





A natural port Located in the vast  
Tagus estuary of **32.000ha of water.**

**Surrounded by 11 Municipalities.**

Lisbon Port Authority

A narrow strip of land with approximately **352sq.km.**

**200km** of Waterfront line:

**50km** on the north bank;

**150km** on the south bank (shoreline indented by marshes, harbors and tidal inlets).



An aerial photograph showing a coastal area. A winding road or path runs along the edge of a large body of water, possibly a bay or harbor. The water is a deep blue, and the land is a mix of green vegetation and brownish-grey areas. The road has several sharp turns and curves. The overall scene is a mix of natural and developed land.

The Port spreads itself in a discontinued way with different types of land-use:

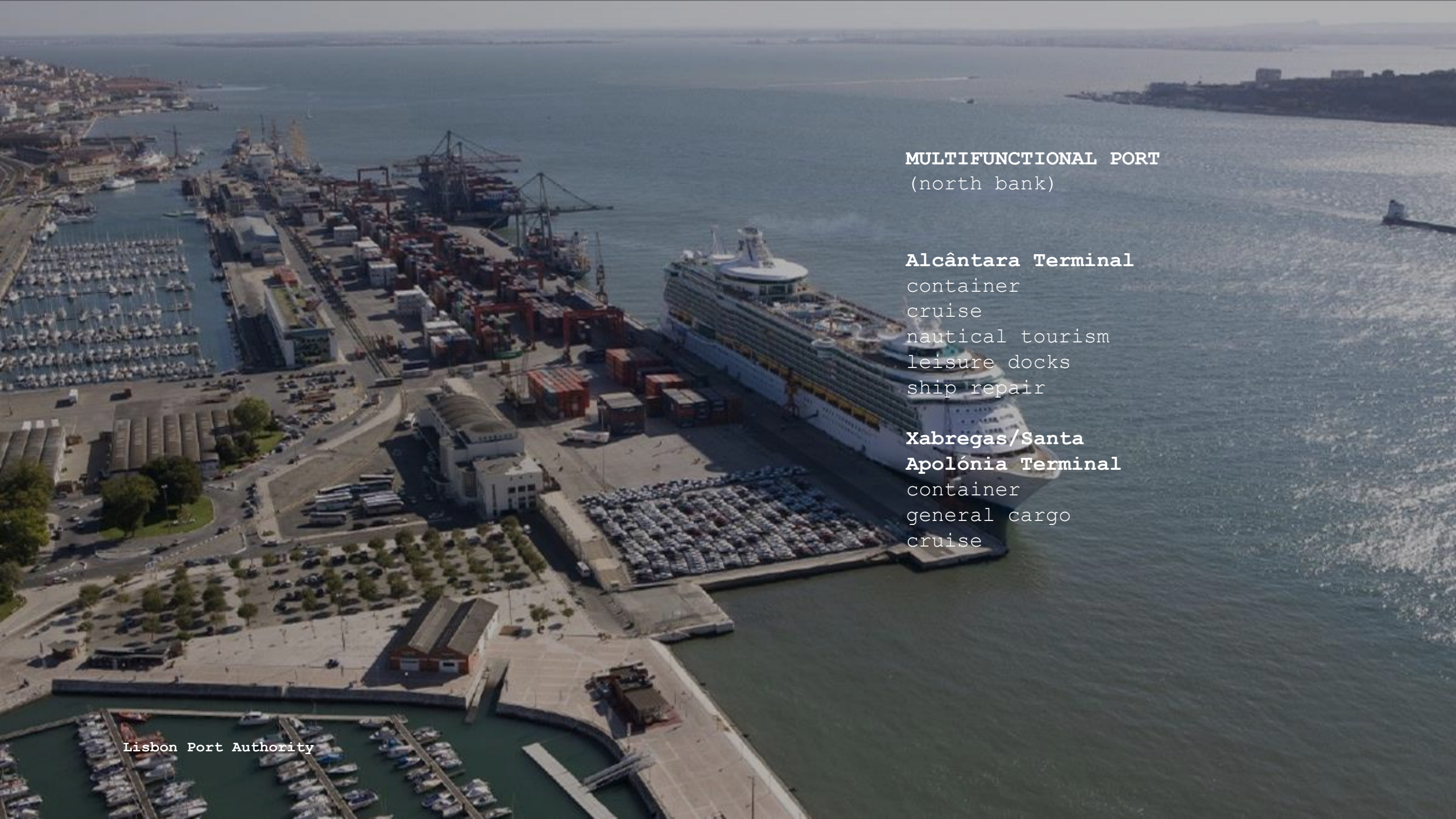
- 7% exclusively for port operation;
- 11% urban/city;
- 11% industrial;
- 14% military infrastructures;
- 57% agricultural purposes or natural environment protected land.

