



Puerto de Huelva

Autoridad Portuaria de Huelva

Sustainability report 2025



1 Institutional dimension

1.1 Sustainability strategy

The Board of Directors of Huelva Port Authority, at its meeting on 30 March 2023, agreed to approve the “Strategic Plan for the Port of Huelva 2023–2030, with a vision to 2050”.

The new strategic framework covering the period from 2023 to 2030, with a vision to 2050, is aligned with the Second Strategic Framework for the State-Owned Port System approved in October 2022, and is structured around:

- 3 Strategic Pillars:
 - Energy and industrial cluster, promoting clean fuels.
 - Logistics and intermodal port with competitive infrastructure and services.

- Sustainable port: environmental, economic and social; innovative and digitalised.
- 11 Strategic Objectives.
- and 30 Operational Objectives broken down into 94 measures to be implemented.

In the Plan’s new strategic formulation, the mission of Huelva Port Authority becomes: **“To provide infrastructure, land and services to the port, logistics and industrial sectors, with the aim of boosting competitiveness and the establishment of productive activities in the surrounding area, within a sustainable and technologically advanced context”**.

The vision of Huelva Port Authority is defined as: **“To be a leading port in the European South Atlantic as a value-added industrial and energy cluster and**

an intermodal and logistics hub. A sustainable, technological, innovative and knowledge-based port, duly integrated into its region”.

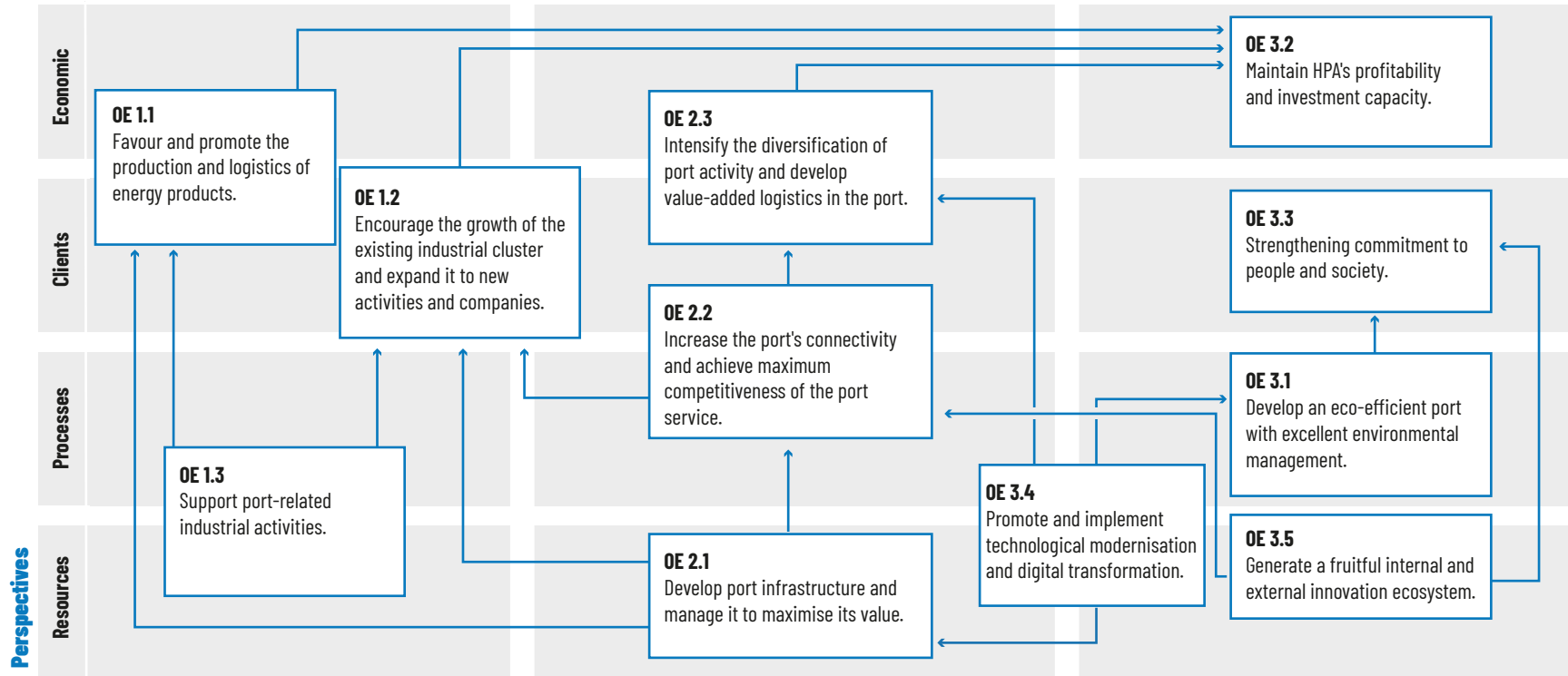
The following are established as corporate values:

- Commitment to public service
- A space for integration
- Commitment to the environment and the community
- People as the core of the organisation
- Involvement in client projects
- Excellence
- Innovation
- Safety
- Sustainability

The strategic map that graphically represents the strategic pillars and objectives from 2023 onwards is shown below:

Strategic axes

| | | | | | |
|----------|---|----------|---|----------|--|
| 1 | Energy and industry cluster that boosts clean fuels | 2 | Logistics and intermodal port with competitive infrastructures and services | 3 | Sustainable port: environmental, economic and social; innovative and digitised |
|----------|---|----------|---|----------|--|



1.2 Functions and legal status (I_01)

Huelva Port Authority is one of twenty-eight port authorities under the Ministry of Transport, Mobility and Urban Agenda, via the Public Body Puertos del Estado, which manages the Spanish Port System, comprising forty-six ports of general interest.

In accordance with *Royal Legislative Decree 2/2011 of 5 September, approving the Consolidated Text of the Law on State Ports and the Merchant Navy*, Huelva Port Authority is a body with its own legal personality and assets, as well as full legal capacity, and is governed by the specific legislation on ports of general interest, by the provisions of the General Budget Law applicable to it and, subsidiarily, by *Law 6/1997 of 14 April on the Organisation and Functioning of the General State Administration* (a provision that was repealed upon the entry into force of *Law 40/2015 of 1 October 2015 on the Legal Regime of the Public Sector*, which addresses the comprehensive reform of the organisation and functioning of public administrations).

Scope of powers

The Port Authority carries out the functions assigned to it by the aforementioned *Consolidated Text of the Law on State Ports and the Merchant Navy*, with the powers established therein, under the general principle of



functional and managerial autonomy, without prejudice to the powers attributed to the Ministry of Transport, Mobility and Urban Agenda through Puertos del Estado and those corresponding to the Autonomous Community. Article 25 of the aforementioned legal text establishes that the following powers fall within the remit of the Port Authorities:

- a. The provision of general services, as well as the management and control of port services to ensure that they are provided under optimal conditions of efficiency, economy, productivity and safety, without prejudice to the powers of other bodies.
- b. The planning of the port service area and port activities, in coordination with the authorities

responsible for spatial planning and town and country planning.

- c. The planning, design, construction, maintenance and operation of the port's works and services, and of the maritime signals entrusted to them, subject to the provisions of this Act.
- d. The management of the public port domain and the maritime signals assigned to them.
- e. The optimisation of financial management and the maximisation of returns on the assets and resources allocated to them.
- f. The promotion of industrial and commercial activities related to maritime or port traffic.
- g. The coordination of operations involving the various modes of transport within the port area.
- h. The organisation and coordination of port traffic, both maritime and land-based.

Public domain management framework

With regard to the management model for the assigned public domain, in accordance with the *Consolidated Text approved by the aforementioned Royal Legislative Decree 2/2011* of 5 September, such management is geared, whilst safeguarding the public interest, towards promoting and increasing private sector participation in the financing, construction and operation of port facilities and in the provision of services, through the granting of the relevant authorisations and concessions, both relating to public property and public works, in accordance with the provisions of the aforementioned law (Article 66).

The Port Authority is responsible for the provision and management of port spaces and basic infrastructure, promoting both the port's economic activity and the provision of services by the private sector, following a model for the management of infrastructure and the public port domain based on criteria of profitability and efficiency (Article 66).

The Port Authority is responsible for the provision and management of basic port spaces and infrastructure, promoting both the economic activity of the port and the provision of services.

Financing mechanisms

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

Of the financial resources established by this Act for Port Authorities, it should be noted that, in the case of the Port Authority of Huelva, there have been no resources derived from credits, loans and other financial operations, nor those arising from donations, bequests and other contributions from individuals and private entities, nor are any expected.

1.3 Governance and quality of management

Functions and method of election of the governing and management bodies (I_02)

Presidency

The functions and method of election are in accordance with the provisions of Article 31 of the *Consolidated Text of the Law on State Ports and the Merchant Navy*. The President of the Port Authority is appointed and removed by the competent body of the Autonomous Community, in our case the Governing Council of the Regional Government of Andalusia, at the proposal of the head of the relevant regional ministry, from among persons of recognised professional competence and suitability. The appointment or removal, once notified to the Ministry of Transport, Mobility and Urban Agenda, is published in the relevant Official Gazette and in the Official State Gazette.

By Decree 107/2023 of 9 May, the Governing Council of the Regional Government of Andalusia appointed Mr Manuel Alberto Santana Martínez as President of the Port Authority of Huelva, an appointment which complied with the publicity requirement set out in Article 31.1 of the *Consolidated Text of the Law on State Ports and the Merchant Navy*, and was published by ORDER TMA/510/2023, of 17 May, in the Official State Gazette No. 123 of 24 May 2023.

The President shall have the following functions (Article 31):

- To represent the Port Authority and its Board of Directors on a permanent basis in all acts and contracts and vis-à-vis any natural or legal person, whether public or private, in and out of court, without prejudice to the powers of authorisation vested in the Board of Directors.
- To convene, set the agenda, chair and adjourn meetings of the Board of Directors, and direct its deliberations. Meetings may be convened ex officio or at the request of one-fifth of the members of the Board of Directors.
- To establish general guidelines for the management of the Authority's services.
- Ensure compliance with the regulations applicable to the Port Authority and with the resolutions adopted by the Board of Directors.
- To submit the Business Plan to the Board of Directors, setting out the organisation's management objectives and operational criteria, as well as draft budgets, plans of action, investment and financing proposals, and annual accounts.
- To authorise expenditure and, jointly with the Director, to order payments or movements of funds.
- To exercise the special powers delegated to them by the Board of Directors.
- Any other powers conferred upon them by law.

They are responsible for ensuring compliance with the obligations that the law imposes on Port Authorities vis-à-vis Puertos del Estado, particularly in relation to provisions and acts whose approval or reporting falls within the remit of the latter, as well as for providing the latter with all information of interest to the state port system.

Management

Its functions as a management body and the method of election are in accordance with the provisions of Article 33 of the *Consolidated Text of the Law on State Ports and the Merchant Navy*.

The Director is appointed and removed by an absolute majority of the Board of Directors, at the proposal of the President, from among persons holding a higher degree, of recognised professional standing and with at least five years' experience in port engineering and management.

The Director shall have the following functions (Article 33):

- The day-to-day management of the entity and its services, in accordance with the general guidelines received from the governing bodies of the Port Authority, as well as the submission to the President of the proposed organisational structure of the entity.
- The initiation and processing of administrative proceedings, where this is not expressly assigned to another body, as well as the mandatory issuance of reports on authorisations and concessions, preparing the studies and technical reports on the projects and proposed activities that serve as the basis for these.

- The preparation and submission to the President for consideration and decision of the organisation's management objectives and operational criteria, draft budgets, plans of action, investment, financing and annual accounts, as well as the organisation's staffing requirements..

Board of Directors

The election of members is carried out in accordance with Article 30.2 of the *Consolidated Text of the Law on State Ports and the Merchant Navy*.

Members are appointed by the head of the Regional Ministry responsible for ports within the Regional 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 President of the Public Body Puertos del Estado.

Members are appointed to the Board of Directors for a term of four years and are renewable. Their removal shall be decided by the competent body of the Autonomous Community, at the proposal of the organisations, bodies and entities they represent.

The functions of the Board of Directors are those set out in Article 30.5 of the *Consolidated Text of the Law on State Ports and the Merchant Navy*.

Estructura del Consejo de Administración (I_03)

Following the restructuring of the Board of Directors under Act 33/2010 of 5 August, the Autonomous Community of Andalusia enacted Decree 2/2011 of 11 January for the appointment of members of the governing bodies of the Port Authorities of ports of general interest located in Andalusia, in accordance with the powers legally established for this purpose. This was published in the Official Gazette of the Regional Government of Andalusia on 25 January 2011.

At a meeting held on 5 April 2011, the Board of Directors of Huelva Port Authority was constituted under the new configuration resulting from the restructuring of its organisation. This entailed a significant reduction in the number of members compared with the previous structure, whilst nevertheless maintaining the same representational framework that had governed the distribution of the various existing seats up to that point. Thus, the various public administrations—state, regional and local—, and the relevant sectors in the port, economic, trade union and business spheres continue to be represented..

The composition of the Board of Directors is as follows:

- The Presidency, held by the President of the Port Authority.
- One ex officio member, who is the Harbour Master.
- 15 board members:
 - 4 board members. Central Government (including the Harbour Master).
 - 5 board members. the Autonomous Community (including the Presidency).
 - 4 board members. Official Chamber of Commerce, Industry and Navigation, business and trade union organisations, and relevant economic sectors within the port area.
 - 1 board member. Huelva City Council.
 - 1 board member. Municipality of Palos de la Frontera.

In addition, the Director and the Secretary sit on the Board in an advisory capacity. The composition of the Board as at 31 December 2025 is as follows:



| | |
|--|---|
| President | Mr. Manuel Alberto Santana Martínez |
| Director | Mr. Alfonso Peña López-Pazo |
| State Administration | Harbour Master Mr. Alejandro Andray López |
| | State Solicitor Mr. Julio Jiménez Díaz |
| | State Ports Mr. Armando López Rodríguez |
| | Central Government Ms. María José Rico Cabrera |
| Autonomous Community | Managing Director of the Andalusian Public Ports Agency Mr. Ignacio Álvarez-Ossorio Ramos |
| | Government Representative in Huelva Mr. José Manuel Correa Reyes |
| | Regional Delegate for Development, Infrastructure, Spatial Planning, Culture and Historical Heritage in Huelva Mr. Jaime Pérez Guerrero |
| Huelva Official Chamber of Commerce, Industry, Services and Navigation | Mr. Daniel Toscano Rodríguez |
| Business Organisations | Mr. Juan Demetrio del Olmo Martín |
| Huelva Town Council | Ms. María del Pilar Miranda Plata |
| Municipality of Palos de la Frontera | Mr. Ricardo Bogado Gómez |
| Trade Union Organisations | Ms. Magdalena María Plata Plata (UGT Andalucía) Ms. María Julia Perea Álvarez (CC.OO. Andalucía) |
| Most significant economic sectors in the port area | Mr. Jorge Acitores Durán |
| Secretary | Mr. Francisco Javier Capitán Márquez |

Management and support systems (I_04)

Huelva Port Authority certified its Integrated Quality and Environmental Management System in accordance with ISO 9001 and 14001 standards, with the scope of “General services, as defined within the regulatory framework of the state port system and management of the port public domain” in 2020. In June 2025, the renewal of this certification was approved for the next three years.

With regard to **Occupational Health and Safety** management, Huelva Port Authority has contracted an external prevention service covering the following occupational safety specialisms or disciplines: industrial hygiene, ergonomics, applied psychosociology and occupational medicine, including medical health surveillance.

Since 2018, Huelva Port Authority has implemented a Railway Safety Management System as a regulatory requirement, given its role as the administrator of railway infrastructure within the General Network (*Royal Decree 810/2007 of 22 June, approving the Regulations on traffic safety on the General Interest Railway Network,*

subsequently repealed by *Royal Decree 929/2020 of 27 October on railway operational safety and interoperability*).

Steering Committee (I_05)

The Management Committee is designed as a tool to ensure the effectiveness of governance and the proper conduct of the Port Authority’s day-to-day management, particularly in relation to matters of significant importance or those requiring coordinated interdepartmental handling.

Furthermore, it undertakes the periodic review of progress and proposals arising during the implementation of the established port planning objectives, agreeing on any adjustments or revisions to those aspects it deems appropriate in order to achieve the intended objectives.

The Management Committee comprises the President and the Director; the Deputy Director/Secretary General; the area heads of *Economic and Financial; Infrastructure; Operations; and Business Development and Commercial*; as well as the heads of the departments of *Planning, Internal Control and Management Systems; Human Resources and Labour Relations; Port Public Domain; Technology*

and Information Systems; Communication and External Relations; and Sustainability and Energy Transition. Management Committee meetings are usually held fortnightly.

Sector-specific technical committees supporting the Board of Directors (I_06)

In accordance with the provisions of the new Rules of Composition and Operation, approved by the Board of Directors of Huelva Port Authority at a meeting held on 31 May 2012 (Official Gazette of the Province of Huelva No. 123, of 27 June 2012) and following the completion of the appointment procedures for its members, the Navigation and Port Council of Huelva Port Authority has, since that date, been performing its functions as an advisory body to the Presidency of the Port Authority and the Harbour Master’s Office. These functions had been almost entirely suspended since 2000, during which time only one of its committees remained active, the Navigation Committee, which took over the functions of the Port Services Committee.

The Navigation and Port Council of the Port Authority met for the first time following the restructuring of its

The Steering Committee is established as a tool to ensure the efficiency of the government and the proper development of the daily management of the Port Authority.



The Navigation and Port Council has adjusted its composition following the recommendations of State Ports to ensure updated and appropriate representation for the present time.

organisation on 7 November 2012. At that first meeting, it was proposed that the Port Services Committee, referred to in Article 124 of the Consolidated Text of the Law on State Ports and the Merchant Navy, be established within it, and from that moment onwards it began to assume the functions legally assigned to it regarding the conditions for the provision of port services. In 2020, the Navigation and Port Council adapted its composition in line with the recommendations made by Puertos del Estado to bring its representation up to date. The new structure was published in the Official Gazette of the Province of Huelva No. 126, dated 6 August 2020. Furthermore, during 2021, the Association of Naval and Oceanic Engineers requested to join the Navigation and Port Council, on the grounds that there would be no objection to a representative of that body joining the representation of the main clients operating through the Port of Huelva, given the close links between naval engineering professionals and the port sector.

In the 2025 financial year, the Navigation and Port Council met on 11 November and the Port Services Committee met on 29 July and 17 November.

Following the aforementioned adjustments and restructuring, the Navigation and Port Council was constituted according to the following representation:

| | |
|---|--|
| Presidency | President of the APH (Autoridad Portuaria de Huelva) |
| Ex officio Members | Harbour Master |
| | Director of the APH |
| | Head of the Exploitation Area of the APH |
| | Maritime Safety and Inspection Coordinator at the Harbour Master's Office |
| Members | Government Sub-delegation in Huelva |
| | Regional Government of Andalusia, Delegation in Huelva |
| | Customs Administration |
| | Ministry of Agriculture, Fisheries and Food |
| | Sub-Directorate General for Foreign Health of the Ministry of Health, Social Affairs and Equality |
| | SOIVRE Inspection Service |
| | State Maritime Rescue and Safety Agency (Sociedad Estatal de Salvamento y Seguridad Marítima - SASEMAR) |
| | Naval Command |
| | Civil Guard |
| | National Police |
| | National Association of Harbour Pilots |
| | Association of Naval and Ocean Engineers |
| | National Association of Tugboat Operators (Asociación Nacional de Remolcadores - ANARE) |
| | Spanish Association of Ship Mooring Operators |
| | Solid and Liquid Waste Collection Service Providers (Prestadores de servicio de recogida de residuos sólidos y líquidos -MARPOL) |
| | Huelva Port Stevedoring and Unloading Society (Sociedad de Estiba y Desestiba del Puerto de Huelva -SAGEP) |
| National Association of Stevedoring and Shipping Agents (Asociación Nacional de empresas estibadoras y consignatarias - ANESCO) | |
| National Association of Spanish Shipowners (Asociación Nacional de navieros españoles -ANAVE) | |

| | |
|--|---|
| Members | Spanish Association of Ship Agents (Asociación Española de consignatarios de buques - ASECOB) |
| | Cruise Lines International Association (CLIA) |
| | Spanish Association of Ship Agents (SHORTSEA) |
| | State Association of Port Operating Companies (Asociación Estatal de Empresas Operadoras Portuarias - ASOPORT) |
| | Association of Passenger Service Providers (APSP) |
| | Spanish Association of Petroleum Product Operators (Asociación Española de operadores de productos petrolíferos - AOP) |
| | Spanish Association of Bulk Receiving Terminals (Asociación Española de terminales receptoras de graneles - ATLIQ) |
| | Iberian Association for the Promotion of the Use of Natural Gas and Renewable Gas in Land and Maritime Transport (GASNAM) |
| | Spanish Gas Association (SEDIGAS) |
| | Road and/or rail transport sector |
| | Main clients operating through the Port of Huelva |
| Most representative trade unions in the maritime and port sectors within the Port Authority's territorial jurisdiction | |
| Secretary | Deputy Director/Secretary General of the APH |

In turn, the Port Services Committee was established following the aforementioned adaptation with the following representation:

| | |
|---------------------------|---|
| Presidency | Director of the APH |
| Ex officio Members | Harbour Master |
| | Head of the Exploitation Area of the APH |
| Members | Members representing port service providers |
| | National Association of Port Pilots |
| | National Association of Tugboat Operators (ANARE) |
| | Spanish Association of Ship Mooring Operators (Asociación Española de Amarradores de Buques - AEEA) |
| | Solid and Liquid Waste Collection Service Providers (MARPOL)(ANAM) |
| | Huelva Port Stevedoring and Unloading Company (SAGEP) |
| | Members representing users of port services or associations representing them |
| | National Association of Stevedoring and Shipping Agents (ANESCO) |
| | National Association of Spanish Shipowners (ANAVE) |
| | Spanish Association of Ship Agents (ASECOB) |
| | Cruise Lines International Association (CLIA) |
| | Spanish Association of Ship Agents (SHORTSEA) |
| | State Association of Port Operating Companies (ASOPORT) |
| | Association of Passenger Service Providers (APSP) |
| | Spanish Association of Petroleum Product Operators (AOP) |
| | Spanish Association of Bulk Receiving Terminals (ATLIQ) |
| | Iberian Association for the Promotion of the Use of Natural Gas and Renewable Gas in Land and Maritime Transport (GASNAM) |
| | Spanish Gas Association (SEDIGAS) |
| | Road and/or rail transport sector |
| | Main customers operating through the Port of Huelva |
| | Members representing the most representative workers' organisations |
| | Most representative trade unions in the maritime and port sectors within the Port Authority's territorial jurisdiction |
| Secretary | Head of the APH's Department of Port Operations and Services I |

1.4 infrastructure and capacity

General technical characteristics of the port (I_07)

One of the priority functions of Huelva Port Authority is to optimise the layout and condition of its infrastructure so that it adequately meets the needs of its customers.

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

It is situated at the confluence of the Tinto and Odiel rivers, and its land service area covers 1,784 hectares, with 524 hectares of land available for concession. This Service Area is bounded on its right bank by the 13-kilometre-long Juan Carlos I sand containment dyke, and on its left bank by the two port areas of which it is composed: the Inner Port and the Outer Port.

Within the Inner Port, there are two distinct areas for port, industrial and commercial uses::

- The Levante Quay area and the North Fishing Zone, where the main uses are general cargo traffic, shallow-draught cruise ships, the fishing industry, commercial and service facilities, and machinery maintenance and storage facilities.

- The Punta del Sebo cross-docks area, where, until very recently, the main uses were the basic chemical industry and activities complementary to this industry. Given the reduction in the number of factories dedicated to the basic chemical industry, auxiliary industries are gradually being established. Close to these facilities lie the Marismas del Tinto, an open space where measures have been taken to restore and enhance it.

Similarly, the Outer Harbour also has distinct areas differentiated by the type of activities:

- The area around the Ingeniero Juan Gonzalo Quay and its surroundings, primarily used for solid bulk cargo.
- The area of licensed jetties, primarily intended for energy-related liquid bulk traffic.
- The South Quay, dedicated to container, passenger, Ro-Ro and general cargo traffic.
- In Zone II of the port waters, single buoy mooring is used for the loading and unloading of crude oil.

As regards navigable areas, the navigation channel is particularly noteworthy; its most relevant characteristics are detailed in the attached table:

The Port of Huelva is located at the confluence of the Tinto and Odiel rivers and its land service area has an area of 1,784 hectares.

Location

| | |
|-----------------------|----------------|
| Longitude (Greenwich) | 6° 49' 32.8" W |
| Latitude | 37° 8' 6.6" N |

Tides

| | |
|---|------|
| Maximum tidal range | 3.87 |
| Equinoctial spring low tide (BMVE) relative to the port's zero level | 0.1 |
| Equinoctial spring high tide (PMVE) relative to the port's zero level | 4.18 |

Predominant winds

SW and NW

Entrances

Entrance channel

| | |
|---|-------------------|
| Width | 200 to 300 m |
| Design draught at Equinoctial spring low tide (BMVE). | 13 m ¹ |
| Nature of the seabed | Sand and mud |
| Length | 22,000 m |

Entrance

| | |
|--------------------------|-------------------|
| Orientation | 339° |
| Width | 300 m |
| Design draught | 13 m ¹ |
| Maximum recorded current | 5 knots |

Breakwaters

| | |
|--------------------------|--------------------|
| Juan Carlos I Breakwater | 13,000 m in length |
|--------------------------|--------------------|

¹) Design draught. The actual draught at any given time shall be determined by the minimum depth recorded in the most recent bathymetric survey and must be obtained from authorised surveyors.



The following table summarises the characteristics of the quays and terminals that Huelva Port Authority, as a provider of port infrastructure, makes available to the maritime trade.

| Piers, jetties and moorings | Length / Maximum length (m) | Project draught (m) (*) | Width (m) | Jobs |
|--|-----------------------------|---|--------------|--|
| Service | | | | |
| Ingeniero Juan Gonzalo Quay | 942.0 | | 13.00 230.00 | General cargo and bulk |
| Ciudad de Palos Quay | 492.0 | | 13.00 320.00 | General and bulk goods |
| Levante South Quay | 400.0 | | 8.00 80.00 | General cargo and passenger |
| Levante Centre Quay | 90.0 | | 8.00 80.00 | Local and ancillary fare |
| Levante North Quay | 710.0 | | 8.00 80.00 | Fisheries and inland traffic |
| Arenillas Tower Oil Tanker Quay | 460.0 | | 12.60 - | Liquid bulk (2 berths) |
| Ore Quay | 374.0 | | 13.00 50.00 | General cargo and bulk |
| South Quay | 1.282.0 | | 13.00 300.00 | Passenger, general cargo, Ro-Ro and containers |
| Tharsis Quay | 280.0 | | - - | Out of service |
| Mooring buoys - North | 200.0 | | 7.00 - | - |
| Mooring buoys - Centre | 200.0 | | 6.00 - | - |
| Mooring buoys - South | 150.0 | | 5.00 - | - |
| Total service | 5,580.00 | | | |
| Private | | | | |
| New Huelva Shipyard Quay | 337.0 (**) | | - | Outfitting, repair and scrapping |
| Riotinto quay | 390.0 (**) | | - | Out of service |
| Fertiberia, S.L. (phosphoric acid/comp.) jetty | 180.0 | | 8.10 | Liquid bulk |
| Atlantic Copper, S.L.U. jetty North | 140.0 | 6.50 (Maximum draft of the vessel regardless of the tide) | | Liquid bulk |

| Piers, jetties and moorings | Length / Maximum length (m) | Project draught (m) (*) | Width (m) | Jobs |
|---|-----------------------------|-------------------------|-----------|----------------------------------|
| Fertiberia, S.L. (Fertiliser) jetty | 150.0 | | 8.10 | Liquid and solid bulk |
| Terminal Impala | 550.0** | | 14.00 | Bulk solids |
| Levantino-Aragonesa de Tránsitos, S.A. | 120.0 | | 9.70 | Liquid bulk |
| Atlantic Copper, S.L.U TNP 1 jetty | 175.0 | | 10.00 | Liquid bulk |
| Atlantic Copper, S.L.U. jetty TNP 2 | 159.0 | | 8.00 | Liquid bulk |
| Saltés quay | 200.0 | | 5.50 | Outfitting, repair and scrapping |
| Reina Sofía E de MOEVE jetty | 190.0 | | 10.00 | Liquid bulk |
| Reina Sofía C de MOEVE jetty | 128.0 | | 8.50 | Liquid bulk |
| Reina Sofía W de MOEVE jetty | 150.0 | | 9.00 | Liquid bulk |
| Reina Sofía 4º MOEVE BERTH jetty | 210.0 | | 12.60 | Liquid bulk |
| Enagas, S.A. jetty | 304.5 | | 12.00 | Liquid bulk |
| Decal North jetty | 210.0 | | 11.50 | Liquid bulk |
| Decal South jetty | 210.0 | | 12.50 | Liquid bulk |
| Decal-South 2 jetty | 188.0 | | 13.30 | Liquid bulk |
| Royal Maritime Club of Huelva | 16.0 | | 2.00 | Various |
| Marina del Odiel (Port and Marina Management Company) | 40.0 | Between 2 and 5 | | Various |
| La Rábida quay | 20.0 | | 2.00 | Auxiliary (1 berth) |
| Monobuoy | 275.0 | | 16.50 | Liquid bulk |
| Total private | 4,342.5 | | | |
| Total | 9,922.5 | | | |

*) The actual draft at any given time will be that of the minimum depth recorded during the last bathymetric survey and must be obtained through authorized shipping agents.

