

# PORT OF GIBRALTAR

HANDBOOK 2010-11



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Port of Gibraltar Handbook 2010-11

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This Port of Gibraltar Handbook is published by Land & Marine Publications Ltd on behalf of the Gibraltar Port Authority.

Special thanks to Tony Davis for kindly allowing us to reproduce his photographs of cruise ships and other vessels in this publication.

Additional pictures supplied by Gibunco and Gibdock.

The opinions expressed in this publication are not necessarily those of the editor nor of any other organisation associated with this publication.

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Printed by: Pensord

ISSN 1467-0844

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## FOREWORD BY THE MINISTER FOR SHIPPING

**I AM PLEASED to welcome you to this latest edition of the Gibraltar Port Handbook.**

Once again this year, I am proud to report that the Port of Gibraltar continues to demonstrate remarkably healthy growth in all sectors and I am confident that this success will continue. Shipping is an important sector of Gibraltar's economy. I am therefore committed to ensuring that Gibraltar's maritime activities continue to achieve a level of excellence that is recognised internationally.

It is well known that the world economy has gone through a difficult period in the last two years. However, I am pleased that Gibraltar has fared well during this time and has barely suffered the effects of the economic downturn. Proof of this is that we have set new records in cruise calls, passenger numbers, vessels requiring marine services and bunker volumes.

One of our biggest priorities is to ensure the safety of all vessels that use the Port. To this end, the Government has made a significant investment in upgrading our Vessel Traffic Management System. This new system provides more effective management of the safety of navigation, and allows the Port to make more use of its Eastern Anchorage, thus expanding the range of services that the local shipping business community can offer its clients.

Gibraltar provides a comprehensive range of services to the maritime sector. We are the most successful bunkering port in the Western Mediterranean and our operating standards are among the highest in the business. These standards are constantly monitored by a

Bunkering Superintendent, whose job it is to ensure all bunkering companies follow a strict code of practice.

Another important area of business for the Port is the handling of cruise ships and their passengers. This year, the Government will embark on a project to enhance the excellent range of facilities provided at the Cruise Terminal and associated berths. This project will allow us to accommodate the larger vessels that continue to be built for the ever-increasing cruising industry.

Gibraltar's ship support services include drydocking, chandlery, crew changes, charts, hull cleaning and underwater surveys, making it the ideal 'one-stop shop' for maritime services. Two other fields within this sector in which we are highly regarded by the industry are our top quality Ship Register, run by the Gibraltar Maritime Administration, and our reputation as an ideal jurisdiction for ship arrests, which are handled with speed and efficiency by our legal system.

I am confident that Gibraltar will continue to grow and prosper in the shipping world, and I look forward to welcoming you to the Port of Gibraltar, so that you may experience the excellent range of services we have to offer.

**The Hon J.J. Holliday, MP**  
*Minister for Shipping*  
*Chairman, Gibraltar Port Authority*



# INTRODUCTION BY THE CHIEF EXECUTIVE OFFICER

**WELCOME to the Port of Gibraltar Handbook 2010-11. Shipping is an important sector in Gibraltar and our prime objective is to ensure that Gibraltar remains a maritime centre of excellence and continues to grow.**

Over the past 12 months we reached several key milestones. The most significant was in July 2009 when the workforce signed a Collective Agreement. Its new Authority status will deliver benefits such as faster decision-making, financial autonomy and becoming a profit centre.

This process has already started with investment in a new Vessel Traffic Management System that will deliver enhanced safety, greater environmental protection and a web-based system providing timely information to customers. In time, the system will bring other benefits to the shipping community as e-business solutions are rolled out.

There has been significant investment, too, in training and empowering the workforce.

Incredibly, against the economic background of 2009, the Port of Gibraltar has increased its market share, surpassing previous records in various sectors. Key to Gibraltar's success is its location close to major shipping routes. Although the economic climate is uncertain and trading patterns are changing, Gibraltar remains well positioned to benefit from the economic resurgence. Its bunkering companies are already responding with more flexible barges able to carry greater volumes and three or four grades.

The Port of Gibraltar became quality accredited in February 2009 and is committed to continuous improvement in customer services. The Port is



adopting the UK's Port Marine Safety Code to ensure that shipping continues to operate as efficiently and safely as possible. Our bunkering safety record is second to none and must remain so.

To meet the growing demands of the environment, Gibraltar will assess the feasibility of land-based storage as an alternative to floating storage. It will also endeavour to make better use of Gibraltar's waters by opening the Eastern Anchorage to operations and more efficient management of anchorages and wharfage.

At a time when security is high on the agenda, it is comforting to the shipping industry that the Port of Gibraltar complies with the International Ship and Port Facility Security (ISPS) Code, and is committed to maintaining the highest standard in this field.

## **Captain Peter W. Hall**

*Chief Executive and Captain of the Port*





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Gibraltar Port Authority

## WHAT DO WE DO?

**THE primary activity of the Gibraltar Port Authority (GPA) is to provide a range of marine services. This includes bunkering, crew changes and delivery of spare parts and stores.**

In addition to these services, the Port provides a Cruise Terminal and associated berths. These attract the cruise ship calls that make such an important contribution to the Gibraltar economy.

The GPA is a statutory body with responsibility for safe navigation within British Gibraltar Territorial Waters.

This duty includes operating pilotage services, maintaining navigation marks, monitoring water depths, regulating the movement of shipping, emergency planning and environmental management.

### HOW IS THE GPA MANAGED?

The GPA is constituted as an independent statutory body operating under the Gibraltar Port Authority Act of 2005.

The Board of the Authority is made up of:

- Government representatives
- Port operators
- A representative of the Gibraltar Trades Council
- Independent members
- Port senior management.

As set out in the GPA Act, the Board is responsible for policy and strategic management.

The Port management team, led by the CEO and Captain of the Port, undertakes day-to-day operational management.



The GPA has a permanent staff covering all disciplines and services provided by the Authority.

**Chairman:**

The Hon J.J. Holliday MP  
Minister for Shipping

**CEO:**

Captain P.W. Hall

**Principal Private Secretary of the Ministry:**

P.R. Canessa

**Port Employers' Representative:**

J.J. Bassadone

**Gibraltar Trades Council Representative:**

M.J.A. Tampin

**Independent Members:**

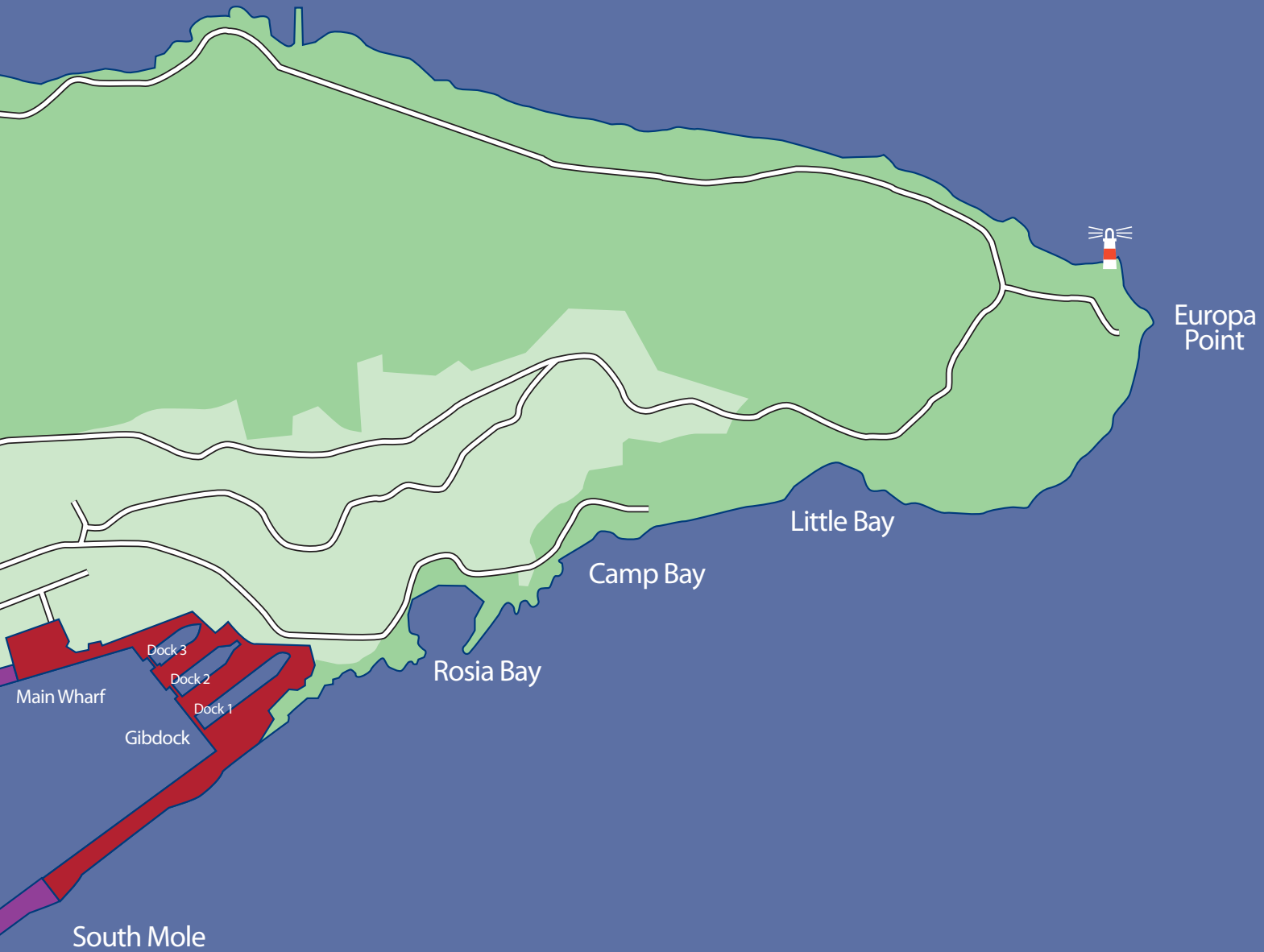
P.H. Canessa, C.A. Lavarello.

# GIBRALTAR PORT MAP





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The Port's history and institutional framework

## A LONG TRADITION AS A MARITIME CENTRE

**GIBRALTAR has been a site of commercial importance for 3,000 years.**

In the earliest times, the Rock was occupied by the Phoenicians, Carthaginians and Romans, but no proper settlements were established before the arrival in 711 AD of Islamic invaders from North Africa, who named the peninsula Gibel Tariq (Tariq's Mountain) after their commander, Tariq-ibn-Zeyad. The city was founded later, in 1160 AD, and remained under Moorish rule until 1462, when the Spaniards captured the Rock.

In 1704, during the War of the Spanish Succession, Gibraltar was occupied by an Anglo-Dutch force. Since then, Great Britain has maintained control over it, resisting Spanish attacks like the Great Siege (1779-1783) and further blockades in more recent times.

### STRATEGIC ASSET

In this historical context, a major role has been played by Gibraltar Port, which proved to be a strategic asset for Great Britain during the Napoleonic Wars and later became a vital staging post and supply point on the shipping route to India after the Suez Canal opened in 1869.

A naval base and coaling station have long been the distinctive features of Gibraltar. Military support continued to be its dominant role for most of the 20th century, especially during the two World Wars. By contrast, the decades that followed have seen a gradual transition to a commercial port profile.

In particular, the Ministry of Defence's decision in 1984 to scale down its operations in Gibraltar made it possible to diversify port activities across a broad range.

Gibraltar has developed into an international centre of maritime services. Examples of this process are the conversion of the naval dockyard to a commercial shipyard, the opening of the Cruise Terminal, extensive marina and waterfront development, the creation of a Ship Register and the growth of financial and maritime-related services.

