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Kvarken Ports join BPO

Building the Bothnian bridge

With the beginning of 2015, the new port authority of Umeå and Vaasa started its operations.

Kvarken Ports is the fruit of negotiations resulting from the merger of two Baltic seaports: Swedish Umeå and Finnish Vaasa. As of January 1st, 2015, Kvarken Ports operate under the leadership of Matti Esko, the former Managing Director of Euroports Finland. The authority's office is in Umeå, while the supervisory board is set up in Vaasa. The number of Board of Directors of Kvarken Ports, owned 50/50 by the local municipalities, is split equally between Sweden and Finland. The new venture will focus on the port authority functions as well as complementary services of warehousing and passenger traffic.

Even though the ports of Umeå and Vaasa constitute a single venture now, each has its own specialization. Umeå handles about 2.3 mln tn per year, mainly forest products, but also fuel, fodder and input goods for different industries. On the other hand, Vaasa handles both imports and exports of fuel, agricultural products as well as those produced by chemical industries and made of wood. The Finnish port has a connection with the country through the E12 motorway, the railway and the international airport. Umeå is rail-linked with the rest of Sweden, both north- and south-bound, via regular services offered by Green Cargo, Real Rail and TX Logistik.

Both ports were cooperating even before the merger. In 2013, the municipalities of Umeå and Vaasa decided to form a new company, known today as Wasaline, running a regular ro-pax service between the two harbours. This undertaking was triggered after RG Line company went out of business and the population of Kvarken region was left without the vital means of transport connecting Umeå and Vaasa.

"I am looking forward to starting Kvarken Ports," says Matti Esko, the CEO of the united port authority. "We will be embarking on a whole new era in logistics cooperation in the Kvarken region by offering a joint venture that will support the increasing cargo and passenger volumes in the Vaasa and Umeå region. Our aim is to continuously develop the port facilities, improve our services and strengthen our cooperation to this degree with all logistics stakeholders in the Kvarken region."

There are already several joint port authorities operating in the Baltic Sea region. Umeå and Vaasa followed the example of the Ports of Stockholm (Stockholm, Kapellskär and Nynäshamn), Copenhagen Malmö Port, Port of HaminaKotka as well as the united Port of Halland (Halmstad and Varberg).



The proper time for evolution

by Aleksandra Plis

Air pollution has been recognized as a problem from the very beginning of maritime technology development. The EU regularly takes steps to underline the importance of reducing greenhouse gas (GHG) emissions that have influenced both the global climate but also the environment as well as the population – causing respiratory illnesses and several types of cancer.

Port container terminals have their share of GHG and pollutant emissions generated by the intensive use of diesel powered heavy-duty machinery in non-stop cycles (24 hours) during the whole year. The process is ongoing, as sea transport continuously grows along with the development of world trade, therefore further improvement of its energy-efficiency and effective emission control is needed.

The project 'Smart, Energy Efficient and Adaptive Port Terminals' (SEA TERMINALS) has been set up to spread the word of the new port industry's operative model. Since being eco-efficient has a long way before becoming something natural, SEA TERMINALS is to show not only the necessity of an evolution but all the benefits that may be achieved.

Following the course

The initiative of the Spanish Port of Valencia and Italian Port of Livorno is the first integrated and comprehensive set of prototypes based on low-carbon emission technologies implemented in last-generation port machinery and equipment which is taken from GREENCRANES (Green Technologies and Eco-Efficient Alternatives for Cranes and Operations at Port Container Terminals) and extends the previous project. All the prototypes will be tested to

demonstrate their investment feasibility. The expected successful results will provide valuable information and relevant proof of how these technologies decrease GHG emissions whilst reducing energy bills and increasing productivity.

A project to keep an eye on

Any step taken to improve the fossilized habits should be well communicated within the sector, as it even translates to a market advantage. SEA TERMINALS aims to develop and deploy to the market a comprehensive set of low carbon and eco-efficient alternatives for European Port Container Terminals accompanied by LNG-powered, hybrid and full electric port container machinery as an essential element of the strategy. Apart from the economic effect, designing, prototyping and deployment, 'Smart, Efficient and Adaptive Energy Management System' (SEAMS) will pave the course for future actions.

The major benefit from which all Port Container Terminals may take advantage and appreciate will be the development of real life trials involving last generation SEA TERMINALS prototypes. Thanks to



this initiative, the ports of Valencia and Livorno may become top innovative ports in Europe because only the implementation of new eco-efficient technology will provide results, and every initiative that makes it public is worth following. ■

BPO Seminar on Onshore Power Supply

What are the main bottlenecks for onshore power supply in ports?

Who should be initiating the development?

Who should pay for onshore energy facilities in ports?

Is the financial support from the EU helpful?

April 15-16, 2015 | Ystad/SE

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