Our main references and container terminal projects worldwide

EGIS HARBOUR AND COASTAL ENGINEERING

Sustainable and efficient solution

March 2019
EGIS ORGANIZATION AND EXPERTISE

Harbour and coastal engineering
EGIS PORTS EXPERTISE INTO A SPECIALISED AND CROSS-CUTTING ORGANIZATION

The Business Unit Major Structures – Water – Environment – Energy, provides engineering and consultancy services organised around 2 large areas of competences:

**Engineering of structures**
- Bridges - Viaducts - Tunnels - Dams - Locks - Dikes - Nuclear civil engineering - ...

**Cross-cutting specialised expertise**
- Environment - Geotechnics - Hydraulic - Industrial safety and security - Energy - Nuclear - Waste - ...

Through its expertise and objectives the BU GO3E supports the Ecologic and Energy Transition and the Sustainable Development.
BUSINESS UNIT
MAJOR STRUCTURES - WATER - ENVIRONMENT - ENERGY

143,7 M€
MANAGED TURNOVER IN 2018

1 200 EMPLOYEES

BREAKDOWN TURNOVER

TURNKEY & OPERATIONS
CONSULTANCY AND ENGINEERING

- Major Structures & Geotechnics: 28%
- Water & Ports: 37%
- Environment & Energy: 19%
- Nuclear: 16%

76%
HARBOUR AND COASTAL ENGINEERING
SUSTAINABLE AND EFFICIENT SOLUTIONS

Egis activity covers all stages of ports, inland waterways and coastal development, from feasibility studies to works supervision, including the preliminary and detailed designs.

ASSIGNMENTS
- Diagnosis
- Social & Environmental Impact
- Assessment (SEIA)
- Masterplanning
- Feasibility
- Engineering
- Technical assistance
- Works supervision
- Expert appraisal
- Training

WORKS/FACILITIES
- Port structures
- Dedicated port terminals
- Handling Equipment
- Logistics hubs
- Access channels
- Coastal development
- Port-city interfaces
- Inland waterways Development
Development of ports, marine terminals and marinas:

- economic, legal and financial studies including Public Private Partnerships development;
- master plans, institutional and organizational studies;
- layout definition and structure design (breakwaters and berthing structures, revetment...);
- port operation: handling equipment, information systems, safety/security and environment.

Inland waterways:

- navigability studies and master plans;
- berthing structures and river ports.

Coastal engineering:

- shore protection against erosion and marine submersion;
- water quality (renewal and effluent dispersion);
- artificial beaches;
- offshore structures (outfalls, offshore reclamation and wave protection for urban extensions,...).

Expertise on the harbour context:

- institutional, economic and financial aspects;
- port operations and handling equipment.

Harbour and marine structure design (berths, jetties, breakwaters, ...), with a global approach integrating functional, hydrodynamic, structural, geotechnical and environmental aspects, and also taking into account constructability and cost.

Marine hydraulics and coastal engineering, which is essential for port and coastal engineering. Egis’expertise covers all coastal engineering disciplines (waves, currents, dispersion and water quality, sedimentology, ship behavior and navigability, and wavestructure interaction), and makes use of models which are adapted to all issues.
OUR MAIN PORTS PROJECTS

Maritime and Fluvial Port Development, Coastal Planning and Maritime Works
Maritime and Fluvial Port Development

PORTS
GENERAL ASSISTANCE FOR THE MANAGEMENT OF THE DESIGN AND BUILD CONTRACT FOR PHASE 1 OF THE CALAIS PORT 2015 PROJECT

- Creation of a main jetty of 3 km long, protection in rockfill. Dredging of the new pond and its nautical accesses for 6 million m3 and creation of embankments on more than 61 ha gained on the sea.
- Construction of high capacity docks: 3 positions for ferries of 240m and a Ro-ro station for ro-ro ships of 200m

Client: Société des Ports du Détroit

FRANCE

2015-2018
DESIGN AND WORKS SUPERVISION OF THE BREST PORT’S DEVELOPMENT PROJECT

- Dredging of the access channel
- Harbour Dredging
- Construction of two wharfs of 380m long, which can receive loads of 10 t / m²,
- Design dikes and dams of 850m long,
- Achievement of a handling platform for special trucks and cranes in order to carry offshore wind turbines,
- Creation of a yard of 150 000m² consolidated to receive loads of 4t / m²

Client : Région Bretagne
FRANCE
PROJECT AND CONSTRUCTION MANAGEMENT FOR THE FIRST PHASE OF THE EXPANSION WORKS AND THE PAVEMENT REHABILITATION WORK OF KINGSTON CONTAINER TERMINAL

- Deepening of the navigation channel, turning circle and refurbishment of 1,200m of existing quays to allow access by 14.7 m draft vessels;
- Optimization and expansion of the terminal capacity from 2.8 million TEU to 3.2 million TEUs per year.