### FRAMEWORK

- Gibraltar is a self-governing Overseas Territory of the UK with its own Constitution.
- As a consequence of UK membership of the European Union, Gibraltar is also part of the EU. However, it is outside the EU Customs Union and consequently VAT is not applicable.
- Gibraltar Port enjoys duty free status, with significant benefits for a wide range of port activities.
- In September 2006 the Córdoba Agreements between the Governments of Gibraltar, Spain and the UK resolved some long-standing issues between Gibraltar and Spain. This paved the way for key developments in air, sea and road transport that have benefited the maritime sector. Closer co-operation now exists between all ports in the Strait of Gibraltar.

Geographical context and competitiveness factors

## A PORT ABLE TO PROVIDE VALUABLE SERVICES AT GLOBAL, REGIONAL AND LOCAL LEVELS



**LOCATED at the southernmost tip of the Iberian Peninsula, 14 km from the coast of Morocco, Gibraltar commands the western entrance to the Mediterranean – a vital link in the busy east-west international shipping route. In this way, Gibraltar is ideally positioned to be a major service centre for ships of all types and sizes.**



The competitive edge of the Port is enhanced by favourable physical, institutional and environmental factors as well as by a traditional competence in all aspects of maritime services.

Moreover, Gibraltar's proximity to several ports in Spain and Morocco, on the one hand, and its unique geographical features and political status, on the other, have paved the way for complementary port activities.

In effect, the Port is able to play various roles and to serve a diversity of market sectors at global, regional and local levels.

### Global Level:

#### A SERVICE CENTRE FOR THE SHIPPING INDUSTRY

The Port of Gibraltar has grown into a 'one-stop shop' providing ship operators with a wide range of services including bunkers, shiprepair and off-port-limits operations.

Gibraltar has become an attractive port of call for cruise ships as well as developing a pool of expertise in serving the growing traffic in superyachts.

World-class status can also be claimed by Gibraltar's maritime expertise in:

- Legal and financial services
- Ship management
- Gibraltar's own ship register
- Specialisation in ship arrests
- Commercial links with Lloyd's of London.





### Regional Level:

## CO-OPERATION WITH NEIGHBOURING PORTS

The 2006 Córdoba Agreements opened an era of co-operation between Gibraltar and the Spanish ports of Algeciras (which is now served by a daily ferry service), on the opposite side of the Bay, and Ceuta, on the African coast.

In addition, the Moroccan port of Tangier, linked with Gibraltar by a daily ferry service, is participating in this dialogue between all ports in the Strait region. These relations have intensified at both institutional and commercial level, with several companies seeking arrangements with partners in other ports to create regional networks.

In this favourable climate, the shipping community of Gibraltar is exploiting new market opportunities, providing its regional counterparts with a well established business infrastructure for the development of port and maritime activities.

Of particular interest is the strong relationship between Gibraltar and the new container port of Tanger-Med, which offers a range of high quality services to containerhip operators.



### Local Level:

## SUPPLYING THE LOCAL ECONOMY AND CONTRIBUTING TO URBAN DEVELOPMENT

The Port of Gibraltar makes a vital contribution to maintaining the supply chain of Gibraltar's trade through cargo-handling activities that take place mainly at its container berth.

Meanwhile, tourism-related activities have led to a series of waterfront developments that have increased Gibraltar's attractiveness and enriched the urban landscape. This has brought major benefits to those who have bought properties in residential complexes associated with marinas.

## GIBRALTAR'S COMPETITIVE ADVANTAGES

- Strategic location close to the crossroads of major shipping routes
- Widely recognised competence and expertise in maritime affairs and services
- British style of government, legal and financial systems that inspires confidence and trust
- Duty free status and tax advantages for businesses and shipowners
- Unique nature of the Rock and the City – Mediterranean with a British flavour.



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# AN OUTLINE OF THE PORT INFRASTRUCTURE



**THE PORT OF Gibraltar lies on the western side of the Peninsula at a latitude of 36°09'N and a longitude of 05°20'W.**

The natural protection afforded by the Rock is complemented by a system of sea defence works including:

- The Western Arm of the North Mole (500 metres)
- The Detached Mole (800 metres)
- The South Mole (1,100 metres).

The Port can be divided into three sectors:

1. The commercial port, in the northern sector, with nearly 2,300 metres of quay on the North Mole and Western Arm for cruise, cargo handling and bunkering operations.
2. A complex of yachting facilities in the central sector, including Queensway Quay Marina.
3. The Gibdock shipyard and Royal Naval base, occupying the southern sector of the Port.

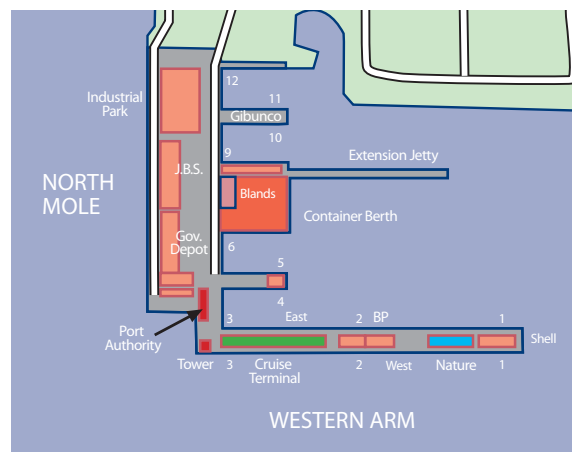
Safe berthing for cruise ships and other vessels requiring bunkers or fresh water is available on both sides of the Western Arm. Vessels calling for lay-up or repairs use the Detached Mole, which has 605 metres of wharfage with a maximum draught of 9.1 metres. Two 100 metre berths are available for vessels discharging general cargo.

Another two yachting facilities, Marina Bay and Ocean Village, are located at the northernmost end of Gibraltar, outside the harbour, in a well sheltered position between the external side of the North Mole – which also features the Ferry Terminal – and the Airport runway.

Winston Churchill Avenue is the main road link between the City, the seaport, the Airport and the frontier with Spain.

Details of each quay in the commercial port are shown in the table below.

DETAILS OF BERTHS IN THE PORT OF GIBRALTAR (NORTH MOLE/WESTERN ARM)			
Berth Name	Quay length (m)	Draught (m)	Uses
1W - 2W - 3W (Western Arm)	465	9.3	Cruise ships - bunkering - water supply - waste recycling
1E - 2E - 3E (Western Arm)	450	8.6	Cruise ships - bunkering - water supply - waste recycling
Berth 4	99	7.9	Pilot launches - Port launches
Berth 5	99	7.9	Tugs
Berth 6	99	7.9	Container handling - general cargo
Berth 7 (Extension Jetty)	245	11.0	Bunkering operations
Berth 8 (Extension Jetty)	245		Barges - slop barges
Berth 9	99	7.5	
Berth 10	99	7.5	
Berth 11	99	7.5	
Berth 12	99	7.5	





## **PORTAGENCY & MARINESERVICES**

Bunkering  
Container Handling  
Crew Changes  
Lubricants Supply  
Marpol IV & V Services  
Off Port Limits Services  
Ship Chandlery Free of VAT  
Spare Parts Free of VAT

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## CARGO HANDLING FOR THE LOCAL MARKET

**PROVIDING an important service for the local economy in terms of handling seaborne cargo is M H Bland & Co Ltd, which is Gibraltar's only licensed stevedoring company.**

Transshipment of steel, general cargo and containers is carried out both at anchor and alongside.

The stevedoring company is based at the North Mole container berth and operates a range of mechanical equipment including one 36-tonne, 30 metre radius Gottwald mobile harbour crane, one 40-tonne container stacker, two cranes of 10 tonnes capacity for grab work and ship stores and a range of fork-lift trucks from 2 to 10 tonnes capacity.

### WAREHOUSE

M H Bland has a 1,000 square metre warehouse at the container berth and the company has a dedicated logistics department to deal with forwarding of all kinds. It also handles about 500 teu per annum.

For containerised cargo, the shipping line OPDR operates a fortnightly service to Gibraltar from Felixstowe (UK) via Rotterdam.



### PROFILE: M H BLAND

Established in Gibraltar by Marcus Henry Bland in 1810, M H Bland & Co Ltd has a long history and tradition in maritime commerce, having passed through all stages of development of both the shipping industry and the Port of Gibraltar.

Owned by the Gaggero family, the group of companies has recently seen a rapid expansion of its activities within the marine and tourism sectors. A high standard of service is underlined by an ISO 9001: 2000 quality management system.

M H Bland offers a flexible agency package in the main ports of the Strait (Gibraltar, Ceuta and Algeciras) ranging from vessel services such as bunkering, crew changes, repairs and ship stores to cargo services like Customs clearance, transshipment and warehousing.

The company has a fleet of flat-top barges, tugs, workboats and lubricant-carrying tankers to provide a wide range of services to vessels at anchor and in off-port-limits operations.

The agency department attends to the needs of many of the cruise ships and superyachts calling at Gibraltar.

The group has various companies providing tourism services. These include the Cable Car as well as travel and excursion services from Calypso Tours, Calypso Travel and Dolphin World.

M H Bland is a member of the Multiport ship agency network and the Association of Yacht Support Services as well as an associate member of Medcruise.



# GLOBAL BUNKER SUPPLIERS AND TRADERS

Peninsula Petroleum is a major physical bunker and lubricant supplier operating from the ports of Gibraltar, Ceuta, the Canary Islands, Panama, Piraeus and Singapore. As a physical supplier and a worldwide trader with annual sales in excess of 4,000,000 tonnes, we have the resources and capabilities to guarantee the highest quality products and first-class customer care at all times.

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Major bunkering port

## SUPPLY OF COST-EFFECTIVE FUEL AT THE CROSSROADS OF SHIPPING LANES

**A COMBINATION of strategic advantages has enabled Gibraltar to become one of the world's leading bunkering ports. Our location, VAT-free status, efficiency and cost effectiveness have attracted vessels in increasing numbers. Business has grown steadily since the late 1980s to become the Port's leading activity. In 2009 approximately 4.7 million tonnes of bunkers were delivered to 6,712 ships.**

The service is generally provided by barge to vessels at anchor in Gibraltar Bay, but ships and yachts can also be refuelled alongside, in particular at Berth 7 of the Extension Jetty and on the Western Arm.

Gibraltar's bunkering companies supply all grades of marine fuel from 30 to 380 cSt. Customers can expect high operating standards, constant quality checks and close attention to safety and the environment.

Local operators have made significant investment in new barges and equipment to meet current industry standards.

The Gibraltar Port Authority is well prepared for dealing with any pollution incidents and is an associate member of Oil Spill Response Ltd, of Southampton, England.

### EXPERIENCED MARKET OPERATORS

The Gibunco Group has a presence in Gibraltar's bunker market through its specialist member companies, Cepsa (Gibraltar) Ltd, Peninsula Petroleum Ltd and Maritime (Gibraltar) Ltd. The Gibunco Group is one of the most diverse commercial organisations in Gibraltar. In addition to petroleum supplies and barge operations, Gibunco is involved in ship

agency, ship support services, marine engineering, underwater ship maintenance, afloat repairs and property development.

Vemaoil Company Ltd, has six bunker barges based in Gibraltar ranging from 4,800 to 9,900 tonnes with a combined capacity of nearly 40,000 tonnes. The barges have a high pumping capacity and are equipped with blenders, flow meters and sampling units. The company achieves a fast and flexible service by supplying fuel to the barges from a floating storage facility anchored permanently in the Bay. This mothership is the 107,000 dwt 'Vemabaltic', a modern double-hulled vessel.

