



2019
LISBON CES
CIVIL ENGINEERING SUMMIT
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Port of Sines – The Atlantic Gateway to Europe

José Luís Cacho





Port infrastructures and Cargo handling

Port of Sines Characteristics

(Atlantic Gateway to Europe)

- Deepwater port (-28 m);
- Open sea port, with no maneuvering restrictions;
- Rocky bottoms with no need for dredging;
- Able to receive the largest vessels in the world;
- Specialized terminals for the handling of all types of cargo;
- No urban constraints, with expansion capacity in all the terminals.



Specialized terminals for all types of cargo



LIQUID BULK TERMINAL



PETROCHEMICAL TERMINAL



LNG TERMINAL



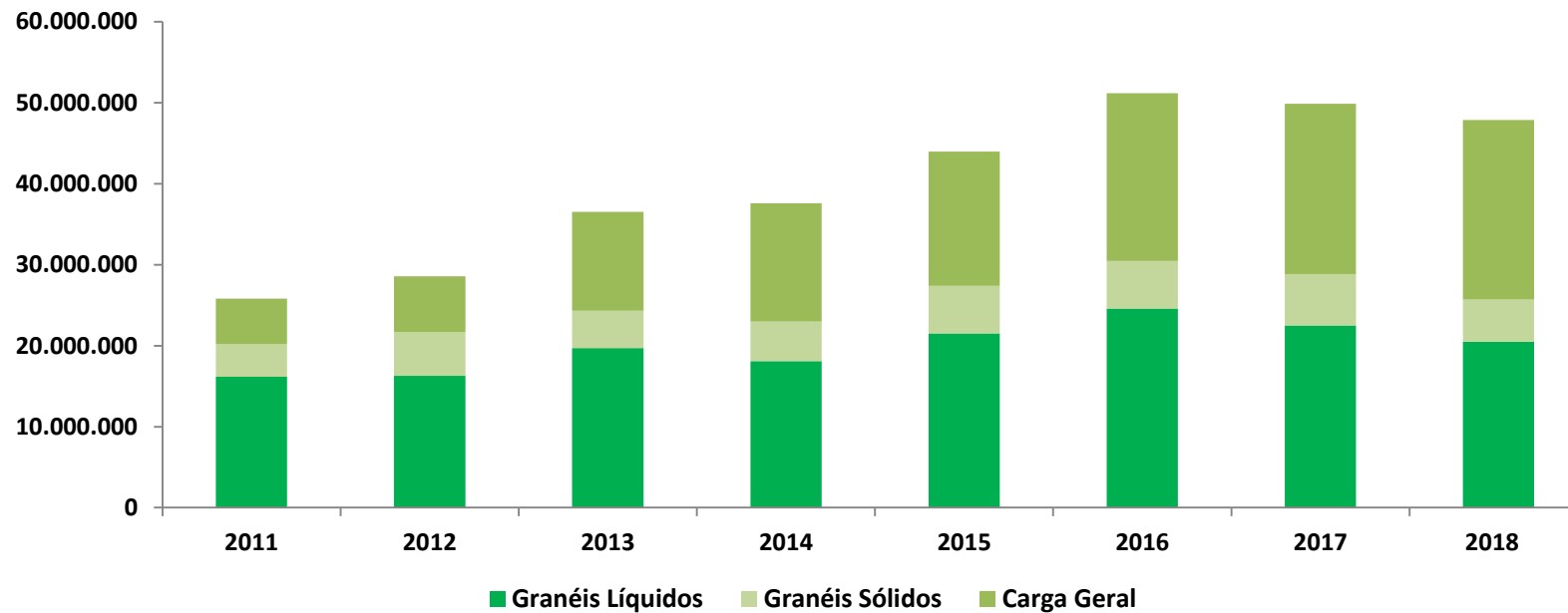
MULTIPURPOSE TERMINAL



CONTAINER TERMINAL (Terminal XXI)

Evolution on the total of cargo handled (TON)

