given the Autonomous Government of Andalusia's interest in developing that logistic area, its Cabinet approved and declared the project to be of general interest on 6 November 2018.

The intention is to extend the terminal track in 2022, which will allow 550-m-long trains to operate without needing to be split up. The work will involve not only extending the track length, but also the concrete slabbing to increase the capacity of the terminal.

A study of the terminal capacity was conducted in 2021. With the current operating schedule, an annual capacity of 147,288 TEUs is estimated once the extension has been completed. This is similar to the other leading terminals on the Iberian peninsula, such as the Barcelona Morrot and Madrid Dry Ports.

## RAILWAY CONNECTIONS

### Twice a week:

- Majarabique – Port of Huelva



**RENFE Multiclientes. Three times a week. Majarabique connection with:**

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

**Once a week:**

- Madrid-Majarabique.Port of Huelva



The Logistics Zone (ZAL), which is 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. It is located at Punta del Sebo, an industrial area with plots with services available and good road and rail access.

The ZAL will be in a pivotal position between the Port of Huelva and the urban area. This will enable the convergence of different types of companies and activities to provide continuity, quality services, transformation and added value to the transport chains converging in the port area. It will also drive job creation, secure the loyalty of the current traffic and promote new future traffic.

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

Furthermore, as regards industrial promotion, the work of the different task forces continued in 2021 with institutions such as AIQBE (Huelva Association of Energy, Basic and Chemical Industries), IDEA Agency and "Invest in Andalucía". The goal is to integrate the logistics and industrial projects of the Port Community companies in the planning of the Port, along with promoting the land available in the Service Area to attract new investments.

The Port of Huelva ZAL will provide an optimum service for the leading sectors and with greatest activity locally. Key business project sectors in specialised logistics activities have been identified:

- General Logistics.
- Agri-food Sector.
- Industrial-Logistics Sector.
- Healthcare Sector.

After holding the ZAL symposium in December 2020 as part of the FOCOMAR project, in conjunction with Huelva Chamber of Commerce, the Port of Huelva has continue to progress with its marketing plan to implement logistic companies within the sphere of those four strategic sectors considered to be of greatest potential, with special focus on a flourishing sector – e-commerce and urban goods distribution –, and with direct synergy with other sectors.

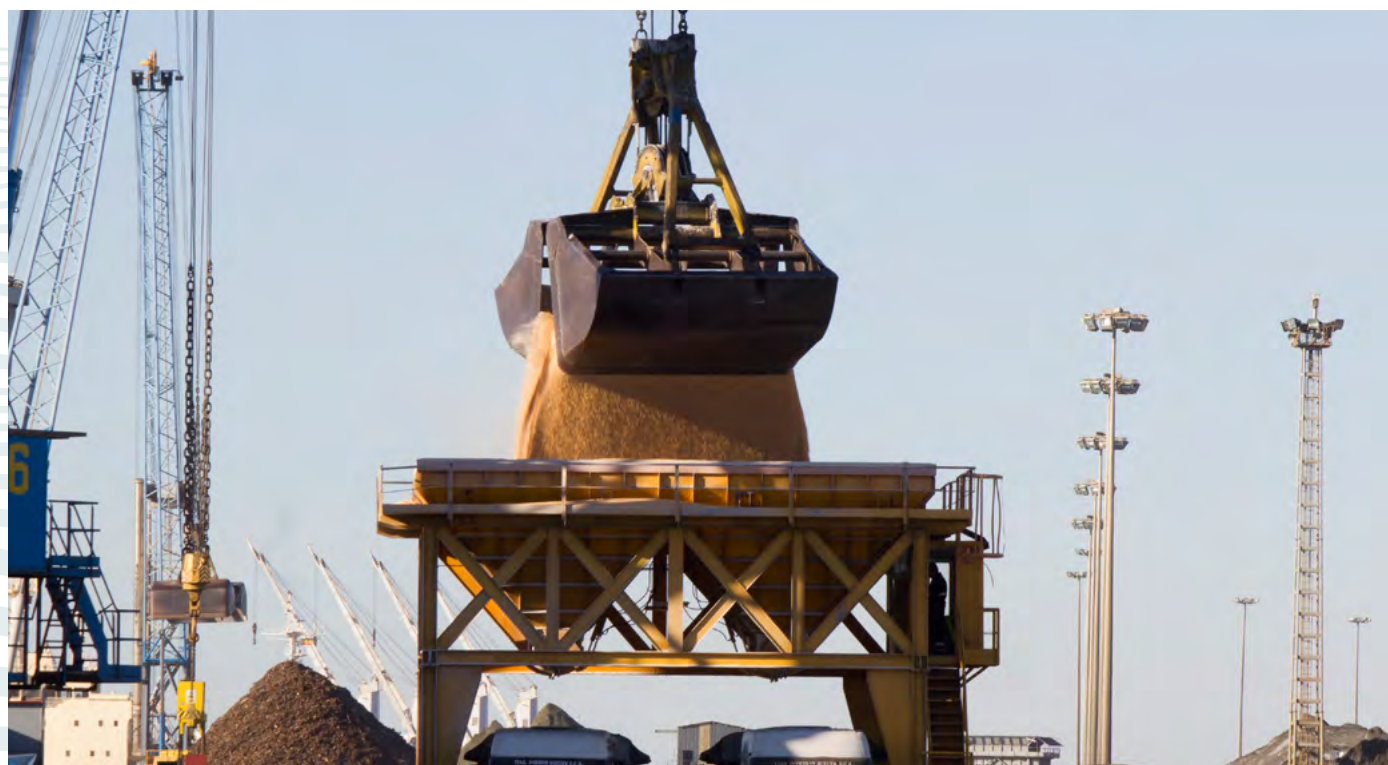
The marketing model will be based on efficiently fostering freight transport activities, by harnessing, on the one hand, the current concession of Huelva Área Logística Integral, S.L., and a dedicated transport service area within the ZAL. On the other hand, the full integration of the Port of Huelva in the Andalusian Logistics Network will allow all the activities between logistics centres to provide added value to the freight. Therefore, the Port of Huelva ZAL is seen as the backbone of the local social and business fabric and as an ideal framework for sustainable and innovative projects.

## Markets supplied

### Traffic evolution (I\_10)

The evolution over the last three years both of total tonnes moved at the Port of Huelva and tonnes moved by generic freight group, along the percentage of the total of each of those groups, was as follows:

| Traffic  | 2019       | 2020       | 2021       |
|--|------------|------------|------------|
| Tonnes moved                                     | 33,813,726 | 29,919,220 | 30,685,994 |
| Evolution  | 2.58%      | -11.52%    | 2.56%      |
| Liquid bulk                                      | 26,675,733 | 23,486,206 | 24,181,628 |
| Liquid as a percentage of the total              | 78.88%     | 78.50%     | 78.80%     |
| Solid bulk                                       | 5,755,664  | 4,886,834  | 5,029,739  |
| Solid as a percentage of the total               | 17.02%     | 16.33%     | 16.39%     |
| General Freight                                  | 1,145,359  | 1,299,903  | 1,190,359  |
| General as a percentage of the total             | 3.39%      | 4.34%      | 3.88%      |
| Other (fishing, provisions and internal traffic) | 236,970    | 246,277    | 284,268    |
| Others as a percentage of the total              | 0.70%      | 0.82%      | 0.93%      |



The Port of Huelva ended 2021 with total port traffic of 30.68 million tonnes, which was up 2.56% on the 2020 results.

Liquid and solid bulk continue to be the main traditional areas of specialisation of the Port of Huelva. However, the ongoing diversification strategy to other business segments means that its positioning is gradually shifting to a global port with increases in the share of breakbulk, project cargo, containers and Ro-Ro.

2021 continued to be chequered by the international crisis caused by the COVID-19 pandemic and its impact on economic growth worldwide. Nevertheless, the restrictions on movement of individuals and the forced shutdown of many non-essential activities were far fewer than in 2020. The Port of Huelva was thus able to recover much of its usual pre-pandemic activity. Therefore, the port's traditional traffic – solid and liquid bulk – returned to growth, although they have not as yet recovered to the pre-pandemic levels of 2019. As regards general freight, RO-RO and container traffic, even though they dropped slightly in 2020, they managed to recover and even increased the operated tonnage prior to COVID-19.

As regards the solid bulk traffic, a total of 5 million tonnes were shifted, which was up 2.9%. Iron and steel products, associated with the traditional ore transformation and logistics activity at Huelva, accounted for 51% (with over 2.5 million tonnes handled in 2021) of the total of this type of bulk. Copper ore shipments handled by Impala and Atlantic Copper accounted for the vast amount. On the other hand, the moderate recovery of tourism nationally during the year fostered the increase of domestic consumption and cereal imports through the Huelva docks totalled 1 million tonnes of cereals, animal feed and fodder. However, the greatest growth by volume of solid bulk was posted by construction materials, and more specifically asphalt and cement that were up by over 150,000 tonnes on 2020.

The liquid bulk traffic amounted to 24.18 million tonnes, which represented significant growth, nearly 3% up on the volumes posted in 2020. Furthermore, in this regard, as the impact of the COVID-19 has gradually declined, there has been certain growth in crude oil and refined products, although without reaching pre-pandemic levels due to the drop in air traffic and people continuing to travel less. By the end of 2021, the CEPESA La Rábida refinery had unloaded 8.1 million tonnes of oil through its crude oil single buoy mooring point, which was very similar to the 2020 volume. As regards refined products, the values at year-end were also on a par to those for 2020, which still left room to return to the figures prior to the health crisis.

Liquid oils and fats also showed growth in tonnage of nearly 12%. It is hoped that this upward trend will continue 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 DECAL España facilities to produce biofuels as a port concessionary.

The performance of LNG particularly contributed to the increase in liquid bulk during the year. This traffic, whose specific weight in the overall picture is important, has grown by 10.27% and its upward trend is expected to continue. After the closure of the Maghreb gas pipeline that connected the Algerian gas wells with Spain through Morocco, the Huelva docks became a strategic point for the unloading of Liquefied Natural Gas (LNG) and which significantly increased in the last two months. The gas pipeline that closed in 2021 accounted for 25% of natural consumption, while the Medgaz line (entering through Almeria) provides a similar percentage. In other words, half of the natural gas used in Spain has to arrive by ship.





As regards conventional bunkering, which had also seen advances in recent years, the evolution during 2021 was also positive, up by over 40%. This undoubtedly contributed to the rise in the number of vessels calling in at Huelva, 45 vessels more than in 2020. As regards the bunkering of new fuels (LNG), the price of LNG shot up in 2021 and the Balearia shipping line that regularly used the bunkering services of this fuel dramatically reduced the amount it bought (only for auxiliary engines) and used traditional fuels to operate its vessels. Therefore, a drop could be seen in the number of LNG bunkering supply OPS and in the M<sub>3</sub> supplied. There were 57 OPS with 8550 M<sub>3</sub> supplied in 2021 compared to 105 OPS and 21642 M<sub>3</sub> in 2020.

In 2021, general freight, and more specifically container traffic, experienced a slight setback due to hike in the price of charters and the world shortage of TEUS arising from relaunch of the Chinese economy, which meant that all the available units were diverted to that market. A total of 80,588 TEUs were moved and that figure is expected to multiply in the coming years once the work to extend the berthing line is finished and the new South Wharf Terminal comes into service.

With respect to Ro-Ro traffic, a total of 23,586 ITUs (Intermodal Transport Units) passed through the South Wharf, thanks to the lines that linked the Canary Islands with mainland Spain and which are currently run by Balearia and Naviera Armas. The Port of Huelva is a key player in the Spanish port system in terms of its connection with the Canary Islands, as it has four sailings a week, three with Ro-Pax ferries and one with a container vessel. It is the leader in that traffic and, in particular, in passenger transport, as over 48,000 national and foreign passengers used the service in 2021, which was much higher than the pre-pandemic figures for 2019. The launch of the "Route 1400 Huelva-Canary Islands" by the current operators - Balearia & Olsen, Armas and Alisios shipping companies - will help to drive the growth of this corridor as it will focus on passenger tourism, where travelling by sea is chosen as part of the experience when crossing Europe and mainland Spain and Portugal in their vehicles (caravans, cars and motorbikes).

Finally, freight rail traffic from the Port of Huelva grew by over 23.5% in 2021 and thus helped to strengthening the policies to protect the environment and reduce greenhouse gases. There was a total of 1,829 rail operations, 20% of which transported containers. The corridors with Seville and Madrid of previous years continued to operate, along



with the connections from Majarabique to Bilbao, Tarragona and Barcelona. The year ended with a total of 23,622 TEUs (80,588), with the share of rail containers at the Port of Huelva up 16%. In addition to the existing routes to Seville and Madrid, new rail freight corridors to Elvas (Portugal) and Mérida with freight for northern Europe were opened, but would their operations would subsequently be suspended due to the effects of the pandemic and the lack of containers.

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

It should be noted that the hinterland remained unchanged compared to 2020.

### 2021 export hinterland



## 2021 import 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 is identified below, with the main origins and destinations of the goods.

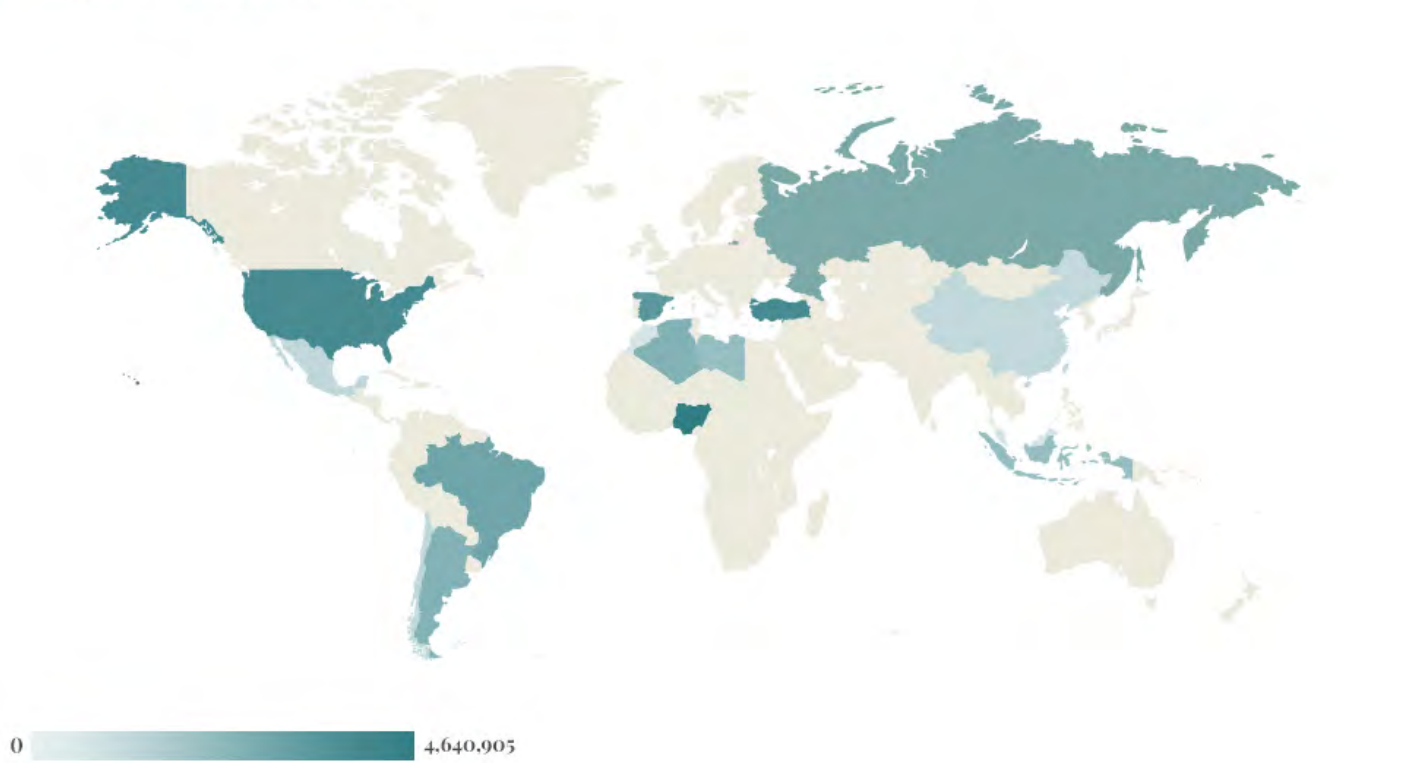
#### Import foreland, 2021

| Country   | Mt        |
|-----------|-----------|
| Nigeria   | 4,640,905 |
| Turkey    | 2,336,637 |
| U.S.A.    | 1,897,959 |
| Spain     | 1,184,611 |
| Brazil    | 1,050,261 |
| Russia    | 949,268   |
| Algeria   | 613,121   |
| Argentina | 504,896   |
| Indonesia | 432,725   |
| Libia     | 411,980   |
| Malaysia  | 281,172   |
| China     | 276,314   |
| México    | 253,743   |
| Chile     | 247,24    |
| Morocco   | 228,223   |