**) Total length of the dock.

The main road access routes to the Port of Huelva are via the A-49 motorway (Seville-Huelva-Portugal), via the N-441 (from the north), the H-31 (from the east) and the H-30 (Huelva Eastern Ring Road), which extends southwards as the N-442, providing access to the Outer Port. The N-435 (from Badajoz and Zafra to Huelva) connecting with Extremadura is also of importance for the Port of Huelva.

Via the link to the main network, the Outer Port of Huelva is connected by rail from its railway terminal at the South Quay to the Huelva Mercancías railway terminal, a rail logistics hub from which goods are dispatched, received and sorted. From Huelva Mercancías, the Port of Huelva has access to the Huelva-Zafra and Huelva-Seville railway lines. Since December 2016, there has been a port terminal in Majarabique that serves as a hub for distributing traffic to the rest of the Spanish and European rail network.



Infrastructure under construction or in the planning stage and its intended purpose (I_08)

During 2025, Huelva Port Authority invested 25.2 million euros to adapt its infrastructure to current needs.

The following major projects were completed in 2025:

1. Refurbishment to ensure the structural stability and safety of the Tharsis Spanish Mining Company's cargo quay.
2. New Ro-Ro platform on the south quay of the Port of Huelva
3. Fishing jetty
4. Connection of the ore loading quay of the former Riotinto company.

A brief description of these projects is provided below:



Tharsis Quay Restoration (completion of works).

1. Refurbishment to ensure the structural stability and safety of the Tharsis Spanish Mining Company's loading quay

The loading quay of the Spanish Tharsis Mining Company is an important symbolic landmark for the city of Huelva, due to its significant role in the economic and social development of the area and its links to the city's recent history. It is a hallmark of the city's identity, and the public called for its rehabilitation.

The works involved a series of measures necessary to ensure the structural stability and safety of the Loading

Quay, as the quay was in a highly advanced state of deterioration.

2. New Ro-Ro Platform at the South Quay of the Port of Huelva

Much of the loading and unloading at the South Quay is carried out using rolling stock via gangways located at the stern of the vessels. The quay had a ramp for Ro-Ro vessels 200 m from the southern end, with capacity for two vessels, allowing for the operation of vessels approximately 175 m in length and 27 m in beam.

Due to the recent increase in this type of traffic, following the introduction of a new regular service to the Canary Islands, and given the forecasts for growth and the introduction of new regular roll-on/roll-off services to North Africa, the operability of the quay required improvement. This involved the construction of a new Ro-Ro ramp at the southernmost end of the quay, compatible with the existing ramp, such that up to four Ro-Ro vessels can be handled simultaneously in the future.

3. Fishing jetty at the Levante Norte Quay

A new jetty has been designed to meet the excess demand for mooring fishing vessels at the Levante Norte Quay in the Port of Huelva, involving the extension of the mooring line by 96 metres opposite the Port's Fishing Wharf. Only the front face of the jetty (the side furthest into the estuary) is designed as a berthing line, to ensure sufficient draught for the larger vessels operating there and provide the necessary space for manoeuvring.

The solution adopted involves the construction of a pile-supported floating concrete jetty starting 1 metre from the bottom step of the existing stairs leading up to the quay, so as not to interfere with their use. The infrastructure has eight floating concrete modules measuring 12x3 m and another intermediate floating aluminium jetty measuring 6x3 m, which will serve as a support for the gangway and provide the transition to the access point for the floating mooring jetty.



New Ro-Ro platform (completion of works).



Floating jetty (completion of works).



Riotinto Wharf Junction (completion of works).

4. Connection to the ore loading quay of the former Riotinto company

El desmontaje del vano sobre la avenida Francisco Montenegro
The dismantling of the bridge over Avenida Francisco Montenegro in the 1970s split the excellent pedestrian route linking Huelva and its estuary into two. As part of the port-city initiatives being carried out by APH, the aim was to restore the connection and join the two sections of the Riotinto Company's loading quay, a Site of Cultural Interest (BIC) and a symbol of the city of Huelva.

The project involved joining the two existing sections at their upper level, allowing heavy traffic to flow along one of Huelva's main thoroughfares, Francisco Montenegro Avenue. The aim was not to faithfully recreate the quay's

original design, but to create a functional structure that integrates with the BIC whilst clearly distinguishing itself as a new section. The connection was made using the same longitudinal latticework, but with tubular profiles instead of angle profiles. As for the timber framework, to lighten the new section, a hollow tubular metal structure has been used, and the deck is made of GRP (Glass-Reinforced Polyester) slats.

The handrail on the new section consists of vertical frames similar to the existing ones and round connecting elements, and has been fitted with polycarbonate glazing to comply with safety recommendations and prevent objects from falling onto the carriageway.

Other works that began in previous years and **are still ongoing** include:

1. Partial demolition of the fishing wharf and exporters' warehouses.
2. Cold supply network.
3. Demolition of the former ice factory.

A brief description of these works is provided below:

1. Partial demolition of the fishing wharf and exporters' warehouses

In recent years, Huelva Port Authority has been making a significant effort towards port-city integration. As part of this initiative, a comprehensive refurbishment of the Levante Quay has been proposed. To this end, a number of projects are underway, including the partial demolition of the fishing wharf and the exporters' premises, and the construction of the new fishing wharf and new warehouses for fish and seafood exporters.

Both the new fishing wharf and the new exporters' warehouses have now been completed; therefore, the aim of this project is the remaining demolition work, consisting of the partial demolition of the old fishing wharf and the exporters' premises still standing, in order to continue with the comprehensive redevelopment of the quay.



Demolition of the final section (during the works).

2. Cold chain network

The so-called Port of Huelva Cold Logistics Hub, located at the 'Muelle Sur' Multimodal Platform, aims to transform the Huelva site into a centre of excellence in temperature-controlled freight logistics, both in terms of operational efficiency and from the perspective of economic and environmental sustainability—a distinguishing feature with respect to any other facility known to date in Europe.

This economic and environmental sustainability, which is a key distinguishing feature of the Port of Huelva's Cold Logistics Hub, is driven by the possibility of utilising an eco-friendly, low-cost supply of refrigeration energy derived from the regasification of Liquefied Natural Gas.

For these reasons, the cold pipeline network project is currently being implemented, running from the Enagás Regasification Terminal to its destination at the so-called Cold Logistics Hub located on the South Quay.

This project is funded by the Recovery and Resilience Facility (RRF).

3. Demolition of the former ice factory

As part of the Port-City initiatives, Huelva Port Authority is carrying out a comprehensive refurbishment of the eastern quay. The first phase involves the demolition of obsolete buildings, including the former building that once housed the facilities of the company Expofrisa (cold stores, offices, ice factory, etc.), which is currently disused and abandoned.

The project therefore involves the complete demolition of the building corresponding to the former Expofrisa facilities.

In addition, the following projects **have been started**:

1. Expansion of the railway terminal.
2. Dredged materials site No. 4, second phase.
3. Refurbishment of the former Estihuelva building.

1. Expansion of the rail terminal

The current multimodal platform at the South Quay ensures maximum connectivity and efficiency in the management of rail traffic with the Mediterranean



Cold pipeline rack (during construction),



Demolition of the former ice factory (during the works).



Railway terminal expansion (during construction).

and Atlantic corridors, as well as with Extremadura, being perfectly synchronised with the Majarabique rail terminal in Seville and the South Quay maritime terminal. Furthermore, this multimodal platform has a direct connection to Extremadura, thus completing the connectivity of this important rail hinterland.

It is adapted for trains 750 m in length and features a double-track design on a slab, connected to the track

of Huelva Port Authority's rail facilities and the main roadways located next to the current Border Inspection Point (BIP).

The increase in rail freight traffic from the port of Huelva to Extremadura, Portugal, Seville, Madrid and Burgos supports the expansion of the current terminal, which will strengthen sea-rail intermodality and sustainable freight transport mobility in and from the region.



Site No. 4 Phase 2 (during construction).

This project is funded by the Recovery and Resilience Facility (RRF).

2. Dredged material storage area No. 4, second phase

The storage areas are designed for containing dredged material containing certain concentrations of metals, classified as category C, which prevent its direct discharge into the sea. This is the technique applied

internationally and was approved nationally following pilot trials carried out in the Port of Huelva in the 1990s.

Pilot enclosures 1, 2 and 3 are now complete, and enclosure 4 is currently in operation; however, it is expected to reach capacity in the short to medium term, making the construction of a new enclosure necessary.

This project is funded by the Recovery and Resilience Facility (RRF).

3. Refurbishment of the former Estihuelva building

Given the need to expand Huelva Port Authority's facilities for staff, it was decided to refurbish the former Estihuelva building. The proposal was to convert the ground floor of the Estihuelva building into changing rooms and a briefing area for the port police, and the first floor into offices for Huelva Port Authority.

The aim of the project is to preserve and refurbish as much of the existing structure as possible, maintaining the exterior appearance to enhance the overall appearance of the complex. Inside, the administrative spaces are being renovated to create 21st-century offices: accessible, modern and with refurbished facilities.

Alongside the projects required to implement some of the investments described above, a number of projects



Refurbishment of the Estihuelva building (during works).

were drawn up during 2025, some of which are still underway, including:

- Levante Quay Refurbishment Project
- Project for a Quay for a liquid bulk terminal south of the Ingeniero Juan Gonzalo Quay
- Hispanoamérica Avenue Car Park and Underground Car Park Project
- South Quay Paving Project
- General Road 2 Rehabilitation Project.

Industrial and Logistics Promotion Initiatives (I_09)

The mission and vision set out in the Port's Strategic Plan explicitly identify the improvement of the Port's connectivity and intermodality as a key factor that has led it to focus on its development, particularly with regard to rail transport.

The strategic importance of intermodality at the Port of Huelva is currently based on four key pillars:



- a. The Majarabique Rail Terminal, located in Seville and owned by Huelva Port Authority.
- b. The South Quay Rail Terminal at the Port of Huelva, co-financed by the CEF (Connecting Europe Facility) programme and offering a direct connection to the container terminal.
- c. The Logistics Activity Zone, currently in the planning stage, which will bring together different types of

The Majarabique Railway Terminal represents for the Port Authority of Huelva an integrated project with its maritime terminal, an extension of it.

businesses and activities to provide continuity, quality services, transformation and added value to the transport chains that converge in the port area.

- d. The port's rail infrastructure and connectivity, which will enable more sustainable and efficient access to maritime transport. (See I_22).

For Huelva Port Authority, the Majarabique Rail Terminal project is integrated with its maritime terminal and is considered a true "extension" of the terminal.

It is situated in the northern part of Seville, within the municipal boundaries of Seville and La Rinconada, adjacent to the SE-20 and SE-40 ring roads and the northern access to Seville, and forms part of the Seville rail hub connecting to Madrid and Extremadura. It thereby enables a direct and efficient rail link between the hinterland of the Port of Huelva—located on the Mediterranean and Atlantic corridors—and Extremadura.

The operation of this rail terminal was awarded through public tender to the company Termisur Eurocargo, S.A., which began operations there in July 2017.

Since then, it has remained a priority for the Port of Huelva to continue consolidating and boosting rail-port traffic for general cargo, particularly for containerised freight on the central axis (Córdoba, Madrid and

Zaragoza), originating from or destined for Atlantic ports (the Canary Islands, West Africa, Latin America and north-western Europe, amongst others), achieving optimised times and costs across the entire logistics chain.

The rail investment made by the Port Authority in Majarabique, the South Quay and their connections is resulting in significant growth in rail container traffic, with more than 60 monthly movements between Majarabique and the South Quay of the Port of Huelva and twenty-four monthly movements coming directly from the Madrid hinterland.

Furthermore, in 2025, with a budget of over 7.7 million euros and funded by the European Union through the Recovery, Transformation and Resilience Plan, work begun on the project to expand the South Quay rail terminal to build a third track, thereby enabling the implementation of the Rail Freight Corridor service. A combined transport system that will allow semi-trailers to be loaded directly onto trains, optimising costs and reducing carbon dioxide emissions into the atmosphere.

South Quay container rail connections (seven per week)

- Four trains per week to Majarabique (Seville)
- Two trains per week to Fuenlabrada (Madrid)
- One train per week to Abroñigal (Madrid)



The Logistics Activity Zone (ZAL) project, which is essential for the future development of the Port of Huelva and its entire catchment area, covers an area of approximately 60 hectares, with potential for expansion, and is located at Punta del Sebo, a site with a distinctly industrial character offering land with utilities and good road and rail links.

The ZAL will occupy a central position between the Port of Huelva and the city centre. This will allow the convergence of different types of businesses and activities that provide continuity, quality services, processing and added value to the transport chains that converge in the port area, as well as promoting job creation, retaining existing traffic and attracting new traffic in the future.

This project is essential for generating added value in Huelva and for boosting the development of the business sector and the creation of stable employment, through a clean processing industry.

The Port of Huelva's ZAL will optimally serve the most significant and active sectors in the surrounding area, with key sectors for business projects having been identified in specialised logistics activities::

- Logística generalista
- Sector Agroalimentario.
- Sector Logístico-Industrial.
- Sector Sanitario.

In 2025, as part of the NEXOMAR project (a project co-funded by the **European Union through the INTERREG VI Spain-Portugal Programme (POCTEP) 2021-2027**, which will boost maritime logistics activity in the region by enhancing the organisational and technological capabilities of the logistics system in the port areas of Alentejo-Algarve and Andalusia to promote internationalisation and increase the overseas presence of companies in both the logistics sector and manufacturing) and initiatives in collaboration with the Huelva Chamber of Commerce, of which the Port of

Huelva is a co-financier, a pilot project was launched to market the ZAL as part of a specific activity dedicated to this project.

In the field of industrial promotion, work continued in 2025 in various working groups with institutions such as AIQBE (Association of Chemical, Basic and Energy Industries of Huelva), with the aim of integrating the industrial and logistics projects of companies within the Port Community into the Port's planning, as well as promoting the land available in the Service Zone to attract new investment.

1.5 Markets served

Traffic trends (L-10)

The trend over the last three years in both the total tonnage handled at the Port of Huelva and the tonnage handled by generic cargo groups, as well as the percentage of each of these groups out of the total, is as follows:

| | 2023 | 2024 | 2025 |
|---|-------------------|-------------------|-------------------|
| Tonnes handled | 30,085,963 | 31,110,070 | 30,310,150 |
| Evolution | -6.41% | 3.40% | -2.57% |
| Liquid bulk | 22,655,157 | 23,852,916 | 22,566,795 |
| Proportion of liquids out of the total | 75.30% | 76.67% | 74.45% |
| Solid bulk | 5,671,421 | 5,293,079 | 5,438,953 |
| Proportion of solids out of the total | 18.85% | 17.01% | 17.94% |
| General cargo | 1,459,115 | 1,742,738 | 1,842,087 |
| Overall share out of the total | 4.85% | 5.60% | 6.08% |
| Others (fishing, provisioning and inland traffic) | 300,269 | 221,223 | 462,315 |
| Proportion of other sectors out of the total | 0.99% | 0.71% | 1.53% |

The ZAL will occupy a central position between the Port of Huelva and the urban center, allowing the convergence of different types of companies and activities.

The Port of Huelva closed the 2025 financial year with a total port traffic volume of 30.310 million tonnes, representing an increase of 2.57% compared to 2024 traffic figures.

Bulk cargoes remain the dominant sector as the Port of Huelva's traditional area of specialisation, although the ongoing strategy of diversification into other business segments is permitting the Port to move closer to becoming a global port, with an increase in the share of general cargo in all its forms, including conventional cargo, containerised cargo and roll-on/roll-off cargo.

With regard to liquid bulk, volumes exceeded 22.5 million tonnes, with this category being the main cause of the decline in total volume during 2025. As noted in last year's report, exceptionally high volumes of both crude oil and refined petroleum products were handled in 2024, whilst 2025 was a more moderate year, closer to the average for this type of cargo. At the MOEVE La Rábida energy plant, refining activity has returned to normal levels.

With regard to the second largest liquid by volume, liquefied natural gas, the trend in 2025 was positive, thereby offsetting part of the losses from other liquids mentioned above. The ENAGÁS logistics terminal in Huelva has recovered part of the volume lost in previous years following the outbreak of the war between Russia and Ukraine.



As a result, the ENAGÁS facility ended the 2025 financial year having handled 2.9 million tonnes of liquefied natural gas in total, thereby achieving a growth of over 14.4% compared to 2024.

For ENAGÁS, the Huelva terminal remains a strategic hub not only for unloading LNG but also for loading (shipments), as over 210,000 tonnes were shipped from its facilities last year, representing a growth of more than

9% compared with the previous year. These shipments are mainly intended to provide LNG bunkering services, as demand is experiencing significant growth driven by the need to decarbonise maritime transport and comply with stricter environmental regulations.

Vegetable fats and oils have once again established themselves as a strategic liquid bulk commodity in the Port of Huelva, reaching volumes in excess of 1.2 million

tonnes. This represents a growth of over 7% compared to 2024, with the DECAL, BIO-OILS and LÍPIDOS SANTIGA facilities intensifying their activities that are directly linked to the human food, animal feed and biofuel production sectors year after year.

As for solid bulk traffic, a total of 5.4 million tonnes were handled, representing a moderate increase of 2.76% compared to the previous year. Mineral concentrates, associated with the traditional copper mining and manufacturing industry based in Huelva, grew in volume by nearly 100,000 tonnes, representing a 4.83% increase. Most of these concentrates consist of copper and zinc ore shipments handled by companies such as IMPALA and ATLANTIC COPPER.

However, the solid material showing the most significant growth in 2025 is cement and clinker, with an increase of almost 300,000 tonnes compared to 2024. With a growth of over 160%, bulk cement shipments from the VOTORANTIM facilities in Niebla (Huelva) and from CEMENTOS PORTLAND VALDERRIVAS in Alcalá de Guadaira

(Seville) have continued the upward trend begun in previous years.

Coal and coke, which are directly linked to the supply and distribution of energy resources carried out by GARCÍA MUNTÉ in the Port of Huelva, also saw a growth of over 11% in 2025.

On the other hand, although grain and feed traffic in 2025 exceeded 1.5 million tonnes, it failed to reach the 1.7 million tonnes handled in 2024, resulting in a decline of over 11%. The main factors behind this decline are once again linked to the conflict in Ukraine, as until 2024 it was one of our country's main suppliers. There has also been some recovery in domestic cereal production, which has reduced the need for imports.

The equally positive trend in general cargo during 2025 has led to an overall growth of around 5.7%. The majority of Huelva's general cargo traffic is concentrated at the South Quay, and it is thanks to the strong performance in container handling that record figures were achieved

during 2025. Specifically, empty containers, with a 53.3% increase; rolled steel products, with a rise of 25.2%; and vehicles transported as general cargo, which grew by almost 140%, were the most significant goods handled during 2025.

Container traffic continues the upward trend of recent years, closing 2025 with a total throughput of 152,460 TEUs, representing a growth of over 42%. This increase was particularly significant thanks to the launch of a new container transit route by the Hapag-Lloyd fleet which, with the aim of alleviating occasional congestion at nearby ports such as Algeciras, began in April and continued throughout the rest of the year.

As for Ro-Ro and Ro-Pax traffic, 2025 ended with higher activity than the previous year. The frequency of the regular routes operated by BALEARIA connecting the port of Huelva to the Canary Islands increased, and the financial year closed with a 7.86% increase in the number of Intermodal Transport Units (ITUs). The Port of Huelva continues to occupy a prominent position within

Container traffic continues its upward trend of recent years and closes 2025 with a total movement of 152,460 TEUs.

the Spanish Port System in terms of its connectivity with the Canary Islands, as it continues to offer four connections per week.

These figures indicate that the Port of Huelva's commitment to diversifying its activity as an intermodal and logistics port is paying off with respect to the growth of conventional and containerised general cargo, all of which is concentrated at the South Quay's intermodal platform. In support of this diversification objective, throughout 2025 the port has continued to provide quality services for containerised cargo and to consolidate the Huelva-Casablanca-Spanish Mediterranean connection operated by the logistics provider ALISSIOS SHIPPING.

On the other hand, 2025 ended, as was the case the previous year, with a decline in passenger numbers on the regular service to the Canary Islands. There was a drop of more than 8%. With the departure of Naviera Armas in 2024 and the reduction in the number of connections on Route 1400 Huelva-Canary Islands, there have also been declines in vehicle movements under the passenger

regime (-5%), but not in general Ro-Ro wheeled goods traffic, which grew by 7.86% as mentioned above.

Finally, in 2025, rail freight traffic at the Port of Huelva exceeded road traffic by 8.3%, contributing to the strengthening of environmental protection policies and the reduction of greenhouse gas emissions. A total of 1,998 rail operations took place, of which 38% were container rail operations. The corridors established in previous years with Seville and Madrid were maintained, closing the year with 22,579 TEUs.

The Spanish port system, comprising 28 Port Authorities, closed 2025 with a very slight decrease of 0.2% compared to the total tonnage handled the previous year. These figures have contributed to the Port of Huelva's progress within the overall system, positioning it as the seventh largest port nationally in terms of volume of goods handled. With regard to liquid bulk traffic, the system as a whole grew by 0.9% compared to 2024, enabling the Port of Huelva to retain third place in the national ranking for liquid volume, surpassed only by the ports of Algeciras and Cartagena.

According to this data, the Port of Huelva's commitment to diversifying its activity as an intermodal and logistics port is paying off in the growth of conventional and containerized general cargo.

Hinterland and foreland. Main origins and destinations of goods (L11)

Export hinterland 2025



Import hinterland 2025



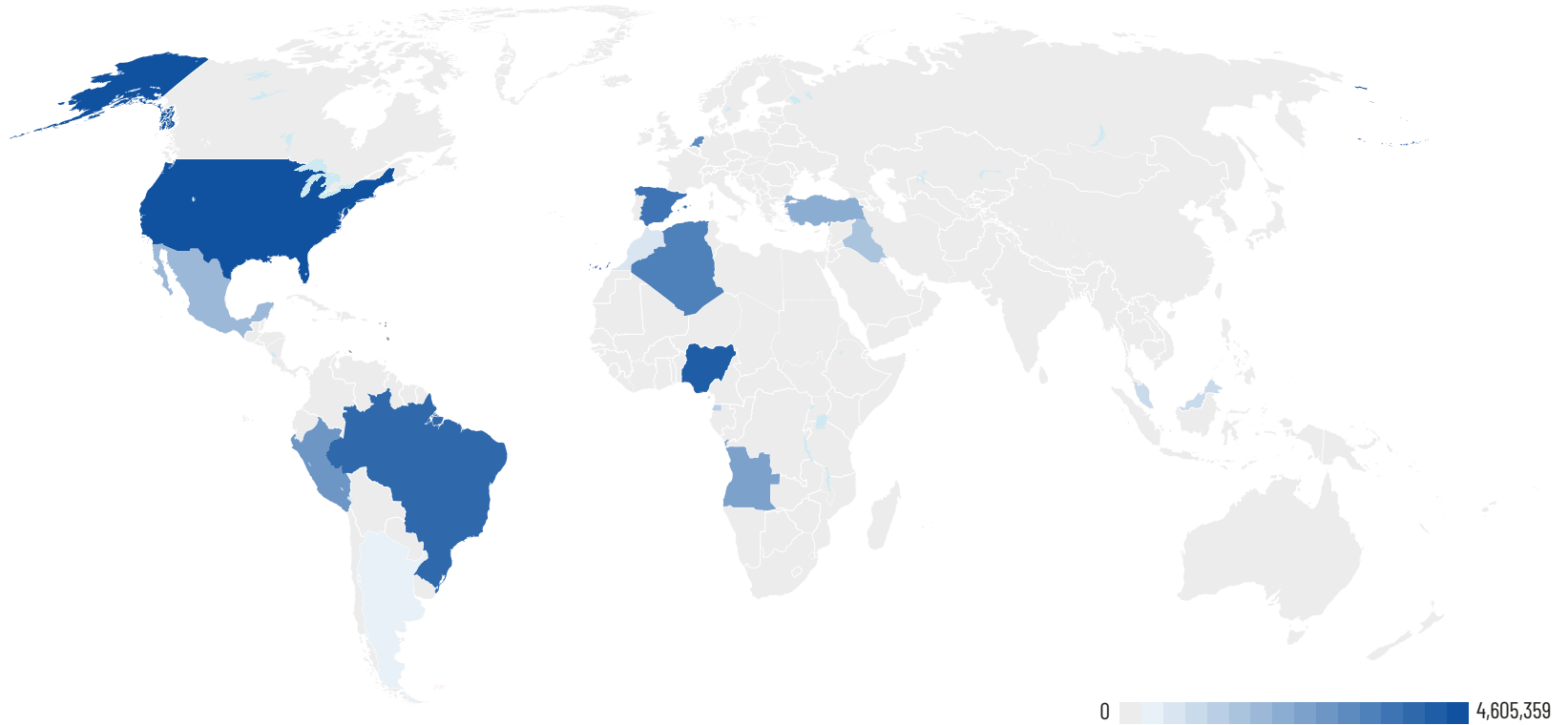
The extent of the catchment area—that is, the set of regions from which imports are sourced and exports distributed by the Port of Huelva—is particularly noteworthy, owing to the diverse countries of origin of the goods required by industry.

The import and export foreland is set out below, showing the main origins and destinations of the goods.

