

Harbours review

Onshore Power Supply Seminar *in Hamburg*

EUROPEAN PORT SECTOR FORUM

featured summary

03. Electrized by innovations

– Harbours Review Spotlight:
Onshore Power Supply Seminar
27th of October 2016,
DE/Hamburg
Przemysław Opłocki, Marcin Włodarski

- Alan Arent
Actia Forum's Director Marketing and Events
- Thomas Kopel
*Siemens' Business Development Manager
for Onshore Power Supply*

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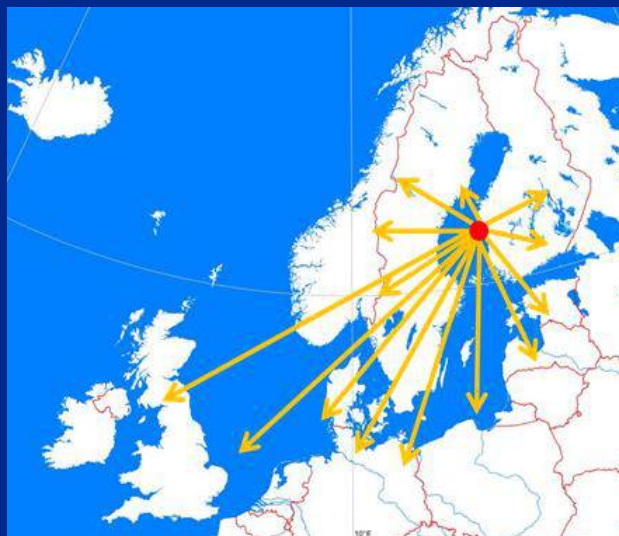
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Electrized by innovations

27th of October 2016, DE/Hamburg

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Alan Arent

*Actia Forum's Director Marketing and Events
on Harbours Review Spotlight Seminar*

"Harbours Review Spotlight is a series of premium technical seminars and workshops, focusing with pin-point accuracy on the most relevant topics from a variety of marine and transport-related sectors in Europe as well as globally. A limited number of participants ensures that your voice will be heard by our top-notch speakers and experts. We bring together regulators and business, guiding both in answering the most burning questions, as well as in sharing best practices, some of them pro-actively leaping over upcoming regulations. The conclusions of every meeting are summarised and delivered directly to decision-makers and market experts, and distributed to over 20,000 people, depending on the topic, European (for example: Onshore Power Supply, Risk and Safety in European ports) and global (Ballast Water Management Convention, Global Sulphur Cap, and others). The engagement of delegates sometimes brings unexpected conclusions which are examined during study tours organised in port-related cities engaged with the problematic topics.

Our experts from business surrounding and regulators bring the hot-topics to the market, we just spread the word. Let us be your bridge between the enterprise and regulations.

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by **Przemysław Opłocki** and **Marcin Włodarski**

The Harbours Review Spotlight seminar dedicated to Onshore Power Supply, held at the end of October in Hamburg, has started its first edition of regular meetings facilitating discussions on the maritime market in Europe. Specifically, the topics discussed in Hamburg comprising environmental solutions facilitating a reduction in noise and emissions in ports and terminals.

The first session was opened by Manfred Lebmeier, a representative of the Hamburg Port Authority. Manfred presented the perspective for OPS infrastructure deployment in ports, referring to Hamburg's own experience. Due to the port's location within the city centre, the reduction in negative environmental impacts, generated by cruise ships (this industry is a significant part of Hamburg's tourist sector), was an important aspect for municipal authorities. At the moment, the Port of Hamburg offers three locations for cruise ships, each equipped with OPS. Two of them offer power supply with cable management systems, supplied with electricity from the grid, while the remaining one is supplied with electricity generated by LNG-driven generators installed on the barge.

The key financial issues discussed within the presentation on investment costs highlighted the fees paid by ship-owners using port facilities. Currently, due to low oil prices, the cost of the OPS service exceeds the price of energy generated by auxiliary engines. Unless the relevant regulations forbidding emissions at berth are in force, the ship-owners are not motivated to plug in.

The overall costs, including investment costs into a cable management system (EUR 1.0 mln for 1.0 km of cables) and power barge as well as operational costs of the system make the investment hard to balance. However, the City of Hamburg as an investor considers the OPS necessary to reduce environmental impacts, and as such does not expect revenues on



“The general conclusion was that development of a sustainable energy mix makes a business case and cost-benefit analysis more attractive.”



