

JSC COMMERCIAL SEA PORT OF UST-LUGA

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The right place for your project cargo

by Ewelina Kroll

The Commercial Sea Port of Ust-Luga (CSPU-L) started its stevedoring operations in June 2007, nowadays managing the Multipurpose Terminal YUG-2, and the Auto-Railway Ferry Terminal. Its convenient location enables swift freight delivery services, bypassing the congested St. Petersburg, hence saving a lot of time and money.



Photos: Commercial Sea Port of Ust-Luga

Apart from transshipment, CSPU-L also offers cargo storage, intra-port freight forwarding, as well as tugboat services, to name a few. The company specializes in taking care of all types of general and rolling cargo, among others, new cars, high & heavy, containers, project, metals, timber and wood products, with the use of Liebherr mobile cranes (one LHM 420 of 124 tn lifting capacity, two 104 tn LHM 320S, and one 80 tn LHM 280), five Kalmar reachstackers, 13 tug masters, 23 roll trailers, 27 forklifts (handling power ranging between 1.8 and 32 tn), as well as with the company's newest equipment, a vacuum gripper for handling steel pipes and sheet.

The past 12 months ended as the most successful year for CSPU-L, with an all-time high of 3.55 mln tn, including 1.41 mln tn of mineral fertilizers, 0.56 mln tn of steel products, and 190 thou. m3 of timber. A record number of 700 vessels called at the stevedore's berths, too.

YUG-2 spans over 50 ha, offering 903 m of quay wall and 12.8 m of water depth. There are about 20 ha of general cargo storage area, and 8 ha for containers storage here, with the possibility to increase it up to 100 ha (building another indoor warehouse in the southern port area in the short term). YUG-2's vehicle storage capacity stands at over 18 thou. units simultaneously, while the terminal's productivity at 200 trucks/1,000 vehicles per day. As of today, the terminal serves two ro-ro connections. The are two ferry lines serving Ust-Luga – Finnlines and DFDS. The TransRussiaExpress service links the Gulf of Finland (apart from Ust-Luga also St. Petersburg, and HaminaKotka) with German Baltic seaports in Kiel and Lübeck/Travemünde, whereas the Iberia Service crosscuts the Baltic westwards, landing in the Spanish ports of Bilbao, Santander, and Ferrol, hooking on their way to the North Sea hubs of Zeebrugge and Antwerp.

Auto-Railway Ferry Terminal, bordering YUG-2's western part, covers 38.2 ha. Here there are two berths for ships with straight ramps (one of it suitable for handling rail ferries). Auto-Railway Ferry Terminal is used for maintenance of rail ferries to Baltiysk and Sassnitz.

Recently, the company invested around RUB 500 mln (approx. EUR 8.0 mln) in YUG-2's new rail infrastructure by increasing the number of rail lines by five (3.6 km) up to 13 in total (7.2 km). Thanks to the new tracks, the stevedore estimates that the terminal's cargo turnover will increase up to 4.5 mln tn/year, chiefly thanks to considerably reducing the risk of cars awaiting detraining. Next year Joint Stock Company "Commercial Sea Port of Ust-Luga" plans to increase further its rail capacity with an additional 2.3 km of tracks, by the acquisition and mounting of gantry crane over the five rail lines. Last, but not least, on 22nd September 2016, the Port of Kiel and CSPU-L signed a Memorandum of Understanding aimed at strengthening Russian-German trade ties via the ro-ro service sailing between the two harbours.. ■

Capt. Oleg Dekhtyar

Deputy General Director for Commercial Affairs at the Commercial Sea Port of Ust-Luga

By joining the BPO we hope for the best, wanting to actively engage in lively debates with other ports on developing and implementing first class port practices, be it management, new technologies, employee motivation, environment, cargo handling, or quay-hinterland interface performance. I'm more than confident that as a Member of the BPO we'll solve many of the present and future day challenges thanks to the Organization's rich arsenal of expert analyses, as well as its famous meetings, both across the Baltic and while voicing the region's interests and opinions on various agendas of the EU.

Solid potential

by Sigvard Persson

Norrköping, located on the eastern Swedish coast, is the one of the country's main gateways for logistics and maritime traffic.



Photos: Port of Norrköping



About half of all Swedes live in the eastern and central part of the country, within a 200 km radius from the City of Norrköping and its port. The same hinterland contains a major part of the nation's industrial and manufacturing sector, also served via Norrköping. Today, the city is much more than a sea trade centre. It has evolved into a full-service import and export harbour, a hub equipped to handle all kinds of cargo, from unitized traffic to break-bulk, such

as paper and sawn timber, and from dry bulk and liquids to heavy lifts. It has also become one of the major Swedish container ports, with an annual handling of more than 100,000 TEU. In 2016, its container operations resulted in several new feeder services.

The port has always been focused on its infrastructure investments, and so today it allows for serving vessels up to 13.5 m of draft. It consists of several areas with the two most important being the Öhman Terminal and the Pampus Terminal, both

linked to the national road and rail networks. However, the seaport will soon leave the inner harbour to make room for new homes and a new residential area. Instead, operations will expand at Pampus, while Öhman will be transformed according to the city's development needs.



In detail, the expansion plans mean 650 m additional quay length at the Pampus Terminal, with depths of 10.4-14.2 m, and additional land areas of approx. 100 thou. m². This EUR 100 mln worth project will be completed by 2023. In addition, works on a new direct, electrified rail link start in 2017, improving Norrköping's multimodal transports for the Swedish industry.

The upgraded, modern, and efficient Norrköping will ensure smooth operations, and with a continuously expansionary port, eastern Sweden's need for safe, reliable, and first tier transportation and strengthened business competitiveness will be secured for years to come. ■

Ola Hjærtström

The Port of Norrköping's Marketing Manager

When it comes to our freight turnover for 2016, we can already see that the performance was good, with a healthy business growth. Handling of containers is the most spectacular example – up by 60% in comparison with 2015! This makes us one of the main box ports in the east of Sweden, with more than 100 thou. TEU per year. In our view, establishing new import distribution centres, and creating new export opportunities were instrumental in gaining a victory.

Tab. 1. The Port of Norrköping's volumes

	2015
Petroleum products	1.70 mln tn
Agricultural	0.77 mln tn
Forest products	0.55 mln tn
Containerised	0.46 mln tn
Other	0.42 mln tn
Total	3.90 mln tn