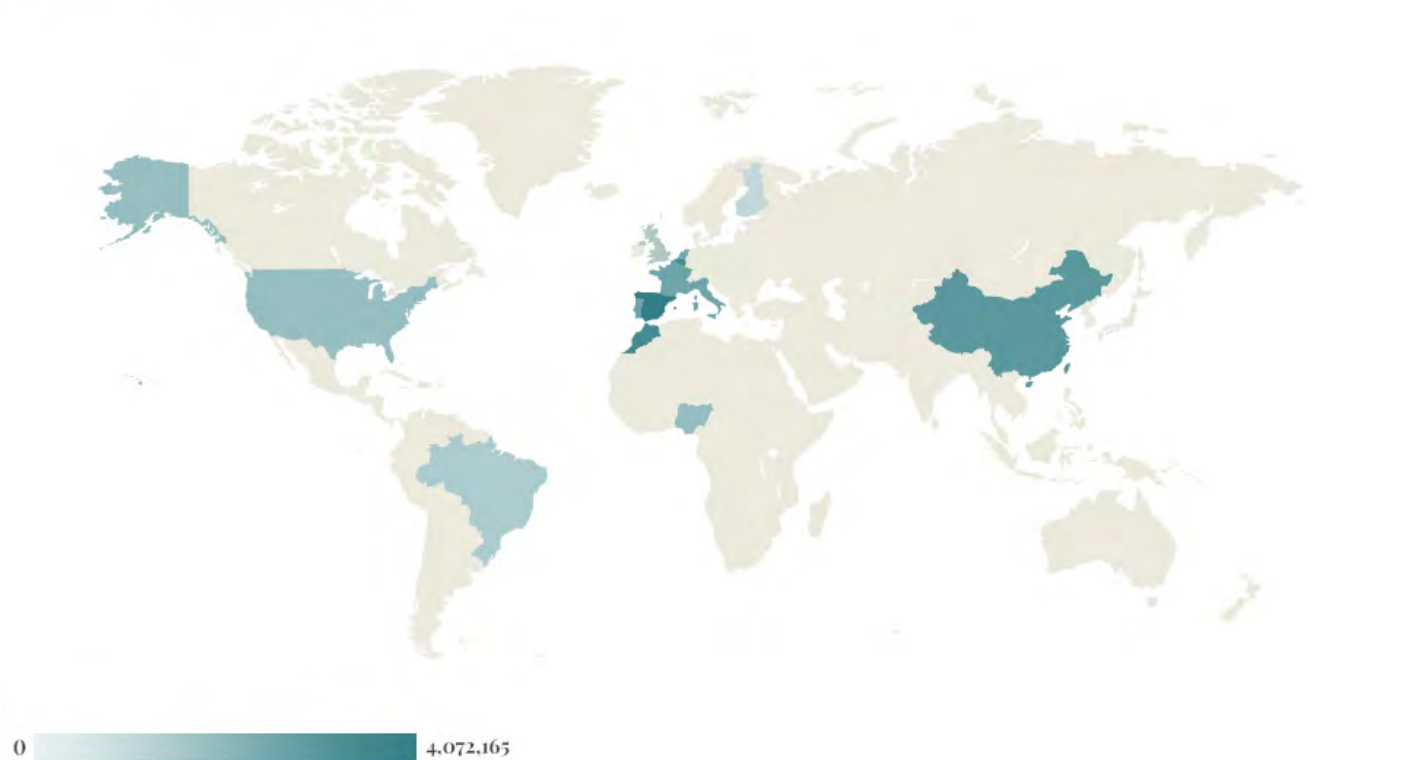
#### Export foreland, 2021

| Country        | Mt        |
|----------------|-----------|
| Spain          | 4,072,165 |
| Morocco        | 924,869   |
| China          | 819,606   |
| Belgium        | 609,397   |
| Portugal       | 575,753   |
| Italy          | 575,413   |
| Japan          | 565,466   |
| France         | 510,160   |
| Holland        | 419,721   |
| Nigeria        | 273,409   |
| U.S.A.         | 252,958   |
| Brazil         | 195,815   |
| United Kingdom | 175,204   |
| Finland        | 167,854   |
| Gibraltar      | 124,860   |

## Import foreland, 2021



## Export foreland, 2021



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

In 2021, €22,147,535.74, 47.93% of the total, out of the total of €46,211,183.11 invoiced was to five main customers.

|                     | Amount billed | % billed/total |
|---------------------|---------------|----------------|
| Total turnover      | 46,211,183.11 |                |
| Five main customers | 22,147,535.74 | 47.93%         |

The five main customers were:

| COMPANIES                             | Amount billed | % of total |
|---------------------------------------|---------------|------------|
| Cía. Española de Petroleos S.A. CEPSA | 9,283,099.00  | 20.09%     |
| Enagás Transporte S.A.U.              | 4,937,232.00  | 10.68%     |
| Ership S.A.U.                         | 3,365,479.00  | 7.28%      |
| Atlantic Copper S.L.U.                | 2,579,569.00  | 5.58%      |
| Impala Terminals Huelva, S.L.U.       | 1,982,157.00  | 4.29%      |

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

The main sectors where the Port Community companies operate are:

- **Industrial Sector:**

- **Energy:** Cepsa refinery, the Enagás regassification plant, Ence biomass plant, biofuel plants such as Bio-oils and Gunvor, etc.
- **Metallurgy:** Copper cathodes from the Atlantic Copper foundry are shipped from the Ingeniero Juan Gonzalo Wharf.
- **Chemical:** with plants such as Cepsa Química, Fertiberia, Venator, Fertinagro, Electro Química Onubense, etc.
- **Mining:** Ore, mainly copper concentrate for Atlantic Copper, arrives at the Ingeniero Juan Gonzalo Wharf



- **Logistic Sector**

- **Hydrocarbons:** Decal España, Exolum, Repsol.
- **Ores:** Impala Terminals.
- **Regular shipping lines with the north of Europe and the Canary Islands:** CMA-CGM, Naviera Armas, Alisios Shipping, and Balearia & FredOlsen. The aforementioned regular lines continued to operate with the same vessels and port call frequencies. An increase in services by the CMA-CGM group at our port was expected, but did not happen in 2021.

- **Fishing sector** First trade and wholesale market fish auction unit.

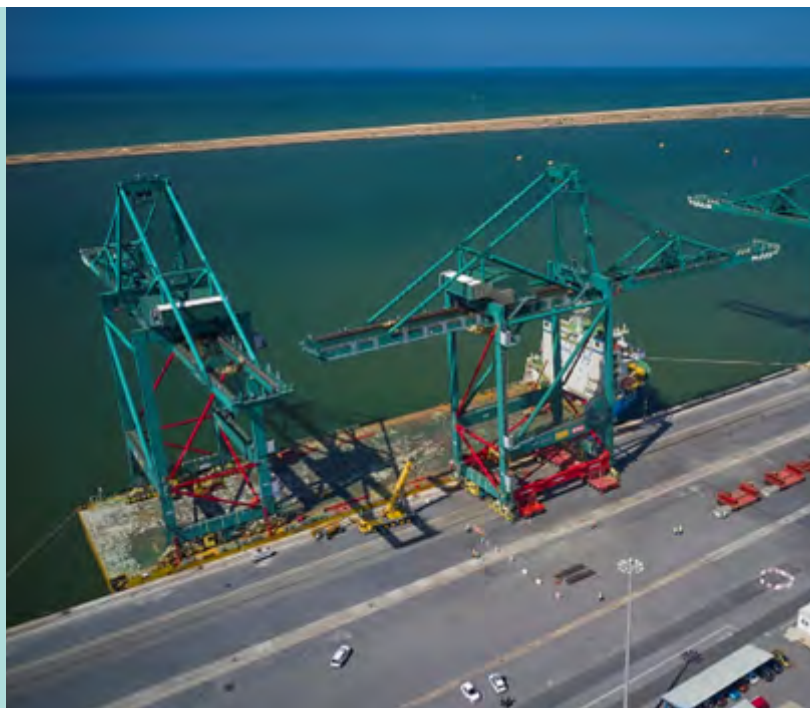
- **Cruise Tourism sector:** In 2021, the cruise sector was still hit by the restrictions resulting from the pandemic, the different and very strict health requirements to accept vessels in each region which led to shipping lines seeing many cancelled bookings, having to reconsider ports of call and complaining about the difficulties that they found to kick start this maritime segment again.

Along with those related to the port and commercial operations and services, such as: container terminals, shipping companies, stevedoring, customs clearance, shipping agents, freight forwarders, bunkering, provisioning, procurement, ship repairs, warehousing, etc., mention must here be made to the huge investment in 2021 in the Yilport container terminal with the addition of 3 new super-post-Panama cranes and also the purchase of yard machinery (reach stackers and MAFI mobile loading platforms) for shore operations at the rail terminal and container yard.

## 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. On 31 March 2021, a new contract of the aforementioned agreement was signed for a year, which can be extended up to a maximum to two one-year periods.

## 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 and with the legally-established exceptions. In any event, the bidder must guarantee the conditions and requirements envisaged in the TRLPEMM (Consolidated States Ports and Merchant Navy Act).

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 SERVICE

#### 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 30 June 2021, 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 11 November 2021, extended the expired towage port service licence for a year and in any event until the specifications are approved. One of the two smaller tug licences was also extended in the meeting on 25 February 2021.

### **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 (State Ports Authority) on 25 August 2020, in order for the latter to issue a binding report.

On 17 February 2021, a report was received from OPPE, which considered the proceedings should be closed and return the draft tender specification to the Port of Huelva Authority and the tender processing rerun. Meanwhile, during its meetings on 30 June 2021 and 11 November 2021, the Board of Directors of this Port Authority 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 approval of the specifications.

### **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.

### **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.



## VESSEL BUNKERING SERVICE

Drafting and approving the regulatory specification or the regulatory specifications separated as per the product to be supplied are pending the OPPE draft framework document incorporating what is established in European Union (EU) Regulation 2017/352 of the European Parliament and Council.

Nonetheless, the Huelva Port Authority has issued provisional permits, as per the existing terms and conditions, until those specific provisions have been approved.



## 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.

## IV) Maritime signalling service

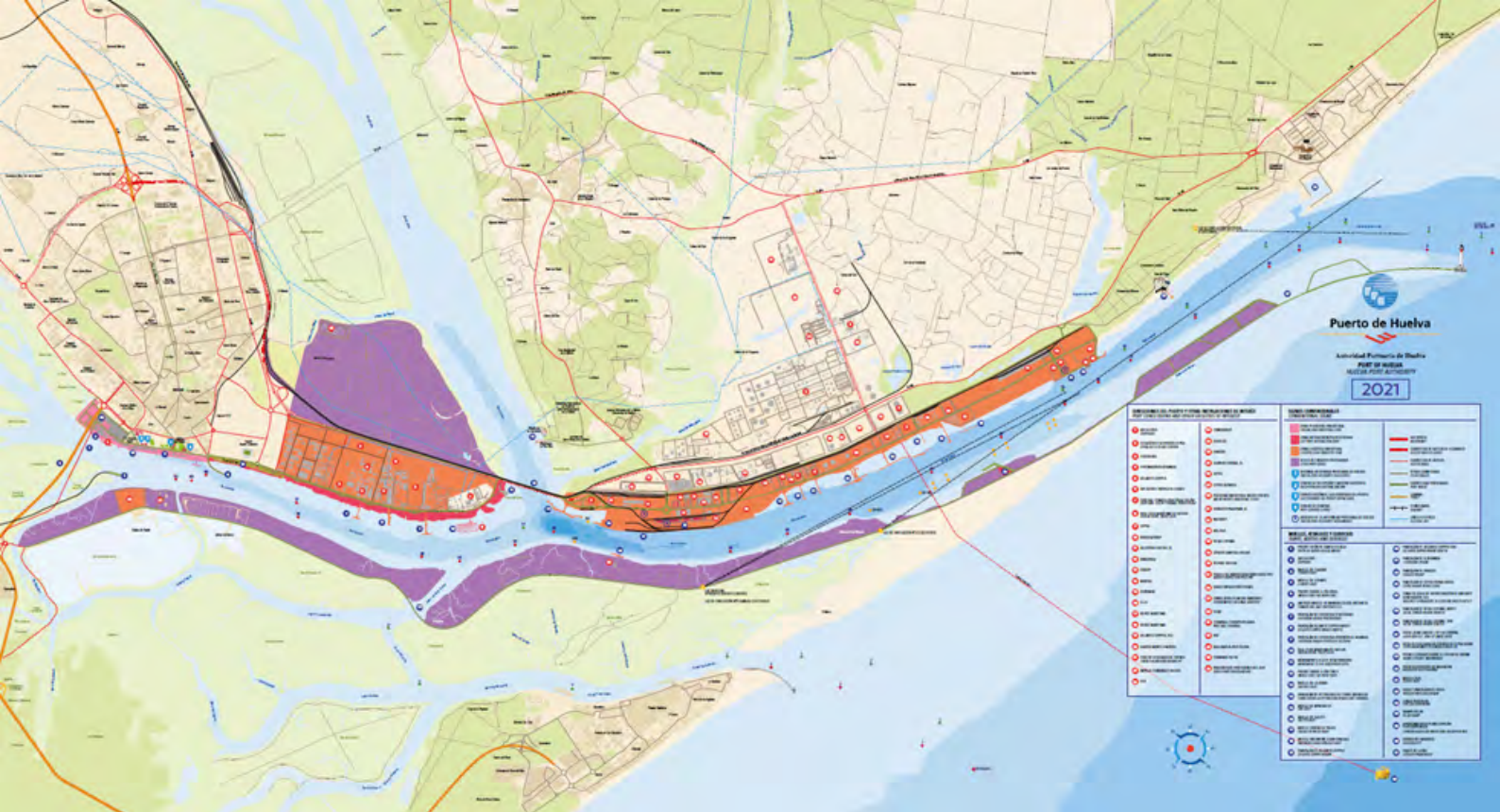
This service is aimed at the installation, maintenance, control and inspection of active or passive radioelectric, electronic, acoustic or visual devices, aimed at improving safety of navigation and movements of vessel along the Spanish coast and, where applicable, to confirm the position of vessels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

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

<sup>2</sup> 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       | 87                  |
| Authorisations    | 8                   |

## Port service suppliers operating at the port in 2021

| 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 (m2) | 1,690,659 m2 |
| Land areas under concessions (m2)     | 527,510 m2   |
| RATIO (%)                             | 31,20 %      |

The data in the upper table is the shore surface area by commercial use, both usable for concessions and under concession. The total land area of the Port of Huelva service zone is **17,841,824 m2**, with **5,246,600 m2**, roughly 29.41 %, estimated to be fully usable for concessions.

The rest of the land is subject to environmental and/or urban development constraints or is to be used for general services (communications, green spaces, etc.). In 2021, the surface area under concession was **4,007,756 m2**, out of which **3,334,982 m2** were on shore.

