Port of Antwerp invests in Brazilian Port

The Port of Antwerp, through its subsidiary Port of Antwerp International (PAI), plans to invest $10m in Porto do Açu, a privately owned port complex in São João da Barra, in the northern part of Rio de Janeiro State, in Brazil. For this investment PAI will receive 1.176% of the share capital. PAI has the option to invest additionally after 18 months. Port of Antwerp International will also appoint one member to join the Porto do Açu’s board of directors. More than 6.4 million tonnes of freight are exchanged on an annual basis between Brazil and the Port of Antwerp.

The Porto do Açu is located in the industrial heart of Brazil. It is an industrial deep sea port for the handling of oil, gas, dry bulk, containers and general cargo. The port also serves as a support centre for the Brazilian offshore sector due to its location to the Campos basin. The port connects international markets to the Brazilian market of more than 200 million people.

The construction of the port complex started in 2007 and the first operations started in 2014. Port of Açu has a surface of 130,000m² of which 40,000m² is natural reserve. The port has potential to operate 17km of dock with a maximum depth of 25m giving it the capacity to receive very large vessels. It was developed and is operated by the Brazilian Bovespa listed company, Prumo Logística. PAI, a subsidiary of the Antwerp Port Authority, was set up to participate and invest in overseas ports and port-related projects in strategic regions such as Brazil, as part of its foreign policy. PAI chose for Porto do Açu due to its location near oil and gas fields and the proximity to Minas Gerais, the gateway to Brazil. Furthermore, the project in Açu is an example of a successful private and already operational greenfield port, developed by a reliable partner with a focus on sustainability. It also offers an opportunity for PAI to further co-develop the port, while enhancing the position of Antwerp in Latin America as a preferential port for the continent.

For further information please visit the 4AllPorts news pages: www.4allports.com
Liverpool Phase Two underway

The Peel Ports Group, owner of the Port of Liverpool, has pressed the button on the second phase of its expansion programme at Liverpool2. The company is to invest in equipment and port infrastructure works to expand the terminal. This latest phase will include the installation of a further three Ship To Shore cranes (STS) and 10 Cantilever Rail Mounted Gantry cranes (CRMG). These will add to the previous five STS cranes and 12 CRMG cranes installed as part of Phase One which was opened in November last year. Liverpool2 will have the capacity to manage the unloading of two 380m vessels simultaneously. There will also be additional reefer points installed to allow the terminal to handle even greater quantities of refrigerated containers at the Port of Liverpool. Launched in November 2016, Liverpool2 represents a £400m investment that provides a gateway for international trade to and from the UK.

Mark Whitworth, CEO of Peel Ports said: “This is an important step in the development of Liverpool2 and reflects our confidence and our long term commitment to positioning the North of England as a competitive route to international markets and a major port for global trade. “The development of the project programme is now well underway. We are currently preparing the outline designs and would look to be in a position to appoint construction partners in spring of next year, with a view to commencement of construction shortly after. We anticipate a completion date for Phase 2 in 2019.” “The world class facilities which we have at Liverpool2 will allow us to capture and grow a greater share of the container market, offering cargo owners in the north of the country a more competitive route to market, getting their goods closer to their end destination.

“We are in a good place in our discussions with shipping lines; there are more opportunities on the horizon at the Port and our confidence is high as a result.”

The Dijksgracht

The MS National Geographic Explorer

Port of the Month - Rotterdam

- The port of Rotterdam’s annual throughput amounts to some 465 million tonnes. This makes it one of the largest ports in Europe.

- The port area includes 12,500 ha of land and water, of which approximately 6,000 ha is used for business. The total length of the port area is more than 40 km and approximately 30,000 seagoing vessels and 110,000 inland vessels visit the port of every year.

- The construction of the first phase of Maasvlakte 2, an offshore centre, is underway at the Port. Located at Prinses Alexiahaven, the centre will support the offshore energy sector.

- By 2030, the Port plans to be the leading European hub for global and intra-European cargo flows. It aims to be Europe’s premier global hub for containers, fuel and energy flows.

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Taipower to establish offshore wind hub

State-owned Taiwan Power Company (Taipower) has announced that it has signed a 20-year lease to three sites at Taichung Harbour which will be developed for the pre-assembly and construction of offshore wind farms. The company stated that it has invested more than NT $3bn (EUR 85m) in leasing three sites which includes 12.8ha (0.12km²) of space. The space will be used for unloading and storing components and accessories of offshore turbines, carrying out assembly activities as well as and loading them on to construction vessels.

Taipower stated that the space is enough for assembling 30-40 offshore wind turbines a year and the company plans to assemble 360 turbines for its own use. Excess space will be offered for use by other investors in offshore wind farm projects on a rental basis. In addition to construction, the space affords capacity for maintaining and repairing 30-60 wind turbines a year.

Boskalis and Van Oord to build Maasvlakte 2

The Port of Rotterdam Authority and PUMA (Project Organisation Expansion Maasvlakte) have signed a contract for the construction of the first phase of Maasvlakte 2. PUMA is a joint venture between two Dutch hydraulic engineering firms Royal Boskalis Westminster NV and Van Oord NV. The Offshore Centre will be located at Princes Alexiahaven. PUMA will officially start creating the surface area of the site, with a planned surface area of 70 ha, in August. The total of some 7 million m³ of sand required for this will be extracted from offshore sites and port basins. Over the past few years, the Port Authority has already transferred sand to Princes Alexiahaven that had become available during projects. If everything goes as planned, the entire port site will be created by late 2017. Work on the construction of the quay walls can subsequently start in mid-2018. The first companies are expected to set up at the Offshore Center within two years. The port of Rotterdam is creating the area to cater for activities in the offshore wind power, decommissioning and the oil & gas sectors. The establishment of Europe’s first Offshore Centre is in line with the Port Authority’s policy to further develop Rotterdam’s already highly developed cluster of companies active in the offshore and maritime sectors.