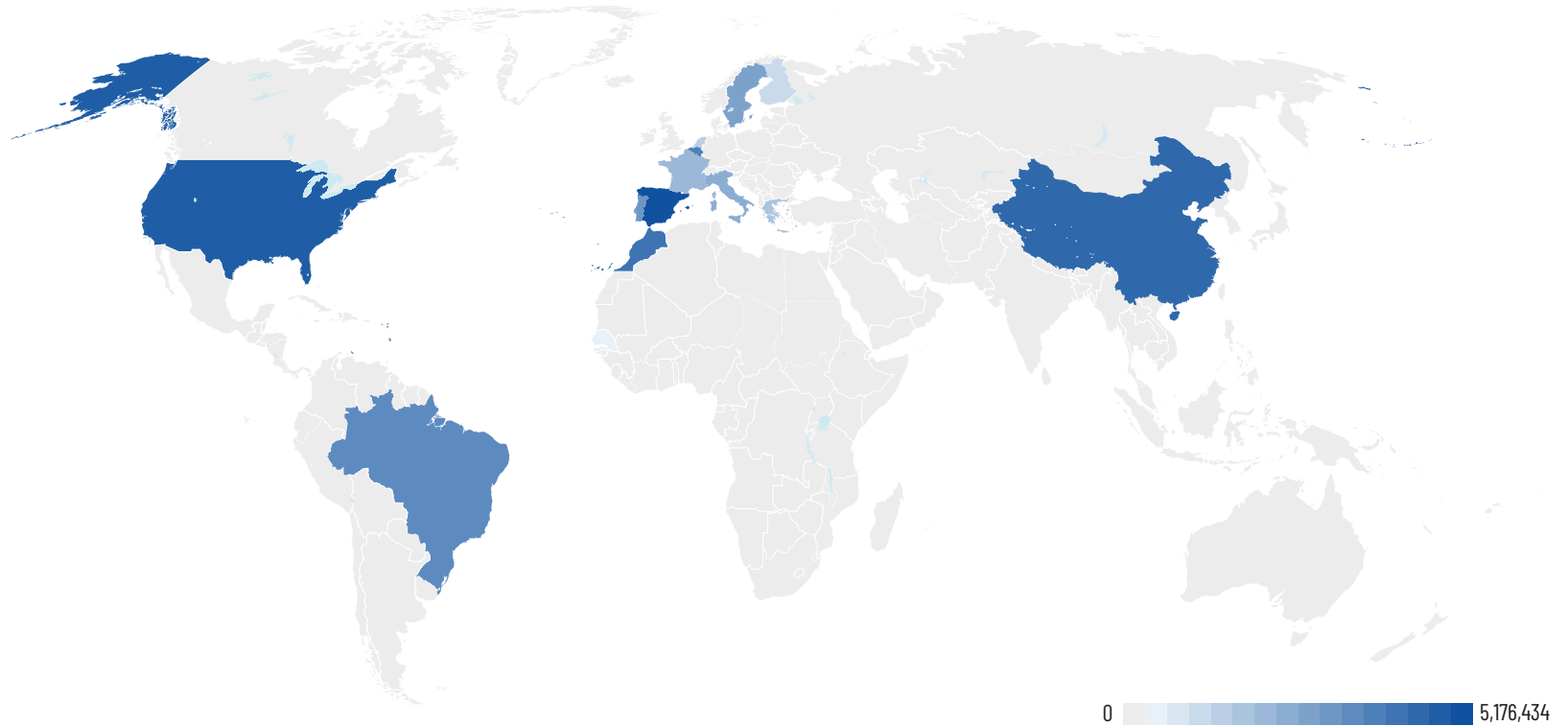
| Import Foreland 2025 | |
|----------------------|-----------|
| Usa | 4,605,359 |
| Nigeria | 3,853,902 |
| Brazil | 1,296,333 |
| Spain | 1,282,303 |
| Algeria | 889,367 |
| Netherlands | 640,129 |
| Peru | 506,029 |
| Angola | 428,881 |
| Turkey | 403,543 |
| Mexico | 388,360 |
| Iraq | 349,575 |
| Equatorial Guinea | 278,594 |
| Malaysia | 272,187 |
| Morocco | 271,944 |
| Argentina | 266,069 |

| Export foreland 2025 | |
|----------------------|-----------|
| Spain | 5,176,434 |
| Usa | 821,703 |
| China | 703,393 |
| Morocco | 548,928 |
| Belgium | 413,806 |
| Brazil | 357,017 |
| Portugal | 330,085 |
| Sweden | 326,332 |
| Italy | 322,511 |
| France | 276,948 |
| Greece | 237,635 |
| Netherlands | 174,080 |
| Finland | 154,123 |
| Gibraltar | 136,915 |
| Senegal | 134,905 |

Foreland import 2025



Export Foreland 2025



Turnover invoiced to the five main customers (I_12)

Of a total turnover in 2025 of €49,510,476.35, the amount invoiced to the five main customers comes to €22,570,375.79, representing 45.59% of total turnover.

| | Amount invoiced | % invoiced/total |
|--------------------|-----------------|------------------|
| Total turnover | 49,510,476.35 | |
| Top five customers | 22,570,375.79 | 45.59% |

The five main customers are:

| Companies | Amount invoiced | % Of total |
|---------------------------------|-----------------|------------|
| Moeve, S.A. | 8,656,104 | 17.48% |
| Enagás Transporte S.A.U. | 4,016,117 | 8.11% |
| Ership S.A.U. | 3,715,386 | 7.50% |
| Decal España S.A. | 3,110,695 | 6.28% |
| Erhardt Shipping Services, S.L. | 3,072,074 | 6.20% |



Key economic sectors that rely on the port for their development (I_13)

The main sectors in which companies within the Port Community operate are:

Industrial sector

- a. Energy: Moeve's refinery and biofuel plants, the Enagás regasification plant, the Magnon biomass plant, etc.
- b. Metallurgy: copper cathodes from the Atlantic Copper smelter are shipped from the Ingeniero Juan Gonzalo Quay.
- c. Chemical: with plants such as those of Moeve Química, Fertiberia, Venator, Grupo Tervalis, Electro Química Onubense, etc.
- d. Mining: minerals arrive at the Ingeniero Juan Gonzalo Quay, mainly copper concentrate for Atlantic Copper.

In 2025, 15 small cruise ships made stops at the Levante Dock.

Logistics sector

- a. Fuel terminals: Decal España, Exolum, Repsol.
- b. Ore terminal: Impala Terminals.
- c. Container terminal: Yilport
- d. Majorabique rail terminal: Termisur.
- e. Regular shipping routes to Northern Europe, the Canary Islands and Morocco, the Spanish Levante, the Mediterranean and the Middle East: CMA-CGM, Alisios Shipping, Balearia & FredOlsen, Suardiaz & GTO, MCI and Messina.

Fishing sector

With a fish auction market for first sales and a wholesale market.

Cruise tourism sector

Cruise tourism has picked up again; in 2025, 15 small cruise ships called at the Muelle de Levante.

In addition to those directly related to commercial and port activities and services, such as: loading and unloading, customs agencies, shipping agents, freight forwarders, bunkering, victualling, provisioning, ship repairs, storage, etc.



1.6 Services

Services provided by the port (I_14)

The services provided within the port sector are governed by the provisions of the current Royal Decree 2/2011 of 5 September, which approves the Consolidated Text of the Law on State Ports and the Merchant Navy (TRLPEMM), within the framework of free and fair competition between operators, as established by that Law. They are classified as follows:

I. General services

II. Port services

III. Commercial services

IV. Maritime signalling service

I. General Services

These are the standard services available to port users without the need for a specific request, as well as those necessary for the Port Authority to carry out its core functions. Huelva Port Authority provides the following general services:

- The service for the management, coordination and control of port traffic, both maritime and land-based.
- The service for the coordination and control of

operations associated with port services, commercial activities and other operations.

- Signalling, beacons and other navigational aids to assist vessels in approaching and entering the port, as well as internal beacons.
- Police services in public areas, without prejudice to the powers of other authorities.
- The provision of lighting in public areas.
- The routine cleaning service of common areas on land and in the water. This service does not include the cleaning of quays and foreshores resulting from the storage and handling of goods, nor the cleaning of marine spills and discharges.
- Emergency prevention and control services, in accordance with the provisions of civil protection regulations, in collaboration with the competent authorities for civil protection, fire prevention and firefighting, rescue and pollution control.
- Basic access service to railway infrastructure and basic access referred to in Article 46 of Law 38/2015 of 29 September on the railway sector, or the 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 responsible for providing general services, without prejudice to the possibility of entrusting their management to third parties where this does not jeopardise safety or involve the exercise of authority.

General services are those that port users benefit from without needing to request them.

Since 31 March 2015, successive service contracts have been signed between Huelva Port Authority and the Maritime Safety and Rescue Society (SASEMAR) for the provision of the general service of management, coordination and control of port maritime traffic. This contract, which stems from the Framework Collaboration Agreement between the Maritime Safety and Rescue Society and the State Ports Agency, signed in March 2014, regulates the corresponding service levels.

To ensure the continuity of service provision, Huelva Port Authority and SASEMAR signed a new contract on 31 March 2021, renewable annually for a maximum of two years. On 3 April 2023, the latest contract was signed to guarantee the provision of the aforementioned services for a period of four years, renewable annually, with a maximum of two extensions. In addition, an Addendum was signed for the provision of additional services not included in the general contract, effective from 1 January 2024 for a period of 39 months, plus an additional 24-month extension, bringing it into line with the total duration of the contract.

II. Port Services

Port services are the activities necessary for the operation of ports, aimed at enabling the performance of operations associated with maritime traffic, under conditions of safety, efficiency, regularity, continuity and non-discrimination, and which are carried out within the territorial jurisdiction of the Port Authorities.

These activities, which are increasingly diverse and complex, must be carried out by the private sector under

a system of free competition, subject to the established legal exceptions, ensuring, in all cases, that the applicant complies with the conditions and requirements set out in the TRLPMM.

The provision of port services requires the relevant licence to be obtained from the Port Authority. This licence may only be granted following approval of the relevant Regulatory Specifications and Specific Requirements for the service in question.

In this regard, port services include: technical-nautical services (pilotage, port towage, and mooring and unmooring), passenger services, the reception of waste generated by ships, and cargo handling services.

Notwithstanding the above, on 15 February 2017, Regulation (EU) 2017/352 of the European Parliament and of the Council was adopted, which established a new common regulatory framework for the provision of port services and on the financial transparency of European ports, and which includes the supply of fuel to ships and the reception of cargo waste as port services. Although all

EU Regulations are legal acts defined by Article 288 of the Treaty on the Functioning of the European Union, which have general application, are binding in their entirety and directly applicable in all EU countries, Puertos del Estado is currently drafting a legal provision to transpose this Regulation into national law. From this point onwards, the procedure laid down in the Act must be followed to grant the relevant service licences, including, amongst other things, the approval of the specific tender specifications.

Until this is completed, in accordance with current legislation, the situation regarding Port Services at the Port of Huelva is as follows:

Servicio de practica

On 19 December 2024, the Board of Directors of Huelva Port Authority agreed to approve the Specific Terms of Reference for the port pilotage service at the Port of Huelva, published in the Official State Gazette (BOE) on 19 February 2025. Similarly, on 19 December 2024, the Board of Directors of Huelva Port Authority agreed to approve the Terms of Reference for the public tender for the

Port services are the provision activities that are necessary for the operation of ports aimed at making it possible to carry out the operations associated with maritime traffic, under conditions of safety, efficiency, regularity, continuity and non-discrimination.

award of the licence to provide the port pilotage service at the Port of Huelva, published in the Official State Gazette on 4 March 2025.

Following the relevant process, the Management proposed to the Presidency that the following resolution be submitted to the Board of Directors:

1. To grant a licence for the provision of the Port Pilotage Service in the Port of Huelva to the Corporación de Prácticos del Puerto y Ría de Huelva, S.L., dated 18 September 2025, for a period of ten (10) years, subject to the conditions and requirements set out in the Specific Specifications approved at the Board of Directors' meeting of 19 December 2024 and in the Tender Terms and Conditions approved on 19 December 2024.
2. To publish this award agreement in the Official State Gazette, as stipulated in Royal Legislative Decree 2/2011 of 5 September, approving the Consolidated Text of the Law on State Ports and the Merchant Navy (published in the Official State Gazette on 13 October 2025).

Mooring and unmooring service

The Board of Directors of Huelva Port Authority, at its meeting on 19 December 2024, approved the Specific Specifications for the Provision of the Port Service

for the Mooring and Unmooring of Vessels in the Port of Huelva, as well as its publication in the Official State Gazette, which finally took place on 19 February 2025.

The Board of Directors of Huelva Port Authority, at its meeting on 18 September 2025, having considered the Report and Proposal drawn up by the Management and submitted by the Chair for the Board's consideration, unanimously adopted the following resolution:

1. To grant a licence to the company Amasur, S.L. for the provision of the port service of mooring and unmooring vessels in the Port of Huelva, for a period of six (6) years, subject to the conditions and requirements set out in the Specific Terms and Conditions for the Port Mooring and Unmooring Service, approved by the Board of Directors at its meeting on 19 December 2024, which include, amongst others, those described in Article 117 of the Consolidated Text of the Law on State Ports and the Merchant Navy, which are summarised in the Annex to this Agreement.
2. To retain Amasur, S.L., registered under No. A001-AMASUR, on the register of companies providing port mooring and unmooring services for vessels in the Port of Huelva.
3. To publish this grant agreement in the Official State Gazette, in accordance with the provisions of Royal

Legislative Decree 2/2011 of 5 September, approving the Consolidated Text of the Law on State Ports and the Merchant Navy.

Finally, the licence in favour of Amasur was published in the Official State Gazette on 13 October 2025.

Towing services

The Board of Directors of Huelva Port Authority, at its meeting on 6 March 2025, approved the Specific Specifications for the Provision of Port Towing Services in the Port of Huelva, as well as their publication in the Official State Gazette, which finally took place on 16 April 2025.

At a meeting held on 13 November 2025, the Board of Directors of Huelva Port Authority approved the granting of the licence for the provision of port vessel towing services in the Port of Huelva to the company Auxiliar Marítima del Sur, S.A. for a period of ten (10) years, subject to the conditions set out in the licence and in the Specific Terms and Conditions for that service.

Finally, the licence in favour of Auxiliar Marítima del Sur, S.A. was published in the Official State Gazette (BOE) on 2 December 2025.

Ship-generated waste reception service

During 2025, work was carried out on drafting new Specific Specifications that include the reception of ship cargo waste within the service.

After considering the Report-Proposal drafted by the Management, and submitted by the Presidency for the Board's consideration, setting out the proceedings carried out in the relevant administrative file, to which this Agreement refers with regard to its grounds, in accordance with the provisions of the Consolidated Text of the Law on State Ports and the Merchant Navy, which attests, amongst other matters, the actions of the Port Services Committee of the Port of Huelva in relation to the proposal for the Specific Specifications for the Reception of Ship-generated Waste and Cargo Residues, as well as the outcome of the corresponding public hearing and the issuance of the mandatory favourable report by the State Ports Public Body dated 17 November 2025, in accordance with the provisions of Article 113 of the aforementioned Consolidated Text, concerning Specific Specifications for port services, and considering the procedure followed to be sufficiently correct, the Board of Directors of Huelva Port Authority, at its meeting on 18 December 2025, unanimously adopts the following resolution:

1. To approve the Specific Specifications for the Provision of the Port Service for the Reception of

Ship-generated Waste and Cargo Residues at the Port of Huelva, at the meeting held on 18 December 2025.

2. Publication in the Official State Gazette of the aforementioned Specific Specifications and the resolution approving them, in accordance with the provisions of the Consolidated Text of the Law on State Ports and the Merchant Navy, on 18 February 2026.

Meanwhile, the Board of Directors of this Port Authority, at its meetings held on 30 June 2025 and 13 November 2025, extended the licences for port waste reception services under MARPOL Annex V (solid waste) and MARPOL Annex I (oily liquids), respectively, following the expiry of the terms of the licences previously in force, for a duration of one year and, in any event, until the relevant tender specifications are approved.

On 18 February 2026, the resolution of Huelva Port Authority approving the PPP for the port service for the reception of waste generated by ships and cargo residues in the Port of Huelva was published in the Official State Gazette (BOE).

The Board of Directors of this Port Authority has extended the licenses for port services for the reception of waste under Annexes MARPOL V and MARPOL I.

Passenger service

With regard to the preparation of the planned passenger service tender documents, we can report that work is currently underway to update these. The OPPE (Puertos del Estado) has carried out a study analysing the activities and flows involved in the service, on the basis of which it has been determined that it would be advisable to review the current PPP model. At this stage, we are awaiting a new draft that will enable us to begin work on drawing up the new tender documents.

Cargo Handling Service

Once the model has been received from OPPE, work is due to begin on drafting the service's regulatory tender documents, incorporating the provisions of European Union (EU) Regulation 2017/352 of the European Parliament and of the Council.

With regard to the tender specifications for the Goods Handling Service, we can report that the relevant study has been initiated at local level.



Ship Fuel Supply Service

Regarding the Fuel Supply Service, we can report that work is underway on the drafts received in mid-2025 from OPPE. Following the relevant analysis, progress is being made on the drafting of the following documents: the Specific Terms of Reference for the Service for the Supply to Ships of Conventional Petroleum-Derived Fuels, Biofuels and Synthetic Fuels, and the Specific Terms of Reference for the Service for the Supply of Liquefied Natural Gas (LNG) to Ships as Fuel. Furthermore, consideration is being given to the preparation of the Specific Terms and Conditions for the Supply of Electricity to Berthing Vessels.

III. Commercial Services

These are commercial activities that, whilst not classified as port services, are linked to port operations. In accordance with the applicable legal provisions, this type of service should be provided on a competitive basis, subject to authorisation by the Port Authority and in accordance with the relevant specific conditions.

At the Port of Huelva, numerous activities take place under this service provision model.

With regard to Commercial Services, note that various tender documents are being assessed, as well as the

study of the drafts provided by the OPPE. Work is currently underway on a draft of the Specific Conditions for the provision of the Commercial Ship Consignment Service at the Port of Huelva, as well as on the Regulatory Ordinance for the Inland Traffic Service at the Port of Huelva.

IV. Maritime Signalling Service

This service is concerned with the installation, maintenance, control and inspection of visual, acoustic, electronic or radio-electronic devices, whether active or passive, intended to improve the safety of navigation and the movements of vessels in Spanish coastal waters and, where applicable, to confirm the position of vessels at sea.

The provision of this service by Huelva Port Authority is reflected in the geographical area assigned for this purpose¹.

The updated inventory of navigation aids can be consulted on the AtoN portal (<https://portalaton.puertos.es/portalAton/app/seguridad/login.jsp>), a web application managed by the Public Body Puertos del Estado.

Likewise, this link shows the buoyage area for water zones I and II of the Port of Huelva.

¹ See General Plan of the Port of Huelva.

Number of companies operating in the port under a concession, authorisation or licence (L15)

Concessionary companies or those with authorisation for exclusive use of public land linked to the movement of goods, passenger transport, fishing, recreational boating or shipbuilding and repair

| Type of occupation | Number of companies |
|--------------------|---------------------|
| Concessions | 103 |
| Authorisations | 18 |

Port service providers operating in the port in 2025

| Type of services | Number of companies |
|-------------------------------------|---------------------|
| Cargo handling | 7 |
| Receipt of waste generated by ships | 2 |
| Pilotage | 1 |
| Towing and light towing | 2 |
| Mooring | 1 |

Actual land area for commercial use (I_16)

| | |
|--|--------------------------|
| Land area available for concession (m ²) | 1,690,659 m ² |
| Land area under concession (m ²) | 631,588 m ² |
| Ratio (%) | 37.36 % |

The data shown in the table above refers to the land area designated for commercial use, both available for concession and under concession; however, the total land area of the Port of Huelva's service zone is **17,841,824 m²**, with **5,246,600 m²** estimated as fully available for concession, equivalent to approximately 29.41%. The remainder of the land is subject to urban planning and/or environmental restrictions or is used for general services (transport, green spaces, etc.). In 2025, the total area under concession was **4,211,624 m²**, of which **3,453,496 m²** corresponded to land occupation.



Percentage of tonnes handled at concessionary or authorised maritime freight terminals (I_17)

In relation to total freight traffic, the figures corresponding to maritime freight terminals, whether under concession or authorised, are as follows:



| | 2023 | % | 2024 | % | 2025 | % |
|---------------------------------------|-------------------|---------------|-------------------|---------------|-------------------|---------------|
| Tonnes handled | 30,086,184 | 100.00% | 31,110,070 | 100.00% | 30,310,150 | 100.00% |
| Monoboya-CEPSA | 8,478,594 | 28.18% | 9,543,229 | 31.72% | 8,397,590 | 27.71% |
| DECAL | 3,217,081 | 10.69% | 4,066,411 | 13.52% | 4,274,275 | 14.10% |
| Oil companies - CEPSA | 4,230,969 | 14.06% | 3,997,833 | 13.29% | 3,126,262 | 10.31% |
| Reina Sofía - CEPSA | 2,539,114 | 8.44% | 2,782,660 | 9.25% | 2,789,211 | 9.20% |
| Enagás | 3,120,541 | 10.37% | 2,581,244 | 8.58% | 2,953,542 | 9.74% |
| Impala Terminal | 1,050,285 | 3.49% | 917,248 | 3.05% | 1,097,752 | 3.62% |
| YILPORT (formerly CONCASA) | 595,864 | 1.98% | 768,798 | 2.56% | 977,047 | 3.22% |
| Atlantic Copper | 740,169 | 2.46% | 663,660 | 2.21% | 685,956 | 2.26% |
| Balearia | 495,740 | 1.65% | 542,873 | 1.80% | 562,706 | 1.86% |
| Algeposa | 495,553 | 1.65% | 407,688 | 1.36% | 355,215 | 1.17% |
| Levantino Aragonesas (Fertinagro Sur) | 176,389 | 0.59% | 198,037 | 0.66% | 211,886 | 0.70% |
| Bergé (Cinta Cereals MIJG) | 266,344 | 0.89% | 187,888 | 0.62% | 275,895 | 0.91% |
| Fertiberia fertilisers | 85,187 | 0.28% | 96,689 | 0.32% | 99,949 | 0.33% |
| Fertiberia Phosphate | 11,017 | 0.04% | 3,150 | 0.01% | - | - |
| Total Terminals | 25,502,847 | 84.77% | 26,757,409 | 86.01% | 25,807,288 | 85.14% |

1.7 Quality of service

Information mechanisms provided by the Port Authority to ensure transparency regarding the conditions for operators wishing to provide services in the Port or apply for a concession (I_18)

Those interested in establishing themselves in the Port of Huelva's service area are informed via the technical services, which provide detailed information on each condition required by the applicable regulations. Similarly, the Port Authority of Huelva's website provides relevant information regarding the technical characteristics of the Port and its port facilities, fees and tariffs, etc., facilitating understanding of the Port and its activities.

In the case of public domain occupations (concession/administrative authorisation), the conditions are set out in a set of regulatory specifications for each administrative title, which follows the structure and

conditions established in Order FOM 938/2008 of 27 March, approving the General Specifications for the granting of concessions in the state port public domain. Similarly, these specific Terms and Conditions currently comply with the provisions of Royal Legislative Decree 2/2011 of 5 September, approving the Consolidated Text of the Law on State Ports and the Merchant Navy.

With regard to the provision of services, the aforementioned Act strictly regulates the various types of services to be provided by Port Authorities, specifying the procedure to be followed for the granting of the relevant licence, as well as the content of the relevant service specifications. Through the current applicable legislation cited above, the mechanisms employed by Huelva Port Authority to authorise the provision of the relevant service, or the occupation of public port land required by such services, fully guarantee transparency, ensuring a clear understanding of the conditions necessary to operate in the Port.

The website of the Port Authority of Huelva provides adequate information regarding the technical characteristics of the Port and its port facilities, fees and tariffs, etc.

Port Authority initiatives to improve service efficiency and quality (I-19)

During 2025, various technological solutions aimed at optimising the operational and administrative management of port services were launched and implemented, whilst simultaneously enhancing security, traceability and data quality. These cross-cutting measures aim to reduce cycle times, minimise manual errors, standardise information among key players in the port community, and provide objective evidence for decision-making and continuous improvement.

Port Services Management Platform (PGSP)

The PGSP has been deployed with the AMURA Pilots, AMURA Mooring and AMURA Tug modules, providing pilotage, mooring and tugboat companies with specific tools for the planning, allocation and recording of their operations. The platform standardises operational reporting, automates associated administrative tasks and improves the quality and availability of information on technical and nautical services.

Area Occupancy - Posidonia Mobile

The Posidonia Mobile solution has been implemented to streamline the preparation of area occupancy reports at service quays, from initial measurement through to digital signature and subsequent invoicing. The automated process reduces processing times, eliminates rework and ensures complete end-to-end traceability, improving document integrity and transparency for users.

Portable Pilot Units (PPU), for the Huelva Pilots' Association

PPU units have been provided with the aim of enhancing safety and efficiency during navigation, berthing and unberthing manoeuvres, particularly in adverse weather conditions.

Port Call Management (PCM)

An internal tool has been implemented for the Port Authority aimed at optimising the planning and control of port calls, berthing and operations at service quays.

MARPOL Solution (NSWap)

The document management system for MARPOL waste collection services (Annex V) has been digitised, with the aim of simplifying operations, reducing administrative burdens and improving the traceability of associated documentation.

Design of the Port Community System (PCS)

Work has begun on designing a PCS to serve as a platform for exchanging information with consignees and service providers. The PCS will enable the digitisation of key services – including requests and authorisations for the supply of fuel and lubricants, amongst others – by integrating participants and processes that are currently fragmented. This initiative aims to reduce processing times, increase visibility across the operational chain and facilitate interoperability with corporate and third-party systems.

Companies eligible for a bonus to incentivise improvements in service quality (I_20)

Regarding quality rebates

In relation to the benchmarks serving as the basis for the application of the rebates provided for in Article 245 of *Royal Decree 2/2011*, point 2(b); in 2025, verification audits were carried out on the companies Atlantic Copper, DECAL España, ALGEPOSA, MOEVE, Enagás, IMPALA TERMINALS and BERGÉ Marítima S.L., yielding satisfactory results and confirming that the system is implemented in a mature and effective state. The total amount rebated for this purpose during 2025 came to €651,870.88.

As regards subsidies under Article 245(2)(a), relating to ship quality, the shipping company BALEARIA has been granted a total subsidy of €4,347.99.

APH staff are always present during the verification audits of the State Ports Quality Standards.

Regarding best environmental practices

During 2025, five agreements on good environmental practices were in force, specifically with the companies Atlantic Copper, Decal España, MOEVE, Enagás and IMPALA TERMINALS. These rebates are granted in accordance with the provisions of Article 245.1(b) of Royal Legislative Decree 2/2011 of 5 September, approving



the Consolidated Text of the Ports and Merchant Navy Act, which stipulates that where the holder of a licence to provide port cargo handling services or the holder of a concession or authorisation for a cargo handling terminal meets the requirements set out in that article, rebates of 15% shall generally apply to the activity tax rate, and 20% to that corresponding to the handling of solid or liquid bulk cargo.

An essential requirement of these Agreements is the performance of a specific audit by an accredited body to verify compliance with environmental requirements

and the company's level of environmental performance, as required for the establishment or renewal of such agreements. To this end, in addition to the aforementioned body, technical staff from Huelva Port Authority are present during the audits to ensure proper monitoring.

Furthermore, the good practice agreements require operators to effectively invest a significant proportion of the amount of the rebates received in the environmental improvement of their operations, the sum of which is always equal to or greater than 40% of the rebate received in the year.

Initiatives for receiving or managing complaints or suggestions (L-21)

Complaints and suggestions are received via the General Registry in person, or via the Electronic Portal, and are channelled to the Department of Planning, Internal Control and Management Systems, which analyses, filters and internally forwards the communication to the relevant area of activity. It is the Department of Planning, Internal Control and Management Systems that follows up on complaints and suggestions and communicates with the relevant parties.

During 2025, 35 complaints, 1 request for information and 1 suggestion were received, all channelled through the General Registry.

Of the 35 complaints received, 5 did not fall within the remit of Huelva Port Authority, 26 related to infrastructure or elements requiring corrective maintenance, 3 to signage, and the last concerned other types of services provided by the Port Authority.

The only suggestion received related to improvements to services, facilities and street furniture in the service area. As this was deemed appropriate, the relevant changes were implemented.

Huelva Port Authority also requires and reviews annually the register of complaints and suggestions



from operators awarded the Quality Benchmark during the benchmark compliance audits it attends, amongst other reasons, to gauge the performance of the awarded terminals and the service they provide. During 2025, no noteworthy complaints or suggestions were received.

