

Eco your equipment

by Maciej Kniter

The EU co-funded EUR 6 mln in total SEA TERMINALS project (standing for Smart, Energy-Efficient and Adaptive Port Terminals), is a follow-up of the TEN-T GREENCRANES initiative. The project has already been up-and-running for 10 months since its launching on the 10th of December 2014 in Valencia. The initiative aims at boosting the evolution of the port industry towards a more progressive and effective low-carbon emission model by integrating and implementing smart and energy-efficient technologies. Technical and communication issues are led by Fundación Valenciaport.

Among the project's specific objectives is to introduce purely electric terminal tractors and hybrid rubber tyred gantry (RTG) cranes, including the 100% electrical SEA-eTractor, the SEA-EcoRTG based on engine downsizing and hybridization, the SEA-RTG Dual Fuel based on LNG/diesel, the SEA-EcoRS reachstacker, the SEA-EcoLift forklift as well as an LNG supply station specifically designed for

Secondly, the SEA TERMINALS' proposal is to expand the real-time operational management model that minimizes existing bottlenecks in the operations of terminals by assigning different operational modes. The SEAMS Platform will be capable of receiving live information from equipment and from the terminal operating system, calculating in turn the best mode of operation for each type of equipment at any given moment.

The Baltic Ports Organization, as a communication partner of SEA TERMINALS, organized a seminar in March 2015 devoted to technical aspects and general views on the whole initiative, as well as a workshop during the BPO Conference in Riga (September 2015) on energy efficiency management in port terminals. The project was also one of the main issues discussed during the LNG Transport Forum in Valencia (October 2015). ■



Charging station installed in Noatum, photos: Fundación Valenciaport



Arrival of the 100% electric terminal tractor to the Noatum terminal



Unloading of a reachstacker prototype upon arrival at the Port of Valencia

port equipment, and finally the SEA-Lightning real-time dynamic terminal lightning system. "The prototypes of the vehicles are now finished and they are currently being tested in the Noatum Container Terminal in Valencia," Marina Sáez Prado, Valenciaport Foundation Director of Communication, commented on the project's tangible developments.

Facing a change: opportunities or threats for the Baltic market

by Maciej Kniter

The Baltic Sea is now facing several cha(lle)nges, influenced by new geopolitical conditions. On the one hand, the weakened Russian economy resulted in a decreasing number of trade volumes across the region, but on the other – a dynamic trend in rail transportation of goods from China to Europe as well as a growing Turkish interest in the Baltic may give the region a breath of fresh air.

Day one was primarily devoted to the facts and figures on trade and maritime transport in the Eastern parts of the Baltic Sea region, with particular focus on Russia-related affairs, including the ongoing fast development of the Port of Ust-Luga or current and future foreign trade conditions offered by the country. A macroeconomic outlook for the region and its port market was presented as well, together with highlighting how Latvian harbours fit into the country's overall logistics system.

Eco issues were also high on the agenda, with discussions first and foremost on the region's Sulphur Emissions Control Area (SECA), how new environmental regulations

are impacting maritime transport and why there's a need for effective enforcement of a sound sulphur strategy. Additionally, participants could also learn more about the implementation of the SEA TERMINALS initiative by attending the project's workshop on energy efficiency management in port terminals, or take part during the opening day in the Green InfraPort project meeting.

The new EU TEN-T policy dominated the second day with talks on the up-to-date achievements but also on future challenges of the Motorways of the Sea programme. The North Sea-Baltic Core Corridor's present infrastructure status was also explored in detail.



Next year's BPO Conference will be hosted jointly by the ports of Helsinki and HaminaKotka within the capital of Finland from the 8th to the 9th of September, once again gathering in one place numerous delegates from port and related industries, the European Commission and governmental officials, researchers, consultants and media representatives. ■

European Parliament | 1st December 2015, 12:30-14:30

MEP Merja Kyllönen, former Transport Minister of Finland, will host a debate on

Baltic ports in the TEN-T network – meeting the future

with the Baltic Ports Organization

Subjects to discuss:

- Trends in the Baltic port market
- Investment needs in transport infrastructure
- The Baltic as a green shipping region
- Connecting Europe Facility – what is there for Baltic maritime transport?



To register please contact bpo.office@actiaforum.pl
Participation is free of charge.

upcoming BPO event