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Focus

GOING EAST – BALTIC TIES WITH ASIA

Report

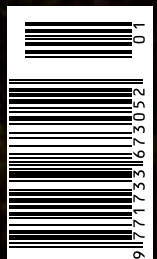
LOGISTICS – DEVELOPMENT'S TRUMP

Legal

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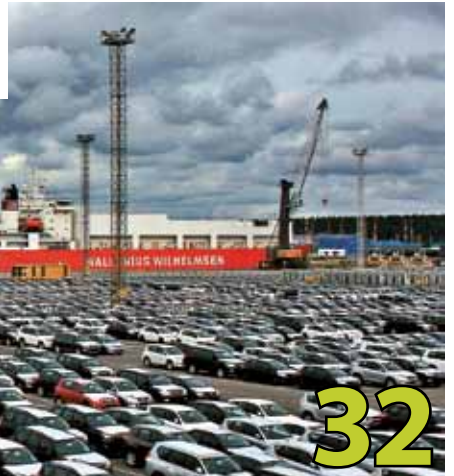
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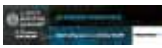
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BiLOG, 15-16 February 2017, IT/Piacenza, www.bilog.it

This forum will analyse both regional and European issues, such as the latest in EU transport policy and transport sector investments, highlighting the importance of cohesion between all the players of the logistics chain.


LNG Bunkering Training Course, 21-23 February 2017, SE/Stockholm, energy.knect365.com

This three-day course is a comprehensive guide to LNG bunkering operations, regulations, safety, and vessel design. In addition, the participants will learn more about optimum conditions for storing LNG or background of the gas supply chain. Book now to secure your place for the 2017 course and enjoy a 20% exclusive discount with this VIP code – FKT3358BTJ.


iShipping Copenhagen 2017, 1-2 March 2017, DK/Copenhagen, www.copenhagen.thedigitalship.com

This two-day event will be focused on how innovations are going to continue transforming the maritime industry, as well as the future of smart shipping incl. big data, the Internet of Things, and unmanned vessels.


Dangerous Goods, 6 March 2017, UK/London, www.eiseverywhere.com/ehome/ichca-dangerous-goods

ICHCA's latest practical seminar dedicated to dangerous goods will be followed by the 77th meeting of the ISP-ICHCA's Technical Panel, which takes place on March 7th-8th at the Britannia P&I offices.


Transport Week 2017, 7-9 March 2017, PL/Sopot, www.transportweek.eu

The 7th edition of the Transport Week international conference will once more gather in one place a rich variety of maritime, intermodal, LNG and EU transport policy representatives for a three-day event packed with in-depth presentations, engaging panel discussions and focus seminars.


Gasification 2017, 15-16 March 2017, FI/Helsinki, www.wplgroup.com/aci/event/gasification

The event's key topics will include EU regulations and energy demand, the latest technologies, the future of coal & biomass gasification, as well as roundtable discussions and case studies.


LNG Congress Russia 2017, 15-17 March 2017, RU/Moscow, www.Ingrussiacongress.com

Key points of this event's programme include the government's strategies and operators' plans on liberalising the Russian LNG export market, development opportunities for the country's regions, as well as detailed insights on Sakhalin LNG projects, namely producing additional LNG volume in Prigorodnoye, Sakhalin-1 operators, and the possibility of Sakhalin-1 and Sakhalin-1 synergy. The Congress will also tackle project updates on Yamal LNG, Arctic LNG 2, Pechora LNG, and Baltic LNG. Lastly, the event will disseminate experience of LNG plant construction, particularly the Snøhvit LNG project, and Qatargas' LNG plant.


Shipping 2030, 22-23 March 2017, DK/Copenhagen, maritime.knect365.com/shipping2030-global

The key points of this event's programme, co-organised by Green Shipping Technology, are autonomous, smart, as well as unmanned vessels, cyber security, and emerging green technology.


