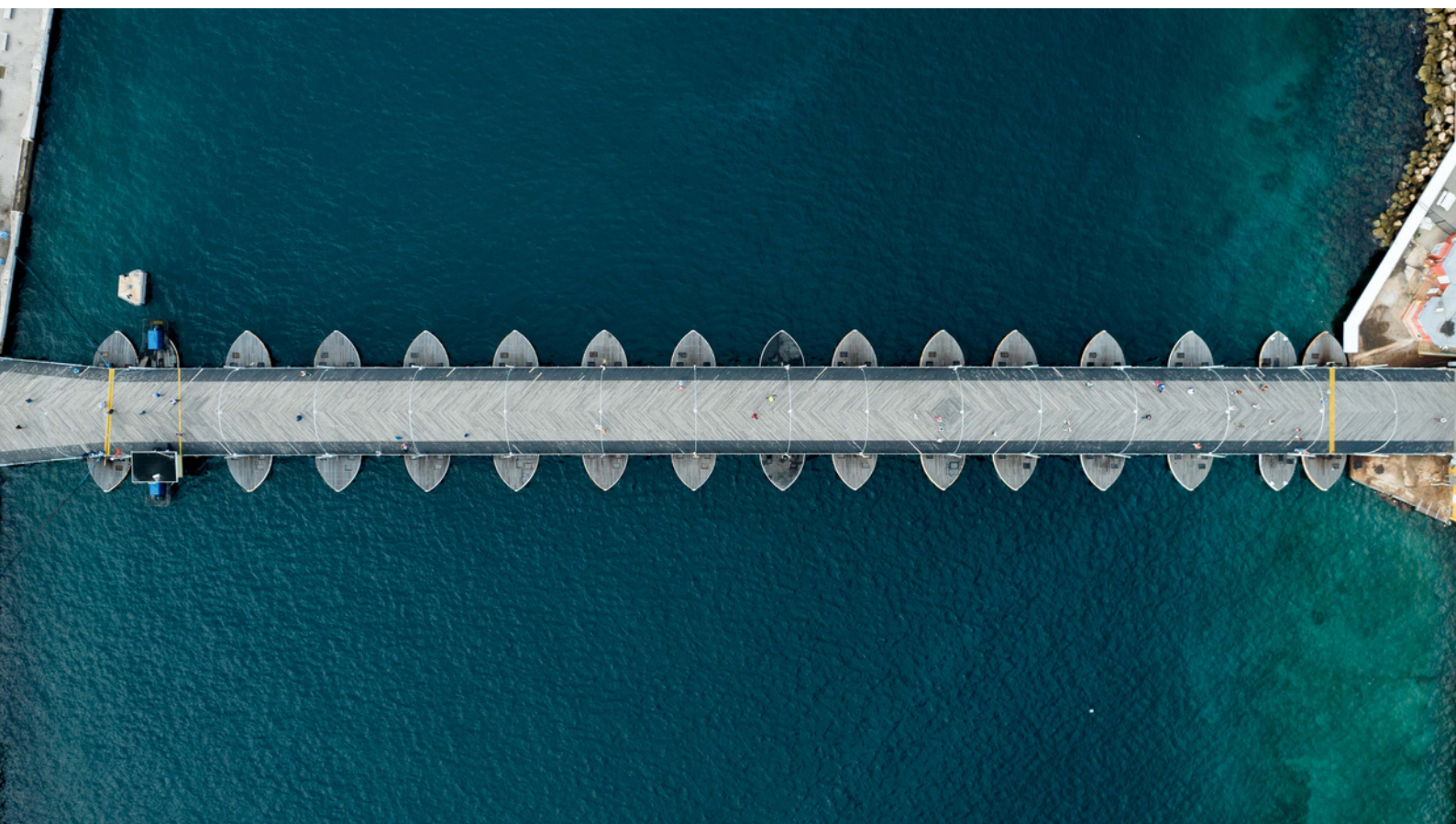




CURAÇAO PORTS
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Queen Emma Bridge *Electrification Project*

Queen Emma Bridge

The Queen Emma Bridge is one of Curaçao's most recognizable landmarks and an important pedestrian connection between Punda and Otrobanda. Known locally as the "Swinging Old Lady," the floating pontoon bridge has been part of Willemstad's cityscape for more than a century.