Aegean Bunkering (Gibraltar) Ltd supplies and markets refined marine fuel and lubricants to ships in port and at sea, serving a wide range of ocean-going and coastal vessels including bulk carriers, containerships, cruise ships, ferries, fishing vessels and tankers. Apart from Gibraltar, Aegean has service



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The Scamp Underwater Services Worldwide Network are fuel conservation and underwater engineering specialists. Our prime objective is to increase customer profits through minimising fuel consumption and by maximising ships' hull efficiency. From our Scamp Co-ordination Centre in Gibraltar, our worldwide network operates in over 260 major maritime locations, offering swift solutions to underwater ships' problems.

Scamp Ltd, Europort, Building 7, PO Box 51, Gibraltar Tel: + 350 200 79015 Fax: + 350 200 79065  
Email: [info@scampnetwork.com](mailto:info@scampnetwork.com) [www.scampnetwork.com](http://www.scampnetwork.com)



centres in Europe (Greece, Belgium and the UK), West Africa (Ghana), the Americas (Canada, Mexico, Jamaica and Trinidad & Tobago), the Middle East (United Arab Emirates) and the Far East (Singapore). In Gibraltar, Aegean operates five modern double-hulled supply vessels with pumping capabilities of 250 to 600 tonnes per hour and a double-hulled floating storage vessel, the 'Aeolos'.

Bunkers (Gibraltar) Ltd is a recent entrant to the market, bringing new technologies. Instead of the mechanical blenders generally used in the bunker industry, it has adopted a system used widely in the shore-based petrochemical industry: a jet mix process with viscosity trimming. The related equipment is fitted directly to the supply vessel. The company operates a double-hulled supply tanker with a pumping capacity of 1,200 cubic metres per hour and a double-hulled mother vessel, the 68,157 dwt 'Varg Star'.

Shell Company of Gibraltar Ltd supplies automotive and marine gas oil for yachts and commercial vessels, ex-wharf, by truck and/or barge. It also delivers bulk and packaged lubricants both ex-wharf and by barge in the Bay. Other services include removal of waste oil from yachts and rapid lubricants analysis.

Maritime (Gibraltar) Ltd, owned 50 per cent by the Gibunco Group, operates a fleet of modern ISM-certified barges ranging in capacity from 900 to 6,800 tonnes and delivering over 1.5 million tonnes per year of bunker fuels in the Bay of Gibraltar. All bunker operations are carried out in accordance with ISO 9001 procedures.

Peninsula Petroleum Ltd is a major bunker and lubricant supplier in the ports of Gibraltar, Ceuta, the Canary Islands and Panama and is active as a worldwide trader with annual sales in excess of 4 million



tonnes. It offers high quality products and first-class customer care. The company has offices in London, Dublin, Piraeus, Gibraltar, Singapore, Geneva, Shanghai, Montevideo, Panama and Dubai and its experienced staff provides clients worldwide with a professional and cost-effective way of meeting their fuel requirements. As part of the Gibunco Group, the company also offers a full range of marine services including dedicated barging, ship agency and the worldwide Scamp fuel conservation, shiprepair and maintenance network.

## EAST SIDE BUNKERING

In June 2010 the Gibraltar Government confirmed plans to allow bunkering to take place in the Eastern Anchorage subject to the outcome of an Environmental Impact Assessment and under the same controlled conditions as on the west side. The installation of the Port's VTS has made this possible. Initially, bunkering operations will be allowed only during daylight hours and in suitable weather conditions. This will provide a significant boost to this sector of the industry.

# You'll be glad you bumped into us

Fendertech is a family-run company established in the late 1990s. Our core business is rental, refurbishment and sale of fendering equipment.

We also provide ship-to-ship cargo transfers in partnership with SPT Marine Services.

**FENDERTECH**  
PO Box 195, Suite 21B Don House,  
30-38 Main Street, Gibraltar  
Tel: +350 57571000 / 54385000  
Fax +350 20051779  
Email: fendertech@gibtelecom.net



## SHIP-TO-SHIP CARGO TRANSFERS

Fendertech is licensed by Gibraltar Port Authority to perform lightering operations in port, at anchorage and offshore. Our equipment is OCIMF compliant and maintained to a high standard.

## MOORING MASTERS

Experienced mooring masters are employed directly by SPT Marine Services for berthing and unberthing and supervision of lightering.

## FENDER RENTALS

Wide range of marine fenders in stock from 1 x 3 metres to 3.3 x 6.5 metres.

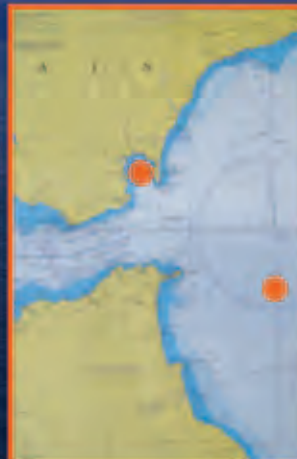
## FENDER REFURBISHMENT & SALES

All kinds of refurbishment undertaken locally, from puncture repairs to a complete overhaul and renetting of a large fender. Sales of all types/sizes of fender.



## SPT, MARINE TRANSFER SOLUTIONS

Whether underway or at anchor, SPT provides safe, reliable, Ship-to-Ship transfer solutions. Rely on our experience to provide you with the best service using specially designed STS equipment, in-house Mooring Masters and outstanding support staff with over 40 years experience as Mariners.



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A comprehensive range of easy-to-use maritime services

## A ONE-STOP SUPPORT CENTRE FOR SHIPPING

**THE Port of Gibraltar is ideally equipped for vessel support activities. A comprehensive range of services provided by experienced operators is available for vessels transiting the Strait.**

With a minimum of deviation from the main shipping lanes, vessels can take advantage of Gibraltar's top quality services in various key sectors:

- Chandlery
- Crew changes
- Fresh water
- Lube oil
- Provisions
- Ship agency
- Shiprepair – drydocking
- Underwater hull cleaning and maintenance
- Spare parts and stores.

For vessels that want to keep moving, several companies in Gibraltar are able to provide 'off-port-limits' services (see separate article on Page 23).

### CREW CHANGES

Vessels requiring crew changes can use Gibraltar's 'off-port-limits' services to take on crew members without interrupting their voyage. The Airport makes it easy for crew to be flown home at the end of their tour of duty, with direct flights to London and Manchester.

### SHIP AGENCY

A large number of reputable ship agents are active in Gibraltar, dealing with ships of all types and sizes. These companies have all the experience and expertise needed to arrange port services tailored to the needs of individual shipowners. Many ship agencies also have offices in other ports of the region for prompt and easy access to support services.

### SHIPREPAIR

In addition to the major shipyard facilities of Gibdock, the Port is home to other companies offering shiprepair and engineering services. Other firms deal with vessel repairs both at anchor and alongside. Riding squads are available for voyage repairs, leaving the ship at its next port of call.

### SPARE PARTS AND STORES

Urgently needed spare parts can usually be delivered within a matter of hours. There are direct flights between Gibraltar and the UK and it is easy for local companies to airfreight supplies from the UK and Europe.



## MARKET LEADERS IN THE STRAIT OF GIBRALTAR

As the largest shipping agent in Gibraltar, Gibunco Ship Agency offers round the clock services using its own dedicated launches and tugs for off-limit supplies. We have offices inside the port together with our own jetty with sheltered and open storage facilities. A complete range of off-port limits services with our own tugs are also available to meet all our clients' requirements.

Gibunco Ship Agency, No.4 Jetty, North Mole, PO Box 51, Gibraltar  
Tel: +350 200 42994 Fax: +350 200 46277 Email: [agency@gibraltar.gibunco.com](mailto:agency@gibraltar.gibunco.com)  
[WWW.GIBUNCOSHIPAGENCY.COM](http://WWW.GIBUNCOSHIPAGENCY.COM)

## Gibraltar Maritime Administration The **Flag** of Choice

A Register for prudent ship owners and operators

- Ships registered in Gibraltar are British and fly the Red Ensign
- A European Union (EU) Member State's Register
- Wide range of individuals or corporate bodies can qualify as eligible owners or charterers to register a ship
- Registration under ownership, bare-boat charter and for ships under construction
- Recourse to a well established maritime legal system
- British Consular services around the world
- A quality Register with a high standard of safety
- No nationality barrier for seafarers
- Fiscal advantages

For further information, contact:

Gibraltar Maritime Administration  
Wainwright House,  
238 Casemates Square, Gibraltar  
Tel: Gibraltar (350) 200 47771 / 200 90424  
Fax: Gibraltar (350) 200 47770  
E-mail: [maritime.registry@gibraltar.gov.gi](mailto:maritime.registry@gibraltar.gov.gi)







## SCAMP LTD

Scamp Ltd has 45 years' experience in helping ship operators to save on bunker fuels and maximise the performance of their vessels.

Through its flexible maintenance plans, tailored to each vessel, Scamp delivers hull cleaning and propeller polishing programmes that work hand-in-hand with the client's vessel schedule to ensure a minimal loss of operational time.

At a time of record highs for bunker fuel prices and ship charter rates, Scamp's ability to deliver savings and optimise performance is a key asset.



## DEDICATED SERVICES FOR SUPERYACHTS

The Port of Gibraltar has become an attractive stopover for a growing number of superyachts (40 to 120 metres in length) en route from the Caribbean to the Mediterranean and vice versa, according to their seasonal cruising cycles, for bunkering and provisions.

Superyachts can make use of several dedicated facilities, but the largest vessels, over 100 metres in length, must berth within the Commercial Port.

Gibraltar is an attractive port of call for yachts, not only because of the range of support services provided by specialised companies, but also because it offers a wide choice of tourist attractions as well as opportunities for VAT-free shopping.

Another selling point for Gibraltar is that yachting facilities are so close to the Airport. This is very convenient for operations such as crew changes and freight forwarding.

## 'OFF PORT LIMITS' SERVICES FOR SHIPS ON THE MOVE

Gibraltar has various specialist operators with the expertise to provide 'off-port-limits' services for vessels en route between the Atlantic and the Mediterranean. Ships can receive provisions, spare parts, stores, mail and charts – and even change crews – without coming off charter or leaving international waters.

Tugs or supply vessels are generally used for these operations, which can take as little as 15 minutes. Each vessel used is surveyed annually to ensure it can perform these services efficiently and safely,





**A HELPING HAND  
IN GIBRALTAR...**

**...FOR ALL YOUR  
YACHTING NEEDS**

A 'one stop' ship Agency in Gibraltar, dedicated solely to serving the needs of the super yacht industry

Medmar Agencies Ltd  
No 4 Jetty, North Mole  
PO Box 1430  
Gibraltar

**Director Adrian Lugnani**

Telephone: +350 200 40620

Fax: +350 200 45102

Mobile: +350 58135000

Email: [medmar@gibraltar.gi](mailto:medmar@gibraltar.gi)



## MEDMAR AGENCIES LTD

Medmar Agencies Ltd is dedicated to the servicing of superyachts. It provides cost-effective services that include:

- Berth reservations
- Bunker fuels and lubricants
- Engineering and shiprepair
- Port services, Customs and Immigration clearance
- ENG 3 medical
- Freight forwarding and clearance of yacht spares
- Crew changes
- Travel arrangements
- Provisioning and ship chandlery
- Charts and publications
- Waste oil and garbage removal and disposal
- IT communications
- Servicing and repair of navigation equipment.



while the maximum amount of provisions or number of crew members it can carry is determined according to its size.

A special area of the 'off-port-limits' services concerns ship-to-ship (STS) transfers of oil, liquefied gas and other cargo, which require the use of special equipment and strict operating procedures.