With regard to the service satisfaction survey, the established procedure is that it is conducted every two

years amongst all stakeholders and annually amongst ship captains. In 2024, the full survey was carried out, and in 2025, the survey targeting ship captains was conducted.

The results of the aforementioned survey show an excellent level of satisfaction shared by 100% of the sample, yielding the following results:

| | 2025 | 2023 | Evolution |
|--|------|------|-----------|
| Friendliness and personal treatment from the APH | 8.71 | 9.12 | ▼ |
| Environmental care by the APH | 9.00 | 9.12 | ▼ |
| Accessibility of the APH to file a complaint | 8.94 | 9.08 | ▼ |
| Effectiveness of APH in solving problems | 8.82 | 9.00 | ▼ |
| Level of cleanliness of the service area | 9.06 | 9.00 | ▲ |
| Total cost of the operation at the Port of Huelva | 8.77 | 9.00 | ▼ |
| Safety of operations and equipment | 8.94 | 8.87 | ▲ |
| Port police cooperation | 9.00 | 8.87 | ▲ |
| Existing level of surveillance, security and custody | 9.00 | 8.82 | ▲ |
| Overall satisfaction with the Port of Huelva | 8.88 | 8.80 | ▲ |
| Overall quality of services | 8.82 | 8.70 | ▲ |

With regard to the services provided by the Port of Huelva, the results are as follows:

| | 2025 | 2023 | Evolution |
|---|------|------|-----------|
| Overall satisfaction with the pilotage service | 9,00 | 9,29 | ▼ |
| Service control center | 8,75 | 9,25 | ▼ |
| Maritime Captainty | 8,69 | 9,23 | ▼ |
| SASEMAR | 8,67 | 9,20 | ▼ |
| Overall satisfaction with the infrastructure | 9,12 | 9,17 | ▼ |
| Overall satisfaction with customs services | 9,18 | 9,12 | ▲ |
| Overall satisfaction with ship service | 9,00 | 9,06 | ▼ |
| Overall satisfaction with the towing service | 9,12 | 9,06 | ▲ |
| Overall satisfaction with the loading and unloading service | 9,12 | 8,94 | ▲ |
| Overall satisfaction with the mooring service | 9,00 | 8,82 | ▲ |

It can be concluded that the overall satisfaction of ship captains with the Port of Huelva reached an average of 8.88 points in 2025, slightly exceeding the 8.80 recorded in 2023. This increase is particularly significant given that the baseline was already at very high levels, reinforcing the perception of the port's operational robustness and the quality of the services it offers.

In this context, the results reflect the Port of Huelva's ability to maintain established quality standards over time. Sustaining and even slightly improving these ratings is a clear indicator of the positive experience that captains continue to have in their operations.

The results reflect the Port of Huelva's ability to maintain consolidated quality standards over time.

1.8 Integration in the transport system. Sustainable mobility

Current road and rail access routes, planned actions and promotion of port-rail intermodality (I.22)

The main road access routes to the Port of Huelva are via the A-49 motorway (Seville-Huelva-Portugal), via the N-441 (from the north), H-31 (from the east) and H-30 (Huelva Eastern Ring Road), which extends southwards to the N-442, from which the Outer Port is accessed. Also important for the Port of Huelva are the N-435 (from Badajoz and Zafra to Huelva) connecting with Extremadura, which links up with 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 via Mazagón), A-5000 (from Huelva to San Juan del Puerto), A-5025 (from the A-494 to the N-442 via La Rábida) and the A-497 and A-492, which, via the bridges over the River Odiel, link the port area with Punta Umbría and other towns on the western coast of Huelva.

The most significant planned works for the Port of Huelva, in terms of external road network connections, are those designed to ensure a high standard of service on the A-49 motorway, as well as on the N-435 towards Extremadura. Specifically, the continuation of works to increase the capacity of the A-49 on the sections with the heaviest traffic and the conversion of the N-435 (future

A-83) into a dual carriageway, as is the case with the Trigueros and Beas bypasses.

As for the internal road network of the Service Area, this is well-equipped to provide an excellent level of service. The main artery is the route comprising Avenida de Hispanoamérica, Avenida Francisco Montenegro (Punta del Sebo road) and the Puente del Tinto bridge, linking the inner docks and the Outer Port. Via the connection to the main network, the Port of Huelva links up with the General Interest Railway Network managed by ADIF, with the Huelva Mercancías rail logistics terminal nearby, from which goods are dispatched, received and sorted, with the option of self-handling for shunting and train operations.

With regard to internal road network connections, works have been carried out, such as the new junction between the N-442 and the single access road to the Outer Port (last-mile project); and others of particular interest are planned, such as the new bridge over the River Tinto, connecting the A-494 on the Palos de la Frontera bypass with the H-30 (Huelva Eastern Ring Road).

The N-442 national road links the towns of Huelva and Mazagón and carries heavy traffic, with a high volume of heavy goods vehicles coming from the existing

industrial estate where the La Rábida MOEVE Energy Park (formerly CEPSA) and the Enagás regasification plant are located, as well as the Outer Quay of the Port of Huelva, where the South Quay is situated. This quay is used for general cargo, containerised traffic and Ro-Ro, and it is here that significant investment has been made to support opportunities for further expansion and future development of the Port of Huelva. During the summer season, this traffic becomes particularly heavy, as it is the main route between Huelva and the beaches of Mazagón and the surrounding area.

For these reasons, it is necessary to widen the entire road, a project that has been in the planning stage for over a decade, as well as reorganise all access points to the N-442 via service roads, removing some junctions or replacing them with grade-separated junctions, and increasing capacity. This is not forgetting the construction of the second bridge over the Río Tinto to relieve traffic congestion and ensure escape routes in the event of potential emergencies.

For the Port of Huelva, public investment aimed at improving rail and road connectivity with the centre of the peninsula, via Seville, is of strategic importance, as the V Centenario Motorway (A-49) is currently congested.

With regard to rail connections, Huelva Port Authority has had an agreement in place with ADIF since 2011. This agreement regulates the port's functions as a rail infrastructure manager and establishes how it connects to the General Interest Rail Network. This is in accordance with Law 38/2015 of 29 September on the railway sector, which repeals Law 39/2003.

With regard to the Improvement of Rail Accessibility, both for projects located within the Port Service Area and at relevant locations outside that Service Area, the commissioning of the CMS (Control, Command and Signalling) subsystem in 2024 is of note. This is interconnected with the CTC (Centralised Traffic Control Centre) at Santa Justa, enabling safe interactions through automatic block signalling on the double-track section via the connecting line, thereby increasing the capacity of the Port's railway infrastructure.

Several sections of track 2S2 have been renovated by refurbishing the existing sub-beds: sub-ballast and ballast, as well as replacing the existing wooden sleepers and RN-45 type rails.

Huelva Port Authority and ADIF have signed an agreement regulating the APH's financial contributions from the Port Land Accessibility Fund in relation to its contribution to improvement works on the Huelva-Seville line. Specifically, €11 million has been allocated to the construction of two 750-metre sidings on the



Seville-Huelva line. This will allow the movement of 750-metre freight trains, thereby optimising the rail corridor.

The Port of Huelva boasts excellent land connectivity, particularly by rail, with its hinterland. However, it is advisable to continue promoting projects to improve the capacity of these infrastructures to meet the new standards of rail transport. ADIF plans to adapt the gauges for the Huelva-Seville rail motorway (<https://www.adif.es/servicios/mercancias/autopistas-ferroviarias>).

On an internal level, the I-RAIL project (Interoperability of the rail system with TAF TSI in TEN-T Corridors) involves the main players in the rail freight sector in Spain, Portugal and Italy, with the support of the European Union Agency for Railways and the Spanish Railway Safety Agency. It aims to improve interoperability in the exchange of information within European rail freight services through digitalisation and the use of the TAF and TSI technical standards (defined in the Interoperability Directive 797/EC/2016), as well as to make rail freight transport more competitive in terms of both cost and time. In 2025, work

was carried out to facilitate the exchange of messages between the various stakeholders (railway undertakings, infrastructure managers, etc.).

In 2022, Huelva Port Authority received approval from the Sustainable and Digital Transport Support Programme for the project known as ROUTE TO A PORT INTERCONNECTED AND DIGITAL (RAPID). The objective of the project is the design, development, validation and implementation of a digital platform for the Port Community of the Port of Huelva, comprising a system of federated platforms based on the NGSI-v2 European data exchange standards and its implementation via the FIWARE ecosystem. This aims to provide solutions for the digitalisation of processes and infrastructure and addressing the needs of the port environment and the logistics and service chain associated with and inherent to the port through contextualised information-sharing technology amongst the various network stakeholders. The project was awarded a budget of €1,267,925 with 40% funding. The project was completed during the 2025 financial year, with the implementation of the various actions being a key highlight.

- Second pilot of the container number plate reading system.
- Completion and launch of the port services digitisation platform.

- Deployment of sensor and data collection infrastructure, and single access control surveillance systems.

In 2025, the ROUTE TO A PORT INTERCONNECTED AND DIGITAL II project (hereinafter RapD II) was approved. This is an extension of the RapD project, approved by the Sustainable and Digital Transport Support Programme, which forms part of the Recovery, Transformation and Resilience Plan – funded by the European Union – NextGenerationEU.

The aim of the project, therefore, is to continue advancing the design, development, validation and implementation of a digital platform at the Port of Huelva, comprising a system of federated platforms, thereby complementing the work being carried out in the other project. Specifically, the RAPID II project envisages several measures, including:

The objective of the RapD II Project is to continue advancing in the design, development, validation and implementation of a digital platform in the Port of Huelva.

- Upgrading hardware infrastructure to achieve greater computing power and storage capacity, thereby enhancing the resilience of the Port of Huelva's Digital Platform and enabling better integration of the large-scale deployment of IoT sensors and the port services management platform.
- Improving the access control infrastructure at Huelva Port Authority's public quays, both in the Inner Port and the Outer Port, where the Port of Huelva's main general cargo traffic takes place. This will enable the port to continue making progress in the creation of dynamic security zones..

Meanwhile, in 2025, the CEF Intermodal Platform II project at the Port of Huelva was completed, aiming to transform the Port of Huelva into a sustainable and resilient port through the construction of a new Ro-Ro ramp at the South Quay and the implementation of an electricity supply at the Mineral Quay for tugboats. The completion of these projects has eliminated existing bottlenecks in the port infrastructure and improved the management of expected road traffic demand. The new infrastructure will further boost the development of the Atlantic Corridor, which includes the Port of Huelva as the official hub for the maritime connection with the Canary Islands. The works included in the project are:

- Construction of a new Ro-Ro ramp at the South Quay.

- And the installation of an electricity supply at the Mineral Quay.

Furthermore, in mid-2025, two further CEF projects were launched with the aim of improving the competitiveness of the Port of Huelva, requiring the optimisation of the efficiency and effectiveness of management through state-of-the-art support systems.

The NELSON project, which stands for Development of Navigational Efficiency and Safety with Digital Solutions for Future Fairways, aims to implement smart applications that enable the provision of new digital services between ships and shore, based on the creation of smart fairways. These are official maritime routes marked on a nautical chart that utilise data, new technologies and automated solutions to improve the safety, efficiency and reliability of maritime traffic, whilst reducing climate impact and other environmental effects. The aim of the project is to establish a harmonised and standardised information exchange environment between ships and shore; it comprises complementary work and studies in Finland, Sweden and Spain.

The eFTI4LIVE project aims to carry out new parallel studies and use cases, utilising the lessons learnt, the open-source eFTI reference implementation code and the reference architecture already developed in previous projects (eFTI4EU and eFTI4ALL). The eFTI4LIVE project

serves to foster collaboration between Member States, addressing upcoming eFTI requirements, working together on common specifications and contributing to the creation of a harmonised eFTI exchange environment across Europe in line with the regulation.

The project includes rail and road connections to the port of Huelva, preparing and evaluating the entire eFTI interchange environment with additional platforms, including the Port Community Systems (PCS) operating at the port. Furthermore, at the port of Huelva, the use case is under consideration for a Maritime eFTI corridor, where goods travel from the centre of the peninsula, are subsequently transported by ship, and undergo last-mile distribution by lorry.

Boosting traffic handled via road loading and unloading (I.23)

The first milestone for rolling stock was in 2011 with the commissioning of a Naviera Armas Ro-Pax ferry operating a regular weekly service between Huelva and the Ca-

nary Islands. This was made possible by the installation of a floating Ro-Ro ramp by the shipping company.

In 2016, alongside the opening of the new inspection facilities at the South Quay to streamline veterinary and phytosanitary inspections of animal and plant products entering the European Union via this infrastructure, this type of traffic received a further boost.

In 2018, Huelva Port Authority acquired the Ro-Ro ramp, enabling the launch of a new service to the Canary Islands operated by Balearia & Fred.Olsen. By 2025, the number of weekly sailings to the Canary Islands ranged between three and four per week.

It is worth noting that, on completion of work on the second Ro-Ro ramp at the South Quay, the ramp was brought into service in October 2025.

This new ramp, located further south, complements the existing one, enabling the simultaneous operation of three ferry-type vessels, which carry road freight on lorries and trailers. This aims to improve multimodality and the decarbonisation of freight transport, enhancing the Port of Huelva's current connections, as well as facilitating and accelerating the establishment of new shipping lines operating to other destinations in Europe and third countries. This enhances competitiveness as a leading intermodal hub in south-western Europe.

The NELSON project aims to implement intelligent applications that enable the provision of new digital services between ships and land.

Furthermore, a new gangway has been installed for the embarkation and disembarkation of passengers, and a pedestrian walkway has been established along the entire southern section of the South Quay.

Trends in rail and road transport and road freight operations (I_24)

The following table shows the trends over the last three years at the Port of Huelva of the percentage of goods entering and leaving the Port by rail, in relation to traffic handled by road and rail. It also shows the trends of the percentage of maritime goods entering and leaving the Port via road-based loading and unloading operations, in relation to the total volume of general maritime import-export goods. Given its importance to the Port of Huelva, the trend in pipeline transport is also shown.

As regards rail traffic, the statistical summary for this mode of transport for the year 2025 was as follows:

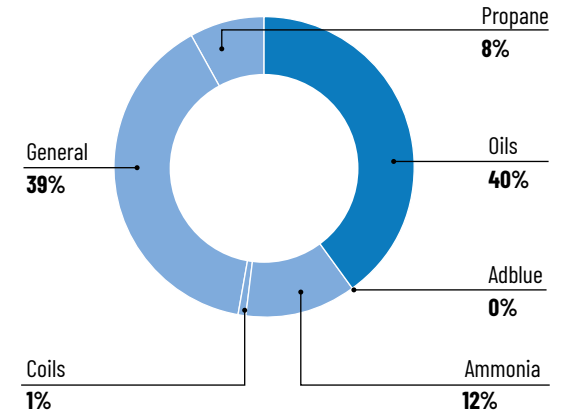
| 2025 | |
|--------------------|-------------------|
| FREIGHT | TN |
| Oils | 214,682.45 |
| Ammonia | 63,245.84 |
| Coils | 6,739.2 |
| Coke | 0.00 |
| General | 211,132.21 |
| Profiles | 0.00 |
| Propane | 44,129.03 |
| Adblue | 2,677.5 |
| Grand total | 542,606.23 |



| | 2023 | 2024 | 2025 |
|---------------------------------------|------------|------------|------------|
| Tonnes handled | 30,085,963 | 31,110,070 | 30,310,150 |
| Rail | 348,705 | 621,388 * | 542,606 * |
| Road | 6,646,559 | 6,706,731 | 6,533,137 |
| Rail + road | 6,995,264 | 7,328,119 | 7,075,743 |
| % Rail/rail + road | 4.98% | 8.48% | 7.67% |
| Pipeline | 20,402,399 | 20,997,199 | 20,261,803 |
| General cargo | 1,459,115 | 1,742,738 | 1,842,087 |
| Rolling stock (excluding tare weight) | 651,446 | 539,294 | 555,863 |
| % Rolled goods/Total goods | 44.65% | 30.94% | 30.18% |

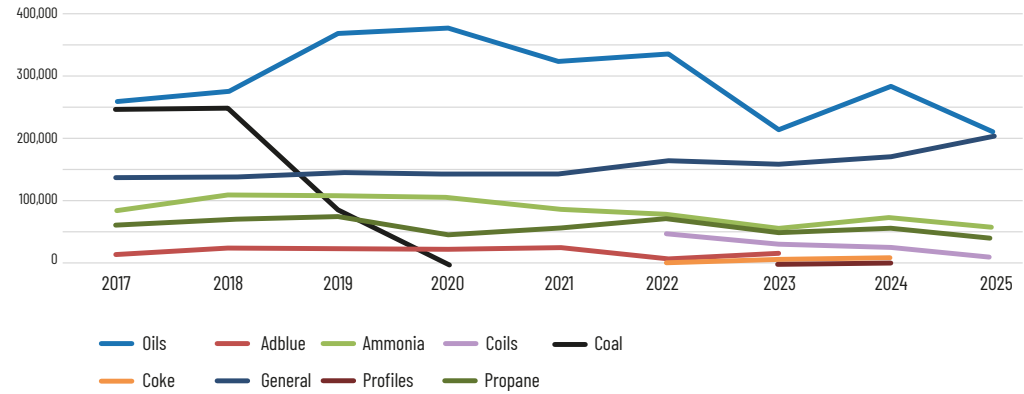
*Traffic reported by railway companies

Traffic segmentation 2025 (Tn)



In 2025, general cargo transported by rail increased:

Annual evolution of railway traffic



| | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|--------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Oils | 260,940.97 | 277,520.01 | 371,579.98 | 380,303.16 | 326,355.06 | 338,350.96 | 215,875.89 | 284,734.17 | 214,682.45 |
| Adblue | 15,787.52 | 24,360.65 | 24,543.21 | 22,353.73 | 24,406.80 | 6,821.40 | 12,462.50 | - | 2,677.50 |
| Ammonia | 88,236.38 | 110,307.30 | 109,221.42 | 106,001.58 | 87,419.97 | 78,940.37 | 56,212.25 | 73,212.25 | 63,245.84 |
| Coils | 5,369.51 | - | - | - | - | 47,159.75 | 30,621.23 | 25,512.96 | 6,739.20 |
| Carbon | 248,650.00 | 250,750.00 | 86,150.00 | - | - | - | - | - | - |
| Coke | - | - | - | - | - | 675.10 | 5,529.64 | 9,556.50 | - |
| General | 140,175.66 | 139,605.96 | 145,009.00 | 143,778.78 | 144,209.85 | 165,702.78 | 159,986.53 | 171,913.34 | 211,132.21 |
| Profiles | - | - | - | - | - | - | 1,075.63 | 1,942.72 | - |
| Propane | 59,908.05 | 68,608.94 | 75,343.25 | 45,902.97 | 56,164.01 | 72,455.85 | 49,341.49 | 54,515.83 | 44,129.03 |
| Total | 819,068.09 | 871,152.86 | 811,847.76 | 698,340.22 | 638,555.69 | 710,106.21 | 531,105.36 | 621,387.77 | 542,606.23 |

1.9 Institutional communication

Stakeholder groups (L_25)

The stakeholder groups identified by Huelva Port Authority are as follows:

Port Customers and Users

These are the stakeholders who contribute to the development of port activity in all its dimensions: logistics, industrial, commercial and services. They are classified as:

- End Customers
- Shipping agents
- Ship Captains
- Concessionaires
- Cargo concessionaires
- Fishmongers
- Stevedores
- Service Providers
- Pilots
- Customs Agents
- Institutions / Government Bodies
- HuelvaPort Association

Social sectors of influence

- University
- Administrations
- Neighbourhood Associations
- School community
- Trade unions
- Businesses
- Media
- Other groups (cultural and sports associations, professional bodies, charities and non-governmental organisations, etc.).

Communication with stakeholders (L_26)

The APH Historical Archive, located in the Port Authority's Reception and Documentation Centre and reporting to the General Secretariat, received a total of 7,160 enquiries in 2025, of which 3,240 were from researchers and 3,920 were internal enquiries from the APH.

The Department of Communication and External Relations has carried out external communication activities through the distribution of **press releases**,

the organisation of **public events** and participation in **conferences and functions**, aimed at enhancing the image of the Port of Huelva.

Throughout the year, **69 press releases** were issued to publicise the main initiatives and projects carried out by Huelva Port Authority during the financial year.

Progress has continued with the **social media strategy**, strengthening communication through the HPA's **social media** profiles on *Facebook*, *Twitter*, *Instagram*, *LinkedIn* and *YouTube*. The Port of Huelva's social media channels disseminate news and content that help foster the creation of a community around the Port of Huelva, in line with its strategic vision as a sustainable, environmentally friendly, economic and social port; innovative and digitalised, as well as promoting the Port of Huelva's growth projects in the logistics, industrial and port sectors.

The total number of followers in 2025 rose to **37,793 users**, representing an 8.2% increase in the number of users, distributed across Facebook, which has attracted a total of 14,151 followers; Instagram: with a total of 4,594; the X network, with a total of 6,725; and LinkedIn: with a total of 12,323. Added to this community of followers are those on YouTube, with a total of 618.



Media at the Levante Quay on the occasion of the demolition of the old Expofrisa warehouses.



The President of the Port of Huelva, Alberto Santana, and the Head of the Infrastructure Department, Guadalupe Díaz, during the start of the demolition of the Expofrisa warehouses.

In January, the Odiel Marina hosted the arrival of the Three Kings for the second year running. As is customary, a delegation from the Port of Huelva travelled to FITUR to present the major port-city projects. Another notable milestone was the start of the demolition of an old ice factory on the Muelle de Levante, popularly known as the Expofrisa building, as a preliminary step towards the development of the Muelle de Levante regeneration project. The year also began with the launch of a new maritime container freight service to connect, via Castellón, with several countries in the Mediterranean and the Middle East, as well as the coastal regions of India and Pakistan, thanks to the Italian shipping company

Messina Line and its agreement with MCI (Maghreb Container International).

In February, the Port of Huelva took part in the 2nd National Green Hydrogen Congress as a leading logistics hub for green hydrogen and other clean fuels in southern Europe. The results of a Study on the Port of Huelva Service Quality Perception Index 2024 were released, in which users gave an average rating of 8.33 for overall satisfaction with port management. The Port and the company Water Challenge presented a zero-discharge pilot plant for dredging and water at the Ingeniero Juan Gonzalo Quay.

In March, the Board of Directors announced the award of the contract for the expansion project of the South Quay rail terminal. March also saw the launch of the first regular high-frequency shipping route to the Port of Tangier Med, promoted by the Suardiaz Group shipping company and the Huelva-based road transport and integrated logistics operator GTO (Grupo Transonuba). Moeve, Exolum and Huelva Port Authority presented the new loading and unloading infrastructure, currently under construction, which will improve operational capacity and serve the new 2G biofuel plant that Moeve and its partner are building at the La Rábida Energy Park in Palos de la Frontera. The Port President handed over



The vessel 'Super fast Levante', which operates the Huelva-Tangier Med route.



The cruise ship Le Lapérouse passing by the Rio Tinto Company Quay.

the keys to the new headquarters to the Association of Fish and Seafood Exporters at the Ciudad del Marisco.

In April, the Port of Huelva and the Chamber of Commerce unveiled various initiatives as part of the Nexomar project to promote intermodality and boost the Logistics Activities Zone (ZAL). The 'Cruz del Camino Colombino' pilgrimage route to the Sanctuary of Nuestra Señora de la Cinta has been established near the Columbus Monument. This recreates the steps taken by Admiral Christopher Columbus on his return to Spain following the Columbus Expedition. This month saw the publication of the results of a public perception

survey in which residents of Huelva and Palos gave the management of the Port of Huelva a high mark.

In May, the French-flagged luxury cruise ship Le Lapérouse, operated by the Ponant Explorations Group, made its maiden call at the port. A sculpture paying tribute to its creator, the American artist Gertrude Vanderbilt Whitney, was unveiled near the Columbus Monument; the work was created by the Huelva-born sculptor Martín Lagares (La Palma del Condado). The Port of Huelva hosted the 3rd Conference on Environmental Sustainability and Port Management, with over 170 participants and 40 national and

international specialists to discuss the role of ports in the context of climate change, energy transition and the pressure on the use of natural resources..

In June, the results of the Port-City Call for Proposals were announced, and 186 projects were selected from across the social, cultural, educational and sporting sectors. Sadly, this month saw the loss of Enrique Pérez Gómez, who had led the Huelva-based institution as director for 20 years.

This month saw the inauguration of the connection to the ore-loading quay of the former Rio Tinto Company.



Image of the Rio Tinto Company Wharf.

In August, the Port of Huelva added 13 new port police officers to its staff, thereby strengthening surveillance, security and operational capacity at the port facilities. Meanwhile, this month the Port suffered the loss of José Antonio Marín Rite, who had presided over this institution for five and a half years, from the beginning of 2005 until the end of July 2010.

In September, the Port of Huelva, in conjunction with the Huelva Chamber of Commerce, launched a detailed map of the industrial land available in the province. At the Board of Directors' meeting, a report was given on the works relating to the Muelle de la Reina Rehabilitation Project, which is scheduled to coincide in 2026 with the centenary of the Plus Ultra flight in 1926. To mark the Magna Mariana procession in Huelva, the Virgen de la Bella was bid farewell as she returned to Lepe after embarking at the Muelle de Levante. On 23 September, Alisios Shipping Lines launched a new weekly service on the Huelva-Canary Islands container-shipping route. A delegation of businesspeople from the Talento Business Club of Seville was received, organised by the Huelva Chamber of Commerce. Representatives from the Port of Huelva, Puertos del Estado and Frigoríficos Portuarios del Sur (Friportsur) presented the facilities of the Cold Logistics Hub at the Fruit Attraction trade fair in Madrid.



Inauguration ceremony for the new Port Police officers.

In October, the Port of Huelva inaugurated a new double Ro-Ro ramp for the berthing of ferry-type vessels at the South Quay, which will enable an increase in the



Presentation of a plaque to the Aquarius vessel of Alisios Shipping Lines.



The President of the Port of Huelva, Alberto Santana, accompanied by the President of Puertos del Estado, Gustavo Santana, and other officials.

movement of general cargo exports and imports at the port of Huelva via road transport. Two innovation projects, proposed by employees of the Port of Huelva, were recognised as part of the second edition of the 'Improve your port' ideas competition, organised by the Port of Huelva Innovation Exchange and Telefónica.

In November, the Huelva Navigation and Port Council held its annual meeting, where it reviewed the main projects carried out with an investment of 60 million euros. Over a hundred participants gathered at Las Cocheras for the 1st Agri-Food Port Logistics Conference, organised in conjunction with the Spanish Transport Association

(AET), to discuss trends in agri-food dry bulk, logistical challenges and the growth of refrigerated cargo (reefer). In preparation for the Christmas holidays, the Port of Huelva offered a large car park area next to the Rio Tinto Company Quay, with over 300 spaces.

December brought the lighting up of the traditional Christmas lights. The Port of Huelva celebrated Port Day with the presentation of three Special Mentions: in the institutional sphere to Huelva City Council, in the business sphere to Atlantic Copper, and in the social sphere to the Spanish Cancer Association in Huelva. This month also saw the unveiling of 12 new vehicles acquired

by the Port to ensure the safety of the fleet of service vehicles.

With regard to internal communication, the guidelines of the organisation's Internal Communication Plan have been followed, in line with the guidelines set out in the new Port of Huelva Strategic Plan 2023-2030 with a vision to 2050. Within this plan, Strategic Axis 3 defines the Port of Huelva as a *sustainable, environmentally friendly, economically and socially responsible port; digitalised and innovative*, and highlights the need to "strengthen our commitment to people and society". Within this objective, operational objective 3.3.2



Agri-food conference held at Las Cocheras in the Port.