Thomas Kopel

Business Development Manager for Onshore Power Supply at Siemens AG on OPS

“Siemens has a lot of experience with OPS, just to mention building a turnkey onshore power supply at the Hamburg Altona cruise terminal for the Hamburg Port Authority. The system supplies electricity to cruise ships of all common sizes and electrical system designs, allowing them to turn off their own diesel generators and reduce harmful emissions, noises, and vibrations during their lay days. The first European onshore power supply system of this type has a capacity of 12 megavolt amperes (MVA), and works with a patented mobile robot arm designed specifically for the tidal range. The heart of the system is a frequency converter with control software that adjusts the frequency of the local distribution grid to the ship's electrical system. The onshore power supply system from Siemens meets the required international standards: Cable connection between shore and ship on the medium voltage side (IEC/ISO/IEEE 80005-1), and those regarding the connectors and sockets (IEC 62613-2). The modular system from Siemens covers all power range required in the shipping industry, is suitable for the world's common ship frequencies (50 and 60 Hertz), as well as all necessary voltage levels for shipping. The system has a specially developed cable management system for cruise ships that provides a fast, easy, and flexible connection between the shore and the ship.

the project. Lower emissions and level of noise in the port are those non-economic benefits important from port, city, and inhabitants sides.

Poul Woodall, Director, Environment & Sustainability at DFDS Seaways, pointed out that the costs of reduction are significantly higher than the costs for the whole society. The OPS just eliminates auxiliaries – other sources remain. Loading and unloading requires as many as twenty air changes per hour in the case of oil engines, in the case of electric this need is reduced. There is also a necessity to cut down on another source of noise, such as ventilations and cargo operations (e.g. running trucks).

Woodall concluded that maybe OPS is not a perfect solution for each and every port, but for sure it should be considered as a tool for reducing the effects that are bad for the environment, especially when keeping in mind that short sea shipping emits 105 tn of CO₂ per day, following by 3.5 tn of NO_x and 56 kg SO_x.

In turn, Berthet Hugues from Schneider Electric underlined the high efficiency and emissions advantages of using OPS solutions in ports and terminals. It's becoming more popular and appreciated by governments. Germany, Sweden, and Denmark are to reduce taxes in the case of onshore power supply. The EU-25 energy mix is the most beneficial for emissions reduction in terms of all types of air pollution. He also underlined that the OPS solution is getting more and more popular not only in Europe, but also e.g. in Malaysia and in the United States.

Ingemar Gustavsson from Actemium described in detail their solution installed

at the Port of Ystad, which houses the world's largest cold ironing plant (6.25 MVA 50Hz or 60Hz).

The main benefits mentioned were less emissions, noise and costs, as well as an improved working environment on-board. The Ystad port also provides mobile solutions, namely an HVSC or LVSC plant in a box, for ro-ro & ferry operator Stena Line.

The second part of the OPS seminar began with Carl Carlsson, CEO at Zero Vision Tool. He described a method and collaboration platform for safer, more environmentally-friendly, climate and energy efficient, and still profitable transport at sea.

The seminar ended with a discussion panel, where panellists talked about co-operation between the port and shipping sector in OPS planning. The dispute was focused on profitability of cases, ways to attract shipping lines to use it, and how to maintain the prices at levels encouraging the use of OPS rather than auxiliary engines.

The general conclusion was that development of a sustainable energy mix makes a business case and cost-benefit analysis more attractive, especially in terms of social costs, but there is still the question of developing one's own renewable energy sources from a commercial point of view.

