Market Regional Report

North Sea - Baltic Sea

Ports

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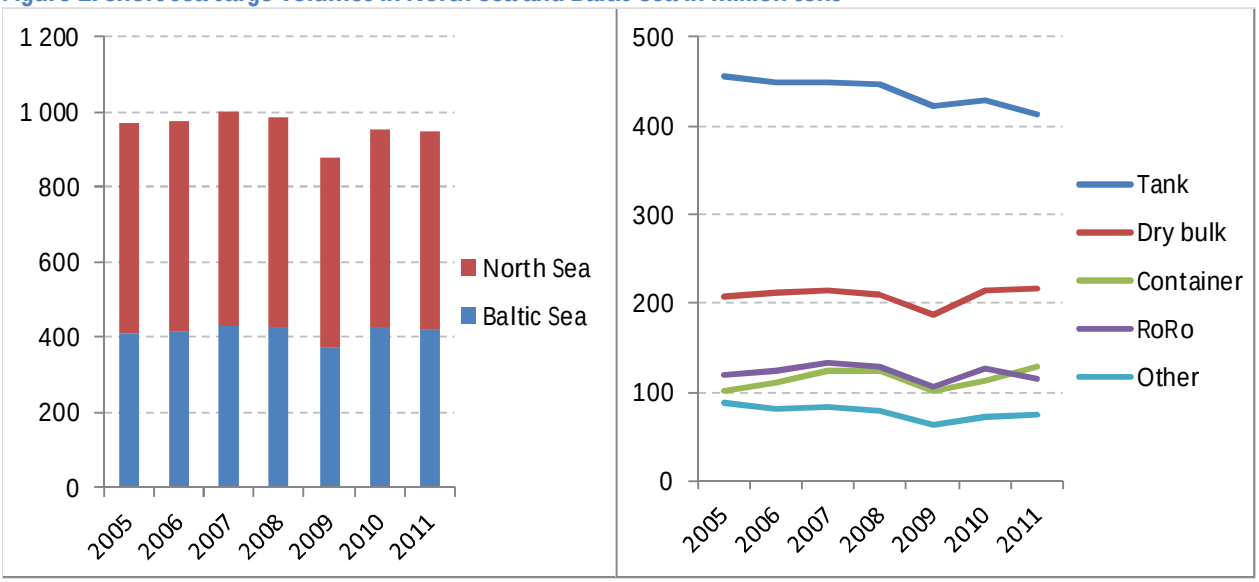
1. Summary

In 2011, total cargo volume is the North Sea[1] was about 1 828 million tons[2]. The peak volume in 2008 was 1 970 million tons. The total short sea cargo handling in the North Sea was 525 million tons in 2011[3]. Of this, 241 million tons was liquid bulk cargo, 211 million tons was dry bulk cargo, 74 million tons was containers and 52 million tons was RoRo. The short sea container volume has not yet recovered back to its peak volume of 76 million tons in 2008. The RoRos peak volume was 56 million tons in 2008.

In 2010, total cargo handling in all Baltic Sea ports amounted to 810 million tons. The share of liquid goods has the highest share in transport volumes (more than 40 per cent), consisting of raw oil and oil products and chemicals. 25 per cent of volumes consist of dry bulk. Higher value investment goods and consumer articles are transported mostly in Baltic external trade by container feeder services, but within Baltic internal transport these cargo groups are transported by ferries and ro-ro ships. Only a small number of ro-ro services operate between Baltic and North Sea ports. [4] In the Baltic Sea area, container transport has increased most from cargo handling types. During 2005-2007, the compound annual growth rate was 11.2 per cent, and during 2005-2011, it was 5.9 per cent.[5]

The below chart shows the short sea volumes for both seas. The volumes have been slowly declining mainly due to dropping tank volumes.

Figure 1. Short sea cargo volumes in North Sea and Baltic Sea in million tons[2]



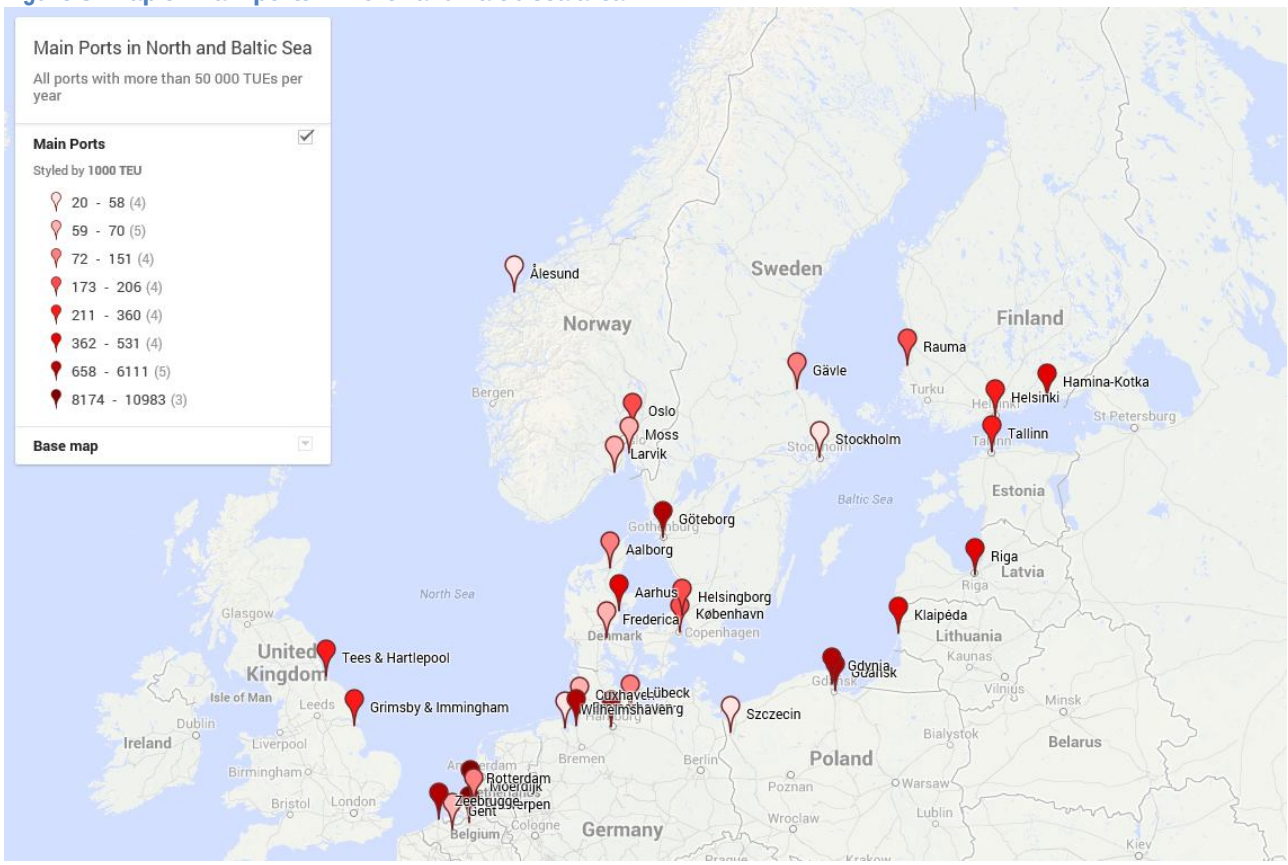
In this report we have selected and focused on all ports with more than 50 000 TEUs transported in 2012, completed by country-specific information.

[1] Including all of UK, but only North Sea bassin of Germany and Sweden
[2] Source: Eurostat table - http://is.gd/rmHzfV
[3] Source: Eurostat table - http://is.gd/ObHQk8
[4] Breitzmann et al. 2013. http://www.baltic.org/files/2753/Innoship_manual_web.pdf
[5] Breitzmann 2013.Baltic Maritime Transport and its Importance, http://www.baltic.org/files/2833/Breitzmann_Brussel_final_logo.pdf

Figure 2. Port overview – Main ports

Country	Port	Shortsea mt 2011	Total TEU 2011	Shortsea Cont. mt 2012	RoRo mt 2012	Container mt 2012	Total mt 2012
Belgium	Antwerpen	86,3	8 174	40	1,6	35,9	85
Belgium	Ghent		60		0,6	0,08	19,3
Belgium	Zeebrugge	17,9	930		3,6	3,6	14,5
Denmark	Aalborg		110			0,2	2,1
Denmark	Aarhus		404		0,7	1,1	5,4
Denmark	Fredericia		70		0,2	0,4	2,1
Denmark	København		173		0,1	0,8	4
Estland	Tallinn	24,1	227		1,9	1	8,4
Finland	Hamina-Kotka		531		0,1	1,4	4,8
Finland	Helsinki		360		3,1	1,3	6
Finland	Rauma		206		0,02	0,3	2
Germany	Bremerhaven		6 111	21,1	0,3	52,9	58,2
Germany	Cuxhaven		59		0,04	4	2,8
Germany	Hamburg	45,2	8 890	22,6	14,1	72	113,5
Germany	Lübeck		151		1,9	10,6	17,2
Germany	Wilhelmshaven	20,2	20			0,09	26,2
Latvia	Riga	28,9	362		0,1	2	4,7
Lithuania	Klaipeda	23,3	381		1,4	2,1	7,3
Netherlands	Moerdijk		72			0,3	3,8
Netherlands	Rotterdam	161,9	10 938	31,7		50,9	287,8
Norway	Aalesund		58		0,02	0,4	1,8
Norway	Larvik		61		0,5	0,7	2
Norway	Moss		61		0	0,3	0,4
Norway	Oslo		202		0,6	1,3	5,6
Poland	Gdansk		933		0,1	2,8	14,3
Poland	Gdynia		658		0,7	2,3	7
Poland	Szczecin		56			3	4,5
Sweden	Gävle		117		0,02	0,2	2,9
Sweden	Göteborg	37,8	921		3,2	3,5	21,5
Sweden	Helsingborg		177		2,7	0,7	4,5
Sweden	Stockholm		35		1,3	0,1	2,9
Sweden	Trelleborg				10,6		5,6
UK	Grimsby & Immin	42,2	211		13,7	1,2	45,5
UK	Tees & Hartlepoc	28,5	254		0,3	1,4	13,6
Sum		**516**	**41973**	**115**	**64**	**259**	**807**

Figure 3. Map of main ports in North and Baltic Sea area



2. Belgium

2.1 Antwerpen

Web: www.portofantwerp.com/en

The Port of Antwerp has been an indispensable link in world trade since the Middle Ages. Today, 150,000 people contribute to this success story and there is a close co-operation between private enterprises, the authorities and the Port Authority. All these people and parties contribute to a prosperous and sustainable future for the Port of Antwerp and its surroundings.