Presentation of the new vehicles at the Levante Quay.

establishes the importance of “achieving a cohesive team with renewed profiles”.

In line with this, during 2025, Huelva Port Authority consolidated an internal communication model aimed at strengthening team cohesion, fostering a sense of pride in belonging, and reinforcing transparency and staff participation. These measures form part of the Port’s commitment to sustainable management centred on people and based on dialogue, active listening and highlighting the role of staff in the development of port activities.

One of the most notable initiatives is the **Annual Internal Communication Survey**, which enables us to assess the effectiveness of our channels, gauge staff satisfaction levels and identify opportunities for improvement. This exercise in active listening is essential for tailoring messages, improving information flows and ensuring that staff receive clear, useful and accessible communication. In addition, the **distribution of the biannual Newsletter** has continued; this is a key tool for sharing milestones, strategic projects and progress on sustainability, facilitating connections between departments and strengthening corporate culture..

With the aim of bringing the reality of port operations closer to the team and promoting social interaction, **three days of catamaran tours of the Port of Huelva** were

organised **for staff and their families**. These activities, led by the company Platalea, included refreshments and explanations about the port operations, ongoing projects and environmental progress, fostering a sense of pride in belonging and strengthening the relationship between families and the port environment. Furthermore, before opening to the general public, staff were given **priority for visits to the lighthouses and the Columbus Monument**, also organised by Platalea. This opportunity allowed employees to enjoy first-hand experience of the rich heritage linked to the Port.

In 2025, the Port of Huelva marked its first appearance with **its own stand at the Autumn Fair (Feria del Caballo)**, a milestone that brought the staff together in an informal setting for two days of socialising over refreshments. This initiative has strengthened interpersonal bonds and helped to create a sense of community, consolidating the Port’s institutional visibility within a key social setting.

In addition, throughout the year, **prize draws** were held **for tickets to events sponsored by the Port**, as a way of recognising the staff and bringing them into closer contact with the cultural, sporting and social activities in which the Port Authority participates as a partner organisation. These prize draws are highly valued for their ability to motivate staff and create shared experiences.

The year culminated in the celebration of **Port Day**, a special event that included a musical performance and the **presentation of awards and recognitions** to professionals who have stood out for their commitment, career achievements or significant contributions. This gathering has become a celebration for the entire workforce, reinforcing the Port's identity and publicly acknowledging the dedication of the team that makes it all possible.



The year culminated with the celebration of Port Day, a special event that included a musical performance and the awarding of mentions and recognitions to professionals.

Main concerns of stakeholders (I-27)

Over the past year, Huelva Port Authority conducted a new edition of the public perception survey with the aim of understanding how residents of Huelva and Palos viewed the Port's activities and its presence in the local area. The results showed a largely positive view, although they also highlighted some challenges to be addressed in the coming years.

Firstly, the study once again confirmed the role of the Paseo de la Ría as the space most recognised by the public. It was mentioned by 20.5% of participants and stood out particularly among young people aged 18 to 25, where almost half (44.4%) identified it as the main port area. In Palos, the Fish Market was the most frequently mentioned location (32.1%), followed by the Paseo de la Ría. Other areas identified with the Port were the Columbus Monument and the Muelle de las Canoas in Huelva, and Punta del Sebo in Palos. These figures showed that the visual and everyday connection with the Port continued to depend largely on its most accessible and symbolic areas.

As for public image and perceived usefulness, the majority of people viewed the Port's presence in the media positively. 89% of respondents in Huelva and 80% in Palos stated that they perceived a favourable image, and a similar percentage considered that the Port's management was beneficial to the local area (88% in

Huelva and 86% in Palos). This general support confirmed that the institutional narrative was well received, although a gap persists between the municipalities.

The study also analysed what type of information was most in demand. For the general public, the Port's website remained a widely used resource for checking ferry timetables, job opportunities and general information. In Huelva, the topics that aroused greatest interest

Among the highest-rated attributes were the role of the Port as an economic engine and its contribution to the modernization of the territory, elements that citizens naturally associated with the development of the environment.

were events and activities, followed by projects and civil works, and the cultural calendar. In Palos, meanwhile, projects and civil works, technical conferences and environmental improvements stood out. This diversity indicated that each municipality had its own information priorities, suggesting the need to strengthen targeted communication.

With regard to environmental perception, the majority of people considered that the port environment has improved compared to previous decades. This view was more widespread in Huelva (82%) than in Palos (66.7%), suggesting that messages on sustainability and

environmental initiatives were reaching the population of Palos with less impact, as they were more exposed to the industrial context of the surrounding area.

The overall rating of the Port was 7.67, slightly higher in Palos (7.73) than in Huelva (7.00). Among the highest-rated attributes were the Port's role as an economic driver and its contribution to the modernisation of the region, elements that the public naturally associated with

the development of the area. When participants were asked to define what the Port meant to them, references closely linked to the urban landscape reappeared, such as the Paseo de la Ría or the Columbus Monument, as well as mentions of the chemical and energy industries, particularly among residents of Palos.

Overall, the 2025 results showed that the public continued to view the Port of Huelva positively, but they also revealed the need to continue working to strengthen the emotional and everyday connection with the city centre, improve environmental communication in Palos, and promote the dissemination of useful and



Annual Session of the Navigation and Ports Council.

transparent information. This snapshot from last year provides a solid foundation for guiding communication initiatives and continuing to consolidate the Port's image as an economic, social and urban benchmark for its surrounding area.

Coordination and collaboration projects with other administrations (I_28)

During 2025, partnerships have been formalised with other organisations as part of the Port of Huelva's outreach to the city, reinforcing the institutional role that Huelva Port Authority has assumed within Huelva society. This link is evident in these new collaborations with organisations and community groups, which join

the existing network of good relations with various administrations—at national, regional, provincial and local levels—resulting in joint projects and the strong support provided for other activities promoted by these bodies.

Similarly, the programme of institutional and business meetings continues, fostering the strengthening of ties with the social and business fabric of our local area. This also includes the meetings, gatherings and forums with Puertos del Estado that are traditionally held each year.

During 2025, Huelva Port Authority continued to expand its network of collaboration with institutional bodies, strengthening coordination with Huelva City Council.

This cooperation was reflected in various events at which the Port President highlighted the Council's support for initiatives linked to the circular economy, the modernisation of services and social commitment, thereby consolidating a joint effort aimed at benefiting the public and strengthening the urban environment.

During 2025, the APH continued to expand its network of collaboration with institutional entities.

Inter-administrative collaboration was also evident through the Huelva Navigation and Port Council, a forum bringing together port, maritime and security authorities. At the meeting held in November 2025 at the Reception and Documentation Centre, the Harbour Master's Office reported on the forthcoming entry into force of the Maritime Navigation Regulations; on a joint drill carried out in May; examples of operational coordination; and the Port's willingness to work in an integrated manner on strategic issues relating to safety and maritime activity.



Inauguration of the Cruz del Camino Colombino, located near the Columbus Monument.



A team from the Port of Huelva travels to the Port of Cartagena to take part in the 28th Inter-Port Futsal Tournament and the 1st Inter-Port Padel Tournament.



Filming of the Canal Sur TV programme 'Busca tesoros' on the Paseo de la Ría.



Galeón Andalucía arrives at the Port of Huelva for a visit.



The Virgen de La Bella, carried by the president of the Port of Huelva.



The Port of Huelva attends the SIL in Barcelona.



The Virgen de La Bella boards at the Marina del Odiel on the Levante Quay, bound for El Terrón.

Technical and business associations to which Huelva Port Authority belongs (L29)

The importance of the Port of Huelva as a driving force for the provincial economy, its commitment to the environmental management of port activities and the significance of the Port-City action programme have led Huelva Port Authority to join various technical and business associations.

At provincial level

- **HuelvaPort Association - Association of Port Community Companies.**
- **Huelva Federation of Entrepreneurs**
- **Huelva Chamber of Commerce Exporters' Club**
- **AIQBE:** In July 2025, Huelva Port Authority joined the **Huelva Association of Basic Chemical and Energy Industries.**

At regional level

- **Suncruise Andalucía.** An association comprising all the Ports of General Interest in Andalusia and those of the Andalusian Public Ports Agency (APPA), as well as the Port of Ceuta and the Port of Melilla, with the aim of

promoting Andalusia as a destination for cruises and recreational boating.

- **Andalusian Green Hydrogen Alliance.** Promoted by the Regional Ministry of Industry, Energy and Mines of the Regional Government of Andalusia.

At national level

- **Technical Association of Ports and Coasts (Asociación Técnica de Puertos y Costas - ATPYC).** A technical and scientific association aimed at promoting technological progress in the field of ports and coasts, fostering a shared culture among professionals in these sectors.
- **Spanish Association for the Promotion of Short Sea Shipping (Shortsea Promotion Centre Spain).** An association for the development of competitive multimodal transport chains with a significant maritime component. Since 2021, Huelva Port Authority has been a member of the Board of Directors.
- **Spanish Shippers' Association (Asociación de Cargadores de España - ACE).** A multi-sector association bringing together Spain's leading shippers and freight transport users, which together represent a large part of the country's industrial fabric and mass-market distribution sector, accounting for around

16% of national GDP. Furthermore, ACE is officially recognised by the Directorate-General for Transport of the Spanish Government's Ministry of Transport, Mobility and Urban Agenda as the official representative of shippers.

- **Association of Transport Centres of Spain (Asociación de Centros de Transporte de España - ACTE):** An association to which the Logistics Activities Zone (ZAL) of the Port of Huelva belongs. Its aim is to develop and strengthen collaborative relationships between transport and logistics centres located in Spain, promoting their development and providing logistics and planning systems that contribute to the improvement of their facilities and services, with a particular focus on intermodality, environmental protection and sustainable development.
- **Spanish Transport Association (Asociación Española de Transporte - AET):** comprising organisations from all areas of the transport, logistics and mobility sector. Its mission is to promote knowledge and research, and the modernisation and professionalization of the transport sector, as well as professional networking.
- **Spanish Association for Renewable Ammonia (Asociación Española del Amoniaco Renovable - AEAR):** A multi-sector association that promotes

the production, marketing and responsible use of renewable ammonia, supporting a sustainable energy economy and contributing to the energy transition. The AEAR's mission encompasses both the decarbonisation of ammonia for existing applications and the adoption of low-carbon ammonia in new applications, involving stakeholders across the entire ammonia value chain. New applications include the direct use of ammonia as a fuel for electricity generation or transport (maritime, air and land), and its indirect use as a carbon-free hydrogen carrier.

At international level

- **GASNAM-Neutral Transport:** A technology platform that promotes the use of renewable gases (biomethane, hydrogen and their derivatives) in mobility in general and, in particular, in road and rail transport and in maritime transport. It promotes the use of renewable gases as cleaner alternative fuels across all the country's productive sectors, to support the decarbonisation of the economy and the fight against climate change; capitalising on the Iberian Peninsula's privileged position in the sector. This places it at the forefront in Europe in terms of infrastructure and the availability of Liquefied Natural Gas (LNG), in combination with its extensive experience in associated logistics and industry; offering innovative solutions for sectors where decarbonisation is a challenge, particularly in those transport segments
- requiring high power, range and rapid recharging. It has 160 members from a wide range of sectors. Since 2020, Huelva Port Authority has been a member of the Board of Directors, holding a seat on the Maritime Section.
- **PIANC.** A Brussels-based association, established to promote the development of the design, construction, improvement, maintenance and operation of inland and maritime waterways, ports and coastal areas at international level. Spanish representation is provided by the ATPYC.
- **IAPH.** International Association of Ports and Harbours. An association, based in Tokyo, dedicated to developing international frameworks for the common interests of port activity.
- **ESPO.** Promotes the common interests of its members across Europe and also in dialogue with European stakeholders in the port and maritime sector.
- **MedCruise.** The Mediterranean Cruise Ports Association promotes the cruise industry and brings together the ports of the 'Mare Nostrum' and its adjacent seas. Established in 1996 through a partnership agreement between 16 ports in seven different countries, MedCruise's membership now spans 22 countries across three continents: Africa, Asia and Europe. MedCruise represents more than 159 ports and 54 associate members.
- **RETE.** An international non-profit association whose aim is to promote and facilitate dialogue and coexistence between ports and cities, in order to improve port activities and the quality of life in port cities and their territorial, economic, social, cultural and environmental surroundings.
- **Docks The Future Network of Excellence - Towards the Port of Tomorrow:** A European association whose objective is to define 'the Port of the Future', understood as the near future (2030), in relation to challenges concerning the simplification and digitalisation of processes, cybersecurity, emissions reduction, the energy transition, electrification, new fuels, smart grids, the port-city interface and the circular economy. Through this project, the European Union aims to increase the integration of maritime transport and ports within the Trans-European Transport Network (TEN-T) into the global logistics chain.
- **European Atlantic Corridor Forum.** As a core port of the Trans-European Transport Network (TEN-T) and a hub of the European Atlantic Corridor, the Port of Huelva actively participates in the official forums of the European Atlantic Corridor.
- **European Maritime Space Forum.** As a core port in the Trans-European Transport Network (TEN-T) and a hub of the European Atlantic Corridor, the Port of Huelva plays an active role in the official forums of the European Maritime Space (EMS).

1.10 Commercial promotion

Commercial promotion initiatives (I_30)

Huelva Port Authority, within the framework of its Strategic Plan 2023–2030 with a vision to 2050, and in accordance with the principle of economic self-sufficiency of the port system as a whole and of each of the Port Authorities (Article 156 of Royal Decree-Law 2/2011), has set strategic objectives relating to the diversification and consolidation of its traffic and client base, with specific actions aimed at boosting competitiveness and the establishment of productive activities in the surrounding area, within a sustainable and technologically advanced context, which will increase traffic volumes and annual turnover in a sustained manner over time.

Consequently, and within its remit for the promotion of industrial and commercial activities related to maritime or port traffic (Art. 25.f. RDL 2/2011), and as part of its commercial policy (Art. 28.o. RDL 2/2011), the Business and Commercial Development Department (DNyC) in particular establishes an Annual Action Plan setting out various measures that contribute to the common objective of enhancing the competitive positioning of the Port of Huelva as a global benchmark industrial, energy, intermodal, logistics, sustainable and innovative hub in the European South Atlantic.

To this end, and with a clear customer-focused approach as a distinguishing feature and source of value, various activities are carried out for each type of traffic, stakeholder or interest group, and key geographical market in both the hinterland and the foreland. Thus, in 2025:

- **Campaigns and direct trade missions** have been developed, targeting customs agents, freight forwarders, logistics operators, import and export companies, shipping agents, stevedoring companies, shipping lines, etc.
- We have participated in **40 national and international events** in the maritime and logistics sector, covering all areas of the Port’s activity and all sectors (energy, minerals, general cargo, break bulk, agri-food, maritime-port, etc.).
- **Conferences** have been organised to promote the port and publicise its latest developments, notably those dedicated to *Green Shipping Corridors*.
- Relationships have been established and strengthened with local and international companies

and organisations through the hosting of **visits, business delegations and reverse trade missions** (Japan, Latin America, the Netherlands and Germany, amongst others).

- Various **marketing** initiatives have been carried out in relation to new traffic at the Port of Huelva (containers, Ro-Ro, etc.)
- With regard to customer management activity, measured via the CRM, the main indicators for 2025 are listed below:

| Actividad CRM DNyC | 2025 |
|--------------------------|------------|
| TOTAL OPEN OPPORTUNITIES | 23 |
| TOTAL ACCOUNTS created | 166 |
| TOTAL CONTACTS created | 400 |
| Total inputs | 829 |

Expenditure on the commercial promotion of the port (L31)

| | |
|---|------------|
| 2025 commercial expenditure of the Port of Huelva | €91,498 |
| Operating expenditure 2025 of the Port of Huelva | 49,850,537 |
| Percentage of operating expenses | 0.18% |

We have participated in 40 national and international events in the maritime and logistics sector, in all areas of activity of the Port and in all sectors.

1.1 Institutional commitment

Communication projects and provision of services via the internet or other telematic channels (L32)

The Port Authority offers various services to companies in the sector, users and interested parties via its website. The services are grouped by the type of information required, and specifically the following can be accessed:

- Port call processing and Dangerous Goods Notifications (DUEPort), services accessible via the Community System Portal (PCS), which acts as a one-stop shop for the management of port operations.
- Tender information, where bidders can download their documentation and track the process, or where anyone can access this information via the Contractor Profile.
- A variety of general information: corporate details, port maps, fees and charges for port services, technical specifications, tide tables, contracts of companies within the Port Community, etc.
- Information on Concessions. Including all details regarding location within the Port of Huelva, area, ownership, etc.

- Communication channel for suggestions and requests for general information regarding the Port of Huelva.
- For the processing of electronic procedures, access to the organisation’s electronic headquarters is provided.
- In addition, members of the Board of Directors have access via the website to all documentation relating to Board meetings and the Port Authority’s administration.
- To facilitate invoice management, Huelva Port Authority offers, in addition to the electronic portal, an invoice submission portal, through which invoices are processed directly within the internal e-government systems. The FACE system has been operational since September 2022 and is linked to the APH’s internal systems.
- An electronic notification service for interested parties has been included; notifications will be received via the Notific@ service and can be viewed in the ‘My Files’ section of the electronic portal.
- A remote signature service has been included, enabling interested parties to sign contracts using

digital and remote signatures via the existing electronic signature platform.

- Since 2022, La Lonja de la Innovación has been operational via the domain lalonja.tech, providing information on Huelva Port Authority's initiatives in the field of innovation, as well as calls for proposals issued by the Port Authority itself through its official channels and those organised by Telefónica via its Open Future platform.
- Various domains and websites have been created to manage different initiatives of sufficient significance in their own right. These include Ruta 1400, offering information on Huelva-Canary Islands traffic, the Huelva ZAL website or, in the future, information relating to the Muelle de Levante.
- Since 2024, the APH's online portal has featured a simple and intuitive electronic registration system capable of adapting to the various administrative procedures required. In 2025, procedures for processing special transport requests were introduced.
- Applications for access to the various APH premises via an authorisation portal.

Furthermore, as part of the corporate communication policy, the Press Office publishes all press releases

relating to the Port Authority's projects, works and activities in general on the website, as this is the most appropriate communication tool for disseminating all information concerning the APH. In fact, all information appearing on social media platforms such as Facebook, Twitter or LinkedIn includes links to the website to access the corporate news item.

The one-stop shop proposed by Puertos del Estado, DUEPort, has been in use since spring 2023. This will ensure readiness for the change in European regulations regarding port call applications, initially scheduled for 2025 but postponed to 2026.

Since 2024, the entire access control service has been linked to the access authorisation portal. In 2025, it was implemented in the Single Access Control system, with commissioning scheduled for 2026. Furthermore, its integration via B2B systems with other systems of companies related to the port ecosystem is planned for 2026.

The Press Office publishes on the website all press releases related to projects, works and activities of the Port Authority.

Similarly, the customer relationship management (CRM) system has been in service since 2023, initially for the Commercial Department. It was extended to another department (Technology) in 2024 and to the President's Department in 2025. It is expected to be extended to the remaining departments during 2026.

Cybersecurity Information

Huelva Port Authority has an IT business continuity plan in place that enables it to withstand potential attacks. It also has a catalogue of best practices governing the operation of system configurations and access procedures.

In 2024, Huelva Port Authority implemented a vulnerability analysis based on the mechanisms provided by the SOC contracted in 2021.

Since 2024, the service provided by GMV to Puertos del Estado for the cybersecurity management of Port Authorities has been implemented, offering various additional services to those previously contracted by the APH.

To ensure cybersecurity measures, a dual security barrier has been maintained in the latter, comprising physical components from different manufacturers, all remotely managed from the aforementioned SOC. Similarly, sensors and control elements have been installed on all existing servers and PCs within the organisation.

In 2025, various awareness-raising and training initiatives were carried out among employees..

Quality in the provision of services based on Information and Communication Technologies

Huelva Port Authority has implemented a User Support Services system, which ensures the operation of IT and communications services. This service is managed via a ticketing system from which service quality metrics are obtained.

During 2025, the management of quality control indicators continued using a centralised tool that enables their monitoring and tracking, based on reports obtained from management tools—a process initiated in previous years—with new indicators being incorporated.

Furthermore, and following an ITIL management model, the APH has been using a new IT project task tracking system since 2024, from which information on project management can be obtained and which will feed back into project management as part of a continuous improvement process.

The migration of the ticketing system to this new system is planned for 2026. This system will enable project-based management and will spearhead the implementation of this methodology through IT systems across the rest of the Port Authority.

Furthermore, in 2025, the operation of IT-based services continued through the use of an asset management tool (CMMS), already in place at Huelva Port Authority, and its use has been extended to technological assets.

Since 2024, the Port Police management application (Appolo) has been in service, enabling the digitisation of the management of reports and incidents generated by the Port Police.

Similarly, a CCTV system is in place providing extensive coverage of the port area, including the system installed at the Juan Carlos I Dock, which allows comprehensive monitoring of the Port of Huelva from the opposite bank. Coverage for private wireless communications (DMR) is also guaranteed following the installation of a new repeater in 2024.

In 2025, a hyperconvergence system was installed, which will allow greater autonomy in the management of the IP infrastructure. This system will be brought into service progressively during 2026.

In 2025, a hyperconverged system was installed, which will allow greater autonomy in the management of the IP infrastructure.

Smart Port

During 2025, the APH continued to develop an operational management platform based on an IoT system (Fiware) and carried out the necessary tests to commission it. The main objective is the integration and processing of data, ensuring data collection from various sources (IoT, other applications, external sources, service counters, etc.) and the use of this information in the APH's various internal processes, orchestrated through process management modules.

The aim of this platform is to serve as a Decision Support System based on real-time data, facilitating the work of Port Authority staff and enabling companies to track the status of their applications at all times. Furthermore, the platform will feature an Open Data portal through which new solutions can be integrated or new projects undertaken.

In 2025, the port call management system was brought into service via Fiware, enabling us to identify potential errors more easily for the operator, as well as to automatically identify potential weaknesses in the physical systems involved in port call management (draught, mooring, etc.).

Similarly, the management of third-party services within the port area, such as mooring crews, tugs and pilotage, has been put into service and has been in exclusive use since 2025.

Applications for an intelligent digital twin have also been added, along with new sensor technology, installed in September 2025 and set to be used intelligently within the systems from 2026.

Furthermore, there have been advances in the development of smart data for meter management via the platform. This enabled the optimisation of electricity contracts in 2025 and the interconnection of railway data, operational in a first phase in 2025.

In this regard, following the development in 2024 of several mobile applications to facilitate various activities, these were put into service in 2025. It is expected that these applications will be expanded in the 2026 financial year.

R&D&I projects promoted by the Port Authority (I_33)

During 2025, management continued of the La Lonja de la Innovación Technology Innovation Hub, inaugurated on 6 April 2022. During 2025, more than 400 events were held at the Innovation Hub, with a high level of attendance (over 2,000 participants).

Telefónica has launched various calls for proposals via its Open Future platform, through which a number of projects were awarded and developed during 2025, whilst the development of projects awarded since the

hub's launch in 2022 has continued. In total, 32 projects have now passed through the Innovation Hub.

Similarly, in 2025 Huelva Port Authority continued to develop the four previously awarded technological innovation challenges, whilst also launching new internal challenges.

In 2025, the Innovation Marketplace was awarded the third Star by the Fiware Foundation.

In 2025, companies have set up operations with the aim of developing their products within the port sector. To this end, an open call for applications has been published on the website, where companies can apply to establish their operations.

In 2025, Vodafone continued to run training courses on 5G and IoT at the Innovation Exchange itself.

Similarly, Huelva Port Authority has acted as a facilitating port for various projects in the 2025 Ports 4.0 call for proposals, the results of which are still pending. Three

During 2025, La Lonja de la Innovación has been awarded the third Star by the Fiware Foundation.



of the six commercial projects submitted in 2024 have secured funding, making Huelva Port Authority the most successful in Spain in this regard.

Finally, following the success of the 2024 initiative, the Port of Huelva launched an innovation initiative in 2025 aimed at its employees, who were asked to propose innovative ideas to improve the Port. The winning proposals from the competition will be launched as challenges in 2026.



Announcement of the results of the 2025 Port-City call.

Foundations and socio-cultural initiatives supported by Huelva Port Authority (I_34)

Among the values of the Port of Huelva's current Strategic Plan 2023–2030, with a vision for 2050, the following stand out: transparency; commitment to the local community and environment; innovation; people as the cornerstone of the organisation; excellence; a space for integration; sustainability; a commitment to service; and safety.

As for Corporate Social Responsibility policies, these also fall under the strategic objective of "Strengthening our commitment to people and society", based on the premise of maximising "the port's role as an economic

driver for its local area, whilst maintaining a focus on people and society".

In line with this, Huelva Port Authority has been developing and improving its CSR activities in accordance with the provisions of its Corporate Social Responsibility Plan, approved by its Board of Directors at a meeting on 11 December 2013, and revised by resolutions of the same body at meetings on 21 April 2016, 21 September 2017 and 19 December 2024. It has been addressing various initiatives of interest, and implementing strategies that enable engagement and collaboration with the public in the areas it has deemed most appropriate (sporting-social and cultural-educational).

To implement this Corporate Social Responsibility policy, Huelva Port Authority has been developing the following courses of action:

- Catamaran tours of the Port.
- Guided tours of the Port.
- Organisation of events at Las Cocheras and the Reception and Documentation Centre.
- Activities and events on the Paseo de la Ría.
- Annual calls for sponsorship.

During 2025, and within the framework of the “Port-City Competitive Sponsorship Call”, the Commission appointed for this purpose awarded grants to 186 organisations: 20% for sporting purposes, 37% for cultural purposes, 38% for social purposes and 5% for educational purposes, responding to 83.78% of the 221 projects submitted.

In addition, collaboration has taken place with 80 organisations in Huelva and the surrounding area through the non-competitive sponsorship call for proposals, benefiting a total of 22 social projects and events, and 36 cultural, 19 sporting and 3 educational projects.



Sponsorship – 10K run along the Paseo de la Ría.



Social sponsorship – AEC walk along the harbour front.



Cultural sponsorship – summer cinema on the Paseo de la Ría.

Projects aimed at improving the Port-City interface (I.35)

Las Cocheras del Puerto, inaugurated as a performance venue by Huelva Port Authority in October 2011 following the refurbishment of a former port warehouse built in 1912, is equipped with retractable seating for 256 people. The front row, as well as the stage, are adapted for people with reduced mobility. Today, Las Cocheras del Puerto in Huelva is an innovative and modern cultural venue for the enjoyment of the city and the province.

In 2025, 44 events were scheduled at the Cocheras Performance Space, encompassing cultural, social, technical and institutional performances and activities. Of the total programme, 10 were events organised by Huelva Port Authority itself and 34 were organised by private entities.

The provision, set-up and preparation of the events organised by the Port Authority entailed a total expenditure of €78,890, representing 0.16% of the Port Authority's total budget for expenditure and depreciation in 2025.



3rd Huelva Port Sustainability Conference.

In 2025, a total of 44 events were scheduled at the Cocheras Performance Space, encompassing performances and activities of a cultural, social, technical and institutional nature.

Financial resources allocated to protection and safety (I_36)

With regard to industrial safety and response plans, in accordance with the Agreement between Huelva City Council and the Port Authority, whereby the Council's Fire and Rescue Service acts as the Response and Intervention Group in the event of incidents, emergencies or contingencies that trigger the Self-Protection Plan, Maritime Interior or any other response plan that Huelva Port Authority (APH) may be required to implement in the future.

On 23 October 2024, an addendum was signed to extend the Agreement between Huelva City Council and Huelva Port Authority for the prevention and extinguishing of fires within the Port of Huelva's service area. Pursuant to clause five of the agreement signed on 29 September 2020, the parties agreed to extend the agreement for a further four years, effective from 29 October 2024 until 28 October 2028.