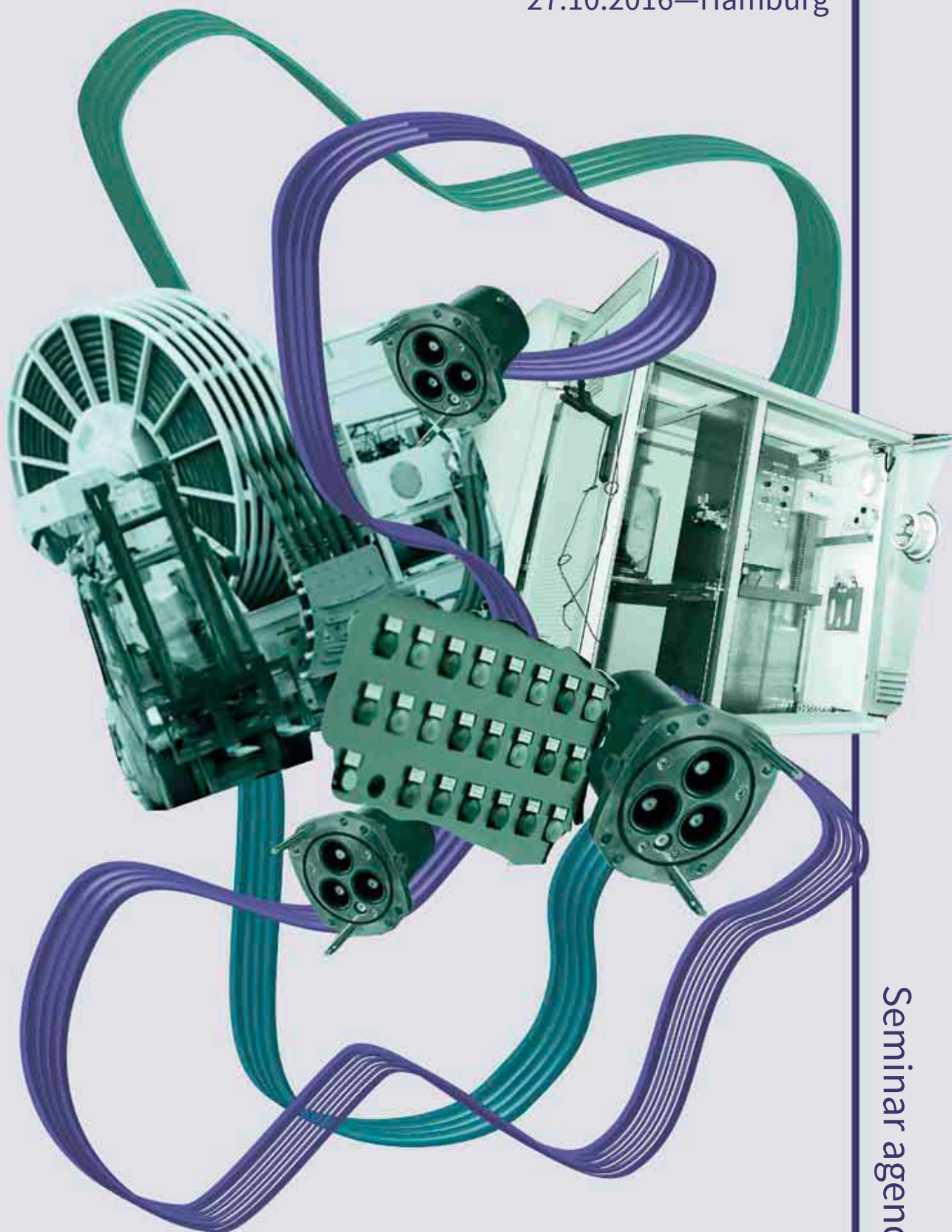
The culmination of the day were study visits, showing how the Port of Hamburg meets the environmental and sustainability needs. The seminar's participants saw the LNG Hybrid Barge *Hummel*, and then the OPS station at the Cruise Center Altona.



Photo: Siemens

Harbours Review Spotlight: OPS Seminar

27.10.2016—Hamburg



Seminar agenda

Seminar agenda



09:00—09:15

Registration & welcome coffee

09:15—09:20

Introduction

09:20—11:00

Session 1

Official addresses & speeches

09:20—09:40

Financing of OPS – who pays what?

