

## The Port of Rønne

# Good is not enough

**When mentioning the Port of Rønne, one needs to think of the whole Isle of Bornholm at the same time. The entire seagoing traffic to and from Bornholm – conveying goods, products, passengers and vehicles – actually passes through the port.**



Photo: The Port of Rønne

**T**hrough the centuries, it has mostly been during wars and riots that Bornholm's location was characterized with the word "strategic". Nowadays, in more peaceful times, it is words like "possibilities" and "future" that are used to describe Bornholm's place in the Baltic Sea region. History repeats itself – and like many times before, Bornholm's location, despite its relatively small size, may now have a considerable influence on the whole region.

The Port of Rønne is known to have existed since the latter part of the 13<sup>th</sup> century. At that time, the natural harbour was the reason the town of Rønne came to life. In the Middle Ages, fishing for herring resulted in a considerable level of trade with Northern Germany. Therefore, Rønne, which developed around the harbour, became Bornholm's largest town.

### The largest workplace

Undisputedly, the Port of Rønne has always been the main entrance to Bornholm; an independent analysis reveals that about 1,850 people depend on the Port of Rønne for survival either directly or indirectly.

The port business contributes DKK 1.4 bn to Bornholm's accounts. This constitutes 20% of the total gross regional product for Bornholm.

### Who & what

The total length of the port's quays is about 3 km; the water depth achieves 5 to 7 m. The port's disposal area comprises 600,000 m<sup>2</sup>, one third of which is currently hired out. The Port of Rønne consists of four sections. The North Harbour is equipped with heavy fenders jutting out 1.5 m from the quay and a hydraulic unloading platform. A number of the quays are destined to serve the ferry routes to Køge and Ystad. Containers, general and heavy

cargo are handled there as well. The quays in the South Harbour are used for unloading tankers and coal; a fishing harbour is present there as well. The West Harbour serves ferries and ro-ro ships as well as wood, general and heavy goods. The fourth element of the Port of Rønne is the Southern Harbour.

The port is managed by a committee of five members. Three of them are selected by the political members of the municipality, one is chosen by the Bornholmian employers' union, and the last one - by Bornholm's labour union. Daily operations are managed by the managing director. "The Port of Rønne is a healthy and well-managed organization today; however, we must never rest on our laurels. Good enough will simply not do for the Port of Rønne. We must run the organization in such a way that the harbour is not only an ultimate, but also a financially stable, effective and competitive service centre for Bornholm," says Hans Kümmler, the port's director.

### Cruising is the way

The most numerous customers of the Port of Rønne are small and mid-sized vessels. The freight trade comprises mainly loading and unloading small amounts of freight. An exception is the cruising industry – the Port of Rønne is Denmark's second largest harbour for cruise line ships, taking advantage of the island's beauty as well as its coastal circumference of 150 kilometres.

The cruise line industry is constantly on the rise, seeking new destinations and experiences for its passengers.

The cruise ships are becoming ever more luxurious and gigantic. In the year 2008, 31 big cruise line ships docked at the Port of Rønne and in 2009 the number should rise to about 34. An annual increase of about 10% is expected in the coming years.

Cruising is the industry that the port wants to dedicate itself to, so, mainly for this purpose, the management of the port constantly strives to improve the traffic pattern in connection with the arrival and departure of ferries. Newly developed road patterns, an expanding concentration of vehicles, effective handling of trailers and parking facilities are monitored and evaluated frequently.

For further information, please visit [www.roennehavn.dk](http://www.roennehavn.dk) or [www.portofroenne.com](http://www.portofroenne.com)

## The Wismar Seaport

# Where your wood should go

**Since 1990 the Port of Wismar has been underlining a dynamic development and market orientation with comprehensive new buildings, reconditioning and investment activities.**

**T**he Port of Wismar contains a total of 2,300 meters in quays, including 15 berths and two dolphin berths. The port can accommodate vessels up to 210 meters with a draught of 8.4 meters. As the southernmost German Baltic port, Wismar is an import and export hub for many goods flows. North-south traffic between Central Europe and Scandinavia, the Baltic states and Russia are bundled and distributed in Wismar. Since the mid-1990s the growth in Wismar has been achieved through targeted investments with a focus on market niches in the field of bulk cargo and bulk piece goods.

### The strongest link

The port is well-suited to handle wood products and logs, with a storage capacity of 19 thou. sq. m. and ample cargo-handling equipment and facilities. Related to wood products and logs are forest products, also a major cargo for the Port of Wismar. Handling general timber cargoes is an increasingly important activity. The Port of Wismar offers covered storage for eight thousand cubic meters and open storage for 21 thousand cubic meters of forest products. Pre-conditions for supply and distribution logistics have provided major incentives for the investment decisions of, up to now, five wood-processing companies around Wismar seaport. The first to settle was the Austrian Klausner Group in 1998, followed shortly afterwards by Egger, a manufacturer of derived timber products, also from Austria. The wood cluster now also includes such companies as Hüttemann

Holz, German Pellets and Paletten-service Hamburg. The port of Wismar is also well-positioned to handle renewable raw materials, including wood by-products and bioenergy-related bulk goods like rapeseed and rape-pellets. A 20 thou. sq. m. open storage capacity is being offered for such materials.

With state-of-the-art facilities and modern conveyor systems, bulk cargos like salt, potash, fertilizers, and sodium carbonate are being handled there, too.

### Courageous look into the future

All kinds of road vehicles are able to reach the port quickly and without any difficulty. Efficient pre- and onward carriage of road transport is provided by the direct feeder road to the motorway intersection near Wismar which connects the port with the A20 motorway.

After completion of the A14 motorway, transport especially to and from Berlin and central Germany will be handled even faster and still at a lower cost.

More than 1,600 ships head for Wismar seaport each year. They belong mostly to conventional North and Baltic Sea traffic, but there are also shippings to and from the Mediterranean and North America on a regular basis. This number, however, might decrease during difficult times. Comparing to 2007, last year's growth declined – due to the economic crisis as well as the recession in the timber industry. The overall handling figures in 2008 achieved 3.4 mln tons, while in 2007 the port handled 4m tons. In spite of this, the seaport of Wismar has decided to go ahead with its expansion that will cost EUR 13 mln, according to the plan from 2005. The expansion includes building a new, 140 m long quay wall which has been under construction since December 2008. Some investments in rail infrastructure have been made as well – they ought to integrate berths 2-9 into the port railway network.

Aneta Sandecka

## Baltic Ports Conference – only 2 months to go

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

**T**he most important event for the BPO members will be held 3rd-4th 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, organized by the Baltic Ports Organization and the Port of Aarhus, will gather top executives from all major Baltic ports, politicians and academia, as well as transport sector and media representatives. Among the key speakers are inter alia Mrs Anne Jensen, Member of the

European Parliament, and Mr Jesper Kristensen, CEO of Unifeeder.

Registration is still open – the registration form as well as the conference agenda can be downloaded from the BPO website. The BPO Office is ready to answer all your questions.

The Baltic Ports Conference 2009 is kindly sponsored by:



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