Owing to high demand, three areas around Gibraltar have been set aside for providing services to avoid interfering with regular shipping traffic. These are



subject to change and should be confirmed by the GPA prior to arrival.

Companies operating 'off-port-limits' supply vessels include Gibunco Marine Company Ltd, M H Bland & Co Ltd and T P Towage Company Ltd.

T P Towage, in particular, has four Voith Schneider tugs at its disposal to provide embarkation/disembarkation of spare parts, stores and crew for ships transiting the Strait. The service is available 24 hours a day, all year round.

Three other companies provide STS transfers. They are Fendertech, Smith Imossi & Co Ltd and Global Agency Company, in partnership with SPT.

## SPT

The marine company SPT provides safe, reliable and environmentally secure STS transfers of crude oil, refined products and liquefied natural gas. With a team of 25 full-time mooring masters, it completes over 1,000 STS operations a year. Over 1 million barrels of crude oil and/or refined products are transferred daily in Aruba, Cyprus, Gibraltar, Malta, Rotterdam, the United States and West Africa.

SPT operations in Gibraltar are licensed by the GPA and regulated by an approved safety management system. The company has ISO 9001: 2000 quality assurance and works closely with Global Agency Company in Gibraltar. Vessels from 5,000 to 300,000 dwt are used by SPT for its STS operations in Gibraltar. It is authorised to transfer products using innovations such as vapour balancing to ensure zero emissions.



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## THE NEW VTS SYSTEM IS A KEY ADVANTAGE FOR SHIPS AND THE MARITIME SUPPORT SECTOR



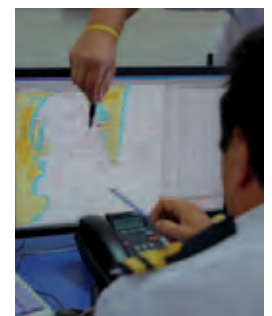
**GIBRALTAR'S new VTS, supplied by Transas, plays a key role in the safe and efficient handling of vessels, using the latest technology to keep a 24-hour watch on all shipping traffic including bunker barges. Officers can identify and track each vessel on their radar screens, which are updated 20 times per minute.**

Detailed visual control of ships is made possible by CCTV coverage of the East and West Anchorages which complements VTS.

All ships calling at Gibraltar are required to assist in the management of vessel traffic by using VHF Channel 12 to report their arrival and departure and every move they make within the Port.

All information relating to vessel traffic is co-ordinated by an electronic data information system (EDIS). This system is intended for billing data but is also used to inform third parties such as agents, pilots and tug operators about shipping details in the harbour.

In addition to planning and co-ordinating the movements of shipping traffic, officers are constantly in touch with agents, bunker operators and other ship-related services and port customers to provide them at all times with key information gathered by EDIS about the current status of berths and port services.



# SET COURSE FOR PROFESSIONAL SHIPWORK



The long established dockyard in Gibraltar has changed its name to Gibdock. Both the management and dockyard team remain the same, as does our ongoing commitment to the highest levels of professional service.

In one of the most convenient locations in Europe, Gibdock offers comprehensive repair, maintenance and conversion in its three dry docks and protected deepwater port.

Accredited by Lloyds Register in the areas of quality management, environmental control and health & safety, the team at Gibdock bring all the necessary skills to meet the diverse needs and expectations of our international customers.

From initial project planning through to successful on-time completion our aim at Gibdock is to deliver a thoroughly professional and friendly experience.



**GIBDOCK**  
THE PLACE FOR SHIPWORK





## THE SHIPYARD USES SKILL AND RESOURCES TO MEET THE LATEST MARKET DEMANDS

**ORIGINALLY** a Royal Naval dockyard, the Gibraltar shipyard was converted to commercial use in the mid 1980s and was rebranded as Gibdock in 2009, proudly celebrating its enviable location and over 100 years of experience in shiprepair and conversion. This strong heritage has allowed the Gibraltar shipyard to secure a respected market position in the Mediterranean and beyond.

Thanks to a substantial investment programme by Gibdock, the shipyard has obtained ISO 9001: 2008 quality certification for repair of ships and offshore vessels; ISO 14001: 2004 environmental standard; and OHSAS 18001: 2007 health and safety accreditation.

Gibdock has a skilled team of bilingual project managers and craftspeople with world-class levels of experience in this field.

### FACILITIES

Located at the southern end of the Port, the 23-hectare complex has nearly 1,000 metres of deepwater quay including Main Wharf (300 metres in length with 9.5 metres draught) and South Mole (435 metres with 11 metres draught) as well as 9,000 square metres of workshops fitted with a full complement of machinery and cranes.

Three dry docks are available for projects of all sizes, from minor repairs to large conversions:

**Dry dock No 1:** 272 x 38 x 10 metres served by two 45-tonne cranes and one 8-tonne crane

**Dry dock No 2:** 184 x 29 x 11 metres served by two 15-tonne cranes

**Dry dock No 3:** 150 x 29 x 11 metres, with retractable cover, served by two 10-tonne cranes.



### AN IDEAL SHIPYARD CENTRE

Gibraltar offers key advantages as a destination for shipyard services:

- An ideal location close to main shipping lanes offering minimum deviation for commercial vessels
- A subtropical climate with mild winters, hot summers and scarce rainfall: ideal conditions for shipyard work and application of modern paint systems
- The availability of large-capacity dry docks and significant wharfage
- A comprehensive range of maritime support services
- Gibdock complies with the ISPS Code, thus underlining its commitment to enhancing dockyard and ship security

# **GLOBAL**

**Agency Company**



*We co-ordinate and/or organise complete ship agency services including:*

- *Bunkers and luboils*
- *Water*
- *Slop reception*
- *Repairs and underwater cleaning*
- *Crew changes*
- *Shore excursion programme*
- *Off-port limits services*
- *Stores, provisions and spare parts*
- *Surveys*
- *Stevedoring services*
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- *Ship to ship transfers (in partnership with SPT Marine Services Ltd)*

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E-mail: [operations@gacgibraltar.com](mailto:operations@gacgibraltar.com); [www.gacgibraltar.com](http://www.gacgibraltar.com)

Wastage Products Limited  
Suite 21B, Don House, 30/38 Main Street, Gibraltar  
Tel: (350) 200 73399 (24hrs); Fax: (350) 200 51779  
E-mail: [operations@wastageproducts.com](mailto:operations@wastageproducts.com)  
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- **OFFICIAL LOCAL AGENT FOR STATUS SCIENTIFIC CONTROL**



## SERVICES

Centred in a large, full service deepwater port, the yard offers excellent access for entry, anchorage and berthing and is committed to providing the highest repair and conversion standards in each and every project, focusing on the planning, control and monitoring, so that all projects exceed customer expectations on quality of work, cost and ship redelivery on schedule.

Gibdock offers complete commercial shiprepair and conversion services for all kinds of commercial vessels up to panamax size in dry dock and is able to undertake large-scale conversions such as lengthening.

The shipyard can also repair vessels afloat up to 300,000 dwt.

In addition to routine maintenance such as cleaning, blasting and painting, Gibdock offers a full range of specialist capabilities and services, including:

- Steel work
- Pipe work
- Painting and blasting
- Mechanical and engine repair
- Tail end repair
- Electrical systems maintenance and repair.

With Gibraltar Airport close by, Gibdock is also near to Jerez, Seville and Malaga airports and only four hours from Madrid by rail.



## REPUTATION FOR QUALITY

Rather than relying on large numbers of subcontractors, Gibdock prides itself on its directly employed team of project managers and tradesmen. Its employees are among the most experienced worldwide in commercial shiprepair and conversion, guaranteeing consistent quality of work, continuity and services that can be tailored to their individual needs over time.

Recent investments in the yard have included: new workshop roofing; new crane rails for dry docks 2 and 3; and new blasting and painting equipment. Gibraltar's subtropical conditions, with mild winters, hot summers and scarce rainfall, are ideal for the application of today's sophisticated paint systems.

# GIBRALTAR

## The flag of choice

### Registry

A Register for prudent ship owners and operators



For further information, contact:

Gibraltar Maritime Administration  
Watergate House,  
18 Casemates Square, Gibraltar.  
Tel: Gibraltar (350) 200 47771 / 200 50424  
Fax: Gibraltar (350) 200 47770  
E-mail: [maritime.registry@gibraltar.gov.gi](mailto:maritime.registry@gibraltar.gov.gi)

- Ships registered in Gibraltar are British and fly the Red Ensign
- A European Union (EU) Member State's Register
- Wide range of individuals or corporate bodies can qualify as eligible owners or charterers to register a ship
- Registration under ownership, bare-boat charter and for ships under construction
- Recourse to a well established maritime legal system
- British Consular services around the world
- A quality Register with a high standard of safety
- No nationality barrier for seafarers
- Fiscal advantages



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## THE FLAG OF CHOICE FOR PRUDENT SHIPOWNERS

**THE Gibraltar Ship Register is the ideal choice for the prudent shipowner who wants to have the prestige and reassurance of belonging to a British register and flying the Red Ensign without incurring high costs.**

It is a Category 1 Register within the Red Ensign Group and is the only EU Register (apart from the UK) in this category. It is managed by the Gibraltar Maritime Administration, a division of the Ministry of Shipping.

Vessels flying the Gibraltar Red Ensign are British and are also recognised as EU ships, having the same access to the cabotage trade as ships of any other EU member state – a clear advantage when trading in and around Europe.

Most types of commercial ships are represented on this reliable, top quality register, which has grown steadily in recent years and now contains over 320 oceangoing ships totalling over 2 million gross tonnes, with a mean average age of 10 years. The Register also enjoys the full support of Gibraltar's first-rate legal and fiscal systems.

Gibraltar is an active participant in the Paris MOU and is on its 'White List' for Port State Control. This reflects the Register's high quality, safety and envi-



ronmental standards. The Register's reputation in this regard makes it attractive to prudent ship operators.

Moreover, 'White List' Registers, particularly Gibraltar, are less likely to be subjected to Port State Control Inspections.

### A SIMPLE REGISTRATION PROCEDURE

Experienced Registry staff members are on hand to make the process of registering a vessel as smooth as possible. There are four categories of commercial registration currently offered:

- Full
- Bareboat
- Provisional
- Vessel Under Construction.

Many of Gibraltar's legal firms specialise in maritime law and ship registration, offering expertise in matters ranging from finance and corporate structures to surveying and maritime legislation.

Gibraltar's legal system is based on English common law and broadly follows UK maritime legislation, so shipowners and mortgage lenders can have full confidence in contracts and the legal process.

### OWNERSHIP

In recent years, Gibraltar has extended the range of persons or companies allowed to register a vessel.

A vessel may be registered in Gibraltar provided its majority interest is owned by British citizens, British Dependent Territories citizens, British overseas citizens, EU or EEA nationals or companies registered





# TP Towage + Co Ltd

- Harbour Towing
- Coastal Towing and related services

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After Hours: +350 200 41912



**T.P. Towage  
Company Ltd.**





within the EU or EEA. These are the main eligibility requirements.

A bareboat chartered vessel may also be registered in Gibraltar provided it is chartered or operated by any of the categories of persons or companies detailed above. Shipowners whose principal place of business is not in Gibraltar must appoint a local representative.

## YACHT REGISTRATION

The Gibraltar Maritime Administration (GMA) is expanding its portfolio to include commercially operated yachts. The technical standards (including codes of compliance) governing these registrations are laid down by the Maritime Administrator.

The registration of private pleasure yachts of any size is now available with the GMA via the Gibraltar Yacht Registry, which became part of the organisation in 2010. The registration of yachts complying with the Mega Yacht Code is now possible within the Gibraltar Yacht Registry. Contact the Gibraltar Maritime Administrator for more details (see advert on Page 22).

