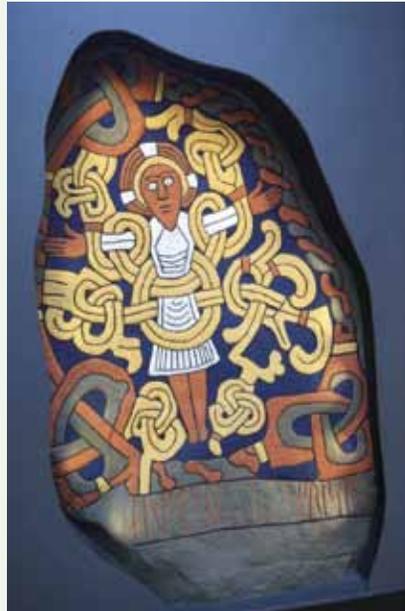


Three-in-one

by Lucas Møller

Back in 2000, the Danish ports of Fredericia and Nyborg merged their strengths under the Associated Danish Ports (ADP) brand, joined by the harbour in Middelfart a few years later. Since 2014, the parties have been developing a “two port system” by investing in Denmark’s Multimodal Transport Centre (DMTC), a dry port located near Taulov and close to Fredericia, to bring the sea even closer to its hinterland.



Photos: ADP Cruise Fredericia

DMTC is a consequence of both a new Danish Port Act from 2012, which made it possible for Denmark’s seaports to operate their inland counterparts, as well as ADP’s constant focus on seeking new development opportunities.

In 2014, ADP bought 200 thou. m² near Taulov (another 550 thou. m² supplied shortly afterwards). Already in September of that year ADP began building its first office and warehouse facilities for Otto Schachner, a company specializing in personal protective equipment. ADP’s vision is to make DMTC a robust transport & logistics centre, where clients will benefit from a combined sea-rail-truck-air network that joins Denmark with the world’s markets. As such, the e-commerce sector is eyeing DMTC as a place for establishing its cluster.

Apart from DMTC, ADP has made other developments in recent months as well. For instance, since September, 2015, Cruise Fredericia has been a member of the Cruise Baltic Network. “We received excellent ratings in 2015, which underlines that we have much to offer to a wide range of cruise guests,” Gry Klok Thomsen, ADP’s Cruise

Business Manager, commented on the occasion. Thomsen pinpointed the main advantages of Fredericia in this regard, among many, its close proximity to three UNESCO sites of the Royal Jelling, the Wadden Sea, and the town of Christiansfeld.

Staying in Fredericia, Norwegian Yara Chemicals decided in August, 2015, to expand its liquid CO₂ handling capacity at the port. “A couple of our special tank ships have outlived their useful lives and therefore have to be replaced. Each could hold approx. 1,000 tn of liquid CO₂ in high-pressure, low-temperature storage tanks, but we now need to replace them with new vessels with a capacity of as much as 1,800 tn. As the terminal can only handle 1,500 tn, it needs rebuilding,” Søren Marqvorsen, HESQ Manager at Yara Chemicals, said and further added, “The expansion will boost capacity from 1,500 to 1,900 tn of liquid CO₂, and the entire terminal will also be given an overhaul in the process.”

Meanwhile, an unusual shipment was dispatched from ADP’s Nyborg (which by the way has had a new 100 tn of lifting capacity mobile crane since January, 2015). The shipping company Royal Arctic Line

(RAL) carried in August, 2015, equipment and machinery of Munck Asfalt to Greenland, where it will be used to renovate the runway at the Thule Air Base of the US Air Force. “We tapped around 1,800 tn of bitumen into barrels at our Nyborg facilities – the equivalent of 10,000 200-litre barrels – which were driven down to the port, where they were loaded into 100 empty containers,” Christian Munck, CEO of Munck Asfalt, said then. Thomas Albrechtsen, Project Manager at RAL, added, “Normally all our operations start out in Aalborg, but the sheer volume of this order made it worthwhile sending a ship to Nyborg for the goods rather than transporting them by land across Funen and all the way up Jutland. This meant we could transport all materials and machinery at the same time, making this a good solution both economically and environmentally.”

These are just a few examples of developments recently taking place across the Associated Danish Ports of Fredericia, Nyborg and Middelfart, which – according to their motto – are: “Obligated by our location” in best serving customers’ transport & logistics needs. ■

Dealing with ships' eco-footprint ashore

by Lucas Møller



Photo: Björneman Water

The ferry company Scandlines will have in its Danish Port of Gedser a harbour installation for treating scrubber wastewater.

ultrafiltration and heavy metal extraction process, delivering in the end an effluent which can be safely discharged into port waters. Scrubber sludge, in turn, will be compacted by an integrated filter press and disposed of in landfills.

“Scandlines as a shipping company has an environmental responsibility. We want to contribute to the preservation of the fragile marine ecosystem by cleaning our exhaust gases and by only discharging water of the highest quality back into the ocean,” Fini Hansen, Scandlines’ Technical Superintendent, commented.

APATEQ’s Chief Sales Officer, Dirk Martin, added, “Our MarinePaq is the perfect solution for treating scrubber water either directly on-board, or as here, in a compact design at a centralized facility. We will build the MarinePaq for Scandlines in two FEUs stacked one on top of the other, ensuring a minimum footprint, an important factor for installation at an existing harbour.” ■

The containerized MarinePaq plant (two 40-foot boxes stacked one above the other) will treat wastewater produced on-board Scandlines’ brand-new closed-loop scrubber-equipped ferries *Berlin* and *Copenhagen*, to set sail on the Gedser-Rostock route once they have been completed.

The port’s MarinePaq is already scheduled for commissioning in Spring 2016. Scrubber wastewater is typically contaminated with heavy metals, hydrocarbons and soot arising from burning Heavy Fuel Oil. According to APATEQ, scrubber wastewater will undergo primary treatment in Gedser’s plant, followed by an

European Parliament | 5th April 2016, 12:30-14:30

MEP Merja Kyllönen, former Transport Minister of Finland, will host a debate on

Baltic ports in the TEN-T network – meeting the future

with the Baltic Ports Organization



European Parliament

Subjects to discuss:

- Trends in the Baltic port market
- Investment needs in transport infrastructure
- The Baltic as a green shipping region
- Connecting Europe Facility – what is there for Baltic maritime transport?

To register please contact
bpo.office@actiaforum.pl
Participation is free of charge.