

## Netherlands

# Mediterranean container capacity set to grow

In its latest report – ‘*Container Volumes and Terminal Capacity in the Mediterranean*’ –

Dynamar B.V. predicts that expansion of existing terminals and new projects in the Mediterranean region could add 46m teu capacity over the next ten years if they proceed. By 2021, this could see overall annualised capacity reaching 116m teu from the current 70m teu, an increase of 63%.

In comparison, the report states that last year (2011), throughput in the region totalled 47m teu, including full, transhipment and empties. The two main trades, connecting the Mediterranean with the Far East and USA, together accounted for some 20m teu of this, representing 43% of the total boxes handled

at all 42 ports across the Mediterranean accommodating those trades; over the past ten years trade on these routes has increased by a total of 133%.

Providing identically structured profiles of all 98 container terminals in these 42 ports, the report questions whether the container trades will keep pace with the predicted growth. Terminals in the South European part of the West Mediterranean presently hold 45% of the total capacity, with the facilities in the five Levant countries coming second at 19%, equal to 13.5m teu.

However, there are 31 greenfield, brownfield and even ‘bluefield’ terminal projects planned, with projected capacities ranging from 400,000 teu to 3m teu, most of

them to be launched in phases between 2013 and 2030. The bluefield project concerns an offshore container terminal to be built in the Upper-Adriatic outside of the Venice Lagoon.

The largest share of new capacity is to be developed in Turkey, currently the strongest growing Mediterranean economy. Four out of the seven new projects in the country have a combined ultimate capacity for 7.4m teu. If all are built this would result in an increase of almost 80% of the current capacity provided by the 11 existing facilities.

Currently 16m teu new terminal capacity is underway or in planning and by 2023, the centenary year of the Turkish Republic, the country’s container capacity

should reach 30m teu; last year the figure was 11m teu.

Dynamar also raises the question as to whether many Mediterranean ports can handle ultra-large containerships (ULCS) of over 10,000 teu capacity, which, it says, are being built faster than the port and terminal industry that has to handle them.

With 100 ULCS already deployed on ten of the 32 shipping services connecting Mediterranean ports with those in the Far East, the report points out that the present average vessel capacity on that route is 8,400 teu, while for North America the average is 4,100 teu.

The report is available from [www.dynamar.com/publications/89](http://www.dynamar.com/publications/89). ■

## Singapore

# Portek reports 16% increase

The Singapore-based terminal operator Portek International has reported a 16% increase in half-year (April to September, 2012) traffic through its eight global terminals compared with the same preceding period. It handled a total of 521,100 teu.

Strong performance was driven by growth at its T009 facility in Jakarta,

which saw a 35% rise in teu handled from 104,300 to 140,500 teu; this was mainly as a result of increased domestic cargo. At its Bejaia Mediterranean Terminals in Algeria container handling increased 23% from 98,000 to 120,340 teu.

“We were able to increase the volumes through our terminals notwithstanding the on-going global economic slowdown,

due to the economic robustness of the countries where our terminals are found, said Takao Omori, CEO of Portek.

“These developing countries have shown strong economic resilience. We would like to believe that such economic resilience has also been aided by higher levels of port productivity which we have introduced at our terminals,” he said. ■

## Canada

# Halifax and Panama Canal Authority sign MoU

The Halifax Port Authority has signed a Memorandum of Understanding (MoU) with the Panama Canal Authority – the first port in Canada to do so.

The purpose of the MoU is to identify business opportunities, increase awareness of the ports, exchange information, and undertake

joint marketing initiatives.

“Asian cargo is growing over the Port of Halifax and with the Panama Canal expansion nearing completion, large ships will soon have another route option available to and from North America and the Port of Halifax,” said Karen Oldfield, President &

CEO, Halifax Port Authority.

“With Halifax’s transit time advantages for our Asian target markets, it makes sense for us to establish a strategic partnership with the Panama Canal Authority and this MOU will be mutually beneficial for both ports.”

“The MoU with Halifax

reinforces the importance of the ‘All-Water Route’ through the Panama Canal,” said Panama Canal Authority (ACP) Administrator Jorge Quijano. “This agreement will enable us to fully cooperate and work together for continued trade between Asia and the East Coast of Canada.” ■