## SURVEYORS AND AUDITORS

The GMA employs a team of full-time surveyors and auditors who carry out regular flag inspections of ships on the Register, normally every 30 months for cargo vessels and 12 months for passenger ships.

These ship visits help build a good relationship between the GMA and owners and operators as it gives them the opportunity to offer support, help and advice on how to run a better ship.

Another key task for the surveyors is to inspect visiting ships, under the PSC monitoring scheme, with a view to maintaining high standards in shipping throughout the industry.

The surveyors also carry out accident investigations involving Gibraltar-registered ships and into any vessel involved in an accident within Gibraltar's territorial waters.

Safety surveys of local commercial craft are also carried out by the surveyors, as are examinations of crew qualifications.





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**Making every port your home port**





## THE NUMBER ONE JURISDICTION FOR SHIP ARRESTS

**GIBRALTAR has an enviable reputation as an ideal jurisdiction for ship arrests. It has become a world leader in this special area of maritime expertise because of the speed and efficiency of its legal system.**

An arrest may take place if a ship has accrued an unpaid debt or if there is a dispute over ownership of a vessel or its cargo. Sometimes the vessel is surrendered voluntarily, but in other cases the authorities will be instructed to arrest it as it enters the Port.

Gibraltar offers shipowners and mortgagers a tried and tested maritime legal system based on English law and conducted in English, the international language of shipping.

Another key factor is Gibraltar's convenient geographical location near the main Atlantic and Mediterranean shipping routes. The Port has ample room, both alongside and at anchor, for arrested ships to await the decision of the courts and, possibly, their subsequent sale.

In recent times more reception facilities for arrested ships have been made available on Gibraltar's eastern side.

### SPEEDY PROCEDURE

In general, these matters are addressed with a minimum of delay and inconvenience. The same goes for crews of arrested ships, who are repatriated promptly.

The Supreme Court, sitting in its Admiralty jurisdiction, determines whether judgment should be given in favour of the creditor, in which case the vessel can be sold and the proceeds used to clear the debt. Time is of the essence, since delays can lead to extra costs as well



as inconveniencing all parties and possibly hindering the final settlement. Ships are sold with a 'clean title', that is, free from all encumbrances.

Modern IT technology is used to speed the process of appraisal and sale once the court has made the relevant order. Particulars of an arrested ship can be made available online within days of a survey.





## A DIVERSE ECONOMY IS A SOURCE OF STRENGTH FOR THE ROCK

**THE economy of Gibraltar is highly diversified and is based mainly on service industries such as tourism, shipping, financial services and online gaming. Operating at an international level, these activities have generated large amounts of revenue and helped to ensure that Government finances are extremely robust. The economy continues to experience significant levels of year-on-year growth and the Government operates a fiscal surplus, laying the foundations for a bright future. This trend has been enhanced as a result of recent agreements with Spain.**

Moreover, both the Port and the Airport make a vital contribution to the steady growth of tourism.

The financial services sector has shown strong growth over many years, particularly in the area of insurance-related activities, stemming from Gibraltar's direct access to the single European market in financial services. Accessibility to the EU single market includes not just insurance, reinsurance and insurance mediation but also banking and investment services. Thanks to, inter alia, high standards of regulation and international compliance, as well as its very competitive fiscal environment (with corporation tax to stand at 10 per cent as from 1 January 2011 and including its VAT-free status and other unique advantages), Gibraltar has attracted and continues to attract a wide range of financial services companies to the Rock. (see panel stories)

The financial services sector accounts for nearly 30 per cent of Gibraltar's GDP. Over 200 financial institutions, employing multilingual staff, are located on the Rock.

In the banking sector, institutions with European parentage (such as Danish, Dutch, French and Swiss) offer their services alongside British operators.

Regulated to EU standards, financial services firms in Gibraltar offer a very high degree of expertise and professional service to their clients.

Gibraltar has become a key centre for telecommunications with access to a broad range of wavebands thanks to its strategic location at the interface between Europe and Africa. The Upper Rock provides a height advantage for aerials and satellite tracking stations.

At the same time, a significant growth in e-commerce has been recorded in a range of business sectors.

### A FULL RANGE OF FINANCIAL SERVICES

Gibraltar's financial institutions offer a comprehensive package of services:

- Commercial and retail banking
- Private banking
- Portfolio management
- Alternative investment management
- Trust and company management
- Funds, including experienced investor funds, and fund administration
- General insurance
- Captive insurance
- Protected cell companies.



## THE FINANCE CENTRE OFFERS UNIQUE ADVANTAGES

As an international finance centre, Gibraltar offers unique advantages due to its status within the European Union:

- Direct access to EU financial services markets
- Regulated to EU and international standards
- Extensive financial expertise
- Exempt from VAT
- Competitive fiscal environment
- No capital gains, wealth or inheritance tax
- High quality infrastructure and communications
- English-based legal system.





## A PRIME DESTINATION IS AN EVER-GROWING MAGNET FOR TOURISTS

**THE special character of Gibraltar – its history, geography and culture, together with its unique landscape and architecture – has been a major draw for visitors over the years. Today, the Rock is a destination of no small importance on the worldwide tourist trail.**

Over 10 million people visited Gibraltar in 2009, the vast majority for short stays and shore excursions. The Rock's unique atmosphere has made it especially popular with the cruise industry, but the role of the Airport is growing, too, with larger numbers of tourists now arriving by air from the UK. Another market sector is cross-border tourism from southern Spain.

In recent years the Gibraltar Tourist Board has worked hard to improve the quality of tourist services, to expand the range of accessible attractions and to co-ordinate in an enhanced way the management of tours and excursions by local operators.

The tourist appeal of the City Centre has been boosted by a major programme to expand leisure and shopping opportunities while enhancing the look of the main streets and squares. In addition, the public transport system has been significantly upgraded to meet the needs of tourists.

### VARIETY OF TOURIST ATTRACTIONS

Both the City and the Rock – one of the legendary Pillars of Hercules – offer a range of visitor attractions.

The City features a mix of British, Genoese and Portuguese architecture, with narrow winding streets and a wide choice of restaurants, shops and other sites of interest.

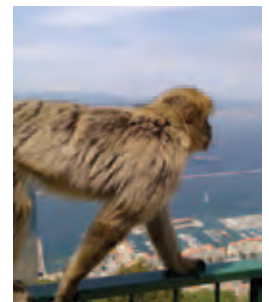
Highly frequented places are Gibraltar's pedestrianised shopping centre, Main Street, and the two most important squares, Casemates and John Mackintosh. The leisure district of Irish Town has its own special character, with bustling pubs and attractive colonial-style buildings.

### HERITAGE

Throughout Gibraltar one can see dramatic reminders of its turbulent past. Of particular interest are the military tunnels, which consist of:

**The Great Siege Tunnels:** a defensive network dug by the British Army inside the Rock during the Great Siege of 1779 to 1783

**The Second World War Tunnels:** a 'fortress within a fortress' excavated on the orders of Winston Churchill



## KEY ADVANTAGES FOR VISITORS

Gibraltar has key advantages for short-stay and shore excursion visitors:

- The official language is English, thus enhancing the experience for many tourists, especially cruise passengers
- The City Centre is within walking distance of the Cruise Terminal and only a few minutes away by coach or taxi
- The main visitor attractions are located within a small area
- There is a wide choice of VAT-free shopping
- Much of the City Centre, including Main Street, is pedestrianised
- Gibraltar has an enviably low crime rate and efficient, British-style police and emergency services.





to accommodate a hospital, a military headquarters and a power station as well as nearly 10,000 troops and civilians.

Other historical sites include:

- The Military Heritage Centre
- Nelson's Anchorage
- The Trafalgar Cemetery
- The 100-Ton Gun
- O'Hara's Battery
- Parson's Lodge Battery.

Another monument, dating back to the time of Islamic rule in the 12th century, is the Moorish Castle, an ancient fortified complex that is open to the public. The Jews' Gate is also a historical landmark.

## NATURE

When it comes to natural attractions, the Alameda Botanical Gardens feature exotic plants, shrubs, trees and a beautiful amphitheatre, while on the Upper Rock there is a Natural History & Heritage Park with over 600 species of flowers and plants, many of them unique to Gibraltar.

The Upper Rock also contains the famous St Michael's Cave, with its stalagmites and stalactites, whose main chamber has been transformed into a spectacular venue for concerts and other social events.

At the Apes' Den and in other areas of the Upper Rock, visitors can get a close-up view of the Barbary apes, Europe's only free-ranging monkeys, while the deep waters of the Bay and the Strait are home to a

large population of dolphins and are also frequented by whales. Regular boat trips allow tourists to see these natural wonders.

On the east coast lies the attractive fishing village of Catalan Bay, while Europa Point, at the southern tip of Gibraltar, features the only Trinity House lighthouse outside the UK as well as the medieval Shrine of Our Lady of Europe and the modern Ibrahim-Al-Ibrahim Mosque.

## ACCESS TO THE UPPER ROCK

Tourists have access to the Upper Rock by the Cable Car, which takes them up the west face of the Rock from a base station in Grand Parade, a few minutes' walk from the City Centre.

It includes an intermediate station with access to the Apes' Den and a top station with spectacular views of Africa, Spain and Gibraltar itself. The top station also has a self-service restaurant and a souvenir shop.

Visitors can also take a tour bus or taxi to the Upper Rock.





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## GIBRALTAR BUILDS ON ITS STATUS AS A MEDITERRANEAN CRUISE GATEWAY

**GIBRALTAR has an enviable position in the cruise market. This is due not only to its strategic location at the gateway to the Mediterranean but also to key factors such as the availability of top quality maritime services, VAT-free shopping and a rich variety of tourist attractions.**

Gibraltar is fourth in the cruise port rankings for the Iberian Peninsula after Barcelona, Lisbon and Malaga. It is as an ideal port of call for ships whose itineraries include the Strait of Gibraltar, the Western Mediterranean and the Atlantic Coasts of Iberia and Morocco as well as Madeira and the Canary Islands.

In 2009 the Port received 238 calls with 348,508 passengers to Gibraltar. The 2010 schedule indicates a similar level of cruise ship activity.

This traffic is generated by cruise vessels of all sizes, from mega ships such as the 3,600-passenger 'Independence of the Seas' to the luxury 112-passenger SeaDream yachts.

The two busiest periods of the year are spring and late autumn owing to the migration of ships from the Caribbean to the Mediterranean in spring and back in late autumn.

A driving force behind Gibraltar's performance in this sector is the huge interest in cruises which operate



from UK ports, most of which feature the Rock in their Mediterranean itineraries.

### EASY ACCESS, EXCELLENT FACILITIES

Access to Gibraltar for cruise ships is simple and straightforward as there are no locks or tidal restrictions; and they can berth alongside the Cruise Terminal at any time of day or night within an hour of leaving the international shipping lanes.

A total quay length of 940 metres allows up to four medium-sized or two large vessels to berth alongside simultaneously.

### KEY ADVANTAGES AS A PORT OF CALL

- Excellent location
- Easy access for ships
- Top quality port services
- First-rate facilities for passengers
- An unbeatable choice of visitor attractions
- Ships can berth alongside the Cruise Terminal.



These dedicated berths are located on the Western Arm of the North Mole, 1 km from the City Centre, with no length or air draught restrictions, while water depth is 9.6 metres on the outside and 8.6 metres on the inside. Additional berths can be made available elsewhere in the Port, if required.

Cunard's 'Queen Mary 2' is the only ship which has to anchor in the Bay and tender passengers ashore to the Ferry Terminal, thus leaving the Cruise Terminal free to handle passengers from other ships which may be docked alongside.

