

Universal and proud of it



Photo: Rostock, Port/nordlicht

Get to know the German port, where you can handle all kinds of cargo and take a cruise on the Baltic Sea.

In the Middle Ages, the Port of Rostock was the proud centre of trade between Scandinavia, Western and Eastern Europe. As the East German economy flourished in the 1950s and 1960s, the port was constructed entirely from scratch and was ready for international challenges. The next challenge came in the mid 1990s, when the new actors entered the free competition. The scope of Port of Rostock's services was broadened and thanks to this fact, it constitutes a fully universal cargo and passenger facility today.

What's on stock

Among Rostock's undoubted advantages is its geographical location, allowing to easily reach other Baltic ports. Also worth mentioning is the port's accessibility both from land (with direct connections to motorways) and sea, combined with a developed logistical back-up – commercial and industrial parks, a shunting station (180 km rails) and 65 km of rails on the whole port area. 11,000 m of quays and 46 berths are ready to handle all cargo types. With the ability to take in ships up to 100,000 dwt, Port of Rostock is a German deep-water leader.

Rostock likes to picture itself as a 'research port'. The name owes to the development of

the satellite navigation system Galileo, currently taking place in the port under leadership of EADS RST Rostock System-Technik GmbH. The project aims at improving precision and safety of ships navigation by integrating terrestrial transmitting stations. "The system is already operating under conditions like the ones foreseen for the final implementation in 2015", says Helmut Martin, Port of Rostock. "This is possible due to the installation of many connecting tools on board ships and at the port territory", he explains further. The best results are presently at the field of ships operations in berthing and unberthing procedures.

Universal means...

The part of the port handling general, heavy lift and bulk cargo is the biggest one, stretching 13 berths. Among the most numerous commodities there are steel products, nonferrous metals, plaster boards, project cargo, and cement. For scrap and bags a separate terminal has been destined.

Liquid bulk cargo is handled with the help of, inter alia, three tank farms of 700,000 m³ total capacity. Six berths as well as five rails are used for handling oils and fuels; they are connected via pipelines to

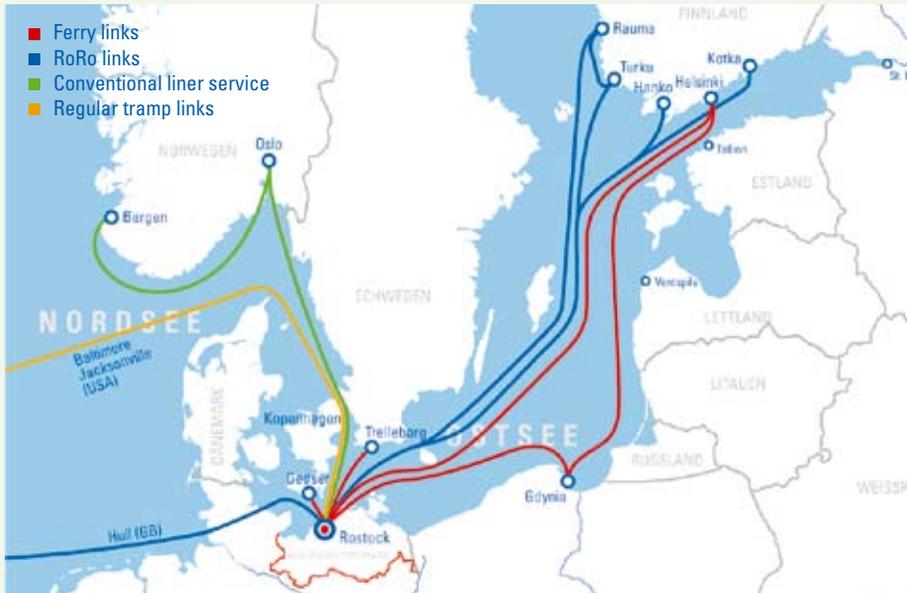
refineries in the German cities of Böhlen, Leuna and Schwedt, located in the southern and eastern parts of the country.

For handling of dry bulk as well as general cargo three berths are foreseen, two of them able to handle ships of 100,000 dwt. The grain port has a storage capacity of 360,000 tonnes. The fertilizer quay, in turn, is equipped with a ship loader of 600 tonnes/hour capacity. Over 1 mln tonnes of hard coal is handled yearly in Port of Rostock. Other dry bulk, such as ores, building materials, wood chips and others are carried as well.

Paper and ro-ro is handled by the port as well; for instance, approx. 350,000 tonnes of paper rolls from Scandinavia to Germany, France and Austria are imported yearly. As for logistics facilities, the Port of Rostock provides in total 105,000 m² open storage as well as three quay sheds, available for distribution, storage and value added services.

