

SECA – one year later

The latest Baltic Ports Organization (BPO) report, *SECA – one year after its entry into force*, examines the impact the Sulphur Emission Control Area (SECA) regulation has had on the shipping sector in the Baltic region. It provides valuable information concerning annual achievements in the process of implementing the 0.1% limit in marine fuel, with a special focus on compliance methods employed by ship-owners.

The BPO research showed that the usage of distillate fuels is currently regarded as the easiest compliance method, both from a technical and financial point of view (86% of the SECA vessels using low sulphur bunkers), while Liquefied Natural Gas and scrubbers are considered secondary solutions. Approximately 160 vessels have been equipped with scrubbers worldwide, 83 of them sailing in the European SECA, and 69 of these being part of the ro-ro and ferry fleet (43.1%), making it a key target for implementing the scrubber technology.

A radical drop in oil prices in 2015 and the following changes to the bunkering market made the distillates attractive to

shipping operators. The costs of bunkering, after switching to Marine Diesel Oil, did not increase during the first year of SECA implementation. The report examines the structures and level of sulphur surcharge levels, implemented by shipping lines operating in the Baltic SECA.

Additionally, the report provides a brief rundown of the actions undertaken by the EU Member States, with the European Maritime Safety Agency as a coordinating body, in terms of controlling the vessels sailing the Baltic SECA as well as other EU seas. In short, a rather high level of compliance was noticed during the first 12 months of implementing the 0.1% limits in marine fuel. The majority

of non-compliance cases is associated with erroneous entries in ship log books, regarding fuel changeover procedures as well as bunker delivery notes. However, a quite significant part of non-compliance results is associated with fuel used by ship operators.

The North and Baltic Seas are some of the world's busiest shipping areas, therefore, implementation of the SECA regulation was a complex process in need of careful analysis. The report composed by Dr. Maciej Matczak and Monika Rozmarynowska-Mrozek, adds to the line of expert studies published by the BPO over the years, serving as a go-to source of insight on a topic vital to the development of the Baltic market. ■

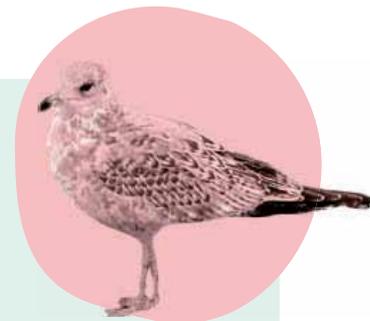
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Photos: Port of Stralsund

A long tradition in port business

by Przemysław Myszk

Founded in 1234 as a port city, Stralsund has enjoyed its Hanseatic roots for centuries. Today, the harbour supplies German industry with various dry bulk and general cargo, as well as is home to river cruise ships.

The Port of Stralsund offers 25 berthing places (2.7 km of quays in total, a water depth of 7.5 m) spanning over four harbours – Stadthafen, Nordhafen, Südhafen, and Frankenhafen. A total of 50 thou. m² of open, and 3 thou. m² of covered storage is available in Stralsund port. In addition, there’s a 30 thou. tn grain silo, and a 3 thou. m³ warehouse for frozen products. Around 1.8 mln tn of cargo is transhipped in Stralsund every year.

A major investment in the port’s infrastructure and equipment, such as expanding the Südhafen, building the new Frankenhafen and connecting it to the A20 highway via the Stralsund by-pass, as well as the new Rügen Bridge, came into use in October 2007. These developments have attracted steel and construction materials companies to take advantage of the port’s logistic offer. Nowadays, Stralsund’s main investment focus is on upgrading Frankenhafen’s rail infrastructure.

A variety of dry bulk is handled at the Port of Stralsund, including the abovementioned construction materials, but also cement, fertilizers, grains, chemicals, and chalk. However, the main cargo is synthetic gypsum for the plaster board industry across Europe. There are special bulk installations for unloading rail wagons, too.

Concerning general cargo, Stralsund handles timber, steel plates, section steel, coils, wires, refrigerated goods, and out-of-gauge freight. Transshipment operations can be coupled with on-site weighing, sorting, and palletising.

Back in 2002, Stralsund’s old town was placed on UNESCO’s World Heritage List, adding to the port’s vibrant cruise business. According to

the port authority, Stralsund is the most heavily frequented harbour for river cruise ships on Germany’s Baltic coast. More than 120



calls per year by river cruise vessels start their tours from the German capital Berlin and go via inland waterways to Stralsund. Also for deep sea cruisers, Stralsund is an exclusive and niche destination away from the main cruise cities in the Baltic.

Moreover, since 2008 the Ozeaneum, at that time the world’s largest maritime museum and aquarium (today one of Europe’s three biggest), has been running on the Northern Harbour Island of the port, gaining attention far exceeding initial expectations.

Last but certainly not least, Stralsund hosts the 1933-built three-mast barque *Gorch Fock*, which after many perils safely docked in the port in 2003. After extensive repairs carried out in 2008, she is now a museum ship. ■

Sören Jurrat

The Port of Stralsund’s Managing Director

I can see clear opportunities standing in front of the Stralsund seaport in further expansion in a niche between the big German Port of Rostock and the Polish harbour complex Szczecin-Świnoujście, especially in the field of dry bulk and general cargo. Another thing are tailored logistic solutions, which have become our hallmark and should be further strengthened in the future, especially with the continuous development of the cargo’s rail-carriage. Finally, together with the steel processing industry settled in the port we want to promote our location as a metal transshipment center on the southern Baltic coast. Challenges arise on the one hand from the global political situation and its impact on existing and future cargo flow, to which we have to adapt very flexibly. But there are also environmental conditions, such as the designation of the Baltic Sea as a special wastewater area, and the resulting obligation for ports to receive cruise ships’ wastewater.

Tab. 1. The Port of Stralsund’s volumes

	2014	2015	Yoy
Dry bulk	1.63 mln tn	1.61 mln tn	-1.2%
General cargo	0.03 mln tn	0.17 mln tn	+467%
TOTAL	1.66 mln tn	1.78 mln tn	+7.2%
Pax	16.5 thou	15 thou.	-9.1%