Key facts

- The port of Antwerp covers 13,057 hectares.
- Number of bridges 21
- Number of docks 30
- The Antwerp port has excellent infrastructure for all types of transports and goods.
- They also transport by road, barges, rail and pipelines.

Key news

- 3.0% growth for port of Antwerp in first 9 months of 2013
- Port of Antwerp aims to generate new perishable trade from South-Africa
- Antwerp Port Authority very pleased with test call by 18,000 TEU Mary Maersk Line

2.2 Ghent

Web: www.portofghent.be

Ghent Port Company ampc manages the port of Ghent. As an autonomous municipal port company, it sees to it that the necessary and adequate infrastructure is present for a smooth handling of shipping and cargo traffic. It also makes sure that a favourable social and economic climate is created for the companies that are active in the port or wish to establish themselves there. Ghent Port Company counts about 160 staff members.

Key facts

- 49.5 million tonnes of goods transported in 2012
- 5 docks
- Port area of 4,700 hectares
- Has the the largest newsprint-making machine (Stora Enso Langerbrugge)
- Has the largest assembly factory of Volvo passenger cars (Geely)
- Has the largest assembly factory of Volvo Trucks

Key news

- Flemish government invests in safer ring road in port of Ghent
- Honda Europe confirms its presence in the Port of Ghent
- Port of Ghent obtains European subsidies for inland navigation infrastructure and support for the Seine-Scheldt project

2.3 Zeebrugge

Web: www.portofzeebrugge.be/en

The port is a crossroads where cargo is transhipped from one transport mode to another. It is here where ships, trucks, trains and barges meet. The port is also a logistic platform where goods are stored and processed after which they are distributed to the client via the connections with the hinterland.

A large number of players are active in this complex entity: governments, private companies and associations. Because of its diversity, the port of Zeebrugge can be perceived from different point of views.

Key facts

- Zeebrugge is the world's leading port in handling new cars and other ro-ro freight, like car yards and agricultural machines.
- Zeebrugge is a clean port. The coastal port offers a qualitative impoluted neighbourhood, which gives an extra dimension to the port's competitiveness.
- Zeebrugge is a turntable for the European distribution of paper loads of several producers.

Key news

- First Hanjin ship of new Evergreen Hanjin Asia service in Zeebrugge
- Port of Zeebrugge handles 21.2 million tons in first semester
- Port of Zeebrugge signs partnership agreement with Port of Nagoya

Main connections

- Great Britain is the most important trading partner for Zeebrugge, followed by Sweden and the north of Spain

3. Denmark

3.1 Fredricia

Web: www.adp-as.dk/Havne/Fredericia

The Port of Fredericia has a favourable geographical location in the heart of the Triangle Region, a Danish growth hub, making it an important logistics centre for the transportation of cargo to and from the Region of Southern Denmark. The Port of Fredericia is Denmark's largest commercial port in terms of cargo throughput. The port is the container port of the entire Region of Southern Denmark, and its frequent connections to Hamburg, Bremerhaven and Antwerp link it to overseas container routes.

Key facts

- The water depth is 15 metres, making it one of the deepest ports in Denmark
- Ice-free port
- An efficient container terminal with a 15-metre water depth and three mobile cranes
- Large, open and flexible port areas intended for heavy cargo
- Efficient infrastructure including several RO/RO berths
- Extensive production facilities, including three mobile cranes and seven portal cranes for dry bulk, biofuel and containers
- Large, modern warehouses with pressure resistant sides for loose storage
- Direct access to motorway E20 east/west and E45 north/south
- Railway tracks on the quays

Main connections

- Hamburg, Bremerhaven and Antwerp

3.2 København-Malmø

Web: www.cmport.com

The history of CMP is a story about a unique cross-border alliance. For the first time in history, two ports in two different countries have joined all their port operations into one company, one organisation and one legal entity. CMP was founded 2001, following the merger of port and terminal activities in Copenhagen and Malmö.

The merger was a consequence of discussions in 1997 on the opening of the bridge between Copenhagen and Malmö. The bridge meant an end to traditional border traffic and an immediate decrease in the two ports' cargo turnover and passenger traffic.

Key facts

- CMP is a hub for import and handling of new cars in the Baltic Sea Region.

- The biggest container terminal in the Øresund Region
- CMP has the largest dry bulk terminals in Western Sweden and Eastern Denmark.
- CMP is centrally located for import and export goods going from Sweden to the Continent or goods going to Russia and the Baltic States.
- The Øresund Region is a perfect location for connecting traffic between countries. In Copenhagen and Malmö CMP serves RoRo traffic going East/West or North/South.

Key news

- Depth of water in the container terminal in Copenhagen is now 10 metres
- DFDS upgrading its Oslo ferries

3.3 Ålborg

Web:

The Port of Aalborg is North Jutlands strong partner in logistics and cooperation. They are therefore much more than a traffic harbour, which keep track of calling ships. The port handles all types of cargo through multi modal transport solutions at sea, land and in the air. The port can solve the need for logistics and transportation to and from North Jutland and the rest of the world.

Key facts

- The Port of Aalborg owns more than 3 million square meters of well-placed harbour real estate, especially at the East Harbour which is close by the highway, rail road, air port and of course, the harbour.
- The Port of Aalborg has great experience in handling different types of cargo. They have the knowledge, experience and capacity to handle bulk, general cargo, containers, project cargo and liquid bulk.

Key news

- The Port of Aalborg is co-owner of Nuuk Atlantic Port
- On the 1st of June 2012 Siemens Wind Power started using a new area of 25,000 m2 at the Port of Aalborg for storing of wind turbine wings.

3.4 Århus

Web: www.aarhushavn.dk/en

The Port of Aarhus is the largest container port in Denmark and has a central location, internationally as well as domestically.

The Port of Aarhus has a fine-meshed route network with several weekly connections to ports in the Nordic countries, Northern, Southern and Eastern Europe as well as ports in the UK, the eastern Mediterranean and the Far East through 15 shipping companies. Some of the world's largest container ships from Maersk Line Line call into this port, and the port has a good position in international competition with container ports in Germany and the Netherlands, among others.

Key facts

- Port service with pilot and towing services

- The Port of Aarhus is a strong, international container port, but it also includes the largest public bulk terminal in Denmark for transport of grain, feedstuff and oil.
- Customers at the Port of Aarhus can have access to a quick and secure wireless internet connection covering all the quays of the port.

4. Estonia

4.1 Tallin

Web: www.portoftallinn.com

Port of Tallinn is the biggest port authority in Estonia and as far as both cargo and passenger traffic are taken into account, the biggest port on the shores of the Baltic Sea.

In order to fit effectively into the competitive environment, Port of Tallinn underwent a complete restructuring process in the mid 1990s by developing from a service port into a port of landlord type. In 1999, the last cargo handling operations were finally given into the hands of private companies.

Today, Port of Tallinn operates as a landlord type of port with no cargo handling operations of its own. It is maintaining and developing the infrastructure of the port and leasing territories to terminal operators through building titles giving the operators an incentive to invest into superstructure and technology.

Key facts

- Port of Tallinn is one of the biggest and busiest passenger ports in the Baltic region and when considering the international regular passenger traffic only, it is among the traffic leaders in the whole world.
- Over 8 million passengers pass through the harbours of the Port of Tallinn each year and majority of these passengers are from the liners.
- The harbours of the Port of Tallinn process all kinds of goods and commodities
- Port service with pilot and towing services
- A possibility to supply with water exists in all our harbours.
- A convenient geographical position, excellent infrastructure, full range of fuels and lubricants, as well as great skill in this industry make Estonia a rather attractive place for bunker buyers. Tallinn roads are the point of the same importance as Copenhagen roads.
- In accordance with the effective legislation prior to leaving the port a vessel shall give away vessel waste and cargo-related residues generated at loading/discharging a vessel. The requirement may be left unattended if prior to leaving the port the utility rate of ship generated waste storage tanks remains under 25%.
- Ship building, repair and conversion have quite a long tradition in Estonia. Our shipyards have comprehensive experience in the repair of all types of vessels, such as reefers, passenger ships, ro-ro vessels, LPG carriers, chemical tankers, fish processing ships etc.

Key news

- Saaremaa witnessed a record cruise summer
- TWIN-PORT: Motorway of the Sea via Helsinki and Tallinn
- The half-year profit of Port of Tallinn increased by a third

Shipping lines

- Maersk Line Line / Seago Line
- Sea Connect
- Maersk Line Line / Seago Line
- Tschudi Lines Baltic Sea Finbest
- Team Lines
- MSC
- CMA CGM
- Eckerö Line
- KESS
- Mann Lines
- Tallink
- Transfennica
- Viking Line
- St. PeterLine
- Baltic Line

Main connections

- The main connections for Tallinn are the ports visited from the lines above

5. Finland

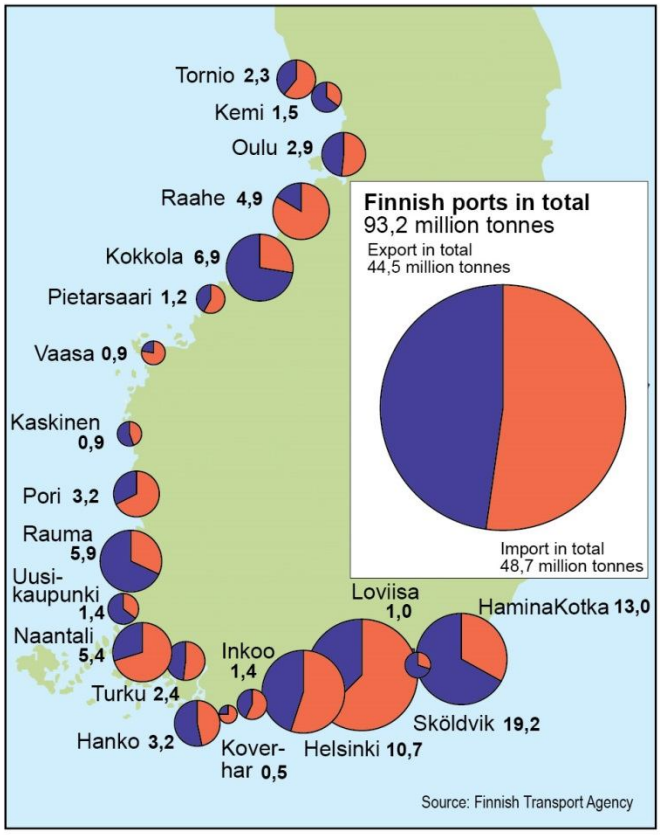
5.1 Finnish ports

There are over 50 ports in Finland, and 23 of them are kept ice-free during the winter-time. International maritime transport in 2012 was in total 93.2 million tonnes, which consisted of import 48.7 million tonnes and exports of 44.5 million tonnes.

