

PSA & Gdansk negotiate Europe's biggest maritime deal

The Port of Gdansk, the biggest port in Poland, is to spearhead a high-level maritime and business delegation from Poland to Singapore to encourage bilateral trade and to discuss opportunities in Gdansk's new \$3,1 billion Central Port 'the biggest maritime investment project in Europe'. The delegation is being organised with PSA International, the Singapore based global ports group, which in May formerly acquired DCT Gdansk, the largest container terminal in Poland, in partnership with the Polish Development Fund and the IFM Global Infrastructure Fund. Marcin Osowski, the Port of Gdansk's Vice President for Infrastructure said the event will showcase massive investment opportunities in the port including a public-private partnership plan to invest \$3,1 billion in the Central Port. The delegation aims to supercharge investment and business exchange between Poland and Singapore as two of the world's best-performing economies. The Polish delegation will include the Polish Minister for Maritime Economy Marek Grobarczyk, Mr Greinke and PSA Regional CEO Euromed and the Americas David Yang. "They will be joined by senior representatives from companies including DCT Gdansk, LOT Cargo, Maersk, Lotos Oil, Remontowa ship repair yard, Nava naval architects, Phoenix Poland marine engines, Invest in Pomerania and OEX24 online retail.

Latin America ports expand target to include shippers and forwarders

As the Port of Cartagena Group celebrates its 25th anniversary this year, it has embarked on a period of diversification as it responds to the new challenges of rapidly changing container supply chains. 25 years ago it had a quay, which was originally constructed in 1934, and could handle around 200,000 teu annually, with a draft alongside of 10 meters with the largest vessels it could handle was 1,300 teu. "We had no cranes, no systems and no one would trust us to handle their cargo. But after a lot of fights and making a lot of mistakes, but we now have 5m teu capacity, 15 metres of draft and can handle vessels up to 16,000 teu; and we have customers that trust us," group marketing manager Giovanni Benedetti told delegate at this week's TOC Americas Container Supply Chain event in Cartagena. This year Mr Benedetti expects Cartagena to handle 3m teu, and next year he forecasts 3.6m-3.8m teu – which means it is far outperforming many of its regional competitors. According to Dinesh Sharma, director at Drewry Maritime Advisors, container port throughput volumes across the Latin American region are expected to show a 2% decline in 2019, although they are also expected to rebound with between 3.4% and 4.1% growth in 2020.

PMO provides special facilities to traders, shipping lines in Chabahar port

Deputy Ports and Maritime Organization (PMO) for Ports and Economic Affairs Mohammad Ali Hassanzadeh said on Wed. that PMO will provide special facilities to traders and shipping lines in Chabahar port. PMO has allocated special facilities for shipping lines and investors for transiting a part of their import and export goods via Chabahar port. Turning to the development programs considered for Chabahar port, he said, "the port which is located near main routes will have less time and cost for maritime trade." Ports and Maritime Organization is fully aware of high economic capacity and potential of Chabahar port, he emphasized. The role and performance of Chabahar port in the field of transiting and transporting goods from the southeastern part of the country and Central Asia is of paramount importance, Hassanzadeh stated. Turning to the order of Leader of the Islamic Revolution on withdrawing money from FOREX Reserve Fund for operating Chabahar rail network and its connection to the nationwide grid, he said, "this giant project will become operational within the next two years." With the measures taken in this regard, it is hoped that traders and different organizations will transit a part of their import and export goods via Chabahar port, he said.

Duisburg and Cosco to build Europe's largest inland container terminal

The port of Duisburg is teaming up with Cosco Shipping Logistics to build Europe's largest inland container terminal, as it looks to tap into "booming" Silk Road rail volumes. However, the move follows claims that Chinese subsidies were turning the burgeoning rail route into a "huge bubble," due to the large number of empty blocktrains leaving China. According to port operator Duisport, the €100m 'Duisburg Gateway Terminal' will be built by 2022 on a 240,000sq meter site, with an intermodal facility that will include six gantry cranes, 12 blocktrain platforms, five loading areas, three berths for inland vessels and a 60,000sq meter container storage area. "Even now, around 30% of all rail-based trade between China and Europe runs through the port of Duisburg," it said. This translates to 35-40 trains a week running between Duisport and a dozen destinations across China, it added, noting the new terminal would significantly increase this to 100 China-bound trains a week. "Rail traffic on the European rail corridors, in particular to eastern and south-eastern Europe, and inland waterway services to seaports, will [also] be able to operate from the Duisburg Gateway Terminal, which will thereby generate an annual throughput of around 850,000 teu upon completion," the company said.

