

Multimodal LNG bunker berth

EV7

Due its strategic location, the Port of Huelva could became one referent in vessels bunkering.

This is the reason of performing a study of the possibilities for bunker berth in this port. Once selected the best option, with a multimodal view, the aim is to produce a basic project.



Partners involved



Puerto de Huelva

The study will consider the different possible solutions, including an adaptation of the existing jetty and the construction of a new one.

- **EV7:** The Port of Huelva has a very important geostrategic location, closed to the Gibraltar Strait and facing Atlantic Ocean. Together with existing LNG Regasification Plant, Port of Huelva is very well positioned in supplying of LNG as a bunker fuel.

Therefore, it is necessary to study how Port of Huelva will be able to supply not only bunker barge supplying Gibraltar Strait, but also alternatives to give LNG bunker directly, taking into account the different alternatives that offer to have a Regasification Plant.

On the other hand, this LNG facility has a berth with two sets of loading arms: one compatible with ships up to 80,000 m³, and another one that allows ships up to 173,400 m³. So it is necessary to study if it is feasible to use small loading arms, taking into account that share berth with the bigger ones. On the contrary, it could be necessary to take advance of closed berths to the Plant that could offer different ways of giving LNG bunker: pipe to ship, truck to ship and transfer of containers.

Firstly, EV7 will study alternatives of a bunker berth in the Port of Huelva, with a multimodal view and, once selected the best option, will start engineering works to produce a basic project of the solution.