### A MODERN CRUISE TERMINAL

Gibraltar is equipped to handle large numbers of cruise passengers thanks to a modern Cruise Terminal, inaugurated in July 1997 on the Western Arm.

The terminal building, a renovated warehouse, has a bright and spacious interior and a cool atmosphere thanks to a specially insulated roof and stone-clad walls decorated with nautical scenes and paintings by local artists.

Facilities include international telephone, fax and internet connections, bureau de change, bar/cafe-teria, arts and crafts shop, display areas and a tourist information office.

From the Terminal, cruise passengers can choose from a wide range of excursions, by organised coach tour or taxi, all provided by professional local operators. Alternatively, it is only a 15-minute walk to the City Centre or they can make use of a shuttle service.

There are plans to extend the Cruise Terminal and to refurbish the Western Arm to deal efficiently with the growing size of cruise ships. Suffice it to say that,

since the Terminal opened, the average number of passengers per ship calling at Gibraltar has more than doubled to over 1,400.

### SECURITY MEASURES

Since it was constructed, the Terminal has employed stringent security measures to meet international requirements.

The restricted zone is accessed from the public area by way of airport-style security systems such as X-ray machines and metal detectors.

The Port itself is a restricted access area with a visible but discreet security presence on the land side, while harbour waters are patrolled continuously by law enforcement agencies.

### TURNROUND OPERATIONS

Several cruise ships have undertaken complete turn-rounds in Gibraltar and the Port Authority is working to strengthen this function in the near future.

The close proximity of the Airport, only a five-minute drive from the harbour, makes these operations very easy and represents a clear advantage for operators of fly/cruise packages. The Airport can handle aircraft up to Boeing 757 size, so that a large number of passengers can be transferred to the Cruise Terminal in a short space of time.

The growth of turnround operations in Gibraltar is closely linked to the upgrading and expansion of hotels. This could open up a new market segment for passengers wishing to stay on the Rock for several days before or after a cruise, with spin-off benefits for the whole economy of Gibraltar.





## A HAVEN OF CHOICE FOR INTERNATIONAL YACHTSMEN

**WITH its spectacular setting, strategic location and first-rate facilities, Gibraltar is an established port of call and a popular base for yacht cruising.**

In particular, the Rock is a natural stopover for boats sailing across the Atlantic or cruising the Mediterranean or the waters off Portugal or North Africa.

In addition to visiting yachts, Gibraltar is popular with long-stay customers, who benefit from special discounts. It has also attracted many permanent berth-holders from the UK and northern Europe who have discovered the advantage of keeping their yachts at this unique location.

Gibraltar has two sheltered private marinas with a combined capacity of over 500 berths. Both are located in areas of major waterfront development only a few minutes' walk from the City Centre:

**Ocean Village/Marina Bay:** part of a large-scale leisure, retail and residential complex near the Airport

**Queensway Quay Marina:** with associated luxury housing, inside the main harbour.



### KEY ADVANTAGES FOR YACHT OWNERS

- The distinctive British atmosphere of Gibraltar
- Daily air links with London's Heathrow, Gatwick and Luton and four flights a week to Manchester, allowing yachtsmen to base their boats in Gibraltar and enjoy the excellent climate with opportunities for year-round cruising in the western Mediterranean
- Financial advantages for owners who base their yachts in Gibraltar, thanks to its VAT-free status
- Fiscal advantages and other benefits for yachts on the Gibraltar Yacht Register
- A wide range of specialist services for yachtsmen including brokerage, chandleries, compass adjusters, electronics specialists, sail makers and providers of spare parts.
- Drydocking facilities for superyachts at Gibdock
- Underwater maintenance and repairs
- First-rate medical facilities as well as banks, insurance companies and legal firms with wide experience in dealing with yacht owners
- A wide choice of tourist attractions and VAT-free shopping
- Competitively priced marine fuel.

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## TOP QUALITY MARINA AND WATERFRONT FACILITIES

### OCEAN VILLAGE/MARINA BAY

Ocean Village is the largest waterfront development in Gibraltar: a residential, commercial and leisure complex in the north-west of the Peninsula, between the North Mole and the Airport runway.

The development consists of three 17-storey towers: Grand Ocean Plaza, Majestic Ocean Plaza and Royal Ocean Plaza. In addition to residential accommodation, they offer commercial space on the ground and first floors.

There is a retail promenade, with attractive lighting and garden features, while bars, cafés and restaurants offering local and international cuisine can be found on various piers and pods overlooking the yacht basins.

Other parts of the development have leisure facilities, too, including gardens, water features and a private pool resort.

### YACHTING FACILITIES

Yachting facilities are an essential part of the Ocean Village development, which includes two of Gibraltar's long-established marinas:

- Marina Bay, built in 1979 and formerly operated by Marina Bay Complex Ltd
- The former Sheppard's Marina, now called Ocean Village Marina.

Both have been modernised and integrated with the Ocean Village Project. There are 323 berths in total as a result of the latest expansion programme.

Yachts up to 100 metres in length and 4.5 metres draught can be accommodated at these facilities. In addition, berths for smaller boats of 10 to 12 metres are available at Marina Bay.

### RECENT BERTH EXPANSION

An investment of £500,000 by Ocean Village Investments Ltd has provided the marinas with 98 additional berths. Many of these are over 20 metres in length and there are dedicated berths of up to 90 metres for superyachts.

All berths offer a range of support services. These include boat-lifting, brokerage, Wi-Fi and satellite TV access and a golf buggy hire service to transport supplies as well as multi-jet showers, hairdryers and a laundry. There is also a full concierge service with car hire, office administration and private catering.

Security is given high priority, with 24-hour patrols and gates with coded entry to the pontoons.



# Marina Bay & Ocean Village Marina

## Gibraltar's premier marinas.

Ocean Village Marina & Marina Bay, part of the Ocean Village complex, now offers a fabulous mix of marina, leisure and residential facilities.

With a draft of 4.5 metres and over 200 berths the two marinas can accommodate most vessels, including super yachts. Friendly help and advice is always available from the centrally located pier office.

Work is due to start at Ocean Village Marina expanding

and improving the berths to compete with the best in the Mediterranean. This expansion will include premium berths of up to 80 metres to cater for the ever expanding mega yacht market.

Berthing in Marina Bay and Ocean Village Marina not only provides a tranquil haven from the elements but makes an ideal base with premier bars, international restaurants and retailers and Gibraltar's only casino.

**Pier Office: Tel (+350) 200 73300 (24 hours)**  
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Each berth has a multiple utility point with telephone, fax, satellite TV and security connections as well as electricity and fresh water. A computerised metering system allows berthing fees and extras to be prepared at a moment's notice, allowing yachts to get under way quickly.

Shoreside services include chandlery, engine and electrical workshops, diving and sailing schools, a hire shop and diving hire as well as showers, toilets, laundry and a hair salon.

Visiting yachtsmen have a choice of bars and restaurants overlooking both marinas as well as a range of retail outlets including a supermarket. There is even a dental surgery located in Neptune House, on the shore of Marina Bay.

## QUEENSWAY QUAY MARINA

Queensway Quay Marina is located in the main harbour area, just a short walk from the City Centre. Formerly part of Taylor Woodrow's waterside development, it was originally developed in 1994 as a marina with two Mediterranean-style residential complexes of 125 and 56 apartments.

In 2001 it became privately owned and later was enlarged through the creation of a 13,000 square metre island that serves as a breakwater. A row of 19 luxury houses, each with its own 20 metre berth, has been built on The Island.

The marina has 160 berths – due to increase to 209 berths – with water, electricity and telephone connections. All pontoons are accessed through a security gate with pass numbers.

The marina has a minimum depth of 4.5 metres and can accommodate superyachts up to 80 metres in length.

Shoreside services include the supply of fuel, a chandlery, a yacht agency, a marine electronics company, a sailing school, a laundrette and a travel agency as well as restaurants, bars and shops.

## MULTI-SERVICE SUPPORT FOR YACHTS

Sheppard's has been providing reliable support services for yacht owners in Gibraltar since 1961.

The chandlery department offers a wide range of yacht equipment such as electronic and electrical equipment, spare parts, hardware, engines, generators and paints as well as materials for maintenance, repair and fitting out.

The repairs department can handle most types of work including electrical system repairs, engine rebuilds, GRP repairs, rigging, shipwright work, specialist welding, machining, mechanical repairs, spray painting and stainless steel fabrication.

For haul-outs, Sheppard's is equipped with a 40-tonne travel lift. Services for hauled-out yachts include antifoul removal, hull cleaning, slurry blasting, anode replacement, seacock servicing, stern gear repairs, spray painting, polishing, transducer replacement and osmosis treatment.





## ITS INTERNATIONAL STATUS GIVES A BIGGER ROLE TO THE AIRPORT

**PLAYING a bigger-than-ever role in the commercial life of Gibraltar is the Airport, which is being expanded to cope with higher levels of traffic.**

The Airport is located near the frontier with Spain, only 500 metres from Gibraltar City Centre. It has a 1,829 metre runway, built partly on reclaimed land.

Previous restrictions on civilian air traffic were lifted following the 2006 Córdoba Agreements between the governments of Gibraltar, Spain and the UK. This allowed flights from any countries to use Gibraltar, thus opening up new opportunities for both passenger travel and air freight business.

At present, Gibraltar is linked by direct scheduled flights with London and Manchester in the UK.

The Airport provides services for a range of key market sectors including the maritime community:

- Gibraltar residents
- Tourists and business visitors
- Fly/cruise packages
- Owners of yachts based in Gibraltar

- Ship crew changes
- Nearby zones of Spain (both residents and tourists)
- Airfreighting of ship stores and spare parts.

### AIRPORT EXPANSION UNDER WAY

A large-scale project is under way to expand Gibraltar’s Airport facilities. Key components of this scheme are:

- A new 20,000 square metre two-storey air terminal with three gates, two baggage carousels and a potential annual capacity of 1 million passengers
- Extensive car parking facilities
- A new access road including a tunnel under the runway. This will end the current ‘level-crossing’ arrangement where road traffic crosses the Airport runway to reach the terminal and the frontier with Spain.





## PORT AND SHIPPING FIGURES ARE VERY POSITIVE

**THROUGHOUT** the first decade of the 21st century, Gibraltar’s port and shipping statistics have shown a general upward trend (see graphs).

The overall number of vessel calls has increased from just under 4,500 in 2000 to a so-far record high of 10,042 in 2009 with a gross tonnage of 276,155,893.

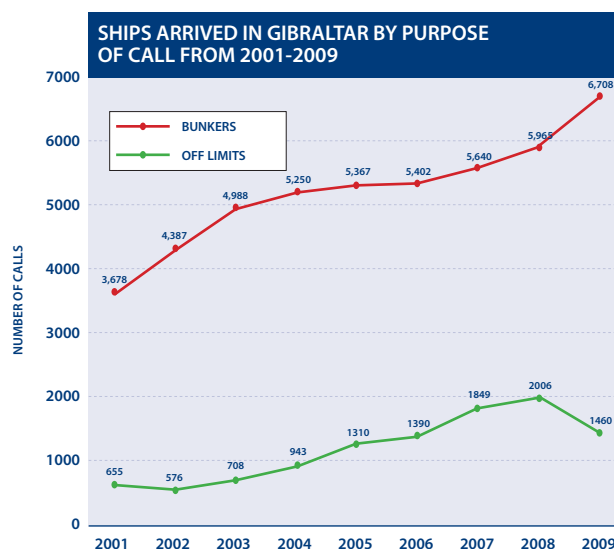
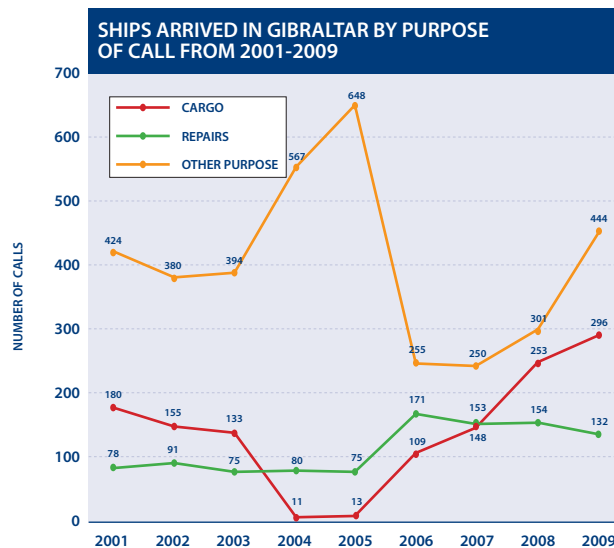
If this figure is broken down by main purpose of ship call, most categories reveal a steady growth. The only exception is vessels calling to load or discharge cargo. Here, the curve is U-shaped, denoting a cycle; but recent years have brought a marked upswing.

