

One of the country's biggest and busiest harbors, the Port of Klaksvík is being enlarged with a 20,000 square metre cargo terminal as both Municipality and Government engage in landmark infrastructure development.

AS KLAKS VíK'S NEW cargo terminal takes shape in one of the largest harbors in the Faroe Islands, this major infrastructure development is adding 200 metres of deep-water quayside and 20,000 square metres of open storage to its present port capacity, making the harbor's total quayside 775 metres long. Combined, the new cargo terminal at Ánir, the West Quay, the Kósin Quay and the Fuel Quay now offer 48,000 square metres of open storage, boasting a cool store hosting capacity of 10,000 cubic metres plus 12,000 cubic metres of cold storage.

"Our port expansion goes hand-in-hand with other key infrastructure development projects in Klaksvík," said the mayor, Steinbjørn O. Jacobsen, in an interview.

Situated to the North of the town of Klaksvík, the Ánir sea cargo terminal is set for completion by autumn 2005, aligning with a momentous

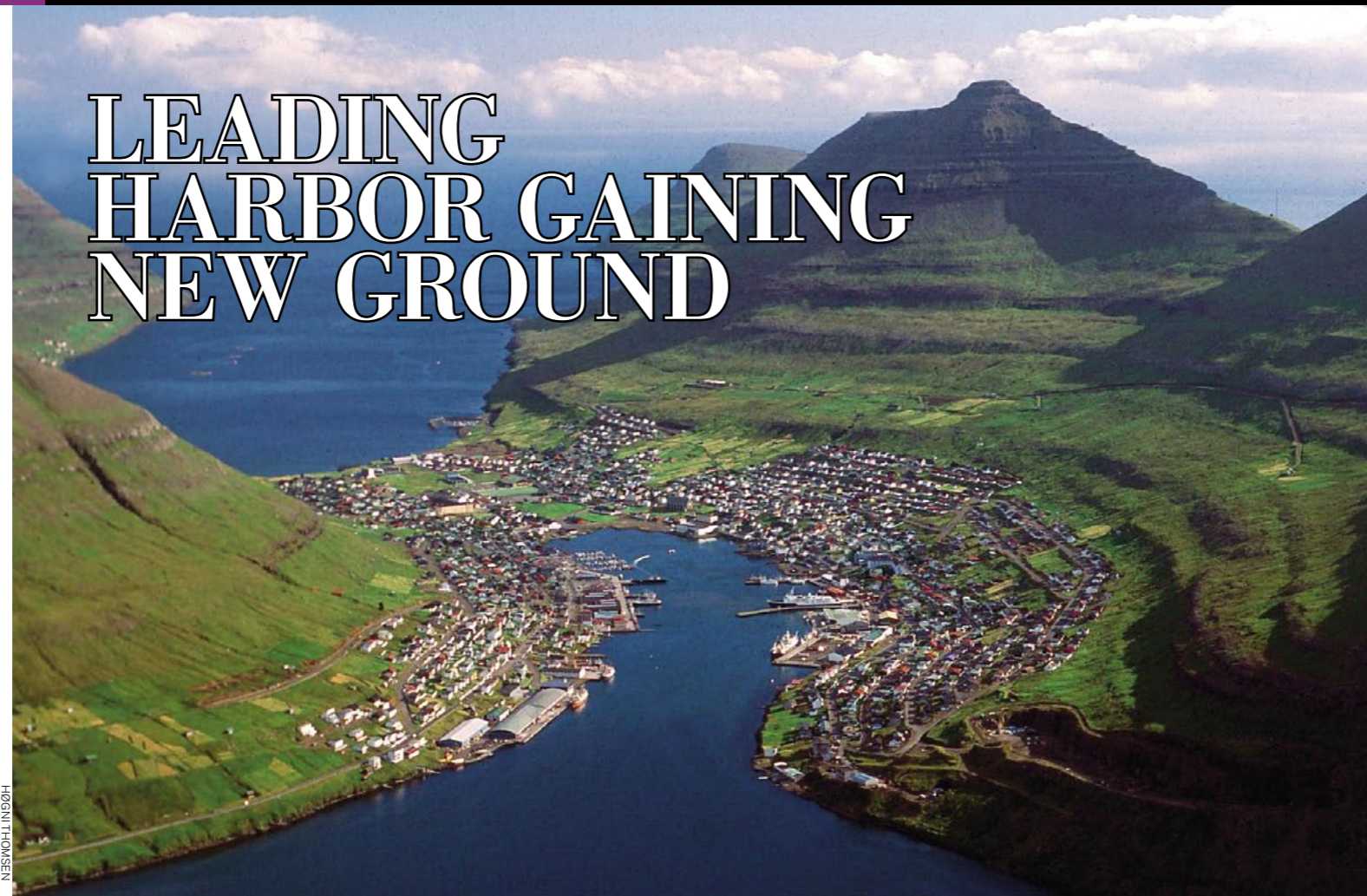
tunnel under the fjord, which will be closely interconnected. Following commencement of the sub-sea tunnel project, which will link the island of Borðoy with the two largest islands of the Faroes, it's been fast forward at Town Hall in Klaksvík. Scrambling to keep pace with progress of extraordinary proportions, the capital of the Faroese fishing industry is investing about DKK 100 (EUR 13.5 / USD 17.6) million in development, constructing a new road system, a new industrial development area and an ambitious shopping centre, in addition to the long-awaited sea cargo terminal.

