

The Port of Umeå

A wide view through the Swedish eastern window



Photo: Port of Umeå

The European Capital of Culture for 2014, a fast growing modern city where art interweaves with science, and a place of long avenues fenced with silver birch trees. This is Umeå, a one of its kind Swedish eastern window to the Gulf of Bothnia.

The beauty and intellectual character of the city certainly does not outshine its strategic industrial values. Umeå and its neighbouring Port of Holmsund (18 km south) are an important part of the east-west corridor running from Russia. The everyday ferry connection to the Finnish Port of Vaasa goes through the narrowest part of the northern Bothnian Bay. This service significantly cuts transit time between Sweden and Finland and carries around 100,000 passengers annually. As the port representatives proudly say, Umeå is naturally sheltered by the unique wind conditions, which guarantees convenient navigation also in the wintertime.

On the landside, Umeå is situated on the crossing of two international European routes: north-south E4, which passes from the Finnish border, through Stockholm to Helsingborg, and east-west E12 from Norwegian Mo I Rana, through Vaasa to Helsinki. Umeå-Holmsund port complex also has got hinterland connection by rail to Stockholm. As soon as in August 2010, the completely new 680 km Bothnia Line railway is also going to be opened. With its 140 bridges and 25 km of tunnels it will be one of the most modern lines in the world, cutting travel time to the Swedish capital by half, from ten to five hours.

Facts and figures

Along with ro-ro and passenger service, the port handles containers, general cargo, timber, bio fuels, oil products, animal food, paper products, steel, cement, wind mills and other goods, like parts for the Volvo cabin factory. There are also several liner connections to the continental ports (Rotterdam, Antwerp, Hamburg). Umeå is therefore a multifunctional intermodal port with 2009 total throughput of 2.1 million metric tons (a slight decrease

from the previous year's 2.3 mln), including 14,000 TEU carried by container feeder ships. The port's 2009 turnover was on the level of 50,000 000 SEK (about EUR 5.5 mln). In a few words, the port consists of 10 berths with the total length of 706 meters and 8-11 meters of water depth.

There are three ro-ro modes, oil quay, ferry point with three berths and railway tracks with the total length of seven kilometers. The port also features a warehouse/storage space of 100,000 m². The port infrastructure consists of eight modern cranes, out of which three were bought in the last five years. Constantly improving, the port is planning to open a dedicated container terminal near the ferry point.

Bartłomiej Hapka



Photo: Port of Umeå

Hamburg is now a friendship member of BPO

Closer cooperation between old partners



Photo: HHLA/Lindner

Hamburg Port Authority has joined BPO as a friendship member starting from January 2010. With the most densely structured network of feeder services to/from the Baltic ports, Hamburg holds the role of Baltic's prime continental gateway. This accession crowns its many years of pro-Baltic orientation.

This is also a natural response to the current economic reality. Year 2009 was rather difficult for Hamburg which handled some 30 million tons of cargo less than in 2008, and 1.4 million tons in feeder traffic with the Baltic countries (short of the previous year's result by around 43.8%), so by exchanging the knowledge and experience with other BPO members, the port tries to move closer to its major trade area.

Maciej Brzozowski, the port's representative in Poland says that today's challenges of the overseas container traffic create necessity for tighter co-operation between the ports. "Its best examples are recent launching of the Feeder Logistik Zentrale by HHLA and EUROGATE, or the newest feeder connections, like the one by CMA CGM to Scandinavia and Szczecin, or by Delta Shipping to St. Petersburg," Brzozowski comments. Natalia Kapkajewa, Head of Port Hamburg's Representative Office in St. Petersburg also believes in numerous possibilities of mutual help on a wide range of fields to be derived from this membership. Russia is ranked third among the most important trading partner for the Port of Hamburg in terms of sea-borne container traffic, with about two dozen departures each week to the Russian ports alone, and the total volume of over 329,000 TEU carried on this route last year.

Meanwhile, both Hamburg Port Authority and BPO are partners in the TransBaltic EU project, whose goal is to forge measures and propose actions towards building an integrated transport system in the region (more about the project in our TransBaltic newsletter on pages 34-37).

BPO upcoming events:

IV BPO Seminar on future of the Baltic Sea transportation

17th March 2010, Buildings of the EP, Brussels, BE

The attendees of the seminar will try to face the challenges of keeping up high Baltic region competitiveness in today's tough market conditions, with general volumes decline and restricted sulphur regulations for marine fuel, as well as their influence on the environment, costs of such regulations in relation to maritime shipping. The conference is organized in cooperation with Mrs Anne Elisabet Jensen, Member of the European Parliament and Member of the Transport and Tourism Committee of the EP.

More info available at www.balticports.com.

TransBaltic/BPO Seminar & debate on Baltic Motorways of the Sea

11th May 2010, Hotel Haffner, Sopot, PL

The main goal of the seminar is to identify the main barriers in applying MoS in the Baltic Sea, including several regional case studies, like: High Quality Rail and Intermodal Nordic Corridor Königslinie, the ports of Trelleborg and Sassnitz, Klaipeda Karlshamn Link, and others. Special attention will be paid to the EU maritime policy and the role of MoS in the EU transport network in years 2009-2013. The seminar is free of charge, and is open for representatives of the ports, shipping lines, governments & administration, terminal operators, road hauliers, rail and logistic operators, etc.

Registration form available at www.balticports.com.

BALTIC PORTS ORGANIZATION • Secretariat Office – Actia Forum Ltd.
ul. Pułaskiego 8, 81-368 Gdynia, POLAND, ph.: +48 58 627 24 67, fax: +48 58 627 24 27
e-mail: bpo.office@actiaforum.pl, bpo.sg@actiaforum.pl, <http://www.bpoports.com>