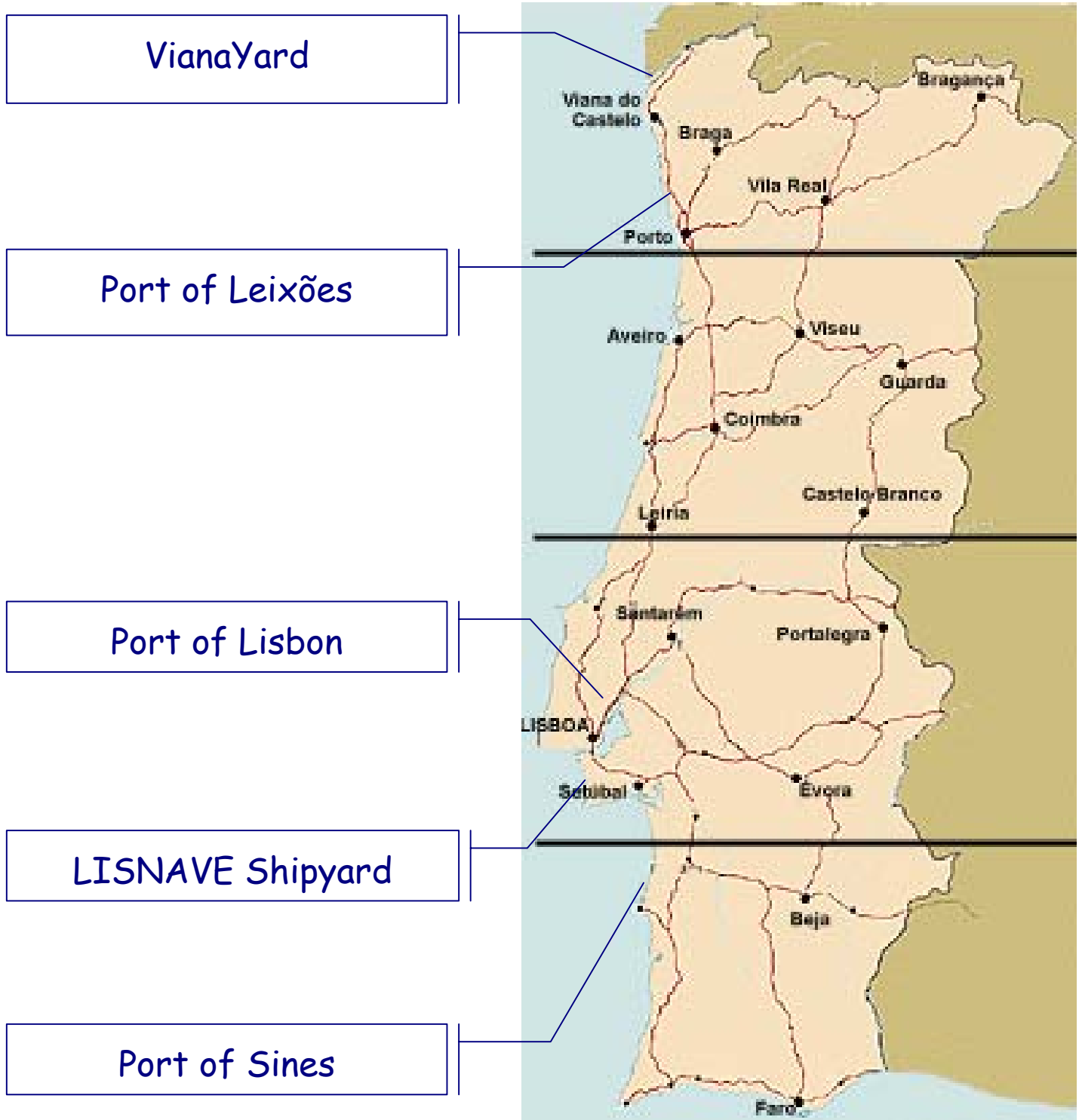


### Technical Visits - Location Map



## Technical Visits - Brief Description

### LISNAVE Shipyard ([www.lisnave.pt](http://www.lisnave.pt))

The company was established on 1st January 1937 by the so called C.U.F. Group when it took over the Rocha Shiprepair Yard concession situated on the North bank of the Tagus estuary at Lisbon.

