

# The Port of Rostock – Logistics Center at the Baltic Sea

Jörg Litschka



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## Port of Rostock

### Infrastructure company

Hafen-Entwicklungsgesellschaft Rostock mbH  
(74,9% Hanseatic City of Rostock;  
25,1% Federal State of Mecklenburg -Vorpommern)

„Landlord Port Authority“

Owner of the land and infrastructure  
Marketing-Platform for all port-based  
companies



### Operating companies (100% private)

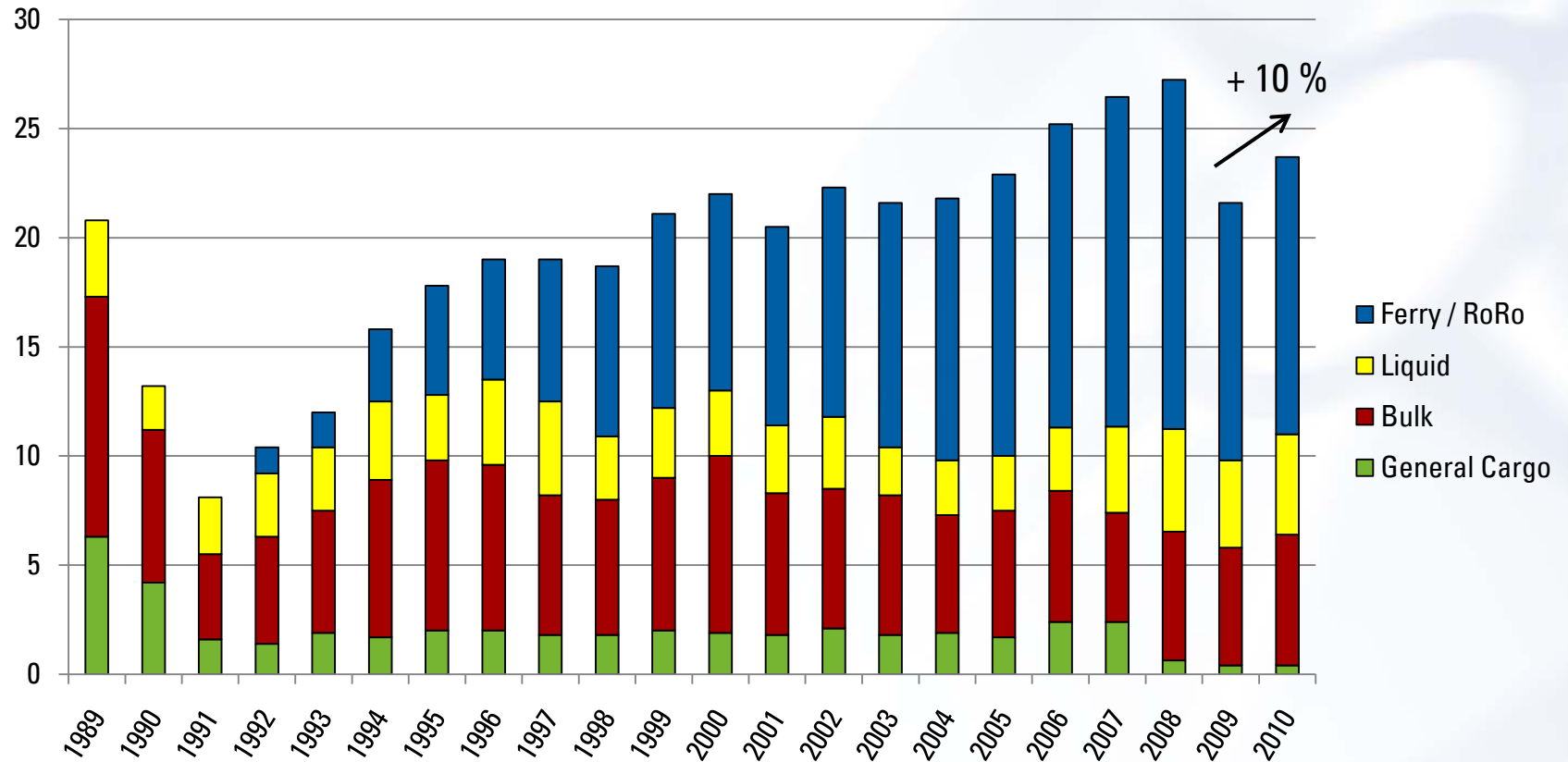
Handling, storage and distribution



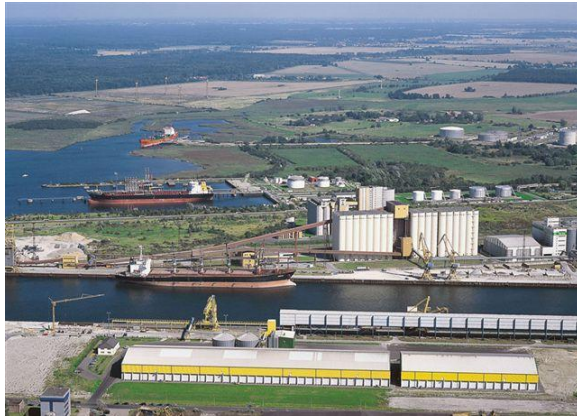
## Data and facts

- ▶ Universal port with main focus on ferry and ro-ro traffic
- ▶ The only deep-sea port on the German Baltic coast (13 m draught, 14.5 m water depth)
- ▶ A total of 11 km of quays with 46 berth (e.g. 4 for ferries, 3 for ro/ro and 3 for heavy cargo)
- ▶ With an area of 7.5 mill. sqm. one of the largest German Baltic Sea ports
- ▶ Multimodal hub at the Baltic Sea for shipping, rail and road
- ▶ High-capacity road and railroad network to the Hinterland
- ▶ Short transit times to metropolitan areas/economic hubs such as Berlin, Leipzig, Prague, Vienna, Milan, Duisburg or Hamburg
- ▶ Additional areas for enlargement and settlement for logistics activities available
- ▶ More than 150 companies are settled (approx. 6,600 employees)