Manred Lebmeier

Hamburg Port Authority

09:40—10:00

**The EU transport dilemma:
budget constraints vs environmental issue**

Luca Antonellini

Head of Planning & Development Unit

Port of Ravenna Authority

10:00—10:20

Cost – benefits analysis – case study

Poul Woodall

Director of Environment and Sustainability

DFDS

10:20—10:40

**From improving the technology to etter
environment protection**

Berthet Hugues

Development Director

Schneider Electric

10:40—11:00

Green power in a Box HVSC & LVSC

Ingemar Gustavsson

Actemium/Processkontroll Elektriska

11:00—11:20

Coffee break

11:20—12:00

Session 1

Continuation

11:20—11:40

Ships design and OPS

Carl Carlsson

CEO, Zero Vision Tool

The Swedish Shipowners' Association

11:40—12:00

**Shipowners' perspective – why is it worth to
invest in OPS?**

Cecilia Andersson

Environmental Manager

Stena Line

12:00—12:45

Session 2

Discussion Panel: Cooperation in planning OPS
between port and shipping sector

12:45—13:30

Lunch

13:45—17:00

Study Visit

The LNG Hybrid Barge Hummel + OPS Station
at the Cruise Center Altona

17:00

The end of the Seminar

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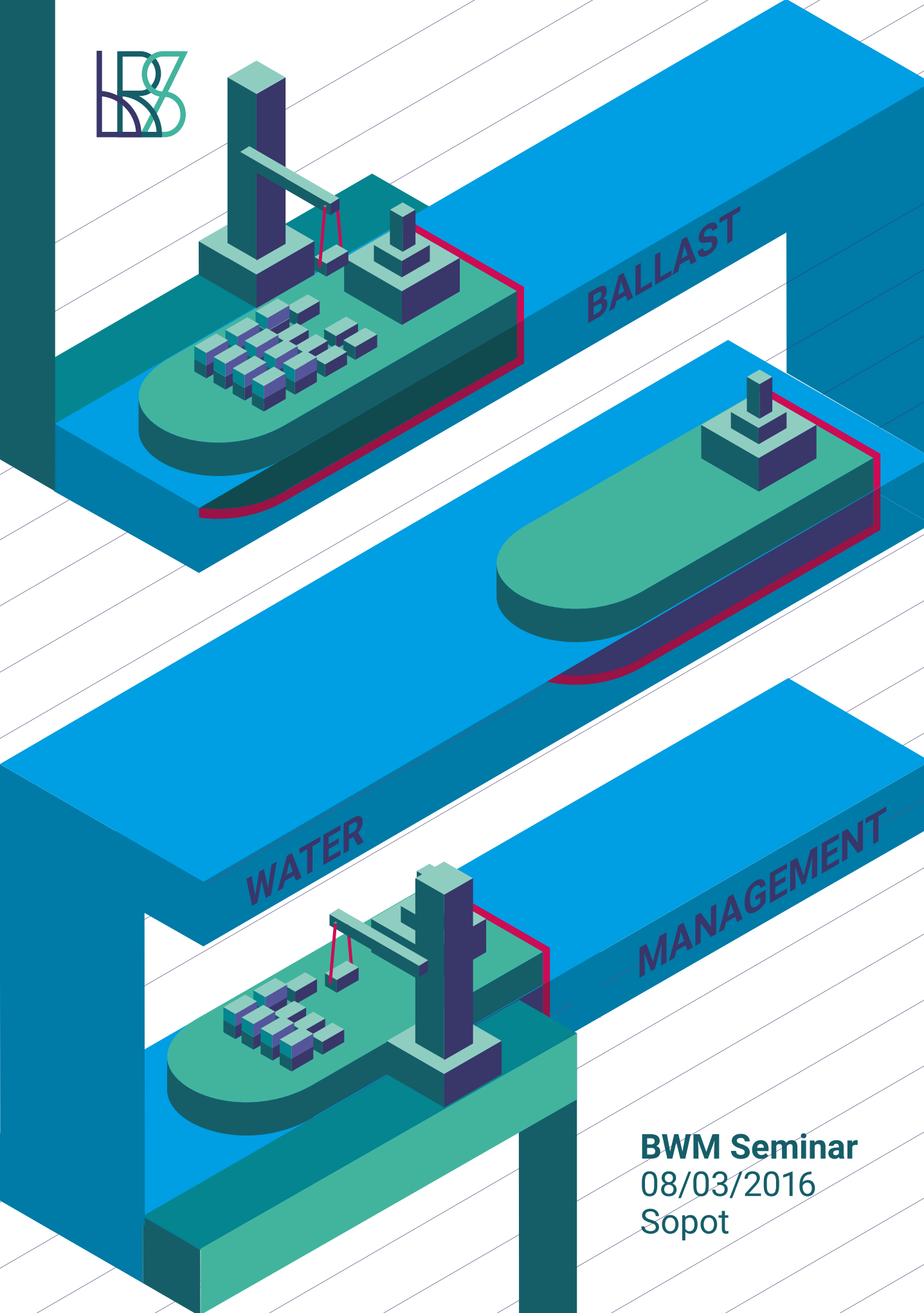


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BWM Seminar
08/03/2016
Sopot



Seminar agenda 08/03/2016

09:00–09:30

Registration and welcome coffee

09:30–11:30

Session 1: Opening/keynote speeches

**Ballast Water Management Convention – Overview.
Market Impact. Enforcement**

DNV GL ^{tbc}

Bureau Veritas ^{tbc}

Main speeches

**Tiny invaders – what danger does Ballast Water pose
for eco-systems? – marine biologist**

HELCOM ^{tbc}

**Road to compliance – choosing the right Ballast
Water Management Plan and System**

Wärtsilä ^{tbc}

**Retrofitting – how long does it take and how much
does it cost**

REMONTOWA S.A. ^{tbc}

11:30–11:45

Coffee break

11:45–13:00

Continuation

**Introducing liner and short-sea shipping – the lucky
few exceptions to the BWMC**

Baltic Shipping Line ^{tbc}

Deadline is known – but is it achievable?

Polska Żegluga Bałtycka ^{tbc}

Finnlines ^{tbc}

But what if... ?