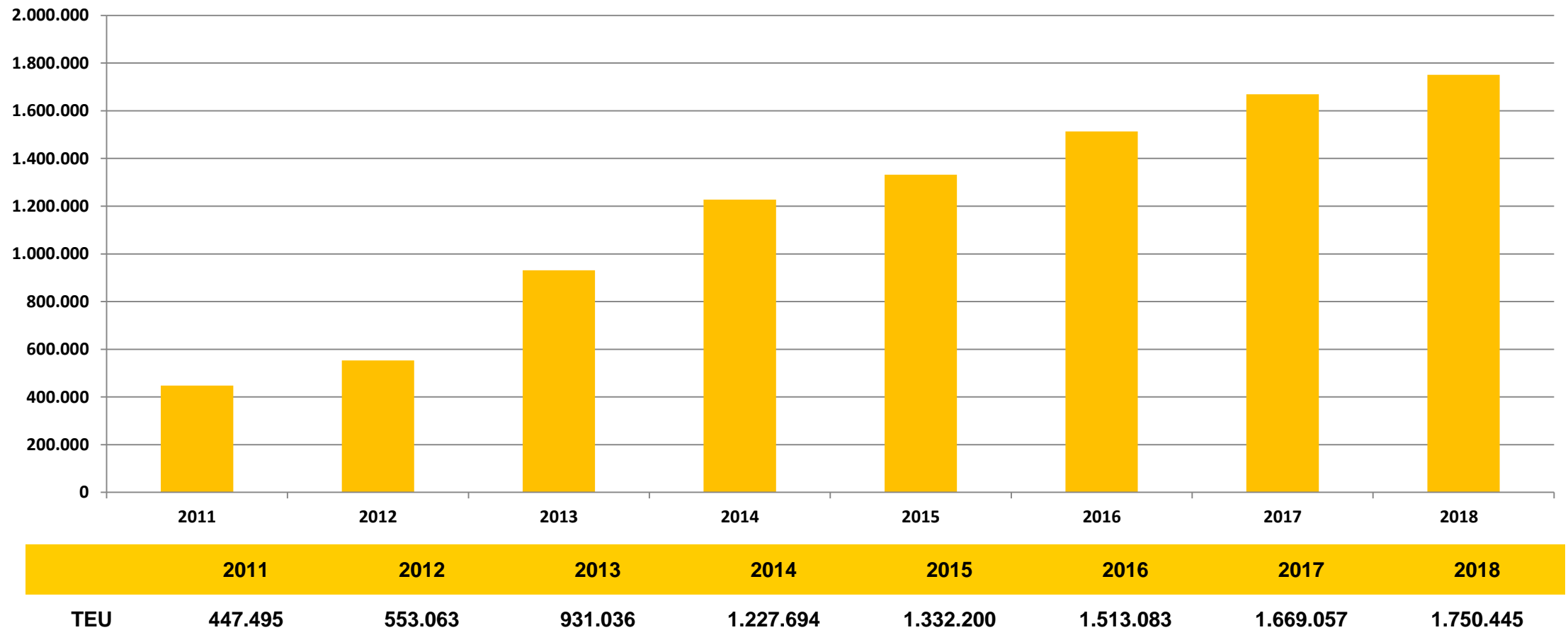
(Sustainable growth)



	2011	2012	2013	2014	2015	2016	2017	2018
Liquid Bulk	16.150.656	16.275.552	19.705.909	18.076.672	21.536.511	24.605.611	22.497.986	20.503.340
Dry Bulk	4.041.594	5.406.869	4.615.432	4.894.913	5.849.937	5.862.784	6.360.999	5.185.626
General Cargo	5.599.903	6.880.745	12.192.443	14.611.337	16.579.454	20.716.920	21.026.573	22.182.691
Total	25.792.154	28.563.165	36.513.785	37.582.923	43.965.902	51.185.315	49.885.558	47.871.657

Evolution on containers handling (TEU)

(Sustainable growth)



The growth of Transshipment

(Example of the West Med region between 2010-2017)



The West Med region has witnessed a tremendous growth in transshipment. There were about 12 million TEU handled in 2017

