

# Harbours review

Ports & regions  
within  
the TEN-T  
core network

## EUROPEAN PORT SECTOR FORUM

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## featured article

# Will the core network corridor approach work?

by **Dr. Wiktor Szydarowski**

*Freelance consultant, initiator and manager of transnational cooperation projects in the Baltic Sea region*



**W**iktor Szydarowski, holding a Ph.D. in Geography and Regional Planning and currently a freelance advisor, has been actively shaping the transport policy landscape of the Baltic Sea region in particular, and Europe in general, for a number of years now.

Most recently he has led the 'BSR TransGovernance' project, a follow-up of the 2009-2013 Baltic-wide 'TransBaltic' initiative, where Wiktor also acted as Project Manager. Previously Wiktor took care of the BSR Interreg IIIb's 'Neighbourhood Programme' as well as the 'Baltic Gateway' project.

Before moving to Sweden, Wiktor worked in the Marshal's Office of the Pomorskie Region, Poland, as Deputy Director in the Department of Regional and Spatial Development, and as Head of the European Integration Office in the City of Gdynia.

**By virtue of the geographical range and of the functional links between transport and other sectors, the TEN-T core network corridors have the potential to stimulate sustainable socio-economic growth and prosperity. However, implementation of this policy instrument is unprecedented, which entails that the roles, responsibilities and development implications are fairly unknown to many stakeholders, in particular those that are not directly involved in the work or whose engagement in a corridor's planning and management activities has been low so far.**

**T**he revised TEN-T guidelines<sup>1</sup> promote so called core network corridors as an instrument to achieve seamless flows on the strategically most important nodes and links of the European transport network (TEN-T core network) by the year 2030 – through removed bottlenecks, built missing cross-border connections and facilitated modal integration and interoperability. The core network corridors should also contribute to cohesion through improved territorial cooperation and integration of urban areas into the trans-European network. In terms of scope, the core network corridors will in principle cover three transport modes and cross at least three Member States.

Nine geographically delineated core network corridors (and Motorways of the Sea as their maritime legs) are likely to draw the most public policy attention and sizeable financial resources, in particular from the EU funds (Connecting Europe Facility, Cohesion Fund), international financing institutions, national budgets and private donors. The innovative governance of these corridors implies that a broad range of stakeholders (national, regional and local authorities, infrastructure managers, investors, users and civil society representatives) will be involved in a joint action to remove physical, technical, operational and administrative barriers

to smooth connections both within the EU (internal market dimension) and between the EU and the global markets. The nominated European Coordinators in lead are to be supported by consultative corridor forums and thematic working groups of experts, with regular exchange of information envisaged. As underlined in the TEN-T guidelines (Point 43), the corridor approach should be transparent and the management of such corridors should not create additional administrative burdens or costs.

Implementation of the new TEN-T policy implies reorientation of national transport infrastructure policies to concentrate on the core network and, in particular, on the nine core network corridors. It means a probable acceleration of investment on cross-border links along these corridors (with substantial EU funding available) at the expense of resources for missing links and bottlenecks in other parts of the transport network – should their promoters fail to prove that they feed the traffic into the 'European' corridors.

In context of the above, a few disputable issues and respective questions can be brought to light, pointing at the geographical, topical and organisational aspects of the core network corridor approach.

<sup>1</sup> Regulation No. 1315/2013 of the European Parliament and of Council of 11 Dec. 2013 on the Union guidelines for the development of the trans-European transport network.



Photo: EUROGATE Container Terminal Bremerhaven

**How to convert the mobility-boosting measures in the corridor work plans to the sustainable socio-economic growth along the core network corridors and in the regions located in the proximity?**

#### Lines on the map

The core network corridors were created by connecting the major nodes (main urban centres, large ports and most important border crossing points to the neighbouring countries) determined by the criteria of size and volume – with lines symbolising multimodal links (roads, rails, inland waterways). In some cases, this methodology was overstretched to ensure that all Member States are included. This has resulted in extremely long spatial structures (e.g. the Scandinavian-Mediterranean Corridor connecting Helsinki with La Valetta, or the Orient/East-Med Corridor from the north German ports down to Cyprus) which have little to do with the routing of real flows. Disadvantaged in this political process are the large territories of the Nordic countries with too small volumes and, supposedly, infrastructure of insignificant value for the European transport policy. Questions arising from this fact include the issue of the accurate measures that are needed to functionally connect the remote areas to the core network corridors. Moreover, what was the reason to disqualify the Oslo-Stockholm link from the Scan-Med Corridor although it used to be a part of the former TEN-T Nordic Triangle project?

#### Thematic focus

The scoping process in the implementation of core network corridors differs from case to case. Several corridors prefer to concentrate on the pure transport actions and leave out cross-sectoral issues thus making the cooperation offer unattractive to a wider group of stakeholders (e.g. smaller municipalities and regions, SMEs, NGOs etc.). This raises the issue of the proper way of converting the mobility-boosting measures in the corridor work plans to the sustainable socio-economic growth along the core network corridors and in the regions located in the proximity. How to ensure a harmonised corridor approach among all nine core network corridors?

