Filling in the TEN-T picture comprehensively

The BPO has always been voicing the needs and specific features of small and medium ports, many of which did not qualify for core port status on the new TEN-T map. However, quite a number of them have been given the status of comprehensive seaports. A day before the upcoming Baltic Ports Conference in Helsinki, a special seminar will be devoted to such ports.


Photo: Port of Rauma

On September 7th, all BPO members are invited to participate in a meeting at the Port of Helsinki Office, which will cover, among others, a market overview of comprehensive ports, with particular focus on Finnish comprehensive ports and their strategies, introduce one of the main challenges, namely infrastructure development, as well as discuss the future of Baltic comprehensive ports, ways of co-operation (platforms and common projects), decide on a BPO comprehensive ports working group, as well as draft the comprehensive ports' statement to stimulate a policy discussion.

In order to be tagged 'comprehensive', a port needs to fit several requirements (though not all of them). These include connection to the TEN-T land network; pax traffic of 410.0 travellers/year; freight turnover exceeding 2.43 mln tn/year; connections with the outskirts of the EU; distance to another TEN-T port of no less than 200 km; as well as linking an island. As such, there are altogether 61 comprehensive ports across the Baltic Sea region, most of them (48) located in the Nordic part (Tab. 1). BSR comprehensive ports account for 18.5% of the whole TEN-T seaports comprehensive network (329 harbours in total).

Tab. 1. Baltic TEN-T comprehensive ports

No.	Country	Port
1.	DK	Aalborg
2.	DK	Ebeltoft
3.	DK	Fredericia
4.	DK	Frederikshavn
5.	DK	Gedser
6.	DK	Helsingør
7.	DK	Hirtshals
8.	DK	Kalundborg
9.	DK	Køge
10.	DK	Odense
11.	DK	Rødby
12.	DK	Rønne
13.	DK	Sjællands Odde Ferry Port
14.	DK	Spodsbjerg
15.	DK	Tårs (Nakskov)
16.	DK	Vejle
17.	DE	Kiel
18.	DE	Puttgarden
19.	DE	Mukran Port
20.	DE	Wismar
21.	EE	Heltermaa
22.	EE	Kuivastu
23.	EE	Pärnu
24.	EE	Paldiski South Harbour
25.	EE	Rohuküla
26.	EE	Sillamäe
27.	EE	Virtsu
28.	LV	Liepāja
29.	PL	Police
30.	FI	Eckerö
31.	FI	Hanko
32.	FI	Kaskinen
33.	FI	Kemi
34.	FI	Kilpilahti (Sköldvik)
35.	FI	Kokkola
36.	FI	Maarianhamina
37.	FI	Oulu
38.	FI	Pietarsaari
39.	FI	Pori
40.	FI	Rauma
41.	FI	Rautaruukki/Raahe
42.	SE	Gävle
43.	SE	Grisslehamn
44.	SE	Halmstad
45.	SE	Helsingborg
46.	SE	Kapellskär
47.	SE	Karlshamn
48.	SE	Karlskrona
49.	SE	Köping
50.	SE	Norrköping
51.	SE	Oskarshamn
52.	SE	Oxelösund
53.	SE	Stenungsund
54.	SE	Nynäshamn
55.	SE	Strömstad
56.	SE	Sundsvall
57.	SE	Umeå
58.	SE	Varberg
59.	SE	Västerås
60.	SE	Visby
61.	SE	Ystad

Comprehensive ports are crucial for short sea shipping in the Baltic, chiefly focusing on ro-ro and ferry, as well as dry bulk traffic. Container handlings in them, on the other hand, are negligible when compared to core ports. Quite often they serve as the only cargo and passenger gateways for islands, having therefore strong ties to the local economies and their industries.

Nevertheless, comprehensive ports have recently been facing different challenges than larger ports. For instance, they have difficulties in applying for funding from the Connecting Europe Facility (CEF), and suffer from the growing ship size trend, all of which make them less competitive than their bigger neighbours. Comprehensive ports will also need to wisely tackle upcoming environmental developments, such as setting up ship sewage reception facilities, all the more difficult due to their budget limitations.

The BPO will keep abreast with the latest challenges and opportunities for Baltic TEN-T comprehensive seaports, and aid them in their strive to continuously function as vital enablers of local economies' trade. ■

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Comprehensive ports handle 1/4 of the cargo of all EU ports in the Baltic Sea and form a lifeline of passenger traffic in several regions. Furthermore, they often provide an option for maximising the environmentally-friendly sea leg in the supply chain. These facts, together with the overlooked argument of their contribution to resiliency of the whole transport network in case of unexpected disruption in larger ports, speak up for supporting their role in the transport network.

Fast and friendly

Year-round ice-free Hanko is both Finland's southernmost seaport and the second-largest Finnish ro-ro harbour, engaged in North-South flows of goods, particularly lorries and trailers, exports of forest products, container handlings, and imports of cars.

The Port of Hanko

The port, which consists of three parts, is mostly focused on ro-ro. The Western Harbour, totalling 1.2 km in quay length, is 14 m deep at its RORO 1 Quay, and with almost 55 thou. m² of covered storage and some 128 thou. m² of open warehouse space, is used for exporting forest industry products, car imports, ro-ro and container traffic. About 1,500 vessels visit this harbour each year.

The Outer Harbour of 350 m total berth length is mainly used for car imports and records about 250 vessel calls each year. It offers covered storage of 21 thou. m² and an open storage area of 600 thou. m². The fairway will be dredged to 9.2 m in 2017.

The third harbour is Koverhar, located twenty kilometres away from Hanko. This is the latest addition to the port business, with dry bulk handling as the main activity here.

Hanko is well connected to other European ports, namely the German ports of Lübeck and Rostock, the Polish port of Gdynia, the Estonian port of Paldiski, and also Antwerp and Tilbury.

Tab. 1. The Port of Hanko's volumes

	2014	2015	Yoy
Total	3.7 mln tn	4.1 mln tn	+10.8%
Trailers & lorries	162 thou.	170 thou.	+4.9%
New cars	84 thou.	87 thou.	+3.6%
TEU	54 thou.	53 thou.	-1.9%
Vessel calls	1,442	1,729	+19.9%

The Port of Hanko is further improving on its ro-ro operations. Recently, SafeRoll was put into action by Hangö Stevedoring, greatly enhancing the safety of loading and unloading. The new solution makes it even possible to securely stop heavy ro-ro loads (85 tn) on a ramp in case of disturbance, something which was not possible before. ■

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