Key Figures

SINES HANDLES
MORE THAN **50%**
OF THE TOTAL CARGO HANDLED
IN PORTUGAL BY SEA

IN AVERAGE, THE AUTHORIZATIONS
FOR BEGINNING THE OPERATIONS
ARE GRANTED **2,5** DAYS
BEFORE THE SHIP'S ARRIVAL

THE PORT OF SINES
HANDLES **74%** OF
PORTUGAL'S ENERGETIC
PRODUCTS

4th IBERIAN PORT IN
CARGO HANDLING VOLUMES

SINES IS CLASSIFIED IN THE
TOP 100 CONTAINER PORTS
IN THE WORLD
AND IN THE **TOP 20**
OF EUROPE

THE PORT OF SINES
OPERATES MORE THAN
6.000
TRAINS/YEAR



Connections and Port Efficiency

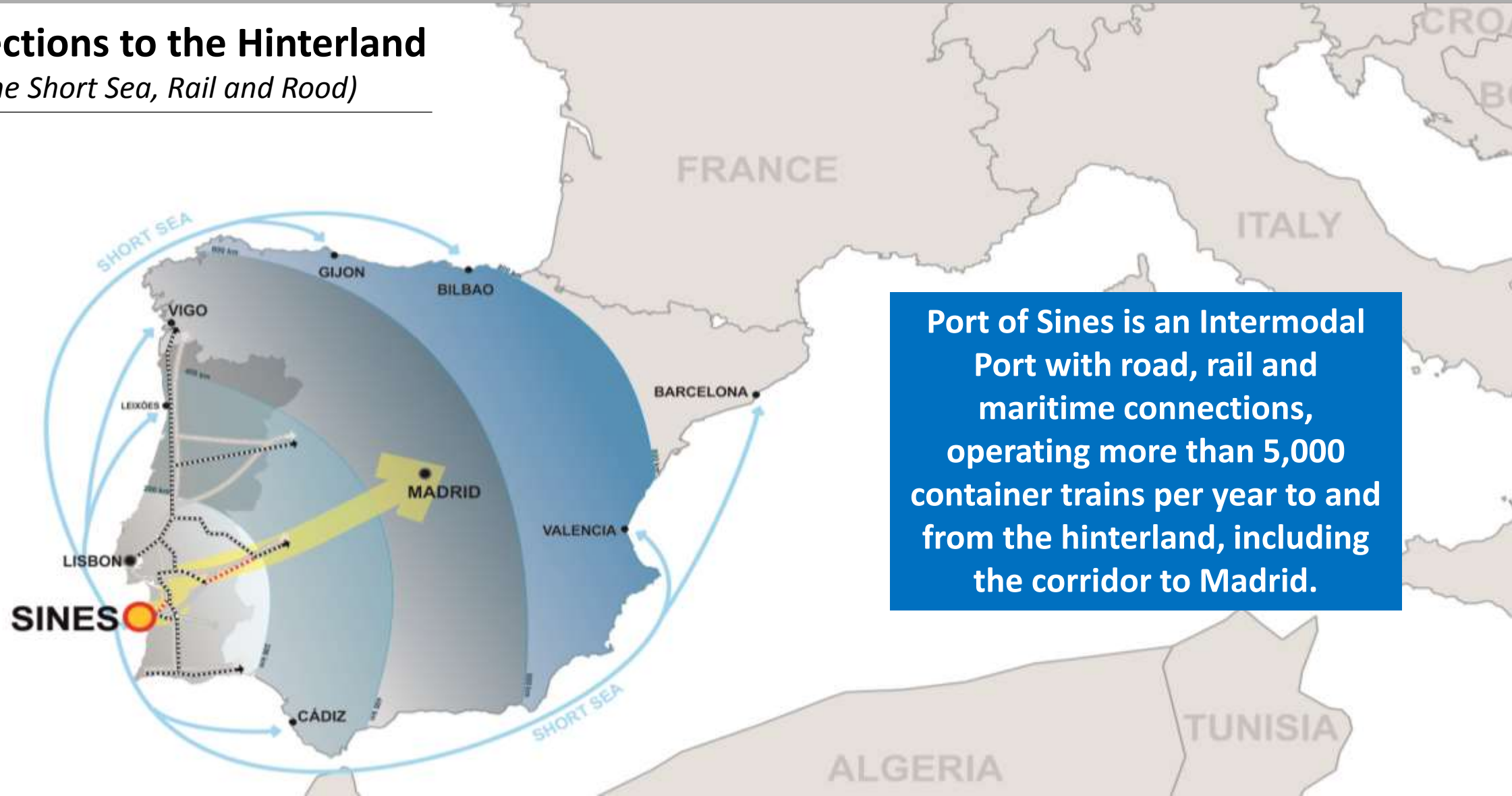
Port of Sines' Strategic Location

Located on the cross of the main maritime routes
North-South and East-West



Connections to the Hinterland

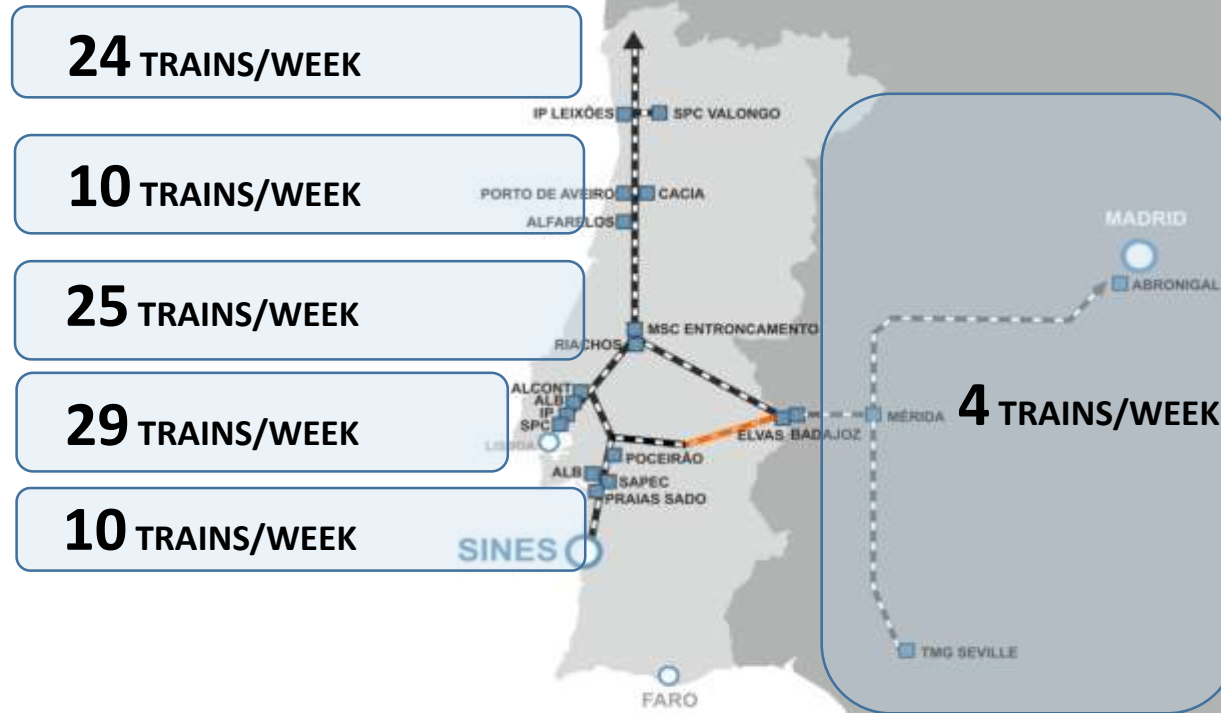
(Maritime Short Sea, Rail and Road)