Green Shipping Technology, 22-23 March 2017, DK/Copenhagen, maritime.knect365.com/green-ship-technology

The 14th annual edition of this event will present, among others, updates from the 70th session of the Marine Environment Protection Committee (MEPC70), the latest developments in environmental regulations, innovations in green ship design, as well as will take a closer look at emerging technologies incl. big data, and autonomous vessels. The event is co-located with Shipping2030.


SmartRail Europe, 5-6 April 2017, NL/Amsterdam, www.smartraileurope.com

This event will be focused on how to increase rail safety, capacity, and revenues. In addition, it will tackle the deployment, integration and successful operations of the latest rail systems and technologies.


2nd International Summit Green Shipping 2017, 10-11 April 2017, NL/Rotterdam, www.gssummit.org

This event will tackle the most burning maritime issues, as well as the latest on market trends, innovations & technologies, together with the newest green developments in the shipbuilding industry. The summit will also touch upon environmentally-friendly technologies in marine propulsion, such as clean fuels.


Breakbulk Russia, 18-20 April 2017, RU/Moscow, www.breakbulk.com/events/breakbulk-russia-2017

This exhibition is dedicated to oversized cargo and logistics, particularly to heavy-lift, as well as outside, ro-ro, palletized, project, and packaged cargo.


Breakbulk Europe 2017, 24-26 April 2017, BE/Antwerp, www.breakbulk.com/events/breakbulk-europe/breakbulk-europe-2017

This event, incl. exhibition, workshops, conference sessions, and micro-seminars, will be devoted to energy, infrastructure, engineering, as well as ports, terminals, IT, and new technologies matters in the break-bulk and project cargo sectors.


transport logistic, 9-12 May 2017, DE/Munich, www.transportlogistic.de

This trade fair has established itself as a 100% transport & logistics showcase, presenting in one place the entire value chain as well as major international market players. Transport logistic combines innovative products, technologies, and systems with pooled expertise and a strong sales focus.



SIL 2017, 6-8 June 2017, ES/Barcelona, www.silbcn.com/en

One of the biggest three-day annual trade fairs in the south of Europe and the Mediterranean will bridge Europe and Latin America, gathering in one place key actors from across transport & logistics, as well as mobility, supply chain management, new technologies, and intralogistics.



CWC LNG Fuels Summit, 13-15 June 2017, NL/Amsterdam, www.lngfuelssummit.com

The Summit provides a meeting platform the industry's entire value chain – from marine and road transportation, to industrial players driving collaboration between end-users and the LNG supply chain.



5th Railway Forum Berlin 2017, 30-31 August 2017, DE/Berlin, www.railwayforumberlin.com

The Railway Forum Berlin is an established supply chain conference of Deutsche Bahn AG and the European Railway Industry. The patrons are Uwe Günther, CPO, Deutsche Bahn AG and Kay Euler, CTO & CQO, Deutsche Bahn AG. More than 700 managers meet regularly at the conference to discuss future trends, challenges and strategic directions – inspired by the encompassing Innovation Exhibition.



Baltic Ports Conference 2017, 7-8 September 2017, SE/Trelleborg, www.bpoports.com

Baltic Ports Organization invites all executives interested in improving the competitiveness of maritime transport in the Baltic Sea region, increasing the efficiency of ports & terminals, developing infrastructure and value-added services, as well as extending ashore and hinterland connections to its annual conference, this year held in the Swedish city of Trelleborg.



TRAKO, 26-29 September 2017, PL/Gdańsk, www.trakotargi.amberexpo.pl

The 12th edition of the international railway trade fair TRAKO will be the industry's largest meeting in Poland and one of the biggest in Central and Eastern Europe. At TRAKO 2017 the leading rail businesses will present their latest developments – from brand-new rolling stocks and equipment, via software and rail traffic management systems, to new transport & logistics solutions.

