



Annual Report 2020

Autoridad Portuaria de Huelva

Statistical  
Report

# Investments



# Investments

## Investments in progress or finished in 2020

Code		Name of work	Approved budget (euros)	Initially approved amount (euros)	Approved in year (euros)	Situation
	a)	<b>In new work projects:</b>				
HU1A3004		North expansion of the South Wharf	33,070,160.75	20,219,649.36	18,980,565.69	In progress
HU1E1003		Access and road reorganisation to the future logistics zone (ZAL) of Punta del Sebo (Phase I)	1,976,679.72	1,976,679.72	80,983.73	Finished
HU1E1005		Widening the access road to the South Wharf	7,074,711.00	3,740,423.84	3,640,609.70	In progress
HU1C4002		New fish and seafood exporters' warehouses (including modified ones)	6,395,505.72	6,395,505.72	1,177,800.60	Finished
HU1H1011		Upgrading of Francisco Montenegro Avenue	7,990,164.94	5,141,393.64	4,077,957.52	In progress
HU1H9011		Installing a perimeter security system (Phase II)	2,207,947.97	2,207,133.77	61,053.00	In progress

Code		Name of work	Approved budget (euros)	Initially approved amount (euros)	Approved in year (euros)	Situation
HU1E2006		Improvement of safety and layout in the network (WP 4.2) (I.I.S.S. command and control for the Railway Network)	2,722,499.45	1,215,009.99	1,215,009.99	In progress
HU1B3006		Collecting water on the Juan Gonzalo and Ciudad de Palos Wharves	15,199,233.25	13,478,473.89	5,137,500.03	In progress
		Environmental sustainability actions (plant screens)	282,700.00	282,700.00	282,700.00	Finished
HU1D9001		Energy efficiency plan	235,401.38	292,954.07	96,488.57	In progress
HU1E9002		Reorganising access to the South Wharf	2,698,796.93	2,540,487.37	2,174,488.35	In progress
HU1C3001		Multifunctional Building in the South Wharf and surrounding areas	5,073,595.57	6,262.11	6,262.11	In progress
HU1G2006		New Techniques for the management of dredged material (R&D)	81,000.00	81,000.00	81,000.00	Finished
<b>Balance carried forward</b>				<b>37,012,419.29</b>		

## Investments in progress or finished in 2020

Code	Name of work	Approved budget (euros)	Initially approved amount (euros)	Approved in year (euros)	Situation
			Previous sum...	37,012,419.29	
HU1G2001	Technical assistance	867,930.38	867,930.38	867,930.38	Finished
HU1H9010	Communication and information system actions (digitization of port processes, network and cybersecurity infrastructures and IT equipment)	531,788.00	531,788.00	531,788.00	In progress
	Applications and right of use	99,022.53	99,022.53	99,022.53	Finished
	Other investments	2,460,897.75	2,460,897.75	2,460,897.75	Finished
	Settlement	226,004.24	226,004.24	226,004.24	Finished
	<b>Suma a)</b>			<b>41.198.062,19</b>	
b)	En Proyectos de conservación:				
	Draft maintenance dredging in inland waters of the Port of Huelva	9,469,981.77	6,633,340.98	1,793,390.10	In progress
	Restoring the Monument to the Faith of the Explorer	184,355.34	184,355.34	184,355.34	Finished
	<b>Suma b)</b>			<b>1,977,745.44</b>	
<b>RESUME</b>					
	<b>a) Investments in new work projects</b>	<b>41,198,062.19</b>			
	<b>b) Investments in conservation projects</b>	<b>1,977,745.44</b>			
	<b>TOTAL</b>	<b>43,175,807.63</b>			

## Description of the most important works



*During 2020, Huelva Port Authority invested €41,2 million to refurbish its infrastructures to meet the existing needs.*

The following key actions were completed this year:

### NEW FISH AND SEAFOOD EXPORTERS' WAREHOUSES

The building in question is at Avenida de Enlace no. 44, on the corner with Calle Alonso de Ojeda, on a plot of 15,117 m<sup>2</sup>. This building is part of the remodelling of a 65000- m<sup>2</sup> space in the northern area of the Levante Wharf. On the one hand, this will help to readapt the old fisheries infrastructures on the Wharf, to resize them to current economic activity and, in turn, to open up the port area to the general public.