Client: Kingston Freeport Terminal Ltd
TECHNICAL ASSISTANCE FOR THE BEST AND FINAL OFFER STAGE OF PUERTO ANTIOQUIA TERMINAL IN COLOMBIA

- An offshore terminal located in suitable water depth and designed to be a versatile and flexible multipurpose port-to-ship loading aimed to accommodate alongside 3 types of berths: container, bulk and RoRo berths of a total of 1,300 m.
- A viaduct connecting the offshore terminal to the logistics platform onshore with 4.2 km length and 3 traffic lanes.
- An onshore logistic terminal of 35 har.

Client: PiO S.A.S
COLOMBIA
2017-2018
DESIGN AND CONSTRUCTION SUPERVISION FOR THE REUNION ISLAND’S NEW COASTAL ROAD

Client: Reunion Island Regional Council

FRANCE

2015-2018
PORTIER COVE OFFSHORE EXTENSION PROJECT MANAGEMENT

- 60,000 m² of private housing and luxury shops, public facilities, a marina with a capacity of 30 moorings, a 1-ha landscaped park, a seafront promenade, and the extension of the Grimaldi Forum

- an embankment confined by a 450-m belt made up of 18 reinforced concreted trapezoid caissons 26 m high and weighing over 30,000 tonnes each

Client: BOUYGUES TRAVAUX PUBLICS

MONACO

2016-2020
OUR CONTAINER TERMINAL PROJECTS

Worldwide
Access roads and basic terminal area infrastructure: provision of basic terminal area infrastructure (approx. 13.5ha of port area), including surfacing of wharf and pier areas...
PROJECT AND CONSTRUCTION MANAGEMENT FOR THE FIRST PHASE OF THE EXPANSION WORKS AND THE PAVEMENT REHABILITATION WORK OF KINGSTON CONTAINER TERMINAL

Optimization and expansion of the terminal capacity from 2.8 million TEU to 3.2 million TEUs per year.

Kingston Freeport Terminal Ltd

Jamaica

08/2016 – 02/2019
CONSULTANCY SERVICES FOR THE CONSTRUCTION OF A CONTAINER TERMINAL AT CHITTAGONG

The Chittagong Port Authority

Project: a 1,000-m wharf for five berths with back-up yard and facilities for the northern 600 m of the wharf. The remaining extra 400 m is to be for handling direct delivery cargo vessels in the short term but is designed to be integrated in the container terminal in the long term.
DESIGN OF THE FUTURE CONTAINER TERMINAL FOR THE SEAPORT OF GUADELOUPE

The new facilities are able to receive 12,000 EVP container carriers (350m long, 49m wide and with 16m draft). The realization of the container terminal requires the construction of about 1,200m of enclosing dikes, with reclamation and soil reinforcement.
Construction of a cargo village on the plateau above the port where an inland container depot is set up for storing empty containers, stripping, stuffing and CFS operations. A 6-hectare container yard behind quay n°1 using dredged material to reclaim the required land.
CONSULTANCY SERVICES FOR THE CREATION OF A GENERAL CARGO TERMINAL IN OWENDO

OLAM GSEZ (Gabon Special Economic Zone)

Construction of a 5.7-ha container yard
PROJECT FOR BUILDING AND PUTTING THE CONTAINER TERMINAL IN THE PORT OF SETUBAL UP FOR CONCESSION

"APSS, SA" (Ports of Setubal and Sesimbra Administration Company)

a new container terminal, as part of a BOT-type concession project, capable of accommodating over-Panamax container-ships, in a first phase comprising 720m of quay at a depth of 15m and 14 hectares of storage yards.

Portugal
FEASIBILITY STUDY FOR SETTING UP A PUBLIC-PRIVATE PARTNERSHIP (PPP) FOR EQUIPPING AND MANAGING THE CONTAINER TERMINAL IN THE PORT OF ALGIERS

"EPAL - Entreprise Portuaire d'Alger" - (Port Company of Algiers)

Algeria
The project consists in a major grassroot industrial complex - RAPIID - for Refinery And Petrochemical Integrated Development project, 300 KBPSD & 3 000 ha.
MARKET SURVEY FOR THE NEW CONTAINER TERMINAL IN THE PORT OF LEIXÕES

Direccao de Project Finance

Study of the construction of a new container terminal with an annual traffic capacity of 500,000 TEUs

Portugal
03/2014 – 01/2016
STUDY FOR OPTIMISING THE OPERATION OF CONTAINER TERMINALS IN THE PORT OF LE HAVRE

"Générale de Manutention Portuaire - Le Havre"

France
03/2001 – 02/2002