Port of Sines is an Intermodal Port with road, rail and maritime connections, operating more than 5,000 container trains per year to and from the hinterland, including the corridor to Madrid.

Weekly Rail Connections (Serving the Hinterland)

In 2018 the Port of Sines handled more than 100 container trains per week



State-of-the-art Equipment (Port Efficiency)

All terminals have state-of-the-art equipment to handle all kinds of cargo, with high productivity standards

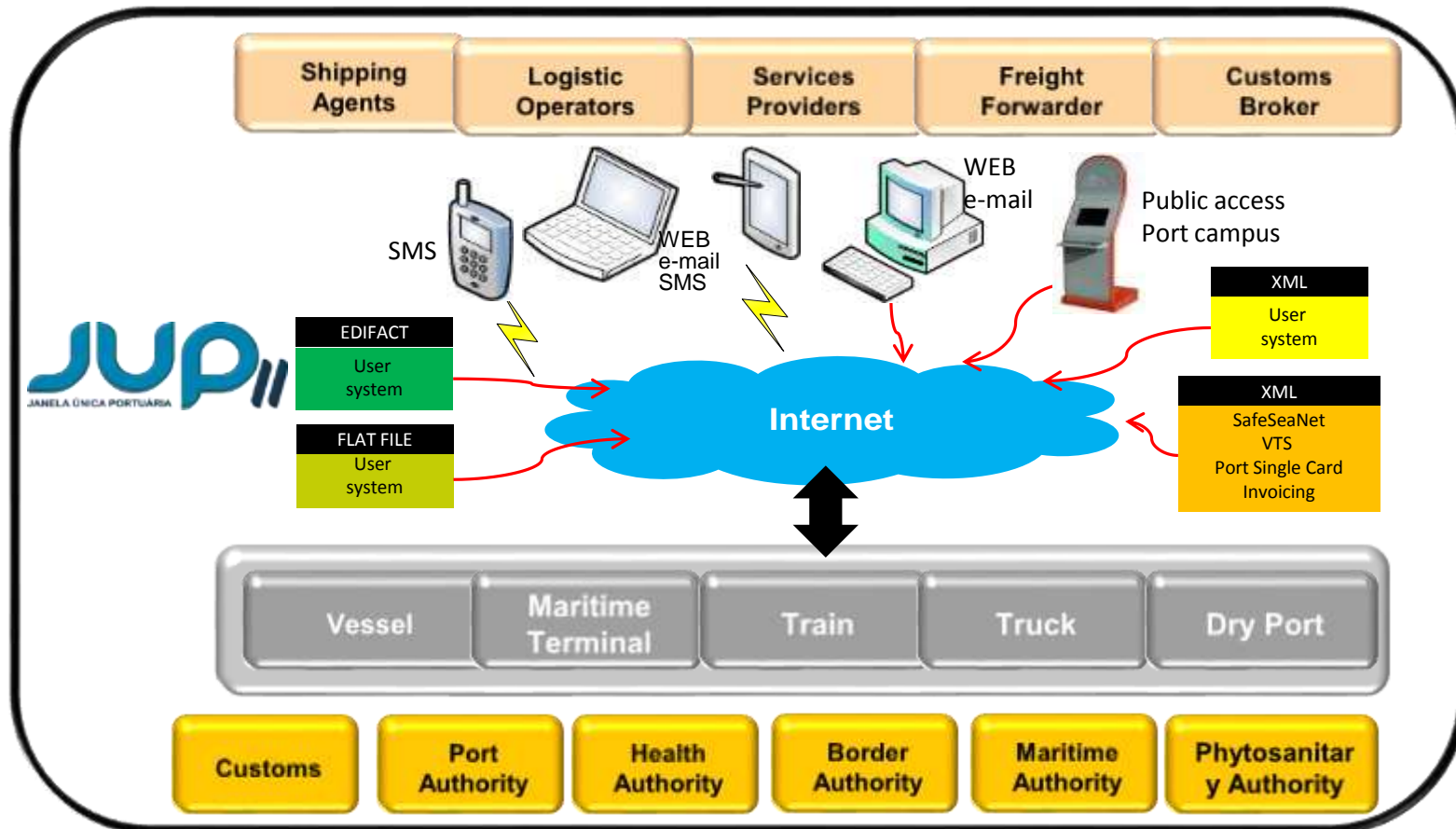


For example,
a 10.000 TEU Megacarrier
handles, in average,
126
containers per hour



Port Single Window

(Port efficiency)



