



PORT OF KIEL

SK NEWS

for customers and partners
of the PORT OF KIEL
Issue July 2020

Dear friends of the port of Kiel,



the shipping industry has emphasised its systemic importance during the past weeks and months and together with the ports and logistics partners it has seen to the maintenance of international transport chains.

Not only food products, toiletries or protective gear have been continuously transhipped in Kiel in a reliable manner.

We took comprehensive measures and established pursuant rules right at the beginning of the Corona Crisis to protect our customers' and employees' health, thus ensuring the efficiency of the port on every single day.

The task is now to secure the joint accomplishments and to prevent another spread of the virus. Together we face the challenge to meet the economic consequences of the crisis and also to get the nautical tourism up and running again - step by step and under strict conditions.

Stay safe and healthy.

I hope you enjoy reading our SK news!

Yours,

Dr Dirk Claus
Managing Director

SOLID CARGO VOLUMES

The ferry lines from and to Kiel could post a relatively high cargo volume in the past couple of months. The overall sum of cargo transhipped in the port of Kiel ranks only slightly under the previous year's level. The paper transport from Sweden has even achieved an increase and so did the liner services from and to Lithuania. In the Ostuferhafen, our cargo and logistics centre, the warehouses and sheds are well-filled. Especially packaging was handled a lot as it plays an important role also in Corona times. However, passenger traffic has considerably declined and even come to a complete standstill in the cruise sector. Meanwhile, the large ferries of the Color Line shipping company have



resumed their service from the port of Kiel according to their standard schedule. There are daily departures to Oslo (Color Line), Klaipeda (DFDS) and Gothenburg (Stena Line). Furthermore, the SCA ro-ro freighters to the Swedish south and east coasts depart twice a week from Kiel. Regarding the hinterland transport of the port, the volumes in combined rail/road traffic continue to grow. The new connection to Luxembourg has a positive impact here.

DIGITAL PORT OF KIEL

Kiel's Ostuferhafen will become more digital. Just recently, the cross-customer Gate Information & Operation System (Agios) could be taken into operation. Agios optimises and accelerates the processes at the gate by comparing electronically recorded booking data with the registration plates of incoming trucks in an automated way. If the data are complete and correct, the counter check-in for the truck drivers can partly be omitted.



Another example for the progress of digitization is the new large LED wall located in the entrance area of the Ostuferhafen. The arriving truck drivers are informed about the different handling processes by means of icons in a quick and intuitive way. Furthermore, news and information about the Ostuferhafen is displayed.

Agios and the new video wall complement the investment by the PORT OF KIEL in the comprehensive redesign of the port apron which began two years ago with dismantling a former grain silo. This future-oriented project is supported by the State of Schleswig-Holstein.

LARCH WOOD FROM RUSSIA

For more than one year now, timber has increasingly been transhipped in a conventional manner again in the port of Kiel. Every two weeks, coasters like the “Surgut“ arrive in the Ostuferhafen coming from St Petersburg. They usually have several thousand tons of sawn timber on board, mostly Siberian Larch.



The load of one vessel is normally unloaded within two days by the colleagues of the SEEHAFEN KIEL Stevedoring using a gripper. The timber is then stored in the different port warehouses until it is finally delivered by road most of the time, however, the share of rail transport is growing.

HEAVY CARGO TRANSHIPMENT

Heavy cargo transhipment in Ostuferhafen: As is has often proved, Kiel is also well-equipped for handling heavy and project cargo. The most recent example is the transhipment of a crane of 1,000 tons which arrived in pieces by road transport on about 50 semi-trailers. In the Ostuferhafen, the components were loaded onto cassettes by the experts of the port’s own stevedoring company, SEEHAFEN KIEL Stevedoring, to be then transhipped by the ro-ro freighter of SCA Logistics to Sundsvall in Sweden.



The cargo transport across the Baltic Sea is another example for the environmentally compatible shift of traffic from road to sea. SCA connects Sundsvall and Kiel twice a week and carries high-quality Swedish forest products on the southbound route, while it transports bulk cargo, recycling or project loads and heavy cargo on the northbound route.

ENGINEERING: SHORE-POWER

At the Ostseekai Terminal, the construction of the on-shore power supply plant is progressing almost as planned despite the current situation. The technical building has been completed except for the facade and most of the electrical components have been installed. Installations and cable works are in progress.



At the same time, the different connection boxes have been mounted to the quay wall and the cable trolleys and the crane have been delivered and set up. Once the terminal berths at the Ostseekai are connected to the system, the next step will be to lay the cables for the Schwedenkai Terminal. Test operations will start in August as planned.

A SUSTAINABLE JOURNEY

The Stena Line shipping company could further reduce its climate gas emissions and is now already ten years ahead of the international goals set for the shipping industry. According to the company’s sustainability report, carbon dioxide (CO₂) emissions were reduced by a total of 24,000 tons in 2019. In relative terms, the emissions per transported cargo ton and per passenger car were even reduced by 3.6 % last year respectively by more than 40 % compared to 2008. This is the goal that the IMO has set for 2030. During the past ten years Stena Line has taken about 320 measures on-shore and on-board in order to become more energy-efficient.

These include for example the conversion of the “Stena Germanica“ vessel which runs not only on marine diesel but also on eco-friendly Methanol and the Fuel Pilot Project on the



“Stena Scandinavica“ vessel. This AI-system reduces the fuel consumption by 2 or 3 % per passage from Kiel to Gothenburg.

ENVIRONMENTAL MANAGER

The protection of the environment plays an important role in the port of Kiel. With its Blue Port Concept the PORT OF KIEL has already assumed a leading position among the European ports. In order to further strengthen Kiel in the ecological context, we are happy to announce Lisa Sarodnick to be the port’s new Environmental Manager as from 1st June.



Ms Sarodnick will manage and support interdisciplinary projects for developing and implementing environmentally relevant processes, goals and measures. Next to concrete environmental projects she will also work on the formulation of key figures and the documentation of integrated environmental and energy management systems. One of the main goals is that the PORT OF KIEL will operate in a climate-neutral way as soon as 2030.

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