Singapore boosting port efficiency with a new digital tool

Singapore's Maritime and Port Authority (MPA) has launched a maritime single window system that will serve as a one-stop portal for maritime regulatory and port services transactions. Named digitalPORT@SG, the service is being introduced to improve operations at the port. In the first phase of the project's development, users will be able to obtain approval for all arriving and departing ships from three public agencies – MPA, the Immigration & Checkpoints Authority and the National Environment Agency – through a single portal. The portal will consolidate up to 16 separate forms into a single application, a step that is expected to save the shipping industry an estimated 100,000 man-hours annually. digitalPORT@SG will also have data exchange with port community systems such as Portnet and Jurong Port Online to receive relevant information including declaration on dangerous goods (DG) operations at the port terminals. The trial already started on October 1 for more than 10 companies. In the second phase, the system will be enhanced to also serve as a single digital shopfront for booking terminal and marine services, facilitating just-in-time (JIT) operations for optimal vessel passage planning within Singapore port.

Iraq's Umm Qasr Port ready for bigger boxships

Iraq's port of Umm Qasr can now welcome containerhips of up to 14,000 TEUs following the inauguration of two new berths. The inauguration ceremony marked both the opening of the Berths 25 and 26 and the completion of International Container Terminal Services' (ICTSI) overall USD 250 million investment program at its Basra Gateway Terminal (BGT). "We are pleased to lead the way for Umm Qasr to serve higher capacity container vessels, up to and including the so-called 'New Panamax' class (14,000TEU), and as a result to open the door for cargo importers and exporters to benefit from substantial scale economies," Enrique K. Razon, Chairman & President, ICTSI, commented. Located in Umm Qasr's North Port, BGT operates a high capacity container terminal together with specialized facilities for the handling of general cargo, ro-ro, dry bulk and project cargo for the oil and gas sector. Earlier development included the construction of Berth 27, adjacent to the new berths, with the three berths now offering a combined continuous berth length of 600 meters. Design depth alongside Berths 25 and 26 is 14 meters. Three new quayside gantry cranes, each with an outreach of 56 meters and able to handle up to 21 rows of containers on the deck of a vessel, are installed on the quayside.

EagleRail Container Logistics, Chittagong Port Authority sign MoU

Chicago-based global container logistics company EagleRail Container Logistics has signed a Memoranda of Understanding (MoU) with Chittagong Port Authority (CPA), Chattogram, Bangladesh, to begin transforming and improving throughput on CPA's port roads and gates, described as "overcrowded and gridlocked." EagleRail has developed what it describes as "the world's first automated, 100% electric overhead container transportation solution, a patented and environmentally conscious system to increase port throughput and capacity. Its technology and infrastructure solution replaces the manual, dirty reliance on diesel trucks with a short-haul, suspended overhead container movement system that quickly lifts containers and shuttles them to local yards or intermodal transportation hubs, bypassing ground obstacles, including roadways and open water." With the MoU, EagleRail is under consideration for official inclusion into CPA's Chittagong Master Plan for the new Bay Container Terminal (BCT) connecting it to the Karnaphuli River terminals (NCT, CCT, and GCB) and two expanded railheads that connect container rail traffic to Dhaka.

DP World eyes Panama's logistics sector

DP World chairman and ceo Sultan bin Sulayem made a stop in Panama, during his Latin American tour, to visit Panama's president Laurentino Cortizo and survey the logistics opportunities of the country. Sultan bin Sulayem expressed his interest in investing in the region, in particular in the logistics sector where DP World has a great experience. DP World operates Dubai's Jebel Ali Port and Free Zone in the UAE, home to more than 7,500 companies, which together are responsible for around 35% of Dubai's GDP and employ more than 135,000 people. The DP World Chairman said that there are opportunities for developing regional trade and filling gaps in the logistics sector where DP World's know-how would be valuable. "Panama has great potential," said Sultan bin Sulayem. Responding to the DP World chairman, President Cortizo described a number of projects in the surroundings of the Panama Canal which will take advantage of Panama's location and connectivity and designed to give value-added to the goods transported through the waterway. In the meeting with Sultan bin Sulayem, President Cortizo was accompanied by the Minister of Maritime affairs, Noriel Arauz, Jose Rojas Pardini, Minister for Foreign Investments and Hugo Torrijos Dajer, presidential advisor for maritime affairs.