Loaded with high expectations, the fixed sub-sea

link known as the 6.3 kilometer long Norðoyatunnilin will considerably shorten both mental distances and average travel time between Klaksvík and the rest of the 'main area', which includes the industrial centres of Eysturoy, the capital of Tórshavn and the airport at Vágar. The DKK 355 (EUR 48 / USD 63) million tunnel project is, during construction phase, financed by a consortium of contracting and management companies. When the connection opens for traffic according to schedule in 2006, a tolling system will be activated.

"We want to demonstrate Klaksvík's attractive qualities," Mr Jacobsen said. "In fact we are going to see a whole new level of development here, both for businesses and

LEADING HARBOR GAINING NEW GROUND



The town of Klaksvík (above); view of the Kósin Quay (bottom left); the mayor, Steinbjørn O. Jacobsen, right, with Atli Justinussen, chairman of the board of the port authority, inspecting construction of the Ánir Cargo Terminal (bottom right).

the community at large. In short, the new situation resulting from the tunnel will open up the possibility of road transport between Klaksvík, Eysturoy, Tórshavn and Vágar; as for logistics and cargo transport, this is likely to have huge implications, not least with the addition of the new terminal at Ánir."

The new industrial development area at Skarðhamar, at the southern end of Klaksvík, encompasses more than 20 new building sites at 1000 to 2000 square metres each, and includes a 500-metre access road, the

construction of which is scheduled to start by the end of 2005.

MULTI-FACILITIES: Approachable in all weathers and any kind of the tide, thanks to the sheltering terrain around it, the Port of Klaksvík is considered the safest and best protected harbor of the Faroes. With the main entrance from the northwest between Kunoy and Klakkur, the approach to the harbor is very good and the sailing routes from both north and south are deep and clearly marked. There are no restrictions and, like the rest of the waters around the Faroe Islands, the harbor is ice-free all year round.

The Port of Klaksvík offers excellent anchorage, with a firm sea bed and depths ranging between 35 and 45 metres on the well sheltered roads (Pollurin) in lee of Kunoy Island, to which the distance from the harbor is around 800 metres. Maximum local tidal range is 1.2 metres, but this really does not influence port operations, according to Jógvan Klakkstein, Port Director.

"As far as bunkering is concerned, fuel and diesel are readily available from both Shell and Statoil at the Fuel Quay and from road tankers at all piers throughout the harbor area," Mr Klakkstein noted.

"Fresh water and electricity are available at all piers from shore installations, as are other provisions, including ice and salt. Similarly, ship repairs are conveniently close to hand," he added,

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West Quay: Dedicated terminal for container ships, general cargo, fish landing and cruise ships. 300 metres of quay, depth alongside 8.75 metres. Maximum length of ship 160 metres LOA.

Kósin Quay: Dedicated terminal for fish landing and general cargo. Total quay length 260 metres, depth alongside 8-9 metres. Maximum length of ship 160 metres LOA.

Fuel Quay: Tanker terminal, quay length 55 metres including dolphin; depth alongside 8 metres.

Ánir Cargo Terminal: 200 metre quay, depth alongside 12 metres; ro/ro ramp 30 metres wide; high pressure water supplies through 12" tubes. Maximum length of ship 200 metres LOA.

pointing out Klaksvíkar Sleipistøð's 800-tonne capacity slipway plus other facilities available, including modern mechanical and electronic workshops; for instance, there are three mobile cranes available with lifting capacities from 8 to 36 tonnes.