The building houses 41 modules for exporters, three empty premises and spaces for the agents operating in the zone, along with areas for the general public, with a bike lane connecting the venue to the city. In general, its ground floor is 6,485.96 m<sup>2</sup> used for logistics, a first floor measuring 3,208.18 m<sup>2</sup>, a second floor of 183.62 m<sup>2</sup> and a third floor with a built surface area of 98.90 m<sup>2</sup>, with a terrace available for users.

### ACCESS AND ROAD REORGANISATION TO THE FUTURE LOGISTICS ZONE (ZAL) OF PUNTA DEL SEBO PHASE 1

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

This first phase involves the initial 600 metres from Calle Sabina Negral to the connection with the extension of the Calle Calderón de la Barca, inclusive. That work is on land that is available and regarding which there are no records of former activity being located there.

This new road, which will allow better access and greater mobility through the industry and port area, is a dual carriageway, with each side having two lanes, separated by a 1-m wide divider. There are 2.50 m wide parking spaces and 2-m wide pavements on both sides. Lighting, low and medium voltage, sanitation, utilities, telecommunications, traffic lights and sprinkling are also planned.

### DEMOLITION OF THE FORMER SHIPYARD PREMISES

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

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

#### CREATING PLANT SCREENS ON THE INGENIERO JUAN GONZALO, CIUDAD DE PALOS AND MINERALES WHARVES

The northern area of the Ingeniero Juan Gonzalo Wharf, along with the Ciudad de Palos and Minerales wharves are used to stockpile bulk material. With the aim of improving the zone's environmental conditions and prevent the spread of dust and powder on windy days, a plant screen is going to be built to reinforce the irrigation system already on the wharves, to thus minimise even further the impact of that type of material on the surrounding areas.

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

#### RESTORING THE MONUMENT TO THE FAITH OF THE EXPLORER

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

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

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

#### Other actions that were started in previous years and that continue to be carried out are:

##### COLLECTING WATER ON THE INGENIERO JUAN GONZALO AND CIUDAD DE PALOS WHARVES

The work consists of setting up a new rainwater drainage network on the Wharves, which prevents the rainwater flowing directly into the river estuary.

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

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

##### REORGANISING ACCESS ON THE SOUTH WHARF

The works consisted of reorganising and developing a 50.197 m<sup>2</sup> port area, including the access road to the loading and to the future terminal, along with the prior inspection controls at the restricted loading area of the Maritime Terminal.

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

### 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 the widening from pk 3+640 to pk 7+380 of that same road.

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

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

Finally, the power and telecommunications facilities were connected and the lighting is by means of 12m-high columns with LED lights.

### REFURBISHING THE AVENIDA FRANCISCO MONTENEGRO

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

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

The refurbishing of Avenida Francisco Montenegro included the following actions:

- Making a new two-metre reservation to be landscaped so the avenue better blends into the setting.
- Removing the existing railway line (recovering and reusing the materials).
- Laying pavements with the same surface paving to 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 wherever possible, particularly in the area around the Huelva Yacht Club.
- Refurbishing the timber walkway along the right side of the avenue according to the study at APH.
- Detailed study of the power lines to ensure they have the necessary power for the designed facilities, which will include lighting that respects the type of lamps recently installed in the area.
- Aesthetics and landscaping, creating gardening similar to the one to be found locally and “green screens” on the left side.
- Landscaping slopes and green areas and creating recreational spaces.

### NORTH EXPANSION OF THE SOUTH WHARF

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

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

The crest elevation of the wharf is the +6.50 m elevation (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 of 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 it is 40.75 m wide including the capping beam and the guideways using 0.28m thick HP-40 reinforced concrete on a forecourt that is 1.00 m thick. The finish is then provisional with a 1.25m thick layer of quarry run.

### 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”, which were implemented during the first half of 2017, and which basically consisted of conveniently demarcating and protecting the perimeter and entrances of the Outer Port.

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

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

**Regarding the projects drawn up in 2020, in addition to those necessary to implement some of the aforementioned investments, the preparation of the following projects has begun:**

- Cold piping network.
- Partial demolition project of the Fish Market and Exporters modules in the Levante Wharf.
- New RO-RO ramp on the south wharf.
- Construction project to allow 550m long trains to operate in the Majarabique complex.
- Tharsis Wharf rehabilitation project.
- Queen’s Wharf rehabilitation project.



**Other projects that have started in 2020 and continue in some of the drafting phases are the following:Proyecto Conexión Saneamiento Muelle Sur.**

- South Wharf Sanitation Connection project.
- New Fountain of Nations project.
- Technological Innovation Node project.
- Project to enable the canal to new traffic.
- Security installations project in the Juan Carlos I dam.