## Handling main cargo in million tons





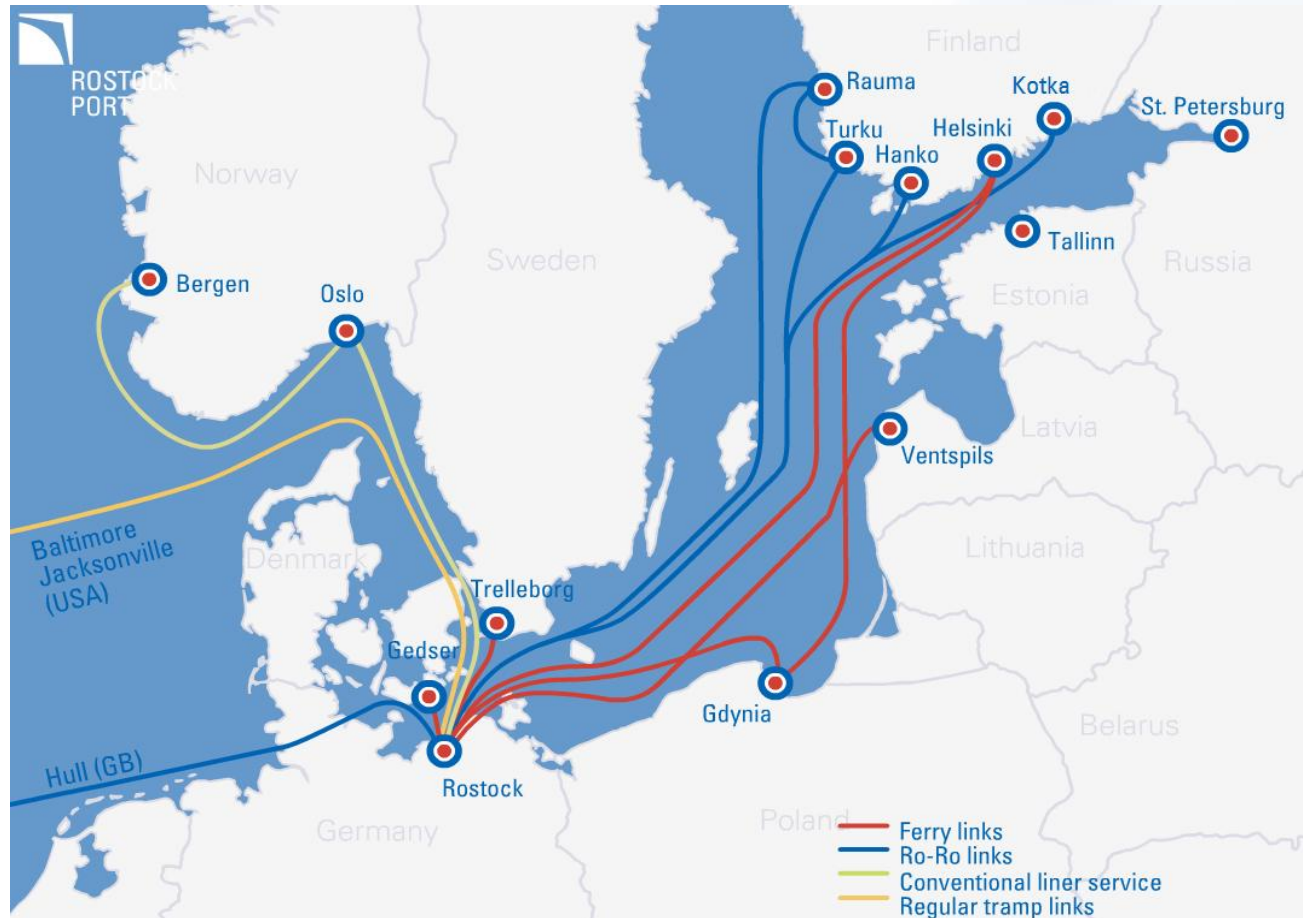


The Port of Rostock verifies again its leading position as universal trans-shipment center at the German Baltic Sea coast with a handling volume of 11 million tons in 2010 in the field of general, bulk and liquid cargo.



## Rostock – Links

Short and convenient connections to many ports around the Baltic Sea



- high frequency
- inexpensive
- fast
- reliable



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## Our partners in Ferry and RoRo traffic to/from Rostock



Denmark - Gedser	9 x daily	01:45 hours
Sweden - Trelleborg	3 x daily	05:45 hours
Latvia - Ventspils	temporally out of service	
Finland - Hanko	4 x weekly	35:00 hours



England - Hull / Tilbury	} 1x weekly, roundtrip
Finland - Kotka	



Norway - West Coast	fortnightly
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Sweden - Trelleborg	3 x daily	05:45 hours
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Finland - Turku / Rauma	1 x weekly
-Helsinki	3 x weekly 37:00 hours
Poland - Gdynia	3 x weekly 14:00 hours