The Port Single Window (JUP) is a paperless electronic platform that connects all the public authorities with the private operators

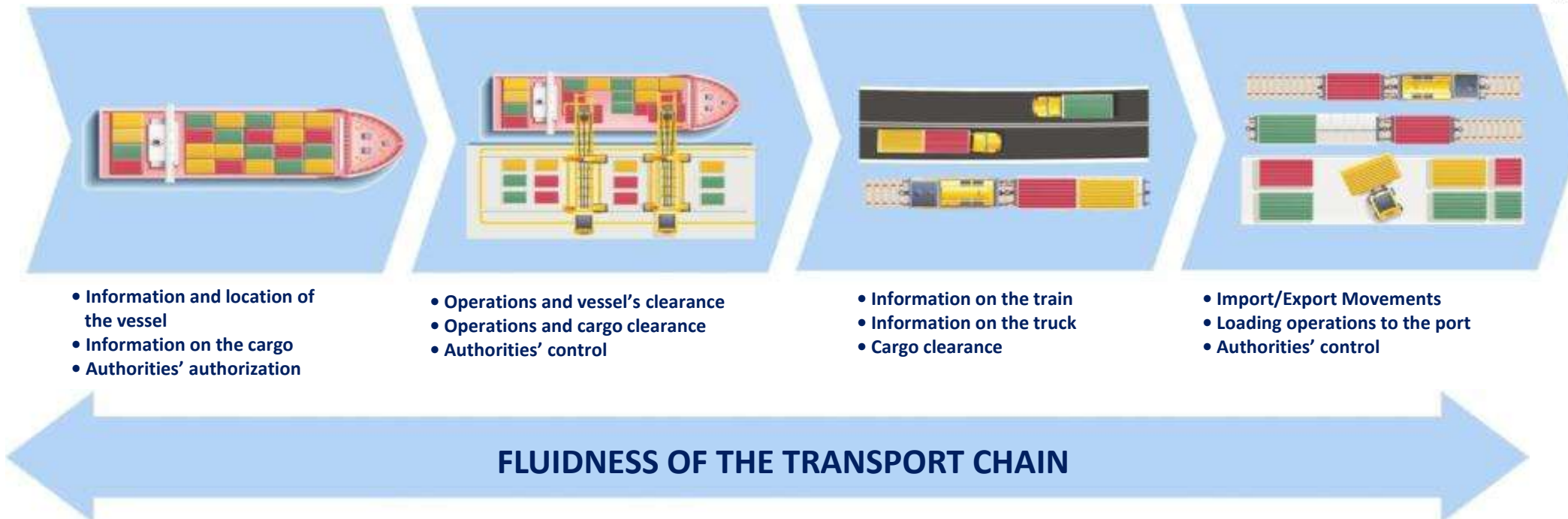
All authorizations to enter the port are given 2,5 days before the vessel's arrival

Logistic Single Window

(To improve the infrastructure supporting the business)



JANELA ÚNICA LOGÍSTICA



We are currently extending the concept of JUP to inland carriers and dry ports in order to integrate the entire logistics chain

Flexible labour and flat-rates

(Port efficiency)

All terminals operate 24 hours/day, 7 days/week always in flat rate system independent of vessel's time of the arrival



