

BPO consults on MoS concept

*BPO & TransBaltic joint seminar in Sopot (PL),
11th May 2010*



In November 2009, the European Commission announced the call for proposals concerning Motorways of the Sea and secured EUR 310 mln for such projects. In the previous call, there were 3 Baltic projects (out of 9 delivered at the national level) accepted by the EC for financing. These projects included: Baltic-Link MoS (Gdynia-Karlskrona, High Quality Rail and Intermodal Nordic Corridor Königslinie Trelleborg-Sassnitz, and the Klaipėda-Karlshamn link).

The MoS policy in the Baltic has not been successful enough in past years. A few barriers were mentioned during the seminar, including too bureaucratic procedures, unclear criteria (e.g. proof of modal shift). Representatives from the successful projects underlined two main success factors, namely a strong partnership and very well prepared documentation.

“There is a clear unbalanced picture of MoS projects between the Baltic region and other regions in Europe. BPO wishes to make sure that the money spent on Baltic ports is evenly spread throughout the EU. We need to know where the problem is and we are glad that the EC is highly interested in our consultation work,” said Bogdan Oldakowski, Secretary General of BPO.

BPO will soon present a report on barriers and challenges of the MoS policy, which will be presented to the European Commission. It well fits with the revision of the EC TEN-T and MoS policy, which should be finalised by Autumn 2010.

The seminar was organised by BPO within the TransBaltic project. TransBaltic, as one of few transnational projects so far, has been granted a strategic status by the authorities of the Baltic Sea Region Programme 2007-2013. In this way the decision-makers have acknowledged the role of TransBaltic in fostering sustainable development of the region, the project’s wide geographical coverage, deep focus on implementation and strong political backup at the national level. TransBaltic is led by Region Skåne and lasts from 1 June 2009 to 31 December 2012. You can read more about this project in TransBaltic’s newsletter in this issue of BTJ.

Presentations from the seminar can be found on the BPO website: www.bpoports.com.

PORT OF TALLINN
the port that ships love

Baltic Ports Conference Baltic-Asian Transit & Port sector in change

and BPO General Assembly 2010
9-10th September 2010

Tallink Spa & Conference Hotel, Tallinn, Estonia

BPO and Port of Tallinn are pleased to invite representatives of seaports, terminals, shipping lines and research institutions to join the Baltic Ports Conference on 9-10th September in Tallinn this year. The main theme of the meeting will be Baltic-Asian transit and its development potential. The current economic situation of ports, as well as how they will face changes and challenges after the economic crisis, will be covered. Please do not miss this opportunity to join the interesting debate and book the date in your calendars now.



Port of Kemi

Mines will keep us developing

Interview with Port Director Reijo Viitala and Project Manager Hannu Tikkala, Port of Kemi



Photo: "Port of Kemi"

■ **How does the Port of Kemi take advantage of its location?**

Port of Kemi is the northernmost universal port in the European Union. It accepts all cargo, regardless of ownerships, origin or type. The location is an advantage for cargo owners, because the cheapest transport mode – sea transport – is maximally available via the port.

Also significant is the port's connection to the mining industry in Lapland. It has made significant exploration investments within the last years, which have given positive results. Several mines were launched and more are coming. Mining activity comprises not only exporting, but also importing of various equipment, chemicals, etc., for mines. Port of Kemi serves all these mines since our location is the nearest to mines in the High North – that is in the most northern areas of Norway, Sweden, Finland and north-western Russia. Speaking of Russia, we're in a pole position considering cargo transportation to Murmansk region; we can serve transit deliveries from Continental Europe to Murmansk within 5 days.

■ **What is the specialization of the port? In which directions does it want to develop?**

At the moment Port of Kemi is specialized in export and import of forest industry products from and to northern Finland as well as Sweden and Norway.

The main destinations of our cargo are the Ports of Lübeck and Gothenburg, both achieving 3 ship calls per week, regular and scheduled lines. TransLumi Line vessels are

loaded with exceptionally large SECU containers. However, the multifunctional vessels can transport standard containers, project cargo, etc., to inter alia Swedish Gällivare and Kittilä goldmine in Lapland.

All in all, the Port of Kemi targets on diversification by building infrastructure for the mining industry of the High North. Bulk cargo transportation is expanding and will magnify the port's cargo volumes in tonnes.

■ **Port of Kemi is the 13th Finnish port in terms of throughput/capacity. Is the port doing anything to acquire a higher position?**

In summer 2009, we launched the work of an Environmental Impact Assessment (EIA) and general spatial planning until the year 2025. According to the plan, new land areas of the port will be exploited and the cargo volume will rise from its existing 2.5 mln tonnes per year to at least up to 7 mln tonnes by 2015.

The main customer for the new bulk harbour will be the mining company Northland Resources that has iron ore deposits in the Pajala-Kolari area in Lapland. Their so-called Kaunisvaara project will yield up and transport via Port of Kemi annually around 5 tonnes of iron concentrate.

The port is also ready to welcome products from other mines in Lapland. Kevitsa and Sokli mines are expected to become customers of Port of Kemi.

■ **How will the project of Pajala-Kolari iron concentrate affect the Port of Kemi?**

Kemi Bulk Terminal company will be responsible for terminal operations of iron ore handling in the port. The company will build terminal and warehousing buildings as well as conveyors and loading systems. Investment costs are around EUR 90 mln.

At the first stage, Port of Kemi will build one new berth, dredge the pool basin (1.5 mln m³) and build necessary road and railway connections in the port area. Costs are estimated to be EUR 40 mln. Furthermore, Finnish Transport

Agency will be responsible for deepening the sea fairway from its authorised existing 10 m depth to 12 m.

■ **Are there other logistics undertakings taking place in the port area?**

At the moment we have sufficient industrial sites next to the port area. This so-called Sarana industrial area will soon be primarily booked by large scale industry and by SMEs of logistics, maintenance and other services that follow close to their main clients. For instance, Kemi Bulk Terminal company has reserved a site for 500 m warehouse and one kilometre conveyor line.

Moreover, an undertaking worth EUR 1 bln is under study – a bioenergy plant, which would require road transportation of 2 mln tonnes of raw material and pipeline investments to deliver the final products. The 10 km long pipelines could increase the cargo volume in Port of Kemi by more than 0.5 mln tonnes/year. Terminal investments in the port area would also be substantial.

Finland's largest windmill park of 35 MW is located at the sea area of the port. Therefore, realization of extension proposals would mean more project cargo and additional activity in the Port of Kemi.

Martyna Bildziukiewicz



Photo: "Port of Kemi"