Shipowners' concerns ^{tbc}

13:00–14:00

Lunch break

14:00–16:00

Study Tour

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+48 513 649 533

red-hot port matters

First test call at DCT's T2 + official opening

The official opening took place on October 24th. The new project has doubled DCT's capacity up to 3.0 mln TEU per year. T2 is equipped with five super-post-panamax ship-to-shore cranes of 25 containers outreach, and 16 rubber tyred gantry cranes. Altogether, Gdańsk's facility has an overall quay length of 1.3 km, 17 m water depth, and is furnished with as many as 1,072 reefer plugs, as well as 11 STSs and 35 RTGs in total. In the period of January-September 2016 DCT's made 979,352 TEU, +25.1% more year-on-year.



Photo: DCT Gdańsk

Integration of container shipping businesses in progress

The Japanese Kawasaki Kisen Kaisha (K-Line), Mitsui OSK Lines, and Nippon Yusen Kabushiki Kaisha have agreed to establish a new joint-venture company to integrate their worldwide container shipping businesses (excl. operations in Japan), to sign a business integration contract, and a shareholders' agreement. The joint-venture company, controlling as much as 7% of the world's container trade, will be established on July 1st, 2017. Nippon Yusen Kabushiki Kaisha will hold 38% of the shares, while K-Line and Mitsui OSK Lines 31% each. After the integration, the three companies will dispose a joint fleet of 1.4 mln TEU.



Photo: Wikimedia Commons

Rotterdam's Indonesian deals

The Port of Rotterdam has signed two papers regarding the development of two Indonesian ports. The first agreement with the Indonesian state-owned port corporation Pelindo 1 concerns the development of the Port of Kuala Tanjung, located in the Strait of Malacca, in the province of North Sumatra. The second contract was the Memorandum of Understanding for the expansion of the Port of Jakarta, signed with the state-owned Pelindo 2, and JakPro, the company belonging to the City District of Jakarta. The parties will direct and support a preparatory feasibility study for the expansion of Jakarta port at the so-called O, P, and Q islands.



Photo: Port of Rotterdam

WE Tech and The Switch to equip Australian ro-ros

The two Finnish-based companies will deliver a permanent magnet shaft generator solution for two Toll Shipping's ro-ro vessels. The solution used on the newbuilds enables the main engine to operate at variable speeds, while both online direct-drive shaft generators create power up to 3,400 kW for the ship's electrical network. Saving fuel is also achieved when the vessels are in harbour. The solution provides up to 3,000 kW of cleaner and cheaper shore power for the vessels' electrical network, further decreasing the need for using auxiliary generators. The delivery of WE Tech's and The Switch's parts will start in August 2017, while the vessels will be ready to operate between Tasmania and Melbourne at the end of 2018. "With this two-vessel deal, we are further expanding our business with the delivery of our energy-efficient solutions, which now reach Australia," Mårten Storbacka, WE Tech's Managing Director, said. Mika Koli, Business Development Manager of The Switch, added: "The Switch is taking part in this high-efficiency project with its future-proof equipment that allows flexibility and efficiency from our part for years to come. Thanks to the undisputable advantages of The Switch PM machine in shaft generator applications, it has been selected as the main power source for numerous vessels. It features the most energy-efficient technology on the market throughout the entire speed range of the machine." Ross Duncan, General Manager

Photo: The Switch



Operations at Toll Shipping, concluded by saying, "We play an important role in connecting Tasmania to our vast Australian and global network. The new ro-ro vessels include WE Tech's variable frequency drive technology and PM shaft generator solution to decrease fuel consumption, operational costs and improve environmental energy-efficient performance." Read more about The Switch and WE Tech's magnet drive trains in the article *Building competitiveness into operations – Advanced permanent magnet drive trains for greener shipping in the Baltic* Transport Journal 2/2016, pgs. 52-53.



Photo: Toll Shipping

APM Terminals expand Chinese partnership

The Netherlands-based company became a partner of COSCO Shipping Ports and Qingdao Port International Development to operate both the existing Vado Reefer Terminal, as well as Vado's deep water facility to be opened in 2018. The agreements concern both the existing Reefer Terminal in Italian Vado, said to be the largest refrigerated cargo facility on the Mediterranean Sea, and the new 800,000 TEU capacity deep-water terminal currently under construction at the Port of Vado. APM Terminals will have a 50.1% share, COSCO Shipping Ports will have a 40% share, while Qingdao Port International Development the remaining 9.9%. Currently under construction, Vado's new semi-automated container terminal will be able to accommodate Ultra-Large Container Ships (ULCS) of up to 19,000 TEU capacity. In August 2015, APM Terminals purchased the existing Vado Ligure Reefer Terminal, which has an annual capacity of 275,000 TEU, and more than 0.5 mln tn of refrigerated fruits. Operations at the Reefer Terminal will be merged upon completion with the adjacent APM Terminals Vado container terminal.



