A consortium of leading British and European lenders has agreed a £200m package of loans to support the Port of Dover’s flagship capital building programme. The Dover Western Docks Revival Project will create a purpose-built cargo and logistics facility at the Port, which currently handles up to £119billion of UK trade each year.

Allianz Global Investors has agreed to provide the programme with a £55million private placement bond; RBS and Lloyds Bank have each provided a £35million revolving credit facility; and the European Investment Bank has confirmed a £75million loan.

Port of Dover Chief Executive, Tim Waggott, said: “Dover Western Docks Revival is the single biggest investment ever undertaken by the Port of Dover. It will define how we operate for decades to come. “Currently handling 17 per cent of all the UK’s trade in goods, it is crucial the Port continues to evolve to meet the demands of an ever-changing political and trading landscape. “The financial support supplied by blue chip lenders underlines the critical role Dover fulfils for UK and European economies, businesses and consumers. A prominent role which will remain into the future post Brexit.”

A third of ships get green discount at Gothenburg

Last year, one in three ships at the Port of Gothenburg received an environmental discount on the port charges. This represents an increase of 83% on the previous year.

In total, 75 vessels received a discount of 10% on the port charges compared to 41 in 2015. Edvard Molitor, Environmental Manager at Gothenburg Port Authority, said: “The growing number of vessels classified as green is highly encouraging. They are also vessels that call at the port on a regular basis.”

The discount is based on two separate environmental indexes, Environmental Ship Index and Clean Shipping Index. Vessels that have a score of at least 30 according to ESI, or which are classified as green according to CSI, receive a 10% discount on the port charges.

An additional discount is available for vessels that run on liquefied natural gas (LNG). By using LNG as a marine fuel, emissions of sulphur and particles are reduced to almost zero and nitrogen oxide emissions by 85-90%.

The aim is for shipping companies to be encouraged to mitigate their environmental impact in a way that goes beyond laws and regulations.
Port of Ipswich investment tops £5.4m in 2016

ABP invested £5.4m into the Port of Ipswich in 2016, upgrading facilities and replacing equipment as tonnage figures show increased levels of cargo moving through the port in the last 12 months.

In 2016, the Port of Ipswich committed £2.2 million to the construction of a new 40,000 square foot bulk store which is due for completion in April. This will be used to meet the demands for additional agribulk storage. Additionally, the port worked with local company Spirit Yachts to refurbish their existing property to give them the ‘best facility’ on the East Coast of the UK, providing £300,000 in funding for the project. More than £1.6 million was spent on new equipment including five cargo handling grabs, four forklift trucks and a new Mantsinen tracked mobile high capacity crane.

2016 end of year figures also showed that Ipswich handled 2.6 million tonnes of cargo through the port, a 13% increase overall from 2015. More specifically, there was a 22% (1.25m tonnes of cargo) increase of exported cargo handled at the port.

Brave Tern arrives in Sassnitz-Mukran for Wikinger work

Turbine installation has begun at the 350MW Wikinger offshore wind farm in the German Baltic Sea. Jack-up vessel Brave Tern has been loaded with the first Adwen AD 5-135 turbine components at the Port of Sassnitz-Mukran and is awaiting a weather window to begin installation. Installation of the project’s 70 four legged jacket foundations was also completed on the 2nd January by Offshore Windforce, a subsidiary of Boskalis. Installation began in April 2016 and was carried out using the Toklift 4 and Giant 7 heavy lift vessels. The €1.4bn Wikinger project spans an area of approximately 34km² and is on schedule to enter full operation by the end of 2017.

Brave Tern is owned and operated by Fred Olsen Windcarrier. The 132m vessel has a 5.6m draft and can lift up to 800 tonnes to a maximum height of 120m. It will install the 70 turbines over the coming months becoming fully commissioned by the end of 2017. The Port of Sassnitz-Mukran will be the installation base and the O&M base in the future.

Port of the Month - Lowestoft

- Situated directly opposite major continental ports, the Port of Lowestoff serves the sea routes between the UK, Europe, Scandinavia, and the Baltic States. The port is linked by the A12 and A14 to the M11 and M25.
- The port acts as construction coordination and operation base for Galloper and East Anglia ONE OWF as well as being an O&M base for Greater Gabbard OWF.
- Construction has also started on the new ScottishPower Renewables operation base for the East Anglia One OWF.
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Boskalis receives LOI for €480m port project

Royal Boskalis Westminster N.V. (Boskalis) has received a Letter of Intent to Award a contract for the development of the port of Duqm in Oman. The contract with a value of approximately EUR 480 million will be awarded by Sezad (Special Economic Zone Authority Duqm). The final award is subject to Sezad satisfying certain conditions. The contract includes the engineering, design, procurement and construction of a bulk liquid berth terminal. The Port of Duqm is an existing strategic dry dock and industrial free trade zone located in the Al Wusta Region between Muscat and Salalah and has been designated as a Special Economic Zone. Various dredging & civil activities will be executed under the responsibility of Boskalis, including the deepening of the port basin to a depth of 18 meters, reclamation of new land, the construction of a quay wall with a length of one kilometre, a double berth jetty island and stone revetment. The dredging scope will be executed by the new mega cutter Helios, which will be taken into service mid-2017, and a jumbo hopper and medium-sized trailer suction hopper dredger. Based on the current expectations, the design activities are due to commence in the coming weeks and equipment will be mobilised mid-2017. The project is expected to be completed in 2020.