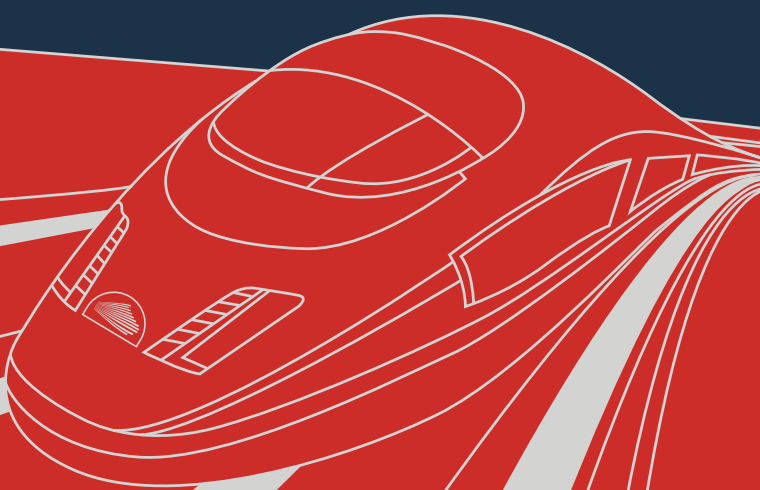
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Liberalism's not dead!

by Przemysław Myszka



August Friedrich Albrecht Schenck – Anguish, photo: Google Art Project

When the report of my death was an exaggeration,” wrote Mark Twain after reading his own obituary in a newspaper.

At the break of 2016 and 2017, the same can pretty much be said about liberalism. Though, to be honest, it recently received several crushing blows, including at least two countdowns, first after Brexit, and then when some of us sighed “Oh...” on November 9th last year (not that Mrs. Clinton was a perfect liberal candidate, quite the opposite taking into consideration, among others, her double-dealing about-turn from being a keynote speaker during corporate banquets to bringing discredit to Wall Street, just to nip Bernie Sanders’ voters...).

But what’s it all about? In Poland we used to say that if you don’t know which way the wind is blowing, then most probably the whole thing has to do with money. However, this time my guess is that the stake is higher, as the world is dicing with values. Believe it or not, but apart from some radical proponents of emotivism the vast majority of people acts according to some hierarchy of values, irrespective of the fact that they consciously realize it or not (just as kids build grammatically proper prepositions not being at the same time grammarians). For instance, great value is attached to personal wealth, particularly across the plains between Canada and Mexico. But in the US it is also unimaginable to elect a candidate who openly declares himself or herself an atheist. “In God we trust,” states the official motto (which, an interesting fact by the way, replaced the traditional one, “Out of many, one,” sounding more than awkward in light of the broken in half American society). Now, some questions: Would a 21st century Jesus violate a woman’s

private parts, and then brag about it? Or would he be a loose cannon, firing racism, lies, and calumnies all over the place? Yet, despite negative answers to the abovementioned, millions of people declaring themselves Christians elevated Trump to the throne. The Decalogue apparently lost its fight with hatred.

But don’t get me wrong, it’s not that the other side comprises only wacko rednecks speaking English with a weird dialect. Often their diagnoses are apt, like screaming about wealth inequality that favours the rich over the middle class and the poor (and one gender over the other), or whipping political correctness that in certain areas went too far and turned some topics into a taboo. But making this and that country prominent in-house and abroad requires something different than head-shooting the Paris Agreement, deploying death squads, building walls here and there, or appointing the highest-ranking executive, who also happens to be a fraternal buddy of Kremlin’s strong man, to be in charge of the world’s biggest military power’s foreign affairs (an oil and gas multimillionaire fighting poverty in Africa or bringing peace to eastern Ukraine, well, there you have it!).