Finland-Helsinki (Vuosaari)	4 x weekly 27:00 hours
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About 120 departures/arrivals per week



## Short ways: Intermodal terminal directly in the port



**Direct trains from Rostock per week:**

- 13x Verona
- 5x Basel/Domodossola
- 6x Hamburg/Duisburg
- 2x Wels

**26 blocktrains per week**



## Cruise shipping at the Warnemünde Cruise Center



### Development

- ▶ Rostock is one of the most important German cruise ports
- ▶ Base port for Rostock's cruise shipping company AIDA Cruises
- ▶ Rostock is point of departure for shore excursions to Berlin and touristic highlights in Mecklenburg - Western Pomerania
- ▶ Fundamental economic factor in Rostock

	2005	2006	2007	2008	2009	2010	2011
Calls	97	138	92	116	113	114	162
Passengers	103,000	143,000	115,000	171,500	160,000	177,000	255,000



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# Environmental Measures (Water Pollution Control and Compensation Measures)

Knut Bartsch



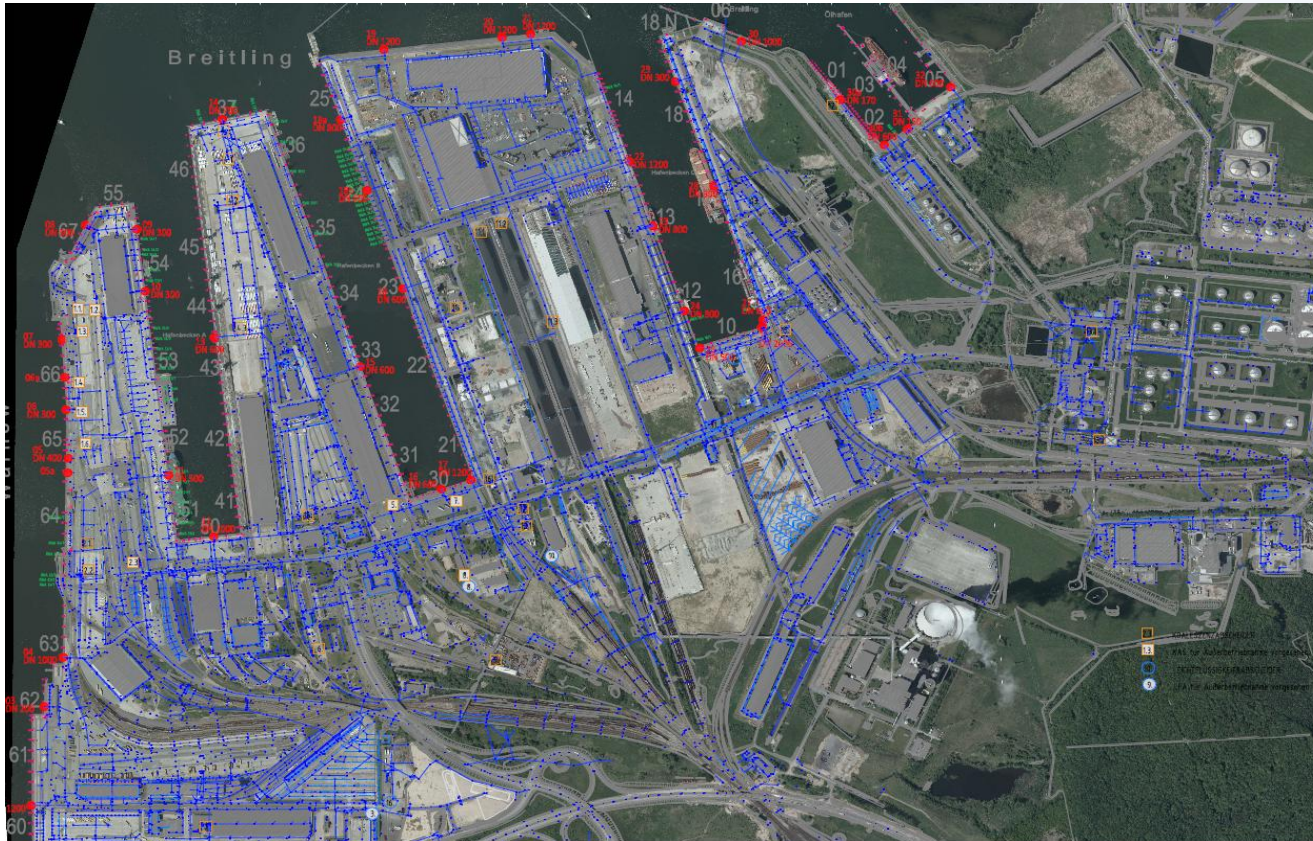
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## Water Pollution Control /Rainwater Drain System