DP World to open new passenger terminal

A new terminal designed to accommodate the largest operating cruise vessels, is scheduled to open in the summer at DP World Limassol port in Cyprus. The new terminal consists of seven pods with an internal area of 7,000 square meters. Along with 24-hour availability the terminal offers integrated services including Home Call and Day Call handling capability, ensuring an improved customer experience. DP World Limassol has a draft of up to 11m (tide free) and three 400m berths that can accommodate cruise vessels. It is the third addition to the cruise terminal portfolio that DP World operates globally, after cruise terminal operations in Mina Rashid, Dubai and Quinquela Martin, Argentina.

Limassol is one of the major destinations in the Mediterranean for the cruise industry with the opportunity to be the first port of call for cruise lines after transiting the Suez Canal. The terminal offers fast turnaround times for connections to both Larnaca and Paphos international airports. Sultan Ahmed Bin Sulayem, Group Chairman and CEO, DP World, said: “Cyprus is a centre for tourism and trade across the Mediterranean Sea and beyond and we are delighted to help develop its cruise capability. The terminal is another example of how partnerships with Government on infrastructure projects help boost economies, creating jobs and prosperity for the country and its people.”

Charles Meaby, General Manager, DP World Limassol commented: “DP World Limassol continues to promote the development of tourism in Cyprus and driving economic benefits for the local and national economy.”
**Rhenus opens new quay in Rotterdam**

Rhenus Logistics in Rotterdam has officially opened its new quay at the Deep Sea Terminal of Maasvlakte.

The new 275m quayside comes in addition to the 500m quay that Rhenus already has on the south side of the terminal. At the Deep Sea Terminal, Rhenus operates four harbour mobile cranes of which 2 x 100mt (in combination 150mt) and a new Kone Gottwald crane (125mt).

With the increased quay capacity the terminal, Rhenus plans to expand its activities in breakbulk cargoes (such as steel and aluminium packages), project cargoes and offshore related projects. Ships in active in the offshore sector are often on the quay for a long time, thus reducing space for other ships. With the expansion, space will be less of an issue.

**Peter van der Steen, Managing Director of Rhenus Logistics B.V. says:**

“The new ‘Oostkade’ gives us the opportunity to operate both the offshore vessels of Seaway Heavy Lifting and the Nirint Shipping liner service on Cuba and the Caribbean simultaneously. That’s why we also bought a fourth harbour mobile crane.”

President and CEO of Rhenus Logistics B.V. Allard Castelein said:

“With their entrepreneurship they provide growth, dynamic and innovation in our port. It also means more employment for the region. Good news for everyone.”

Previously, Rhenus invested in the construction of two warehouses measuring 54,000m².

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**Aberdeen Harbour gets £11m for upgrade**

Aberdeen Harbour Board welcomed First Minister for Scotland, Nicola Sturgeon, to the port where it was announced that Scottish Enterprise is to contribute £11.7m towards the harbour’s £350m expansion which is due to be completed in 2020.

The new facilities will include 1,400m of new quay, with a water depth of up to 10.5m and will create an additional 125,000m² of lay-down area. An independent study, commissioned by Scottish Enterprise, estimates that the development will generate an additional £1bn per annum to the economy by 2035, and will create an additional 7,000 equivalent jobs.

**Visiting the harbour, First Minister Nicola Sturgeon said:** “Aberdeen Harbour is Scotland’s main oil and gas port and one of Europe’s leading marine support centres for offshore energy. This funding will open up significant opportunities to diversify and exploit the rapid growth in cruise tourism and the renewables markets in Scotland.

“We are already seeing Scottish-based firms seizing decommissioning opportunities, and we are committed to supporting Scottish industry to win further valuable contracts. That’s why we developed a Decommissioning Plan last year, and have since launched the £5 million Decommissioning Challenge Fund.”

The recent funding announcement comes in addition to £175m in the European Investment Bank and a further £11m from Aberdeen City Council.

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**A&P Recruits for Peel Ports Partnership**

A&P Group from Marineterv UK Ltd as general manager to lead operations at the Port of Great Yarmouth. An experienced senior manager within the marine, renewable energy and oil and gas sectors, Jonathan will be responsible for delivering A&P’s marine and ship repair services as well as the 24/7 mobile ship repair service, Afloat.

Dale Bezant joins as project manager, following time as a seasoned freelance project manager and estimator and as the project and operations manager for CLS Offshore. Both Jonathan and Dale will be based in A&P’s new on-site office at Peel Ports Great Yarmouth. Jonathan Mills said:

“There’s a very distinct opportunity for A&P to leverage its strong history of supporting wave, tidal and offshore wind developments in Great Yarmouth, as well as wider energy projects, and a real appetite for the whole host of ship repair and conversion expertise that A&P offers. I’m confident of a very strong response from the local market.”

Richard Goffin, port director for Peel Ports Great Yarmouth said:

“We’re excited to be working in collaboration with A&P Group; their sector expertise and specialised skillset will bring numerous opportunities for port customers and Great Yarmouth. We look forward to supporting A&P as part of our ongoing partnership. Since acquiring the Port of Great Yarmouth in December 2015, Peel Ports Group has invested £7m into Great Yarmouth’s Outer Harbour for the construction of the Galloper and East Anglia ONE offshore wind farms. A&P Group operates seven dry docks across three strategic locations in the UK.

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**Image Source: Aberdeen Harbour**

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