ZALSINES | Intra-port Zone

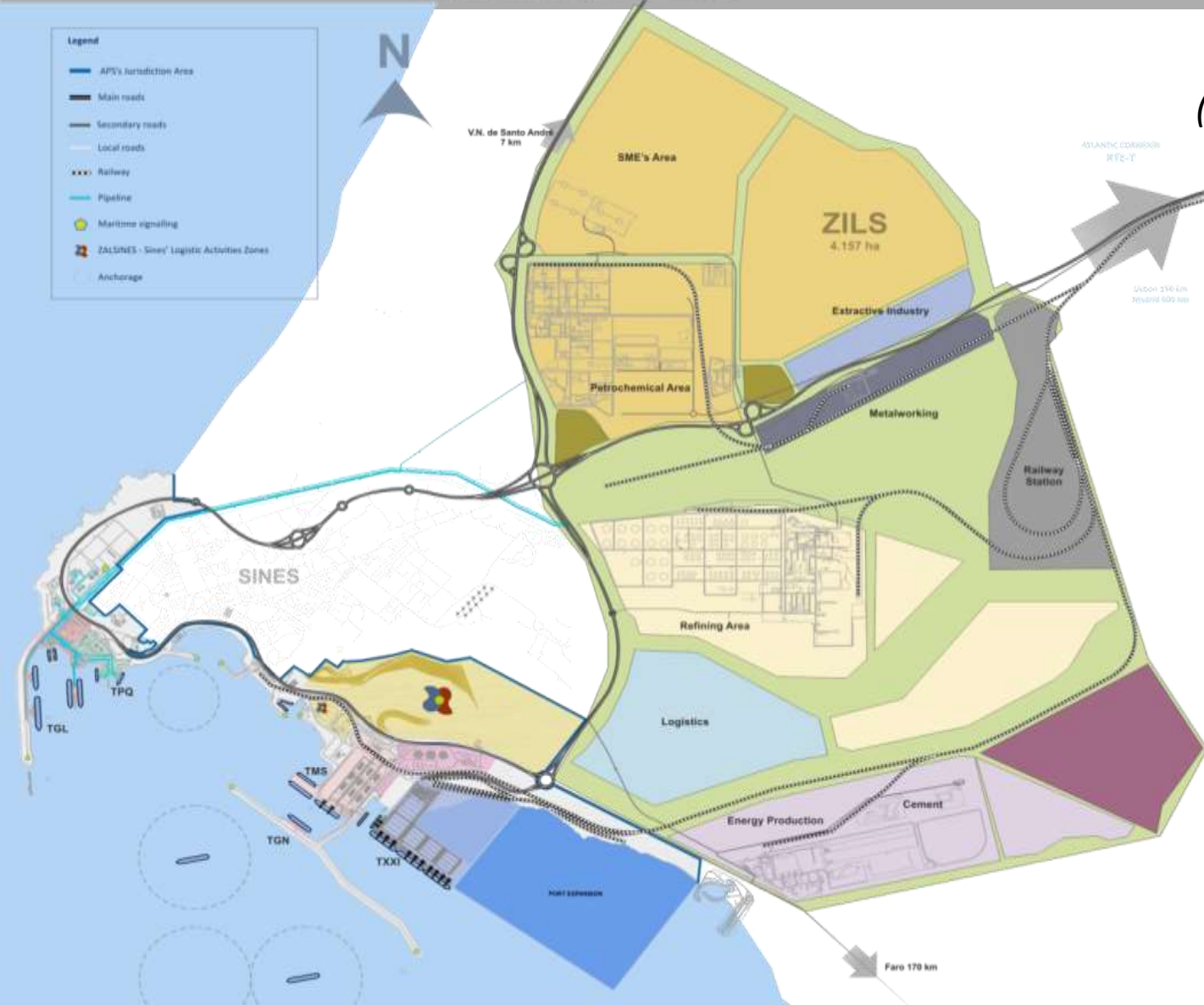
(Under commercialization)



The Port of Sines has an area for logistic activities within the port area

12,3
hectares
+ 18 hectares
of expansion





Sines' Industrial and Logistic Zone

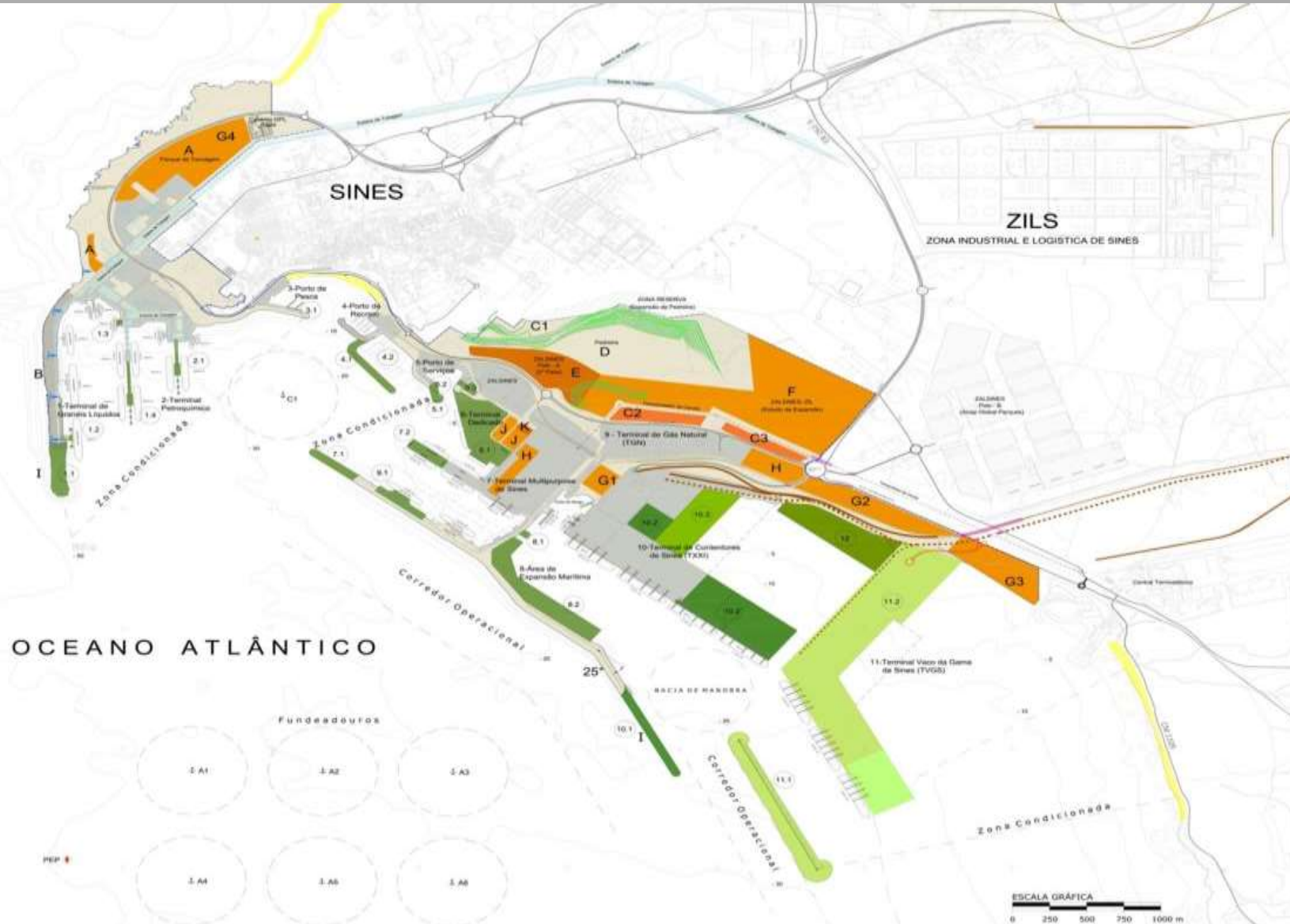
(Able to receive industrial projects of any size and type)