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## Discharge Points, Safety Separators and Sedimentation Tanks



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## Compensation Measures „Extension Pier III - 1“

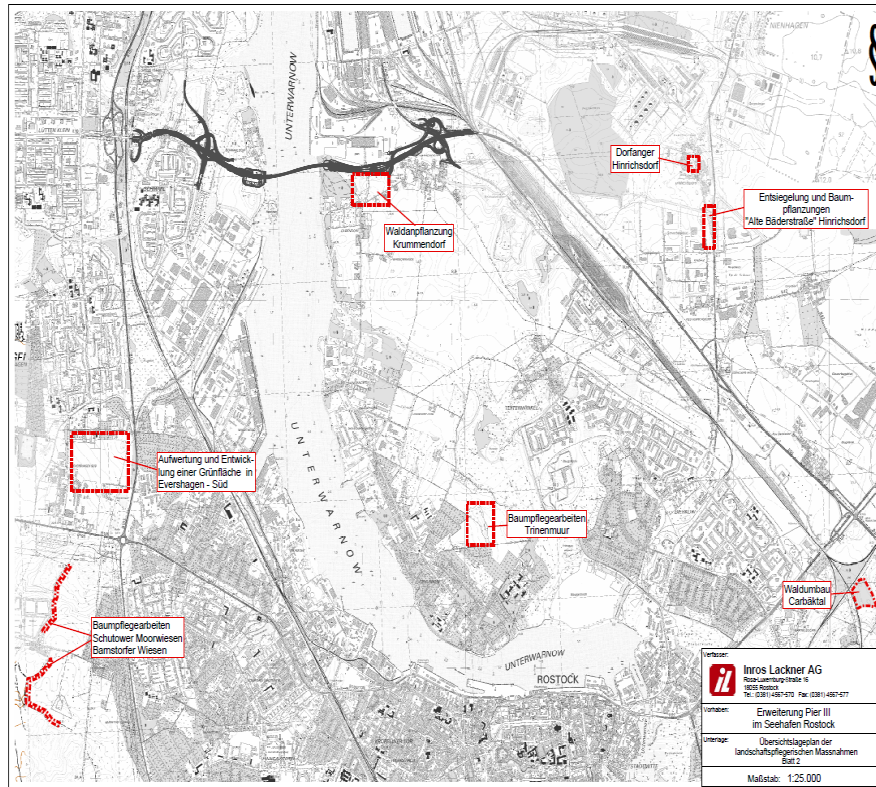


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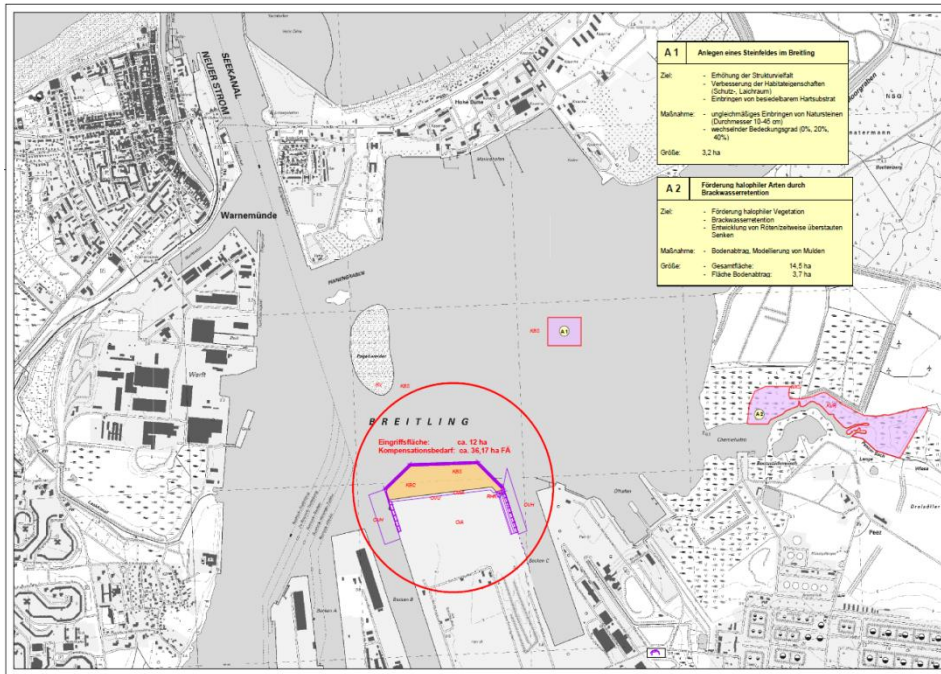
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## Compensation Measures- Overview „Extension Pier III- 1“



## Compensation Measures- Overview „Extension Pier III- 2“



- ❑ Creating Stonefield
- ❑ Creating Retention Areas for the Development of halophile species