## PASSENGER TRANSPORTATION ACROSS THE RIVER

**30 million passengers** and more than **40 000 vehicles**, travel between the banks of the river every year.

9 terminals and 33 large capacity passenger/ferries vessels.





**MULTIFUNCTIONAL PORT**  
(north bank)

**Alcântara Terminal**  
container  
cruise  
nautical tourism  
leisure docks  
ship repair

**Xabregas/Santa  
Apolónia Terminal**  
container  
general cargo  
cruise

**MULTIFUNCTIONAL PORT**  
(south bank)

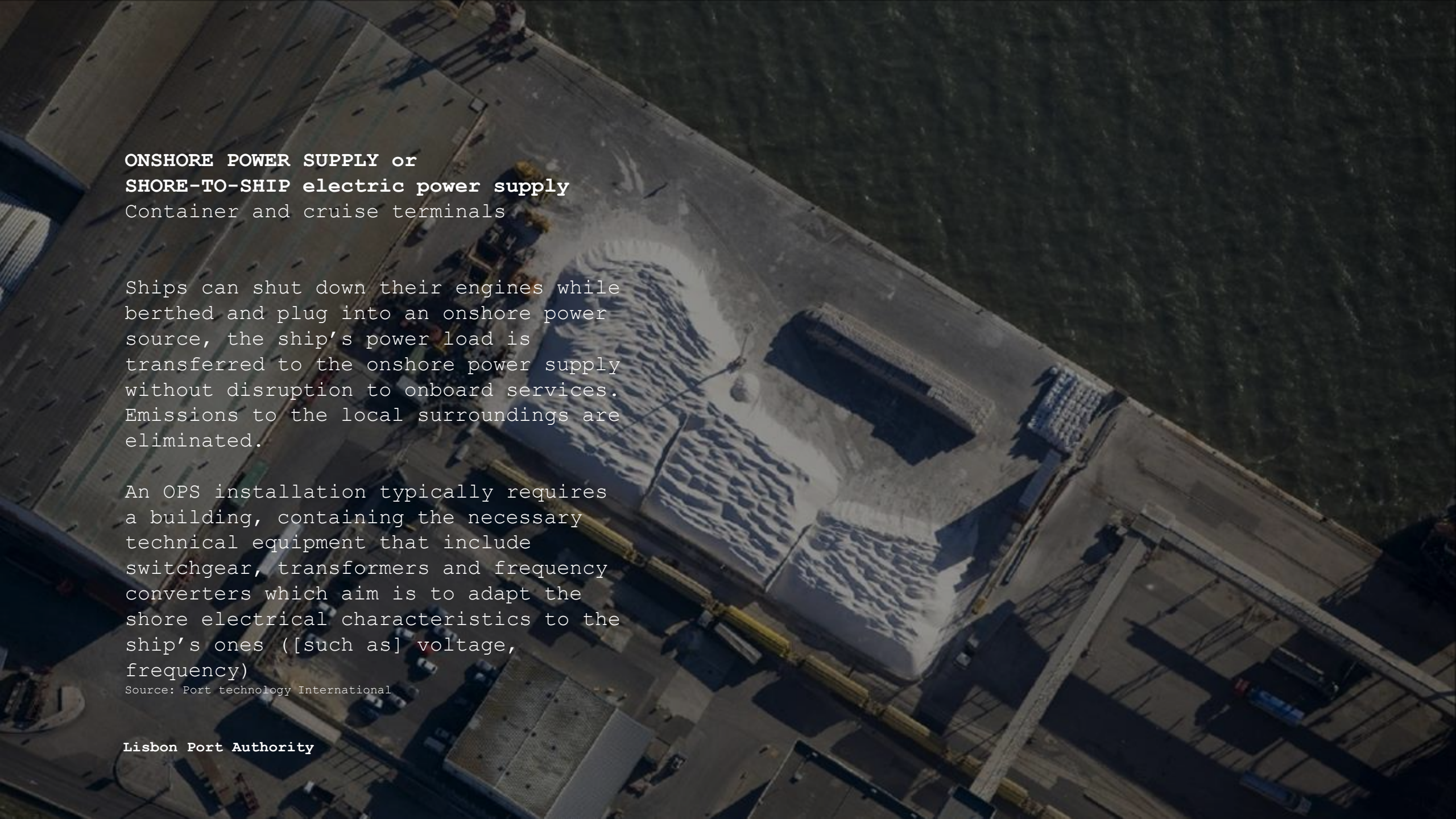
Liquid and solid bulk cargo terminals