Show me the numbers

As Germany's largest Baltic cargo port, Rostock holds the proud name of the biggest passenger port in the country – on the route between Scandinavian and the Baltic states as well as Russia, Finland and Germany, it is the unquestionable leader. Rostock's



cruise ship port has become very popular not only among Germans – in BTJ’s ranking last year it got 9th place among Baltic cruise ports. Despite a 12% fall, the number of passengers is still at a high level of 2.1 mln.

Port of Rostock has a stable position among Baltic seaports; in BTJ’s annual rankings it achieved a stable ninth place in total cargo handled both in 2009 and 2008, with 21.5 and 27.2 mln tonnes respectively. Moreover, it held the 7th position in BTJ’s top ro-ro ports list for 2009 (388.3 thou. ro-ro units handled), which saw a rather significant fall compared to 2008 (fourth position, 543.1 thou. units). At the same time, the Rostock Seaport ranks first among German Baltic Sea ports in the handling of bulk goods (10.6 mln tonnes in 2009).

Tab. 1. Total cargo handled in the Rostock Seaport; 2008-2010, mln of tonnes

TYPE OF CARGO	2008	2009	2010
Liquid	4.7	4.0	4.6
Bulk	5.9	5.4	6.0
General cargo	0.6	0.4	0.4
Ferry cargo	13.7	10.2	11.5
Ro-ro	2.3	1.5	1.2
TOTAL	27.2	21.5	23.7

2011 investments

How to keep good ranks and numbers? This year over EUR 50 mln will be invested, mainly in the port’s infrastructure. Pier III is to be extended north; the embankment was already built in 2010 (see “Dredging and maritime construction” report in BTJ 6/2010) and the building works should be completed by

2012. Moreover, new berth will be built on the eastern side of the pier. “There are other investments ahead”, says Helmut Martin, and names continuous reconditioning of the service jetty

in the oil port as well as completion of the eastern road connection to the industrial park in the area adjacent to the port. One of the main challenges in the port development will be re-arranging the entire ferry terminal, worth approx. EUR 25 mln. Until the 2012 season approx. EUR 1.7 mln will be invested in reception facilities for ships’ sewage at the cruise liner berths.

How bright is the future?

According to a study conducted on behalf of the German Federal Ministry of Transport, Building and Urban Development, the total handling of four German ports (Rostock, Sassnitz/Mukran, Stralsund, Wismar) will more than double by 2025, reaching over 73 mln tonnes (see more in the article “Size does matter” in BTJ 6/2010). Naturally, it remains to be seen whether such a big number will occur. However, it is quite certain that Rostock’s share (52 mln tonnes according to the study) will be significantly large. ■

Martyna Bildziukiewicz

BALTIC PORTS CONFERENCE 2011 | 8-9 September 2011, HansseMesse Rostock/DE

- 8 September:** *Future challenges for the Baltic transport market*
- Transport infrastructure development in the region
 - Environmental regulations – how will the shipping line react?
 - Ports and offshore wind farms
 - Fehmarn Belt Project
 - Trade with Russia – Outlook for 2012
- Gala Dinner – celebrating 20 years of BPO**

- 9 September:** *Special Seminar: Port Governance in Europe – trends and reforms*

5th BPO Lunch Debate: discussing IMO regulations and MoS Policy

On 12th April the European Parliament in Brussels saw maritime industry players together with EP members and European Commission representatives, exchanging views of new IMO sulphur limit regulations. One of the speakers, Olof Widen, managing director, Finnish Port Association, introduced the organization’s environmental strategy in the context of IMO sulphur regulations. A significant part of his presentation was devoted to the regulation’s impact on the Finnish maritime industry and foreign trade. Olof Widen underlined the dramatic increase in shipping costs and decrease in volumes that the regulation will bring about. Furthermore, he postulated postponing implementation of the 0.1% level of SOx emissions, foreseen by the IMO regulation.

Bogdan Oldakowski, Secretary General, BPO, focused on Motorways of the Sea and their importance to the Baltic region. Among the barriers for implementing the MoS project on the Baltic Sea, he named inter alia the complicated and expensive application process and the questionable image of the policy as such. In order to increase MoS’ presence in the BSR, he suggested more marketing and promotion of the MoS concept, lesser administrative burdens and the necessity to ensure more EU funds streaming directly to the Baltic region. The host of the meeting this time was Olle Schmidt, Member of the European Parliament. “I would like to thank BPO for taking the initiative to organize a lunch on such an important issue as IMO regulations for maritime transport,” he stated. “The information exchange was very rewarding and as an MEP in the Committee for Transport and Tourism, I will continue my work to find a good solution for the future of maritime transport while taking into account the importance of the environment in the Baltic Sea,” Olle Schmidt concluded.