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# Environmental Aspects

Andrej Vatterrott

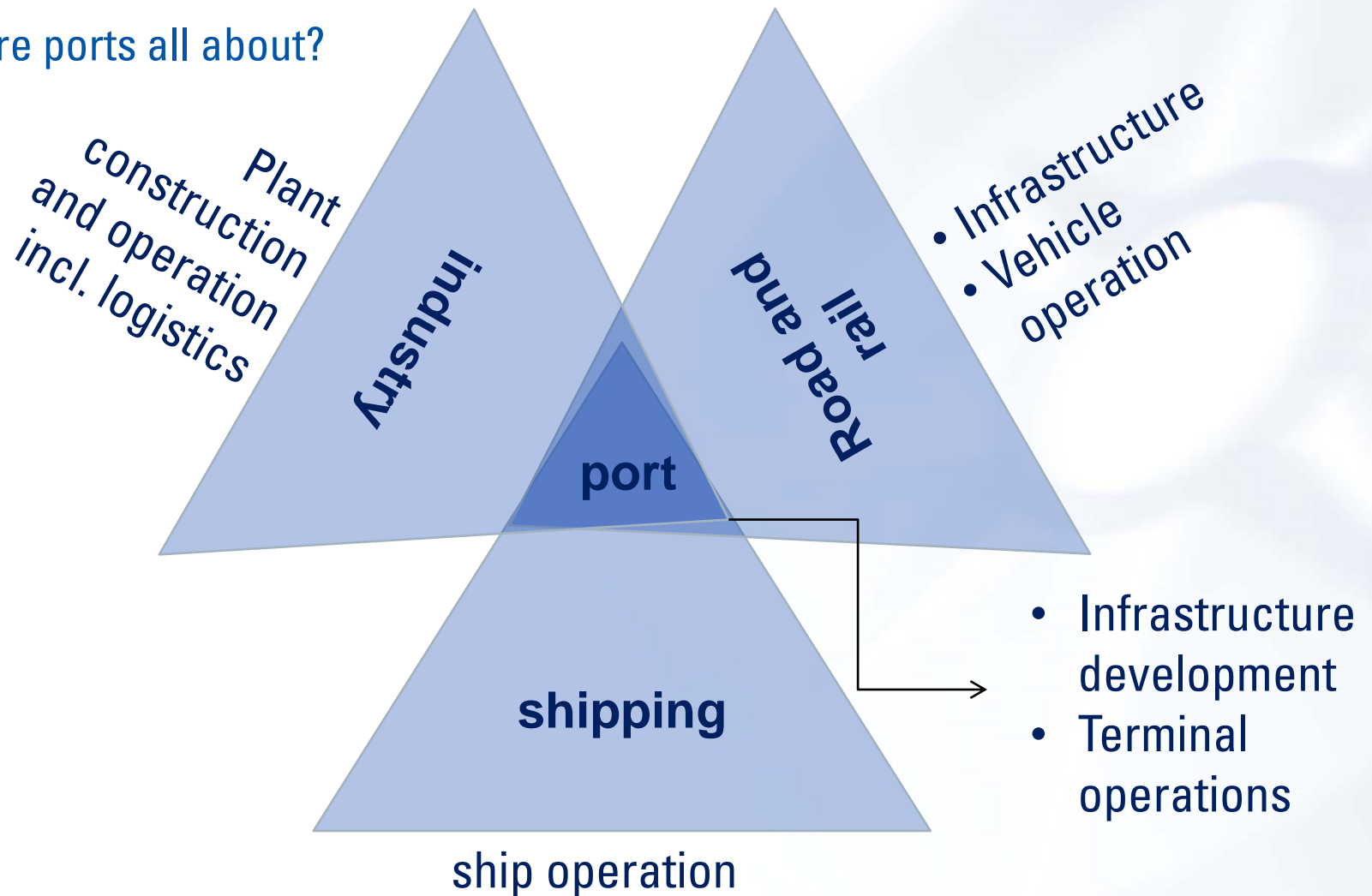




## outline

1. introduction
2. MARPOL Annex VI –  $\text{SO}_2$
3. MARPOL Annex IV – P, N
4. MARPOL Annex VI –  $\text{NO}_x$
5. Alternative power

## What are ports all about?



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## MARPOL Annex VI | SO<sub>2</sub>

- 0.1%S in bunker fuel by 2015 OR technical solutions
- Scrubbers etc. not available at large scale
- Increase in freight rates up to 51% [Finnland 2009]