Photo: APM Terminals

Piraeus' new cruise facility

St. Nikolaos Cruise Pier has been officially opened in the Port of Piraeus. The 284 m long pier with a cruise berth of over 250 m, 11 m depth, and land area of 8,415 m² was built by TEKAL S.A. in cooperation with Naftiliaki Technodomiki. According to the new concession agreement between the Greek government and the Piraeus Port Authority, the latter will implement a number of large investment projects aimed at making Piraeus the top Mediterranean cruise port.



Photo: Port of Piraeus

Hapag-Lloyd-UASC's alliance

The German shipping firm has received acceptance by the European Commission to merge with the United Arab Shipping Company. The condition of the merger was that UASC will not sail from North Europe to North America. The merger will result in creating the world's fifth operator in terms of fleet. According to Alphaliner, Hapag's container ships have a capacity of 962,827 TEU, while UASC's – 538,108 TEU, hence totalling 1,500,935 boxes. The total value of the merged company will be EUR 8.0 bln (Hapag's assets amounting to 72%). Until the end of March 2017, Hapag-Lloyd will remain a member of the G6 Alliance. After, together with K-Line, Mitsui OSK Lines, NYK, and Yang Ming, it will form another partnership named "The Alliance."



Photo: Hapag-Lloyd

www.portofoostende.be



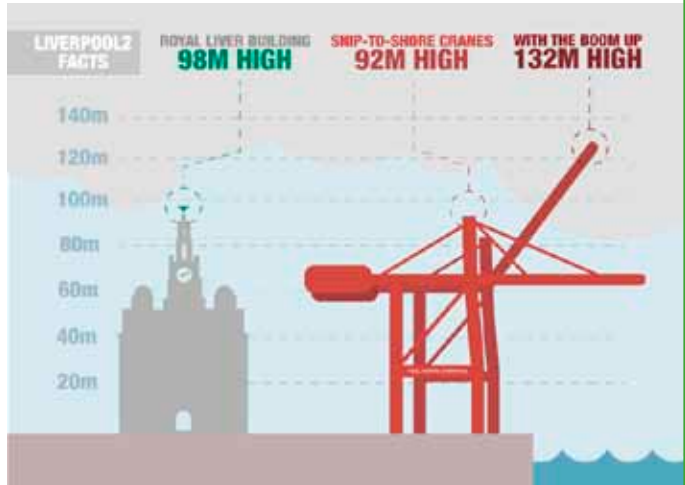
Seaport of Oostende is the right place for:

- Offshore Energy projects
- Heavy-load projects (20 ton/m²)
- Added value logistics for chemicals, fuels, coal, forest products, fish and dry bulk
- Research and development of Blue Industry in Belgium



Liverpool2 officially opened

The official opening ceremony of the GBP 400 mln worth Peel Ports' deep-water container facility took place on November 4th. Its construction site comprises 16 hectares reclaimed from the sea. There is a new 854 m quay wall and land created from 5.5 mln tn of sand and silt. The terminal currently has five "megamax" ship-to-shore (STS) cranes, and 12 quayside container handling cranes (CRMGs). Ultimately, there will be another three STS cranes and 10 CRMGs. The new investment will complement the existing Royal Seaforth Container Terminal at the Port of Liverpool, with each terminal having capacity to handle around one million containers per year. Liverpool is already the country's biggest transatlantic port (45% market share), and the only major container port in the north or west of the UK. "Today marks the beginning of a new era for the Port of Liverpool. Our investment will help global shippers to transport cargo more efficiently to their end destination with lower costs, congestion and carbon emissions. Liverpool is in the right location, providing state-of-the-art facilities and technology, and offers a real competitive advantage with a shorter supply chain and providing an all-water route right to the heart of the UK via the Manchester Ship Canal," Mark Whitworth, CEO of Peel Ports said. "Liverpool2 will create a new trading gateway in the UK. We are already exploring and succeeding in creating new opportunities for UK exporters, having recently signed a significant Memorandum of Understanding to create a strategic alliance aimed at facilitating international trade and generating new business by promoting trade routes between Liverpool and the west coast of South America via the Panama Canal," Whitworth added.



