

Abu Dhabi Ports announces Dhs3.8b expansion projects

After seven record years of operational growth, the Abu Dhabi Ports flagship Khalifa Port is set for further expansion, said company executives. Khalifa Port, strategically situated halfway between Abu Dhabi and Dubai, was officially inaugurated on 12th December 2012, by President His Highness Sheikh Khalifa Bin Zayed Al Nahyan. Of particular note is the investment of Dhs2.2 billion in the development of South Quay and Khalifa Port Logistics, as well as the Dhs1.6 billion expansion at Abu Dhabi Terminals (ADT). The South Quay development, which will be completed by Q1 of 2021 comprises a 3km quay-wall with 18.5 metres along-side draft for general cargo, ro-ro and bulk usage. It will also include eight berths and 1.3 million square metres of the terminal yard. The Khalifa Logistics expansion, for multi-purpose usage, will encompass a 3.1km quay wall with an 8-metre draft, 15 berths and land plots, which can be tailored to individual customers. Phase 1 of the South Quay expansion will be completed by Q4 of 2020, while Phase 2 and the Khalifa Logistics expansion will be completed by Q1 of 2021. These two expansion projects will create more than 2,800 direct and indirect jobs and contribute more than Dhs3.2 billion to the emirate's GDP by 2025.

Chabahar-Muscat shipping line to start operation next week

Chabahar-Muscat passenger shipping line will start operation to commute passengers next week, an official from maritime and port organization of Sistan and Baluchestan province announced. As Hassan Ebrahimi informed, the shipping line which was shut down for two years, will prepare the grounds for flourishing the Iranian port as it can boost cooperation with other ports around. He also described that the US has not sanctioned Iranian ports but foreign ships' commute in them except in Chabahar. "Foreign ships can freely commute in Chabahar port and the port was probable to be exempted from the sanctions for supporting the investments made in Afghanistan, India and Central Asia." In his meeting with the Minister of Industry, Mine and Trade Reza Rahmani in mid-July, Ahmed bin Mohamed Al Fatisi, Omani Minister of Transport and Communication voiced readiness of his country for investing in Chabahar development projects. Rahmani pointed to the high potentials and capacities of Iranian cities including Chabahar and Bandar Abbas and added, "Islamic Republic of Iran attaches great importance to its relations with neighbors, so that the country thinks about this issue as a win-win and strategic tie."

World's 1st Liquefied Hydrogen carrier named in Japan

Japanese shipbuilder Kawasaki Heavy Industries has named Suiso Frontier, the world's first liquefied hydrogen carrier, at its yard Kobe Works, the company said. This vessel is owned by CO2-free Hydrogen Energy Supply-chain Technology Research Association, formed by Kawasaki, Iwatani Corporation, Shell Japan Limited, and Electric Power Development Co., Ltd. in 2016, with the aim of promoting hydrogen as fuel source. The vessel disposes 8,000 tons in gross tonnage and is designed to transport large quantities of liquefied hydrogen at 1/800 of its original gas-state volume, cooled to -253°C, over long distances by sea. It has a diesel-electric propulsion system and can achieve a speed of 13.0 knots. The ClassNK classed vessel has the capacity to carry 25 people. Kawasaki plans to install a 1,250 m3 vacuum-insulated, double-shell-structure liquefied hydrogen storage tank, currently being manufactured at Harima Works, on the ship and complete the vessel's construction by late 2020. "Once complete, the Suiso Frontier will be used for technology demonstration testing in Japanese FY 2020 aimed at the establishment of an international hydrogen energy supply chain in which liquefied hydrogen produced in Australia will be shipped to Japan," the shipbuilder said.

Global ban on exporting hazardous waste to developing countries becomes law

The Basel Ban Amendment, adopted by the Parties to the Basel Convention on the Control of the Transboundary Movement of Hazardous and Their Disposal in 1995, became international law on December 5 last week. This amendment, now ratified by 98 countries, and most recently, by Costa Rica, prohibits the export of hazardous wastes from member states of the European Union, Organisation for Economic Cooperation and Development (OECD), and Liechtenstein to all other countries. The many countries and organisations that helped create the Basel Ban Amendment, including the Platform's member organisation Basel Action Network (BAN), can celebrate their persistence. In view of the continuing export of unwanted electronic wastes, plastic wastes and end-of-life vessels from the Global North to highly-polluting operations in Asia and Africa, the ban is seen as relevant today as it was 30 years ago when ships loaded with barrels of toxic waste left their deadly cargo on the beaches of African and Latin American countries. "The Ban Amendment is the world's foremost legal landmark for global environmental justice. It boldly legislates against a free-trade in environmental costs and harm", said Jim Puckett, who has worked for 30 years to achieve and implement the ban.