- Modal shift from sea to road

Trailer -22%; e.g. -215 .000 trailers Germany – Finland [ISL 2010]

Container - 823.000 TEU in total [ISL 2010]

**Assistance to technical solutions and a prolonged transitional period is needed**

## MARPOL Annex IV

Reduction of nutrient emissions from  
passenger shipping by

On board treatment

Or

Port Reception Facilities



Quelle: ESA EnviSAT/MERIS 11.07.2010



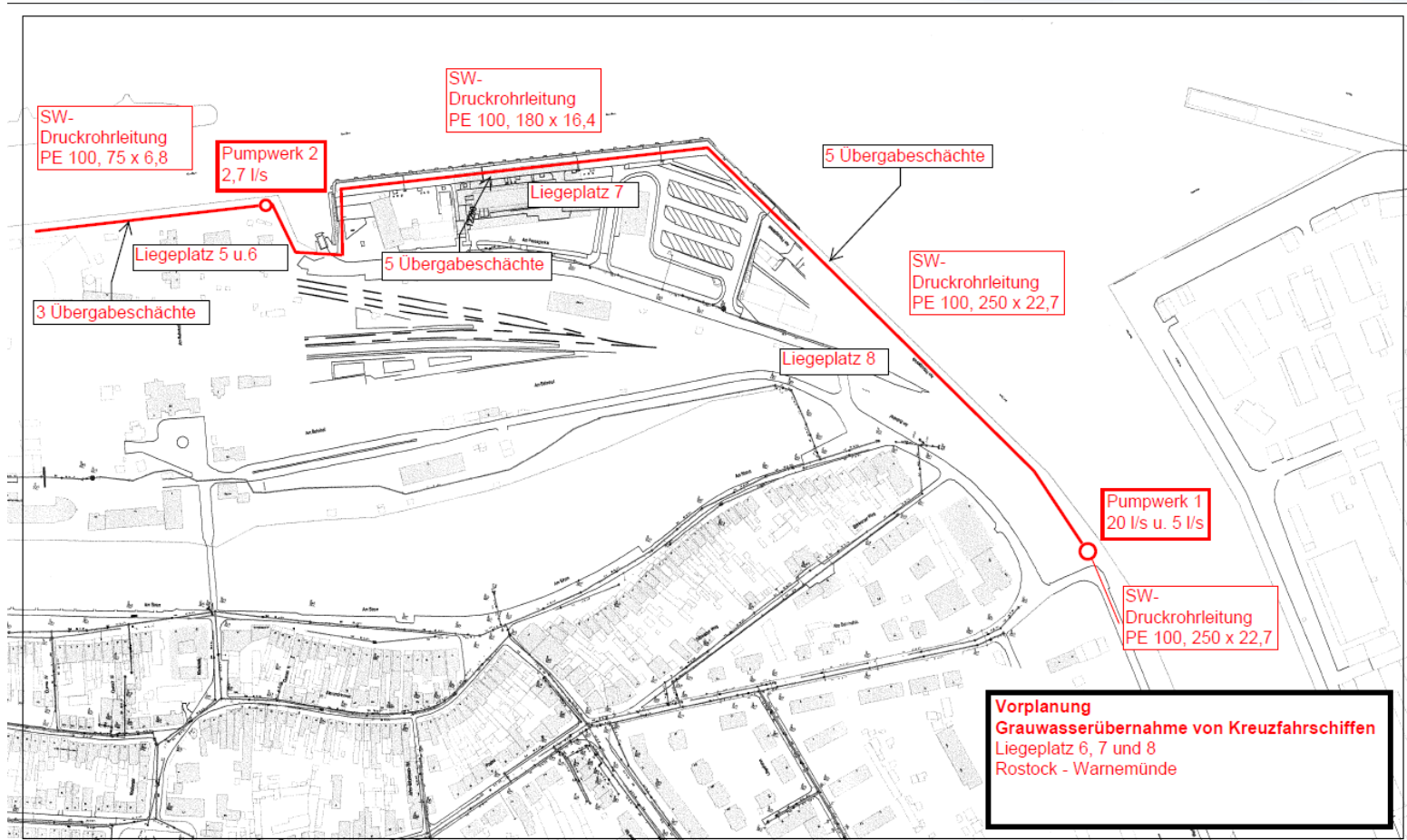
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## MARPOL Annex IV I consequences