- Its one of Europe's biggest industrial and Logistic areas, jointly located to a port
- It has expansion capacity up to 4.157 hectares with excellent road and rail links
- It has already national and international companies installed



Expansion Plans

Expansion capacity



The Port of Sines has available space on the landside for port related activities

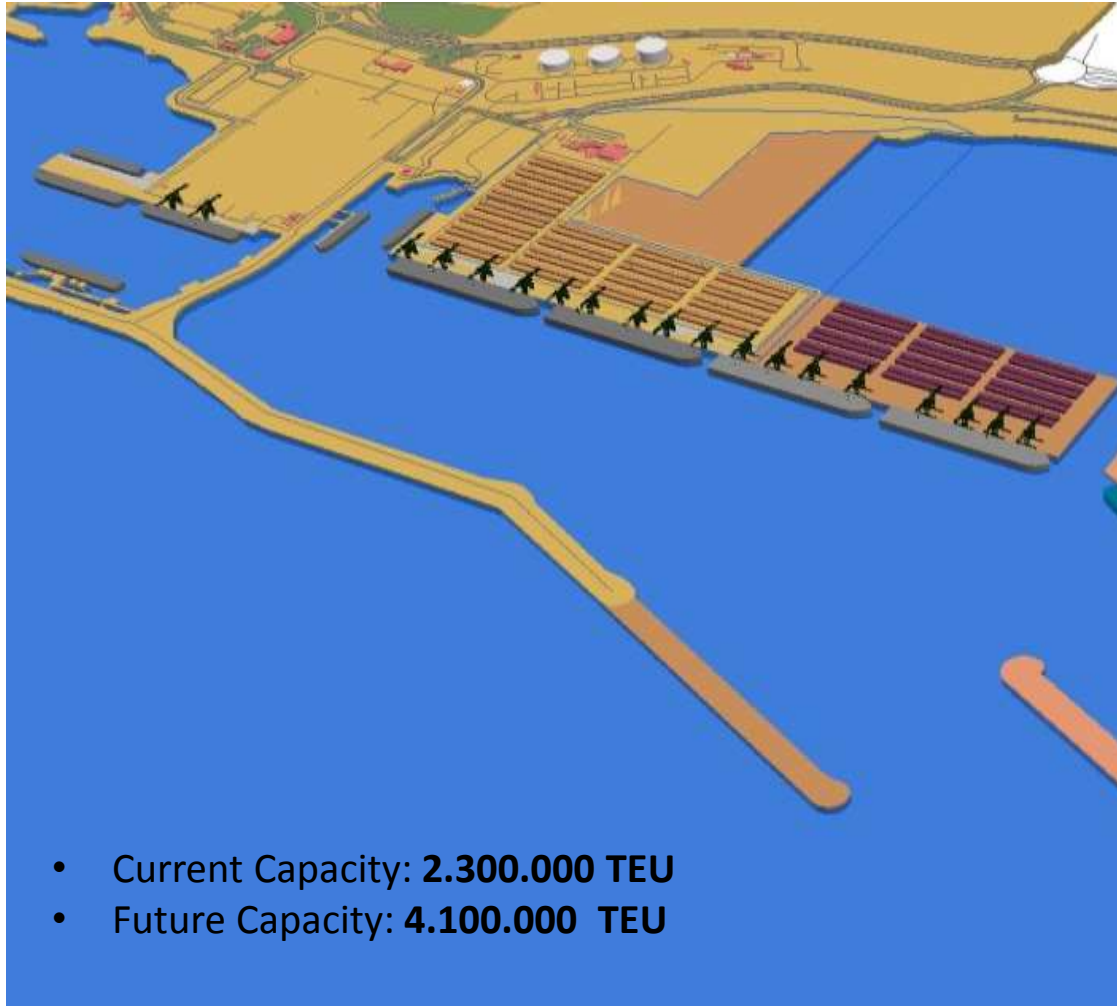
All port terminals have expansion capacity to accommodate new investments

Areas:

