

The Port of Tórshavn expects to see its cargo throughput increase as exports of farmed salmon rise and landings of pelagic fish pick up pace at Kollafjørður, while the number of cruise ship calls remains stable with an upward bias.

THE TOTAL AMOUNT of cargo passing through the Port of Tórshavn is expected to move upward thanks to growing exports of farmed fish and an increase in landings of pelagic fish that is set to accelerate this year (2011) at Kollafjørður.

Meanwhile, around forty foreign cruise ships are expected to call at Tórshavn, continuing an influx of cruise tourism that has been stable for a number of years in the Faroese capital while keeping in line with an upward trend over the last couple of decades.

“Scheduled sailings to and from the port have not changed in the last couple of years,” said harbourmaster Jónsvein Lamhauge. “Overall, business has been stable in spite of falling volumes of imports and exports in 2009. Imports have remained low whereas exports started to pick up in 2010. As to the outlook for this year, I’m quite optimistic because salmon exporters continue to do well and at the same time we’re seeing some



MORE FISH, MORE TOURISM — MORE BUSINESS FOR TÓRSHAVN

interesting developments in the pelagic fishing industry.”

The Port of Tórshavn comprises three harbor localities: Tórshavn, Sund, and Kollafjørður.

At Kollafjørður, the local processing plant for pelagic food fish resumed operations in 2010 after years of inactivity, as Dutch fishing major Parlevliet & Van der Plas (P&P) reopened the facility under a one-year lease contract that included a purchase option. With the option now exercised, PP Faroe Pelagic has been set up as a permanent business looking to take large amounts of pelagic

fish through landings from domestic and international fishing vessels.

“We are of course pleased with the positive turn of events,” Mr. Lamhauge said, referring to the troubled history of the plant. “Those who built it originally were plagued by technical problems and those who attempted later had to give up as well. I think it will be a different story with P&P as they have strong technical knowledge in pelagic processing, relevant business experience, and good financial resources as well.”

With substantial investments reportedly made by the new owners of the

Harbormaster Jónsvein Lamhauge; the new container terminal at Kollafjørður (bottom left); deepening works in basin between the East Harbour and the West Harbour (bottom right).

able at Kollafjørður, including a large cold storage facility currently owned by Samskip, one of the freight carriers operating from the Port of Tórshavn.

Some major harbor developments have taken place at Kollafjørður in the last few years, including the construction of a new container and ro-ro (roll-on/roll-off) terminal boasting a 150-meter quay with alongside depth of 12m and a 20,000m² container yard.

Combined with Sund and the 20,000m² container area attached to Faroe Ship’s operations at Tórshavn’s East Harbour, the Port of Tórshavn’s total container storage capacity amounts to 45,000m².

At the East Harbour, an additional ramp for large ro-ro ferries was completed in 2010. To improve maneuverability for such ferries, work to deepen the inner basin between the East Harbour and the West Harbour was set to commence in the spring as this publication went to press.

Three freight operators — Faroe Ship (Eimskip), Smyril Blue Water, and Samskip — call regularly at the Port of Tórshavn as part of their container and ferry services to Iceland, the United Kingdom, Scandinavia, and the European Continent.

In addition to year-round activities related to cargo, fishing, and passenger traffic, a number of international cruise liners call at the port every summer.

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Harbormaster: Jónsvein Lamhauge

Tórshavn: Top quality maritime services. ISPS compliant, manned 24 hours a day. 1,575 meter of quay; 2 ro-ro ramps; 20,000 square meters of container area. Entrance channel 160 meters, water depth up to 10 meters.

Kollafjørður: Fast growing harbor area with comprehensive logistics services. ISPS compliant. 710 meters of quay length, 20,000 square meters of container area. 1 ro-ro ramp.

Sund: 215 meters of quay length, one berth of 150 meters, one of 65 meters; water depths up to 7.8 meters. Area for development: 25,000 square meters.

“Cruise tourism is a rapidly growing global business,” Mr. Lamhauge noted.

“We have for a number of years had 40 to 45 cruise ship calls and that is an increase compared to say, twenty-five years ago. It seems the number has stabilized, although you may say it’s going slightly up.”

He added: “We invite them to the Faroe Islands but if we want cruise traffic to keep growing in the years ahead we need to find more effective ways to accommodate large numbers of passengers.”