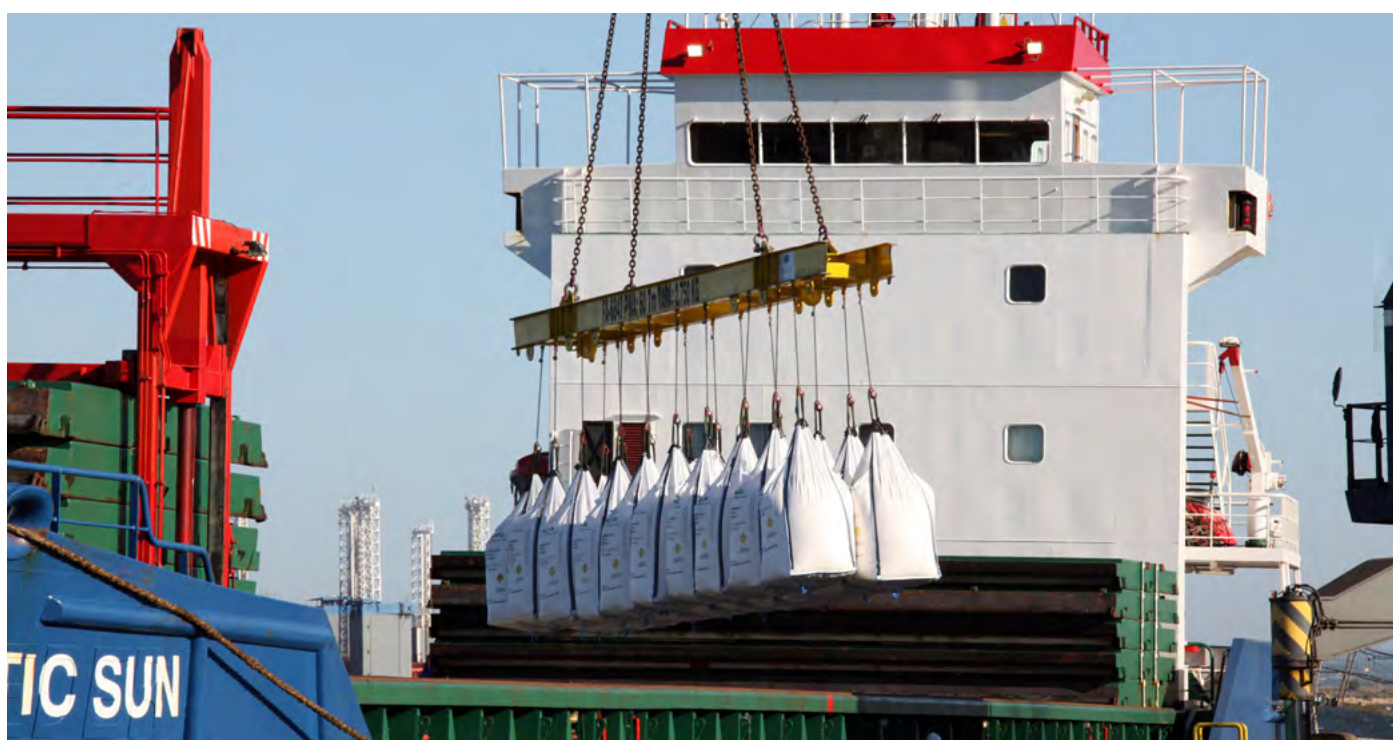


## Percentage of tons moved at authorised and concession maritime freight terminals (I\_17)

As regards the total freight traffic, the tonnes moved were by authorised or concession maritime freight terminals:

|                     | 2019       | %       | 2020       | %       | 2021       | %       |
|---------------------|------------|---------|------------|---------|------------|---------|
| Tonnes moved        | 33,813,726 | 100.00% | 29,919,220 | 100.00% | 30,685,994 | 100.00% |
| Monobuoy-CEPSA      | 9,700,564  | 28.69%  | 8,066,009  | 26.96%  | 8,051,082  | 26.24%  |
| DECAL               | 4,438,099  | 13.12%  | 3,623,537  | 12.11%  | 3,672,667  | 11.97%  |
| Reina Sofia - CEPSA | 3,663,318  | 10.83%  | 3,551,866  | 11.87%  | 3,793,603  | 12.36%  |
| Enagás              | 3,646,594  | 10.78%  | 3,236,807  | 10.82%  | 3,569,190  | 11.63%  |

|                                       | 2019              | %             | 2020              | %             | 2021              | %             |
|---------------------------------------|-------------------|---------------|-------------------|---------------|-------------------|---------------|
| Impala Terminal                       | 1,196,332         | 3.54%         | 1,063,015         | 3.55%         | 1,130,158         | 3.68%         |
| Atlantic Cooper                       | 714,209           | 2.11%         | 785,717           | 2.63%         | 692,643           | 2.26%         |
| YILPORT (former CONCASA)              | 547,389           | 1.62%         | 597,939           | 2.00%         | 520,439           | 1.70%         |
| Balearia                              | 302,189           | 0.89%         | 506,046           | 1.69%         | 333,484           | 1.09%         |
| Algeposa (former TMH)                 | 250,509           | 0.74%         | 117,065           | 0.39%         | 177,602           | 0.58%         |
| Levantino Aragonesas (Fertinagro Sur) | 88,149            | 0.26%         | 125,024           | 0.42%         | 126,778           | 0.41%         |
| Fertiberia fertilizers                | 75,681            | 0.22%         | 74,096            | 0.25%         | 55,037            | 0.18%         |
| Fertiberia phosphoric                 | 36,600            | 0.11%         | 44,875            | 0.15%         | 38,569            | 0.13%         |
| <b>Total Terminals</b>                | <b>24,659,634</b> | <b>77.92%</b> | <b>21,791,996</b> | <b>72.84%</b> | <b>22,161,253</b> | <b>72.22%</b> |



## 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 at 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 appropriate transparency 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)

On 3 December 2021, the Port Services Committee met to discuss the price review for 2022 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 16 December 2021.

### 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 benchmark values for the discounts 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 2021. The outcome was satisfactory and the system was found to have been implemented in a rather mature and efficient manner.

As regards the discounts envisaged in Article 245.2.a), they were applied to Balearia for the Marie Curie and Sicilia vessels.



In 2021, the volume of traffic of the companies with discounts as per Article 245.2 to increase the quality of the services provided accounted for 16.631.184 Tn, 54.20% of the traffic through the Port of Huelva.

### **With respect to good environmental practices**

During 2021, five good environmental practices agreements have been in force, 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, enacting 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 can be made in person at the General Register or remotely using the Electronic Office. They are then sent to the Department of Planning, Internal Control and Management Systems, which filters, analyses and internally forwards the communication to the relevant areas. The Department of Planning, Internal Control and Management Systems monitors the complaints and suggestions, and is in contact with the interested parties.

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, when the above procedure is then followed.

During 2021, 14 complaints and 18 suggestions were received through the General Register.

Ten of the complaints involved steps being taken by the APH, while the other four were either not the jurisdiction of the APH or the actions required were not feasible.

As regards the 18 suggestions, 7 required steps to be taken by the APH, while no action was warranted in the other 11 cases.

Huelva Port Authority requires and annually reviews the register of complaints and suggestions from operators with discounts in accordance to the Quality Framework in the benchmark compliance audit.

In 2021, no Customer Satisfaction Study was conducted as they are two yearly and the next one is scheduled for 2022.

## 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 route 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.

As regards the road system inside the Service Area, it 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 Puente del Tinto, the bridge linking the inner Wharves and Outer Port. The branch line to the general network connects the Port of Huelva to the Mainline Railway Network managed by ADIF. 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 are the widening of the N-442, towards Street A of the Nuevo Puerto 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 future opportunities for the Port of Huelva. 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 a new layout for the access roads to the N-442, by means of service roads, removing some junctions or replacing them with link roads (at different level) and increasing capacity. Furthermore, a second bridge is to be built over the River Tinto to reduce traffic flow and ensure 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.



In 2021, the Port of Huelva put the project to urbanise the ZAL out to tender, in order to, once the contract is awarded, carry out the work needed for the complete urban development of the land at the same time that progress is made in the marketing plan to set up logistic companies.

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 has projects within the Service Area of the Port and in key locations outside that Service Area, as part of its Investment Plan to Improve Rail Accessibility. The first phase of the Majarabique Railway Terminal has been completed with a total budget close to €3.5 million.

The Port of Huelva Authority and ADIF have an agreement in place to regulate the financial contributions of the APH from the Port Land Accessibility Fund regarding its contribution to improve the Huelva-Seville line. Specifically, €11 million are earmarked to construct two 750-m sidings on the Seville-Huelva line. This will allow freight trains of 750 m in length to be used and thus optimise the railway corridor.

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-west Europe, thanks to developing the intermodality and connectivity in the Port of Huelva, thus converting it into a Global Gateway.



In 2021, Huelva Port Authority implemented the following actions as part of the project:

- Completion 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.
- Completion of the work for the Phase II perimeter enclosure, where fibre optic was installed and systems integrated in the Smart Port.
- Completion of the Smart Control systems for the Port of Huelva railway network.
- Different communication tasks were carried out, focused on producing press releases on the different progress of the works, and with special emphasis on the Port of Huelva joining the European Atlantic Corridor from 2021 onwards. Special mention should be made of the Rail Technical Meeting attended the main railway companies of mainland Spain and Portugal, along with those companies of the port community with freight able to be transported by rail.

The project's two main infrastructures are the 750-m dual-track railway terminal and the Solid 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 2021, 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 2021, the Huelva Port Authority completed an assessment of the requirement to proceed to develop and implement a technological solution in order to position the Port of Huelva at the cutting edge of rail connectivity. It published a call to tender for the contracting of the service to provide the "Development, Implementation and Upkeep of a Rail-Port Traffic and Capacity Manager at Huelva Port Authority".

During 2021, 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 2021, the Port of Huelva set out its requirements for the contracting of a future natural gas station to be installed at the port. Different retailers were contacted to see if they were interested in investing in a natural gas station in Huelva, with clearly establishing demand in the short term being the greatest difficulty.

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 Majarabique dry port in Seville, by means of retrofitting a diesel locomotive to BIOLNG and the construction of a gas fuelling station at the Majarabique rail terminal.

Huelva Port Authority is the driving force behind the setting up of an integral logistic green corridor between the two intermodal platforms managed by the Huelva Port Authority, which are the South Wharf at the Port of Huelva (port of the TEN-T basic network) and the Majarabique Intermodal Rail Platform in the province of Seville (strategic point within the Mediterranean Corridor of the TEN-T Network), using BIOLNG as fuel for rail traction. This action will make the Huelva-Seville Corridor, which became part of the Atlantic Corridor in 2021, more competitive 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. In 2021, work was carried out on the basic engineering of the retrofitting of the diesel engine. Meetings were held with the main manufacturers, as the preliminary step to convert the locomotive's engine to BIOLNG and fitting the tanks required in the locomotive; along with the integration and accreditation of the locomotive and to training the staff required.

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 stopover, 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 requires inland electricity supply to be installed as a priority in the ports of the Trans-European Transport Network, including the Port of Huelva. Those infrastructures must be available for those regular freight lines by 31 December 2030 at the latest and are a cornerstone 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, the work can be put out to tender.

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.

In 2021, work was carried out on analysing the infrastructures needed to install those systems and the potential demand. Meetings were therefore held with the shipping companies operating at the Port of Huelva.

Finally, in 2021 the European Commission used the Connecting Europe Facility - CEF to approve the awarding of a Port of Huelva project for the Improvement of the Railway Interoperability and Connections with the hinterland of the Port of Huelva. The project seeks to contribute to the transport decarbonisation targets and comply with those set by the European Union in that regard. The project budget is over €961,000, with the maximum cofunding for this project set at 50%. Furthermore, the project implementation period will be two and a half years and it is therefore expected to be completed by the end of 2023.

The stages of the project include different study projects, with studies being taken to mean all the preliminary steps (engineering, cost-benefit analysis, etc.) to carry out the future diversification works at the Port of Huelva.



In this regard, the work will involve the adapting the rail terminal on the South Wharf to allow the rolling highways to be operated. This activity will build on the analysis of the positioning and defining of a strategy for the Port of Huelva relating to the rolling highways. It will also take into account the necessary adaptation of the rail network to the interoperability characteristics of the Corridors of the Trans-European Transport Network (TEN-T) (train length up to 740 m).

Creating a siding inside the port as support for the terminal and to allow trains of up to 740 metres in length to be parked, and to eliminate any possible bottlenecks on the port's internal network is also envisaged. Furthermore, the project includes designing the rail safety and communication facilities, preparing the land located in the multipurpose area of the South Wharf as a support zone for the terminal's rail operations, a project to retrofit and adapt the rail internal network so that it complies with the European interoperability standards defined for the basic network.

The project also includes a (road and rail) traffic reorganisation study around the Ingeniero Juan Gonzalo Wharf in order to prioritise rail transport in that area of the outer port and eliminating some of the existing operational difficulties.

### 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 through that infrastructure.

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 calling in 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.

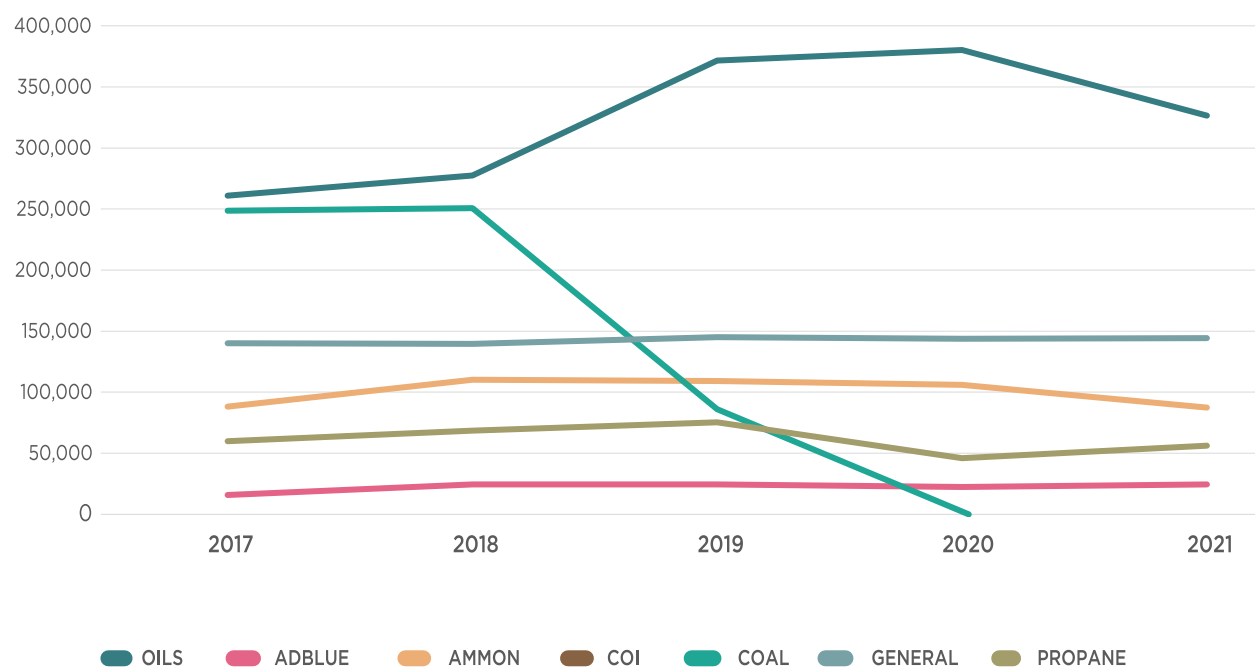
|  | 2019       | 2020       | 2021       |
|--|------------|------------|------------|
| Tonnes moved                           | 33,813,726 | 29,919,220 | 30,685,994 |
| Rail                                   | 199,208    | 265,718    | 328,926    |
| Road                                   | 6,569,496  | 5,873,953  | 5,969,435  |
| Rail + road                            | 6,768,704  | 6,139,671  | 6,298,360  |
| % Rail/rail + road                     | 2.94%      | 4.33%      | 5.22%      |
| Pipeline                               | 23,342,568 | 20,599,199 | 21,297,812 |
| General Freight                        | 1,145,359  | 1,299,903  | 1,190,359  |
| Freight by roll-on/roll-off (no TARES) | 435,123    | 509,084    | 458,632    |
| % roll-on/off and General Freight      | 37.99%     | 39.16%     | 38.53%     |

As regards rail traffic, the statistical summary of this type of transport in 2021 was:

| Mercancía    | Total General     |
|--------------|-------------------|
| Oils         | 326,355.06        |
| Adblue       | 24,406.80         |
| Ammon        | 87,419.97         |
| General      | 144,209.85        |
| Propane      | 56,164.01         |
| <b>TOTAL</b> | <b>638,555.69</b> |

|              | 2017              | 2018              | 2019              | 2020              | 2021              | Total General       |
|--------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------------------|
| Oils         | 260,940.97        | 277,520.01        | 371,579.98        | 380,303.16        | 326,355.06        | 1,616,699.18        |
| Adblue       | 15,787.52         | 24,360.65         | 24,543.21         | 22,353.73         | 24,406.80         | 111,451.91          |
| Ammon        | 88,236.38         | 110,307.30        | 109,221.42        | 106,001.58        | 87,419.97         | 501,186.65          |
| Coi          | 5,369.51          | -                 | -                 | -                 | -                 | 5,369.51            |
| Coal         | 248,650.00        | 250,750.00        | 86,150.00         | -                 | -                 | 585,550.00          |
| General      | 140,175.66        | 139,605.96        | 145,009.90        | 143,778.78        | 144,209.85        | 712,780.15          |
| Propane      | 59,908.05         | 68,608.94         | 75,343.25         | 45,902.97         | 56,164.01         | 305,927.22          |
| <b>TOTAL</b> | <b>819,068.09</b> | <b>871,152.86</b> | <b>811,847.76</b> | <b>698,340.22</b> | <b>638,555.69</b> | <b>3,838,964.62</b> |

### Freight Evolution in tonnes



## 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 Documentation and Reception Centre of the Port Authority and hierarchically dependent on the General Secretariat, received a total of 4,180 queries in 2021, 1,720 of which were from researchers and 2,460 as APH internal queries.