- Occupied Area
- Land Expansion
- Maritime Expansion

Sines' Container Terminal – Terminal XXI

(Expansion Capacity)

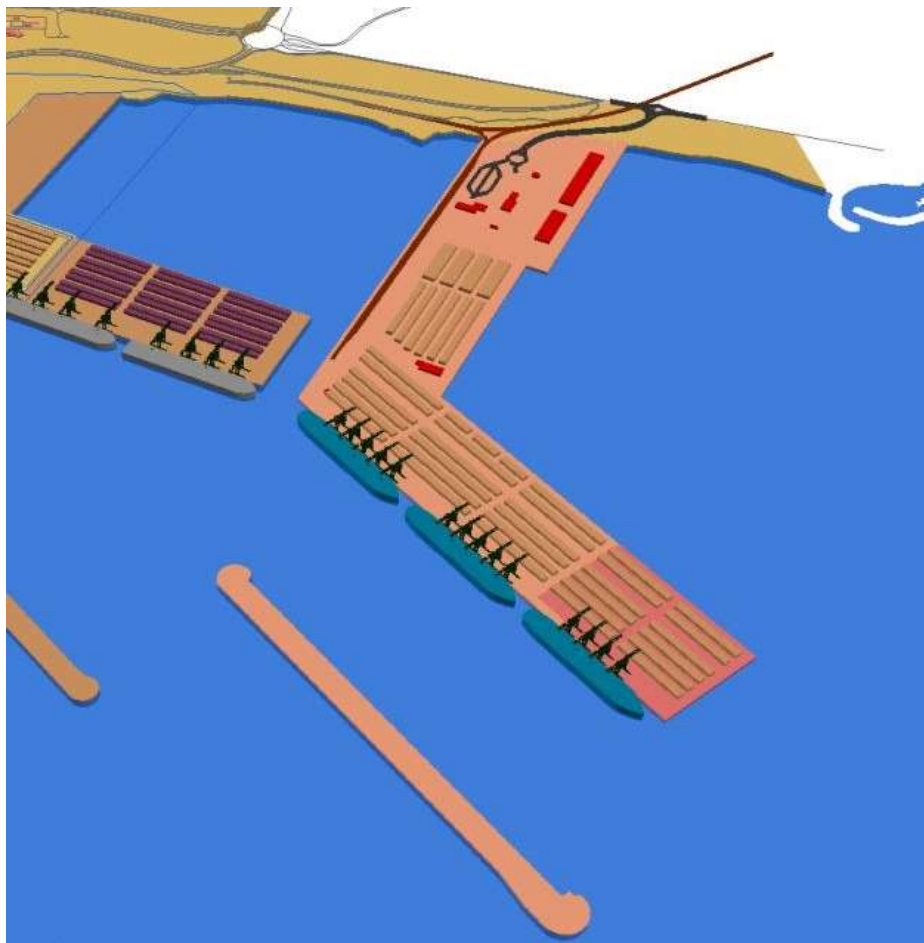


Terminal XXI (3rd Phase)

Aiming at responding to the increasing demand and to existing capacity constraints

- Quay length to **1.750 m**
- **4 mooring position** for 400m l.o.a. vessels
- **19 gantry cranes** ship-to-shore
- **Storage area** expansion from 39ha to **60ha**
- **Maintenance, Replacement and Renovation** of all equipment during concession lifetime
- Private Investment: **547 M€** (297 M€ on the expansion)
- Public Investment:
 - **Breakwater** enlargement: 75M€
 - **Electric power** increase : 10M€
 - **Rail access** improvement: 8,4M€
 - Speed up **container clearance** (building): 4,8 M€

International Public Tender for the Concession Of a New Container Terminal (Expansion Capacity)



Vasco da Gama Terminal

- The Goal of the project is to increase the competitiveness of the Port of Sines through the phased construction of a new container terminal;
- International Public Tender during the second half 2019.

Terminal Characteristics	Phase 1	Phase 2	TOTAL
Quay length	940 m	435 m	1375 m
Handling Equipment	10 QC/29 RTG	5 QC/8 RTG	15 QC/37 RTG
Storage yard	35 ha	11 ha	46 ha
Road and Rail	1,7 km	1,6 km	3,3 km
Projected Capacity	2 MTEU	1/1,5 MTEU	3/3,5 MTEU

EID issued

Vasco da Gama Terminal

Total Estimated Investment

	Phase 1	Phase 2	TOTAL (Phases 1+2)
Private Investment			
Quay length	82 M€	50 M€	132 M€
Equipment	163 M€	62 M€	225 M€
Storage area	160 M€	50 M€	210 M€
Road and rail	3 M€	3 M€	6 M€
Other	59 M€	10 M€	69 M€
Total Private	467 M€	175 M€	642 M€
Public Investment			
Breakwater	125 M€	-	125M€
Road and rail access	35 M€	-	35M€
Total Public	160M€		160M€
TOTAL	627 M€	175 M€	802 M€

M€ = Million of Euro

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ORDEM
DOS
ENGENHEIROS





Thank You



geral@apsinesalgarve.pt
www.apsinesalgarve.pt