- characteristics:
  - seasonality
  - High peak loads
  - High variability of chemical composition and physical parameters
- Improvement of infrastructure including sophisticated sampling devices with refinancing at risk due to concurrent solution on board treatment

## Sewage PRF at Warnemünde Cruise Center in operation by 2012



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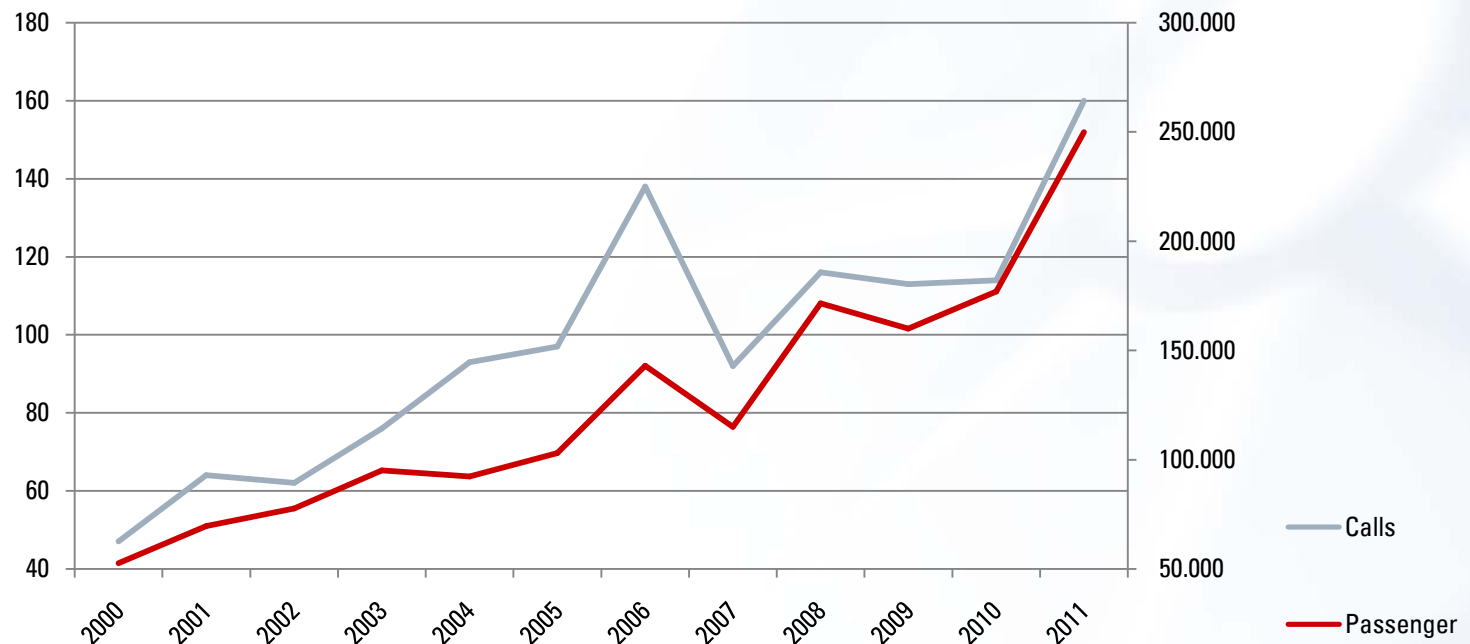
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## MARPOL Annex VI | NO<sub>x</sub>

- Available technical solutions:
  - Exhaust gas cleaning [SCR]
  - LNG as fuel
- Increase of freight rates about 5% in addition to effects of sulphur-regulations
- Open questions:
  - Modal shift effect from sea to road
  - Investment in newbuildings
  - Competitive situation of the Baltic e.g. against the Mediterranean

## The next steps ?!

No immission limits are exceeded in Warnemünde due to shipping  
but...