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 **154 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 Facebook, Twitter, Instagram, LinkedIn and YouTube profiles. The Twitter, Facebook and Instagram institutional account of the APH Chair, launched in 2019, have been further consolidated.

Those channels are used to disseminate news and content to help create a community around the Port of Huelva, which is part of the Port's city outreach strategy. The profiles are also used to showcase the projects to grow the Port of Huelva in the logistics, industrial and port fields.

The number of followers totalled 29,268, which was up 17.4% on the previous year, after 4,354 new users had registered.

As regards the themes disseminated by the Communication Department of Huelva Port Authority, the Port of Huelva was in **fifth position** of the **Spanish port system** in January, in terms of total port traffic. Furthermore, special mention should be made of the Port of Huelva becoming a hub of the European Atlantic Corridor.

In February, progress was made for the work to reorganise and upgrade the **Ingeniero Juan Gonzalo and Ciudad de Palos** wharves. The new fish auction unit, managed by Pescados y Mariscos Hermanos Felipe, started operations.

In March, new access control and port inspection facilities came into service on the **South Wharf**. Huelva Port Authority was the driving force behind concessions worth €100 million in public-private partnerships and announced key port-city outreach projects, such as the construction of a new separated bike line along the Avenida Francisco Montenegro and the remodelling of the area around the Monument to Colon. As part of its commitment to digital transformation, the APH put the management of the Technological Innovation Hub of the fish auction room out to tender.

In April, the Port of Huelva launched a **call to tender** for the project to urbanise the **Logistics Activities Zone (ZAL)**, a commitment to drive sustainable activities within the city, to drive employment and wealth. As part of the port-city relationship, it published the call to tender the works to build the Fountain of Nations.

During that month, the Port of Huelva renewed the **Halal certificate** as part of its commitment to secure international markets. As regards the upgrading of the Levante Wharf, the Huelva Port Authority took a key step forward with the awarding of the contract to build the Marina to the investee company of Sociedad de Gestión de Puertos y Marinas S.L. and the Puerta del Atlántico Nautical Club.

In May, the Port of Huelva rose to **fourth position in the Spanish port system and was 25th in the European port ranking**. As far as working with other institutions was concerned, the Huelva Port Authority signed a general protocol with the Autonomous Government of Andalusia's Health Service to set up a Health Logistics Planform at the ZAL. As regards its presence at trade fairs, the Port of Huelva used its attendance at **FITUR** to support the marina on the Levante Wharf. During the event, Huelva Port Authority signed with Adif and Puertos del Estado an addendum and extension to the agreement signed in 2017, by means of which the Port Land Accessibility Fund would contribute €11 million to financing the Huelva-Seville railway.

In that same month, progress continued with the remodelling of the **Levante Wharf** with CBRE being awarded the management office of this project, which will change Huelva's image worldwide. As regards the activity of the port community's companies, special mention should be made of Decal's request to modify its concession and extend its facilities as a maritime terminal for hydrocarbons and other liquid bulk.

In June, Huelva Port Authority launched the **call to tender** for the works to upgrade the **Tharsis Wharf**, a hallmark of the history of the Port of Huelva linked to mining. The port authority was visited by the Chair of the Port of Sines as part of the institutional cooperation framework with other ports of Europe's Southern Atlantic.





Thanks to the cooperation with other administrations, the Levante Wharf of the Port of Huelva hosted the mechanism to carry out PCR testing of Moroccan temporary workers prior to returning to their country. On the other hand, the Port of Huelva highlighted the **I Accessibility Plan** and held meetings with representatives of Huelva City Council and of Ilunion, a member of the ONCE Social Group.

In July, work began on the **Fountain of Nations** on the Paseo de la Ría as part of the the Port of Huelva strategy to restore its distinguishing features. As regards the diversification of its activity, in July the Port of Huelva received three new super post-Panamax cranes to increase the operating capacity of the container terminal managed by **Yilport Holding**. The Huelva Port Authority agreed its company plan with Puertos del Estado involving an investment of nearly €300 million for 2021–2025 in order to continue growing and undertaking new projects. As regards the port-city relations, the leader of the Autonomous Government of Andalusia presided over the opening of the Avenida Francisco Montenegro at the Port of Huelva after its remodelling. With respect to port traffic, the Port of Huelva set a new record with 2.9 million tonnes of traffic in July.

In August, the Port of Huelva took a step forward in the development of the ZAL, when it put out to tender the designing of the project to set up the **Healthcare Logistics Platform of the Andalusian Health Service** in that part of the port. As far as port traffic was concerned, the Port of Huelva set a new record in August as it reached the port traffic figure of 3.2 million tonnes of freight, which made it the best month of August in the history of the Port of Huelva, and was even the fourth month with the highest volume of traffic in the 148 years' existence of the Port of Huelva.

In September, La Belle de Cadix cruise ship called in at the Levante Wharf, the first of a series of five stop overs and an indicator of the recovery of the cruise industry after the pandemic.

In order to support the soft fruit sector, the Port of Huelva hosted an **Agri-food Logistics Symposium** at Las Cocheras del Puerto de Huelva venue, organised in conjunction with Interfresa.

During the **II Technology Innovation Symposium** in September, the Port of Huelva announced that it would be hosting the first global port Fiware innovation hub organised by Telefónica.

In October, the Port of Huelva attended the **Fruit Attraction** trade fair to showcase what the South Wharf has to offer as a specialist hub in cold logistics and its maritime routes to export horticultural products to the north of Europe.

In October, the Port of Huelva hosted the **Yilport Holding** presentation of three new **Super Post Panamax** cranes.

In October, the Chair of the Port of Huelva, Pilar Miranda, presided the grant ceremony of the **2021 Port-City Call**, in which Huelva Port Authority awarded a total of €200,000 to 90 projects. Furthermore, Las Cocheras del Puerto was the venue for the XI Port and Authority **Works and Projects Symposium**, when technicians of different ports pooled infrastructure projects and experiences.

In October, the Port of Huelva and **Telefónica** signed an agreement thanks to which the telecommunications company will set up the first global port **Fiware innovation hub** at the Port of Huelva.

In November, the Huelva Port Authority informed the Delegation of the Government in Andalusia of its interest for the Port of Huelva to be a **Schengen frontier**. Furthermore, the Ministry of Transports approved the Delimitation of Port Spaces and Uses at the Port of Huelva to advance in different key projects to grow the port and consolidated the outreach with the city.

During a **Short Sea Shipping symposium**, the Port of Huelva presented **Route 1400 Huelva- Canary Islands**, as a key framework to position the connectivity of the port with the Canary Islands on the European Atlantic Corridor.

In December, the Port of Huelva **paid tribute** to nine retired workers and particularly remember two deceased colleagues. Furthermore, the **Day of the Port** to thank society, professionals and the port community for their help was held for the first time on 20 December.

As regards the marketing and cooperation with the port community, Huelva Port Authority together with the **Association for the Commercial Promotion of the Port of Huelva (HuelvaPort)** took part in over twenty commercial events, related to different fields of activity, in order to work to position the Port of Huelva as an international benchmark in the movement of liquid and solid bulk, along with strengthening its positioning in the general freight, conventional, container and Ro-Ro logistic chains and to grow in the luxury cruise segment. This was all despite the constraints of the COVID-19 pandemic. Furthermore, there was also intense commercial activity with meetings with companies interested in developing new business plans at the Port of Huelva or with those interested in forming part of HuelvaPort.

As regards internal communication, it was reinforced by different actions using the instruments implemented and that were already in service:

- **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.
- **Internal communications.**
- **Inclusion of updated content on the website** from each of the APH areas of responsibility.
- **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.
- **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.

- **Press summary** as a means of communication to keep the whole organisation up-to-date with the sector's latest news.
- **Port Authority Publications.** The Port Authority publications (Statistical Report, Sustainability Report, The Port in Figures, Tide Tables, etc.) can be downloaded from the website, making them an important tool for information on the company.
- **Annual Newsletter** distributed to all external and internal audiences of interest for the APH in order to disseminate its news.
- **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.

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

2021 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 2021 Port-City Call and the different sponsorships as part of the Huelva Port Authority's CSR policy.



## 2021 Port-City grant ceremony



## With the Andalusian Institute for Women Coordinator, María Martín



## With the Andalusian Regional Minister for the Presidency, Public Administration and the Interior, Elías Bendodo



## With the Spanish Minister for Finance and the Civil Service, María Jesús Montero, on the South Wharf



## With the Chairman of the Board of the Port of Sines and the Algarve Authority (APS), José Luis Cacho



## With the Huelva Provincial Chair, María Eugenia Limón





**With the Chancellor of Huelva University, María Antonia Peña**



**With the Premier of the Autonomous Government of Andalusia, Juanma Moreno. Opening of Avda. Francisco Montenegro**



**In conversation with the Andalusian Regional Minister for Development, Infrastructures and Spatial Planning, Marifrán Carazo**



**With the Government Delegate of the Autonomous Government of Andalusia, Bella Verano. Day of the Port awards**



**With the master of La Belle de Cadix, José Velasco, on its arrival at the Levante Wharf**



**The Port of Huelva welcomes the CEO of Yilport Holding, Robert Yildirim**





## Meeting with the Government Delegate in Andalusia, Pedro Fernández



## 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.**
- **HuelvaPort.**

### Regionally:

- **Suncruise Andalucía.** This association works on developing cruise traffic at the ports of Andalusia. The aim is to channel the commercial activity targeting the cruise sections by means of this association and leave other more international associations.
- **Andalusia Logistics Network,** set up as an alternative for more sustainable and safer transport in our community and to manage logistics centres.

### 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. In 2021, the Huelva Port Authority joined the Association's Executive Board, by means of a set held by the Healf of the Commercial and Business Development Department, Jaime Manuel Beltrán Sanz.
- **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 was more representative of the interests that it covers. In 2021, it changed its name to ACE (Association of Shippers of Spain) and it took part in activities, webinars, etc. organised to promote Spanish ports. The Commercial Division took part in events to promote the

Port of Huelva and to consolidate relations with leading shippers.

#### At the level of mainland Spain and Portugal:

- **Iberian Association for Gas-Powered Mobility (GASNAM)**, set up in 2013 in order 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. The Association provides data of interest for the commercial monitoring of activities such as LNG bunkering, evolution of the gas fuelled lorry and vessel fleets. The port takes part in the Association's working groups.

#### 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. In 2021, the APH notified its intention not to continue as a member in 2022 as being a member of Suncruise provides full and up-to-date information on the sector.
- **Cruise Lines International Association (CLIA)**. The members of this association made up of 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. This association was notified that 2021 would be the last year of Huelva Port Authority's membership for budgetary reasons and a change of strategy with respect to the cruise sector.
- **Chemical Parks in Europe (ECSPP)**. Promotes new investments in competitive, innovative and integrated chemical parks and clusters in Europe.

## Promotion of trade

### 2021 commercial promotion initiatives (I\_30)

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

- Maintaining and consolidating the traditional liquid and solid bulk traffic.
- Attracting new roll-on/roll-off (ro-ro/ro-pax) and container general freight, along with breakbulk and project cargo traffic, and without forgetting tourist cruise ships, supplies and mega-yacht tourism, etc.
- The development of the Logistic Activities Zone (SAL), Cold Logistics Hub, and of the Majarabique and South Wharf railway terminals.

This was all underpinned by a development strategy based on railway connectivity and being customer oriented as added value and differential elements. The commercial management focused towards the customer and/or user of the Port continued with the available media when in-person meetings were not possible. Telephone calls, video conferences and webinars have been some of the tools used. In 2021, some events were postponed or cancelled, companies restricted in-person meetings, visits to facilities or travelling for its employees.

Attracting new activities that require a territorial base and generate import/export maritime traffic is common to all the aforementioned goals. Having customs and border inspection 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 management and promotion, 2021, in the same way as 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 the commercial promotion and management was conducted using the available tools, such as by phone, email and video conferences. During the year, 156 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 is as an integrated guide in the port business plan. From that perspective, different market surveys and assessments were 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 action 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, 2 sessions of the Customs and Border Inspection Forum were held in 2021, on 3 March and 2 June. 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, 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.

Special mention should be made of the following events attended in person in 2021: Fruit Logistica Berlin, XIX National Meeting of Cereal Operators (ENOC), International Soft Fruit Congress, I International Industry Forum, Fruit Attraction 2021, Conxemar 2021, Madrid LNG and Shipping Forum, etc.







Furthermore, the Department of Commercial and Business Development organised three technical symposiums in 2021:

- **Agrifood Logistics Symposium:** whose main aim was to foster the creation of synergies with logistics operators and exporters of the agri-food sector, in order to drive growth of the sector and increase their exports from the Port of Huelva, thus complementing other means of transport already used to market horticultural products. The symposium had two panels on supply and demand when different challenges and expectations were considered for the sector and for the Port of Huelva.
- **Short Sea Shipping Symposium:** "Port of Huelva. Present and Future of Short Sea Shipping in the South of the Atlantic Corridor": where, in conjunction with the Association of the Short Sea Shipping Tranche", the consolidation of the positioning of the Port of Huelva in short sea shipping was highlighted and where the presence of representatives of land transport and shipping companies was the opportunity to showcase the Route 1400 Huelva–Canary Island, a brand that was set up to promote the connectivity of the Port of Huelva with the Canary Islands as a key features of the European Atlantic Corridor.
- **Railway Technical Meeting:** where the Port of Huelva presented its rail strategy to logistics and transport operators and companies in order to be positioned on the market of an intermodal platform of Europe's southern Atlantic. The leading Spanish railway companies and the companies of the Huelva port community with the largest land freight traffic took part in the meeting. The Port of Huelva intermodal strategy was presented during the symposium. The strategy is focused on providing infrastructures with excellent connectivity with other logistic hubs of mainland Spain and Portugal and the Canary Islands, as part of the European Atlantic Corridor, with the capacity to meet the demand for traffic, required by the logistic chains, and to offer flexibility to be able to adapt the whole offer to the changing demands of a global market.

## Passenger traffic: tourist cruise ships

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, in order for the Port of Huelva to be included as a port of call and thus contribute to the city's tourist and economic development.

The new strategy adopted by the APH Commercial Department is aimed at attracting small cruise ships and megayachts whose fleet is compatible with the characteristics and conditions in terms of draught and length (currently a maximum of 6 m and 200 m, respectively) of the Levante Wharf. Thus, the increase in regular commercial sea shipping (mainly ro-ro and container general freight) at the South Wharf can be handled without any greater difficulties.

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. This will achieve greater Port-City integration making it possible for cruise passengers to walk into the city.

A total of 5 vessels, with 584 passengers overall, called in at the Levante Wharf. All those stopovers were by the Croisi Europe shipping company with La Belle de Cadix, which is consolidating the Port of Huelva as a destination on its routes.

As regards attendance at the sector's events, in May 2021, the Port of Huelva and HuelvaPort attended in person FITUR in Madrid, where the presentation took place of the Marine project. They were also at CITCA Suncruise in Malaga in October and took part on the Digitalisation of the Cruise Experience panel.

Furthermore, the Port of Huelva and HuelvaPort were present at different virtual meetings, including Seatrade Cruise Virtual, CLIA Port and Destination Virtual Exchange, and the participation in the Citca Suncruise webinar focused on the Port of Huelva strategy in the field of cruise ships and the port-city integration as value for the cruise passenger. Other virtual meetings included the 59th MedCruise General Meeting, when meetings could be held with representatives of the main cruise companies, such as Swan Hellenic, Crystal Cruises and Mystic Cruises.

In November, the Port of Huelva welcomed the Suncruise shipping company during a fam trip organised in conjunction with Sancruise and the Tourism Board.

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

|   |             |
|---|-------------|
| Port of Huelva's 2021 Commercial Costs    | 168,278.41€ |
| Port of Huelva's 2021 Operating Costs     | 42,820,246€ |
| Percentage in relation to operating costs | 0.39%       |



## 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, are as follows:

- 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**.
- Streamlining 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 the interested parties. 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 that appears on the social media such as 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.

Moreover, in 2021, after the award to the successful bidder, Huelva Port Authority joined a Security Operations Centre (SOC), meaning that the cybersecurity is managed remotely.

A double security barrier with physical elements from different manufacturers and all remotely managed from the aforementioned SOC was set up in order to guarantee the cybersecurity measures. Furthermore, control elements and sensors have been fitted in all of the organisation's servers and PCs.