In 2012, the largest port in terms of both exported and imported international maritime transport cargo was Kilpilahti (Sköldvik) 19.2 million tons. It was followed by Port of HaminaKotka (12.9 million tons) and Helsinki (10.7 million tons). The largest import ports were Kilpilahti/Sköldvik, Helsinki, HaminaKotka, Raahe, Naantali, Rauma and Kokkola. Respectively the most important export ports were HaminaKotka, Kilpilahti (Sköldvik), Helsinki, Kokkola, Rauma, Naantali and Hanko.

The share of ten largest ports is 80 % of the total transported tons. Kilpilahti (Sköldvik) is the major oil transport port in Finland.

Figure 4 Finnish international maritime transport in 2012



Freight transport in Finnish ports in 2012 (million tonnes)

Statistics 2012 – Finland

Transit cargo	7.1 million tonnes
import transit	1.9 million tonnes
export transit	5.2 million tonnes
Containers	1.4 million TEUs
Trucks and trailers	881 096

Source for the statistics: Finnish Transport Agency

5.2 Hamina-Kotka

Web: www.haminakotka.fi/en

The Port of HaminaKotka Ltd is the biggest universal, export and transshipment port in Finland. As a full service center for logistics and other port related industries we provide excellent connections to the Baltic Sea region as well as other European, Asian and Russian markets.

Their 1,100 hectares of port land area is not only a home for 10 port operators but also 170 other businesses. The port hosts one of the most efficient container terminals in the Baltic Sea. The liquid bulk terminals are specialized in providing handling and storing services for liquid bulk cargos.

Their location, 35 kilometers from the Russian border, makes us the most Eastern port in Finland. This is why they are specialized in transshipments to CIS countries. Their 15 meters fairway enables a smooth connection not only to Europe but to the other parts of the world as well

Key facts

- 1,100 hectares of land
- 1,400 hectares of sea
- depth: 15.3 m
- Berth length: 8.6 km
- Berths: 75
- Storage space: 1.1 mil. m²
- Tank capacity: 800,000 m³
- Railways: 80 km
- HaminaKotka serves all kind of cargo: container, RORO, liquid bulk, dry bulk, LOLO, project cargo, passengers in addition to full range of value added services.
- Port of HaminaKotka Ltd wishes to serve as a trailblazer in environmental efforts by seaports. The key elements here are the continuous improvement of port operations in accordance with the principles of sustainable development, and co-operation with stakeholders.

Key news

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5.3 Helsinki

Web: www.portofhelsinki.fi

Helsinki's port is Finland's main port, specialized in unitized cargo services for Finnish companies engaged in foreign trade. The port of Helsinki has frequent regular line traffic, balanced import and export.
It specializes in unitized cargo traffic, containers, trucks and trailers. The Port of Helsinki provides a general setting. Cemented collaboration with our partners ensures the result. Successful cooperation makes the port of Helsinki efficient, effective and sound.

The Port of Helsinki contributes to the business life and prosperity of Helsinki in a number of ways. As an active developer of the business environment, the Port of Helsinki establishes the framework and coordinates the operations of the port.

The values of the Port of Helsinki are customer orientation, productivity, reliability, striving for development and environmental responsibility.

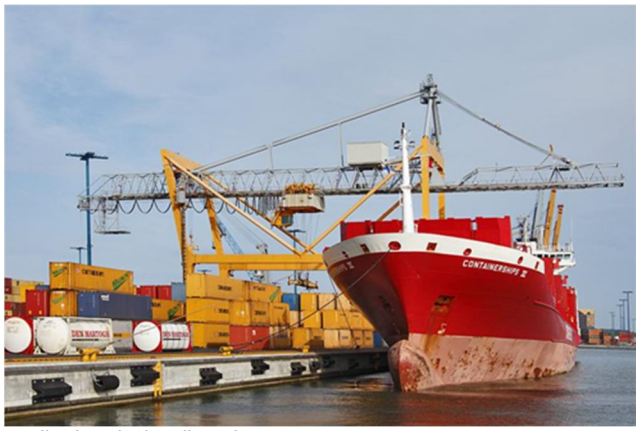
Key facts

- Vuosaari Harbour serves container and roro traffic.
- South Harbour and West Harbour serve roro traffic transported by passenger ships.
- Katajanokka is for cargo trafficking and
- The value of the cargo traffic at the Port of Helsinki represents approximately one third of the value of the entire Finnish foreign trade and two-fifths of the Finnish foreign trade transported by sea.
- The liner traffic network of the port of Helsinki is the most extensive and versatile in Finland. There are frequent, regularly scheduled connections from Helsinki to ports on the Baltic Sea, the North Sea and the Atlantic.

Key news

- Joint project between the Ports of Helsinki and Tallinn receives EUR 11.3 million in funding support
- The EU supports the development of marine traffic between Helsinki and Tallinn
- New disembarkation building at the Port of Helsinki to open at Midsummer

Figure 5. Container vessel at D-key, Vuosaari Harbour



©Mikael Kaplar/Studio POiNT

Main connections

- There are several daily connections to nearby ports, such as Tallinn and Stockholm and daily connections to Travemünde, Hamburg, Bremerhaven and Rotterdam.
- Antwerp (Finnlines and MSC)
- Zeebrugge (Finnlines and Unifeeder)
- Aarhus (Finnlines and Unifeeder)
- København (Unifeeder)
- Fredericia (Unifeeder)
- Tallinn (Eckerö Line and Viking Line)
- Kotka (Maersk Line)
  Åland (Viking Line)

5.4 Turku

Web: http://www.port.turku.fi/portal/en/frontpage/

The focus of cargo transports in the Port of Turku is on trailer and container transports. Core traffic comprises of regular liner services to the ports of the Baltic Sea and Continental Europe. The most frequent liner services are operated to Scandinavia and Germany. There are five daily ferry departures to Stockholm and several weekly departures to Germany. The fluid and bulk transports services are operated in the Pansio area. Effective services make the loading and unloading of the vessels faster, and the services offered by the partners cover all the logistics needs of trade and industry. The Port of Turku is a core port in TEN-T, and a part of Scandinavian - Mediterranean corridor.

Recently in 2013, Viking Line's investment in a new vessel has increased freight capacity on the regionally and nationwide important Turku – Stockholm line. M/s Grace uses LNG as its fuel.

Recent news from Port of Turku

More capacity on the Turku - Stockholm line
http://www.shortsea.info/news.html?a=details&id=1327
Viking Line chosen the logistics company of the year 2013
http://www.port.turku.fi/portal/en/media/news/?id=889

5.5 Naantali

Web: www.naantali.fi/satama/en_GB/?flush

The main volumes of the Port of Naantali come from liquid and dry bulk materials, as well as from goods transported by ferry. Naantali is the second largest Finish ferry terminal in terms of cargo traffic. There is one ro-pax route to Kapellskär in Sweden operated by Finnlines and one ro-ro service to Långnäs (in Åland Islands) provided by Lillgaard. The fairway has been deepened from 13 to 15.3 meters to enable fully loaded aframax tankers to berth at the oil pier by the refinery.

5.6 Rauma

Web: www.portofrauma.com/?eng/index.html

In 2012, a total of 5.85 million tons of cargo was handled in the Port of Rauma. General cargo accounted for 4 million tons, dry bulk cargo for 1.45 million tons and liquids for 0.4 million tons. An export volume of ca. 2.47 million tons made paper and cardboard the largest items. The number of container shipments increased to 239 000 units (TEU). The clientele consists primarily of industry, forwarding companies and shipping lines.

Key facts

- 115 hectares (1 150 000 m²) of field space
- 275 000 m² of covered facilities for general cargo
- 30 000 m² of heated warehouse space
- 230 000 m³ warehouse space for bulk cargos
- 175 000 tons of silo capacity
- 560 600 m³ of chemical and oil tank space
- two quays

- one gantry crane
- four mobile cranes (4*100tn)
- four TwinLift container spreaders
- thirteen reach stackers
- four container movers
- sixteen container carriages
- Port of Rauma is Finland's largest paper port.
- Ro-Ro and Sto-Ro traffic is concentrated in the Hakuni harbour part.
- Every year some 3 million tons of paper and cardboard are shipped through Hakuni, mainly to Europe and the United States.
- The Petäjäs part of the Port of Rauma is reserved for the handling of dry bulk cargos.
- Liquid shipments through the Port of Rauma are handled in two terminals, the Chemical Harbour in the north part of the Port and the Oil Harbour in the south part.
- Conventional Lo-Lo traffic in the Port of Rauma focuses on the handling of pulp, sawn goods and round wood. The Laitsaari area and the central quay area are reserved for Lo-Lo traffic.

Key news

- Traffic in the port of Rauma slightly decreased in the first half of 2013 compared to previous year - Yet another container traffic record is expected.
- CONTAINER TRAFFIC REACHED AGAIN RECORD LEVEL IN PORT OF RAUMA IN 2012 - TOTAL TRAFFIC DECREASED BY FIVE PERCENT

Main connections

- Rostock (Finnlines)
- Lübeck (Finnlines)
- Hamburg (Hapag-Lloyd, Team Lines, CMA CGM, OOCL and Unifeeder)
- Bremerhaven (Hapag-Lloyd, Team Lines, CMA CGM, OOCL, Unifeeder, MSC and Maersk Line)
- Hull (Finnlines)
- Hull/Dundee (UPM-Kymmene Seaways)
- Antwerp (Transfennica and MSC)
- El Ferrol/Santander (Finnlines)
- Gandia (Suomi Shipping)
- Genova (Suomi Shipping)
- Gdnyia (Finnlines)
- Baltimore (Spliethoff)
- Jacksonville (Spliethoff)
- Several Asian destinations (BBC Chartering)

Figure 6. Port of Rauma

©Port of Rauma

5.7 Pori

Web: www.portofpori.fi/en

The Port of Pori is commercial bulk-port, with dry and liquid bulk goods (e.g. chemicals and oil products). Some of the other essential goods include containers, large and heavy project cargo and sawn goods. The Port of Pori has a deep passage (12 – 15.3 m).

