



Annual Report 2020

Autoridad Portuaria de Huelva

Sustainability  
Report

# Environmental Dimension



# Ambiental Dimension

## Environmental strategy

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



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

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

## Environmental management

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

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

ISO 14001:2004

PERS

The scope of the EMS is as follows:

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

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

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

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

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

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



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

Environmental characterisation or measuring work in 2020 was:

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

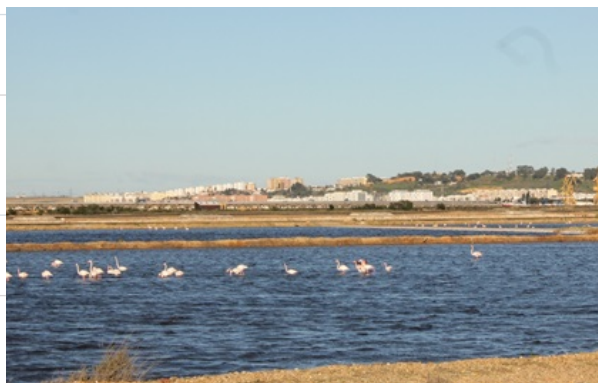
The economic resources allocated to the characterisation and monitoring of the port environment:

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

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

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

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



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

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

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

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

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

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

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

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

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

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



## Environmental training (A\_04)

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

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

## Air quality

### Sources of emissions (A\_05)

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

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

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



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

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

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

No formal complaint was received in that regard during 2020.

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

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

The measures implemented were:

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



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



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

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

## Water quality

### Sources of discharges (A\_10)

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

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

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

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



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

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

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

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

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

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



## Water quality characterisation projects (A\_12)

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

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

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

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

The detailed percentages are as follows:

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

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

## Runoff waters treatment (A\_14)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The destination of that wastewater:

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

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

## Noise

### Noise sources (A\_18)

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

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

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

### Noise complaints or reports (A\_19)

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

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

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

The actions taken to correct that incident are described below:

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

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

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

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



### Waste management

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

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

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

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

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

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

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

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

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

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

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

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

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



## Managing dredged material (A\_25)

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

The volumes and characteristics are set out below:

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

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

## Natural environment

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

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

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

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

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

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

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

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

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

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

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



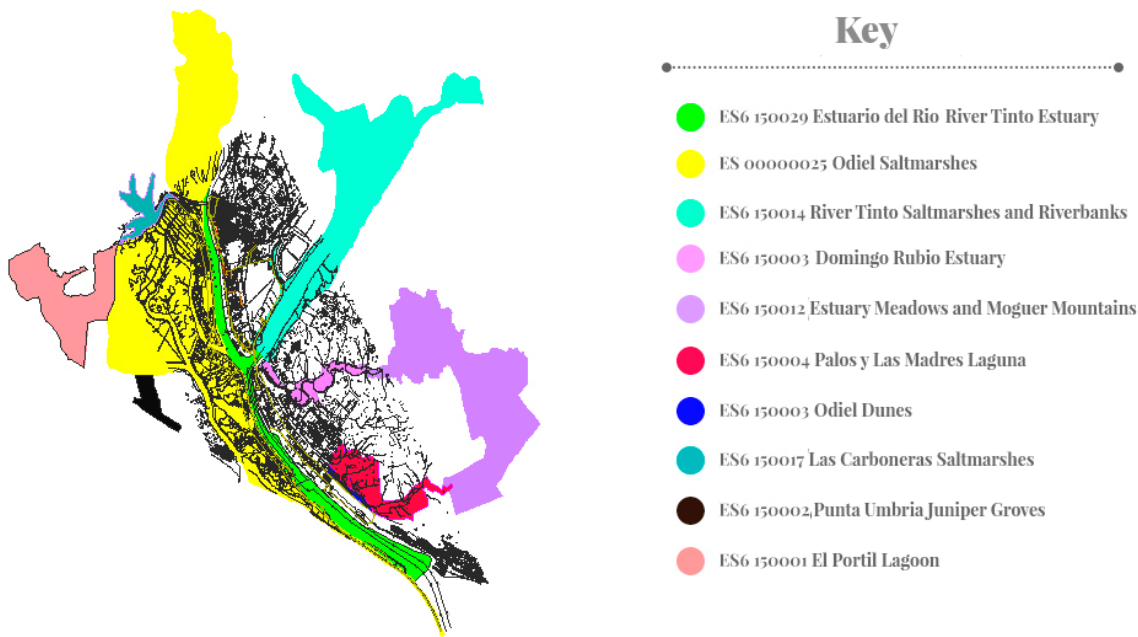


Figure 1: Protected natural spaces in the vicinity of the Port of Huelva Source: Prepared by the authors.

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

**Remodelling of the Francisco Montenegro Avenue**

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

**REASON**

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

**DESCRIPTION**

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



## Refurbishing the Monument to Columbus

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

### REASON

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

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

### DESCRIPTION

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



## Huelva estuary river promenade and pedestrian walkway

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



**REASON**

Port-City outreach.

**DESCRIPCIÓN**

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

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

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

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

## Eco-efficiency

### Use of land (A\_29)

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

### Water consumption (A\_30)

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

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

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

Port Authority water consumption for uses in 2020:

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

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

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

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

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

### Electricity consumption (A\_32)

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

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

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

Port Authority electricity consumption for uses in 2020:

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

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

### Fuel consumption (A\_33)

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

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



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

| Type of fuel   | % of total |
|--|------------|
| Natural Gas  |            |
| Butane or propane gas,<br>or liquefied petroleum gas |            |
| Petrol   | 16.05%     |
| Diesel   | 83.95%     |
| Biodiesel  |            |

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

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

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

## Port community

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

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

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

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

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

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

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