Given the new needs resulting from the pandemic, the cybersecurity management regulations were updated and new tools installed to monitoring the equipment activity and anti-malware in order to guarantee the security of the equipment.

## 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 2021, 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 previous years 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 2021, the APH award the setting up of data platform to allow their smart management. This platform is in the pipeline and the first version is expected for the first half of 2022. Its main aim 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 know 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.

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

In 2021, 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 put out to tender and is planned to be in service in the first quarter of 2022.

The Port of Huelva Data Acquisition Platform has been awarded. 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. A preliminary version will come into service in the first half of 2022.

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.

Huelva Port Authority has likewise taken part in innovative projects as part of the Ports 4.0 of Puertos del Estado call, as the facilitator of 17 projects, two of which were awarded the grants envisaged in the call.



## 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, envisaged 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.

The Port–City Call approved by the Governing Body on 21 April 2016 drew on the commitment to the needs of its stakeholders in different spheres of action set out in the Corporate Social Responsibility Plan of Huelva Port Authority previously approved in December 2013.

During 2021, 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 89.10% of the 101 projects submitted being successful and passed on to the next stage. Furthermore, the port authority also collaborated with a further 124 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 in 2011, slowed down in 2021 due to the pandemic and restrictions arising from the State of Alarm. Despite the restrictions, different promoters organised a total of 60 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 €128,581, which represented for 0.30% of the total costs and depreciation executed by the Port Authority in 2021.

As regards the works related to the integration with the surroundings and, specifically, with the Port–City strategic line, work started this year on rebuilding the Fountain of Nations on the Paseo de la Ría, a hallmark of the city that strengthens the links between Huelva and the American content and the Avenida Francisco Montenegro was opened after its transformation into a large boulevard, with gardens and a bike lane for the enjoyment of the city's residents.

*View of the work to rebuild the Fountain of Nations.*



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

In 2021, the installation perimeter security and surveillance system for the Outer Port was completed. This fulfilled the requirements and undertaking for the approval of the Port Protection Plan in keeping with the conclusions resulting from the protection assessment in the framework of the PBIP legislation and of the Critical Infrastructure legislation.

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

With regard to industrial safety and response plans, the APH contributed the second annual payment of €240,000 as envisaged in its budget in accordance with the Agreement 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, Inland Maritime or any other response plan that the APH may be required to implement in the future.

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

The total economic resources (expenditure plus investments) used for environmental aspects were €6,615,058 thousand in 2021.

| Environmental expenditure and investment 2021 |           |   |           |
|---|-----------|---|-----------|
| Expenditure                                   |           | Investment                                      |           |
| Environmental expenditure in thousands of €   | 3,082.37  | Investment in the environment in thousands of € | 3,533.68  |
| Operating expenditure in thousands of €       | 42,820.24 | Total investment in thousands of €              | 28,986.44 |
| % of environmental expenditure                | 7.20%     | % of investments in the environment             | 12.19%    |

The main costs and investments were as follows:

- New sanitation network on solid bulk wharf
- Soil characterisation
- Dredging environmental studies
- Environmental watch tasks
- Marpol waste collection and management
- Clean-ups
- Landscape enhancement
- Energy efficiency







# Economic Dimension

## Economic Policy

A basic line of the economy policy was financial self-sufficiency regarding investment in the construction of port infrastructures. The port work considered necessary given the demand or forecasts was executed efficiently using own resources and without resorting to indebtedness.

## Economic-Financial Situation

As discussed in 1.5 “Markets and Services”, activity at Huelva docks recovered and ended the year with a total of 30,685,994 tonnes moved, which was up 750,000 tonnes on the previous year. That meant growth of 2.56% compared to the 29,919,220 tonnes in 2020.

The recovery of the most conventional freight accounted for the greatest contribution to the year ending with positive figures, as both solid and liquid bulk showed growth of 2.92% and 2.96%, respectively. However, the new container and Ro-Ro traffic showed greater resistance to making up the ground lost during the pandemic and closed 2021 with negative values of between -3.84 and -2.42%. However, the still small share of that freight in the global calculation of the Port of Huelva cushioned the final effect of those slight losses of traffic.

The total amount invoiced stood at €46.21 million at year end, which meant it was therefore up 2.13% on the amount invoiced in 2020. Payment of rates and tariffs was nearly €1 million more in absolute value than in 2020. This rise in income was due both to the increase of traffic at year end, and to the application of RD26/2020 regarding measures for

the economy to recover after COVID-19. That meant that a large part of those concessions that had requested aid in the second half of 2020 had been settled at the start of 2021. Therefore, there were large amounts billed both in terms of Occupancy (+10.35%) and Activity (+12.00%) right from the start of the financial year.

The activity and occupancy rates amounted to €15.22 million for the year, 10.89% up on the €13.73 million billed in 2020, which offset the T3 downturn in billing (-2.76%) generated by 5% drop in the corrective coefficient and the increase in freight in transit, along with the reduction of the T4 Fresh Fish Charge (-72.25%), which was also down on 2020 due to the new concession of the fish auction unit, operational from February.

The increases in the rates from the concessions meant that the amount invoiced was up €1.5 million at year end on 2020, with this being the main reason for the increase in income.

The usage rates, which are more closely related to the port traffic, posted a 0.53% increase, up to €23.77 million compared to the €23.64 million in 2020. This circumstance was envisaged in the budgeted amounts and the invoicing remained at 10.32% over the reviewed forecasts for the year. The passenger fee was up 24.91, the T1 vessel fee rose by 6.90%, the T6 fee for special use of the transit zone increased 20.22%, compared to 2020.

The rest of the turnover, with earnings of €4.4 million were made up by income for tariff services, which dropped by 13.91%, due to the lower "Tariff for use of dredging areas" and the "Works Management and Inspection" fee that were particularly high in 2020 and was down €543,000 in 2021, due to the lower amount of works carried down, which dropped 29.65%.

In the Other Operating Income heading, which dropped slightly by 0.87%, "Sundry Services" was particularly significant and included the impact of the property taxes (IBI) and which were higher in 2020 due to receipts from previous years.

In addition to the above income, the Financial Income heading should be highlighted and which includes the income generated by the treasury positions, even though late interest and surcharges, deferrals and loans are also entered there. 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 European economy by seeking to inject more liquidity into the financial system, as that income had practically disappeared, with just €9,560.21 in 2021.

As regards the Operating Costs, including depreciation, they stood at €42.74 million, compared to €43.99 million in 2020, meaning a drop of 2.86%. This was mainly due to the Repairs & Upkeep heading, where major work was undertaken in 2020 to repair the promenade along the river estuary and to the railway due to a rail accident. Even though an increase was already beginning to be noted to these heading to cover the maintenance of the new works being handed over, the provision for customer insolvency also has to be taken into consideration and which was mainly focused on the concessionary of the Aqualon Shopping Mall, along with a drop of 6.36% in the Staff heading due to the drop in Other Social Costs headings.

With respect to the approved budget, the Staff Costs heading was down 10.37%, with expenditure falling by €1,047,981.48. The Other Operating Costs heading was down by 8.25% with expenditure falling by €1,635,094.87, with the smaller contracting of professional services to the tune of €930,233.91 and expenditure in the Other External Services being down by €413,241.88.

It should be noted that the interport compensation fund contribution was €1,303,000.00, while the amount received was €253,000.00, resulting in a net contribution of €1,005,000.00, which appear under Operating Costs.



The pre-tax result stood at €10.35 million in 2021, compared to €6.57 in 2020. However, taking into account the Corporation Tax provision of €3.42 million in favour of the Port Authority, after establishing tax return credits for future years, the final profit for the year stood at €13.77 million, compared to €9.45 million for the previous year.

The target annual return was 3.33%, slightly higher than the 2.80% of the previous year, after excluding the income and costs that distort the result, except for Corporation Tax.

The usual cash ratios show that there is an ample capacity to meet the debts, in particular, the immediate cash ratio to cover the current liabilities was 3.50, 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 an unnecessary excess in order to avoid idle resources. Such a high ratio was due to the available cash being placed in the short term due to the low return on traditional financial products and given the uncertainty on the financial markets regarding the long-term conditions.

During 2021 where the resources from the operations stood at €23.47 million and a high volume in the implementation of works was maintained, the working capital fell by €21.68 million, remaining at a €111.37 million.

The ratio between operating costs and income in 2021 was 82.06%. In the coming years, and taking into account the depreciation of the new investments to be made, this ratio will tend to be over 100%. We therefore envisage that the EBITA will remain at similar levels throughout 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.

As regards the Liabilities, the net equity accounts for 95.16% of the total and given that the working capital is very healthy, the entity is easily meeting its payment commitments. 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. The average payment time was 2021 in 11.72 days.



## 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:

|  | 2019        | 2020        | 2021        |
|--|-------------|-------------|-------------|
| Result for the year, adjusted (€)            | 11,191,475  | 11,366,519  | 14,098,089  |
| Total assets {as per Art.157 RDL 2/2011} (€) | 415,408,899 | 405,777,873 | 423,145,792 |
| RATIO (%)                                    | 2.69%       | 2.80%       | 3.33%       |

## EBITDA Evolution (E\_02)

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

|                       | 2019       | 2020       | 2021       |
|-----------------------|------------|------------|------------|
| EBITDA (€)            | 25,527,194 | 22,564,534 | 24,935,288 |
| % variation in EBITDA | 29.06%     | -11.61%    | 10.51%     |
| Tonnes moved          | 33,813,726 | 29,919,220 | 30,685,994 |
| RATIO EBITDA/Tm       | 0.75       | 0.75       | 0.81       |

## 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.

|                    | 2019       | 2020       | 2021       |
|--------------------|------------|------------|------------|
| Repayments of debt | 0          | 0          | 0          |
| Interest on debt   | 0          | 0          | 0          |
| Total              | 0          | 0          | 0          |
| Cash flow (€)      | 20,813,181 | 19,924,344 | 23,471,016 |
| RATIO (%)          | 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:

|  | 2019        | 2020        | 2021        |
|--|-------------|-------------|-------------|
| Unused land (m <sup>2</sup> )                | 42,403,104  | 42,403,104  | 42,403,104  |
| Total assets {as per Art.157 RDL 2/2011} (€) | 415,408,899 | 405,777,873 | 423,145,792 |
| RATIO (%)                                    | 10.21%      | 10.45%      | 10.02%      |





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

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

|                           | 2019       | 2020       | 2021       |
|---------------------------|------------|------------|------------|
| Operating expenditure (€) | 42,465,737 | 43,994,161 | 42,820,246 |
| Operating income (€)      | 52,435,283 | 51,330,395 | 52,183,167 |
| RATIO (%)                 | 80.99%     | 85.71%     | 82.06%     |

## 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:

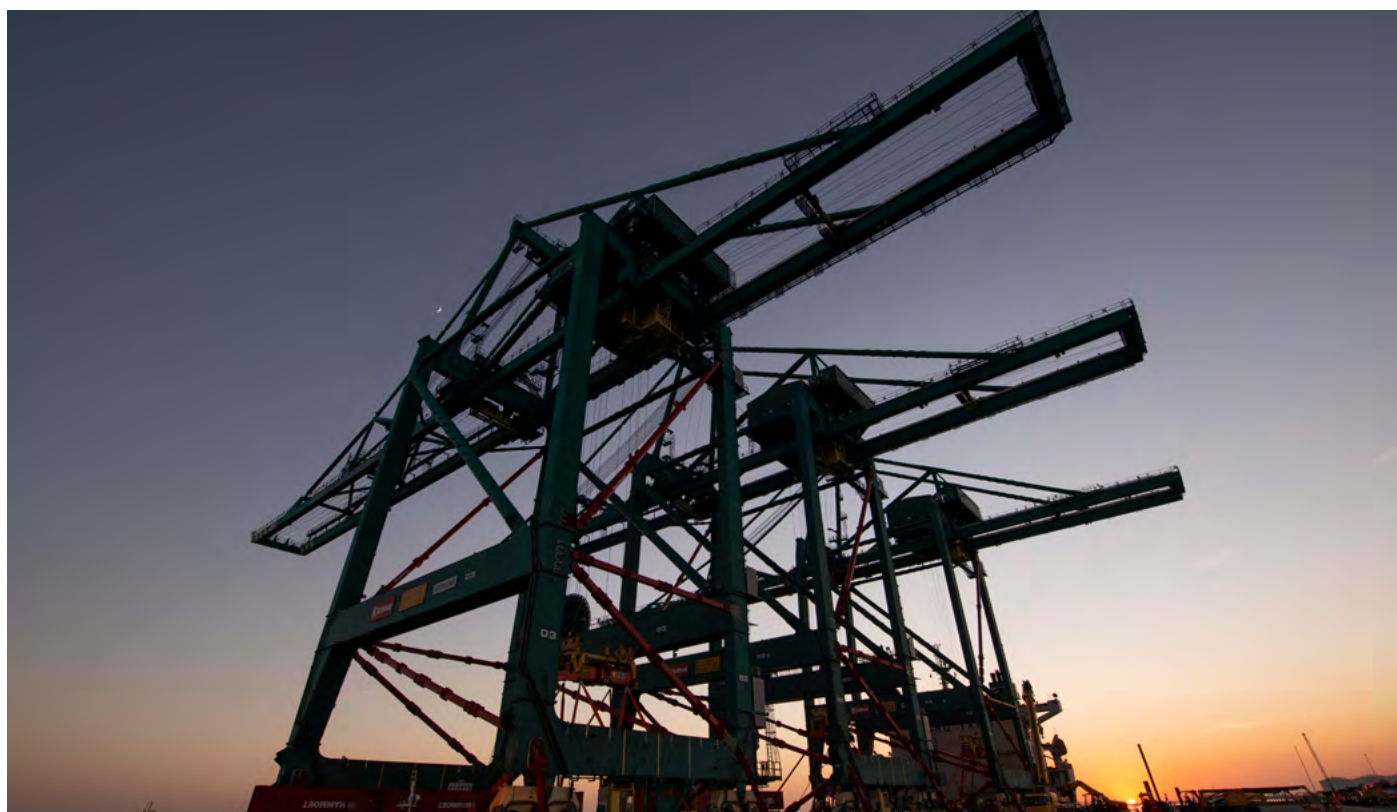
|                             | 2019       | 2020       | 2021       |
|-----------------------------|------------|------------|------------|
| Total public investment (€) | 20,457,632 | 41,205,728 | 28,986,443 |
| Cash-flow (€)               | 20,813,181 | 19,924,344 | 23,471,016 |
| RATIO (%)                   | 98.29%     | 206.81%    | 123.50%    |



## Evolution of outside investment (E\_07)

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

|                        | 2019       | 2020       | 2021       |
|------------------------|------------|------------|------------|
| Private investment (€) | 18,365,000 | 27,452,000 | 47,589,000 |
| Public investment (€)  | 20,457,632 | 41,205,728 | 28,986,443 |
| RATIO (%)              | 89.77%     | 66.62%     | 164.18     |



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

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

|                        | 2019        | 2020        | 2021        |
|------------------------|-------------|-------------|-------------|
| Public investment (€)  | 20,457,632  | 41,205,728  | 28,986,443  |
| Average net assets (€) | 415,408.899 | 405,777,873 | 423,145,792 |
| RATIO (%)              | 4.92%       | 10.15%      | 6.85%       |

## 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:

|                  | 2019       | 2020       | 2021       |
|------------------|------------|------------|------------|
| Revenue          | 45,129,705 | 42,837,290 | 43,747,672 |
| Occupancy charge | 9,317,085  | 9,228,256  | 10,183,484 |
| RATIO (%)        | 20.65%     | 21.54%     | 23.28%     |
| Activity charge  | 4,998,569  | 4,500,855  | 5,040,999  |
| RATIO (%)        | 11.08%     | 10.51%     | 11.52%     |

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

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

|                     | 2019       | 2020       | 2021       |
|---------------------|------------|------------|------------|
| Tonnes moved        | 33,813,726 | 29,919,220 | 30,685,994 |
| Commercial space m2 | 5,246,600  | 5,246,600  | 5,246,600  |
| Mt/m2               | 6.44       | 5.70       | 5.85       |





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

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

|                                    | 2019       | 2020       | 2021       |
|------------------------------------|------------|------------|------------|
| Tonnes moved                       | 33,813,726 | 29,919,220 | 30,685,994 |
| Linear metres of active dock space | 7,413      | 7,413      | 7,413      |
| Tm/m                               | 4,561.41   | 4,036.05   | 4,139.48   |

It should be noted that an important part of the traffic of the Port of Huelva, nearly 26.24%, was through a single-buoy (8,051,082 Tm of crude oil in 2021).