Financial resources allocated to environmental matters (I_37)

The total financial resources (expenditure plus investment) allocated to environmental matters in 2025 amounted to 19,641.75 thousand euros.

| Environmental expenditure and investments | |
|---|-----------|
| Environmental Expenditure in Thousands of € | 6,322.10 |
| Operating Expenditure in thousands of € | 49,850.53 |
| % of Environmental Expenditure | 12.68% |
| <hr/> | |
| Environmental Investments in thousands of € | 13,319.65 |
| Total investments in thousands of € | 25,293.73 |
| % of Environmental Investments | 52.66% |

The main expenditure and investments were as follows:

- Upgrading of drainage systems and improvements to the stormwater network.
- Water and sediment analysis and environmental monitoring of dredging operations.
- Environmental monitoring activities.
- Collection and management of MARPOL waste.
- Cleaning.
- Landscape improvement.
- Decarbonisation and energy efficiency.

2 Economic dimension



2.1 Economic policy

A key principle of the economic policy has been financial self-sufficiency regarding investment in port infrastructure construction. Without resorting to borrowing, and using our own resources, we have effectively carried out those port works required or that forecasts have indicated should be undertaken.

The policy of reducing prices to boost our competitiveness and that of our customers has continued, through adjustment factors and discounts.

2.2 Economic and financial situation

In 2025, the Spanish economy grew by 2.8% in terms of real GDP, driven mainly by domestic demand and placing the country's performance above the Eurozone average. The cumulative CPI for 2025 was 2.9%, with interest rates supporting economic activity thanks to their decline during the first half of the year and their stabilisation until the end of the year. Activity at the Port of Huelva in 2025 developed in line with this growth, both through the management of its quays and maritime infrastructure and through the operation of the Port Public Domain, which was granted in concession and authorised to approximately 300 companies. This

generated €11.84 million in occupancy fees, 2.31% more than in 2024, in addition to the continuation of its ambitious Investment Plan, investing a total of €25.29 million over the financial year.

Total turnover reached €49.51 million at the end of the financial year, an increase of 4.53% compared to the turnover in 2024. This figure also enabled the financial year to be closed with a budget execution rate of 108.21% of net turnover, slightly higher than initial forecasts due to unforeseen circumstances that positively affected the vessel and cargo rates, amongst

other factors, resulting in a figure 3.6 million euros higher than anticipated.

Although there was virtually no variation in the total calculation between the invoiced amounts and those forecast in the Business Plan, significant variations have been observed in certain revenue items that require some explanatory comment.

The total amount invoiced reached a total of 49.51 million euros at the end of the year, increasing by 4.53% compared to the amount invoiced in 2024.

The Occupancy Fee from concessions performed better than budgeted and compared to the previous year, growing by 2.31% compared to 2023, although it was 2.04% below budget. The planned targets for the invoicing of concession fees were met, and the differences compared to 2024 are the result of the performance and management of the Port Public Domain itself.

With regard to the activity fee, this levy is largely responsible for the growth in revenue in 2025 compared to 2024. By the end of the year, €1.17 million more had been collected than in the previous financial year, representing a 22.7% increase. The higher amount invoiced to concessions, which increased their volume of activity during 2024, has more than offset those that nevertheless recorded a lower tonnage throughput.

Ship fees have also helped to offset some of the losses incurred in other revenue streams. The cumulative total for T-1 in 2025 stands at €11.2 million, representing a 7.67% increase compared to the previous financial year.

Although the number of ships entering port has fallen, as has the total GT, specifically 38 fewer port calls than in 2024 and a reduction of 1,181,800 GT, the emergence of

new traffic, including an unexpected container service and longer stays in port waters due to an adverse winter, kept this revenue item above the figures for 2024.

The remaining revenue directly associated with vessel port calls, the T0 navigation aid charge and the MARPOL collection fee, however, show decreases compared to 2024 of around -4% in both cases. This reduction does reflect the fall in the number of port calls, which stood at around -1.70% at the end of the year.

As for the T3 cargo levy, revenue ended the financial year with a 3.86% increase compared to 2024. This represented an additional revenue of €495,126 in absolute terms. Despite the decline in traffic at the end of the year (-2.57%), this increase in T3 is mainly due to

the accumulated delays at the end of the 2024 financial year, which prevented the settlement of nearly €315,000 accrued in that year and which subsequently boosted the turnover for 2025.

The T-6 fee for special use of the transit area also performed well in 2025. It grew by 23.7% compared to 2024, invoicing €55,660 more than the previous year. In 2025, volumes of traditional solid bulk cargo (mineral concentrates and coal) recovered; when combined with parts and machinery also handled via the public quay without special facilities, this has resulted in increased storage volumes on the front line.

The same cannot be said for revenue from second-line quay occupancy; this tariff experienced a cumulative decrease of -5.6%, resulting in a reduction in revenue of -€44,260 compared to 2024. The decline in timber and biomass traffic, at around -56%, is responsible for the lower revenue from second-line quay storage. The decline in the traffic of steel coils and steel products in general (-15%) has also contributed to this lower revenue, as these are goods that make intensive use of the quay for both loading and unloading by ship.

Due to the increase in the variable rate applied by the Port Authority (APH) for the supply of raw water, effective 1 January 2025, an additional €206,560 was paid compared to the previous year for this item. This has resulted in an increase in this revenue of over 86%.

Furthermore, the supply of electricity increased compared to 2024, generating a total of €22,600 more in revenue. In this case, the increase is strictly due to temporary circumstances, as the APH supplied electricity to the Cold Hub via a contractor whilst the latter completed the necessary procedures to secure its own supply. Consequently, an unusually high level of consumption was invoiced, but will not continue in the coming financial year 2026. This resulted in a growth in this revenue of around 23%.

The fee for construction management, despite showing a negative trend for most of the financial year, ended 2025 with an increase of 7.3%, exceeding the 2024 turnover by some €44,000.

The fee for the use of dredging areas, however, contributed significantly to a reduction in revenue compared to last year. The APH did not provide any dredging services to third parties during the 2025 financial year, and terminal operators did not use the sites to the same extent as in previous years. This resulted in a lower revenue in absolute terms of approximately -€245,000 for this item, a decrease of 80% compared to 2024.

Within non-tariff revenue, income from compensation and damage claims showed a significant decrease of €249,189 compared to 2024. This drop in revenue stems from the exceptional sum paid out last year to a former

concessionaire, which, once its concession had expired, reached a compensation agreement with the APH to restore the original condition of the premises it had occupied.

Revenue from Miscellaneous Services also contributed to the reduction in revenue compared to 2024. With a cumulative decrease of -36.7%, approximately €125,300 less was paid out than in the previous year. This decrease has a positive origin, as the greater efficiency in passing on settled property taxes to public domain authorisations allowed us to end 2024 with hardly any outstanding amounts, unlike in previous financial years. Also contributing to this decline were the lower amounts of interest paid on our contributions to the

The fee for Project Management ended 2025 with an increase of 7.3%, exceeding the 2024 billing by about 44,000 euros more.

Land Accessibility Fund, as well as the exceptional sum paid last year to a supply company for a drainage project carried out by the APH, from which it benefited in part.

As regards Occupations outside the service area, the trend is also negative compared with 2024. There has been a decrease compared with the same period last year (-12.8%), resulting in a reduction in revenue of €76,656. This decrease is not due to an actual loss of this type of

occupancy, as revenue from this source has remained very stable for years. The reason for this difference lies in the Majorabique Terminal, which is conceded to and operated by a terminal operator. Unlike the others, this occupancy was contractually agreed to be settled at the end of each six-month period; depending on the year, there are occasions when the final settlement is issued within the financial year in which it accrues and other occasions when it is not, which is why this difference sometimes arises.

As for enforcement surcharges, these have increased again compared to 2024, in this case by almost 80%. Although an increasingly high percentage of clients have opted for direct debit for the payment of their fees,

some of the port's largest concessionaires have not wished to avail themselves of this method and continue to pay their half-yearly concession invoices after the due date, thereby incurring substantial surcharges. These amounts have generated additional revenue for the APH of around €55,000 compared to 2024.

In addition to the income items mentioned above, it is worth highlighting the financial income item, which

includes income generated by cash positions, as well as interest on late payments, enforcement proceedings, deferrals and loans. With regard to the first item, the fall in market interest rates had a negative impact, although it did allow an average return on cash holdings of 2.52%, with a total income of €3.77 million, compared to €5.08 million in the 2024 financial year.

As for operating expenses, including depreciation and amortisation, these amounted to €49.85 million, compared to €46.51 million in 2024, representing an increase of 7.19%. These can be attributed both to a 9.67% rise in staff costs due to salary reviews and the recruitment of new staff, and an 8.62% rise in other operating expenses, mainly due to dredging costs that were not incurred in 2024, as well as depreciation and amortisation, which rose by 4.19% due to the completion of the depreciation period for certain assets.

Among the items under other operating expenses, which increased by €1,588,945 (8.62%), repair and maintenance costs stand out significantly, with an increase of €2,648,831, mainly due to the fact that no maintenance dredging was carried out in 2024, whereas in 2025 this amounted to €2,605,630. This increase was partially offset by lower expenditure on independent professional services, which fell by €645,423 compared with 2024, and on supplies and consumables, which fell by €673,213 compared with 2024, in particular lower expenditure on electricity.

With regard to other external services, expenditure was similar to that of the 2024 financial year, with minor variations across all items, none of which stood out in particular.

Compared to the approved budget, the personnel expenditure item was 9.58% lower than forecast, representing a reduction of €1,257,646.84, due to the lower-than-expected recruitment of staff and the delegated payment of Social Security contributions.

Among the items of other operating expenses, which increased by 1,588,945 euros, or 8.62%, the expense of repairs and conservation stands out notably.

The 'other operating expenses' item was 17.58% lower, with a reduction of €4,271,181.40, largely due to the non-execution of maintenance works such as the repair of the South Quay, the repair of joints on the Tinto Bridge and the demolition of some buildings in poor condition.

It is important to note that the inter-port compensation fund contribution amounted to €1,509,000.00, which is

included under operating expenses, whilst the amount received was €291,000.00, recorded as other operating income, resulting in a net contribution of €1,218,000.00.

The pre-tax profit for 2025 stood at €8.66 million, compared to €11.14 million in 2024. The effect of corporation tax was positive due to the utilisation of tax credits, increasing the final profit for the financial year by €1.9 million, resulting in a final profit for the financial year of €10.65 million, compared to €12.48 million the previous year, when unclaimed tax credits were also recorded.

The target annual return, which excludes income and expenses that distort the result, including corporation tax, stands at 2.11%, lower than the previous year's 2.73%, reflecting the lower profit for the financial year and the increase in average assets following the inclusion of works completed under the Investment Plan.

The standard liquidity ratios demonstrate that there is ample capacity to meet debts; in particular, the quick ratio to cover current liabilities stands at 8.16. This ratio, as in 2024, remains very high as a result of substantial cash holdings in a well-remunerated current account, since on other occasions available cash is usually invested in more profitable financial products, which require lower liquidity and are selected based on the extra yield and cash flow forecasts.

During 2025, when cash flows from operations amounted to €24.64 million and outflows increased due to greater construction activity and a rise in long-term financial products compared to 2024, there was a decrease in working capital of €9.46 million, bringing it to €134.41 million.

The ratio of operating expenses to operating income in 2025 was 91.06%. For the coming financial years, taking into account the depreciation of new investments made, this ratio is expected to remain high; therefore, we anticipate that EBITA will remain at levels of around €19 million, similar to figures throughout the financial years covered by the Business Plan, thereby ensuring financial stability.

On another note, it is worth noting that the Balance Sheet presents a very solid financial and equity position. Fixed assets are financed entirely by equity, and there is no long- or short-term debt other than that arising from the normal operations of the Entity.

On the liabilities side, equity accounts for 95.75% of the total and, given that the working capital is very ample, the organisation is meeting its payment commitments without any problems. In this regard, it should be noted that the average payment period to suppliers of 30 days, as established in the Law on Combating Late Payment, is being met, standing at 14.67 days in 2024.

Standard cash ratios demonstrate that there is ample capacity to meet debt obligations. This ratio, as in 2024, remains very high.

Return on assets (E_01)

In accordance with the definition in Article 157 of RDL 2/2011, return on assets, expressed as a percentage of profit for the year relative to average total assets, is as follows:

| | 2023 | 2024 | 2025 |
|---|-------------|-------------|-------------|
| Adjusted profit for the year (€) | 11,294,269 | 12,316,389 | 9,881,288 |
| Total assets (pursuant to Article 157 of RDL 2/2011)(€) | 452,568,893 | 451,421,293 | 468,037,507 |
| Ratio (%) | 2.50% | 2.73% | 2.11% |

EBITDA performance (E_02)

The trend in EBITDA expressed in euros, total tonnes handled, the EBITDA-to-tonnes-handled ratio and the percentage change in EBITDA compared with the previous financial year is as follows:

| | 2023 | 2024 | 2025 |
|---------------------|------------|------------|------------|
| EBITDA (€)* | 18,888,080 | 19,153,416 | 18,719,304 |
| % change in EBITDA* | -10.57% | 1.40% | -2.27% |
| Tonnes handled | 30,085,963 | 31,110,070 | 30,310,150 |
| EBITDA/Mt ratio | 0.63 | 0.62 | 0.62 |

* From 1 January 2022, European funding grants are no longer taken into account.

* To calculate the change in EBITDA compared with the previous year, figures excluding European Union grants have been used.



Debt service (E_03)

Fixed assets are financed entirely from own funds, and there is no long- or short-term debt other than that arising from the Entity's normal operations. All potential contingencies arising from non-payment are adequately provisioned. As regards liabilities, it should simply be noted that the Entity is meeting its payment obligations as normal and that existing debts arise from the normal course of business. In short, there is no debt and debt service is zero.

| | 2023 | 2024 | 2025 |
|------------------|------------|------------|------------|
| Debt repayments | 0 | 0 | 0 |
| Interest on debt | 0 | 0 | 0 |
| Total | 0 | 0 | 0 |
| Cash flow (€) | 25,007,333 | 25,897,176 | 24,647,584 |
| Ratio (%) | 0.00% | 0.00% | 0.00% |

Dormant assets (E_04)

Dormant assets, defined as land and natural resources that have been dormant for the last three years and which may be put to economic, social or environmental use, are:

| | 2023 | 2024 | 2025 |
|---|-------------|-------------|-------------|
| Land with no activity | 38,869,065 | 46,511,183 | 45,617,441 |
| Total assets (pursuant to Article 157 of RDL 2/2011)(€) | 452,568,893 | 451,421,293 | 468,037,507 |
| Ratio (%) | 8.59% | 10.30% | 9.75% |

Trends in operating expenses and revenue (E_05)

The trend in operating expenses relative to operating income over recent years is as follows:

| | 2023 | 2024 | 2025 |
|------------------------|------------|------------|------------|
| Operating expenses (€) | 45,910,468 | 46,497,292 | 49,850,537 |
| Operating revenue (€) | 51,721,859 | 52,578,281 | 54,747,127 |
| Ratio (%) | 88.76% | 88.43% | 91.06% |



2.3 Level and structure of investment

Trends in public investment (E_06)

The trend in public investment by the Port Authority over recent years, in relation to cash flow, is as follows:

| | 2023 | 2024 | 2025 |
|-----------------------------|------------|------------|------------|
| Total public investment (€) | 32,960,919 | 23,892,071 | 25,293,734 |
| Cash flow (€) | 25,007,333 | 25,897,176 | 24,647,584 |
| Ratio (%) | 131.81% | 92.26% | 102.62% |

Trend in third-party investment (E_07)

The trend in third-party investment compared with public investment by the Port Authority in recent years is as follows:

| | 2023 | 2024 | 2025 |
|------------------------|------------|-------------|-------------|
| Private investment (€) | 76,502,000 | 293,053,000 | 455,360,000 |
| Public investment (€) | 32,960,919 | 23,892,071 | 25,293,734 |
| Ratio (%) | 232.10% | 1,226.57% | 1,800.29% |



Assessment of asset renewal (E_08)

The trend in the ratio of the volume of annual investment to average net assets in recent years:

| | 2023 | 2024 | 2025 |
|------------------------|-------------|-------------|-------------|
| Public investment (€) | 32,960,919 | 23,892,071 | 25,293,734 |
| Average net assets (€) | 452,568,893 | 451,421,293 | 468,037,507 |
| Ratio (%) | 7.28% | 5.29% | 5.40% |

2.4 Business and services

Trend in revenue from occupancy and activity charges (E_09)

The trend in revenue from occupancy and activity fees over recent years, as well as the percentage of each in relation to net turnover, is as follows:

| | 2023 | 2024 | 2025 |
|----------------|------------|------------|------------|
| Revenue | 44,513,724 | 45,222,965 | 47,941,531 |
| Occupancy rate | 10,513,193 | 11,578,889 | 11,845,984 |
| Ratio (%) | 23.62% | 25.60% | 24.71% |
| Activity rate | 5,281,414 | 5,179,715 | 6,359,342 |
| Ratio (%) | 11.86% | 11.45% | 13.26% |



Trend in tonnes handled per square metre of commercial floor space (E_10)

In recent years, the trend in tonnes handled per square metre of land-side service area designated for commercial use is:

| | 2023 | 2024 | 2025 |
|-----------------------------|------------|------------|------------|
| Tonnes handled | 30,085,963 | 31,110,070 | 30,310,150 |
| Retail space m ² | 5,246,600 | 5,246,600 | 5,246,600 |
| Tm/m ² | 5.73 | 5.93 | 5.78 |

Trend in tonnes handled per linear metre of active quay (E_11)

The trend over recent years in the tonnage handled per linear metre of active quay is as follows:

| | 2023 | 2024 | 2025 |
|------------------------------|------------|------------|------------|
| Tonnes handled | 30,085,963 | 31,110,070 | 30,310,150 |
| Linear metres of active quay | 7,413 | 8,113 | 8,113 |
| Tm/m | 4,058.54 | 3,834.60 | 3,735.99 |

It should be noted that a significant proportion of the Port of Huelva's traffic, around 27.7%, is handled via a single buoy mooring (8,397,590 tonnes of crude oil in 2025).



2.5 Value generated and productivity

Trend in net turnover per employee (E_12)

In recent years, the trend in net turnover per employee (average annual workforce) is:

| | 2023 | 2024 | 2025 |
|---------------------------|------------|------------|------------|
| Turnover (€) | 44,513,724 | 45,222,965 | 47,941,531 |
| Average annual workforce | 207 | 214 | 217 |
| Turnover/No. of employees | 215,042.14 | 211,322.27 | 220,928.71 |

Trend in EBITDA per employee (E_13)

Over the last three years, the trend in EBITDA per employee (average annual workforce) is:

| | 2023 | 2024 | 2025 |
|---------------------------|------------|------------|------------|
| EBITDA (€) | 18,888,080 | 19,153,416 | 18,719,304 |
| Average annual workforce | 207 | 214 | 217 |
| Turnover/No. of employees | 91,246.76 | 89,501.94 | 86,264.07 |

2.6 Socio-economic impact

Huelva Port Authority conducts socio-economic impact studies every two years. As a new development, Puertos del Estado has developed a new methodology for carrying out this type of study with the aim of standardising the studies across the Port System. Furthermore, the Port Authorities of Andalusia are keen to have impact studies to understand the contribution of port activity to the Andalusian economy. During 2025, coordination efforts were in place to address the aforementioned circumstances, whilst work began on the new 2024 impact study for the Port of Huelva.



3 Social dimension

3.1 Human resources policy

In accordance with Article 47.2 of *Royal Decree-Law 2/2011 approving the Consolidated Text of the Law on Ports and the Merchant Navy*: “Port Authorities and State Ports must align their human resources policy with the principles, criteria and provisions of the Government’s economic and budgetary policy regarding personnel in the state public sector, as well as with the operational criteria and general objectives set out in the *Strategic Framework*”.

Within this framework, during the current year, Huelva Port Authority’s human resources actions in economic matters have been carried out within the framework of budgetary control of staff costs and social security contributions approved through its Business Plan, whilst also complying with the approved and/or projected wage bills for each of the categories of workers comprising its workforce. In this context, and in accordance with the provisions of the Third Collective Agreement for State

Ports and Port Authorities, as well as the Second Company Agreement, staff remuneration policies are implemented and executed, taking into account in all cases the implementation and application of the Competency-Based Management System and its development into the classification, training and professional development subsystems contained therein.

Also in the area of Human Resources policies, occupational health and safety policies have been updated and published this year, defining and establishing the organisation’s commitment to achieving higher standards of safety, health and well-being for

Work continues on complying with applicable policies and regulations regarding gender equality.

the staff, thereby continuing to fulfil its responsibilities towards all members of the workforce and complying with the applicable regulations on occupational health and safety.

Likewise, work continues on compliance with applicable policies and regulations regarding gender equality, through Huelva Port Authority’s Equality Plan Monitoring Committee, maintaining the commitment to establishing policies that integrate equal treatment and opportunities between women and men, without direct or indirect discrimination on grounds of gender, as well as in promoting measures to achieve real and effective equality within our organisation, establishing equal opportunities between women and men as a strategic principle of our Corporate, Human Resources and Social Responsibility Policy, in accordance with the definition of this principle set out in Organic Law 3/2007 of 22 March on effective equality between men and women.

3.2 Employment at the Port Authority

Total number of employees (S_01)

| | 2023 | 2024 | 2025 |
|--------------------------|------|------|------|
| Average annual workforce | 207 | 214 | 217 |

Percentage of temporary workers out of the total number of permanent staff (S_02)

| | 2023 | 2024 | 2025 |
|---------------------------------|-------|-------|-------|
| Percentage of temporary workers | 16.56 | 17.05 | 11.29 |

Workforce distribution by area of activity (S_03)

| Activity | Percentage of average annual workforce |
|--|--|
| Office staff not covered by collective agreement | 13.38% |
| Staff covered by collective agreement | 44.35% |
| Maintenance | 2.99% |
| Port Police | 39.29% |

Percentage of employees covered by collective agreements (S_04)

Of the 221 employees as at 31 December 2025, 85.97% were covered by the collective agreement.

3.3 Internal communication and participation

Mechanisms for employee representation and communication with management (S_05)

The legal representation of the Organisation's employees consists of a total of nine people: four representing CC.OO., four representing UGT and one representing C.T.P.A.

Alongside the Works Council, which acts as a unified body, the legal representation of employees within the Organisation is organised through each of the trade union branches (CC.OO., C.T.P.A. and U.G.T.).

The Works Council holds regular meetings with the company's representatives to discuss matters of interest. In addition, the necessary committees have been established to ensure the proper participation of the workers.

Furthermore, two representatives from the trade unions, one from U.G.T. and one from CC.OO., sit on the Board of Directors of Huelva Port Authority.

Mechanisms for the technical participation of employees in the improvement of production processes (S_06)

Joint committees exist for the discussion of matters relating to the production process, the organisation of work, application of current regulations, prevention and safety, etc.

These are as follows:

- Local Skills Committee.
- Local Agreement Negotiating Committee.
- Occupational Health and Safety Committee.
- Equality Plan Monitoring Committee.
- Pension Scheme Monitoring Committee.
- Committee on Repayable Advances and Housing Loans.



3.4 Training

Percentage of employees participating in training programmes (S_07)

| | Percentage of employees participating in training programmes* |
|----------------------------------|---|
| Under the collective agreement | 95.95% |
| Outside the collective agreement | 4.05% |

*% calculated based on employees undertaking training programmes, without double-counting where they repeat another training activity.

Average hours of training per worker (S_08)

| | Total hours | No. of Employees | Average* |
|------------------------------|-------------|------------------|----------|
| Under collective agreement | 15,338 | 188 | 81.59 |
| Outside collective agreement | 782 | 29 | 26.97 |

*Average calculated based on the total number of employees covered by and not covered by the collective agreement respectively.

Number of ongoing training programmes relating to the competency-based management system (S_09)

| Courses | Participants | Hours/participant | Total hours | Men | Women |
|--|--------------|-------------------|-------------|-----|-------|
| Port Sector and Strategy. Level 2 | 73 | 25 | 1.825 | 52 | 21 |
| Occupational Risk Prevention. Level 2 | 58 | 25 | 1.450 | 46 | 12 |
| Navigation Aids Systems. Level 2 | 53 | 25 | 1.325 | 47 | 6 |
| Port Regulations. Level 2 | 72 | 25 | 1.800 | 52 | 20 |
| Port Sector and Strategy. Level 3 | 1 | 90 | 90 | 1 | 0 |
| Specialist Course in Public Domain Management. Level 3 | 1 | 52 | 52 | 0 | 1 |
| Business English for Engineers | 1 | 24 | 24 | 1 | 0 |
| Dock Operator (Maritime Cargo) | 7 | 40 | 280 | 7 | 0 |
| SURCO Aragón | 1 | 42 | 42 | 1 | 0 |
| Port Operations and Services. Level 3 | 3 | 90 | 270 | 3 | 0 |
| Access Course to the Port Police (GESI) | 43 | 40 | 1.720 | 40 | 3 |
| Advanced Course in Structural Calculation with SAP | 1 | 60 | 60 | 1 | 0 |
| Port Facility Security (PFS) Course | 1 | 30 | 30 | 1 | 0 |
| Implementation of an Innovation Management System according to ISO 56001 | 2 | 35 | 70 | 2 | 0 |
| Dock Operator (Maritime Cargo) | 3 | 40 | 120 | 3 | 0 |
| Security Director Course, Critical Infrastructure Specialization | 1 | 600 | 600 | 1 | 0 |
| Responsible Recycling of Rail Traffic | 10 | 160 | 1.600 | 10 | 0 |
| Labor Relations. Level 2 | 61 | 25 | 1.525 | 44 | 17 |
| Economic, Financial, and Budgetary Management. Level 2 | 36 | 25 | 900 | 28 | 8 |
| Port Sector and Strategy. Level 2 | 14 | 25 | 350 | 12 | 2 |
| Occupational Risk Prevention. Level 2 | 19 | 25 | 475 | 16 | 3 |
| Navigation Aid Systems | 12 | 25 | 300 | 10 | 2 |
| Port Regulations. Level 2 | 8 | 25 | 200 | 6 | 2 |
| Master's Degree in Administrative Law | 2 | 440 | 880 | 2 | 0 |
| Basic Life Support and AED Use | 33 | 4 | 132 | 32 | 1 |

3.5 Workforce structure and equality

Percentage of women in the total workforce (S_10)

| | |
|-------------------------------|--------|
| | |
| % of women in total workforce | 22.12% |

Percentage of women not covered by a collective agreement (S_11)

| | |
|--|--------|
| | |
| % of women not covered by a collective agreement | 25.81% |

Percentage of permanent workers aged over 50 (S_12)

| | |
|---------------------------------------|--------|
| | |
| % of permanent employees aged over 50 | 46.73% |

Percentage of permanent employees under 30 (S_13)

| | |
|-------------------------------------|-------|
| | |
| % Permanent employees aged under 30 | 2.01% |



3.6 Health and safety at work

Trend in the annual accident frequency rate (AFR) (S_14)

IF = (número total de accidentes con baja / número de horas trabajadas) x 10⁶

| | 2023 | 2024 | 2025 |
|---|-------|------|------|
| No. of accidents resulting in sick leave per million hours worked | 17.56 | 2.84 | 8.38 |

Trend in the annual accident severity index (AS) (S_15)

AI = (number of days lost due to accidents / number of hours worked) x 10³

| | 2023 | 2024 | 2025 |
|---|------|------|------|
| Number of days lost per thousand hours worked | 0.09 | 0.04 | 0.27 |

Effort in training on occupational risk prevention (S_17)

| | 2025 |
|--|-------|
| Total number of training hours | 1,925 |
| Total number of employees (average annual workforce) | 217 |
| Average number of hours per worker | 8.87 |

Safety and security drills and simulations (S_18)

The following safety and security drills and simulations were carried out in 2025.

