

E-dea and the Port of Ust-Luga joined BPO

Welcome aboard

Baltic Ports Organization gained two new members: E-Dea Transport Technology SpA and the Port of Ust-Luga. Let us shortly tell who they are and how they see their role in the organization.



Photos: E-Dea

The common goal of industry excellence

E-Dea Transport Technology SpA is a provider of new generation technologies and IT solutions for the global maritime transportation and logistics industry. E-Dea serves such customers in Europe like Color Line AS, Moby Lines SpA, Ports of Rome, Ports of Bari and Brindisi from the three E-Dea offices of Naples, Rome and London.

“We are proud to be part of the Baltic Ports Organization and being a trusted advisor on the further development strategies in one of the fastest growing market for the maritime industry in the world” – says Paolo Bufarini, Sales & Marketing Director for the European Market of E-Dea SpA. “E-Dea solutions combine deep industry expertise, practical tools, powerful research capabilities and innovative thinking to ignite growth in the business in the Baltic area. We hope to exchange the local market needs with our solutions strategies through the BPO engagement, achieving the common goal of industry excellence”.

E-Dea aim is to enhance automation, security and efficiency during all maritime life-cycle operations, providing solutions starting from customers management, booking and financial processes, boarding and check-in operations, on-board services handling, data navigation tracking, up to systems for speeding-up disembarkation and terminal management operations.

Among E-Dea's showcases are: **eBooking**[®] (an enterprise reservation system, designed to optimize the complete operational and sales cycle of modern ferry companies, both for freight and passengers), **eBoarding**[®] (an integrated boarding and security system providing tools and advanced technologies for all access and boarding operations of passengers, vehicles and cargo), **ShipBoarding**[®] (an automatic ship boarding system providing complete automation of vehicles check-in and check-out during the embarkation and disembarkation operations. Through the use of high-technology sensors and OCR cameras, placed directly on the lift-gate of the ship, ShipBoarding[®] provides a fast and reliable system for reading the number plates and detecting the exact dimensions of all vehicles accessing or leaving the ship.), **TrackVision**[®] (a complete fleet management system for the remote sensing of the ships).



Photos: Ust-Luga

A riposte to the growing demand

Russia's prime minister called the Ust-Luga port one of the largest infrastructural projects on a European scale in Russia. For the time being, the port can handle up to 10m tons of various cargoes per year. By 2015, this number is expected to raise to 120m tons.

Still under construction, the port has been designed to suit over twenty categories of cargo, including rolling, container and general cargo. There are five terminals currently working in Ust-Luga port: a coal transshipment terminal, a sulfur transshipment terminal, a motor-railroad ferry complex, a universal transloading complex and the first line of a multipurpose «Yug-2» complex. The port is involved in a construction of the next lines of «Yug-2», container and bunkering terminals, complexes for transshipment of general cargoes, bulk cargoes, liquefied gas and others.

The port of Ust-Luga is the only ice-free Russian port on the Baltic Sea, with an icebreaker needed only in the most severe winters. In addition, it has a short ship channel of 3.7 km, while the deep-water area (16 m) allows receiving Pacific vessels with a deadweight of up to 120 thou. tons. Another undeniable advantage of the new port is the unlimited adjacent territories.

Today Ust-Luga port has confidently turned from a project into an operating port. The port's coal and technical sulfur transshipment terminals, the car-railway ferry complex, the universal transshipment complex and the Faktor timber terminal are already in operation. The port is getting ready for the startup of Ust-Luga container terminal and the liquid cargo terminal.

Another noteworthy project is the planned construction of a warehousing logistic center. It will allow rendering a comprehensive range of outside cargo storage services as well as indoor storage with regulated temperature conditions. It will also allow fragmentation of consignments, packing, packaging and marking of the goods, container unfilling and filling, as well as documentation, record-keeping, dispatch on demand and car coolance.

BPO Onshore Energy Supply Seminar, 14 January 2009

Ports need to be eco-friendly

The Port of Tallinn partnered a seminar on onshore energy supply, organized by the Baltic Ports Organization.

Among participants there were ports representatives, international organizations, shipping lines, global leaders in supplying innovative power supply solutions, research institutions and more. Discussion during the meeting focused mostly on pro-climate and onshore power supply activities. Herwig Ranner, ESPO Policy Advisor, pointed out that global warming has become a social priority which ports cannot afford to ignore. For that reason, the ports should promote CO₂ reduction measures for terminal operations and improve energy efficiency of buildings, cargo handling and transportation. The major part

of the BPO seminar was dedicated to working on climate issues in ports. The participants agreed that it is obligatory for the ports to take responsibility for the environmental impact of their activities. Among actions advised to be taken are energy saving programs and activities aiming at increasing the use of alternative power sources or low carbon fuels in port operations.

Companies dealing with innovative power supply, presenting their own solutions and ideas for cleaner and unpolluted ports, attended the seminar as well.

The seminar was hosted by the Port of Tallinn, who kindly partnered the event. The seminar was also sponsored by Siemens AG.

The BPO Seminar on Onshore Energy Supply 2009 was highly evaluated by participants. For that reason, the next edition of the event is more than likely to be held in January next year. ■

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Photos: BPO



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