Figure 7. Handling of bulk cargo in the Port of Pori (Mäntyluoto harbor)

© Porin Satama

Recent news:

Via Northwest Passage to Pori
http://www.portofpori.fi/en/ajankohtaista/northwest-passage-pori

5.8 Kokkola

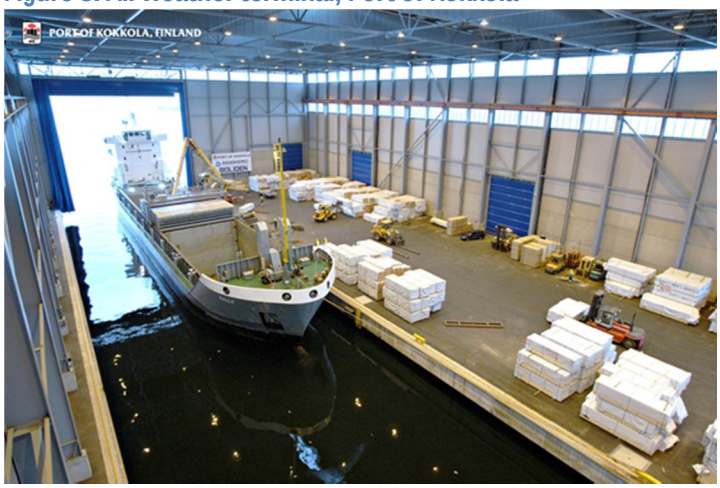
Web: www.portofkokkola.fi/index.php?lang=en

Port of Kokkola handles dry and liquid bulk, all types of containers, break bulk and neobulk, sawn timber, and project cargoes.

Key facts:

- Conveyor systems from railway wagons into the warehouses and from the warehouse with loading conveyor systems into the vessel's hold.
- Multipurpose 40 ton cranes on rails.
- A total of 70,000 m2 of covered warehouse space
- An All Weather Terminal (AWT) offering unique conditions for general cargo operations.
- A safe draft of 13 m to the Deep Port that allows Panamax class vessels of up to 80,000 DWT to enter the port.
- Good and constantly improving railway and road connections to other parts of Finland as well as into Russia.
- main transit port for of Russian bulk cargo in Finland

Figure 8. All weather terminal, Port of Kokkola



©Port of Kokkola

6. Germany

6.1 Bremerhaven and Bremen

Web: www.bremenports.de/en

Containers and cars, general and bulk cargo, dangerous goods and project cargo – the terminals in Bremen and Bremerhaven handle practically all kinds of freight. That is one of the reasons why the ports of Bremen rank amongst the most important universal ports in Europe. They have excellent overseas and hinterland connections, an efficient cruise terminal, outstanding logistics expertise, a highly qualified and motivated skilled workforce as well as numerous opportunities for specialist and advanced training.

The division of labour is the key to the success of the twin ports. Bremerhaven is the port of choice for container vessels, car carriers and refrigerated fruit carriers and accounts for approx. 80 per cent of the

total freight volume handled by the port group. Bremerhaven is also evolving into a major location for the offshore wind energy industry. The ports in the city of Bremen, on the other hand, specialise in handling conventional general cargo and heavy lift, as well as bulk cargo.

Key facts

- Container handling incl. comprehensive related services, such as container leasing, repairs, container depot and hinterland transport organisation
- Organising and handling road and rail collection and delivery services for container transports
- Automobile handling incl. upstream and downstream services
- Handling non-containerised general cargo, ro-ro handling
- Transhipment, storage and handling of tropical fruit
- Handling heavy-lift cargo
- Handling bulk goods, including ores, coal, coke, fertilisers, crude oil, mineral oil, grain, oil crops and feedstuffs
- Storage and transhipment of food, beverages and tobacco (coffee, cocoa, tea, tobacco, spices and other natural products)
- Contract logistics, project logistics
- Container stuffing
- One of the largest automotive terminals in the world is situated in Bremerhaven. Approx. two million vehicles are handled here at the Weser estuary every year.
- Bremerhaven with its ideal hinterland connections and 14 berths for mega-container vessels is one of the world's leading intermodal hubs.
- At the ports of Bremen, most of the ro-ro throughput is handled in Bremerhaven.
- Most of the break bulk cargo handled by the Bremen/Bremerhaven port group is handled at the terminals in Bremen-City.
- When it comes to bulk cargo, Bremen is in a class of its own. Special facilities, first-class handling and plenty of know-how make the port stand out.
- Bremerhaven is one of the major European locations for the import of temperature-controlled foods, whether refrigerated or deep-frozen. There are two dedicated fruit terminals at Kaiserhafen and Columbuskaje for handling these good.
- With stations in Bremerhaven, Bremen Grolland and at Bremen inland port, the terminal railway serves as an efficient interface between the hinterland and the transhipment terminals

Key news

- Effects of struggling international economy now reach the ports in Bremen and Bremerhaven: decline in ocean freight throughput in Q1 2013
- Port marketing: Bremen plans closer cooperation with its North German neighbours at trade fairs in 2013

6.2 Cuxhaven

Web: www.nports.de/en/standorte/cuxhaven

Cuxhaven is situated in a favourable transport location at the maritime crossroads of North Sea and Baltic Sea. As an important transshipment port for RoRo traffic and for the handling of general cargo, steel products, project shipments and passenger motor vehicles, Cuxhaven is a key logistics centre on Germany's North Sea coast.

Key facts

- Niedersachsen Ports has its own public railway infrastructure in its ports.
- Niedersachsen Ports offers a wide variety of engineering services. All tasks faced by construction project owners - such as planning, public tenders, construction supervision, acceptance on completion as well as the billing.
- The development and marketing of commercial and industrial real estate represents a further key field of activity of Niedersachsen Ports. Niedersachsen Ports has an attractive reserve of areas at its disposal.
- In addition to rail, roads are an important mode of transport in the port. Niedersachsen Ports is also responsible for efficient operation of the traffic systems, including bridges.
- Niedersachsen Ports supports the fishing sector in Cuxhaven and makes real estate available for use by fishing enterprises. Beyond that, services are carried out for the fishing industry, such as ice production or the cleaning of buckets and crates.
- Cuxhaven handles Ro-Ro traffic, motor vehicles, project cargo, offshore, construction materials and fish.

6.3 Hamburg

Web: www.hafen-hamburg.de/en

As a public service institution, the Hamburg Port Authority is in charge of managing the port for the city-state of Hamburg. It is responsible for development and maintenance of the port infrastructure. With around 1,900 employees, it ensures that the Port of Hamburg develops integrated concepts for the future.

HPA is a central partner and is responsible for all questions regarding waterside and landside infrastructures, shipping traffic safety, in-port railways, real estate management, and the business environment. It focuses on ensuring timely, solidly financed, and well-placed investments in the infrastructure that are in line with market demands, as well as assessing the demand for commercial real estate and providing locations for port-related businesses.

Key facts

- Multipurpose terminals handle heavy lifts, conventional general cargo and project cargo, as well as containers.
- Even though around 97 percent of the general cargo is now handled in containers, the remaining volume of “conventional general cargo” is still very important to the port. Hamburg has special terminals for conventional handling of things like vehicles, fruits, vegetables, paper and cardboard, wood pulp, metals, iron and steel.
- Four large container terminals are available in Hamburg. High-performance handling with short mooring times means that even the biggest container carriers leave the port again after one or two days. The capacity of the terminals is continually being expanded to meet the changing demands of the market and new developments in ship sizes.
- Bulk cargo is handled, stored and forwarded in the form of loose, suction, grab and liquid cargo at various terminals in the Port of Hamburg. Neighbouring industrial plants process many raw materials right in Hamburg. The port handled around 40 million metric tons of bulk cargo in 2010.
- The Port of Hamburg offers handling and storage facilities for goods of all types. Raw materials and various basic materials for further stages of further industrial processing are both imported and exported across Hamburg’s quays. Whether for coffee, fish or meat, building materials, scrap or ore, the Port of Hamburg’s innovative handling facilities ensure appropriate storage.
- The Port of Hamburg is not just a transhipment centre for goods of all kinds but also one of the leading logistics locations in Northern Europe. In the Hamburg area alone, there are well over 1,000 storage and logistics companies. Whether hazardous goods or spices are concerned, refrigerated or block

storage, empty or consolidated containers – the right storage facility is available here to meet all challenges.
- The port also offers a fine range of storage-related services: Customs clearance, commissioning, quality controls, labelling and packing or distribution to the relevant destination.
- Hamburg is ideally located at the interface of significant growth markets and global goods transport flows. Road transport is the most important form of transportation when flexibility is required in freight distribution. Whether transporting containers or consolidated cargo, climate-controlled goods or heavy lifts – more than 1700 forwarding companies have their own offices in Hamburg and are ready to offer all kinds of road transport services.
- The port also offers Pilots, Shipyards and Repair, Port Shipping, Medical Care, Classification Services, Ships Reporting Service, Bunker and Waste Disposal Services, Tugs, Boatmen, Hydraulic Engineering and Commercial Diving, Harbour Cruises, Ship Chandlers and Suppliers, Barges and lighterage
- The Port of Hamburg has a full range of services for everything to do with containers. Various companies provide services like container leasing, or repair or storage of empty containers.
- The port of Hamburg offers Seaworthy Packing, Customs Services in the Port of Hamburg, Tally and Securing cargo.

Key news

- Coaching workshop for the Belarusian logistics sector - Amber Coast Logistics attends Belarusian Transport Week for the first time
- HANSA HEAVY LIFT has set a new record with the delivery into Russia of its heaviest cargo since the company's launch in 2011

6.4 Lübeck

Web: www.lhg.com

Lübecker Hafen-Gesellschaft mbH (LHG) is Germany's largest port operator on the Baltic Sea. Lübeck offers not only ideal waterside and hinterland connections, but also profound expertise and cutting-edge handling equipment, achieving optimal fulfilment of our customers' requirements.

LHG Group not only provides perfect port cargo handling, but also offers numerous additional services around the transport chain. Whether forwarding services, intermodal traffic, picking, truck and railcar services- LHG's experts have customized solutions.

Key facts

- LHG runs four port terminals along the River Trave with modern cargo handling equipment and highly trained staff. RoRo services as well as handling and covered storage and loading of forest products are just as feasible as the handling by gantry cranes of containers, project and heavy lift cargoes. All terminals have excellent links with the hinterland and are accessible by road, rail and inland waterway craft.
- With Skandinavienkai, one of Europe's largest ferry ports, and Seelandkai, LHG operates two terminals specialized in handling wheeled cargo. In addition, Seelandkai is their container terminal, equipped with two container gantry cranes. LHG can also provide LoLo loading of heavy bales and project cargoes here.
- When it comes to handling and storage of forest products, LHG are one of Europe's most experienced terminal operators. Palletized cargoes, cellulose bales and paper and newsprint reels with unit weights of up to 7 tons, width of up to 4.3 metres and diameters of up to 2 metres are handled daily as a matter of routine at our Nordlandkai and Schlutup terminals.

- Lübecker Hafen-Gesellschaft as a terminal operator and storage company has at its disposal a wide range of cargo handling facilities and sheds, as well as a range of office buildings. Some of these spaces and properties are offered for short- or long-term rental.
- The Ostpreussenkai cruise terminal lies right in the heart of Travemünde on Vorderreihe, a street with a view across to the four-masted barque "Passat" on the opposite bank of the River Trave.