In September 1961 the company adopted the name Lisnave - Estaleiros Navais de Lisboa when the company expanded on the South bank of the Tagus where a new yard - Margueira, was built, with facilities to accommodate the largest vessels being built.

In 1973 Setenave (Estaleiros Navais de Setúbal) was built at Mitrena in Setúbal to cope with increased demand, both for ship repairing and shipbuilding.

In mid 1997 a restructuring plan was implemented to meet the forecast ship repair and conversion needs in the next century.

This restructuring was completed at the end of 2000, following the general upgrading of the existing yard and the construction of 3 additional Panamax size Drydocks.

All activities are now concentrated at Mitrena.

Lisnave can undertake repairs to any kind and size of vessel.

Located in the River Sado estuary, the yard is close to the town of Setúbal and 50 Kilometers from Lisbon. The yard is sheltered by the peninsula of Troia providing safe anchorage and mooring for ships of any size.

Mitrena Yard is fully equipped to undertake the full scope of all types of repairs and conversions.

### Port of Sines ([www.portodesines.pt](http://www.portodesines.pt))

Located on the southwest coast of Portugal (Latitude: 37° 57' North, Longitude: 08° 52' West) at 58 nautical miles south from Lisbon, the Port of Sines is a deepwater port, wide open to the sea, offering natural rocky bottoms with no need to dredging.

The port's construction started in 1973, having thus begun operating in October 1978.

Offering unique facilities, the Port of Sines is one of the few deepwater ports, equipped with shelter and berthing maritime infrastructures, being thus able to receive very large vessels.

The main maritime infrastructures, which shelter the jetties from the waves coming from N - NW and SW, are respectively the West (with 2000 meters and N/S orientation) and the East (with 2200 meters and a NO/SE orientation) Breakwaters.

Nowadays, Sines is the number one national port, as far as the volume of cargo handled concerns.

### Port of Leixões ([www.apdl.pt](http://www.apdl.pt))

The Port of Leixões comprises the largest seaport infrastructure in the North of Portugal and one of the most important in the country. With 5 km of quays, 55ha of embankments and 120ha of wet area, Leixões has excellent road, rail and maritime accesses and is equipped with advanced information systems for vessel's traffic control and management.

Representing 25% of the Portuguese foreign trade and handling 13,5 million tons of commodities a year, the Port of Leixões is one of the most competitive and versatile multi-purpose ports in the country. Around 3.000 vessels a year come through Leixões, carrying all sorts of goods: textiles, granites, wines, timber, vehicles, cereals, containers, scrap metal, iron and steel, alcohol, schnapps, sugar, oil, molasses, petroleum products, and even passengers from Cruise Liners.

Benefiting from a strategic location with an hinterland rich in industry and commerce, the Port of Leixões has a privileged position in the context of the European port system. It operates 365 days a year with high productivity levels and with reduced vessels turnaround time at the quays. The bar entrance is always open to navigation, without sea tide restrictions.

### VianaYard ([www.envc.pt](http://www.envc.pt))

ESTALEIROS NAVAIS DE VIANA DO CASTELO (ENVC) is a medium sized Shipyard in activity since 1944, located in the town of Viana do Castelo, on the Atlantic Coast in the very north of Portugal. Occupying an area of 400.000 sqm and employing 1100 people, it is the major Portuguese Shipbuilder.

Since the early years Viana shipyard has developed its own design, so, at present, has a great capacity to design, build, convert and repair different sophisticated and specialized ships.

Up to the present, the yard has delivered more than 200 vessels including barges, tugboats, ferry boats, fishing vessels, general cargo and bulk carriers, container ships, oil and chemical tankers, LPG's, cement carriers and war vessels.

ENVC was founded in June 1944 by a group of technicians and skilled workers from the Lisbon Port Shipyard, headed by Américo Rodrigues, their general master. Later, Vasco D'Orey and the Viana-born João Alves Cerqueira (owner of a fishing company in Viana do Castelo) joined them as capitalist shareholders. This took place as part of a governmental program to modernize the Portuguese deep-sea fishing fleet.