A Bridge with a Long History

The Queen Emma Bridge opened in 1888 and was named after Queen Emma of the Netherlands. Built across St. Anna Bay, the bridge created a direct connection between the historic districts of Punda and Otrobanda.

One of the bridge's most distinctive features is its floating design. The bridge rests on pontoons and swings open to allow vessels to enter and leave the Port of Willemstad.

Over the years, the bridge has undergone several renovations and technical upgrades to keep it operational while preserving its characteristic appearance and important role within Willemstad. In 2006, approximately 95% of the bridge was replaced as part of a major renovation. The most recent renovation took place in 2015, when the top layer of the wooden deck was renewed.

Electrifying the Queen Emma Bridge

As part of the continued maintenance and modernization of the Queen Emma Bridge, Curaçao Ports Authority (CPA) is carrying out a project to replace the bridge's current propulsion system with electrically powered units. The transition from the existing fuel-powered propulsion system to electric propulsion means that the bridge will no longer require gasoil for its propulsion. This will eliminate exhaust emissions and smoke from the propulsion engines during operation and reduce the environmental risks associated with fuel and oil spills.

At the same time, the project modernizes the technical infrastructure used to open and close the bridge. The temporary closure of the bridge also provides an opportunity to carry out several other necessary maintenance and replacement works within the same period.

Scope of the Project

The project therefore goes beyond electrification. It combines the replacement of the propulsion system with electrical, mechanical, structural and general maintenance works on several important components of the bridge.

The scope of works includes:

- Electrification of the propulsion system – transitioning from the existing fuel-powered propulsion system to an electric drive system.
- Replacement of the motor pontoon – installing a new motor pontoon equipped with the new electric drive units.
- Installation of a new control cabin – installing a new cabin from which the bridge will be operated.
- Renewal of the electrical infrastructure – removing existing electrical cables and installing new cabling, electrical cabinets and switchgear on the bridge and onshore to support the new system.
- Partial replacement of structural beams – replacing sections of the bridge's structural beams where required.
- Maintenance of steel components – carrying out maintenance on steel components associated with the bridge connections on the Punda and Otrobanda sides.
- Maintenance of the rolling carriage – maintenance of the rolling carriage that forms part of the bridge's hinge system on the Otrobanda side.
- Partial replacement of the wooden deck – replacing sections of the bridge's wooden walking surface as part of the maintenance works.
- Electrical supply works – Aqualectra is installing a new transformer at Otrobanda, including the necessary power cables connecting it to the low-voltage cabinet.
- Testing and commissioning – testing the new and upgraded systems and components before the bridge returns to normal operation.

A Coordinated, Multi-Phase Project

The project consists of several interconnected phases rather than a single activity. These include removing and transporting existing components, carrying out workshop

activities, preparing the bridge and quay infrastructure, installing new and upgraded components, renewing the electrical infrastructure, replacing sections of the wooden deck, connecting the new systems, and carrying out final testing and commissioning. Some activities take place directly on the Queen Emma Bridge and along the quay, while other components are transported to a workshop for maintenance or preparation before being returned and installed.

The Queen Emma Bridge requires continuous maintenance. Wherever possible, routine maintenance is carried out while the bridge remains in service. However, the scale and nature of the current works require the bridge to be taken out of service for an extended period.

Combining these activities with one planned closure also reduces the need for multiple separate closures. While CPA aims to carry out future maintenance with the bridge in service whenever possible, certain major works may still require the bridge to be temporarily taken out of service.

Giving the Existing Motor Pontoon a New Purpose

The Queen Emma Bridge consists of 16 pontoons, including two fixed pontoons.

As part of the project, the existing motor pontoon has been removed and transported to the workshop, where it is being reconditioned. Once completed, the former motor pontoon will be repurposed to replace one of the bridge's two fixed pontoons.

A new motor pontoon, equipped with the new electric drive units, will take over the bridge's propulsion function.

Project Timeline

The main works are scheduled to take place from August 2 through September 25, 2026.

During this period, the Queen Emma Bridge is temporarily out of service to allow the different phases of the project to be carried out safely and efficiently.