6.5 Wilhelmshaven

Web: www.nports.de/en/standorte/wilhelmshaven

Wilhelmshaven is Germany's only deep-water port and is situated between the Ems and Weser rivers on the western side of the Jade mouth. The port consists of two sections: the external deep-water port with its characteristic transshipment bridges as well as the inner port, independent of the tides behind a sea lock, featuring two chambers. The port is equipped with modern quay facilities for transshipment of bulk cargo, containers, reefers, food, general cargo and project shipments.

Wilhelmshaven is a central transshipment location for crude oil, petroleum products, hard coal, and chemical products. For the purpose of extending and operating a further coal-fired power station, areas and transshipment facilities are continually being expanded. This location is developing into a central coal transshipment location for the north-western region of Germany: the port makes a key contribution towards ensuring a secure energy supply in Germany.

Key facts

- Niedersachsen Ports has its own public railway infrastructure in its ports.
- Niedersachsen Ports offers a wide variety of engineering services. All tasks faced by construction project owners - such as planning, public tenders, construction supervision, acceptance on completion as well as the billing.
- The development and marketing of commercial and industrial real estate represents a further key field of activity of Niedersachsen Ports. Niedersachsen Ports has an attractive reserve of areas at its disposal.
- In addition to rail, roads are an important mode of transport in the port. Niedersachsen Ports is also responsible for efficient operation of the traffic systems, including bridges.
- Wilhemshaven handles coal, building materials and minerals, agricultural products, project cargo, general cargo and chemical products.

7. Latvia

7.1 Riga

Web: www.rop.lv/en

The Freeport of Riga is a significant part of global and regional cargo supply chains and passenger traffic network in the Baltic Sea region, providing safe and reliable services. An integral part of the city, the Port recognises its social and environmental responsibilities and makes a strong contribution to the growth of Latvia‟s economy. The Port is driven by high performance standards and continuously strives to improve both the quality and breadth of services to clients.

Key facts

- Freeport of Riga lies on both banks of the River Daugava covering 15 kilometres in length.
- Loading capacity (assessed) at the terminals of the Freeport of Riga accounts for **45 million tons** per annum.
- By cargo turnover Latvias biggest port and the biggest port in the Baltic States (**36 mln.t**) (**+5,8%**) in 2012.
- Number of vessels in 2012 amounted to **3 956**.
- Up to **80%** of the Freeport of Riga cargo turnover is made up of transit cargoes forwarded to or received from the CIS.
- **33** stevedore companies and **28** shipping agents successfully operate at the Freeport of Riga.
- Main types of cargo handled at the Freeport of Riga are containers, various metals, timber, coal, mineral fertilizers, chemical cargoes, oil and food products
- The Freeport of Riga is a multifunctional port, it is ready to handle all types of cargo from various regions.

Key news

- Ministry of Transport: Imposing a new port charge, port function implementation will have to be covered from the state budget
- New marina will provide new opportunities for waterfront leisure
- The Freeport of Riga has become a leader again

Shipping lines

- Container-ships
- French Baltic Line (CMA-CGM)
- UniFeeder Container Service
- Mann Lines Multimodal
- Mediterra-nean Shipping Company (MSC)
- Team Lines
- Maersk Line Line
- Tallink

Main connections

- The main connections for Riga are the ports visited from the lines above

8. Lithuania

8.1 Klaipedia

Web: www.portofklaipeda.lt/en

Klaipeda State Seaport is the northernmost ice–free port on the Eastern coast of the Baltic Sea. It is the most important and biggest Lithuanian transport hub, connecting sea, land and railway routes from East to West. Klaipeda is a multipurpose, universal, deep-water port, providing high quality services. 17 big stevedoring companies, ship repair and ship building yards operate within the port as well as all types of marine business and cargo handling services. The annual port cargo handling capacity is up to 60 million tons. The shortest distances connect the port with the most important industrial regions of the Eastern

hinterland (Russia, Belarus, Ukraine etc.). The main shipping lines to the ports of Western Europe, South-East Asia pass through Klaipeda port.

Key facts

- More than 800 economic agents are directly related to the operations of the port of Klaipėda. The port and the enterprises related to its operations provide more than 23,000 jobs and 4.5% of the Lithuanian GDP. Because of the port operations, approximately 185,000 jobs are created. The port of Klaipėda is directly or indirectly related to 18% of Lithuania's total GDP.
- The depth of the entrance channel is 15 meters. The depth of the port navigation channel is between 13 and 14.5 meters.
- The Port accepts gross tonnage vessels: larger than 95 000 DWT bulk carriers and larger than 160 000 DWT tankers.
- The port of Klaipėda is the leader among the ports of the Baltic Sea in terms of container handling. Its well-coordinated operations of sea and hinterland transport, the Free Economic Zone (FEZ), the EU short-sea shipping network, and the wide-range operation of logistic and industrial enterprises ensure the operations of intermodal transport.
- An innovative logistic product in the Baltic States, the container and contrailer train Viking, connects the markets of the Baltic Sea and the Black Sea regions from the port of Klaipėda per Minsk, Kiev to the ports of Odessa and Ilyichevsk.
- The latest information system called KIPIS ('Creation and introduction of an information system for cargo and commodities shipped via Klaipėda State Seaport') speeds up cargo traffic via the port of Klaipėda, strengthens the competitive advantage of the port, and facilitates the operations of ship's agents and forwarders. The KIPIS system ensures the exchange of electronic data between businesses and institutions operating in the port during the course of cargo-handling procedures.
- The port operates a GIS (geographic information system), which enables users to use geographic data and facilitate the provision of information efficiently.

Key news

- Within three quarters of the current year nearly 32 million tons of cargo have been already handled

9. Netherlands

9.1 Moerdijk

Web: www.havenvanmoerdijk.nl/en

The Moerdijk port is accessible for seagoing vessels in approximately 3.5 hours sailing time from the North Sea via the Nieuwe Waterweg, Oude Maas, Dordtse Kil and Hollandsch Diep. The inland waterway from Rotterdam has no locks. Inland vessels can reach Moerdijk via a widely branching inland waterway network, via among others, the Rhine, the Meuse, the Scheldt, the Volkerak, the Haringvliet, Markiezaatsmeer and various canals. Moerdijk is part of the Trans-European Network of waterways and is for this reason an ideal operational base. From Moerdijk to Antwerp is approximately three hours sailing time.

Key facts

- various quays with a total length of 5 km
- draught up to 8.9 metres in the Central Harbour basin and 8.4 metres in the other harbour basins
- 32-metre wide ro-ro ramp

- 48-metre wide ro-ro runway
- liquid proofed loading/unloading pit with overflow device
- weigh bridge 70 tons
- mobile loading bridges (with or without pontoon)
- mobile container with overflow device
- general cargo cranes up to 42 mt (combined up to 65 mt)
- cranes up to 40 mt, 60 mt crane, Gottwald HMK 300E
- floating cranes (12–25 mt), mobile cranes (5–25 mt), container crane, bridge crane (15–25 mt)
- reachsteakers, transtainers, terminal tractor units, container trucks

Shipping lines

- Moerdijk - Cuba vv (ect. Canada and Spain)
- Moerdijk - Blyth (Northern England)/ Aarhus (Denmark)/ Riga (Latvia) / Lissabon (Portugal) vv
- Moerdijk - Mediterranean / North-Africa/ Middle-East vv
  Lines that sail into Moerdijk are Nirint Shipping, Samskip, Van Uden, MCS, Holland Maas Shippingetc.

Main connections

- Daily barge service to Rotterdam and Antwerp (Barge Lines Today and Bulcotrans)
- Regular container services to all large terminals in Rotterdam and Antwerp vv
- 2 monthly sailings to St. Petersburg vv
- Daily lighter service to Rotterdam / Antwerp vv

9.2 Rotterdam

Web: www.portofrotterdam.com/en/

Rotterdam is one of the main ports and the largest logistic and industrial hubs of Europe. With an annual throughput of 450 million tons of cargo in 2012, Rotterdam is by far the largest seaport of Europe. The port is the gateway to a European market of more than 350 million consumers.

Rotterdam thanks its position to the excellent accessibility via the sea, the hinterland connections and the many companies and organisations, active in the port and industrial complex. The port stretches out over 40 kilometres and is about 12.500 ha (including Maasvlakte 2).

Key facts

- Every year about 32,000 sea-going vessels and 100,000 inland vessels call at the port of Rotterdam.
- This section provides functional and nautical information enhancing an efficient and safe arrival and departure.
- Port Authority: 1,200 employees, turnover approx. € 600 million.
- Port area: 12,500 ha port area (land & water, of which ca. 6,000 ha industrial sites, including Maasvlakte 2). The length of the port area is over 40 km.
- Direct employment: over 87,000 jobs. Goods throughput: approx. 450 million tonnes of goods a year.
- Shipping: approx. 32,000 ocean-going vessels and 100,000 inland vessels per annum.
- Freight barges can transport large quantities of cargo all in one go in a cost-efficient, quick and an environmentally-friendly way.
- Tankers and parcel tankers can transport chemicals and liquid bulk safely and cheaply.
- From Rotterdam, the major industrial and economic centres of Western Europe can be reached within 24 hours via deep sea, short sea, feeder, inland shipping, rail, air transport, pipelines, road transport and intermodal transport

- Rotterdam hosts one of the largest refining and chemical clusters in the world. Other industries are also well-represented in the port. Industrial companies value the benefits of the strategic location in Western Europe, the unprecedented logistical opportunities and the possibilities for cooperation with other businesses within the cluster.
- With the water depth of the main entrance channel being faithfully maintained at 75 feet, even the largest vessels in the world can access the port without being hindered by locks, narrow channels or tides. Pilots, tug skippers, boatmen and the Port of Rotterdam Authority together ensure a tailor approach and fast turnaround times. In addition, Rotterdam offers a wide range of competitive supplementary services such as ship repair, ship supplies and bunkering.
- Rotterdam is the main container port in Europe. With over 11 million TEU a year in containers, Rotterdam outstrips the other ports.
  There are ultramodern deep-sea and short-sea facilities available and dozens of companies focus on the storage and repair of empty containers. As the port has unrestricted depth, it is accessible for all vessels and can be reached 24/7.
  Rotterdam is the home port for one of the main oil and chemical centres in the world. Its strategic location and unrivalled access to the European market ensure that the most prominent companies set up business in Rotterdam.
  Thanks to a strong refinery cluster and synergy between more than 45 (petro-)chemical concerns, Rotterdam boasts an unrivalled industrial cluster. Strengthened by the high degree of specialisation in the storage and handling of all kinds of liquid bulk. The cluster is interconnected and linked to Europe by means of a 1500-km pipeline.
  Rotterdam is Europe's biggest and most important dry bulk port. The port offers all the facilities required for the transhipment, storage, processing and distribution of every type of dry bulk – in large or small quantities. The lion's share of the dry bulk is destined for the main players in Europe's most prominent industrial centres. Rotterdam is their link in the supply chain.