New container terminal opens in northern Italy

The new container terminal, launched in Vado Ligure and operated by APM Terminals, sets a new standard for port infrastructure in Italy. The facility is unique in terms of services and technology, from the "automated yard" to the "appointment system" for trucks. The most important port infrastructure development in Italy in the last decades, Vado Gateway is the result of a total investment amounting to about 450 million euros, 180 of which invested by APM Terminals and further 43 million coming from project financing. The terminal was commissioned by Autorità di Sistema Portuale del Mar Ligure Occidentale (Western Ligurian Sea System Port Authority), which will now entrust APM Terminals with the management of the facility for the next 50 years. Vado Gateway is expected to significantly increase the competitiveness of the Ligurian and Italian port infrastructure, making it a true hub for cargo moving to the northern part of the country, as well as 2/3 Classification: Public markets north of Italy, such as Switzerland, Germany or north-east France. It is therefore referred to as one of the maritime terminals of the "New Silk Road". The new terminal has already secured two important services operated by A.P. Moller-Maersk.

Aqaba container terminal increases productivity in challenging times

In a media statement released by Aqaba Container Terminal, the award winning Terminal operated by APM Terminals, the company specified that its productivity for the year has increased. CEO Steven Yoogalingam indicated "Continuous improvement is an integral part of the way we do business at ACT." This year the Terminal delivered a record high gate throughput reaching a staggering record of 1,208 import full container trucks released in a single day, an average truck turn-around time reduction of 7%, a berth productivity gain of 8% compared to last year (and 54.4% compared to 2016). With the support of Jordan Customs, the average dwell-time of import full containers has also gone down this year again by 11% compared to the same period of last year. Dr. Duraid Mahasneh, Chairman of Jordan Shipping Association, stated "that we have had increasing productivity of the Terminal in spite of the lower volume of business activity in Jordan is a testament to ACT's dedication to maintaining impeccable international standards regardless of all the obstacles and events experienced by the region for years." The container terminal productivity and reliability is unmatched in the region, placing Jordan in a very competitive position to develop into a sustainable transport and logistics hub for the region.

Port of Montreal receives funding boost for new container terminal

A statement released on 4 December noted that the port 'must expand its activities to fully participate in national economic growth'. The CIB's commitment will allow the Port of Montreal to increase its container handling capacity. "This financial commitment demonstrates how the CIB works with the public and private sectors to deliver projects that support economic growth. The Contrecoeur expansion will strengthen and diversify our trade with other countries. Given the Port's central role in the Canadian economy, this wealth creation will have an impact on the entire country," said Pierre Lavallée, President and CEO of the CIB. As part of a joint press conference with the Port of Montreal, Lavallée also highlighted the eco-responsibility of the Contrecoeur project. "The CIB is now participating in seven projects. They are in different sectors, different regions, and all have potential for green benefits. Without the Contrecoeur terminal, ships would have to travel to U.S. ports, which would increase GHG and air pollutant emissions," he indicated. The announcement follows the signing of a memorandum of understanding between the CIB and the Port of Montreal last August.

Port Houston sets new records at container terminals

Port Houston's Barbours Cut and Bayport Terminals continue to grow, and gate transactions – which track the number of containers delivered or picked up at the terminals - recently reached new heights. Bayport Terminal completed a record 1,076 gate transactions in a single hour on November 11, 2019 and Barbours Cut Terminal achieved a new milestone in September, with 3,839 gate transactions in a single day. Another record: on August 28, the terminals reported a combined 11,081 completed gate transactions, the most ever in a single day for Port Houston. Port Houston's efficiency continues at a high pace as well, as these terminals have established and maintained an average truck turn time of 39 minutes this year. "Port Houston's container business has experienced double digit growth every year since 2015, and that is made possible through the extraordinary efforts of our people," said Jeff Davis, chief port operations officer. "These gate transactions represent one portion of a complex and efficient process to move containers through our terminals. Because of our incredible teams at those two terminals, we are able to continue to provide quality and dependable service while keeping up with the growth in business."