By far the most frequent purpose for calling at Gibraltar is bunkering, with 6,708 ships taking on fuel in 2009. A total of 4.7 million tonnes was delivered in 2009 compared with 2.7 million at the beginning of the decade. There has also been an impressive growth in vessels requiring off-port-limits services, up from 480 in 2000 to 1,460 in 2009.

Figures for cargo handling are not significant; but it is worth mentioning that Gibraltar’s container berth handles an average of between 500 and 600 teu each year and there is a regular shipping service.

### SIGNIFICANT INCREASE

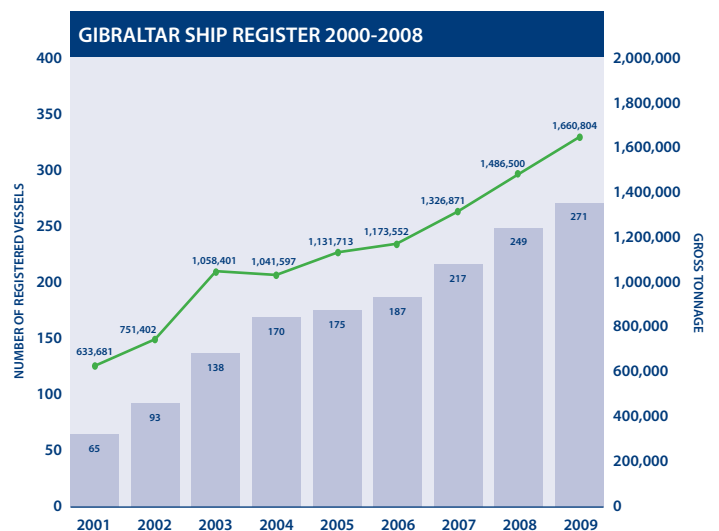
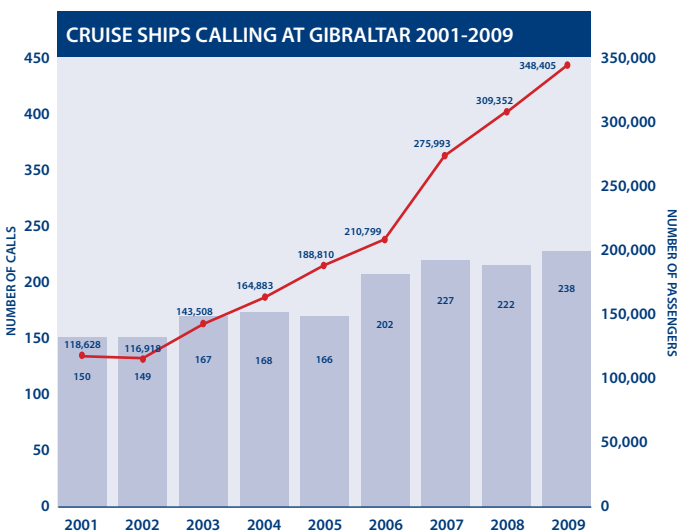
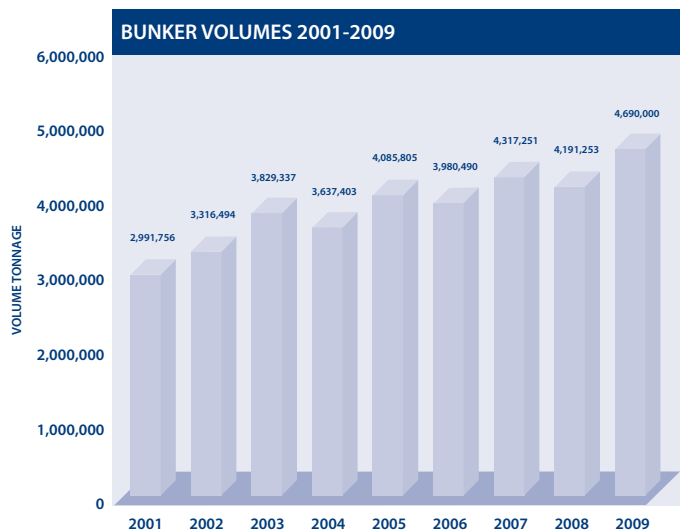
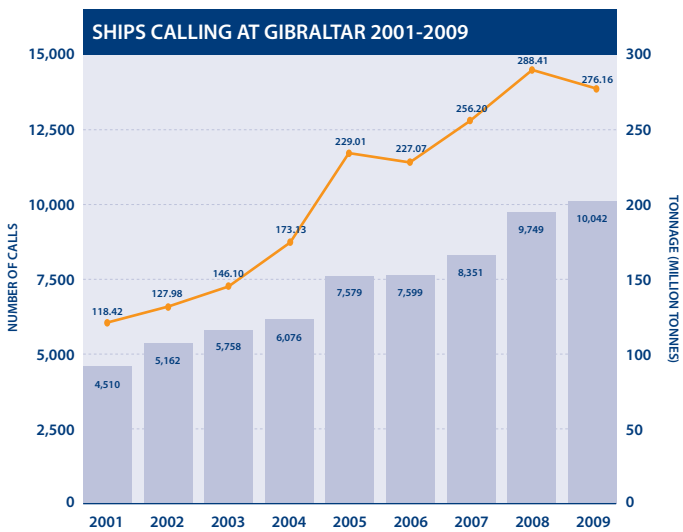
In the cruise sector, a significant increase began in 2006 when the number of calls rose above 200 and passenger volumes exceeded 200,000 for the first time. In 2009 a total of 238 calls – 36 more than in





2006 – brought more than 348,000 passengers – an increase of over 100,000 – thus reflecting the ever-growing size of cruise ships calling at Gibraltar.

The Gibraltar Ship Register has proved very attractive to shipowners. The number of registered vessels is over 320 ships totalling 2.25 million gt. This compares with just 65 vessels and 634,000 gt in 2000.





# DIRECTORY

## PORT AUTHORITY CONTACTS

### Gibraltar Port Authority

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### FENDERS & MARINE HARDWARE

#### Fendertech

12 Berth North Mole  
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#### Fenmar Ltd

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#### Transcoma Lines

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#### Steel Mac Ltd

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**Shell Company of Gibraltar Ltd**

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Email: java-oil@klofd.com

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www.steelmaclimited.com

**SHIP CHANDLERY/SUPPLIES****EMS Ship Supply (Gibraltar) Ltd**

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**Euroship Supplies Ltd**

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www.euroshipsupplies.com

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Fax: +350 20045098  
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Email: fenmar@gibtelecom.net or mark.salmon@fenmar.gi  
www.fenmar.gi

**Gibunco Marine**

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**James Molinary Ltd**

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**Tarik Shipping Services**

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Email: info@tarik.gi  
www.tarik.gi

**SHIPPING AGENTS****Aegean Agency Gibraltar Ltd**

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**Astralship Corporation Limited**

13/1 Line Wall Road  
PO Box 1173, Gibraltar  
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**Clifton Ship Agency**

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**Gibport Services**

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Email: gibasg@gibtelecom.net

**Gibunco Ship Agency**

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Tel: +350 20042994  
Fax: +350 20046277  
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Email: agency@gibraltar.gibunco.com  
www.gibuncoshipagency.com

**Global Agency Company**

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30-38 Main Street  
PO Box 490, Gibraltar  
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Email: operations@gacgibraltar.com  
www.gacgibraltar.com

**Incargo Shipping Services (Gibraltar)**

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**M H Bland Port Agency**

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**Nature Shipping Agency**

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**Rock Maritime Services Ltd**

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**Transcoma (Gibraltar) Ltd**

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**Turner & Co (Gibraltar) Ltd**

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Email: turner@gibtelecom.net

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www.wilhelmsen.com

**SHIPREPAIR****Gibdock**

Main Wharf Road, The Dockyard  
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**Gib Mechanical Ltd**

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**Scamp Underwater (Gib) Ltd**

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**STEVEDORES****M H Bland Marine Services**

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**TUG OPERATORS****Steel Mac Limited**

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Email: elias@steelmaclimited.com  
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**T P Towage Company Ltd**

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PO Box 801, Gibraltar  
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Email: medmar@medmar-agencies.com  
www.medmar-agencies.com

**Nature Port Reception****Facilities Ltd**

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Fax: +350 20041218  
Email: freddie.becerra@naturegroup.gi or darren.laguea@naturegroup.gi  
www.naturegroup.org

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# GIBRALTAR NAUTICAL DIRECTORY

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## 1. NAUTICAL INFORMATION

### 1.1 LOCATION AND DISTANCES

Gibraltar is at the southern end of the Iberian Peninsula. It controls the eastern entrance of the Strait, crossed by the busy east-west international shipping lane.

The Port is on the west side of Gibraltar at 36°09'N, 05°20'W.

Europa Point, the southernmost point of Gibraltar, is about 7.7 nautical miles from the African coast of Morocco.

### 1.2 CHARTS AND GUIDES

#### 1.2.1 Nautical charts

For approaches to Gibraltar, the following chart is available:

- British Admiralty nautical chart No 1448.

Admiralty charts are available from the Gibraltar Chart Agency Ltd, 47 Irish Town, Gibraltar.

#### 1.2.2 Information on lights

Main data on Gibraltar's lights:

- Europa Point Lighthouse (36°06'7"N, 05°20'6"W)  
- white round tower, red band, height 49 metres, range W21, R17M, ISO W10s, Oc R 10s VIS 197 - 042 (205 ), 067 - 125 (58 ), 042 - 067 (25 ).
- Same structure - height 44 metres, range 15M, FRVIS 042 - 067 (25 ), horn 20s.

- Lights on radio masts 2.3 metres N, FR AR.
- Gibraltar aero light (36°08'7"N, 05°20'5"W) - height 405 metres, range 30 M.MO (GB) R10.

### 1.3 TIDES AND CURRENTS

Tidal information is provided by Proudman Oceanographic Laboratory (POL), which operates a radar gauge system on the North Mole.

Continuous measurements of sea level are transmitted by radio to the GPA. Data is collected and forwarded to the POL. After quality checks, the POL makes the data available to all interested users via internet.

The tidal range in Gibraltar is 1 metre.

### 1.4 APPROACHES

#### 1.4.1 Approach

Gibraltar Port has a North and South Entrance:

Communication with the Gibraltar Port on VHF Channels 12 or 16 is compulsory to confirm that either Entrance is free of traffic.

Larger ships of over 170 metres in length or 10.2 metres draught may be required to use the North Entrance owing to currents.

The pilot boards inbound vessels 1 mile south-west of Europa Point. In bad weather vessels may be required to embark the pilot west of Europa Point for safety reasons.