## 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:

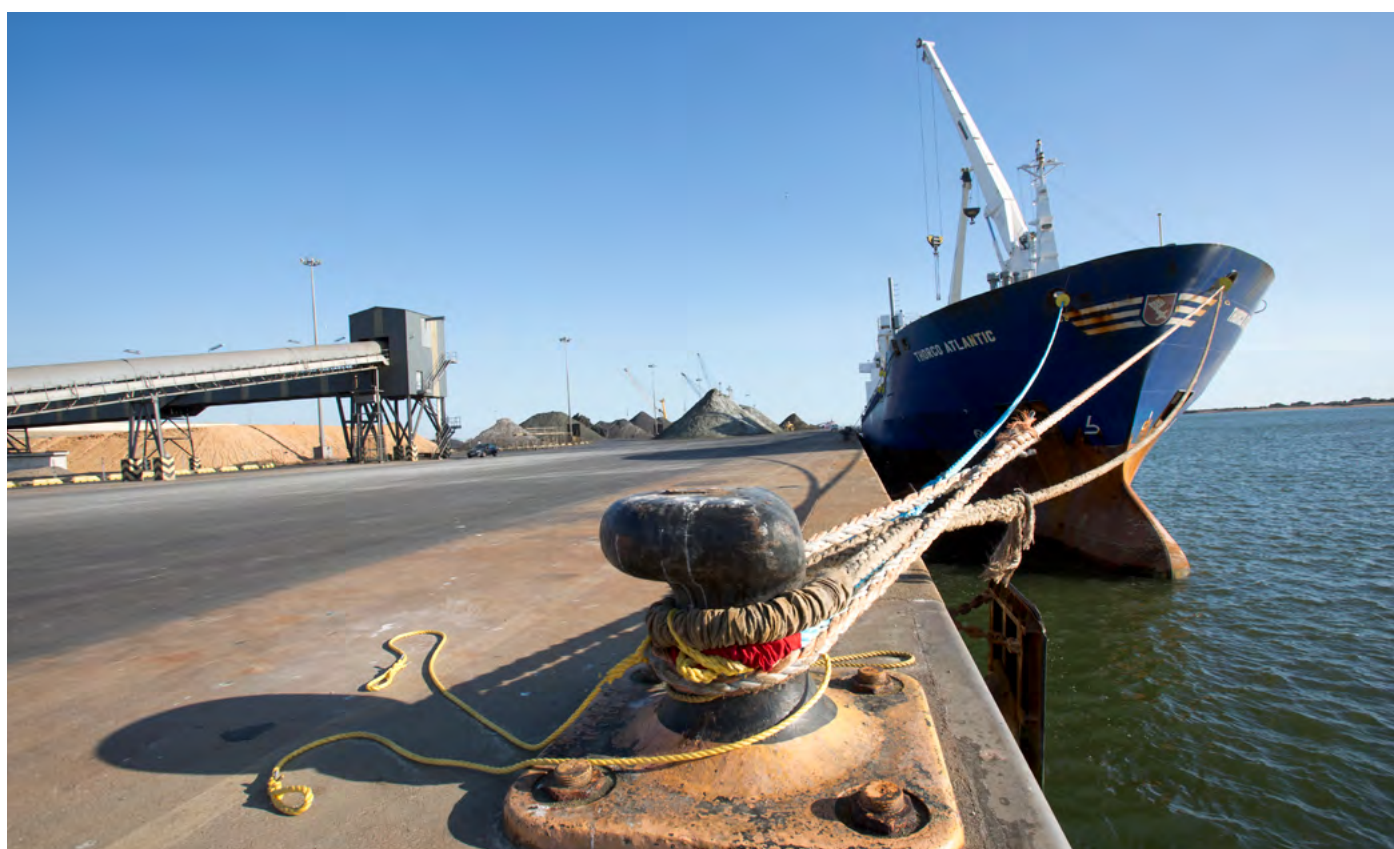
|                          | 2019       | 2020       | 2021       |
|--------------------------|------------|------------|------------|
| Revenue (€)              | 45,129,705 | 42,837,290 | 43,747,672 |
| Annual average workforce | 220        | 220        | 206        |
| Net revenue/employee     | 205,135.02 | 194,714.95 | 212,367.34 |



## EBITDA evolution per employee (E\_13)

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

|                          | 2019       | 2020       | 2021       |
|--------------------------|------------|------------|------------|
| EBITDA (€)               | 25,527,194 | 22,564,534 | 24,935,288 |
| Annual average workforce | 220        | 220        | 206        |
| EBITDA/employee          | 116,032.70 | 102,566.06 | 121,045.09 |



## Socio-Economic impact

The Port is, unquestionably, an important factor in the socio-economic development of the province of Huelva, and makes an important contribution to the province's employment and Gross Value Added. In 2021, the Port Authority put out a call to tender for technical assistance to prepare two-yearly impact studies on the Port of Huelva in order to provide continuity to its work to determine the impact of the port activity on its hinterland. The study conducted in 2021 measures the economic impact of the Port of Huelva in 2020. The results of the study showed that the Port of Huelva, given its activity, is the essential logistical support for the main economic sectors of the province.

The study applies a methodology based on the 2016 input-output framework of the Andalusian Institute of Statistics and Cartography, which allows the total impact to be estimated on the Gross Value Added (GVA) and employment, disaggregated into direct, indirect and induced effects, along with the contribution to the regional and provincial economy.

The port ecosystem considered in the impact assessment consists of 190 companies and entities, 78 of which are considered port industry while there were 112 companies included as dependent industry.

All the impact studies conducted can be consulted on the Port of Huelva website.

### Estimate of the number of direct and indirect jobs and those induced by the port community (E\_14)

The number of attributable jobs was 36,589 jobs, out of which:

|                                 | Activity without investments | Investment Impact | Total Wokers  |
|---------------------------------|------------------------------|-------------------|---------------|
| Direct                          | 1,174                        | -                 | 1,174         |
| Indirect                        | 1,218                        | 1,744             | 2,962         |
| Inducid                         | 2,235                        | 774               | 3,009         |
| <b>Total Port Industry</b>      | <b>4,627</b>                 | <b>2,518</b>      | <b>7,145</b>  |
|                                 |                              |                   |               |
| Direct                          | 2,401                        | -                 | 2,401         |
| Indirect                        | 9,189                        | 5,023             | 14,212        |
| Inducid                         | 1,966                        | 10,865            | 12,831        |
| <b>Total Dependent Industry</b> | <b>13,556</b>                | <b>15,888</b>     | <b>29,444</b> |
|                                 |                              |                   |               |
| Direct                          | 3,575                        | -                 | 3,575         |
| Indirect                        | 10,407                       | 6,767             | 17,174        |
| Inducid                         | 4,201                        | 11,639            | 15,840        |
| <b>Total Impact</b>             | <b>18,183</b>                | <b>18,406</b>     | <b>36,589</b> |

That accounted for 1.2% of employment in Andalusia and 19.4% of the province of Huelva

## Estimate of the Gross Value Added of the port community (E\_15)

On the other hand, and with respect to the contribution to the GVA, the amount stood at €2,122,820,000, which meant a contribution to the Andalusian GVA of 1.4% and 21.9% of the provincial GVA, distributed as follows:

|                                 | VAB (Miles de €)             |                   |                  |
|---------------------------------|------------------------------|-------------------|------------------|
|                                 | Activity without investments | Investment Impact | Total GVA        |
| Direct                          | 89,600                       | -                 | 89,600           |
| Indirect                        | 58,600                       | 87,900            | 146,500          |
| Induced                         | 59,150                       | 37,720            | 96,870           |
| <b>Total Port Industry</b>      | <b>207,350</b>               | <b>125,620</b>    | <b>332,970</b>   |
|                                 |                              |                   |                  |
| Direct                          | 376,180                      | -                 | 376,180          |
| Indirect                        | 543,900                      | 244,900           | 788,800          |
| Induced                         | 95,760                       | 529,110           | 624,870          |
| <b>Total Dependent Industry</b> | <b>1.015,840</b>             | <b>774,010</b>    | <b>1,789,850</b> |
|                                 |                              |                   |                  |
| Direct                          | 465,780                      | -                 | 465,780          |
| Indirect                        | 602,500                      | 332,800           | 935,300          |
| Induced                         | 154,910                      | 566,830           | 721,740          |
| <b>Total Impact</b>             | <b>1.223,190</b>             | <b>899,630</b>    | <b>2,122,820</b> |



# 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 2021 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.

## Employment at the port authority

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

Evolution of the total number of workers of the Port Authority

|                          | 2019 | 2020 | 2021 |
|--------------------------|------|------|------|
| Annual average workforce | 220  | 220  | 206  |



## Percentage of the temporary workers of the total number of permanent workers (S\_02)

| Evolution of the percentage of temporary workers of the Port Authority |        |        |        |
|--|--------|--------|--------|
|  | 2019   | 2020   | 2021   |
| Percentage of part-time employees                                      | 33.36% | 30.27% | 18.69% |

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

| Distribution of workforce by areas of activity in 2021 |  |
|--|--|
| Activity   | Percentage of annual average workforce |
| Distribution of workforce by areas of activity in 2021 | 12.97%                                 |
| Office outside collective agreement                    | 12.97%                                 |
| Office inside collective agreement                     | 42.16%                                 |
| Maintenance  | 6.08%                                  |
| Port police  | 38.79%                                 |

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

86.47% of the 207 workers employed as of 31 December 2021 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 U.G.T and another for CC.OO, are on the Board of Directors of Huelva Port Authority.

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

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 workers on training programmes (S\_07)

#### Percentage of employees on training programmes

|                              |        |
|------------------------------|--------|
| Within collective agreement  | 76.36% |
| Outside collective agreement | 23.64% |

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

|                              | Total Hours | N.º Employees | Average* |
|------------------------------|-------------|---------------|----------|
| Within collective agreement  | 9,174       | 179           | 51.25    |
| Outside collective agreement | 1,566       | 27            | 58       |

\*Average calculated using the total workers within and outside the collective agreement respectively.

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

Despite the ongoing pandemic situation caused by the SAR-CoV-2 virus, and the measures remaining in place to prevent it spreading, including those relating to social distancing, the number of training actions run in the year covered by this report increased slightly on the previous year. Priority was given to running those that did not require in-person attendance and implementing those training actions in person where there was no option for distance and/or remote training.

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 2021.

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, a 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 continued in place with the Spanish National University of Distance Education (UNED). However, none of the workforce used it in the year in question.

The total number of people initially enrolled on the 2021-2022 language training programmes in each of its levels was 14, broken down as follows: Inglés Nivel A2: 2

- English Level A2: 2
- English Level B1: 2
- English Level B2: 3
- English Level C1: 4
- English Level C2: 3

Out of the total of 24 people enrolled for the 2020-2021 academic year who continued between June and September 2021, 4 achieved good enough scores to move up a level. Furthermore, the following official qualifications were obtained:

- Portuguese B1: 1
- English B2: 1
- English C1: 1

## Health and safety training programme (“Health and Safety” skill)

The following Health and Safety training schemes were run in 2021:

### 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 two 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 aimed at new recruits, a total of two people, and was conducted online.

## Operational safety training programme (“Operational Safety” skill)

Industrial Safety includes all the knowledge of the safety systems and standards related to port operations, safety at the operations, port roadways and accesses.

The training aimed at improving this skill in 2021 focused on the following specific training actions:

### Railway operations module of the new electronic interlocking

The purpose of the training action is to provide the necessary knowledge for the users of the new INTERSIG L905E control post regarding inputting commands and interpreting indicators on the high resolution videographic monitors. This training action was run for 17 people.

### Comprehensive Security

Training on Comprehensive Security was run for 76 people. It aims to provide the members of the Port Police with the necessary security expertise, based on both the Operator Security Plan and the Port Protection Plan.

### PFSO renewal

This training is part of the refresher course to renew the qualification as Port Facility Security Officer as per the established procedure that regulates the training, authorisation and quality control system and to issue the appropriate certification and of the courses of the Port Facility staff with specific protection tasks. The training was completed by 1 person.

### Basic railway signalling course

The APH is currently carrying out the work on the command-and-control facilities of the Port of Huelva railway network. Those works include installing signalling equipment encompassing the electrical supply so that, in the future, the capacity of the railway network can be increased and a security system interlinked with ADIF be installed. Therefore, this training action aims to provide the participants with the necessary knowledge for the maintenance and smooth running of those rail security and safety systems.

The training session was divided into two groups and 4 people were trained in 2021.

## Other training courses

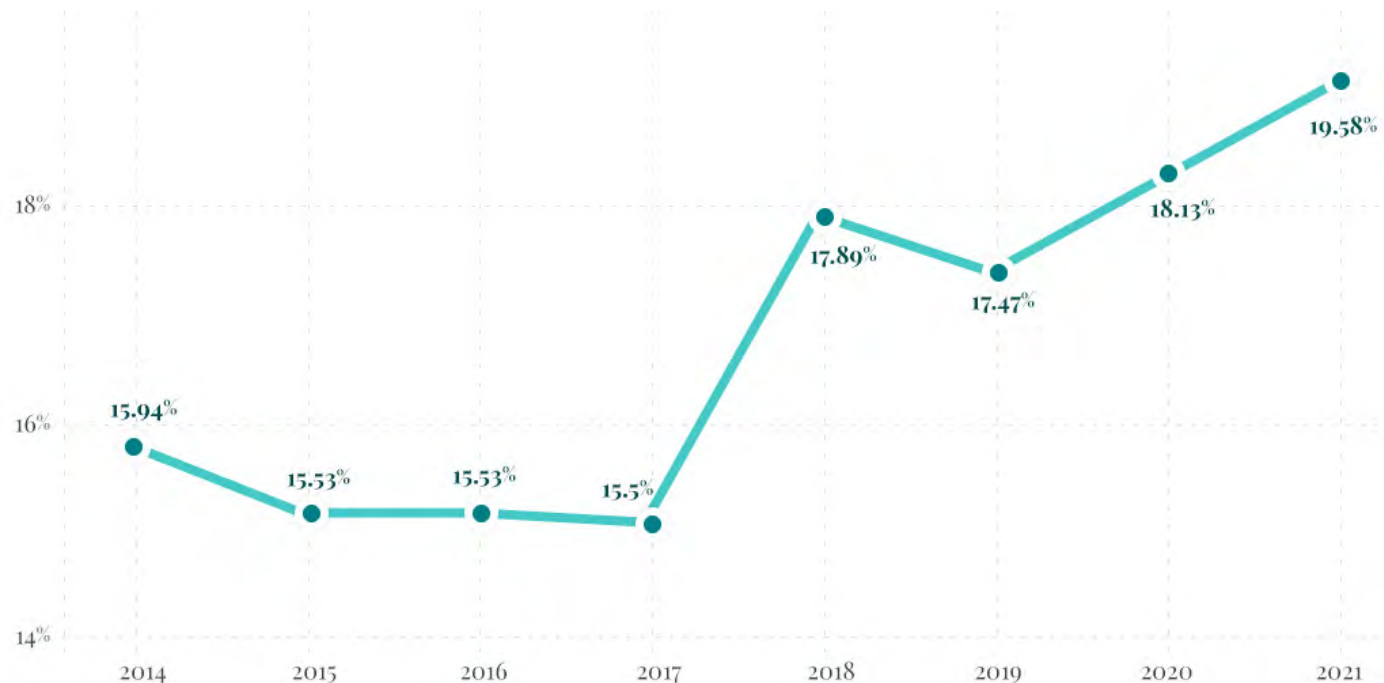
On the other hand, the following training actions were run apart from the competency-based management system in 2021:



