



Statistical Report 2021

Investments



Investments

Investments in progress or finished in 2021

Code	Name of work	Approved budget (euros)	Initially approved amount (euros)	Approved in year (euros)	Situation
A) In new work projects:					
HU1A3004	Upgrading of the navigation channel to new traffic	358,033.00	279,359.48	127,928.74	In progress
HU1A13004	North expansion of the South Wharf	33,070,160.75	27,925,436.88	7,705,787.52	In progress
HU1E1005	Widening the access road to the South Wharf	7,074,711.00	4,947,345.86	1,206,922.02	In progress
HU1C3001	Multifunctional Building in the South Wharf and surrounding areas	5,073,595.57	1,704,505.99	1,698,243.88	In progress
HU1E9002	Reorganising access to the South Wharf	2,953,590.14	2,953,590.14	413,102.77	Finished
HU1E2006	Improvement of safety and layout in the network (WP 4.2) (IL.SS. command and control for the Railway Network)	2,994,284.77	2,294,284.77	1,779,274.78	Finished
HU1B3006	Collecting water on the Juan Gonzalo and Ciudad de Palos Wharves	16,713,074.02	16,713,074.02	3,234,600.13	Finished
HU1D9001	Energy efficiency plan	512,523.88	292,954.07	71,231.42	In progress
HU1G2006	New Techniques for the management of dredged material (R&D)	113,400.00	113,400.00	32,400.00	Finished
HU1H2002	Soil characterisation	200,000.00	133,666.05	133,666.05	In progress
HU1H1011	Upgrading of Francisco Montenegro Avenue	9,386,990.14	9,386,990.14	4,245,596.50	Finished
HU1E9001	Measures to improve accessibility	109,250.00	109,250.00	109,250.00	Finished
HU1B4009	Upgrading of the Levante Wharf (partial demolition of the fish auction unit)	579,817.75	117,487.99	117,487.99	In progress

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HU1H1005	Retrofitting to guarantee the structural stability of the Compañía Española de Minas de Tharsis loading dock	5,292,309.45	21,570.77	21,570.77	In progress
HU1G6001	Land acquisition	1,743,120.00	1,743,120.00	1,743,120.00	Finished
HU1H9010	Digitization of port processes	4,606,002.91	1,449,960.42	811,531.01	In progress
HU1I1003	Network and cybersecurity infrastructures	452,142.92	419,067.94	419,067.94	In progress
HU1I9001	Infrastructure compartmentalisation and digitalisation (2)	2,620,476.39	84,333.34	84,333.34	In progress
HU1G5005	IT equipment	72,883.41	72,883.41	72,883.41	Finished
HU1G2001	Technical assistance	552,423.10	552,423.10	552,423.10	Finished
HU1H9001	Other investments	3,654,743.31	3,654,743.31	3,654,743.31	Finished
HU1I1002	Applications and right of use	41,497.83	41,497.83	41,497.83	Finished
HU1G4002	Settlement	709,780.65	709,780.65	709,780.65	Finished
HU1H3001	1,5% cultural (2% after october 2021)	439,734.22	439,734.22	439,734.22	Finished
				Sum A)	29,426,177.38
B) In conservation projects:					
	Draft maintenance dredging in inland waters of the Port of Huelva	9,469,981.77	8,805,417.47	2,172,076.49	In progress
	Restoring the Monument to the Faith of the Explorer	332,221.38	332,221.38	332,221.38	Finished
				Sum B)	2,504,297.87
Resume					
A) Investments in new work projects				29,426,177.38	
B) Investments in conservation projects				2,504,297.87	
Total				31,930,475.25	

Description of the most important works



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

The following key actions were completed this year:

- 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 to adapt it 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 restored.

Reorganising access on the South Wharf

The works consisted of reorganising and developing a 50,197 m² port area, including the access road to the loading area and to the future terminal, along with the prior inspection controls at the restricted loading area of the Maritime Terminal.

The paving has been 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 work has also included enclosures, signage and beaconing, and defining the control areas (concourses, control equipment, ancillary buildings).

Upgrading 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 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 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, particularly in the area around the Huelva Yacht Club.
- Upgrading the timber walkway along the right side of the avenue according to the study at APH.
- Adaptation of the electricity cables for the designed facilities, including lighting while respecting the type of recently installed lamps in the area and LEDs.
- 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.

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 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 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.

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

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

Those actions are outlined below:

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 reservation of 80 cm marked off by curbs and markers. The lanes will be 3.30 m to keep the speed down.

On the other hand, a series of underpasses are planned to solve the intersection crossing. That will to ensure that the road does not have any gauge limitations and the underpass at p.k. 4+328 will also be reinforced so it can be used by 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.

North Expansion of the South Wharf

The works consist of lengthening the current South Wharf at the Port of Huelva by 526 m. The structural typology will be a screen spring with a main screen anchored to an anchor wall behind. 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.

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 m² 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.

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. Therefore, 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 advancing 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.
- Technological Innovation Hub of the Port of Huelva

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 advanced state of general deterioration.

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 project involves fitting out the upper floor of the fish auction centre to host the “Port of Huelva Technological Innovation Hub”, which is part of Huelva Port Authority’s strategic objective: develop technological innovation in the port and logistic sphere, by facilitating the convergence of different companies, leverage instruments and institutions that may contribute to that objective.

As regards the projects to implement some of the aforementioned investments, work to prepare the following projects were 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 some of which are still in drafting phrases are as follows:

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