

Sundsvalls Hamn AB
Tunadalshamnen
SWEDEN

Tel.: +46 60 12 3180
info@sundsvallshamn.se
www.sundsvallshamn.se

The Port of Sundsvall joins BPO

A port of national interest

The Port of Sundsvall was formed in 1918 as a merger of several stevedoring companies under the name Sundsvalls United Stuveri AB.



Owned by the Sundsvall municipal company Stadsbacken AB and by SCA Logistics AB, the Port of Sundsvall is located where the E4 and E14 motorways meet, as well as where the Green Highway and the Bothnian freight corridor do.

It is a deep-water port, with 12.3 m of depth alongside, serving the shipping industry all year round. The traffic volume stands at 1.5 mln tn and 200,000 passengers per year. The forecast for 2025 is about 3 mln tn, mainly because of the estimated increase in production of pulp, paper and sawn timber in the Sundsvall area. These products have always been the port's important cargo to handle and still account for 70% of goods passing through the port. The Port of Sundsvall offers facilities for a range of freight incl. salt, wood chips, timber, general cargo, containers and project cargo. The oil harbour in Sundsvall is a regional centre for the import of petroleum products, it features approx. 100 m of quay with a depth alongside of 12 m, two marine loading arms and a discharge capacity of 2,000 tn/hr. Ground-level tanks and subterranean chambers are available to store products for later distribution throughout north-central Sweden.

The port is governed by Sundsvalls Hamn AB on behalf of the local municipality. It is responsible

for port operations, maintaining and developing the infrastructure within the port area (incl. a combi terminal), upgrading the fairway access, road and rail links to the port and making sure it has sufficient capacity and quality. It is also obliged to coordinate the environment protection, safety and labour conditions within the port area, as well as to promote Sundsvall as the port of choice for the region's exporters and importers.

Sundsvall Logistikpark

The largest investment in the Sundsvall region is Sundsvall Logistikpark. This transport hub is where shipments both to the north and south and to the east and west take place. It ensures improvements in the handling of goods by lorry, boat and train. Stress is put on efficient container handling and both financial and environmental benefits that are enabled by reducing road transports in favour of rail transports and shipping. A huge advantage is the proximity to Sundsvall Timrå Airport, which is situated about 15 km from the port area. Sundsvall Logistikpark's investments include a new combi terminal, an extended port with larger transshipment areas and railways, new railway tracks and new railway connections to the Bothnian Corridor.



Striving for full integration

by Grzegorz Barański

The attractive CEF programme's co-financing rates and the opportunity to join mutual projects is the driving force towards common initiatives Baltic comprehensive ports can be involved in. Whether regarding deployment of alternative fuel infrastructure, coordinated enhancement of maritime security and safety systems in several countries, or removing bottlenecks and missing links, the available CEF budget of EUR 250 mln is a good opportunity for ports from the comprehensive network.

There are several ways comprehensive ports may approach the Connecting Europe Facility fund. On November 7, 2014, the Baltic Ports Organization hosted a Meeting for Comprehensive Ports at Scandic Stortorget Hotel in Malmö, Sweden, dedicated to the 2014 CEF call.

The event tackled measures applicable for the development of a comprehensive port network in the Baltic Sea region, highlighting three crucial matters, namely: preparation for LNG bunkering in seaports, either through publicly accessible fixed or mobile refuelling points (including trucks and barges) and related infrastructure, the establishment of port reception facilities for sewage from passenger ships as well as ports role in short sea shipping.

Bogdan Oldakowski, BPO Secretary General, welcomed participants from 11 ports, several port associations and industry actors, and presented the latest policy regulations that are critical within the BSR (incl. Baltic EU Strategy, Sulphur Directive and HELCOM requirements).

The event explained, among others, the status of comprehensive ports in the new TEN-T scheme and within the Connecting Europe Facility fund, and facilitated a discussion on this new role of harbours within the European network. As stated by the BPO Secretary General, "with somewhat

Tab. 1. The list of Baltic comprehensive ports

Denmark	Aalborg, Branden, Ebeltoft, Esbjerg, Fredericia, Frederikshavn, Fur, Gedser, Helsingør, Hirtshals, Kalundborg, Køge, Nordby, Odense, Rødby, Rønne, Sjællands Odde Ferry Port, Spodsbjerg, Tlrs (Nakskov), Vejle
Germany	Bensersiel, Brake, Brunsbüttel, Cuxhaven, Emden, Helgoland, Kiel, Langeoog, Norddeich, Nordenham, Norderney, Puttgarden, Sassnitz, Stade-Bützfleth/Brunshausen, Wismar
Estonia	Heltermaa, Kuivastu, Parnu, Paldiski South Harbour, Rohukula, Sillamäe, Virtsu
Latvia	Liepāja
Lithuania	–
Poland	Police
Finland	Eckerö, Hanko, Kaskinen, Kemi, Sköldvik, Kokkola, Mariehamn, Oulu, Pietarsaari, Pori, Rauma, Rautaruuki/Raahе
Sweden	Gävle, Grisslehamn, Halmstad, Helsingborg, Kapellskär, Karlshamn, Karlskrona, Köping, Norrköping, Oskarshamn, Oxelösund, Stenungsund, Nynäshamn, Strömstad, Sundsvall, Umeå, Varberg, Västerås, Visby, Ystad

60 ports having comprehensive status in the Baltic Sea region, it is important to have a clear understanding of what the CEF fund offers for these types of ports. One of our tasks within BPO is to facilitate the cooperation between ports (including comprehensive ones) in order to create larger consortia and ask the EU to co-finance multi-port projects. LNG projects are excellent examples of such co-operation."

Emil Arolski, BPO Project Manager for the 'LNG in Baltic Ports' project, presented in detail the technical aspects of the 2014 CEF call following attendance at the CEF Transport info day in Brussels on October

11th. Special attention was given to the projects on the comprehensive network within the Multi Annual Programme.

An important discussion point were the so-called wider benefit projects. BPO confirmed finishing the procedure of arranging the organization's follow-up initiative on the development of LNG small scale infrastructure and officially announced the kick-off of the LNG in Baltic Sea Ports II. Several ports and organizations expressed their interest in participation within the common project, aimed at finally deploying LNG land infrastructure works and development of floating reloading facilities in the BSR. ■

BPO Seminar on Onshore Power Supply

What are the main bottlenecks for onshore power supply in ports?

Who should be initiating the development?

Who should pay for onshore energy facilities in ports?

Is the financial support from the EU helpful?

April 15-16, 2015 | Ystad/SE

upcoming BPO event