The schedule includes installation and connection of the various components, followed by testing and commissioning before the bridge can return to normal operation.

Specialized Contractors and Technical Partners

The project is being coordinated by Curaçao Ports Authority, in collaboration with specialized contractors and technical partners responsible for different components of the works.

The companies involved include:

- Holland Shipyards Group
- Royal Van der Leun
- Nederex
- MESC
- Rowill
- Azny N.V.
- Facility Pro
- Turbo Machine Shop

Together, these companies are carrying out the marine, electrical, mechanical, structural and maintenance works required as part of the project.

Connectivity Between Punda and Otrobanda

While the Queen Emma Bridge is temporarily out of service, ferry services between Punda and Otrobanda operate 24 hours a day, 7 days a week, until further notice.

This ensures continued pedestrian connectivity between both sides of St. Anna Bay while work on the bridge is underway.

Preserving the Bridge's Historic Identity

While the technical infrastructure of the Queen Emma Bridge is being modernized, its recognizable appearance and historic identity remain an important part of the project.

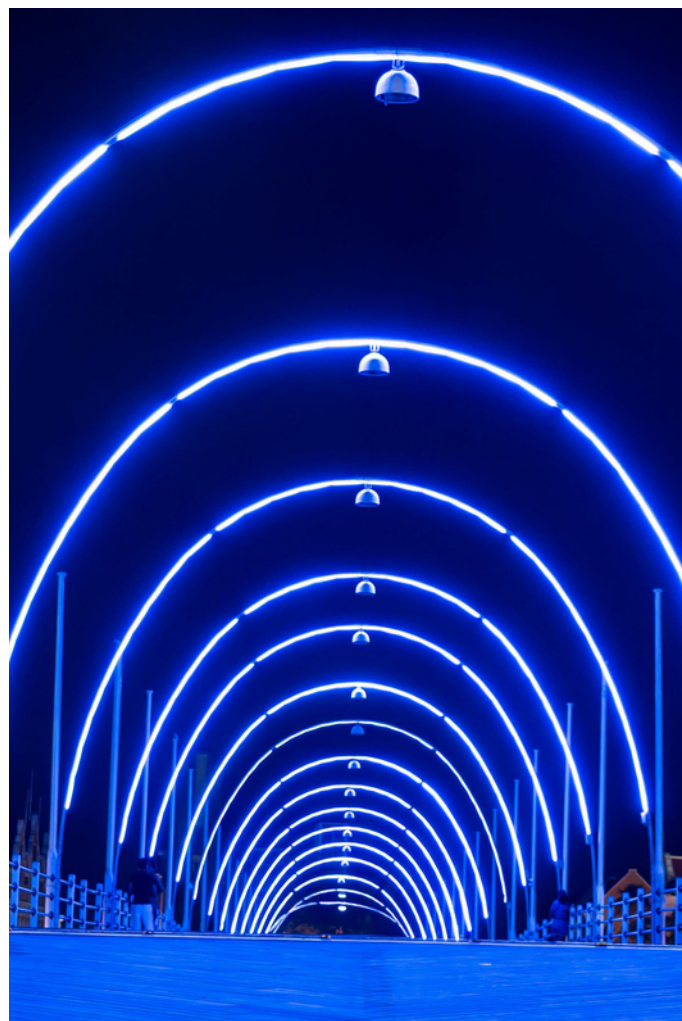
The Queen Emma Bridge will continue to serve as the floating pedestrian connection between Punda and Otrobanda and retain the characteristic appearance that has made it an integral part of Willemstad's historic cityscape.

Preserving

For more than a century, the Queen Emma Bridge has connected Punda and Otrobanda and has become an important part of Curaçao's identity.

The current project represents another chapter in the bridge's long history. By combining necessary maintenance with the modernization and electrification of its propulsion system, CPA is investing in the continued operation of this iconic bridge while preserving its historic identity for future generations.

Updates on the progress of the project will be shared here and through Curaçao Ports Authority's social media channels.



For more information

For more information about the Curaçao Ports Authority, please visit our website at www.curports.com and follow us on our social media platforms to stay up to date with our latest news, updates and developments.

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