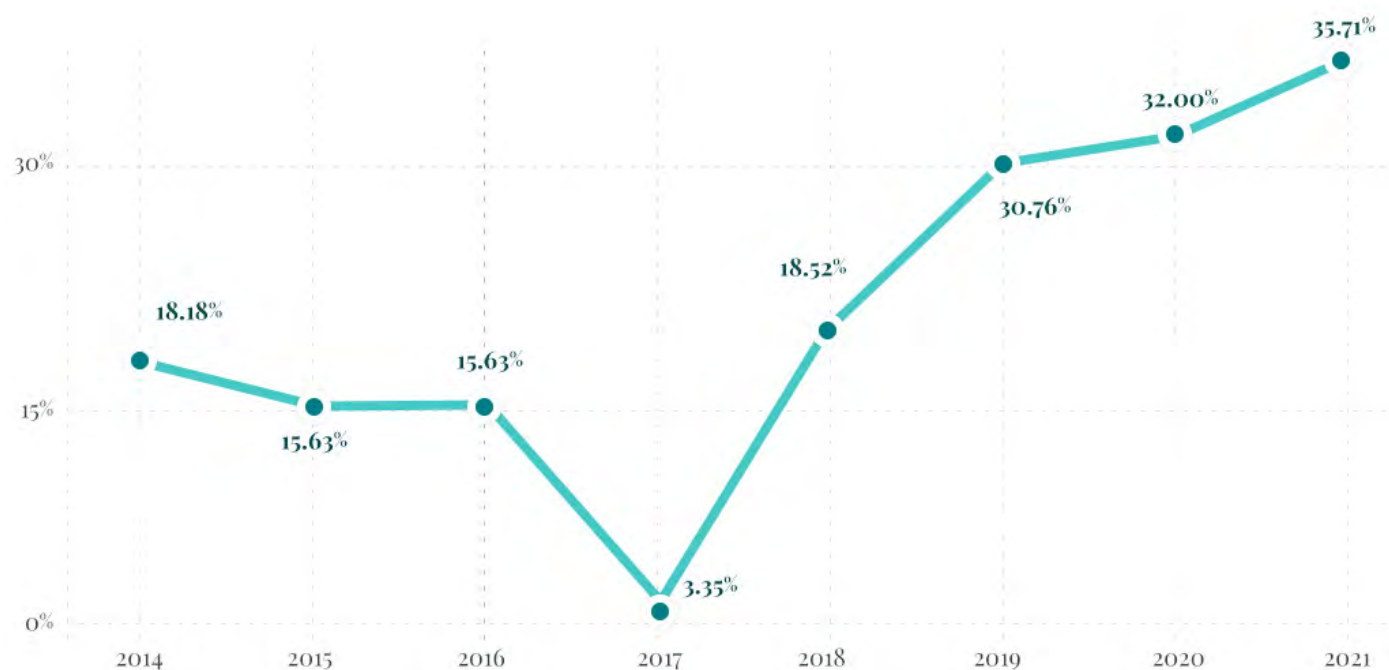
|   | Participants | Hours |
|---|--------------|-------|
| Course on Act 29/1998 on Administrative Litigation Jurisdiction               | 2            | 220   |
| Course on Act 39/2015 on the Common Administration Procedure                  | 4            | 440   |
| Course on Act 40/2015 on the Public Sector Legal System                       | 4            | 440   |
| Spanish Constitution Course   | 2            | 220   |
| Positive Dispute Management   | 5            | 16    |
| Advanced course on using CCTV cameras   | 6            | 30    |
| Expert in political and institutional psychology and communication            | 1            | 150   |
| Interconnection of Registers between Public Administrations. REC, SIR, GEISER | 2            | 40    |
| Faults in Coatings  | 2            | 48    |
| Business Risk Manager Advanced Programme                                      | 8            | 1200  |
| Business and Investments in Africa  | 1            | 50    |
| Hydrogen, applications and market   | 1            | 20    |
| The new remote working regulation   | 2            | 11    |
| Comprehensive Management of administrative procedures                         | 2            | 11    |
| Intensive English   | 1            | 40    |
| Protocol and IR   | 4            | 300   |
| Pay gap and analysis using Excel and Power BI                                 | 3            | 36    |
| Digitalisation of the cultural heritage                                       | 1            | 500   |

## Structure of the workforce and equality

### 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 of the annual accident frequency index (IF) (S\_14)

IF = (número total de accidentes con baja / número de horas trabajadas) x 10<sup>6</sup>

#### Evolution of the annual accident frequency index (IF)

|  | 2019  | 2020  | 2021 |
|--|-------|-------|------|
| No. of accidents with sick leave per million of hours worked | 16.90 | 16.74 | 5.88 |

### Evolution of the annual accident severity index (IG) (S\_15)

IG = (number of days lost per accident / number hours worked) x 10<sup>3</sup>.

#### Evolution of the annual accident severity index (IG)

|   | 2019 | 2020 | 2021 |
|---|------|------|------|
| No. days lost per thousand hours worked | 0.79 | 0.22 | 0.01 |

## Emphasis on health & safety training (S\_17)

- Total no. of training hours: **44**
- Total no. of workers (annual average workforce): **206**
- Average no. of hours per worker: **0.21**



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

The following safety exercises and drills were conducted in 2021, but it should be noted that the training actions related to the exercises were restricted due to the Covid health emergency:

### Protection

08/01/2021

PROTECTION COMMUNICATIONS WITH THE CPCS CHECK

27/05/2021

PROTECTION COMMUNICATIONS WITH THE CPCS CHECK

30/05/2021

PORT POLICE INTRUDER IDENTIFICATION

23/11/2021

IP PROTECTION CHANGE OF LEVEL

### Self-Protection

20/02/2021

TIDAL WAVE - TERRITORIAL PLAN AND SELF-PROTECTION PLAN

04/11/2021

TRUCK PM ACCIDENT

18/11/2021

RESCUE AT SEA

30/11/2021

VEHICLE FALLING INTO WATER RESCUE AND SALVAGE

### Internal Maritime Plan (IMP)

23/02/2021

FERTIBERIA IMP DRILL

12/04/2021

CEPSA IMP DRILL

25/06/2021

ENAGAS IMP DRILL

15/09/2021

DECAL IMP DRILL

23/09/2021

CEPSA IMP DRILL

10/11/2021

NATIONAL RESPONSE PLAN DRILL

As regards the self-protection exercises conducted, the goals for those exercises could be summarised as:

- Familiarise the IG with onboard emergencies.
- Familiarise the OG with its action procedures. (Order Group)
- Train 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 10 November, without warning the intervention groups in advance, 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.
- Assessment of any possible damage that the pollution incident may have on people, property and the marine environment.
- Improve coordination between the different activated plans.
- Strengthening and promoting 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

- Check the real emergency response times of the Intervention Groups.
- 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

### Estimated total number of direct jobs generated by maritime freight terminals, passenger terminals and companies that provide port services (S\_19)

As has been discussed in Indicator E\_14, the Port of Huelva Economic Impact Study updated with 2020 data considers the rest of the port industry (shippers, freight forwarders, stevedores, moorers, tugboat services, etc.) within the impact group of the port industry. According to the data provided by this study that follows the methodology based on the 2016 Input-Output Framework of the Andalusian Institute of Statistics and Cartography, **the total direct jobs generated by this group stands at 691.**

### 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.

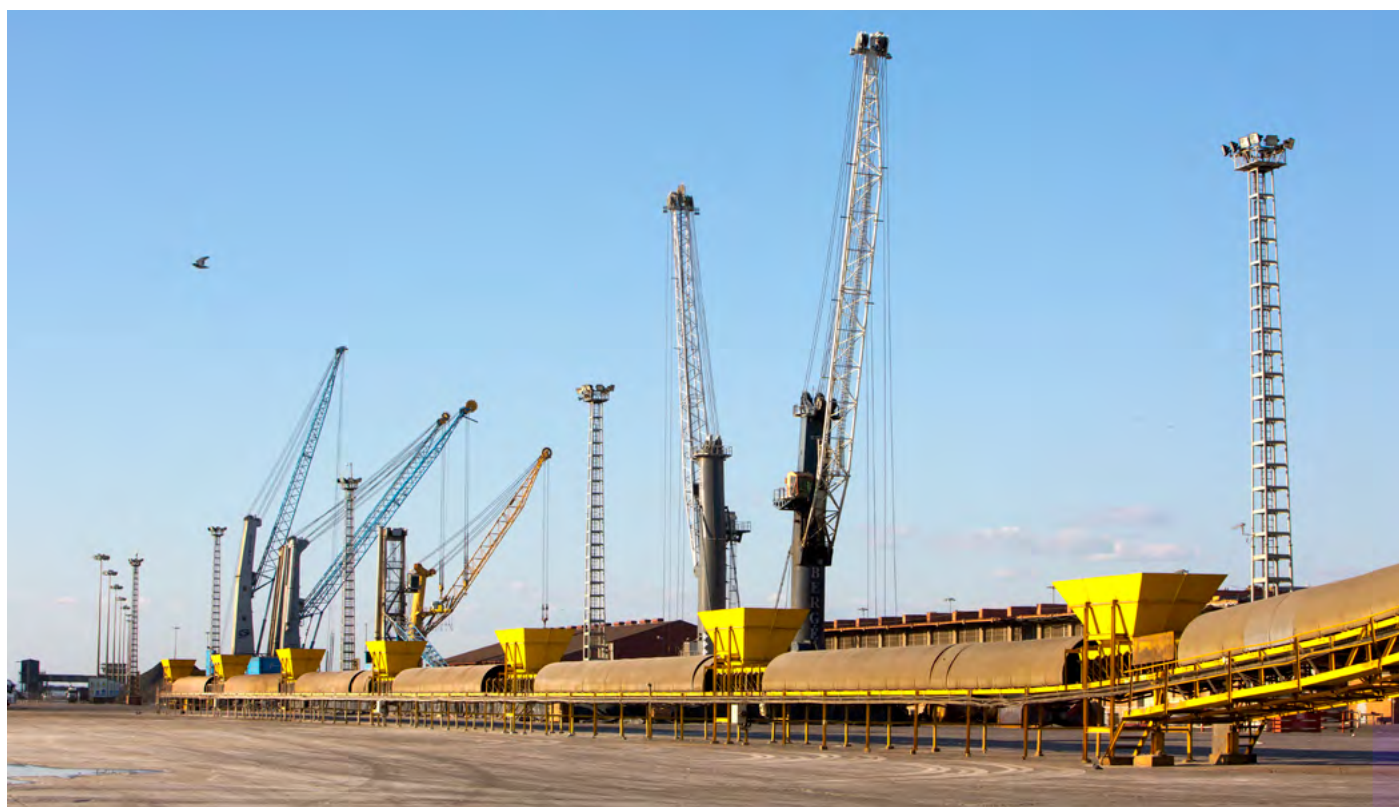
The APH has CAE procedures that prior to the start of the activity by the contracted companies and once all the documentation has been collected using the Metacontratas computer application, are analysed by the CAE and Works Safety Division, with advice from the contracted technical assistance. Authorisation 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 maritime freight terminals and passenger terminals run as concessions or authorisations, along with companies with licences or authorisation to provide commercial or port services that have OHSAS system (S\_22)

Total number and percentage of maritime terminals and service companies that have an OHSAS or ISO 45001 Health & Safety Management System implemented:.

| Type of terminal/service                                  | Total | No. with OSHAS/45001 | % with EMS |
|---|-------|----------------------|------------|
| Freight terminal  | 6     | 5                    | 83%        |
| Passenger terminal  | 2     | 0                    | 0%         |
| Stevedore service   | 8     | 1                    | 13%        |
| MARPOL Service  | 8     | 7                    | 88%        |
| Nautical technical service (pilotage, towing and mooring) | 5     | 2                    | 40%        |
| Port services (others)                                    | 53    | 13                   | 25%        |



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

As regards this specific point, it should be noted that the terminals and companies located in the Port are included 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 Documentation and Visitors 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 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. However, 70 meetings and events organised by business and social groups, along with internal meetings, were held during 2021, with the relevant safety measures in place to prevent the spread of the virus.

All visits to the port facilities and outreach and dissemination activities were suspended in 2021 due to the Covid-19 pandemic.

However, the catamaran continued to run and provided a total of 40 services, while the Covid safety standards in place at any given time were followed. Visits to the "El Rompido" and "Mazagón" lighthouses, along with those to the Monument to the Faith of the Explorer", were stopped.

### With the Red Cross Association



### With the Virgen de la Cinta Community Kitchen





### With the Resurgir Cooperative



### With Madre Coraje NGO



### With the Food Bank



### With La Orden High School



### Opening of the “Huelva is Rocio” exhibition at the Port Reception and Documentation Centre



### Opening of the first 2021 Huelva Model Railway Meeting / Catamaran Port



### Catamaran Port with the Distrito V





# Environmental 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 (A\_01)

Huelva Port Authority has an Environmental Management System (EMS) operating with the following certificates:

ISO 14001:2004

PAX

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: €3,384,831.55**

**(Investments in SGA/Total tangible and intangible investments) \* 100: 11.68%**

**Costs linked to implementing or maintaining the SGA: €158,226.62**

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



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

Environmental characterisation or measuring work in 2021 was:

- Water or sediment quality
- Air quality
- Soil quality
- Other habitats or species

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

**Investment in environmental characterisation:**  
€86,420.54

**(Investments in characterisation/Total tangible and intangible investments) \* 100: 0.30%**

**Spending on environmental characterisation:**  
€143,462.05

**(Spending on characterisation/Other operating costs) \* 100: 0.79%**

*3 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 2021 were as follows:

**Expenditure on cleaning on land: €1,207,044.16**

**Service areas on land: 17,841,824.00 m<sup>2</sup>**

**Expenditure on cleaning on land/On-land service surface area: €0.07/m<sup>2</sup>**

**Expenditure on cleaning water surfaces: €69,720.33**

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

**Cost of cleaning water surface / Zone I surface area: €0.003/m<sup>2</sup>**



## Environmental training (A\_04)

Huelva Port Authority's environmental management and training effort in 2021 is broken down below:

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**Number of people involved in environmental monitoring and management: 4**

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**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 2021: 0%**

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## 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>:

- Industrial activities at concessions: Calculated as the number of concessions where the industrial activities imply emissions channelled to the atmosphere.
- Emissions from vehicle engines
- Emissions from moored vessels and cruise ships
- 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.

- Handling bulk using uncovered special systems: Calculated as the number of companies with uncovered or partially covered freight transport continuous systems.
- Storage of solid bulk outdoors: Calculated as the number of concessions that store solid bulk outdoors.
- Emissions from truck box with no canopy
- Works
- Cleaning and paint hulls: Calculated as the number of concessions that clean and paint hulls outdoors.
- 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 2021.

The port authority continues to monitor environmental aspects related to port operations and the concessions. It specifically monitors for episodes of possible atmospheric emissions in service area in order to establish the appropriate corrective and preventive measures, as necessary.

## 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.
- Sprinkling systems for bulk stockpiles and roads.
- Wind speed information and warning systems.
- Air quality forecasting system



- 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.



## Air quality monitoring stations (A\_08)

As regards controlling the air quality, operations are constantly monitored, particularly in the bulk grain loading and unloading areas (as these are the most significant pollution hotspots), establishing specific measures during the operations including sprinkler systems if necessary for the dusty operations.

The rest of the service area is likewise intensively monitored by the Environmental Police, in order to detect the needs and establish the appropriate corrective and/or preventive measures, as applicable.

## Water quality

### Sources of discharges (A\_10)

The water pollution hotspots at the port or ports by order of relevance are:

| Sources of discharges   | Order of relevance |
|---|--------------------|
| Rivers, streams, watercourses or ditches                            | 1                  |
| Industrial discharge from port concessions                          | 2                  |
| Non reglementary discharges from vessels (bilges, etc.)             | 3                  |
| Vessel refuelling and provisioning at wharf                         | 4                  |
| Accidental spills when loading/unloading liquid bulk                | 5                  |
| Poor practices in cleaning and maintenance of wharves and equipment | 6                  |
| Spills when loading/unloading solid bulk                            | 7                  |
| Dredging  | 8                  |
| Urban treated wastewater (WWTP)                                     | 9                  |
| Cleaning and blasting hulls   | 10                 |
| Works   | 11                 |

| Sources of discharges   | Order of relevance <sup>5</sup> |
|---|---------------------------------|
| Irrigation or rain runoff, not channelled or channelled but not treated | N/A                             |
| Untreated urban wastewater  | N/A                             |
| Bunkering of anchored vessels   | N/A                             |
| Other spills (indicate which)   | N/A                             |
| Otros vertidos (indicar cuáles)   | NA                              |

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

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 port were carried out. The water quality was continuously characterised during the 2020-2022 maintenance dredging campaign.

## 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.
- 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 2021 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 2021<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).

### 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.

<sup>6</sup> En relación con la DIA Resolución de 22 de enero de 2018, de la Dirección General de Calidad y Evaluación Ambiental y Medio Natural

The detailed percentages are as follows:

| Type of treatment   | % of surface <sup>7</sup> |
|---|---------------------------|
| Percentage of the service area with sanitation system   | 100.0%                    |
| Percentage of the on-land service area with sanitation system connected to the wastewater treatment plant | 99.9%                     |
| Percentage of the on-land area discharging into septic tanks  | 0.01                      |

### Runoff waters treatment (A\_14)

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

| Type of system   | % of surface area <sup>8</sup> |
|--|--------------------------------|
| Percentage of land surface area with a runoff water collection system          | 100.00%                        |
| Percentage of service area with a runoff water collection and treatment system | 90%                            |

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

### 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 2021 is detailed in the following table:

- N ° of vessels: 3
- Cleaning frequency: Presence of floating items
- Weight of the waste collected in Tm: 3,04

<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..