The first three vessels built by ENVC and all delivered in 1948, were 1480 tdw cod fishing trawlers: the first two, "Senhor dos Mareantes" and "Senhora das Candeias" built for the fishing company of Viana do Castelo and the third, "São Gonçálio" for the fishing company of Aveiro.

Its total area was then around 35.000 sqm, granted by the local Port Authority.

Two dry docks were built, measuring 151 and 127 m in length and 18.5 m wide each, together with all the main facilities needed for the shipbuilding and ship-repairing activities.

All further structures of the Yard were erected inside this first core.

By the end of 1988, the Yard premises were definitely settled in 400.000 sqm.

During its first 50 years of activity, from 1944 to 1994, about 90% of the units built in the Yard were ordered by Portuguese owners, of which 50% for fishing purposes. After the mid 70's and during the 80's, the main market of the company was the former USSR, for which 31 units of very similar characteristics were built. In the 90's the strongest clients of ENVC were from Germany. The actual main client is the Portuguese Navy.

In 1992, new storehouses, occupying an area of 480 sq. m were built.

The new Bugio Mooring Quay of 300 m length and -6,5m ZH depth was completed in 1993, as well as the new dock supporting shops, with a total area of 4800 sq.m.

In 1995, the new Steel Fabrication Shops, with a total area of about 6100 sq.m were also completed and comprise of: Plasma steel cutting shop, Panel line Sub-assembly shop and Profile processing shop.

In the last 10 years where made a lot of investments to improve productive infrastructures.

The more than 200 vessels built include barges, tugboats, ferryboats, fishing units of different kind, general cargo and bulk carriers, container ships, oil tankers, chemical tankers, LPG's, cement carriers and war vessels.

### Port of Lisbon ([www.portodelisboa.com](http://www.portodelisboa.com))

The Lisbon Port is a fine natural deepwater harbour located at PTLIS Long 9°6'W; Lat 38°42'N on the River Tagus near the Atlantic coast in one of the best locations in Europe for shipping and transshipment.

Lisbon has been the main gateway to Portugal for well over a thousand years and continues to be one of Europe's leading sea ports.

But with the advent of multimodal transportation, the role of Lisbon has broadened. Today it is a vitally important distribution and transshipment centre - a role that has been underlined by Portugal's closer trading links with Spain and other EU members.

Located in the vast estuary of the River Tagus, offering magnificent natural conditions and a unique geographic position, the Port of Lisbon constitutes a privileged link between the Mediterranean and Northern Europe; and between Europe, Africa, America and the Far East. For countless centuries, Lisbon has been an important port of call for maritime navigation.

The smooth, sailing conditions offered by the Tagus estuary have always provided propitious conditions for human occupation, but the first people to draw practical benefits from the estuary were the Phoenicians, who occupied the northern bank in the 12th century B.C., establishing an important centre of commerce, and naming Lisbon - "Alis Ubbo" (Gentle Cove) and the River Tagus - "Tagus". Many centuries later, at the start of the fifteenth century, as a result of the impulse of the Portuguese discoveries, the port's infrastructures were expanded considerably, and it was thereby transformed into the largest centre of commerce with the Orient.

The city and the port grew and prospered together. With the intense movement of sailing vessel and peoples, Lisbon became a genuinely cosmopolitan city and the port of Lisbon became the world's largest commercial port, thus enjoying its golden age on the international stage.

Today, as in the past, the port of Lisbon is a decisive and powerful factor in the country's economy. In the near future, alongside other major European ports, it will be called to play increasingly important role in the transfer of passengers and merchandise to maritime transport (which is less congested and less polluting) and in the reduction of costs of such transport by encouraging inter-modal transport.

The changes to be implemented require the Board of the Porto de Lisboa, S.A. (Lisbon Port Authority), to define service patterns that will encourage greater efficiency and speed in port services, in order to comply with competitiveness requirements that will position the Port of Lisbon at a world-class level.