Key news

- Port of Rotterdam throughput shows upward trend
- Thalassa Hellas of Evergreen Line sets new record for ECT
- Transport of empty containers a thing of the past

Shipping lines

- Many destinations in the Netherlands, but also Germany, Belgium, France, Switzerland, Austria and further afield. Thanks to the Rhine-Main-Danube Canal, even destinations in Central and Eastern Europe are accessible from Rotterdam by freight barge.
- For the transport of containers, various liner services operate between Rotterdam and various destinations in Europe a number of times a week.

10. Norway

10.1 Larvik

Web: www.larvik.havn.no/?lang=en_GB

Centrally located in Eastern Norway, the Port of Larvik is a major hub for sea and land transport. The uncomplicated navigation of Larviksfjord makes Larvik an ideal and efficient port of call. The port is currently in a period of expansion. With its modern facilities, central location and short approach, the Port of Larvik is an important and natural hub for sea and land transport. A total of 2.14 million tonnes of cargo

and 65,000 TEUs were loaded and unloaded at the port in 2012, making us the second largest container port in Norway. In 2012, the port had a turnover of NOK 50.5 million.

Key facts

- International container terminal with weekly routes to Hamburg, Bremerhaven, Rotterdam, Antwerp, Esbjerg, Immingham and Gothenburg. Ship to shore gantry cranes
- International/domestic cargo terminal with weekly routes along the Norwegian coast, Scandinavia and the Baltic region
- International ferry terminal with two daily ferry connections to Hirtshals
- 24/7 service
- Port cranes with a lifting capacity of up to 100 tonnes
- 800 m of public quays
- Handles all types of cargo and vessels.
- Border inspection station for animal products
- Warehouse facilities
- Ferry traffic has a long tradition in the Port of Larvik. Ferry traffic to Denmark began back in 1937 and has since evolved to become one of the country's main ferry connections.
- Every year, nearly 800,000 passengers go through the Port of Larvik, in addition to 90,000 cargo units.
- The Port of Larvik is Norway's second largest container port. Each year, 250 container ships call at the terminal, and nearly 70,000 container units (TEUs) are loaded and unloaded at the port during the year. The balance of trade is 35 per cent imports and 65 per cent exports, and about every third container contains stone.
- There are a number of quarries in the Larvik area that produce stone for use in facades, monuments and various interior and exterior elements. Larvikite, created 300 million years ago, is a unique and beautiful rock and is Norway's national stone.
- Annual stone exports amount to around 1 million tonnes and at times represent half the cargo volume at the Port of Larvik.
- Larvik is a major exporter of dimension stone. Each year, more than 400,000 tonnes of dimension stone passes through the port, either in containers or in bulk.
- The import of raw materials for the agriculture cooperative Felleskjøpet, offshore installations, wood, iron and steel are also a big part of daily activities at the port.
- Shipments of offshore structures and similar project cargo for the oil and gas industry in the region is a growing activity at the Port of Larvik.

Shipping lines

- Color Line, Unifeeder

Main connections

- Antwerp (MSC)
- Hamburg, Bremerhaven, Rotterdam and Gothenburg (Unifeeder)
- Bremerhaven (Team Lines)
- Esbjerg, Immingham and Rotterdam (Tschudi Lines)
- Norwegian coast, Grenå, Hirtshals, Åbo, Riga, Hundested, Swinoujscie, Cuxhaven, Eemshaven (Nor Lines)
- Hirtshals (Color Line)
- Mediterranean (Lind Stoneship)
- UK and continental Europe (Stema Shipping / Norsk Stein)

10.2 Moss

Web: www.moss-havn.no

Moss Harbour is an effective, environmentally certified and service-minded port. The port is located in the middle of the Oslofjord with a total quay length of 670 meters and the depth up to 11 meters. The ferry service between Moss and Horten is the most trafficated highway connection to the sea.

Key facts

- The port of Moss is an effective, environmentally certified and service-minded port. The port is located in the middle of the Oslofjord with a total quay length of 670 meters and the depth up to 11 meters.
- The harbour of Moss has an imortant place in the supply chain. Together with our associates i the harbour we offer you efficient handling of all types of goods.
- Kocks container crane - lifting capacity of 40 tons
- Gottwald mobile crane - lifting capacity of 100 tons

Main connections

- Ferry between Moss and Horten
- Container service to Europe

10.3 Oslo

Web: **www.oslohavn.no**

The Port of Oslo is Norway's leading cargo and ferry port. An ordinary day 50 to 70 ships sail in and out of the port with passengers and cargo.

Key facts

- Shortsea
- Half of the Norwegian population lives less than a three hour drive from the Port of Oslo.
- Short distance to railway and main road
- State-of-the-art, efficient cargo terminals
- Nearly 6 million travellers each year
- Three daily ferry arrivals from Denmark and Germany

Shipping lines

- Color Line, DFDS, Nor Lines, Maersk Line, MSC, Samskip, Team Lines, UECC

Main connections

- Coastal to West- and North-Norway
- Belgium: Antwerp
- Germany: Bremerhaven, Coxhaven, Kiel (roro), Hamburg
- Netherlands: Rotterdam, Emshaven

10.4 Ålesund

Web: www.alesund.havn.no/?sc_lang=en

Location, versatility and professionalism have made Ålesund to the leading port between Bergen and Trondheim. The city and the region's public and private docks are visited by more than 16,000 vessels annually. Total cargo volume is ca. 2.5 million tons and over 60,000 containers.

Ålesund is the self-proclaimed capital of the fishery and the basis for a significant proportion of the coastal and ocean-going fishing fleet. The city has a long tradition as a cruise port. In 2012 it is expected that more than 120 cruise ships with well over 150,000 passengers want to dock in the city.

Key facts

- Port of Alesund is a professional Port Authority and shall fulfill the administrative and managerial tasks municipalities Ålesund, Sula, Giske and the area is given by the Harbour Act.
- Shortsea shipping provides access to regular freight routes. From Alesund is it daily arrivals and departures, both north and south - both domestically and overseas.
- Port of Alesund has a long tradition and a reputation as a cruise port. The port's location is beneficial for vessels sailing on the Fjord and North Cape Cruise.

Shipping lines

- Samskip
- Nor Lines
- Eimskip
- NCL
- ECL
- Norway-Rhine Line
- Sea-Cargo
- DFDS logistics

11. Poland

11.1 Gdansk

Web: www.portgdansk.pl/en

The Gdansk port is a major international transportation hub situated in the central part of the southern Baltic coast, which ranks among Europe's fastest growing regions. According to the strategy of European Union the Port of Gdansk plays a significant role as a key link in the Trans-European Transport Corridor No. 6 connecting the Nordic countries with Southern and Eastern Europe.

The Port of Gdansk is comprised of two principal sections with naturally diverse operational parameters: the inner port stretched along the Dead Vistula and the port canal, and the outer port affording direct access to the Gulf of Gdansk.

Key facts

- The outer part, protruding to sea, with its deepwater outer port, can accommodate the largest vessels navigating the Baltic Sea. This part is suited for servicing vessels along the piers ranging 220 to 765 m in length and up to 15 m draft. The fairway is 17 m deep.
- The inner port spread along the Port Canal and the Vistula estuary and can accommodate vessels of up to 10.2 m draft and 225 m in length.
- Both parts of the port maintain separate anchor grounds and fairways.
- Located at the mouth of the river, the Port of Gdansk, as well as the adjacent area is ice-free and tide-free all year round. Despite the sever winter weather the navigation conditions are favourable, which contributes to the Port of Gdansk being one of the most approachable port in the Baltic Sea Region.
- General cargo is handled in the inner port as well as in the outer port (DCT). The inner port facilities are suited to handling general cargo.
- Container handling at the Port of Gdansk is concentrated in the inner port at the Szczecinskie Quay operated by the Gdansk Container Terminal (GTK) and at the Deepwater Container Terminal (DCT) situated in the outer port.
- The Port of Gdansk provides services to Ro/Ro vessels at the quays of the Duty Free Zone, furthermore, it is possible at the state-of-the-art Westerplatte Ferry Terminal. A Ro/Ro ramp is also available at the Polferries Terminal operated by the Polish Baltic Shipping Co. offering regular ferry connections to Sweden, and additionally at the Deepwater Container Terminal.
- Coal exports are handled by the dedicated Coal Terminal situated in the outer port, whereas both exports and imports are handled at the quays of the Gorniczy Basin in the inner port.
- The outer port offers two state-of-the-art terminals designated for handling liquid fuels and liquefied gas. Additionally, fuel and base oils are handled at the Obroncow Poczty Polskiej Quay in the inner port.
- The Port of Gdansk offers a comprehensive range of specific cargo operations that require highly specialist handling and storage technologies.
- The historic city of Gdansk and the medieval Malbork castle as well as the spectacular landscapes of the Kashubian Switzerland render the Gdansk port a very attractive destination for passenger ships.

Key news

- The Port of Gdansk has sailed into the high seas
- Good half-year results herald a successful 2013 performance

Shipping lines

- Maersk Line
- Seago Line
- Euro Marine Logistics
- Unifeeder
- CMA CGM
- Seaway Logistics
- Mibau

11.2 Gdynia

Web: www.port.gdynia.pl/en

The Port of Gdynia is an universal modern port specializing in handling general cargo, mainly unitized cargo transported in containers and in a ro-ro system, based on the well-developed network of multimodal connections including hinterland, regular Short Sea Shipping Lines as well as ferry connections (ferry terminal) . The Port of Gdynia is an important link in the Corridor VI of the Trans-European Transport Network (TEN-T).

Handling of the containerized cargo at the Port of Gdynia is the domain of two modern container terminals located in the Western Port:Baltic Container Terminal Ltd. and Gdynia Container Terminal S.A. There are also - equipped with modern cargo handling equipment - bulk terminals: Baltic Grain Terminal Ltd., Maritime Bulk Terminal Gdynia Ltd., Baltic Bulk Terminal Ltd., Westway Terminal Poland Ltd. and Petrolinvest.

Baltic General Cargo Terminal Gdynia Ltd. is specialized in handling general cargo. It consists of two terminals - part of BTDG is dedicated to handling ro-ro cargo (within Basin V of the port of Gdynia) and the other part to handling conventional general cargo.