If you wish to submit a news story, advertise within the newsletter or to have your port featured as ‘Port of the Month’ please contact us:
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DCT Gdansk in record year

In 2016 Deepwater Container Terminal Gdansk handled approximately 1.3 million TEU - a record for the terminal. This achievement was influenced by many factors, from the growing need for direct calls of oceanic container vessels in the Baltic to the visible growth of cargo targeted at Eastern and Central European markets. As well as proving to be an attractive transshipment hub for the shipping lines delivering cargo in that part of the world. Last year also saw one of the largest investments in Pomerania – the construction of the second deepwater berth (T2) in DCT Gdansk, was successfully finalised. The T2 investment enriched the terminal with a new berth, new yards and state-of-the-art terminal equipment, doubling DCT’s annual handling capacity from 1.5 million to 3 million TEU.

Cameron Thorpe CEO at DCT said: “With the opening of Terminal 2, we now have the prospect to take it to the next level – use this potential and double in size. DCT Gdansk has proven itself a game-changer for the Baltic, opening the market to direct calls from Asia and providing access for Polish importers and exporters as well as enhanced transshipment access across the Baltic for the Shipping Lines. “

“Our challenge now is to attract new services and to push further into central Europe, whilst retaining and consolidating our position with our existing customers.” Cameron Thorpe CEO
Portland Port’s cruise season is looking to be a record breaking one with the greatest number of cruise passengers to date. Furthermore, 2017 will also see a record number of inaugural calls during an extended season, running from April to November. Overall the port is expecting to handle 24 cruise ships bringing over 36,000 passengers into Portland. Of these 24 calls, 10 will be first time visitors. The inaugural visit attracting the most attention is that being made by the Disney Magic, which Portland Port announced last year to be calling in May 2017. Since that announcement, Disney have subsequently decided to add a second call to Portland to their 2017 itineraries and the ship will now be welcomed back to the port again in July.

Ian McQuade, General Manager – Commercial at Portland Port said: “This is a major coup for Portland Port. Securing one call from such a globally renowned and world recognised brand really is great recognition of all the hard work put in by the port to establish itself as a destination of choice for the cruise industry, but to receive a second call in the same year is simply fantastic for the Port and the local area”.

In addition, work on Portland Port’s main cruise berth extension continues to progress and will be completed well in time for the start of the 2017 cruise season. Work on the new dolphins is already well advanced and currently on target to be finished ahead of schedule. The extension will allow ships of more than 340m LOA to be handled alongside, providing a new suite of mooring bollards and high capacity pneumatic floating fenders in addition to the dolphins themselves. There are also plans being drawn up to increase the minimum water depth alongside the berth to 10 metres. These improvements will allow Portland Port to compete for the business of the larger cruise ships which are being added to order books as the cruise industry continues to grow.

The Ninian Central production platform, one of the largest concrete structures ever to have moved across the face of the earth, was constructed in the late 1970s. The contract value is £340,000 and the work will be undertaken in a six week period.

Harris Pye, the global engineering group, begins work on refurbishing the historic dock gates at Kishorn Port. This will be the first step in making the gates, and the Kishorn dry-dock, operational once more.

Chris David, Harris Pye’s Chief Technical Officer said: “We are delighted to have won this contract, and to be working on these historic gates. We will be floating the gate - no mean feat as it weighs in excess of 13,000 tonnes; replacing all areas of corroded steel, and the rubber seals; and repositioning the gate prior to pumping the dock out to test the integrity of the gates. We will also be strengthening the access road to the dock gate and replacing the flooding covers and fitting new seals on them.”

The owners of Kishorn Port have identified a number of key markets that need access to sheltered deep water, big lay down areas and a large dry dock – Kishorn is one of the largest in Western Europe at 160m in diameter with 13m of draft available. These include the offshore renewables industry which has a requirement for the serial production of large concrete structures; oil and gas fabricators; and the expanding oil and gas decommissioning sector.

The hollow concrete gates were last opened nearly 25 years ago when the Skye Bridge caissons were constructed there in 1993. The dock was also where the Ninian Central production platform, one of the largest concrete structures ever to have moved across the face of the earth, was constructed in the late 1970s.

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