An aerial photograph showing a vast coastal wetland or estuary. The landscape is characterized by a dense network of narrow, winding water channels that meander through a terrain covered in lush green vegetation. The water in the channels appears dark, contrasting with the bright green of the plants. The overall scene illustrates a complex hydrological system, likely a salt marsh or tidal flat, which is a critical ecosystem for coastal protection and biodiversity.

CHALLENGES OF CLIMATE CHANGE



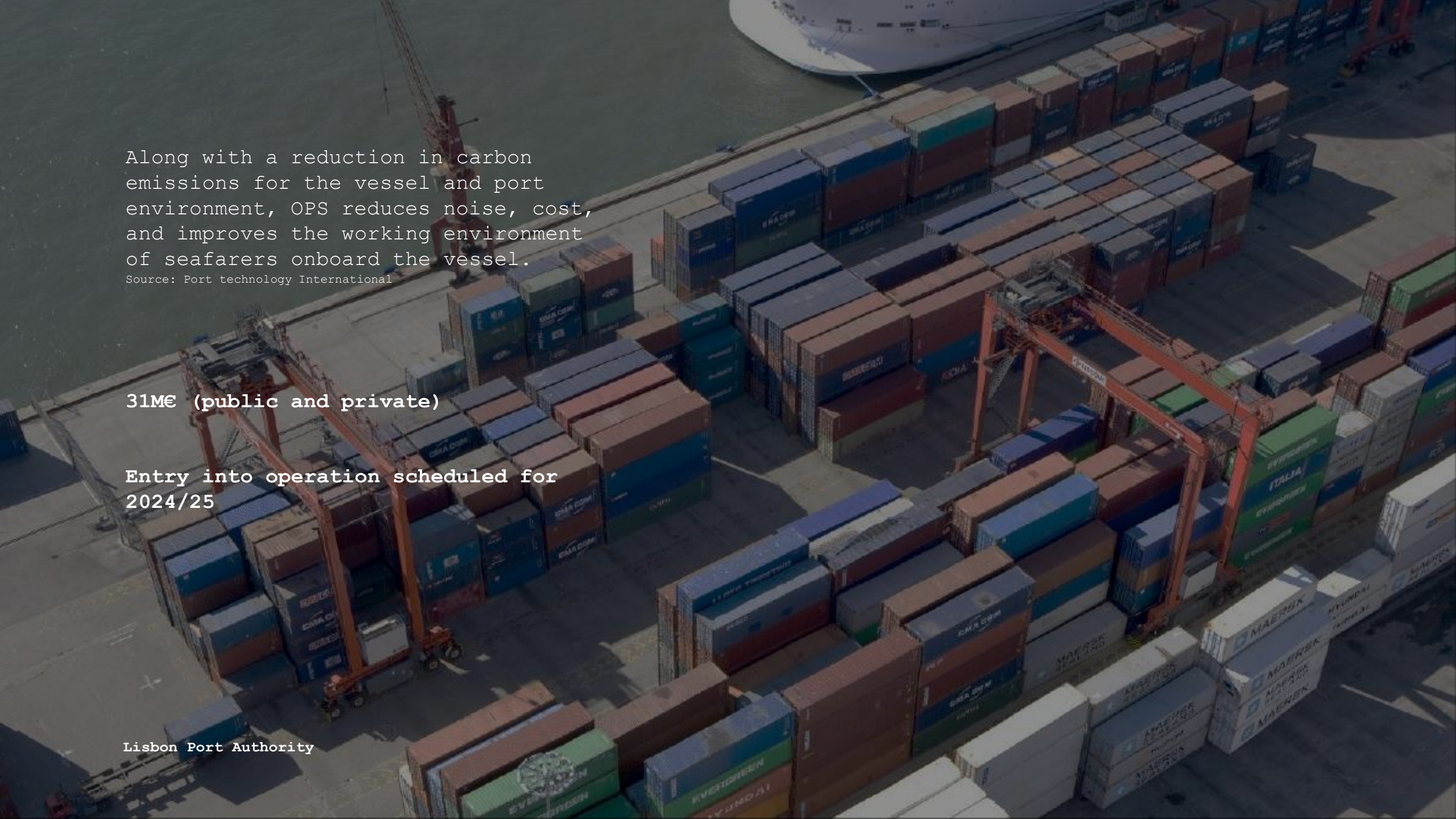
An aerial photograph of a port terminal. A large white container is the central focus, surrounded by yellow cranes and other port infrastructure. The terminal is situated next to a body of water.

