

Port Operations Manager

Overseeing day-to-day operations, ensuring efficient cargo handling, berth utilisation and vessel scheduling.

Logistics Coordinator

Managing the transportation, storage and distribution of goods, optimising supply chain processes for maximum efficiency.

Port Marketing and Business Development Officer

Promoting the port's services to potential customers, identifying new business opportunities and developing marketing strategies.

Environmental Compliance Manager

Ensuring compliance with environmental regulations, implementing sustainable practices and managing environmental impact assessments.

Customs Compliance Specialist

Ensuring compliance with international trade regulations, manage customs documentation and facilitate the smooth clearance of goods.

Shipping and Forwarding Manager

Organising and coordinating the movement of goods across different modes of transport, negotiating contracts with carriers and ensuring timely delivery.

Maritime Risk Analyst

Assessing and mitigating risks associated with port operations, including safety, security and environmental issues.

Port Technology Specialist

Implementing and managing technology solutions to improve port efficiency, such as container tracking systems, automated cranes and digital cargo management platforms.

Supply Chain Analyst

Analysing supply chain data to identify areas for improvement, optimise inventory management and reduce transportation costs.

Port Development Planner

Participating in the planning and development of port infrastructure projects, assessing feasibility and optimising port layout and design.



Future Jobs

Puerto de Algeciras



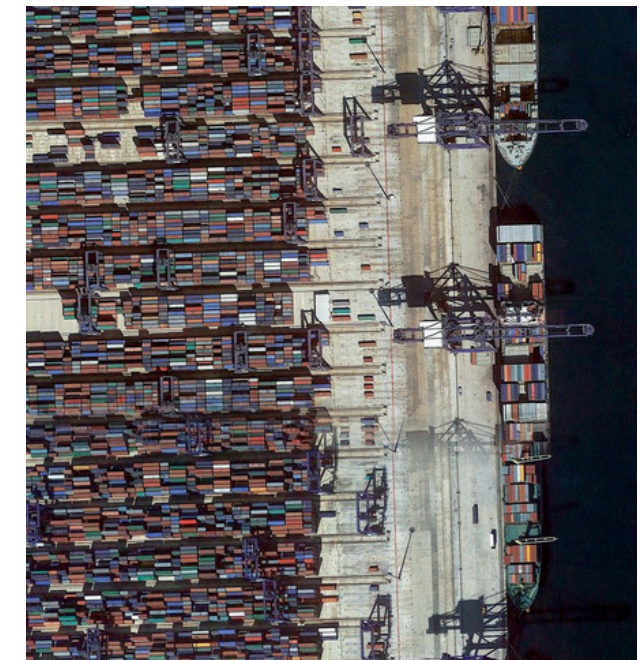
PORT OF ALGECIRAS (Spain)

The Port of Algeciras: A Gateway Between Continents

Nestled in the southern tip of Spain, at the crossroads of the Atlantic Ocean and the Mediterranean Sea, lies the Port of Algeciras. Strategically positioned in the Strait of Gibraltar, this port has become a global powerhouse in maritime trade, boasting impressive dimensions, diverse traffic, and a remarkable throughput.

A Landscape of Immensity

Spanning an area of 320 hectares (800 acres), the port boasts a quay length of 11.5 kilometers (7.1 miles). Its deep waters, reaching depths of up to 18 meters (59 feet), offer safe haven to some of the largest vessels traversing the globe. This impressive infrastructure allows the port to handle a vast array of cargo and passenger traffic.