Key facts

- The Port of Gdynia has very favourable navigation conditions. Roadstead - protected by the Hel Peninsula, which is a natural year-round shield for the anchored vessels, the 2.5 km long outer breakwater and a 150 m wide and 14 meters deep entrance to the port make the port easily accessible from the sea. The Port of Gdynia is a warm water port, where there are no tides. The water level may rise by 60 cm during the strong westerly winds, or fall by about 60 cm during strong easterly winds.
- The quays at the Port of Gdynia are 17,700 meters long, of which over 11,000 are used for handling operations. The total area of the port: 755.4 hectares, including the land area of 508 hectares.
- Compulsory for the vessels over 60 meters in length.
- Compulsory for the vessels over 90 m in length and for over 70 m long ships carrying dangerous cargo.
- Vessels over 40 m in length shall be assisted by the port mooring workers.
- Ships notify ETA (estimated time of arrival) to the Harbour Master's Office of the Pilot Station on VHF channel No. 12.
- Border Veterinary Control Point is located in the Baltic Container Terminal.

Key news

- Development of Bulgarian Quay area – the largest investment in the Port of Gdynia
- New investment project in Portowy Zakład Techniczny in Gdynia

Main connections

- Antwerp (MSC, OOCL and Spliethoff)
- Zeebrugge (UECC)
- Aarhus (Unifeeder)
- Rio Haina (Spliethoff)
- Halla (UPM-Kymmenne Seaways)
- Kotka (Transfennica and UPM-Kymmenne Seaways)
- Hanko (Transfennica)
- Helsinki (Hapag-Lloyd and Finnlines)
- Rauma (Transfennica and UPM-Kymmenne Seaways)
- Tema, Takoradi (EuroAfrica)
- Georgetown (Spliethoff)
- Santo Tomas de Castillo (Spliethoff)
- Bilbao (Spliethoff)
- Rotterdam (Mann&Son, OOCL and Unifeeder)
- Puerto Cortes (Spliethoff)
- Kingston (Spliethoff)
- Barranquila (Spliethoff)
- Turbo (Spliethoff)
- Puerto Limon (Spliethoff)

- Klaipeda (MSC and Unifeeder)
- Fort de France (Spliethoff)
- Tampicio (Spliethoff)
- Veracruz (Spliethoff)
- Bremerhaven (UECC, APL, Hapag-Lloyd, TEAM Lines, CMA-CGM and Unifeeder)
- Hamburg (APL, Hapag-Lloyd, TEAM Lines, CMA-CGM, Unifeeder and OOCL)
- Lagos (EuroAfrica)
- Kaliningrad (Mann&Son and Unifeeder)
- St. Petersburg (OOCL, Hapag-Lloyd and MSC)
- Dakar (EuroAfrica)
- Karlskrona (Stena Line)
- Point Lisas (Spliethoff)
- Baltimore (Spliethoff)
- Brownsville (Spliethoff)
- Charlestone (Spliethoff)
- Philadelphia (Spliethoff)
- Houston (Spliethoff)
- Mobile (Spliethoff)
- New Orleans (Spliethoff)
- Savannah (Spliethoff)
- Tampa (Spliethoff)
- Wilmington (Spliethoff)
- Guanta (Spliethoff)
- Maracaibo (Spliethoff)
- Matanzas (Spliethoff)
- Puerto Cabelo (Spliethoff)
- Grangemouth (Unifeeder)
- Hull (MacAndrews and EuroAfrica)
- Immingham (Unifeeder)
- South Shields (Unifeeder)
- Abidjan (EuroAfrica)

11.3 Szczecin - Swinoujscie

Web: www.port.szczecin.pl/en

The Port of Szczecin is located about 68 km from the sea. The trip by the waterway from Swinoujscie to Szczecin takes about 4 hours. The port can handle vessels of draught up to 9.15 m and a length of up to 215 m.

Port of Szczecin is universal and handles both general cargo and bulk cargo goods. It specializes in handling and storage of containers, steel products, oversized cargo, paper and cellulose. Port of Szczecin is the largest transshipment center of the granite blocks in Poland. It also handles dry bulk cargo - such as coal, coke, aggregates, grain, fertilizers and liquid cargo, including those requiring special storage conditions and handling, such as tar.

Key facts

- Port of Szczecin is a universal port. It is divided into two areas: general cargo area and bulk cargo area. In terms of general cargo the port transships all kinds of general cargo, containers, roll-on roll-off cargo

and oversized cargo such as wind tower components for the wind farms. The bulk cargo includes mainly coal, coke, ore, fertilizers and grain.
- paper from Finland to Germany,
- paper from Poland to England,
- granite blocks from South Africa to Poland,
- wood products between Central Europe, Poland and Scandinavia,
- wood products from Poland to Europe,
- export of steel products from Poland, Czech Republic, Slovakia and Germany to other countries in the world, and import of steel products from Finland,
- other transit cargo from such countries as Germany, Czech Republic, Slovakia, Austria, Hungary, Italy and even Turkey.
- The ports of Szczecin and Swinoujscie are prepared to accept dangerous goods. They have magazines for handling dangerous goods and the place for storage of containers with dangerous goods.
- The Ports of Szczecin and Swinoujscie together constitute the largest center for servicing dry bulk cargo on the Polish coast. Major cargo types transshipped and stored include coal, iron ore, as well as salt, coke, concentrates, fertilizers, scrap metal, raw materials for the construction industry, liquid pitch and tar. Cargo handling provided by a highly specialized terminal accounts for nearly 50% Polish coal export and 100% import of iron ore.
- The Ferry Terminal in Swinoujscie is greatest in Poland and one of the most modern on the Baltic Sea. It plays a leading role in the service of sea ferry connections from Poland to Scandinavia, both regarding the amount of ferry port calls, as well as the amount of traffic of passengers and goods served. It is an integral part of the transportation corridor connecting Scandinavia with countries of southern Europe.

Key news

- Another incompletely loaded ship to leave Szczecin
- New track at Portowców Quay in Świnoujście Seaport

Main connections

- Lagos (EuroAfrica)
- Tema (EuroAfrica)
- Abidjan (EuroAfrica)
- Ports between Dakar and Pointe Noir (EuroAfrica)
- Hamburg (CMA CGM and Team Lines)
- Bremerhaven (Unifeeder and Team Lines)
- Rotterdam (Unifeeder and Team Lines)
- Dalsbruk (Transatlantic)
- Kovenhar (Transatlantic)
- Lappohja (Transatlantic)
- Flixborough (Fast Lines)
- Howdendyke (Fast Lines)
- London (Fast Lines)
- Goole (Fast Lines)
- Seaham (Fast Lines)
- Drogheda (Fast Lines)
- Belfast (Fast Lines)

12. Sweden

12.1 Gävle

Web: www.gavle-port.se/?lang=en

The Port of Gävle is the heart of imports and exports on the East coast.Wood and steel meet here on their way out in the world, coffee and oil ontheir way in to Sweden.

A logistic hub for the coordination of ships, trains, cars, containers and intermodal traffic.

Key facts

- East quay, for handling of: Various kinds of bulk, such as scrap, sawn wood, bar-steel, ferroalloys and clays.
- There are also some smaller terminals for interim storage.
- There are areas near the quay to build new, large terminals for goods that requires weather protection.
- South-west quay, clay for the paper industry, stainless scrap, rubber clippings.
- South quay, various kinds of bulk such as timber, fuel chips and pellets. Terminal buildings for interim storage of pellets, for example.
- Ore loading quay, a wholly automatic loading facility for loading Boliden Mineral's lead and zinc ore concentrates. Self-contained system with built-in conveyor belt.
- The Oil- and chemical terminal consists of two quays, Quay 1 and Quay 21, for handling of petrol, ethanol, diesel, fuel oil, aviation kerosene and RME etc.
- Quay for handling of container ships. 2 berths.
- The terminal is a 600 m and 50 m broad area for loading and unloading trailers, containers and swap bodies onto railway carriages.

Key news

- Port of Gävle investing for the wind industry
- Port of Gävle nominated for a price for environmental / logistic work

12.2 Gøteborg

Web: www.portofgothenburg.com/?setlang=en

the Port of Gothenburg is the largest port in Scandinavia, with over 11,000 vessel calls each year. Almost 30 per cent of Swedish foreign trade passes through the port. The Port of Gothenburg can offer a very wide range of routes, with traffic to over 140 destinations throughout the world. There are, for example, direct routes to the USA, Middle East, India and Asia. The Port of Gothenburg is also the only port in Sweden with the capacity to receive the very largest ocean-going container vessels.

Around 25 rail shuttles depart each day, offering companies throughout Sweden and Norway a direct, environmentally wise link to the port and the opportunity to utilise the broad range of routes.

At the Port of Gothenburg, there are terminals for containers, roro, cars, passengers and oil and other energy products. Since 2010, the port has been divided into a municipal Port Authority and separate terminal companies that deal with the operational side.

Key facts

- The Port of Gothenburg is the largest port in Scandinavia. The geographical location is excellent for reaching the whole of the Baltic Region, all parts of Scandinavia as well as the North Sea/Atlantic. Some 70 per cent of industry and the population in the Nordic Region can be found within a distance of 500 km. The area includes the capital cities of Stockholm, Oslo and Copenhagen.
- From the Port of Gothenburg, Around 25 rail shuttles leave each day, bound for or arriving from inland terminals in Sweden and Norway. This means direct links for different cities to the largest port in the Nordic Region.
- With its substantial export industry and long coastline, Sweden is totally dependent on an efficient shipping industry. Sea transport is used for 90 per cent of the country's imports and exports. Around a third of foreign trade passes through the Port of Gothenburg.
- Exports via the Port of Gothenburg include cars, paper, steel, wood products and food. Imports include virtually everything we consume – clothes, food, cars, electronics and a great deal besides. The fact is that every day every Swedish person touch something that has passed through the Port of Gothenburg.

Key news

- EU supports Rotterdam-Gothenburg LNG initiative
- Major safety investment at the Port of Gothenburg

Shipping lines

- Stena Line: Gøteborg-Frederikshavn and Gøteborg-Kiel

12.3 Helsingborg

Web: www.port.helsingborg.se/english-summary

The Port of Helsingborg is located in a booming part of the Nordic region and functions as a rail hub and as one for road freight on the E4 and E6. This is one of the factors that have made us one of Sweden's most used ports. Over the last few years we have focused on container handling, and are now an important cog in the machinery of Sweden's trade and industry, both nationally and regionally. We now handle around 280,000 TEU from shipping and around 170,000 TEU from land transports. However, these volumes can and will increase. For example, we see that with the right partners and customers we can make more extensive use of our combi terminal. Rail transport and environmental work are at the top of our agenda.