## The next steps ?!

- Shoreside electricity
  - Empty pipes are available
- Shoreside gas
- LNG
  - ✓ Feasibility studies are in progress
  - ✓ HERO as landlord invites all interested parties to build and operate energy distribution infrastructures
  - ✓ HERO will not act as energy trader



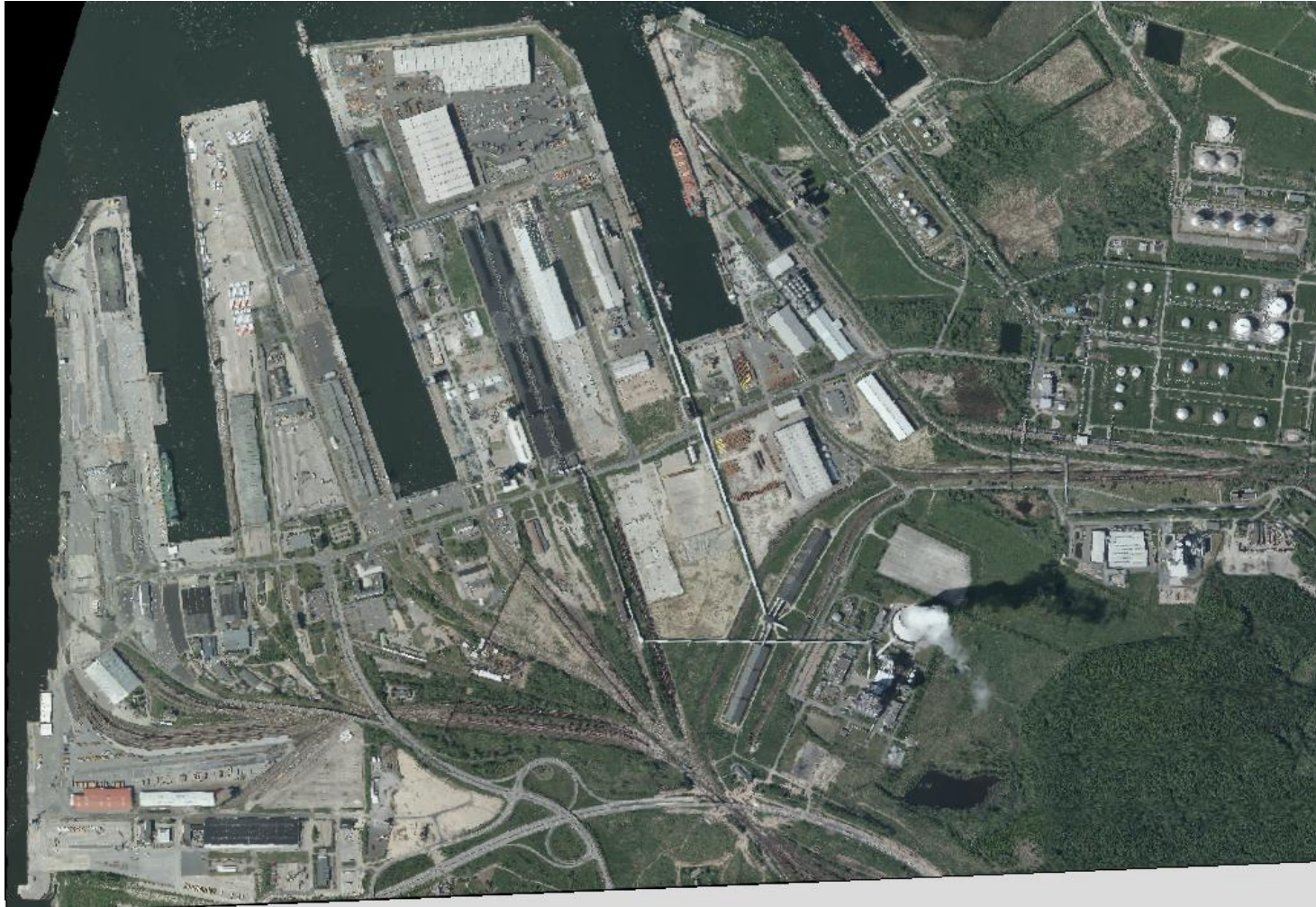
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Discussion