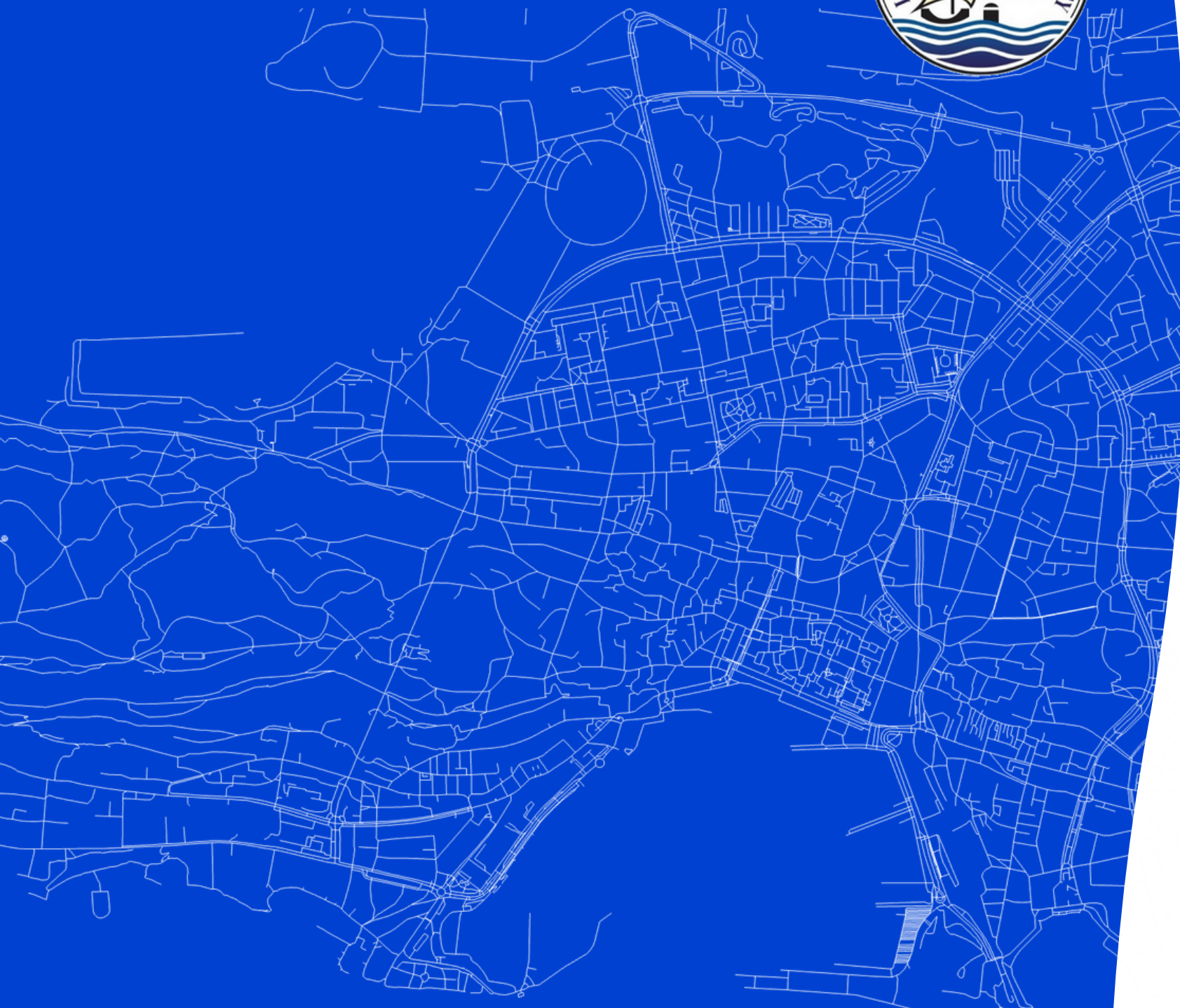
Railway Port Terminal

To boost one of the most sustainable transport modes, the train, Algeciras Port is developing a Rolling Motorway project, thanks to the railway facilities in the port area.

The Port of Algeciras has a total of three rail branch lines connecting the South Access to the Isla Verde Interior and Exterior Rail-Port Terminals (T1 and T2).