Under Regulation (EU) No 725 – Security:

| Port Installation | Exercise Date | Topic | Type | Exercise Type (simulated, real, partial, complete) | Exercise Objective | Participants | Responsible |
|--------------------------------|---------------|---|----------|--|---|--------------------------------------|-------------|
| ESHU-0017 TERMINAL BULK SOLIDS | 2025/09/17 | Cyberattack | Exercise | Real | Train company staff to assist the IT Department in identifying and responding to this type of attack. | All APH staff | J. IT Dept. |
| ESHUV-007 LEVANTE SUR | 2025/09/17 | Cyberattack | Exercise | Real | Train company staff to assist the IT Department in identifying and responding to this type of attack. | All APH staff | J. IT Dept. |
| ESHUV-0029 MUELLE SUR | 2025/09/17 | Cyberattack | Exercise | Real | Train company staff to assist the IT Department in identifying and responding to this type of attack. | All APH staff | J. IT Dept. |
| ESHUV-0029 MUELLE SUR | 2025/05/21 | MARSEC – Explosive attack on the DECAL fishing vessel | Practice | Real | Train the Order and Safety Group and the Protection Organization's staff on the procedures established in the Port Protection Plan. | See attached report | OPP |
| ESHUV-0010 FERTIBERIA ABONO | 2025/12/29 | Threat of explosive placement | Practice | Simulated | Train the Order and Safety Group and the Protection Organization's staff on the procedures established in the Port Protection Plan. | OPP / CPCS Operators / OPIP LP / PP. | OPP |
| ESHUV-0029 MUELLE SUR | 2025/12/29 | Threat of explosive placement | Practice | Simulated | Train the Order and Safety Group and the Protection Organization's staff on the procedures established in the Port Protection Plan. | OPP / CPCS Operators / OPIP LP / PP. | OPP |
| ESHU-0017 TERMINAL BULK SOLIDS | 2025/12/29 | Threat of explosive placement | Practice | Simulated | Train the Order and Safety Group and the Protection Organization's staff on the procedures established in the Port Protection Plan. | OPP / CPCS Operators / OPIP LP / PP. | OPP |

In the context of the Port Security Plan:

| Exercise date | Topic | Type | Exercise type (simulated, real, partial, complete) | Exercise objective | Participants | Responsible |
|---------------|---|----------|--|---|--------------------------------------|-------------|
| 2025/09/07 | Cyberattack | Exercise | REAL | Train company staff to assist the IT Department in identifying and responding to this type of attack. | All APH staff | J. IT Dept. |
| 2025/05/21 | MARSEC – Explosive attack on the DECAL terminal from the fishing vessel | Practice | REAL | Train the Order and Safety Group and the Protection Organization's staff on the procedures established in the Port Protection Plan. | See attached report | OPP |
| 2025/12/29 | Threat of explosive placement | Practice | SIMULATED | Train the Order and Safety Group and the Protection Organization's staff on the procedures established in the Port Protection Plan. | OPP / CPCS Operators / OPIP I.P / PP | OPP |

Under the Port Self-Protection Plan:

| Exercises / practices | Exercise type | Objective | Location | Date | PAU activation | Participants |
|-----------------------|---------------|-----------------------------------|-------------------------------|--|----------------|-----------------------------|
| Cycle I Practice | Practice | Water supply in large fires | Muelle Juan Gonzalo | 2025/01/15; 2025/02/05; 2025/02/26; 2025/03/04; 2025/03/18 | No | Group Six Remolcador Cierzo |
| Cycle II Practice | Practice | Knowledge of the port environment | Muelle Sur | 2025/04/02; 2025/04/23; 2025/05/06; 2025/06/19; 2025/09/10 | No | Group Six Yilport Operators |
| Cycle III Practice | Practice | Industrial fire protocol | Muelle Sur Yilport Facilities | 2025/09/17; 2025/10/08; 2025/10/22; 2025/11/05; 2025/12/19 | No | Group Six Yilport Operators |

| | Maritime Interior Plan |
|------------|--|
| 2025/03/17 | PIM activation drill at Petropesca Levante Norte |
| 2025/03/26 | PIM activation drill at FERTIBERIA |
| 2025/05/22 | PMN - PIM APH - PIM MOEVE - PECLA activation drill |
| 2025/06/12 | PIM DECAL activation drill |
| 2025/07/17 | PIM IMPALA activation drill |
| 2025/11/06 | PIM ENAGAS activation drill |
| 2025/11/27 | PIM ATLANTIC COPPER activation drill |
| 2025/12/10 | LEATRANSA PIM activation drill |
| 2025/12/17 | PIM DECAL activation drill |
| 2025/12/18 | PIM IMPALA activation drill |

With regard to the annual Port Protection Plan exercise, the following objectives were set:

- To improve inter-agency coordination of response and collaboration in the face of terrorist threats.
- To increase the capacity for reaction and coordination between agencies and institutions, with the aim of ensuring an optimal response to a terrorist threat against critical infrastructure.
- Activation and testing of the Huelva Port Protection Plan in the event of a terrorist threat.

- The following institutions, bodies and units participated in and contributed to the exercise: The Navy: operational support functions for the Civil Guard unit carrying out the boarding of the vessel occupied by the terrorist cell. Exchange of intelligence and information in support of the Civil Guard's operation. Collaboration in the search for a possible explosive device submerged in the cliff face of the South Quay.
- Civil Guard:
 - Civil Guard Special Intervention Unit (UEI): interception, boarding and securing of the fishing vessel.

- Civil Guard Headquarters:
 - Criminal Intelligence Group (GIC): Leading the investigation.
 - Maritime Service: Surface security and boarding of the vessel used by the terrorist cell.
 - Canine Service: Search and detection of explosives.
 - Explosive Ordnance Disposal Team (EDEX): Deactivation of the explosive device.
 - Complex Operations Centre (COC): provision of the required resources, coordination of own units and with the operations centres of other agencies,
 - Public Safety Unit (USECIC): Support in establishing the security perimeter.
- Coastal and Border Maritime Surveillance Coordination Centre (CECORVIGMAR): exchange of information with the Navy's Maritime Action Operations and Surveillance Centre (COVAM).
- Huelva Port Authority: activation of the Port Protection Plan, implementation of the security measures set out therein, coordination with the forces involved and communications with all



port facilities in accordance with established communication protocols.

In general terms, the exercise was as follows:

As part of a Civil Guard investigation into jihadist terrorism, the existence of a cell is confirmed which intends to carry out an attack in the Port of Huelva by placing an explosive device to be detonated from a fishing vessel sailing in the outer waters, using the vessel as a means of escape once the explosives have been detonated.

The GIC of the Huelva Command determined the need to establish an operation for the search, location and

deactivation of any explosive devices hidden in the Port of Huelva, as well as the localization and arrest of the terrorists.

Once the information regarding the threat has been received from the COC, the CPCS informs the OPP, who in turn informs the Director of the APH, adopting Level 3 protection measures under the Port Protection Plan (PPP) and proceeding to contact the CPIC to request a change in alert level. From this point onwards, the PPP is made available to the FFCCSE.

Navy divers provide support for the search and location of moored explosive devices, the Canine Service operates on the quay with particular attention to the

passenger terminal, whilst the UEI boards the fishing vessel using the fast-rope technique from a Coast Guard helicopter.

As part of the Self-Protection Plan, in addition to familiarisation with the environment and training in the use of equipment, five exercises were carried out simulating road traffic accidents involving public transport vehicles. In these cases, a rear-end collision occurred between a car and a tanker lorry loaded with ammonia, resulting in a valve rupture and a leak of the substance.

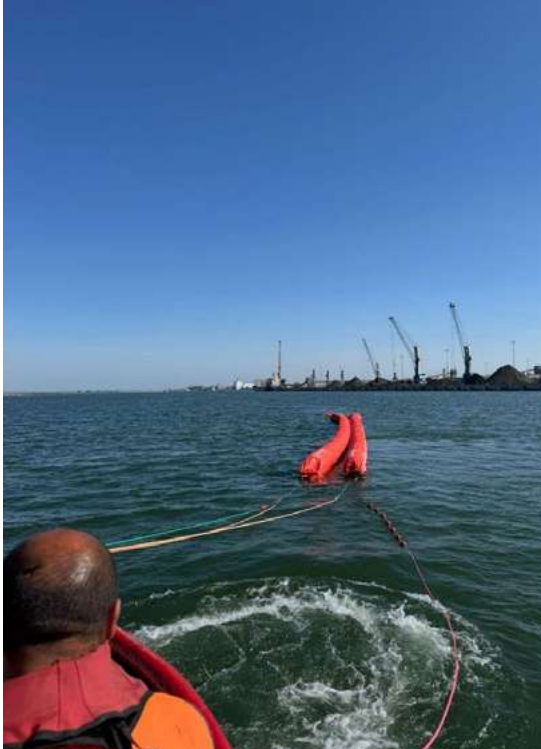
Through these exercises, we have sought to achieve the following objectives:

- To familiarise the Intervention Group with accidents involving vehicles transporting dangerous goods.
- To familiarise the Port Authority, the port police, with their operational procedures.
- To train staff in communication procedures between the parties involved in the Self-Protection Plan.
- Put what has been learnt in previous drills to the test.

Deploying the following teams:

- URQ (Chemical Risk Unit).
- 1 BUP (Heavy Urban Pump).
- 1 BNP (Heavy Tender Pump).
- Port Police vehicles.

With regard to the Internal Maritime Plan, and independently of participation in the mandatory exercises at port terminals, the Directorate-General for the Merchant Navy (DGMM), part of the Ministry of Transport and Sustainable Mobility, through the Huelva Harbour Master's Office (CMH), together with the Maritime Safety and Rescue Society (SASEMAR), Huelva Port Authority (APH), MOEVE and the Civil Protection Department of the Regional Government of Andalusia, conducted a marine pollution response drill, deploying real resources. The scenario was as follows: A vessel moored and loading fuel oil at Berth 4 of the Reina Sofía



The General Directorate of the Merchant Marine, together with the Maritime Safety and Rescue Society, the Port Authority of Huelva MOEVE and Civil Protection carried out a simulation of combating marine pollution.

Jetty (RS4) is struck by a tugboat which, whilst en route to the Juan Gonzalo quay, suffered a loss of power and steering.

Due to the loss of steering, the tugboat is unable to avoid colliding with the moored vessel at the level of its cargo tank, causing a spill of cargo into the estuary. As the impact occurs perpendicular to the jetty, the mooring lines do not break. The loading arm does not disconnect despite the impact, as there is insufficient movement.

The pollution incidents under consideration take place in the port waters of Service Zone I of the Port of Huelva, with the pollution spreading from the Reina Sofía jetty towards the north-west and towards the left bank of the estuary, due to the effect of the tide. This could affect the Marismas del Odiel nature reserve to a lesser extent. The following plans were activated in this exercise:

Maritime subsystem

- PIM MOEVE (DECAL's Internal Maritime Plan for its facilities located in Service Zone I of the Port) The vessel's SOPEP plan is assumed to have been activated.
- PIM PUERTO DE HUELVA (Port of Huelva's Internal Maritime Plan), Zone I.
- PMN (National Maritime Plan for response to marine pollution), at level 1.



Coastal subsystem

- PECLA Regional Government of Andalusia (Territorial Emergency Plan for the Risk of Coastal Pollution in Andalusia), including the PN Marismas del Odiel Self-Protection Plan.
- RIBERA PLAN (State Plan for the Protection of the Seashore against Pollution).

The general objectives of the exercise were:

- To establish response structures and test established operational procedures, as well as to utilise the

available material and human resources to respond to the simulated pollution scenario.

- To strengthen cooperation and assess the level of coordination between the various administrations, bodies, institutions and companies involved in a marine pollution incident and its response, in accordance with the provisions of the National Marine Pollution Response System.
- To familiarise and train response teams in the handling of LCC equipment and resources and in pollution control techniques.

One of the overall objectives of the exercise has been to establish response structures and verify established operating procedures.



- To facilitate the review of the PMN by proposing possible amendments based on the conclusions drawn from the exercise.
- To assess the Spanish Administration's capacity for the management, coordination and response to a pollution incident in different emergency situations, including incidents involving hydrocarbons..

Achieving the following operational objectives:

- Determining the correct adherence to established operational procedures, as well as response and action times with the various resources, and their potential optimisation.
- Strengthening cooperation and coordination between support vessels and resource deployment vessels, as well as the CCS, the area coordinator, the directors of the activated PIMs and the various operational activities.
- Verification that safety standards are maintained throughout the exercise.
- Verification of the condition of the LCC equipment to be deployed during the exercise and the potential combination of equipment from different agencies or bodies, as well as their coordination.

One of the objectives achieved has been the verification that safety standards are maintained throughout the exercise.

3.7 Employment and occupational safety in the port community

Estimated total number of direct jobs generated by maritime freight terminals, maritime passenger stations and companies providing port services (S_19)

Huelva Port Authority conducts socio-economic impact studies every two years. As a new development, Puertos del Estado has developed a new methodology for carrying out this type of study with the aim of standardising the studies across the Port System. Furthermore, the Port Authorities of Andalusia are keen to have impact studies to understand the contribution of port activity to the Andalusian economy. During 2025, coordination efforts took place to address the aforementioned circumstances, whilst work began on the new 2024 Port of Huelva impact study.

Requirement for preventive and safety measures (S_20)

2025 was a year of consolidation and maturity in the management of safety and the coordination of business activities at the Port of Huelva.

The Port Authority has continued to advance a preventive model fully integrated into its operations, strengthening the supervision of construction works, services and port operations, and maintaining constant dialogue with the companies operating within the service area.

This sustained effort has made it possible to keep accident rates very low, falling below the figures recorded in previous years, with no serious accidents occurring at works under the direct supervision of the Department of Safety in Works and CAE.

The work carried out during the year was characterised by the effective application of the Business Activities Coordination Procedure, which has been adapted over previous years to the port regulatory framework and to the guidelines derived from the report by the State Legal Service. This framework has enabled the differentiated management of the various concurrent situations arising

in the port, ranging from the provision of general and port services to activities carried out in concessionary or non-concessionary areas, as well as works and services directly promoted by the Port Authority. The correct identification of each situation has facilitated more precise coordination and supervision better tailored to the characteristics of each activity.

In this context, and in accordance with the procedures established for CAE at service quays, as well as in compliance with Article 65 of the Consolidated Text of the Law on State Ports and the Merchant Navy (TRLPEMM), it is established that the ship's agent acting on behalf of the ship-owner is responsible for ensuring compliance with CAE obligations during the vessel's stay in port. This responsibility covers all activities carried out on board and in the vicinity of the vessel, except for the loading, stowing, unstowing, unloading or transhipment of goods, as well as the embarkation or disembarkation of passengers. In these specific cases, responsibility for the CAE lies with the stevedoring company, which directly carries out the aforementioned operations. The stevedoring company must coordinate with the other companies and workers involved in these activities, ensuring the health and safety of all those involved.



Tharsis Quay.

The Port Authority of Huelva has fully complied with the obligations established in Royal Decree 1627/1997, which requires the preparation of the corresponding safety and health studies.

Mechanisms for the coordination of business activities (S_21)

Huelva Port Authority has fully complied with the obligations set out in Royal Decree 1627/1997, which requires the preparation of the relevant health and safety studies, the appointment of coordinators during the design and execution phases, and the adoption of the necessary measures to ensure the protection of all workers involved. Throughout the financial year, this work was continuously monitored with regular site visits, verifying the effective implementation of the planned preventive measures, the adequate control of risks, and compliance with the safety conditions set out in the

studies and works plans. This monitoring confirms that the work took place in safe conditions and in accordance with the applicable legal requirements.

Smaller-scale activities, which do not fall within the scope of Royal Decree 1627/1997, were also monitored. The prior verification of preventive documentation and site visits conducted during the works made it possible to maintain an adequate level of safety in maintenance work, services and minor interventions that are routinely carried out at port facilities.

With respect to company accreditation, 2025 saw a steady trend. This volume reflects ongoing contracting

activity and the need for a business sector equipped to operate in a complex port environment. Documents were managed electronically, enabling agile and up-to-date monitoring of the safety requirements imposed on contractors.

Coordination prior to the start of works remains an essential element in ensuring safety during activities carried out in the port. Advance notification of planned works, together with the verification of safety documentation, has enabled proper planning of operations and ensured that companies have the necessary human and material resources to work in safe conditions.

During the execution of works, the on-site presence of the Department of Construction Safety and CAE has been constant, with regular visits making it possible to confirm compliance with safety regulations, the suitability of personnel and equipment used, and allowing any detected deviations to be corrected immediately.

The coexistence of activities carried out by the Port Authority and by concessionaires or authorised companies continues to require close coordination. The coexistence of facilities managed directly by the Port Authority, concession areas and common-use zones has required constant cooperation among the various operators to ensure the safety of all personnel carrying out their activities within the port area.

Smooth communication between the parties and the clear identification of responsibilities have enabled the effective management of interactions arising from the concurrence of activities.

To achieve these objectives, the APH's Department of Construction Safety and CAE has utilised various mechanisms and means, including:

- Regular meetings.
- Exchange of Information.
- Specialised computer applications.
- Contracting of specialist firms.
- Drafting of instructions and procedures.



The APH's commitment to occupational health and safety remains a cornerstone for ensuring a safe, efficient and sustainable port environment.

Ro-Ro Ramp.

The coexistence of activities carried out by the APH and by concessionary or authorized companies has continued to require close coordination.

Single access.

Total number and percentage of maritime freight terminals and passenger terminals operating under a concession or authorisation, as well as companies licensed or authorised to provide port or commercial services that have an OHSAS system in place (S_22)

Total number and percentage of maritime terminals and service companies that have implemented an OHSAS or ISO 45001 occupational health and safety management system

| Type of terminal/service | Total no. | No. with OHSAS/45001 | % with OHSAS |
|--|------------------|-----------------------------|---------------------|
| Freight terminal | 6 | 6 | 100% |
| Passenger terminal | 1 | 1 | 100% |
| Stevedoring service | 8 | 5 | 63% |
| MARPOL service | 2 | 2 | 100% |
| Marine technical services (pilotage, towing and mooring) | 3 | 2 | 67% |
| Port services (other) | 50 | 31 | 62% |

Safety and security training initiatives for the port community (S_23)

Training and security initiatives have been limited to joint exercises and drills carried out in both the safety and security domains.

3.8 Relations with the local community

Huelva Port Authority's social commitment is evident in its initiatives to raise awareness of the port's activities and communicate with the public, in actions to improve the port-city interface, and in its commitment to a Corporate Social Responsibility policy focused on its immediate surroundings.

A key instrument for publicising port activities and communicating with the public is the Port of Huelva Reception and Documentation Centre, which also houses its Historical Archive. The centre was created by refurbishing the former locomotive depot and was inaugurated in 2003. Its aim is to raise awareness of the reality of the Port, its work, projects, historical and current socio-economic importance, and its commitment to continuing to generate wealth and opportunities, as well as being a vital part of the local, provincial and regional economy.

In 2025, 73 events were organised in this space, including social events, presentations, exhibitions, talks and working breakfasts. Of the events organised, 57 were APH-organised events, 10 were private events, and 6 were talks and Master's classes.

Today, visitors can enjoy an exhibition in the Exhibition Area of the Reception and Documentation Centre that



Unveiling of the Miss Whitney sculpture next to the Columbus monument.



Press conference to present the Christmas lights at the Reception Centre.



Platalea's visit to the Columbus Monument.

was originally organised for the 2023 Colombinas Festival in Huelva and has been moved to our venue for the public to enjoy, under the title "Port Authorities, Economic Drivers of Andalusia", to mark the 150th anniversary of the Port of Huelva.

In addition, 12 events have been organised on the Paseo de la Ría and in the port area, ranging from cultural to sporting activities, which have fostered the integration of the port and the city. .



Opening of the Muelle del Tinto link.

The social commitment of the Port Authority of Huelva is manifested in initiatives to publicize the port's activity and communicate with citizens.

As well as 33 catamaran trips for organisations and groups in Huelva, as part of the Port's outreach activities.

Guided tours of the port area are also included, starting at the Reception Centre and proceeding along the waterfront, stopping at the Columbus Monument and continuing to the South Quay. 16 tours were conducted, including weekend visits to the lighthouses, attracting 1,000 visitors.



Catamaran service offering a tour along the estuary.

4 Environmental Dimension

4.1 Environmental strategy

In its 2025 Sustainability Report, Huelva Port Authority reaffirms its firm commitment to environmental protection as one of the fundamental pillars of its management model. In line with the approach set out in the 2024 Report, the Port of Huelva has consolidated an environmental strategy during the current financial year based on the prevention of impacts, compliance with applicable regulations and the integration of sustainability criteria into the planning and development of its port activities.

The Port of Huelva's operations take place in an environmentally sensitive area, characterised by its proximity to natural areas of great ecological value and its close relationship with the marine and estuarine environment. This context reinforces the importance of adopting a responsible and proactive approach to environmental matters, aimed not only at minimising the effects associated with port operations, but also at

actively contributing to the conservation and improvement of the environment in which it operates.

For this reason Huelva Port Authority has made a clear and firm commitment to maintaining sustainable port operations, balancing the protection, conservation and improvement of the natural environment with the development of its activities. This is in line with its Strategic Plan 2023–2030, with a vision to 2050, the Strategic Framework for the state-owned port system, and European and national policies on environmental sustainability and the energy transition.

In this context, the Port of Huelva has strengthened the implementation of advanced environmental management tools, such as management systems certified in accordance with the ISO 14001 and PERS (Port Environmental Review System) standards, which constitute a fundamental pillar for ensuring regulatory compliance, the prevention of

environmental risks and the continuous improvement of the organisation's environmental performance.

Furthermore, the development and consolidation of new fuels—in the areas of production, logistics and supply—positions the Port of Huelva as a future energy hub linked to the energy transition. Thanks to its strategic location, its track record as an energy port and its industrial expertise, the Port of Huelva plays a key role in promoting green hydrogen and other alternative fuels, reinforcing its contribution to decarbonisation processes and the transformation of the energy system at both European and national levels.

In doing so, the Port of Huelva reinforces its commitment to reconciling the development of its economic and logistical activities with environmental preservation, moving towards a more sustainable, decarbonised, resilient and environmentally friendly port model.



4.2 Environmental management

ISO 14001:2015 Environmental Management System (A_01)

Huelva Port Authority maintains an Environmental Management System (EMS) with the following certifications:

| | |
|----------------|---|
| ISO 14001:2004 | X |
| PERS | X |

The scope of the EMS is as follows:

General Services, as defined within the regulatory framework of the state port system and the management of the public port domain.

The financial outlay for its maintenance has been:

| | |
|--|--------------|
| Investments related to the implementation or maintenance of the EMS | 298,408.23 € |
| (Investments in EMS/Total tangible and intangible investments) * 100 | 1.18 % |
| Costs associated with the implementation or maintenance of the EMS | 359,710.98 € |
| (EMS expenses/Other operating expenses) * 100 | 1.80 % |



Total financial resources for environmental monitoring and characterisation (A_02)

The environmental measurement or characterisation work carried out during the 2025 financial year concerned:

| | |
|----------------------------|---|
| Water or sediment quality | X |
| Air quality | |
| Protected areas or species | X |
| Soil quality | X |
| Noise | |
| Other habitats or species | X |

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

| | |
|---|--------------|
| Investments in environmental characterisation | 204,245.96 € |
| (Investments in characterisation / Total tangible and intangible investments)*100 | 0.81 % |
| Expenditure on environmental characterisation | 267,869.6 € |
| (Environmental assessment costs / Other operating costs)*100 | 1.34 % |

Cleaning costs for common areas of land and water (A_03)

Huelva Port Authority's responsibilities regarding the cleaning of land areas and the water surface include the cleaning of service roads and quays, as well as the cleaning of the banks of the Odiel estuary when, as a result of storms, materials carried by the river are deposited there.

The costs of cleaning common areas in 2025 are as follows:

| | |
|--|---------------------------|
| Land cleaning costs | 1,492,980.80 € |
| Land service area | 17,841,824 m ² |
| Land cleaning costs / Land service area | 0.09 €/m ² |
| Water surface cleaning costs | 77,159.62 € |
| Area of Zone I | 20,921,100 m ² |
| Water surface cleaning costs / Area I surface area | 0.003 €/m ² |



Environmental training (A_04)

Huelva Port Authority's training and management efforts in environmental matters during 2025 are broken down as follows:

| | |
|---|----|
| Number of staff dedicated to environmental management and supervision | 5 |
| Number of staff who have received accredited environmental training in line with their responsibilities for monitoring or managing the port environment | 0 |
| Percentage of workers with environmental training relative to the average annual workforce in 2025 | 0% |

4.3 Air quality

Sources of emissions (A_05)

The main causes of air quality deterioration in the port are related to dust and particulate emissions.

The main sources of emissions in the port and their significance are detailed below:

| Type of activity | Order of importance ³ |
|--|----------------------------------|
| Industrial activities in concessions (Calculated as the number of concessions where industrial activities involving emissions released into the atmosphere take place) | 1 |
| Emissions from vehicle engines | 2 |
| Emissions from moored ships and cruise ships | 3 |
| Handling of solid bulk cargo using conventional methods (Calculated as the number of licensed stevedoring companies handling bulk cargo using bucket/conventional hopper/lorry or bucket/quay storage/shovel/lorry or lorry/conventional mobile conveyor) | 4 |
| Handling of bulk cargo using special uncovered systems. (Calculated as the number of companies with continuous open or partially covered cargo conveyance systems.) | 5 |
| Storage of solid bulk materials in the open air (Calculated as the number of concessions storing solid bulk materials in the open air) | 6 |
| Emissions from uncovered lorry open boxes | 7 |
| Construction | 8 |
| Cleaning and painting of ship hulls (Calculated as the number of contractors carrying out hull cleaning and painting work outdoors) | 9 |
| Other activities (please specify) | |

³ Order of importance: Record the order of importance of each area using numbers starting from 1, until all significant areas present in the port or ports have been covered.

Complaints or reports regarding atmospheric emissions (A_06)

Huelva Port Authority has a specific procedure for receiving and handling environmental complaints within its Integrated Quality and Environmental Management System. These complaints are referred to the relevant department for resolution. The resolution of the complaint is communicated to the person or organisation concerned via the Integrated Management System.

No formal complaints were received in this regard during 2025.

The Port Authority continues to collaborate in the monitoring of environmental aspects related to port operations and those of concessionary companies, carrying out specific monitoring for incidents of potential atmospheric emissions in the service area in order to establish appropriate preventive and corrective measures, where necessary.

Measures adopted by Huelva Port Authority for emissions control (A_07)

The measures implemented are:

- Supply and installation of wheel washers at the Ingeniero Juan Gonzalo Quay.
- Guidelines on best practice.
- Direct supervision on the quay by Port Authority technicians.
- Sprinkler systems for bulk storage areas and access roads.
- Wind speed-linked warning and information systems.
- Air quality forecasting system.
- Fixed sprinkler system in the storage area of the Ingeniero Juan Gonzalo and Ciudad de Palos quays.
- Mobile irrigation system and intensive cleaning of road spills.



Air quality control (A_08)

With regard to air quality control, operations are continuously monitored, particularly in areas where solid bulk materials are loaded and unloaded (as these are the most significant sources of air pollution), with specific measures put in place during operations, including misting with sprayers where necessary for operations involving high levels of dust.

In the rest of the service area, intensive monitoring is also carried out by the Sustainability and Energy Transition Department, with the aim of identifying needs and establishing the corresponding preventive and/or corrective measures, where appropriate.