**ONSHORE POWER SUPPLY or  
SHORE-TO-SHIP electric power supply**  
Container and cruise terminals

Ships can shut down their engines while berthed and plug into an onshore power source, the ship's power load is transferred to the onshore power supply without disruption to onboard services. Emissions to the local surroundings are eliminated.

An OPS installation typically requires a building, containing the necessary technical equipment that include switchgear, transformers and frequency converters which aim is to adapt the shore electrical characteristics to the ship's ones ([such as] voltage, frequency)

Source: Port technology International

An aerial photograph of a busy port terminal. The foreground and middle ground are filled with numerous stacks of shipping containers in various colors, including blue, brown, green, and white. Several large orange gantry cranes are positioned over the stacks, and a white cargo ship is docked at the top of the frame. The scene is brightly lit, suggesting a clear day.

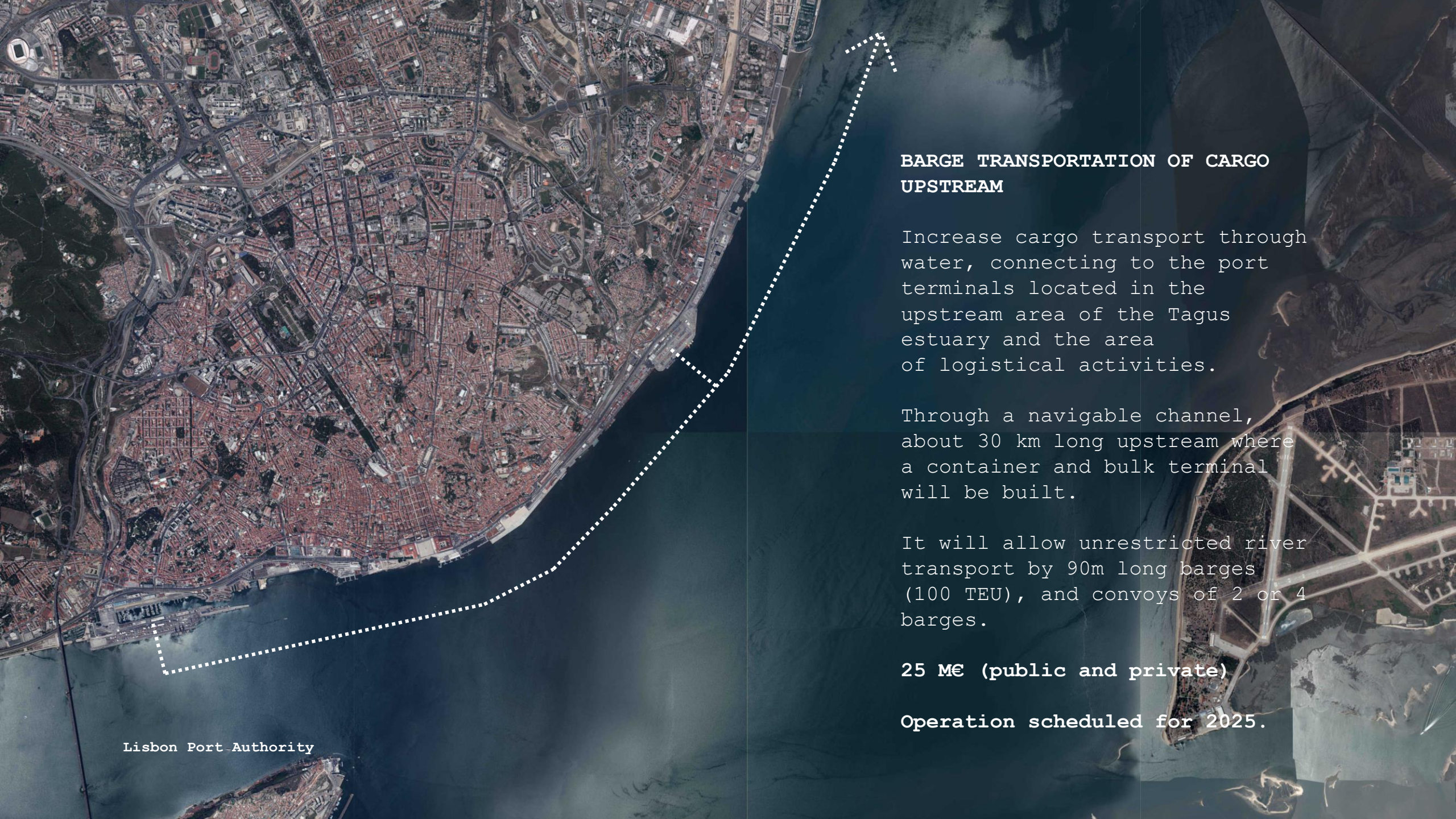
Along with a reduction in carbon emissions for the vessel and port environment, OPS reduces noise, cost, and improves the working environment of seafarers onboard the vessel.

Source: Port technology International

31M€ (public and private)

Entry into operation scheduled for 2024/25

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## **BARGE TRANSPORTATION OF CARGO UPSTREAM**

Increase cargo transport through water, connecting to the port terminals located in the upstream area of the Tagus estuary and the area of logistical activities.

Through a navigable channel, about 30 km long upstream where a container and bulk terminal will be built.

It will allow unrestricted river transport by 90m long barges (100 TEU), and convoys of 2 or 4 barges.