The total length of all rail lines is 6,311 meters. The rail lines have a standard gauge of 1,435 millimeters.

The railway lines at the Port of Algeciras play a vital role in the transportation of goods between the port and the rest of Spain and Europe. They are an important part of the port's infrastructure and help to ensure that the port remains competitive in the global market.



The Port of Split: the gateway to the Islands

The port of Split is situated in the central part of the eastern coast in the Adriatic basin. The favorable geostrategic location enabled primarily the development of passenger transport towards the domestic markets mainly situated on central Dalmatian islands and other coastal destinations but also the segment of cruise tourism to various international destinations in the Adriatic and Mediterranean.

Passenger Transport

The port of Split is the largest passenger port in Croatia, therefore, its development is mainly directed to passenger and cruise transport, having favorable implications on the potential future growth of the port, creating multiplicative effect on the whole region especially important for the sustainable development of the islands, as an important segment for Croatia. The passenger terminal is located in the City port basin and connected with islands and other coastal destinations by ferry, passenger and high speed boats (catamaran) vessels, while also performing regular international passenger trade with Ancona in Italy. The transport of passengers and vehicles is operated by public and private enterprises in national and international transport. The passenger and vehicle traffic flows operated by the state owned company *Jadrolinija*.

Cargo Transport

The northern part of the port is dedicated to the transport of cargo, equipped with cargo terminals being able to accommodate all types of vessels, depending on the typology of freight, typically including dry bulk products such as iron ore, coal, cement and grain as well as liquid products. Imported cargo is primarily intended for local markets of various industries in port hinterland, but also by supplying the steel industry in Bosnia and Herzegovina. General cargo terminals are used to provide trade services to worldwide destinations depending on the demand for commodities, while the container terminal is connected with Mediterranean hub ports predominantly in the Adriatic.



PORT OF SPLIT
(Croatia)

The Port of Gdańsk. The Logistics Hub for Central and Eastern Europe

The Port of Gdańsk is the only Baltic port that handles direct container connections with China. It is the maritime gateway to Central and Eastern European markets for Asia, the fastest-growing region in the European Union.

The Port of Gdańsk consists of two parts: the Inner Port, located along the Martwa Wisła River, and the deepwater Outer Port. This division gives Gdańsk the ability to handle both – smaller vessels as well as the real global giants, such as 400-meter-long container ships. The inner port area includes a container terminal, a ferry-passenger and RO-RO terminal, quays for handling passenger cars, citrus fruits, sulphur, and fertilizers. The inner port is adapted for handling general cargo and bulk goods (such as steel products, heavy and oversized cargo, grains, artificial fertilizers, ore, and coal).

Diverse Cargo Handling

Modern transshipment capabilities determine the multifunctionality of Gdańsk's port. General cargo is the best example of this: it includes heavy and oversize items, as well as steel products and other commodities packaged on pallets and in big and smaller bags. Conventional general cargo is transhipped at almost all of the quays of the Inner Port. The quays of the Duty Free Zone specialise primarily in the handling of citrus fruit and frozen fish.

At the Oliwskie and Wiślane Quays and the Górnicy Basin, steel products prevail, but heavy and oversize items are also handled. Thanks to modern Veterinary Control Border Posts located at the Wiślane Quay and near the DCT Gdańsk terminal, cargo of animal origin is thoroughly controlled in accordance with the applicable EU standards.



Logistics Infrastructure

In the vicinity of the Port of Gdańsk and the DCT container terminal, gigantic logistics centres are emerging, offering various services, including so-called light production. On one side, there are port quays, and on the other, direct access to national and international roads, as well as railway and air connections – these are undoubtedly Gdańsk's strengths.

The Pomorskie Logistics Center (PCL) is a modern complex located on a 110-hectare plot, in direct proximity to the deep-water Baltic Hub container terminal. It offers modern warehouses covering over 506,000 square meters. The facility is not only adapted for warehousing but also for production. The food industry is also developing in the ZMPG (Port of Gdańsk Metropolitan Area). On a 4-hectare plot, the PAGO cold store has been established, a warehouse for storing deep-frozen products with a storage area of 15,500 m².

