

Terminal de Cruzeiros de Lisboa – 2.^a fase
Santa Apolónia, Lisboa

Lisbon Cruise Liner Terminal – 2nd Stage
Santa Apolónia, Lisboa

Work performed

The 2nd stage of the job involving the Rehabilitation and Reinforcement of the Quay between Santa Apolónia and Jardim do Tabaco, at a cost of € 38 million, has been concluded by a consortium that includes Seth.

This stage concluded the rehabilitation of the present quay between the Santa Apolónia liner terminal and the Navy Dock, as well as the construction of a new advanced structure, ensuring greater water depth to allow the berthing of present-day liners.

The river-front crown of the new berth now stands at a level of +5.70 m (chart datum), which means that continuity will be given to the present Santa Apolónia Quay with which it is now connected following the conclusion of the job.

The works also involved general dredging of the manoeuvring basin and berthing basin, improvement of the foundation soils behind the existing quay. Besides these, other works were carried out, such as reinforcement of the massif of the superstructure of the existing quay including soil-nailing and sealing fissures, as well as the construction of pile caps, placement of pre-beams, erection of pre-slabs and complementary concrete-pouring work.

The contract also includes construction of a new quay 475 metres long and a variable width of between 20 m and 55 meters, using reinforced concrete piles.

The technical infrastructure works and the fitting out of the quays include the water, electricity and storm-water networks, as well as connecting up with the existing water mains.

Main Quantities:

Piles – 435 units (1,000 mm internal diameter piles of an average depth of 38 m)

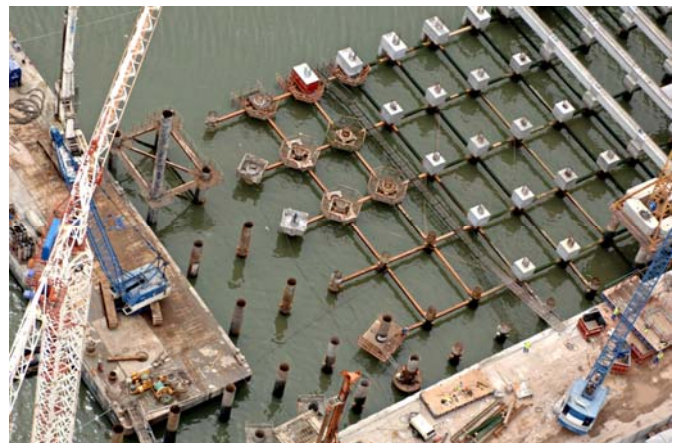
Rebar cages – 1,673,766 kg (piles)
238,937 Kg (pile caps) 629,318 kg (deck slab)

Concrete – 7,705 m³ deck slab
and 13,062 m³ (for the piles)

Dredging - +- 65,000 m³

Precast beams – 513 units (556,000 kg of rebar cages and 2,405 m³ of concrete)

Precast slabs – 1,327 units (438,000 kg of rebar cages and 2,587 m³ of concrete)



Resumo da Obra

Work Summary

Cliente

APL
Administração do Porto de Lisboa

Client

Tipo de contrato

Valor Global

Contract type

Data de construção

2009-2011

Construction period

Custo

EUR 38.200.000,00

Cost

Estacas de Guiamento dos Pontões

Plataforma Avançada e de uma Retenção Marginal
Interface do Cais do Sodré, Lisboa

Guiding Piles for Floating pontoons

*Detached Platform and Bank Retention
Cais do Sodré Transit Interface, Lisbon*

Fornecimento de estacas para guiamento dos pontões, criação de uma plataforma avançada e de uma retenção marginal no Interface do Cais do Sodré, na cidade de Lisboa.