UK's north ports in partnership

The harbours of Liverpool, run by Peel Ports, ABP's Hull, PD Ports' Teesport, and the Port of Tyne have established a new partnership aimed at boosting export and creating new jobs. The association was established in September, after a recommendation of the Institute's for Public Policy Research (IPPR), highlighting the domination of the country's southern ports and the problems this creates in serving imports and exports across the UK. The IPPR reports reads that, at present, 60% of freight destined for



the country's North is delivered to southern ports, which leads to unnecessary motorway traffic, delays, pollution, and inefficiency. "Post-Brexit, the Northern Powerhouse agenda is more important than ever. Far from the powerhouse being a Whitehall-led scheme, northern businesses are leading the charge and creating much-needed jobs and prosperity. For just GBP 100 mln, the government could open-up east-west port connections and create a gateway to a global North. This is exactly the kind of 'shovel-ready' project the government is looking to be eyeing-up ahead of the Autumn Statement," Ed Cox, Director of IPPR North, said. Mark Whitworth, Chief Executive of Peel Ports, added: "Liverpool and the other northern ports sit at the heart of some of the most dynamic national growth clusters. That's one of the reasons we're investing GBP 400 mln in Liverpool2 and more than GBP 350 mln in other infrastructure projects. There's so much potential for the north to be a true global gateway covering both coasts, especially at a time when our future trading relationships are unclear."

HMM joining to 2M uncertain

According to Maersk Line, Hyundai Merchant Marine (HMM) will not be accepted as a 2M member, but MSC says that discussions are ongoing. Maersk Line informed that instead of joining to the alliance, some slot purchase or slot charter agreements can be signed. The 1976-established South Korean HMM according to Alphaliner has a fleet capacity of 454,129 TEU.



Photo: Wikimedia Commons

New crane at the Port of Leixões

The Portuguese port has acquired Liebherr's new environmentally-friendly crane of 124 tn handling capacity. The investment of EUR 2.8 mln was financed by TCGL, the concessionaire of all break-bulk cargo handling operations in the Leixões port.



Photo: Port of Leixões

EUR 150 mln for greening the maritime sector

The European Investment Bank and Société Générale have signed a framework guarantee to support shipbuilding projects promoting sustainable transport and environmental protection. The agreement, possible thanks to the Juncker Plan and the Connecting Europe Facility, will support sustainable shipbuilding businesses. "The new EU guarantee mechanism will increase responsible investment in the maritime sector. It will also improve the environmental performance of the Motorways of the Sea, an EU transport policy priority. The maritime sector must play its part in tackling climate change. In the near future, ships will have to emit less sulphur and efforts to cut CO₂ emissions have been stepped up. This will require immediate investment, to which today's agreement will contribute," Violeta Bulc, European Commissioner for Transport, said.



Photo: European Investment Bank

SCA Logistics' terminal in Kiel officially opened

The event took place on November 11th in the Port of Kiel's Ostufert, where the 16-hectares big and EUR 25 mln worth facility is located. The new forest products and logistics centre will be used by SCA Logistics and Iggesund Paperboard AB (Holmen Group) to handle and store 850,000 tn of their high-value paper products per year. The commodities will be distributed throughout Central and Western European markets. The forest products centre comprises warehouses No. 1 & 2, both of 10,000 m² and now with new roofs and floors, as well as the new No. 5 Shed which, with its ground floor area of 18,000 m², is one of the biggest warehouses in the whole of Kiel. The facility is also furnished with a new 7,000 m² big Shed

8, which is used to transport cassettes and was erected to give direct access to the ship berth and offer maximum weather protection during unloading. That offer is further complemented by the small Shed 4 and by a carriage shed, meaning that a total of more than 50,000 m² of hall space is available at the new SCA Terminal. "A port takes such an important step perhaps only once every ten years. The paper products business adds a further pillar of support to Kiel's port activity. Along with the conspicuous investment made in the terminal facilities, the extension of our company's logistic competence has been of decisive importance," Dirk Claus, Port of Kiel's Managing Director, commented.



Photo: Port of Kiel

Norwegian short sea newcomer

The newly established Moss-headquartered Viasea Shipping started its regular operations on November 7th. The company's ships will run between Rotterdam, Oslo, and Moss. An important part of Viasea Shipping's business concept is to avoid large and busy terminals and offer freight companies to deliver and pick up goods at the dock. "In the current market there is room for a small company with a high level of service. There is great potential in moving freight from the roads to the sea and we will make it easier to choose the environmentally-friendly option of transporting goods by sea," Morten Pettersen, CEO of Viasea Shipping, said.