Discover

Port of Gdańsk
(Poland)

The Port of Malta. The Grand Harbour

The archipelago of Malta is surrounded by water. This self-evident statement underscores the significance of the sea in Malta's history and the country's social and economic development.

Pride of place is the **Grand Harbour** also known as the Port of Valletta, the capital city. It is a magnificent natural and all-weather harbour, and which has been substantially modified over the years, now embracing a diversity of functions: leisure and catering, a cruise ship terminal, a grain terminal, an extensive dockyard with six operational docks, wharves and fortifications. Within a radius of 3 miles/ 5 kilometres from Grand Harbour lives half the population of Malta, highlighting the continued relevance of this natural feature.



Meanwhile, a considerable part of Malta's commercial shipping is now handled by **the free port at Kalafrana**, a harbour in Malta's south-west. Malta Freeport was established there in 1988 as the first transshipment hub in the Mediterranean Sea. The company currently ranks twelfth among the top European ports and is the third largest transshipment and logistics centre in the Mediterranean region.



Gozo is the second largest island in the Maltese archipelago, with a resident population of around 30,000 (compared to the island of Malta's 500,000) and lacking an airport. Here, there is no naturally sheltered harbour. **The port of Mgarr**, just 5 kilometres away from the north of the island of Malta, has been transformed over the years into the gateway to/from Gozo. In its cramped space one finds recreational and catering facilities, harbour police, a passenger and vehicle ferry terminal, a fast ferry terminal, sea craft for pleasure cruises, bathing spots and fishing vessels.

Malta's blue economy is responsible for around 14% of its Gross Domestic Product. It includes ship, yacht and superyacht repair services, maritime transport services, cruise ship terminal facilities, the Malta Freeport Terminal operations, ship chandler services, maritime law services, fishing and aquaculture, and recreational tourism. Malta also has the eighth largest shipping register in the world (measured by gross tonnage).

The University of Malta has long been recognised for the importance of port management and logistics expertise, especially in International Maritime Law.

Discover

Port of Malta
(Malta)



Discover

Ports of Algarve (Portugal)

Sines and Algarve Port Authority

APS, S.A. is the company responsible for the management of the ports of Sines, Faro and Portimão, thus assuring economic exploitation, maintenance and development, aiming at fulfilling the port authority responsibilities endowed to the company. The Port of Sines has been a case of success in taking advantage of Community financing grants towards the most important projects and greater investment value. It began with the first Community Support Framework (QCA) and was strengthened in the QCA II and QCA III program period, when it registered the highest values in terms of number of projects co-financed, coinciding with one of the major developments of the port.



The Port of Faro

It is an important port infrastructure serving the Algarve region. Located between the Atlantic Ocean and the Mediterranean, it is endowed for serving the region, being essential for the Algarve economy. The port handles rock, iron and tile, sent to Gibraltar, as well as the Algarve's carob, exported to England, the salt from Olhão, the rock-salt from Loulé and the tuna fish exported to Japan.

It is a commercial quay, with 200m length and 8m depth (H.Z.) and a covered storage capacity of 3.500m². It is equipped with three electric cranes, with capacity up to 12 tons.



The Port of Portimão

It is strategically located between the Atlantic and the Mediterranean routes, at only one night navigation from Lisbon. Portimão offers the unique cruise terminal located on the Holidays' Portuguese destination par excellence – the Algarve.



Docapesca – Portos e Lotas, SA

Docapesca's mission as a state-run company is to operate in the fishing sector, specifically in the first sale of catch and related activities. It is therefore responsible for putting in place the appropriate conditions for production and commercialisation by exploring new avenues and competences to ensure the creation of value for the company, its partners and society in general.