Key facts

- They have a unique location on Öresund. The straits are among the most trafficked in the world and we manage shipping from around the globe. A number of their customers are shipping companies with regular traffic to and from some of Europe's biggest and most important port cities.
- Their place on the map is also central as regards land transport. Even from inside the port, Ther combi terminal provides them with access to a rail network that reaches goods destinations and transport hubs throughout Sweden and Europe. Equally convenient and efficient transport routes are available for road freight via the E4 and E6.
- The Port of Helsingborg's significance is decisive in this context. Their function as a transport and logistics centre for their customers, a unit that is highly efficient at integrating marine and land transport.

12.4 Trelleborg

Web: www.trelleborgshamn.se/en

Trelleborg Hamn AB shall offer its customers and the customer's customer efficient cargo handling and warehousing services. The Port will be one of the most important links between Swedish industry and their European markets. The Trelleborg Port of today is an intermodal hub (combining different transport platforms) for traffic between Scandinavia and Continental Europe.

Key facts

- Ten RO/RO berths with different ramp systems and rail connections offer excellent conditions for efficient handling.
- Trelleborgs Hamn AB provides port- and warehousing services in the port of Trelleborg. The port is one of the major RoRo and ferry ports in Scandinavia.
- Since October 31, 2005, Trelleborgs Hamn AB is the owner of all port facilities including real estate. This means that the company is also responsible for investments as well as operation and maintenance of all assets.
- The company has three business areas: port, handling and property management
- Today six ferry lines connect Trelleborg with Germany and Poland, one to Swinoujscie, one to Sassnitz, two to Rostock and two to Travemünde. In total 13 so called RoPax vessels provide the services. In addition the port handles grain, fertilizers and oil/styrene.
- Cargo is handled in three terminals: the ferry terminal, the combined terminal and the logistics centre.
- The services to the three major customers TT Line, Stena Line and Unity Line include the supply of provisions and waste collection.

12.5 Stockholm

Web: www.stockholmshamnar.se/en/

Ports of Stockholm forms an important part of the infrastructure for the transport of goods and people.

Each year more than 12 million passengers and eight million metric tons of goods pass though the capital of Sweden's ports simply, efficiently and cost-effectively. Transport by sea is also a good eco-friendly alternative, with the enormous advantages of groupage transportation. The blue route is the green one to and from Stockholm.

Ports of Stockholm works to make Stockholm a vibrant, modern maritime city for residents, commerce and tourists alike. Our mandate includes promoting shipping and ensuring the supply of goods to the region.

Key facts

- Ports of Stockholm offers quay-berths, facilities and services for ferry, cruise and goods traffic. Ports of Stockholm is also responsible for the development and maintenance of inner-city quays, as well as services for archipelago and other waterborne local traffic.
- The Container terminal Frihamnen (CTF) is centrally located in Stockholm, offering fantastic opportunities with its proximity to Sweden's largest market. Regardless of whether you are transporting north, south, west or to the Stockholm city centre, you are close to motorways and ring roads.
- The majority of the ferries that serve the Ports of Stockholm in Nynäshamm, Kapellskär and the capital itself are 'combi-ferries', which carry both passengers and rolling freight such as lorries and trailers. There is also a rail ferry from Värtahamnen to Turku in Finland.

- The Ports of Stockholm have purpose-built quays with fairways to secure the region's supply of bulk products, for heating and running motorised vehicles, and to meet the building industry's need for materials.
- Ports of Stockholm has become one of the first ports in the world to offer a bunkering infrastructure solution for the provision of LNG (Liquefied Natural Gas) to a large passenger ferry.
- With approximately twelve million passengers Ports of Stockholm comprises the Baltic Sea's number one meeting place and the numbers travelling are continuously increasing from one year to the next.

Key news

- New record for cruise passenger numbers
- Work to rebuild the Port of Kapellskär has begun

13. United Kindom

13.1 Immingham

Web: www.abports.co.uk/Home/

The Port of Immingham is the UK's largest port by tonnage, handling up to 55 million tonnes, including nearly 20 million tonnes of oil and 10 million tonnes of coal. The port also offers an extensive range of roro and lolo freight services to Northern Europe, Scandinavia, and the Baltic.

With river and in-dock deep-water facilities and easy access to the major trade routes, Immingham is less than 24 hours from a European market of 170 million people. The port's modern rail infrastructure handles more than 260 rail freight movements a week. The port benefits from congestion-free, high-speed road links - from the M180 through to the M18 and M1 - which will enable UK-wide cargo distribution from a location strategically close to the UK's industrial heartland. Humberside International Airport is a 20 minute drive from the port and has a helicopter base to service the offshore industries.

Key facts

- The state-of-the-art Humber International Terminals (HIT) 1 and 2 can handle up to 10 million tonnes of coal each year
- HIT handles solid fuel destined for power generators and is able to accommodate vessels carrying cargoes up to 130,000 tonnes
- Connected to HIT by an extensive conveyor system is the 40 ha storage yard capable of holding 1 million tonnes. Stocks of coal are then distributed via rail to the power generators
- HIT also handles large volumes of biomass, animal feed, roadsalt, and grain
- ABP's Immingham Bulk Park is a dedicated bulk store offering a range of value-added services for agribulk products with an undercover bulk storage capacity of 30,000 sq m
- Two in-dock container terminals: Immingham Container Terminal and DFDS Seaways' Nordic Terminal
- Regions covered include Rotterdam, The Baltic, Scandinavia, and Iceland, with around 15 container vessel calls per week
- Immingham Container Terminal is a regional centre for deep-sea container imports, enabling customers to tranship deep-sea containers direct to Immingham on regular short-sea feeder vessels
- Significant volumes of fresh fish are shipped from Iceland on specialist lo-lo carriers and frozen processed fish products are imported from China

- Immingham has 8 roro berths, handling more than 30 sailings each week to/from Northern Europe and Scandinavia with DFDS Seaways
- The Immingham Outer Harbour has capacity for vessels up to 35 m beam and 240 loa
- UK port of entry for major forest-products companies, importing their products on regular services from Scandinavia and the Baltic States
- Offers dedicated open and covered storage with specialist handling services for the wides range of forest and paper products
- Handles a wide range of general cargoes
- Caters for heavy-lift and out-of-gauge cargoes, with tandem lift craneage capability
- Extensive quayside warehousing is available, together with high-quality, paved, open storage areas
- Around 25 per cent of the country's oil-refining capacity is located adjacent to the Port of Immingham
- Four specialist liquid-bulk terminals are in operation
- Home to the UK's largest independently owned petrochemical-storage facility
- Handles imports from countries around the world including Korea, China, and India
- Distributes Tata Steel products to worldwide destinations
- With over 50 ha of land available, a wide range of sites suitable for offshore wind activities can be provided

13.2 Tees & Harlepool

Web: www.pdports.co.uk/en/

Hartlepool has always been a major seaport and a great industrial ship building town. The Port of Hartlepool has maintained its proud maritime and fishing heritage, so it's fitting that the docks and surrounding estate, covering more than 300 acres, continue to develop and contribute to the local and national economy. The port is just three miles away from Teesport and is at the heart of Hartlepool's local economy, with bulk cargo facilities alongside the oil & gas sectors and the renewable offshore wind energy market. With excellent transport links and lock free access to the North Sea we're well positioned for all your multipurpose logistics and supply chain facilities, not only by sea, but also by land and air. The Port of Hartlepool has two primary routes, the A179 and the A689 both linked to the A19 dual carriageway and it's the main arterial route for the A1 (M) North and South. The Port is direct rail freight linked into the UK network offering you railway flexibility too.

Key facts

- five general cargo berths, handling products such as steels, dry cargo and project cargoes
- all berths having a depth alongside of 8 metres LAT
- specially designed heavy lift quay area for project and out of gauge cargoes
- ro-ro berth with Linkspan access within the main port area
- the dock estate has 963,000 sq ft of covered warehousing and substantial open storage areas
- significant car, light and heavy vehicle, plant and machinery storage compounds for both import and export vehicles
- private rail sidings, capable of handling a full range of cargoes
- With PD Ports you're not only buying a reputation combined with knowledge but also years of experience in this field, primarily as one of the UK's major bulk stevedores with general stevedoring facilities in six principal locations.
- PD Ports has a strong association with containers. In fact the UK's first purpose built container ship was built on PD Ports' land at Teesport Commerce Park, formerly Smiths Dock.
- Our comprehensive range of professional warehousing services offers you flexibility, security and efficiency.

- PD Ports is well placed to meet today's demands to ensure your heavy lift, oversized shipments or any other logistically challenging projects are carried out with the minimum of fuss and disruption.

Data sources

- Port web sites
- Eurostat- Short Sea Shipping - Top ports - Gross weight of goods transported to/from main ports in North and Baltic Sea
- Eurostat - Short Sea Shipping - Top ports for containers - Gross weight of goods in containers transported to/from main ports in North and Baltic Sea
- Eurostat - Short Sea Shipping - Top ports for Ro-ro units - Gross weight of goods in Ro-ro units transported to/from main ports (mar_sg_am_pwr)
- Maritime transport - Goods - Quarterly data - Main ports - Containers only - years 2011-2012
- Maritime transport - Goods - Quarterly data - Main ports - Detailed data for Belgium
- Maritime transport - Goods - Quarterly data - Main ports - Detailed data for Denmark
- Maritime transport - Goods - Quarterly data - Main ports - Detailed data for Estonia
- Maritime transport - Goods - Quarterly data - Main ports - Detailed data for Latvia
- Maritime transport - Goods - Quarterly data - Main ports - Detailed data for Netherlands
- Maritime transport - Goods - Quarterly data - Main ports - Detailed data for Finland
- Maritime transport - Goods - Quarterly data - Main ports - Detailed data for Germany
- Maritime transport - Goods - Quarterly data - Main ports - Detailed data for Norway
- Maritime transport - Goods - Quarterly data - Main ports - Detailed data for Sweden
- Maritime transport - Goods - Quarterly data - Main ports - Detailed data for Poland
- Maritime transport - Goods - Quarterly data - Main ports - Detailed data for United Kingdom
- Maritime transport - Goods - Quarterly data - Main ports - Detailed data for Lithuania
- Finnish Transport Agency. http://portal.liikennevirasto.fi/sivu/www/e
- Pan-Baltic Manual of Best Practices for Clean Shipping and Port Operations. BSR InnoShip project. 2013. http://www.baltic.org/files/2753/Innoship_manual_web.pdf
- Presentation: Baltic Maritime Transport and its Importance, of Prof. Karl-Heinz Breitzmann, Baltic Institute of Marketing, Transport and Tourism at the University of Rostock. Final seminar of the BSR Innoship Project, 9-10 September 2013. http://www.baltic.org/files/2833/Breitzmann_Brussel_final_logo.pdf