Photo: Port of Oslo

An advertisement for Actia Forum Solutions Hub. The background is a grayscale photograph of a diverse group of professionals in business attire standing together. Overlaid on this is a white network diagram consisting of dots connected by lines. The word "solutions" is written in large orange lowercase letters, with "events" in a small white box inside the 'o'. The word "hub" is written in large orange lowercase letters below it, with "projects" in a small white box inside the 'b'. The phrase "consulting" is in a small white box between "events" and "projects". At the top, the text "putting personality back into professionalism" is written in white. At the bottom, "creativity for hire" is written in white. The Actia Forum logo is in the top right corner, and the website "www.actiaforum.pl" is in the bottom left. A vertical hashtag "#solveit" is on the bottom right.

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Rolls-Royce and VTT Technical Research Centre to develop smart ships

The two companies have announced a strategic partnership to design, test, and validate the first generation of remote and autonomous ships. The common efforts of VTT and Rolls-Royce will assess the performance of remote and autonomous designs through the use of both traditional model tank tests and digital simulation, allowing the company to develop functional, safe, and reliable prototypes. Rolls-Royce is pioneering the development of remote-controlled, autonomous ships, and believes a remote controlled ship will be in commercial use by the end of this decade, while VTT has the knowledge of ship simulation, and expertise in the development and management of safety-critical, as well as complex systems in demanding environments, such as nuclear safety. VTT combines physical tests such as model and tank testing, with digital technologies, such as data analytics and computer visualisation. It also specializes in the use of field research to incorporate human factors into safe ship design. As a result of working with the Finnish telecommunications sector, VTT has extensive experience of working with 5G mobile phone technology and Wi-Fi mesh networks (VTT has the first 5G test network in Finland). "Remotely-operated ships are a key development project for Rolls-Royce Marine, and VTT is a reliable and innovative partner for the development of a smart ship concept. This collaboration is a natural continuation of the earlier User Experience for Complex systems (UXUS) project, where we developed totally new bridge and remote control systems for shipping," Karno Tenovuo, Rolls-Royce's VP Ship Intelligence, said. Erja Turunen, Executive Vice President at VTT, added, "Rolls-Royce is a pioneer in remotely-controlled and autonomous shipping. Our collaboration strengthens the way we can integrate and leverage VTT's expertise in simulation and safety validation, including the industrial Internet of Things, to develop new products, and in the future enable us to develop new solutions for new areas of application as well." Read more about Rolls-Royce's unmanned ship concept in the article *Shipping's biggest revolution is coming – Roll's-Royce's unmanned ship concept*, in the *Baltic Transport Journal* 3/2016, pgs. 56-57.



Photo: Rolls-Royce

HMM to buy a terminal in Algeciras

Hyundai Merchant Marine has been chosen as a preferred bidder to purchase a 100% stake in Total Terminal International Algeciras. The company will be allowed to use the terminal until July 2040. The 357,750 m² large TTI Algeciras is a logistic hub of 1.86 mln TEU annual handling capacity. It is able to accommodate 10,000 TEU+ container ships. Currently, the facility is used by Maersk Line, CMA-CGM, COSCO, MOL, and K-Line.



Photo: Port of Algeciras



PORT SZCZECIN-ŚWINOUJŚCIE



World for Business. Business for World



Świnoujście's outer port **unique potential**

In December, 2015, the tanker *Al Nuaman* moored at the brand-new quay in Świnoujście's outer port, bringing the first 210 thou. m³ gas shipment for cooling down and starting up the biggest LNG facility across the Baltic Sea region.

The Świnoujście LNG Terminal is the largest energy project in the history of Poland. By diversifying gas supplies, this strategic programme will have major economic as well as energy safety impacts on the national, but also regional and European levels.

Several companies and organizations have been deeply involved in carrying out the LNG project in north-west Poland.

The Szczecin and Świnoujście Seaports Authority – with the support of EUR 25 mln from the European Energy Programme for Recovery – has built an unloading platform together with the safe mooring system for LNG carriers, set up a trestle, a technological and fire water platform, as well as dredged the unloading platform's basin to 14.5 m, and to 12.5 m along the remaining part of the jetty. As such, Q-Flex tankers up to 315 m long, 50 m wide, 12.5 m in draught, and carrying 120-216 thou. m³ of LNG can smoothly call at the LNG Terminal in Świnoujście's outer port.



www.port.szczecin.pl

hrs summaries 2017

Ballast Water Management

Onshore Power Supply

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Eurowaterways 2017
31 January-2 February 2017
FR/Paris



Transport Week 2017
7-9 March 2017
PL/Sopot



Central & Eastern European Gas Conference
15-16 February 2017
HR/Zagreb



10th annual Border Security Conference
15-16 February 2017
IT/Rome



Dangerous Goods
6 March 2017
UK/London



Gasification 2017
15-16 March 2017
FI/Helsinki



LNG Congress Russia 2017
15-17 March 2017
RU/Moscow

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