O âmbito dos trabalhos incluiu:

- Dragagem e demolição
- Enrocamentos e assentamentos de pedras para reforço e revestimento do perret
- Execução de estacas moldadas no terreno
- Cravação de estacas metálicas
- Betão armado

Work Description

- Guiding piles for floating pontoons
- Dredging and demolition works
- Supply and placing of armour stones
- Concrete piles (casting in-situ)
- Reinforced concrete works



Vista geral das estacas de guiamento.
General view of piling to guide floating pontoons



Resumo da Obra

Work Summary

Cliente	Metropolitano de Lisboa	<i>Client</i>
Tipo de contrato	Concepção-Construção	<i>Contract type</i>
	Design-Build	
Data de construção	2002-2003	<i>Construction period</i>
Custo	EUR: 2.424.619,00	<i>Cost</i>
Classificação	RINA VE	<i>Classification</i>

Ponte Pedonal
Alcácer do Sal, Portugal
Pedestrian Bridge
Alcácer do Sal, Portugal

Ponte atirantada

Características dimensionais

Comprimento: 121 m
Largura: 3,5 m
Vão máximo entre pilares: 27 m
Altura livre máxima: 6 m
Pilares: estacas metálicas
(\varnothing 708 e 508 mm)

Características construtivas

Aço em estacas metálicas: 110 t
Aço no tabuleiro e plataformas
dos encontros: 169 t
Betão armado: 62 m³
Madeira exótica no tabuleiro: 1300 m²



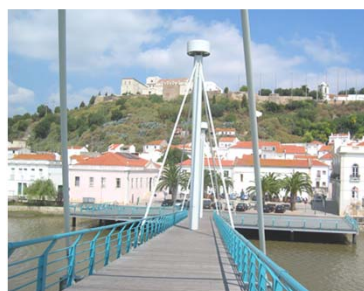
Cable-stayed bridge

Dimensional features

Length: 121 m
Deck width: 3,5 m
Maximum span between pylons: 27 m
Maximum height above water: 6 m
Pylons: driven tubular piles
(\varnothing 708 and 508 mm)

Construction features

Steel piles: 110 t
Steel deck and abutments: 169 t
Reinforced concrete: 62 m³
Exotic wood on deck: 1300 m²



Resumo da Obra

Work Summary

Topo: A ponte acabada.
Top: The finished bridge.

Cliente
Tipo de contrato

C.M. Alcácer do Sal
Concepção-Construção
Design-Build

Client
Contract type

Data de construção

2001
EUR 1.855.000,00

Construction period

Custo

Cost

Projectista

Engº Luís Colen

Architect & Engineer

Terminal de Contentores de Kamsar e Terminal de Descarga de Barcaças
Porto de Kamsar, República da Guiné

Kamsar Container Terminal and Barge Unloading Facility- Port of Kamsar
Republic of Guinea

Work Description

Seth has completed the design/construction of the Container Terminal at the port of Kamsar in the Republic of Guinea. The contract awarded for the sum of 18 million euro with a duration of 18 months.

The construction of the quay is part of the project for the construction of an alumina refinery at Sangarédi, located in the interior of this West African country, the employer being the multinational enterprise Guinea Alumina Corporation.

The Republic of Guinea has one of the worlds biggest reserves of bauxite (the raw material for the manufacture of aluminium), and the refinery will have a production capacity of 3.3 million tonnes per annum (Mtpa) manufactured from 9.4 Mtpa of bauxite extracted from the site.

The quay comprises a berthing facility for cargo vessels and barges bringing the building materials required for the construction of the alumina export terminal infrastructures at Kamsar and for the refinery at Sangarédi. It is a precast reinforced concrete structure supported on circular steel piles of a diameter of 914 mm.

The quay is 230m metres long and can berth ships of up to 10,000 tons dwt. Its construction is essential to the project as there is no other quay in the region able to receive equipment of the dimension and weight of the equipment to be installed at the refinery.



Resumo da Obra

Work Summary

Cliente	GAC Guinea Alumina Corporation	<i>Client</i>
Tipo de contrato	Lump Sum	<i>Contract type</i>
Data de construção	2011-2012	<i>Construction period</i>
Custo	EUR 18.000.000,00	<i>Cost</i>