**25 M€ (public and private)**

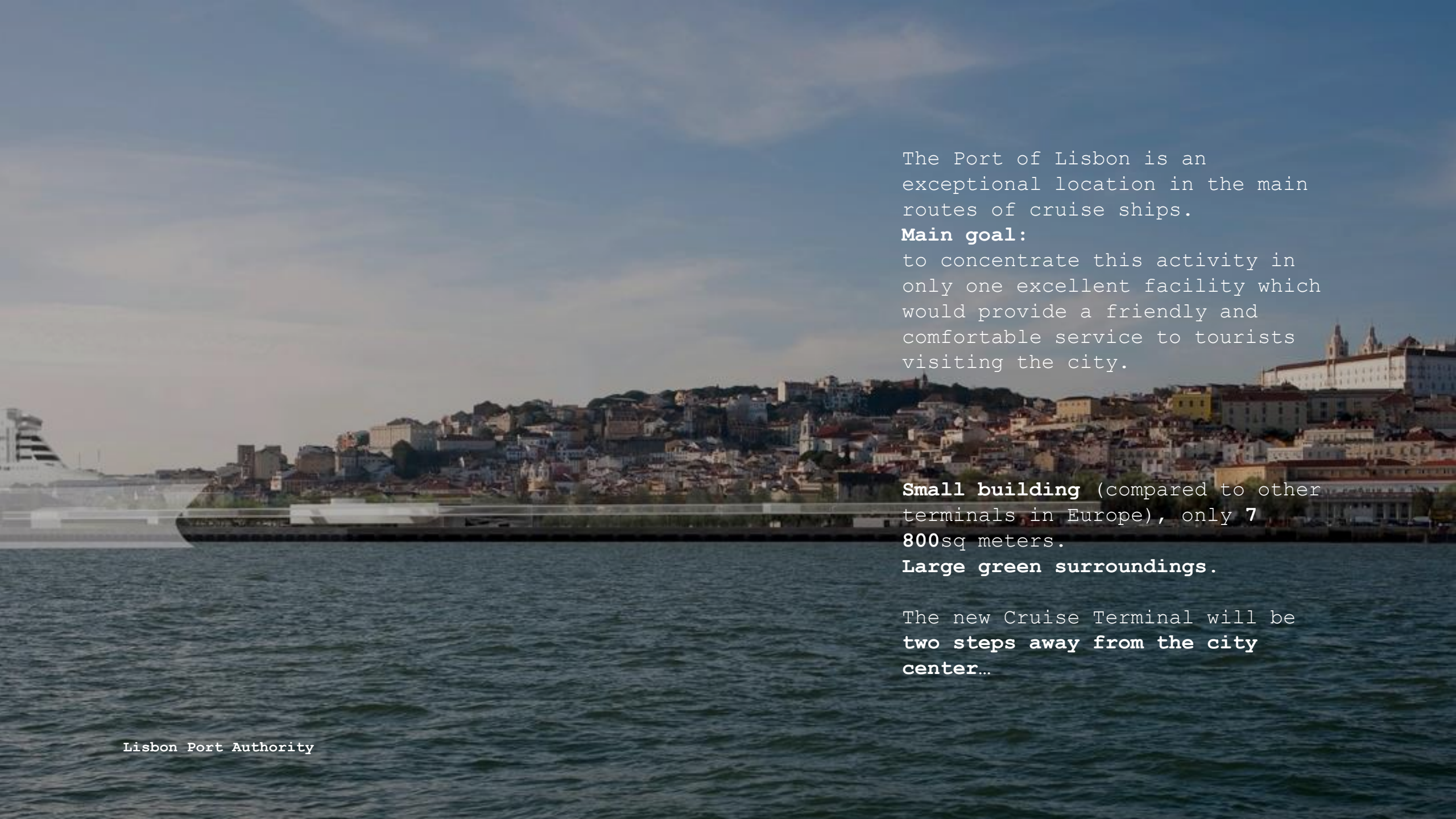
**Operation scheduled for 2025.**



INTERNATIONAL ARCHITECTURE  
COMPETITION FOR A CRUISE TERMINAL  
2008

**36 entries**

Winner: João Luís Carrilho da  
Graça.



The Port of Lisbon is an exceptional location in the main routes of cruise ships.

**Main goal:**

to concentrate this activity in only one excellent facility which would provide a friendly and comfortable service to tourists visiting the city.

**Small building** (compared to other terminals in Europe), only **7 800sq** meters.

**Large green surroundings.**

The new Cruise Terminal will be **two steps away from the city center...**

## LISBON CRUISE TERMINAL

In 2014 the LCP Lisbon Cruise Port Consortium is formed and builds the terminal in 2017.























**AICÂNTARA, URBAN PUBLIC SPACE**

close proximity to port activities



1<sup>st</sup> generation Riverfront renovation in 1996

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located on port held land  
accessible to everyone  
spontaneous recreational function  
(skating ground and bike lane)  
excessive car parking




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## 2<sup>nd</sup> generation Riverfront renovation in 2023/24

more green areas  
less car parking  
new dock facilities  
renewed bike lane and skating facilities

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An aerial photograph of the Lisbon Riverfront renovation project. The image shows a wide river with a large marina filled with numerous white sailboats. To the right of the marina is a large industrial area with many colorful shipping containers and cranes. The background is a dense urban area with many buildings and a clear sky.



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