

Wismar: constant development is key



Photo: Wismar

The set of values of the second-largest Baltic Sea port of Mecklenburg-Vorpommern aims at balancing between commercial success, conscientious use of resources and social responsibility.

Wismar is a small port and Hanseatic League town in northern Germany, in the state of Mecklenburg-Vorpommern. Located in the Bay of Wismar, it's protected from ice and storm restrictions.

The port is proud of its vibrant corporate culture and feels responsible for the environment as well as enriching community life, adding up to positive improvements in the region. Being actively involved in developing its location, while bearing in mind the needs of its clients, partners and employees, the port wishes to remain the heart and engine of the Hanseatic City of Wismar.

Port operations and infrastructure

Wismar looks back on a tradition of more than 800 years. From these roots a modern logistics company has emerged, offering satisfactory conditions for the handling and storage of all kinds of goods for a variety of sectors. The key area of Wismar's expertise is handling and storage of conventionally transported goods. The main types of goods transported include wood and wooden products, as well as metals and weather-sensitive mass goods, such as salt and potash fertilizers. Whether it is general cargo, liquid or ro-ro goods, containers or project cargo, the port staff is constantly improving the structures and processes in order to adjust to new trends and markets.

In 2012 1,373 ships called at the port, and by 12.12.2013 as many as 1,313. Its area spans over 66 ha (56 ha of which is on land) and includes 39,420 m² of roofed storage areas, with 17,810 m² of space intended for weather-sensitive loose cargo stored in bulk. The 2.5 km quay provides 15 berths and 2 dolphin berths, which can accommodate vessels up to 230 m and tankers up to 170 m in length. 27 km of rail tracks throughout the port connects the area to a fully electrified link to the European railway network.



Photo: Wikimedia Commons

Tab. 1. Handlings of goods in Wismar Seaport [seaside, 2012-2013*]

Commodities	2012 Seaside [tn]	2013* Seaside [tn]
Cereals	0	16,769
Products of forestry and logging	1,113,177	1,357,017
Other substances of vegetable origin	0	5,359
Salt	668,104	619,866
Stone, sand, peat	37,085	44,395
Products of wood and cork	444,892	300,132
Liquid refined petroleum products	1,219	549
Basic mineral chemical products	159,400	134,975
Nitrogen compounds and fertilizers	208,114	205,981
Cements, lime and plaster	499,095	474,545
Other construction materials, manufactures	997	3,660
Basic iron and steel	156,247	142,982
Transport equipment	9,600	3,762
Other transport equipment	9,600	3,762
Secondary raw materials	484,586	380,369
Unidentifiable goods	215	0
Total	3,782,731	3,690,361

*by 12/12/2013

Investments

Wishing to create the best possible prerequisites for various sectors, Wismar Seaport is constantly investing in its expansion as well as in powerful handling technology. The port's dynamic development was accompanied in 2013 by investments totalling EUR 8.5 mln.

In particular, investments were made in the superstructure, such as the construction of a warehouse, which increases the capacity for proper storage quality of weather-sensitive bulk goods, by about a further 20,000 tn to 120,000 tn. This investment will make the cooperation of all companies involved in the supply chain even more efficient and further strengthened.

The planned second construction phase of the port expansion in 2014, with a total investment of about EUR 30-35 mln, includes the construction of a multi-functional area of approx. 46,000 m² with a pier length of 300 m. The construction of this extension phase is expected to be completed in Spring 2017.

Moreover, investments in modern port facilities increase the appeal of Wismar as a cruise destination, by addressing the cruise lines' main concerns regarding guests' experience and operational efficiency. ■

Lena Lorenc

Monitoring the environmental issues

The BPO Environmental Working Group met in Copenhagen on November 15th, 2013.

The participants, involved in the EWG meeting, included representatives from the Ports of Stockholm (Gun Rudeberg), Turku (Markku Alahäme), Tallinn (Ellen Kaasik), Gdańsk (Magdalena Korpalska) and CMP (Gert Nørgaard) as well as BPO's Secretary General, Bogdan Oldakowski. Helsinki and Rostock apologized for their absence.

The chairman welcomed Magdalena Korpalska, Port of Gdansk, as new member of the working group; he opened the assembly and invited other BPO ports to participate in the working group. The EWG discussed and agreed upon producing a new BPO Handbook in 2014, which should contain good examples of proper environmental management. Moreover, a decision to set up seminars on the Baltic Sea's environmental regulations in 2014 was reached.

The upcoming HELCOM maritime meeting in Szczecin was also discussed. Concerning the key issues for the Baltic seaports, sewage regulations were identified. According to them, passenger ships are not allowed to discharge sewage into the Baltic, unless they are equipped with sufficient and approved purification facilities on board. As only a very few ships have approved purification facilities, the ports are requested by HELCOM to ensure



Photos: CMP

adequate reception facilities for sewage from cruise ships and other passenger ships. As the sewage volumes are extensive, the working group agreed that the regulation should state, that ports under the no-special-fee should only be obliged to receive sewage produced since the last port of call. Moreover, succeeding volumes could be a matter of direct payment if the port decides accordingly. The meeting took notice that not all ports are as yet equipped with reception facilities sufficient to receive all sewage (black water and grey water) from cruise ships. The costs of upgrading shore side facilities are significant, and not all

cities seem to be ready to receive the sewage in such quantities. HELCOM wants the IMO regulation to come into force in 2016.

The meeting also discussed reception of waste from ship scrubbers, which is expected to increase as a consequence of the SECA regulations' enforcement in 2015; attendees decided to monitor this subject further. Finally, the working group discussed and encouraged other ports from the Baltic Sea countries to request participation in the working group's meetings and work. ■

Gert Nørgaard

Chairman of the BPO Environmental Working Group

BPO UPCOMING EVENTS

March 2014

5th March | Gdańsk, Poland 18th March | Brussels, Belgium
BPO Environmental Seminar **BPO Lunch Debate**
 during the Transport Week 2014 in European Parliament

May 2014

21-23 May | St. Petersburg, Ust-Luga, Russia
Russia Study Tour

September 2014

3rd September | Roenne, Denmark 4-5 September | Roenne, Denmark
BPO Seminar on small **Baltic Ports Conference 2014**
and semi-sized ports **and BPO General Assembly**