In strong winds, large vessels should not enter the harbour without tug assistance.

### 1.4.2 Anchorage

Gibraltar's Eastern Anchorage is reserved for vessels awaiting orders or in lay-up.

The Bay has an anchorage for vessels requiring maritime services. This anchorage can be exposed to south-westerly winds, so vessels should be prepared to move to alternative points on the north-west side of the Bay.

For off-limits operations, three rendezvous points have been set aside:

- Area 1 (or Zone A): 1 nautical mile north of a line drawn east of Europa Point.
- Area 2 (or Zone B): within a radius of 2.5 nautical miles of position 36°02'N, 5°15'W (about 7 miles SE of Europa Point).
- Area 3 (or Zone C): Gibraltar's Eastern Anchorage.

## 2. SERVICES

### 2.1 VESSEL TRAFFIC SERVICES

Gibraltar's new VTS keeps a 24-hour watch on all shipping traffic on both sides of the Rock, showing the position of all vessels within the harbour, night and day.

The VTS is complemented by CCTV coverage of the East and West Anchorages, allowing detailed visual control of ships.

According to traffic management procedures, all ships calling at Gibraltar must report their arrival and departure and every move they make in the Port through VHF Channel 12.

All vessel traffic information is co-ordinated by an electronic data information system (EDIS). This system is intended for billing data but is also used to provide third parties such as pilots, tugs and agents with details of shipping in the harbour.

## 2.2 PILOTAGE

### 2.2.1 General regulations on use of pilot services

Pilotage is compulsory for all commercial vessels entering Gibraltar Port, berthing, unberthing, entering the anchorage, shifting anchorage or when steaming in the Bay within port limits.

Pilotage is not compulsory for vessels leaving the anchorage, provided they obtain permission from Gibraltar Port on VHF Channel 12.

### 2.2.2 Arrival and departure information

Vessels should give 2 hours' prior notice of arrival on VHF Channel 12 and should call again when 5 miles from the pilot boarding area. A listening watch must be kept on VHF Channel 12 at all times.

Berthed vessels wishing to leave must give 30 minutes' prior notice of departure on VHF Channel 12.

### 2.2.3 Pilot boarding arrangements

The pilot normally boards inbound vessels at a point 1 mile south-west of Europa Point.

In bad weather, vessels may be required to proceed west of Europa Point to safely embark the pilot.

Communication between the pilot boat and the vessel will be made on VHF Channel 12. A pilot ladder should be rigged on the lee side or as instructed by the pilot not more than 1 metre above sea level.

Pilots will also board vessels making provisioning or crew transfer calls while slow steaming in the sheltered waters of the Bay.

### 2.2.4 Pilot Boats

Pilot Boats Gibraltar Ltd, formed in 1981, operates three pilot boats: Halmatic 35s built by VT Halmatic in the UK.

All boats are registered under the Gibraltar flag, hold valid pilot boat certificates and are named after areas of Gibraltar: 'Sovereign Bay', 'Rosia Bay' and 'Europa'.



With an operating speed of 15 knots and a maximum speed of 20 knots, the boats have a crew of two and can carry two pilots.

Boats are fitted with two Sailor VHF radios and equipped with Raymarine radars with GPS, AIS and electronic charts.

### 2.3 TOWAGE

Tugs for berthing and unberthing are ordered by the pilot. In the case of passenger vessels, the master must order tugs at least one hour in advance. In strong winds, large vessels must not enter the harbour without tug assistance.

Towage services are provided by two local operators: T P Towage Co Ltd and Maritime (Gibraltar) Ltd.

The main towage company in Gibraltar is T P Towage Co Ltd, which has four Voith Schneider tugs including two units of 2,640 bhp and 30 tons bollard pull and another two of 1,500 bhp and 20 tons bollard pull.

The company specialises in harbour towage, coastal towage and off-port-limits services.

Towage is also provided by Maritime (Gibraltar) Ltd, which operates tugs and lighters.

### 2.4 DOCUMENTATION FOR SHIP'S CALL

#### 2.4.1 Documents required prior to a ship's arrival

Two pre-arrival forms must be submitted to Gibraltar Port 24 hours prior to a ship's arrival.

The first form includes the following:

- Name of ship
- IMO number
- Registered flag state
- Date of last visit to Gibraltar
- Dangerous goods carried (over 10 kg) and UN class number
- Valid international ship security certificate (ISSC)
- Security level at which ship is operating
- Last 10 ports of call and related security levels of ship during those ship/port interfaces
- Possible special security arrangements taken by ship during those ship/port interfaces
- Procedures followed during any ship activity during last 10 calls
- Any other practical security-related information
- Operations to be carried at anchorage, off port limits or alongside berth
- Vessel's ETA.

The second pre-arrival form certifies that security measures and arrangements for both the port facility and ship conform to Chapter XI-2 and Part A of the Code. Specific arrangements are set out in Annexe D, attached to the document.

#### 2.4.2 Documents required after a ship's arrival

Documents required from vessels calling at Gibraltar:

- Three crew lists/passenger lists
- Maritime declaration of health
- Ship's register
- Loadline certificate
- Deratting certificate
- Crew agreement
- Certificate of insurance concerning civil liability for oil pollution.

## 2.5 CUSTOMS FORMALITIES

### 2.5.1 Vessels and cargo

Any ship arriving in Gibraltar with cargo must, within 24 hours, provide Customs with a report of the ship and cargo, including an inward manifest of goods on board, duly signed by the master or agent.

The master must answer all Customs questions regarding ship, crew, cargo, passengers, stores and voyage and must also produce and deliver any document relating to the ship and cargo.

For ships over 1,000 net tons, the manifest shall only relate to cargo to be landed or transhipped in Gibraltar. However, the master must still answer any Customs questions and produce a manifest of goods in transit if required.

The cargo is then unloaded and placed in transit sheds where it is segregated and sorted by the ship's agents for delivery for home use or for re-export. A free storage period of five days is allowed. Thereafter, if goods have not been cleared, they are stored in a Government warehouse where store rent accrues.

Transhipment facilities are available in Gibraltar. No import duty is payable on goods which, on importation, are declared to be in transit or for transhipment.

### 2.5.2 Passengers and private pleasure craft

The Customs Department is responsible for clearance of passengers and their baggage on arrival in Gibraltar.

Private pleasure craft arriving in Gibraltar are subject to normal Customs clearance. The master must produce a crew list giving details such as names, nationalities and passport numbers. On arrival, yachts must report to the reception berth at whichever marina they are booked into. Information about the vessel (nationality, port of registry, etc) is also required.

It is forbidden to import certain items such as flick knives, gravity knives, controlled drugs, firearms, explosives and ivory.

A 12 per cent import duty is payable for new vessels which are to be permanently based in Gibraltar. Temporary importation is free of duty provided the importer is not permanently resident in Gibraltar.

Unaccompanied yachts imported by non-residents may remain in Gibraltar under temporary import regulations, although they may be placed under Customs seal until duty is paid.

## 2.6 PORT RECEPTION FACILITIES

### 2.6.1 Treatment plant for ship's waste

There is a treatment plant for ship's waste on the North Mole, operated by Nature Port Reception Facilities Ltd, which can handle oily water (sullage) and grey waters both from vessels and land-based establishments. The plant meets enhanced European Union discharge directives, which set higher standards than many existing facilities.

The sullage treatment plant uses a six-stage process, including bioremediation, to produce a water discharge that conforms with EU and International Maritime Organisation (IMO) standards.

There are nine storage tanks with a total capacity of 900 cubic metres and the plant can process 15 to 20 cubic metres per hour.

### 2.6.2 Waste disposal services

Other companies, such as Wastage Products Ltd, deal with the removal and disposal of waste oil, oil sludge, oily rags and filters as well as garbage.



### 3. GENERAL DESCRIPTION OF THE PORT

#### 3.1 PORT LAYOUT

The Port of Gibraltar can be divided into three sections:

- The North Mole and Western Arm
- A central section containing yacht facilities
- The South Mole and shipyard.

Other elements of the Port include:

- The Detached Mole with berthing facilities
- The Ferry Terminal and further yachting facilities in the basin outside the main harbour.

#### 3.2 THE NORTH MOLE AND WESTERN ARM

It has a total quay length of nearly 2,300 metres and offers 15 berths.

[See table on Page 13 for details of berths]

Installations in this section:

Western Arm:

- Shell depot
- Nature Port Reception depot (waste treatment)
- BP warehouse
- Cruise Terminal.

Berths 4/5:

- Depots of GF Imossi and Luboil.

Container berth:

- Bland's transit shed.

Berth 9:

- T P Towage office
- Gibunco workshop
- Brightside.

Berths 10/11:

- Gibunco compound.

#### 3.3 CENTRAL SECTION

This section includes:

- The privately owned Queensway Quay Marina: 160 berths for pleasure boats
- Other yacht facilities such as Cormorant Camber
- Coaling Island quay.

#### 3.4 THE SOUTH MOLE AND SHIPYARD

This sector of the Port is used mainly by the Gibdock shipyard and also by the Royal Navy.

The shipyard has nearly 1 km of wharfage including sections of Main Wharf (300 metres) and the South Mole (435 metres).

The shipyard covers 23 hectares and has three dry docks:

- No 1 - 270 x 38 x 10 metres served by two 45-tonne cranes and one 8-tonne crane
- No 2 - 190 x 28 x 11 metres served by two 15-tonne cranes
- No 3 - 150 x 28 x 11 metres with retractable cover, served by two 10-tonne cranes.

The dry docks can accommodate vessels up to 75,000 dwt, 25,000 dwt and 14,000 dwt respectively, while ships up to 150,000 dwt can use repair berths along the South Mole and Main Wharf.

### 3.5 OTHER COMPONENTS OF THE PORT COMPLEX

The Detached Mole has 605 metres of berthing for vessels calling for lay-up or repairs.

The Ferry Terminal outside the main harbour with regular services to Tangier and Algeciras. The Terminal is located in a basin formed by the external side of the North Mole and the Airport runway.

The inner part of the same basin contains another complex of yachting facilities, Marina Bay and Ocean Village Marina, with a combined capacity of 323 berths.

## 4. OTHER USEFUL INFORMATION

### 4.1 FIRE SERVICES

T P Towage Ltd and Steel Mac Ltd have a fire-fighting capability.

### 4.2 RADIO CHANNELS

- Channel 12: The main working channel for the Port Authority and pilots
- Channel 16: Emergency
- Channel 71: The working channel for Port users.

### 4.3 FRESH WATER

Available at all berths.

### 4.4 WEATHER

Gibraltar has a temperate climate influenced by local geography and the proximity of the Mediterranean Sea and Atlantic Ocean.

Low-level air in the region of the Strait is made to flow in easterly or westerly streams. This is due to the Atlas Mountains to the south and Sierra Nevada to the north, which act as barriers to air entering or leaving the Alboran Basin.

A major feature of local weather is the Levanter, a warm breeze that strikes the eastern side of the Rock and condenses in the sky above, generating a persistent 'Rock Top' cloud over the City and the Bay. It blows mainly in summer, bringing warm and humid conditions. Sea fog can occur at these times.

By contrast, the Poniente wind blows through the Strait from west to east, bringing hot, clear and mostly dry weather.

In winter, prevailing winds are from the west, often north-westerly and occasionally south-westerly.

Snow is rare. Rain can be heavy but is rare after the spring. The summer drought can last up to 90 consecutive days.

### 4.5 WORKING HOURS

The Port of Gibraltar is open 24 hours a day, seven days a week.

This Port of Gibraltar Handbook is published by Land & Marine Publications Ltd on behalf of the Gibraltar Port Authority.

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