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# The Port of Lübeck Authority joins BPO

## Where history meets technology

Located in the south-western part of the Baltic Sea region, Lübeck Ports take the role of a transshipment hub in the area, and with their dense network of liner services act as a central turntable for the traffic between the traditional economic metropolis in West/Central Europe and the fast developing BSR countries.

Thanks to the hinterland connections, coming cargo has many possible ways to reach its destination: the three-lane A1 motorway in the direction of Hamburg connects Lübeck with the main economic centres of Europe. The rail network offers high efficiency both in car-load and combined traffic. In addition, the Elbe-Lübeck-Canal provides a link to the European inland waterways network.

In the Ports of Lübeck, the total turnover in 2014 amounted to 26.4 mln tn and over half of it (15.6 mln tn) was ro-ro cargo – showing where Lübeck’s real strength lies. At the same time this Hanseatic City is among Europe’s most busy ferry destinations. In 2013 around 397,145 passengers used ferry connections to/from the port to enjoy this UNESCO World Heritage Old Town, full of narrow lanes and streets among merchants’ houses.

The strategy of the biggest operator, Lübecker Hafen-Gesellschaft, to focus more on intermodal transport paid off in 2014 with Baltic Rail Gate GmbH, operator of the Lübeck-Skandinavienkai intermodal terminal, handling around 88,200 units, signifying a 35% rise over the previous year.

Lübeck also offers all advantages of a logistics centre, with the highest level of quality and

know-how, especially concerning forest products such as paper and pulp, and thanks to that has become the largest transshipment and distribution centre for the Swedish and Finnish paper industry in Europe.

“We’ve decided to become a member of BPO, an organization which brings together a lot of stakeholders from all Baltic countries, because we see it as an advantage to get information about the Baltic transport market and as an easier way to establish business relations with representatives of the port industry,” says Hans-Wolfgang Wiese, Head of Lübeck Port Authority. He further adds, “the planned initiative aiming at the development of wastewater management – HELCOM’s new recommendations regarding sewage from passenger ships and the second, already initiated and ongoing LNG in Baltic Sea Ports project, are very important themes for Lübeck Ports too.”

Lübeck is yet another German port that has joined BPO and is going to spread the organization’s mission to contribute to economic, social and environmental sustainable development of maritime transport and the port industry in the Baltic Sea region in order to strengthen its competitiveness on the global market.



# Following the EU lead

by Katarzyna Bochentin

**Today, there are 60 LNG-fuelled sailing ships and 78 under construction or in a refitting process, while scrubber installation is expected on approx. 200 vessels and this is just the beginning. The newest information on the SECA implementation process, sanctions and solutions, was shared during BPO's meeting at Transport Week 2015 in Gdańsk by experts from the Swedish Transport Agency, European Maritime Safety Agency and DNV GL Maritime Advisory.**

**T**he EU Sulphur Directive came into existence due to environmental threats to the air, sea, land and people. Together with a number of organizations and surveillance measures, the EU attempts to oversee the three steps in the SECA monitoring procedure, namely: targeting, inspection and sanction. The targeting process concerns fuel suppliers and shipowners who are directly responsible for the fuel quality and its compliance to the regulations. With experiences gained so far, the institutions collaborating with the EU, such as STA and EMSA, agreed that more specific targeting and assessment criteria are needed. Currently, the main monitoring and the information exchange instrument between SECA controllers is the Union Information System – THETIS-S.

If it is suspected that a ship operates on non-compliant fuel, the EU officers begin an inspection, generally consisting of documentation checks and fuel samplings. According to Sergio Alda, a representative of EMSA, and the data gathered from THETIS-S, over 600 inspections have been carried out up till now, of which about half took place in the Baltic Sea region. Non-compliance was detected in approx. 2% of inspected cases, which are to be investigated and then, most probably, sanctioned.

"Sanctions differ in different countries," said the STA, represented by Nariné Svensson.



They are aftermaths of the non-compliance to fuel requirements by ships, delivering non-compliant fuel by suppliers and inaccuracies in documentations on both sides. According to Svensson, administrative sanctions are used most frequently, penalty sanctions, detentions and notifications of the port of call. The latter serves as a tool for alerting the port of call of a suspicious ship so as to inspect it.

In order to escape these dangerous waters of sanctions, shipowners have directed their attention and resources towards three solutions, including LNG, scrubbers and 'hybrid' fuel, mixing MGO with low sulphur fuel. Henning Mohn of DNV GL stated that all three have their advantages, disadvantages and issues questioning their use. LNG is seen

as an almost completely compliant and safe fuel, but demanding intensive investments and too much cargo space because of the LNG tank's size. As far as scrubbers are concerned, they do not require as complicated an installation as LNG does, however, they do not guarantee full compliance to the Sulphur Directive and documentation must be valid for their use, not to mention the issue of wash water and exhausting fumes' temperature. The 'hybrid' solution on the other hand mixes not only two fuels, but also safety with relatively low investments, even though it does not reduce NO<sub>x</sub> and increases OPEX by 30-40%. Also, the future of 'hybrid' fuel prices development, as fuel prices development in general, is also an open question. ■



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