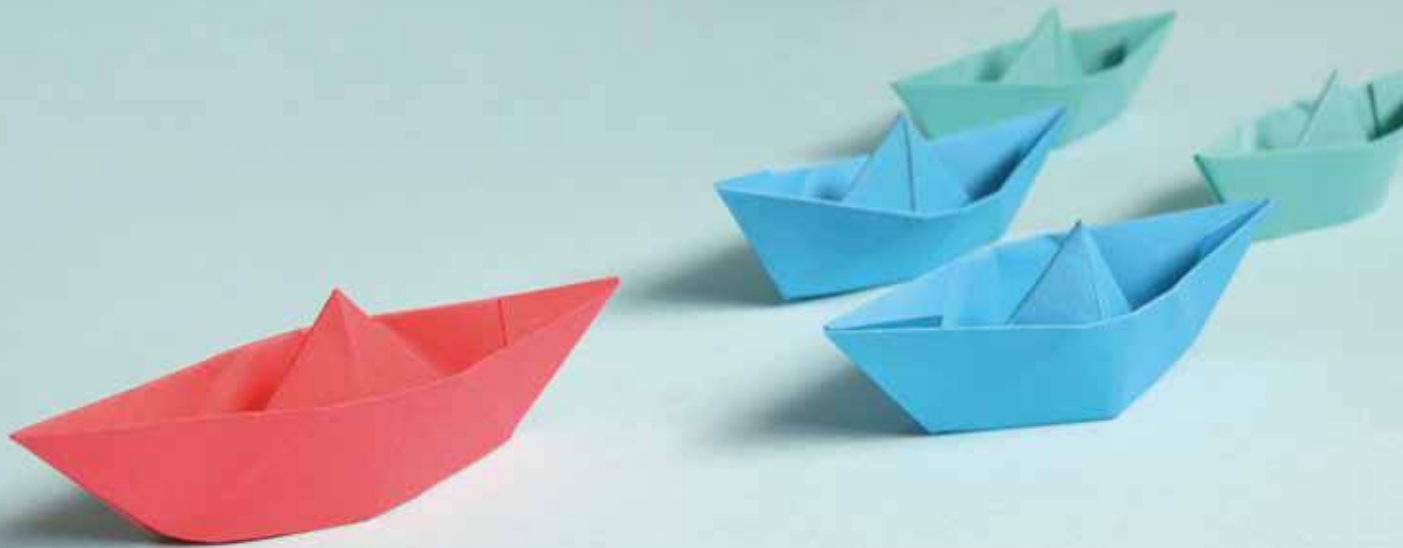
Liberalism is most likely still the best answer to the present day and future times’ sore points. But as we’re speaking of an Industry 4.0, and new kinds of the Internet, like the Internet of Things or of Energy, liberalism is in urgent need of revamping. The core remains the same – attaching first-rate value to freedom and equality (something those from the left, right, and centre can agree upon) – but new tools are required to make this idea great again, both amidst the current social surge towards “illiberal democracies” (a term that

does not make any sense...), and in the wake of all those great promises and challenges new technologies are and will bring about. For example, I can imagine a project that drives today’s smart technologies far beyond the enormous crap (pardon my French) of mobile games and social media bombarding our phones and tablets every second around the clock. I’m talking about emotional technology, a sort of private spiritual guide (customizable, so that it can take shape of virtually anybody, including great writers, social activists, philosophers, but also your beloved grandpa) that reverts with advice or consolation whenever we need it, making us think of what we really value in the long-term, especially in times when there’s so much anger, fear, and confusion around us. This calm voice of reason would be a genuine liberal dream come true – helping people develop themselves, and steer clear of parties that either want to grab our votes or our wallets (or both). Such technology couldn’t be developed by an “illiberal democracy” or a totalitarian regime because they thrive on petrified and partly-educated citizens (read: propaganda-infused subordinates), nor by a corporation that would undermine their profits by creating a solution that teaches people that they don’t need the company’s other products (or at least not to the extent the corp. wants in its balance sheets). There are other avenues liberalism can explore. Globalization seems to be in retreat? Do not abandon it by paying more attention to cities, new venues of international cooperation. Corporations lie in wait for your hard-earned money? Pursue the circular and sharing economy models. Processed food producers literally make you sick? Pay at least one visit to a dietician, kick in a local and natural diet, run, curl a barbell, anything! Turn off the TV, switch off your mobile, and grab Popper’s *The Open Society and Its Enemies*.