4.4 Water quality

Sources of discharge (A_10)

The sources of water pollution present in the port or ports, in order of relevance, are:

| Source of discharge | Order of importance ⁴ |
|--|----------------------------------|
| Rivers, streams, ravines or irrigation channels | 1 |
| Industrial discharges from port concessions | 2 |
| Non-compliant discharges from ships (bilge water, etc.) | 3 |
| Refuelling and provisioning of ships at berth | 4 |
| Accidental discharges during the loading/unloading of liquid bulk cargo | 5 |
| Poor practices in the cleaning and maintenance of quays and equipment | 6 |
| Spills during the loading/unloading of solid bulk cargo | 7 |
| Dredging | 8 |
| Treated urban wastewater (WWTPs) | 9 |
| Cleaning and blasting of ship hulls | 10 |
| Construction | 11 |
| Rainwater or irrigation runoff, unchannelled or channelled without treatment | NA |
| Untreated urban wastewater | NA |
| Bunkering of anchored vessels | NA |
| Other discharges (specify) | NA |



The main cause of deterioration in the quality of the port's waters is discharges upstream into rivers and streams, including acid drainage from mines. An inventory and characterisation of the various sources of discharge and pollution of the port's waters has been carried out.

⁴ The order of importance is recorded in ascending order from 1 onwards. NA, where Not Applicable.

Measures adopted by Huelva Port Authority to control discharges (A_11)

The measures implemented to improve and control the quality of the waters in the port of Huelva are:

- Connection of the South Quay to the sewerage system.
- Collection of water on the quays and fitting of paving on the Ing. J. Gonzalo and C. de Palos quays.
- Connection of the sewerage system to the main network in the area around the Columbus monument.
- Regular campaigns to assess water and sediment quality.
- Direct supervision on the quays by Port Authority technicians.
- Installation of designated areas for equipment cleaning and maintenance.
- Improvements to stormwater management (collection, channelling, catch basins, storm water tanks, etc.).
- Specific environmental requirements regarding wastewater and stormwater management in concession grant conditions.
- Environmental requirements regarding equipment maintenance and cleaning in service specifications and concession terms.
- Good practice agreements.
- Approval of Internal Maritime Plans (PIM) for responding to marine pollution emergencies.
- Improvements in the provision of dedicated resources for combating accidental marine pollution.

During audits for environmental best practice incentives, all binding environmental authorisations are reviewed. Furthermore, the Department of Sustainability and Energy Transition has been monitoring of all these requirements.

Notable actions carried out by Huelva Port Authority in 2025 include the “upgrading of drainage in the back street of the Huelva Port workshops”, the “new drainage system and lining of gutters on the new access road to the machinery park”, “works to improve the stormwater network around the Monument to Columbus” and “drainage of the coastal road from KP 2+300 to KP 2+580”..

During 2025, the Port Authority of Huelva carried out the "drainage improvement in the street behind the workshops at the Port of Huelva".

Water quality characterisation campaigns (A_12)

During 2025, no water quality monitoring campaigns were carried out in the Service Area other than those arising from EIA obligations.

However, eleven water quality characterisation campaigns⁵ were carried out in connection with dredging works. The parameters typically measured during these characterisation campaigns include: dissolved oxygen, pH, redox potential, conductivity, temperature, salinity, turbidity, suspended solids, total nitrogen, phosphates, oxidisable organic carbon and metals (mercury, cadmium, lead, copper, zinc, chromium, nickel and arsenic).

5) In relation to the EIA and Resolution of 16 December 2024 of the Directorate of Quality, Environmental Assessment and the Natural Environment.

Sewerage and wastewater treatment network (A_13)

Within the Port of Huelva’s service area, the facilities designated for industrial use have their own sewerage network connected to the municipal network. As for the remaining areas used for port activities, there is also an extensive sewerage network that collects wastewater and conveys it to the Municipal Wastewater Treatment Plant for final treatment.

In detail, the proportions are as shown in the table below:

| Type of treatment | % of area ⁶ |
|---|------------------------|
| Percentage of the land service area’s surface area covered by a sewerage network (regardless of where it discharges and the treatment received) | 100.0 |
| Percentage of the area of the land-based service zone with a sewerage network connected to the municipal sewer or to a wastewater treatment plant | 99.9 |
| Percentage of land area discharging into septic tanks | 0.01 |

6) These percentages refer to the service area of the port with facilities in which port operations are carried out or may be carried out. For this list, the area of the service zone corresponding to marshland without facilities has been excluded.

Runoff water treatment (A_14)

With regard to stormwater, the extent of collection is indicated below:

| Type of network | % of land area ⁷ |
|---|-----------------------------|
| Percentage of land area covered by a stormwater collection network. | 100% |
| Percentage of the Service Area's surface area covered by a system for the collection and treatment of surface runoff. | 100% |

The stormwater tank at the Ingeniero Juan Gonzalo Quay is currently used to collect rainwater.

Schematic description of the technical resources used for cleaning the water surface and the weight of floating debris collected during the year (A_15)

On 6 September 2025, Huelva Port Authority (2025–2030) signed a new contract for the maintenance of navigational aids and the fight against marine pollution. This contract includes the cleaning of the water surface, is valid for a period of 3 years, and extendable for a further 2 years at the discretion of Huelva Port Authority.

The following table details the service for the removal of floating debris from the port's water surface during 2025:

| | |
|-------------------------------------|------------------------------------|
| No. of vessels | 3 |
| Cleaning frequency | In the presence of floating debris |
| Weight of waste collected in tonnes | 7.093 |

⁷) It should be noted that these percentages relate to the service area in which activities are carried out or may be carried out. The area of the service zone corresponding to marshland and areas without facilities has been excluded.



Volume of wastewater discharges generated by the Port Authority, or discharged via sewers owned by the Port Authority, broken down by type (A_17)

The activities of Huelva Port Authority that generate wastewater discharges originate from:

- Offices, Levante Quay: UWW (Urban Wastewater)
- South Quay: UWW (Urban wastewater)
- Ingeniero Juan Gonzalo Quay: IWW (Industrial wastewater).

The destination of this wastewater:

| | |
|-------------------|---|
| Municipal sewer | Offices and Levante Quay (Stormwater) |
| Sewerage network | South Quay (Offices): connection to the sewerage network |
| On-site treatment | In operation at Muelle Ingeniero Juan Gonzalo: storm water tank |

All the water discharged into the estuary is rainwater. There are various points of clean rainwater within the service area that, due to their condition, do not require treatment, nor do they have flow or volume measurement devices.

Activation of the Internal Maritime Plan (PIM) (A_16)

| | |
|---|---|
| Number of marine pollution incidents that did not require activation of the PIM* | 0 |
| Number of marine pollution emergencies requiring activation of the PIM. From a concession without the need to activate the Port's PIM ("Alert") | 3 |
| Number of marine pollution emergencies that have required activation of the Port's PIM ("Alert")(**) | 4 |
| Number of marine pollution emergencies that have required the activation of the National Maritime Plan ("Situation 1 or higher") | 0 |

(*): In accordance with the procedures established in the APH PIM, the activation of the PIM for any concession requires the activation of the APH PIM at least at the alert stage.

(**): Activation of the APH PIM in Emergency Phase, Response Level 1 or 2.

4.5 Noise

Sources of noise (A_18)

The potential sources of significant noise emissions in the Port of Huelva are as follows:

| Type of activity | Order of importance ⁸ |
|-------------------------------------|----------------------------------|
| Scrap metal handling | NA |
| Other activities (please specify) | NA |
| Industrial activity in concessions. | 1 |
| Lorry traffic | 2 |
| Ships berthed | 3 |
| Port machinery | 4 |
| Rail traffic | 5 |
| Construction | 6 |
| Container handling | 7 |
| RO-RO terminal operations | 8 |
| Leisure venues | 9 |

⁸ The order of importance is listed in descending order from 1 to 4. NA, where Not Applicable

Complaints or reports regarding noise (A_19)

Huelva Port Authority has a specific procedure for receiving and handling complaints, which are recorded in a register. In this way, suggestions or complaints are formally recorded and then forwarded to the relevant department for prompt handling, along with a response to the user.

In 2025, no noise complaints were recorded.

This is primarily because the service quays where the main port activity is concentrated are located in the Outer Port, away from population centres. This is why Huelva Port Authority does not plan to produce a noise map nor has it adopted measures to control noise emissions linked to port activity.

This is why very few complaints have been received in recent years, both at the inner and outer docks.

| | 2023 | 2024 | 2025 |
|----------------------|------|------|------|
| Number of complaints | 0 | 1 | 0 |

4.6 Waste management

Percentage of waste generated by the Port Authority that is sorted and recycled (A_22)

Huelva Port Authority monitors the volume of waste generated at its facilities, recording the amount that undergoes a recovery process.

The percentage of waste produced by the Port Authority that has been separately collected and subsequently recovered during 2025 is:

| Type of waste | Separate collection (Tm of separated waste / Tm of total waste generated) *100 | Recovery (Tm of recovered waste / Tm of total waste generated) *100 |
|-----------------|--|---|
| MSW | 25.63% | 24.70% |
| Hazardous waste | 0.33% | 0% |
| Oils | 0% | 0% |

The volume of waste related to the cleaning service in 2025 is classified as follows:

| Type of waste | Total amount collected during the year in tonnes | Percentage of total collected. |
|---------------|--|--------------------------------|
| Inert | 574.23 | 36.57 |
| Non-hazardous | 1,570.11 | 100 |
| Hazardous | 0 | 0 |

Activities or sources of waste generation within the port (A_23)

Within the Service Area there are various sources of waste generation comparable to municipal, inert or hazardous waste, and depending on the volume of waste generated, the following sources should be noted, listed in order of importance:

| Type of source or activity | Order of importance |
|---|---------------------|
| Delivery of MARPOL waste | 1 |
| Concession activities generated by concessions | 2 |
| Cargo and stowage waste (discarded cargo, packaging, etc.) | 3 |
| Cleaning of quays, roads and communal areas | 4 |
| Residues from sweeping during the handling of solid bulk cargo. | 5 |
| Fishing (packaging, nets, fish remains, etc.) | 6 |
| Construction | 7 |
| Machinery maintenance | 8 |
| Septic tank cleaning | 9 |
| Water surface cleaning (floating solids) | 10 |
| Cleaning up accidental spills | 11 |
| Bar, leisure and retail activities in the service area | 12 |
| Other activities | |

Measures to improve waste management (A_24)

Among the measures promoted by the Port Authority to improve waste management within the Port Community, the following are particularly noteworthy:

- Existence of recycling points with separate waste collection. These recycling points are intended for the collection of the following waste:
 - Waste generated by the Port Authority itself, from offices and APH buildings.
 - Waste from ships (MARPOL), managed by an authorised waste manager contracted by Huelva Port Authority.
 - A waste transfer centre operated under concession by an authorised waste manager contracted by the stevedoring companies.
- Compliance with internal regulations.
- Penalties for dumping waste in unauthorised areas.
- Regular monitoring of port concessionaires and service providers to verify compliance with the administrative requirements established by the Waste Act through environmental incentive audits in which

the Port Authority participates, as well as through the daily environmental surveillance carried out by the Environmental Police and across all facilities in the service area.

- Good practice agreements.

Management of dredged material (A_25)

The areas of control, both during dredging operations and during disposal within the port area or at the marine disposal site include: water quality, sediment quality, monitoring of marine biota, protection of protected areas, and control of noise and emissions from the dredger, etc. The Port of Huelva was awarded the “Working with Nature” prize, which recognises dredging management with environmental benefits. The award was presented at the 35th PIANC World Congress, held in South Africa, where new ways of implementing sustainability in maritime transport were explored.

Maintenance dredging was carried out in 2025.

The volumes and characteristics are set out below:

| | m ³ | % of total |
|--|----------------|------------|
| Total volume of dredged material | 323.110 | 100% |
| Volume of Category A material | 49.957 | 15,46% |
| Volume of Category B material | 0 | 0 |
| Volume of Category C material | 273.153 | 84,54% |
| Volume of material classified as waste | 0 | 0 |

4.7 Natural environment

Natural areas in the vicinity of the Port of Huelva (A_26)

The Port of Huelva is situated in an area of great environmental and biological richness, with a number of protected natural areas adjacent, or even within the Service Zone, covering a total area of approximately 12,000 hectares, of which 560 are included within the Port of Huelva Service Zone.

These areas have various protection statuses, such as: Natural Area, Nature Reserve, Biosphere Reserve (MAB Programme), Wetlands of International Importance included on the RAMSAR List, Special Protection Areas for Birds (SPAs) and Sites of Community Importance (SCIs), and are listed below:

| Name | Type of area ⁹ | Distance from the port ¹⁰ |
|---|---------------------------|--------------------------------------|
| Marismas del Odiel Natural Area | MAB, RAMSAR, ZEPA, LIC | Partially included |
| Estero Domingo Rubio Natural Area | ZEPA, LIC | 0 Km |
| Laguna de Palos y las Madres Nature Reserve | RAMSAR, LIC | 3,2 Km |
| Isla de Enmedio Nature Reserve | MAB, RAMSAR, ZEPA, LIC | 1 Km |
| Marismas del Burro Nature Reserve | MAB, RAMSAR, ZEPA, LIC | 0 Km |

9) SCI, SPA, Ramsar Wetland, Site of Cultural Interest (BIC), etc.

10) This refers to the distance to the physical port, i.e. the land area and Zone I. Where it is wholly or partly within this area, the following will be indicated: 'included' or 'partially included', as appropriate. Where it is adjacent, the following will be indicated: 0 km.





Protected natural areas in the vicinity of the Port of Huelva.
Source: own elaboration.

Among these areas, the Marismas del Odiel Natural Area stands out for its environmental value and size (6,631 ha); it has been designated a Biosphere Reserve, a Special Protection Area (SPA) and a Site of Community Importance (SCI), and is included on the Ramsar List.

This site is partially included within the Port Service Area, covering an area of 562 hectares, specifically on the right

bank of the Odiel estuary where there are virtually no port operations. There is, therefore, a close link between the management of this natural area and the Port Authority, which forms part of its Board of Trustees.

The ecological value of the Marismas del Odiel Natural Area lies in its estuarine, tidal and inland marsh ecosystems, as well as highly productive coastal sandbank ecosystems,

which constitute a strategic site for the nesting and rearing of migratory birds and are home to a wide variety of habitats and landscapes.

Designated a Biosphere Reserve since 1983, the Marismas del Odiel Natural Area is a habitat for protected species such as the spoonbill, grey heron, purple heron, marsh harrier, osprey, flamingo, black stork and otter, amongst others.

Outline description of projects to regenerate the natural environment undertaken by the Port Authority, and an estimate in euros of the cost of these measures (A_28)

| Landscape improvement measures | |
|---------------------------------|---|
| Name | Connection of the Riotinto loading quay |
| Location | Riotinto Quay, Huelva. |
| Status | Status in 2025: completed |
| Year | 2024-2025 |
| Reason | Connection of the ore loading quay of the former Rio Tinto company |
| Description | <p>Construction of the Rio Tinto Company’s jetty, which in the 19th century belonged to a British business group (The Rio Tinto Company Limited), began in approximately September 1874. Due to the boom in industrial activity and the increase in road traffic, in the 1960s work began on dismantling the structure, prioritising the arches in the 50-metre section that linked the landward part with the section extending into the estuary, which featured two large arches allowing the passage of the railway line to Punta del Sebo and the road heading in the same direction. Given its importance and significance in the history of Huelva and its port, on 18 March 2023, the Rio Tinto Company’s ore wharf was declared a Site of Cultural Interest, in the monument category (Decree 73/2003, BOJA No. 65, 04/04/2003). The work carried out on the old ore loading bay involved joining the two existing sections at their upper level by installing a deck consisting of two metal lattice girders similar to the existing ones, supported by two new porticoes with columns founded on micropiles. The decking of the new section consists of GRP (Glass-Reinforced Polyester) slats, similar to those already installed around the quay. The handrail of the new section consists of vertical frames similar to the existing ones and round connecting elements; it has been fitted with safety glass to prevent objects from falling onto the road and to comply with safety recommendations.</p> |
| Investment and expenditure in € | €586,685.69 |



Landscape improvement measures

| | |
|---------------------------------|---|
| Name | Tharsis Quay Refurbishment |
| Location | Tharsis Quay |
| Status | Development status in 2025: in progress |
| Year | 2022-2026 |
| Reason | In 2025, work continues at the Port of Huelva to maintain and restore our architectural heritage. |
| Description | <p>This project involves the structural restoration of the property known as the Loading Quay of the Spanish Tharsis Mining Company in the Port of Huelva, listed in the General Catalogue of Andalusian Historical Heritage as a Monument. This quay has been declared a Site of Cultural Interest, establishing its protection regime under Law 16/1985 of 25 June on Spanish Historical Heritage.</p> <p>The Loading Quay of the Compañía Española de Minas de Tharsis forms part of the body of civil and industrial engineering works carried out in the province of Huelva during the second half of the 19th century as a result of the development of mining activity, following the boom in the exploitation of mines located in the Mining Basin and the Andévalo region.</p> |
| Investment and expenditure in € | €2,392,641.71 |



4.8 Eco-efficiency

Land use (A_29)

The percentage of the service area occupied by the company's own or leased active facilities (8,199,546 m²) is 45.96% of the total area (17,841,824 m²), although if we consider the 7,382,473 m² of usable area (excluding the 10,459,351 m² of marshland), the percentage would be 41.38% of this area.

Water consumption (A_30)

Management of the Port's water supply network, whose consumption points are 100% monitored, is outsourced to the municipal water company Aguas de Huelva, which is responsible for selling water within the Port.

The trend over the last three years in the Port Authority's total annual water consumption, expressed as total cubic metres and as cubic metres per square metre of the Service Area, is as follows:

| | 2023 | 2024 | 2025 |
|--------------------------------------|------------|------------|------------|
| Consumption in m ³ | 219,163.00 | 199,756.00 | 201,623.00 |
| Service area in m ² | 17,841,824 | 17,841,824 | 17,841,824 |
| Ratio m ³ /m ² | 0.012 | 0.011 | 0.012 |

Port Authority water consumption by use in 2025:

| Source of consumption | % of total |
|---|------------|
| Domestic/offices | 8.01 |
| Irrigation of green areas | 70.96 |
| Dust suppression systems using irrigation (only if owned by the PA) | 19.10 |
| Other uses (specify): Fountains, fire hydrants | 1.93 |

Huelva Port Authority has installed meters to gain a better understanding of consumption by application and to detect leaks as a cost-saving measure.

Trend, over at least the last three years, in the efficiency of the water distribution network, expressed as a percentage, for those Port Authorities that directly manage said distribution network (A_31)

It is important to highlight the significant efforts made by Huelva Port Authority to prevent potential water wastage. The following shows the trend over the last three years:

| | 2023 | 2024 | 2025 |
|------------------------|--------|--------|--------|
| Network efficiency (%) | 74.15% | 74.23% | 74.28% |

Electricity consumption (A_32)

Electricity is distributed in the Port of Huelva via the various infrastructure networks belonging to ENDESA Distribución. Since 1 July 2009, pursuant to Decree-Law 485/2009 of 3 April, operators carrying out their activities within the service area of Huelva Port Authority have been able to contract the purchase of electricity from the supplier best suited to their needs from among those present in the market.

The trend over the last three years in total annual electricity consumption at Port Authority facilities and

in the lighting of common areas, expressed as total kWh and as total kWh per square metre of the Service Area, is as follows:

| | 2023 | 2024 | 2025 |
|--------------------------------|--------------|-------------|------------|
| Consumption in kWh | 4,703,055.36 | 4,281,724.1 | 4,080,434 |
| Service area in m ² | 17,841,824 | 17,841,824 | 17,841,824 |
| KWh/m ² ratio | 0.263 | 0.240 | 0.229 |

Port Authority electricity consumption by use in 2025:

| Source of consumption | % of total |
|--|------------|
| Street lighting | 79.06 |
| Offices (lighting, air conditioning, etc.) | 19.45 |
| Other uses (signage) | 1.47 |

As a control and savings initiative, it is worth highlighting the continued development in 2025 of the energy efficiency project that has been underway since 2019. Furthermore, the APH has been sourcing its electricity from a supplier with a 100% renewable energy mix, contributing to a 100% reduction in CO₂ emissions from the Main Office.

It should be noted that there are new facilities in use (such as the Fish Market, Ciudad del Marisco, and the Multifunctional Building), as well as shared port areas, which have increased energy consumption compared to previous years.

Fuel consumption (A_33)

The trend over the last three years in the total annual fuel consumption by Huelva Port Authority, expressed as total cubic metres and as cubic metres per square metre of Service Area, is as follows.

Throughout 2025, the focus remained on energy efficiency measures such as optimising lighting and upgrading the vehicle fleet by replacing diesel vehicles with hybrids.

| | 2023 | 2024 | 2025 |
|---|------------|------------|------------|
| Total fuel consumption in kWh | 242,421.41 | 220,478.83 | 266,568.53 |
| Service area surface area in m ² | 17,841,824 | 17,841,824 | 17,841,824 |
| KWh/m ² ratio | 0.014 | 0.12 | 0.015 |

| Consumption by fuel type in 2025 | |
|---|------------|
| Fuel type | % of total |
| Natural gas | 0 |
| Butane or propane gas, or liquefied petroleum gases | 0 |
| Petrol | 59.50 |
| Diesel | 40.50 |
| Biodiesel | 0 |

| Fuel consumption by use in 2025 | |
|---------------------------------|------------|
| Sources of consumption | % of total |
| Heating/Domestic Hot Water | 0 |
| Vehicles | 83.52 |
| Boats | 0 |
| Generators | 16.48 |
| Other uses | 0 |

4.9 Port community

The Port of Huelva Service Area is home to a wide range of activities, notably industrial and associated activities, and activities related to the fishing industry.

Environmental conditions in the Specific Specifications for port services, in the terms of award and in concession or authorisation agreements (A_34)

The Specifications for concessions and service requirements are tools through which the Port Authority establishes specific environmental requirements. Among these requirements, we highlight those addressing the following aspects:

- Reference to specific operational practices for the control of environmental aspects.
- Requirements regarding the level of tidiness and cleanliness of work facilities.
- Requirements regarding waste management.
- Control of soil contamination and decontamination in concessions.

- Compliance with general and activity-specific legal requirements.

Environmental management systems in port facilities (A_35)

The extent of implementation of the EMS by service providers and cargo handling terminals is:

| Total number and percentage of maritime terminals and service companies that have implemented an EMS whose scope covers all their activities | | |
|--|-----------------------|------------|
| Type of terminal/service | Total number with EMS | % with EMS |
| Freight terminal | 6 | 100 |
| Passenger terminal | 1 | 100 |
| Stevedoring service | 4 | 50 |
| MARPOL service | 2 | 100 |
| Nautical technical service | 2 | 50 |
| Port services (other) | 23 | 46 |





Puerto de Huelva

Autoridad Portuaria de Huelva

5 List of indicators



List of indicators

I_01. Functions and legal status

I_02. Functions and method of election of the governing and management bodies

I_03. Estructura del Consejo de Administración

I_04. Management and support systems

I_05. Steering Committee

I_06. Sector-specific technical committees supporting the Board of Directors

I_07. General technical characteristics of the port

I_08. Infrastructure under construction or in the planning stage and its intended purpose

I_09. Industrial and Logistics Promotion Initiatives

I_10. Traffic trends

I_11. Hinterland and foreland. Main origins and destinations of goods

I_12. Turnover invoiced to the five main customers

I_13. Key economic sectors that rely on the port for their development

I_14. Services provided by the port

I_15. Number of companies operating in the port under a concession, authorisation or licence

I_16. Actual land area for commercial use

I_17. Percentage of tonnes handled at concessionary or authorised maritime freight terminals

I.18. Information mechanisms provided by the Port Authority to ensure transparency regarding the conditions for operators wishing to provide services in the Port or apply for a concession

I.19. Port Authority initiatives to improve service efficiency and quality

I.20. Companies eligible for a bonus to incentivise improvements in service quality

I.21. Initiatives for receiving or managing complaints or suggestions

I.22. Current road and rail access routes, planned actions and promotion of port-rail intermodality

I.23. Boosting traffic handled via road loading and unloading

I.24. Trends in rail and road transport and road freight operations

I.25. Stakeholder groups

I.26. Communication with stakeholders

I.27. Main concerns of stakeholders

I.28. Coordination and collaboration projects with other administrations

I.29. Technical and business associations to which Huelva Port Authority belongs

I.30. Commercial promotion initiatives

I.31. Expenditure on the commercial promotion of the port

I.32. Communication projects and provision of services via the internet or other telematic channels

I.33. R&D&I projects promoted by the Port Authority

I.34. Foundations and socio-cultural initiatives supported by Huelva Port Authority

I.35. Projects aimed at improving the Port-City interface

I_36. Financial resources allocated to protection and safety

I_37. Financial resources allocated to environmental matters

E_01. Return on assets

E_02. EBITDA performance

E_03. Debt service

E_04. Dormant assets

E_05. Trends in operating expenses and revenue

E_06. Trends in public investment

E_07. Trend in third-party investment

E_08. Assessment of asset renewal

E_09. Trend in revenue from occupancy and activity charges

E_10. Trend in tonnes handled per square metre of commercial floor space

E_11. Trend in tonnes handled per linear metre of active quay

E_12. Trend in net turnover per employee

E_13. Trend in EBITDA per employee

S_01. Total number of employees

S_02. Percentage of temporary workers out of the total number of permanent staff

S_03. Workforce distribution by area of activity

S_04. Percentage of employees covered by collective agreements

S_05. Mechanisms for employee representation and communication with management

S_06. Mechanisms for the technical participation of employees in the improvement of production processes

S_07. Percentage of employees participating in training programmes

S_08. Average hours of training per worker

S_09. Number of ongoing training programmes relating to the competency-based management system

3.5 Workforce structure and equality

S_10. Percentage of women in the total workforce

S_11. Percentage of women not covered by a collective agreement

S_12. Percentage of permanent workers aged over 50

S_13. Percentage of permanent employees under 30

S_14. Trend in the annual accident frequency rate (AFR)

S_15. Trend in the annual accident severity index (AS)

S_17. Effort in training on occupational risk prevention

S_18. Safety and security drills and simulations

S_19. Estimated total number of direct jobs generated by maritime freight terminals, maritime passenger stations and companies providing port services

S_20. Requirement for preventive and safety measures

S_21. Mechanisms for the coordination of business activities

S_22. Total number and percentage of maritime freight terminals and passenger terminals operating under a concession or authorisation, as well as companies licensed or authorised to provide port or commercial services that have an OHSAS system in place

S_23. Safety and security training initiatives for the port community

A_01. ISO 14001:2015 Environmental Management System

A_02. Total financial resources for environmental monitoring and characterisation

A_03. Cleaning costs for common areas of land and water

A_04. Environmental training

A_05. Sources of emissions

A_06. Complaints or reports regarding atmospheric emissions

A_07. Measures adopted by Huelva Port Authority for emissions control

A_08. Air quality control

A_10. Sources of discharge

A_11. Measures adopted by Huelva Port Authority to control discharges

A_12. Water quality characterisation campaigns

A_13. Sewerage and wastewater treatment network

A_14. Runoff water treatment

A_15. Schematic description of the technical resources used for cleaning the water surface and the weight of floating debris collected during the year

A_16. Activation of the Internal Maritime Plan (PIM)

A_17. Volume of wastewater discharges generated by the Port Authority, or discharged via sewers owned by the Port Authority, broken down by type

A_18. Sources of noise

A_19. Complaints or reports regarding noise

A_22. Percentage of waste generated by the Port Authority that is sorted and recycled

A_23. Activities or sources of waste generation within the port

A_24. Measures to improve waste management

A_25. Management of dredged material

A_26. Natural areas in the vicinity of the Port of Huelva

A_28. Outline description of projects to regenerate the natural environment undertaken by the Port Authority, and an estimate in euros of the cost of these measures

A_29. Land use

A_30. Water consumption

A_31. Trend, over at least the last three years, in the efficiency of the water distribution network, expressed as a percentage, for those Port Authorities that directly manage said distribution network

A_32. Electricity consumption

A_33. Fuel consumption

A_34. Environmental conditions in the Specific Specifications for port services, in the terms of award and in concession or authorisation agreements

A_35. Environmental management systems in port facilities



Puerto de Huelva



Autoridad Portuaria de Huelva