<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.



## Activation of the Internal Maritime Plan (IMP) (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") | 0      |
| Number of sea pollution emergencies requiring activation of the Port's IMP ("Alert")**  | 4      |
| Number of sea pollution emergencies requiring activation of the National Maritime Plan ("situation 1 or higher")                                  | 1      |

*\* 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:** Operational on Engineer 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. 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 2021, there was no noise complaint.

- Activity leading to the complaint: -
- Number of complaints: 0
- Source of the complaint: -

In previous years, no significant complaints or reports regarding noise emissions from port activity have been registered with the Huelva Port Authority.

|                      | 2019 | 2020 | 2021 |
|----------------------|------|------|------|
| Number of complaints | 0    | 1    | 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 2021 were:

| Type of waste   | Separate Collection<br>(Tm waste separated / Tm total waste generated) *100 | Recovered<br>(Tm waste recovered / Tm total waste recovered) *100 |
|-----------------|---|---|
| MSW             | 97.35%  | 0.98%   |
| Hazardous waste | 2.65%   | 2.65%   |
| Oils            | 0%  | 0%  |

The volume of waste related to the cleaning service in 2021 is classified as set out below:

| Type of waste | Total amount collected during the year in Tm | Percentage of the total collected |
|---------------|--|-----------------------------------|
| Intert        | 1,548.42                                     | 95.20%                            |
| Non-hazardous | 1,626.41                                     | 100.00%                           |
| Hazarduos     | 0.00   | 0.00%                             |

## 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                   |
| Cleaning of wharves, roads and communal areas                | 4                   |
| Remains from solid bulk sweepings                            | 5                   |
| Fishing (packaging, nets, fish scraps, etc.)                 | 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:
  - Waste from the Port Authority, generated in offices and APH buildings.
  - 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 concessions and port service providers to verify the monitoring of the administrative requirements established by the waste law through the audits of bonuses in environmental matters in which the Port Authority is present, along with daily environmental monitoring by the Environmental Police and all the facilities in the Service Area.
- 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> | % sobre el total |
|--|----------------|------------------|
| Total volume of dredged material       | 500,000        | 100%             |
| Volume of category A material          | 211,168.30     | 42%              |
| Volume of category B material          | 0.00           | 0%               |
| Volume of category C material          | 288,831.70     | 58%              |
| Volume of material classified as waste | 0.00           | 0%               |

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                 |
| 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.

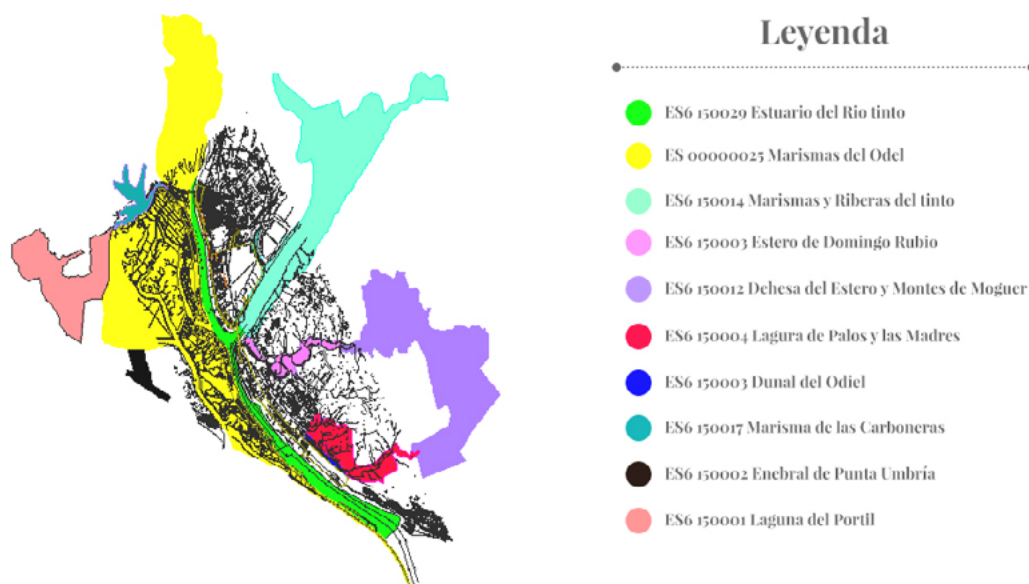


Figura 1: Protected natural spaces in the vicinity of the Port of Huelva Source: Prepared by the authors.

## 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)

Landscape improvement actions:

### Remodeling of Francisco Montenegro Avenue

- **Place:** Francisco Montenegro Avenue
- **Completed:** Implementation status in 2021
- **Year:** 2021-2022
- **Reason:** This action has changed the appearance of the previous 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.
- Investment and expenditure in: **€12 million**



### Rebuilding the old Fountain of Nations

- **Place:** Francisco Montenegro Avenue
- **Implementation status in 2021:** underway
- **Year:** 2021-2022
- **Reason:** The Port of Huelva is continuing to strive to maintain and restore our architectural heritage.
- **Description:** This involves building and restoring the former Fountain of Nations. This sculpture was designed as a resting place 500 metres from the Riotinto loading wharf. Unveiled on 9 July 1917, it was de-





molished in 1965 for the work to extend the current Avda. Francisco Montenegro. tenegro

- Investment and expenditure in €: €142,650



## Eco-efficiency

### Land use (A\_29)

The percentage of the service area, defined according to the Port Space Use Plan, occupied by concession or own active facilities (5,246,600 m<sup>2</sup>) is 29.41% of the total surface area (17,841,824 m<sup>2</sup>), however, if we consider the 7,774,110 m<sup>2</sup> of useful area (deducting the 10,067,714 m<sup>2</sup> of saltmarshes), the percentage would rise to 43.57% of that surface area.

### 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:

| Sources of consumption                      | 2019       | 2020       | 2021       |
|---|------------|------------|------------|
| Consumption in m <sup>3</sup>               | 133,466.00 | 135,811.00 | 134,889.00 |
| Service zone surface area in m <sup>2</sup> | 17,161,871 | 17,161,871 | 17,841,824 |
| Ratio m <sup>3</sup> /m <sup>2</sup>        | 0.008      | 0.008      | 0.008      |

Port Authority water consumption for uses in 2021:

| Sources of consumption (m <sup>3</sup> )                                     | % of total |
|--|------------|
| Domestic/offices   | 10.12%     |
| Watering areas of greenery   | 70.05%     |
| Dust-prevention watering systems (only if they belong to the Port Authority) | 18.17%     |
| Other uses   | 1.67       |

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:

|                         | 2019   | 2020   | 2021   |
|-------------------------|--------|--------|--------|
| Network efficiency in % | 80.28% | 73.95% | 74.20% |

## 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:

|                                 | 2019         | 2020         | 2021         |
|---------------------------------|--------------|--------------|--------------|
| Consumption in Kwh              | 3,550,221.50 | 3,762,446.02 | 4,280,723.04 |
| Service zone surface area in m2 | 17,161,871   | 17,161,871   | 17,841,824   |
| <b>Ratio Kwh/m2</b>             | <b>0.206</b> | <b>0.219</b> | <b>0.240</b> |

Port Authority electricity consumption for uses in 2021:

| Consumption source                        | % of total |
|---|------------|
| Road Lighting                             | 86.55      |
| Offices (lighting, climate control, etc.) | 12.37      |
| Other uses (indicate which)               | 1.09       |

Continuing with the energy efficiency project, which started in 2019, should be highlighted as a control and savings initiative. Furthermore, in mid-2018, the APH contracted its electricity supply with a company with 100% renewable OG, leading to 100% reduction in CO2 emissions of the Main Office.

## Fuel consumption (A\_33)

The evolution during the last three years of the total annual consumption of fuels by the Port Authority of Huelva, expressed as total cubic meters and as cubic meters per square meter of Service Area, have been as follows:

|                                 | 2019         | 2020         | 2021         |
|---------------------------------|--------------|--------------|--------------|
| Total fuel consumption in Kwh   | 254,835.37   | 241,973.04   | 277,323.88   |
| Service zone surface area in m2 | 17,161,871   | 17,161,871   | 17,841,824   |
| <b>Ratio m3/m2</b>              | <b>0.014</b> | <b>0.014</b> | <b>0.016</b> |

### Consumption by types of fuel in 2021:

| Type of fuel   | % of total |
|--|------------|
| Natural Gas  |            |
| Butane or propane gas,<br>or liquefied petroleum gas |            |
| Petrol   | 30.92%     |
| Diesel   | 69.08%     |
| Biodiesel  |            |

### Consumption of fuel by usages in 2021:

| Sources of consumption     | % of total |
|----------------------------|------------|
| Heating/Domestic Hot Water |            |
| Vehicles                   | 97.52%     |
| Vessels                    |            |
| Generators                 | 2.48%      |
| Other uses                 |            |

One of the fuel-saving measures introduced by the Port Authority in 2021 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 No. with EMS | % with EMS |
| Freight terminal   | 6                  | 86         |
| Passenger terminal   | 2                  | 0          |
| Stevedore service  | 0                  | 50         |
| MARPOL service   | 2                  | 100        |
| Nautical technical service   | 0                  | 0          |
| Port services (others)   | 22                 | 39         |





# Indicators

## Institutional dimension

|   |    |
|---|----|
| • I_01 Functions and legal setup  | 6  |
| • I_02 Duties and way in which the management and governing bodies are elected      | 7  |
| • I_03 Structure of the Board of Directors  | 9  |
| • I_04 Support and management systems   | 12 |
| • I_05 Management Committee   | 12 |
| • I_06 Sectoral technical committee advising the Board of Directors                 | 13 |
| • I_07 General technical characteristics of the Port                                | 16 |
| • I_08 Infrastructures being built or in the pipeline and their purposes            | 21 |
| • I_09 Logistic and Industrial promotion initiatives                                | 28 |
| • I_10 Traffic evolution  | 32 |
| • I_11 Hinterland and foreland. Main origins and destinations of the freight        | 35 |
| • I_12 Turnover invoiced to the five main customers                                 | 39 |
| • I_13 Main sectors in the economic development underpinning the port's development | 39 |
| • I_14 Services provided by the port  | 40 |

|   |    |
|---|----|
| • I_15 Number of companies operating in the port pursuant to a concession, authorisation or licence   | 45 |
| • I_16 Real land used for commercial purposes   | 46 |
| • I_17 Percentage of tons moved at authorised and concession maritime freight terminals   | 46 |
| • 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 | 48 |
| • I_19 Port Authority initiatives to improve the efficiency and quality of the service  | 48 |
| • I_20 Companies benefitting from subsidies to incentivise improvements to the quality of the service   | 48 |
| • I_21 Initiatives to receive or manage complaints or suggestions   | 50 |
| • I_22 Current road and railway access and measures envisaged to drive port-railway inter-modality  | 51 |
| • I_23 Boosting the traffic handled by means of roll-on/roll-off  | 55 |
| • I_24 Evolution of the road and rail transport and Ro-Ro operations  | 56 |
| • I_25 Stakeholders   | 58 |
| • I_26 Communication with stakeholders  | 58 |
| • I_27 Main worries or concerns of the stakeholders   | 62 |
| • I_28 Collaboration and coordination projects with other administrations   | 62 |
| • I_29 Business or technical associations to which Huelva Port Authority belongs  | 65 |
| • I_30 2020 commercial promotion initiatives  | 66 |
| • I_31 Expenditure on the commercial promotion of the port  | 69 |
| • I_32 Communication projects by Internet or other electronic means   | 70 |
| • I_33 R&D&I projects promoted by the Port Authority  | 72 |
| • I_34 Social-cultural initiatives and foundations support by Huelva Port Authority   | 73 |
| • I_35 Projects aimed at improving the Port-City interface  | 73 |
| • I_36 Economic resources used on protection and security   | 74 |
| • I_37 Economic resources used for environmental aspects  | 74 |

## Economic dimension

|   |    |
|---|----|
| • E_01 Return on assets   | 78 |
| • E_02 EBITDA Evolution   | 78 |
| • E_03 Debt servicing   | 78 |
| • E_04 Inactive assets  | 79 |
| • E_05 Evolution of the operating costs and income  | 80 |
| • E_06 Evolution of the public investment   | 80 |
| • E_07 Evolution of outside investment  | 81 |
| • E_08 Assessment of the renewal of assets  | 81 |
| • E_09 Evolution of income by occupancy and activity rates  | 82 |
| • E_10 Evolution of the tons moved per commercial use square metre                                | 82 |
| • E_11 Evolution of the tons moved per linear metre of operational Wharf                          | 83 |
| • E_12 Evolution of the net amount of the turnover per employee                                   | 83 |
| • E_13 EBITDA evolution per employee  | 84 |
| • E_14 Estimate of the number of direct and indirect jobs and those induced by the port community | 85 |
| • E_15 Estimate of the Gross Value Added of the port community                                    | 86 |

## Social dimension

|   |    |
|---|----|
| • S_01 Total number of employees  | 87 |
| • S_02 Percentage of part-time employees against full-time employees                                | 88 |
| • S_03 Distribution of workforce by areas of activity   | 88 |
| • S_04 Percentage of employees covered by Collective Agreements                                     | 88 |
| • S_05 Representation mechanisms of the workers and communication with management                   | 88 |
| • S_06 Mechanisms for the technical participation of workers in improving the production processes  | 89 |
| • S_07 Percentage of employees on training programmes   | 89 |
| • S_08 Average number of hours of training per employee   | 89 |
| • S_09 Number of training programmes underway in relation to the competency-based management system | 90 |
| • S_10 Percentage of women out of the total workforce   | 93 |
| • S_11 Percentage of women not covered by the collective agreement                                  | 94 |
| • S_12 Percentage of permanent workers over 50  | 94 |
| • S_13 Percentage of permanent workers under 30   | 95 |

|  |     |
|--|-----|
| • S_14 Evolution in the annual accident frequency index (FI)   | 95  |
| • S_15 Evolution in the annual accident seriousness index (SI)   | 95  |
| • S_17 Training in the occupational risk prevention  | 95  |
| • S_18 Protection and safety exercises and drills  | 96  |
| • S_19 Estimated total number of direct jobs generated by maritime freight terminals, passenger terminals and companies that provide port services   | 99  |
| • S_20 Requirement for safety and preventive measures  | 99  |
| • S_21 Business activities coordinating mechanisms   | 100 |
| • 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 | 100 |
| • S_23 Protection and safety training actions for the port community   | 100 |

## Environmental Dimension

|  |     |
|--|-----|
| • A_01 ISO 14001:2015 environmental management   | 104 |
| • A_02 Total economic resources on environmental monitoring and characterisation   | 105 |
| • A_03 Costs of cleaning of the water and land communal areas  | 105 |
| • A_04 Environmental training  | 106 |
| • A_05 Sources of emissions  | 106 |
| • A_06 Complaints or reports regarding emissions to the atmosphere   | 107 |
| • A_07 Measures adopted by Huelva Port Authority to control emissions  | 107 |
| • A_08 Air quality monitoring stations   | 108 |
| • A_10 Sources of discharges   | 108 |
| • A_11 Measures adopted by Huelva Port Authority to control discharges   | 109 |
| • A_12 Water quality characterisation projects   | 110 |
| • A_13 Sewage network and wastewater treatment   | 110 |
| • A_14 Runoff waters treatment   | 111 |
| • A_15 Schematic overview of the technical resources used to clean the body of water and weight of floating items collected in the year                          | 111 |
| • A_16 Activation of the Internal Maritime Plan (IMP)  | 112 |
| • A_17 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 | 112 |
| • A_18 Noise sources   | 113 |
| • A_19 Noise complaints or reports   | 113 |
| • A_22 Percentage of waste generated by the Port Authority that is separated and recovered for reuse   | 114 |



|   |     |
|---|-----|
| • A_23 Waste generation activities or sources within the port   | 115 |
| • A_24 Measures to improve waste management   | 115 |
| • A_25 Managing dredged material  | 116 |
| • A_26 Natural spaces in the vicinity of the Port of Huelva   | 116 |
| • 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  | 119 |
| • A_29 Land use   | 120 |
| • A_30 Water consumption  | 120 |
| • 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 | 121 |
| • A_32 Electricity consumption  | 121 |
| • A_33 Fuel consumption   | 122 |
| • A_34 Environmental conditions in the Particular Terms and Conditions of port services, in the conditions of approval and in concessions or authorisations   | 123 |
| • A_35 Environmental management systems at port facilities  | 123 |