In a level-headed article *How to make sense of 2016*, *The Economist* wrote, “In the past quarter-century liberalism has had it too easy. Its dominance following Soviet communism’s collapse decayed into laziness and complacency,” only to add a few paragraphs later, “Never forget liberals’ capacity for reinvention. The task is to harness that restless urge, while defending the tolerance and open-mindedness that are the foundation stones of a decent, liberal world.” ■

BSR countries' standings in the Logistics Performance Index 2016

Photo: www.pevels.com



Development's trump

by Lena Lorenc, *7seas ink*

For the past 20 years logistics has become a major enabler for increased economic performance and competitiveness. Along the way, as slower trade growth put pressure on the industry to reorganize its networks and to innovate its solutions, the logistics agenda has shifted for many countries, influenced also by numerous worldwide political, regulatory, safety, eco, and societal factors. Nevertheless, our region stands logistics-strong in the middle of this ever more complex and demanding environment.

As academic Jasper Bernes reminds us, until WW2 logistics – a purely military affair and key determinant of expeditionary wars' success – was referring to the methods that armies used to provision themselves, moving supplies from the rear to the front line. As a distinct corporate or business field, logistics evolved in the 1950s, building upon innovations in military logistics, post-war armed forces-to-industry-academia personnel interchange, along with the development of cybernetics, information theory, and operational research.

Today logistics involves integrating materials handling and production with

secure transportation, warehousing, and brokerage, that helps to manage flows of goods across and within borders. Contemporary supply chains are distinguished not just by their global extension and incredible speed, but also by their harmonization of production and consumption (just recall the automotive industry's lean logistics, encompassing production, forwarding, inventory, storage, and distribution). However, as most experts agree, the 2008 financial crisis coincided with new trends in global trade, ending a phase when trade, and hence logistics, developed faster than production. According to the World Trade

Organization, both trade and production growth have averaged at a bitty post-crisis 2.5%. As a result, many transport and logistics market segments have since then been struggling with overcapacity, low freight volume levels, and poor profitability.

The Logistics Performance Index

In contemporary battles on ever improving supply chains, efficiency and reliability remain key. The availability of dependable supply chains and predictable service delivery add to better logistics performance, which often results in trade and economic growth, as well as export



Bridging Europe with Asia

Railways of the New Silk Road

by Professor Yuan Li, *Institute of East Asian Studies, University of Duisburg-Essen*

Connections between the major European and Asian civilizations started more than 2,000 years ago, thanks to the diligent and courageous camel caravans that explored and opened up what's today known as the ancient Silk Road. Nowadays, Europe and Asia are once more trying to enhance connectivity, this time with the use of modern transportation, in order to boost trade, investments, and economic development, as well as to improve diplomatic relations, scientific progress, and cultural exchange for all countries and regions across the Eurasia continent.

These new connections and corridors – covering Central Asia, the Caucasus, the Black and Caspian Seas, Mediterranean-bordering countries, the whole of the European Union in general, and the Central-Eastern-Baltic part in particular – are related to the so-called “Belt and Road Initiative”(BRI)

launched by China in recent years as an attempt to revive the historical Eurasian Silk Road(s).

