

## The Port of Stralsund

# The Hanseatic spirit

Walking along the streets of the German city of Stralsund, one can still feel the spirit of the Hanseatic city. Some even say that the tradition of being one of the major long-distance ports in northern Europe in the Middle Ages is the reason for the port's logistic success now.



Photo: The Port of Stralsund

**A**ccording to Sören Jurrat, Marketing and Sales Director of the Seaport of Stralsund, the harbour is now an efficient and attractive logistics centre. Naturally, the port's location on the Baltic coast of western Pomerania influences to some extent the main directions of foreign exchange. However, apart from Norway, Sweden (gypsum, limestone, building materials), Finland (steel, scrap) and Denmark, one of its most important partners is the United Kingdom, from which steel plates are imported and where agricultural products are being shipped.

### In search for...

The port is owned by SWS Seehafen Stralsund GmbH. The company's target is the

processing and manufacturing industry, for which the port offers a high level of logistics services. In addition to the logistical and infrastructural facilities, the goods and services available from local companies are also a major attraction. Subsidies and a well-educated and trained workforce are further arguments favouring locating in Stralsund. Access to the European system of inland waterways is also worth mentioning.

Apart from the abovementioned advantages of the port, let us present you with some basic data. The port's quay length is 2,300 m, on which 25 berths of a 7.5 m depth are located. The port spreads over an area of 85 ha (including water). The covered storage goes as far as 3,000 m<sup>2</sup>, whereas the open storage covers 50,000 m<sup>2</sup>. The port's silo capacity comprises 30,000 t.

Seehafen Stralsund focuses on conventional cargo handling, especially metals,

steel plates and steel bars for the German and European shipbuilding industry, in cooperation with its sandblasting facility inside the port. Over 200,000 tons of steel for German shipyards is handled and processed yearly. Furthermore, the port provides modern equipment for dry bulk (building materials, agricultural products, gypsum and limestone). Another landmark is the logistics service for East German power stations, the construction industry and export as well as import of agricultural goods.

"The key in our philosophy is the universality – in harmony with high quality standards, flexibility and long-term experience in stowage and warehousing," says Sören Jurrat. In fact, apart from cargo handling, the Port of Stralsund is slowly becoming an important destination for cruise shipping. The development of this activity gathered pace

in 2002, when the Old Town of Stralsund was recognised as a world heritage site. At the moment, the seaport is the most heavily frequented harbour for river cruise liners in Germany. Famous lines (Peter Deilmann, Scylla Tours and SeaChef Cruises, CroisiEurope, Viking Croisières) use it as the base for their tours through the unique canal and shoreline waters of Brandenburg and Mecklenburg-Vorpommern.

#### Four in one

The port comprises four main harbours, each of which has its own destination and field of specialisation. In the City Port (Stadthafen), berths for cruise liners, boat tours, authority vessels and traditional sailing boats can be found. In the summer the port is a basis for famous shipowners of the river cruise lines. An important advantage is its location in the vicinity of the historical old town.

Classic handling areas for grain, deep-frozen goods and scrap can be found in Nordhafen – The North Port. A service for power stations is going to be provided there as well. The shipment of grain and the discharge of gypsum is made possible thanks to the special plants.

The South Port (Südhafen) attracts the steel industry with a terminal dedicated for handling, blasting and plimering plates and sectional steel. According to the port's management, almost all suppliers or shipbuilding enterprises of the Mecklenburg-Vorpommern region are customers of this terminal. Another attractive facility offered here is a logistics centre for export and import of agricultural

goods, handling of scrap, building material and project cargo.

Last but not least, the Franken Port (Frankenhafen) aims at attracting the production industries. The port's berths are dedicated to the seaside development of the Port Extension and Commercial Area "Franzeshöhe Maritime Business Park". As Mr Jurrat said, further extension of Franken Port is currently being discussed with the transport ministry of the Mecklenburg-Vorpommern region. However, the details of the idea remain a mystery.

#### Getting better

Significant investments in the port's equipment as well as the local infrastructure, such as expanding the southern harbour, building the new Franken harbour, connecting the port to the A20 motorway via the Stralsund bypass and the new Ruegen bridge, which came into use in October 2007, have made Seehafen Stralsund's location very attractive to business and tourism.

Hinterland connections are of big importance to the port. Therefore, in order to enhance the rail-bounded pre-and post carriage, 1,000 m of tracks have been laid in the South Port, whereof 500 m are close to the quay.

The port's condition can best be summarized by quoting Sören Jurrat once again, "We are a good example of how a port can benefit from its relatively minor size. It enables us to deliver reliable tailor-made services, combined with a high level of quality and flexibility." ■

*Martyna Bildziukiewicz*

#### Transshipment in the seaport of Stralsund

<b>BULK GOODS</b>	construction materials
	gypsum
	fertilisers
	grain
	chemical products
	chalk
	a special bulk handling installation for unloading of goods wagons
<b>GENERAL CARGO</b>	project cargo
	refrigerated goods
	timber
<b>METALS</b>	steel plates
	section steel
	coils
	wires
<b>STORAGE</b>	open and roofed stock grounds
<b>CANAL SHIPPING</b>	Europe-wide inland navigation
	despatch of cruise liners
<b>LOGISTICS</b>	Customer tailored and to (almost) all destinations by all means of transport
<b>COMMISSIONING</b>	weighing
	palletising
	sorting

# Annual Baltic Ports Conference and 12<sup>th</sup> BPO General Assembly in Aarhus



The Annual Baltic Ports Conference is the most important event for BPO members as well as an opportunity to get together. Previously the host of the event was the Port of Lübeck, now the duties of the co-organizer are taken over by the Port of Aarhus.

This year's Baltic Ports Conference will be held 3<sup>rd</sup>-4<sup>th</sup> of September in the Aarhus Concert Hall. The main theme of the conference is the **global economic slowdown**. Participants will take a close look at the

downturn's **impact on shipping and ports** as well as discuss the challenges this situation brings.

The event will gather not only top executives from all major Baltic ports, but also politicians and academia, as well as transport sector and media representatives. Around 70-100 participants are expected to take part.

For more information, please follow the updates on [www.bpoports.com](http://www.bpoports.com) or contact the BPO Secretariat at [bpo.office@actiaforum.pl](mailto:bpo.office@actiaforum.pl). ■

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