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news

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Post-Panamax in Liverpool

The Mersey Docks and Harbour Company (MDHC) has lodged an application for a Harbour Revision Order to allow construction of a new post-Panamax container terminal at the Port of Liverpool, the UK's third largest container port and the country's major gateway for container trade with North America.

The £80 mill river terminal would be capable of simultaneously accommodating two of the new generation of larger containerships and would increase the Port of Liverpool's annual container capacity to nearly 1.5 mill TEU.

The application has been submitted to the Secretary of State for Transport along with environmental impact and technical studies. The development would involve construction of an 800m long quay and the in-filling of a stretch of water to create a 17 hectare (42 acre) triangle of land be-



Artist's impression of MDHC's proposed post-Panamax terminal in Liverpool

tween the river wall at Seaforth Dock and the river wall at the Gladstone River Entrance.

The new terminal would be capable of handling 600,000 TEU/year and would free up additional capacity at the existing Seaforth Container Terminal in Liverpool's enclosed docks, which last year

handled a record 616,000 TEU.

"From both a practical and defensive position, Liverpool has to go post-Panamax," said MDHC director of marketing Frank Robotham. "Five years ago, Liverpool was ranked fourth among UK container ports serving the North Atlantic route. Today it han-

dles more container trade with the USA and Canada than any other port in the land. Though lines on the North Atlantic have not yet gone post-Panamax, Liverpool along with US and Canadian ports, has to be ready.

"At the same time, both the new age of large deepsea feeder operations, which has opened up the global networks of major container lines to shippers using the port, and the growing recognition of Liverpool as the gateway to the UK's second largest cargo generating region, add to our optimism for future growth," Robotham said.

Liverpool's ranking among Britain's top three container gateways has been secured by recent investment of £30 mill at the Seaforth Terminal, including new ship-to-shore gantry cranes, a container interchange area for road transport, multi-lane terminal gate, and new box handling plant.