Since its introduction, the BRI initiative has been the centre of a plethora of in-depth analyses, and policy debates. This grandiose project aims at fostering China's integration into the world economy, and marks

a significant milestone in the country's engagement in the international milieu. It is China's new opening-up strategy developed in response to changing domestic and international circumstances. Accordingly, the five major targets of the BRI include promoting policy coordination, facilitating connectivity, accelerating trade, tightening financial

Dear Readers,



Year 2016 ends for us (while the current one starts) with this very issue of our journal. The past 12 months were indeed labourious, just to mention the 184-page big Baltic Yearbook we launched in the second half of last year. But hard work pays off, as we also received a prestigious and international mention, coming in as Runners-up in the News category of the latest edition of Seahorse Club's Journalist Awards in recognition of BTJ 1/2016's piece A (rather) quiet year. Baltic transport 2015 highlights. This year's edition of the best bits report is already drafted, and packed with the "Made in the Baltic" quality mark, stamped on the world's first or best things developed in our region. Baltic pride, no more, no less.

As for this issue, we've got what I believe is the biggest Focus ever. Devoted to Baltic ties with China, the 15-page section traverses thousands of kilometres of economic, cultural, infrastructural, and transport relations Beijing has been setting up since 2013 under its grandiose One Belt, One Road scheme, seen by many as the new Marshall Plan. China, a hegemon for many centuries in the past, suppressed then by colonial submission, wars, and ideological madness of the Mao era, is apparently taking a more global stance today by this time setting the agenda, not just following it. As such, Professor Yuan Li from the University of Duisburg-

Essen puts a spotlight on railways of the New Silk Road, while the other article, written by us, tries to explain why all roads lead to Beijing, and how to hop onto them.

In the Maritime part, in turn, Laura Normio from the EMMA project continues the inland navigation theme we've been investigating recently, hinting at some inland waterways potential across our

region yet to be unlocked. Here, we've also got a data-rich piece on sulphur emissions from Baltic Sea shipping in 2015, with one clear conclusion – SECA worked well from an eco-point of view, end of period.

I also welcome again on-board our ship Kai and Lena and their careful articles on, respectively, European ports and vessels in distress, and BSR countries standings' in the newest edition of the World Bank's Logistics Performance Index (that's the way to go Germany and Sweden, gut gemacht and jättebra!). The Technology column is abundant as well, with fine papers on making Åland islands' fairways better, Deltamarin's compact LNG ferry, as well as on how to take advantage of new technology while fighting negative sulphur impacts (best read in tandem with the abovementioned emission piece from Maritime). I would also like to draw your attention to Events, where you'll find a summary of the ECG Conference 2016 in Hamburg, and some hot topics our friends from the European Finished Vehicle Logistics Association tackled there meticulously, including digitalisation, mega trends, and the future of automotive logistics.

Lastly, of course, the sweet course, namely Transport miscellany. Did you know, for example, that our region is made up of heavy coffee drinkers? Five Baltic countries are in the Top 10, talk about roasting supremacy!

I wish you a pleasant reading!

Przemysław Myszka



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office@baltictransportjournal.com
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President of the Board

BOGDAN OŁDAKOWSKI

Managing Director

PRZEMYSŁAW OPŁOCKI

Editor-in-Chief

PRZEMYSŁAW MYSZKA
przemek@baltictransportjournal.com

Executive Editor

MAREK BŁUŚ
marek@baltictransportjournal.com

Content Editor

MACIEJ KNITER
maciej@baltictransportjournal.com

Assistant Editor

EWELINA KROLL
ewelina@baltictransportjournal.com

Proofreading Editor

ALISON NISSEN

Contributing writers

KATARZYNA CHMIELEWSKA,
KAI-DIETER CLASSEN, YUAN LI,
LENA LORENC, GRZEGORZ MAZERSKI,
JÄNIS MIHELSONS, LAURA NORMIO,
SIGVARD PERSSON, LARRY RUMBOL

Art Director/DTP

DANUTA SAWICKA

Head of Marketing & Sales

PRZEMYSŁAW OPŁOCKI
po@baltictransportjournal.com

Marketing & Communications Specialist

ALEKSANDRA PLIS
aleksandra@baltictransportjournal.com

Sales Specialist

ALEKSY MALSKI
alek@baltictransportjournal.com

Circulation: 2,500

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www.pexels.com



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