

Portland Port is delighted to announce that global oil and shipping company Monjasa have started their bunker operations. The first bunker delivery was delivered by based bunker barge, MT Skaw Provider to general cargo vessel, MV Lagoon Phoenix, directly followed by a delivery to the Greek owned Bulk Carrier, MV Star Harmony (18/11/2015) . The conditions throughout operations were challenging with some of the worst winds seen this year, however the port working alongside Portland Bunkers UK and Monjasa, successfully managed to undertake both operations safely and efficiently, so that minimal delays were incurred.

After taking over a terminal formerly belonging to Aegean Marine Petroleum, the company announced in a statement, that the facility at Portland is strategically located at the mouth of the western entrance of the European Emission Control Area (ECA), and expects it to help increase its overall physical supply in Northern Europe by 300,000 tonnes per year.

Monjasa says it will be able to offer bunker deliveries of all grades, along with crew-change and slops disposal services at all European terminal facilities.

"It's part of the Monjasa Group strategy to strengthen our physical capabilities across Northern Europe. With this move into the English Channel, we are heightening security of supply throughout the area," said Ricky Kenbjerg, Managing Director for Monjasa Europe.

"When placing an order with Monjasa, our clients will thereby enjoy full flexibility in taking bunkers anywhere between the English Channel and the Baltic Sea."

CEO of Portland Port, Bill Reeves commented; "We are looking forward to working with PBUK and Monjasa in expanding the bunker operations here at Portland, making Portland the first port of call for all vessels operating within the English Channel. With minimal deviation Portland Port is a particularly popular location with ship owners/managers looking to undertake in-water repairs/maintenance on their vessels. The inner harbour is a formally approved location for in-water surveys, with visibility up to 10 metres. Vessels calling for bunkers and in-water services are able to take advantage of the short and direct pilotage, being only 20 minutes to the anchorages and just 30 minutes to the alongside berths".