**How to ensure that the core network corridors are attractive to the industry?**

#### Competence on the ground

The Baltic Sea region has an accumulated experience with managing international freight corridors in alliances between public and business stakeholders. The existing corridor management bodies have delivered many interesting solutions to green the transports while making the corridors market-attractive through service reliability, limited congestion, better safety and low operating and administrative costs. However, how to utilise the competence of such bodies in mobilising the industry to the joint planning and implementation of the core network corridors? And last but not least, how to ensure that the core network corridors are attractive to the industry? ■



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Alan Arent  
alan@actiaforum.pl  
(+48) 500 061 931

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# voices



## Sandra Gegerfelt

*Policy Advisor & EU-Coordinator at the Ports of Stockholm*

**T**he success of the TEN-T core network corridor approach is likely to depend on how it will be perceived, prioritised and implemented by the Member States. The Member States have an obligation according to the TEN-T regulation

to implement the core network by 2030. This means that the priorities and guidelines set by the EU should be taken into account in their national infrastructure planning, but to what extent will this actually become a reality? Being a stakeholder in the corridor forums and by applying for a share of the generous EU-funding directed at the implementation of the TEN-T, we are one of many ports throughout Europe that has been involved in the intense work with the TEN-T core network corridors.

The Ports of Stockholm have actively participated in the forum for the Scandinavian-Mediterranean (ScanMed) corridor. The forum gathered a number of ports and other stakeholders, and the work resulted in a thorough analysis of the current status, the bottlenecks and the critical issues along the ScanMed corridor. With a bottom-up approach, on-going and planned projects were identified and it became clear that harbours and other infrastructure owners are already investing heavily in infrastructure in the corridor.

One example of this is a newly initiated collaboration between the Ports of Stockholm and the Finnish core network ports: Turku, Helsinki, Naantali and HaminaKotka – “The Northern ScanMed Ports”. In order to ensure sustainability, efficiency and multimodality in the northern maritime section of the ScanMed corridor, the ports are investing almost EUR 200 mln between 2014-2016 in infrastructure development and measures that will reduce the environmental impact of shipping. In addition to this, the Ports of Stockholm are investing another EUR 200 mln in port development projects, independent of the Swedish-Finnish collaboration. The investments will contribute to the implementation of the TEN-T policy and the establishment of the ScanMed corridor, which is why the ports have applied for EU-funding from CEF within the 2014 call for proposals.

Clearly, there are conflicts of interest when the national governments must weigh local and regional infrastructural needs in more remote areas against the EU’s priorities in their national budgets.

The workplan for the ScanMed corridor, presented in December 2014, clearly states that ports are the single market’s gateway to and from the wider world. The Coordinator for the ScanMed corridor, Mr. Pat Cox, encourages Member States to pay particular attention to multi-modal port hinterland connections that have been identified among the critical gaps, especially the last mile and rail connections. Many ports are now taking responsibility for developing their parts of the core network corridors. It is yet to be seen if the Member States will take their share and secure hinterland connections, to fully implement the core network corridors.

“

**The Northern ScanMed Ports: Ports of Stockholm, Turku, Helsinki, Naantali and HaminaKotka are investing almost EUR 200 mln between 2014-2016 in infrastructure development and measures that will reduce the environmental impact of shipping.**



## Zbigniew Miklewicz

*President of the Management Board at the Szczecin and Świnoujście Seaports Authority*

From our perspective we see the new TEN-T policy, coupled with the Cohesion Fund, as an indispensable basis for our ports' continuous development. Thanks to the new financial framework we'll carry out a set of navigational infrastructure investments such as deepening Szczecin's port basins and inner fairways as well as modernizing quays of the grain, container and dry bulk terminals, not to mention increasing the depth of the fairway from Świnoujście to Szczecin to 12.5 m which is an undisputed pre-

**Corridors do not form an isolated world with a life of their own, but constitute a Europe-wide network.**

requisite for Szczecin to both remain competitive and to clear the decks for other future developments here. Moreover, the TEN-T funds will make it possible to dredge Świnoujście up to 14.5 m, to develop the intermodal offer of its ferry terminal along with further upgrading the LNG Terminal by preparing the facility for transshipment onto smaller LNG carriers as well as for bunkering operations (shore/truck-to-ship).

Secondly, we're more than content to have Szczecin-Świnoujście included in the Baltic-Adriatic core corridor, as the 'Motorways of the Sea' Świnoujście-Trelleborg ferry route is a natural intermodal extension of the corridor in question. What's extremely important, but sometimes omitted in talks about the new TEN-T, is that corridors do not form an

isolated world with a life of their own, but constitute a Europe-wide network. Therefore, having Szczecin-Świnoujście in the Baltic-Adriatic corridor not only strengthens our well-developed hinterland offer for central-west and southern Poland as well as Slovakia and Hungary, but opens up new opportunities as the Orient/East-Med corridor goes through the Czech Republic and Slovakia, thus giving the Scandinavian region the possibility to access the Balkan and Turkish markets via the Świnoujście-Trelleborg sea link and vice versa.

All things considered, by being TEN-T core ports Szczecin and Świnoujście have entered into an essential development stage in order for them to receive bigger vessels and handle more cargo in a faster manner in the future, something which would not happen without the TEN-T framework or at least would take much more time.



## Alecos Michaelides

*Chairman of Cyprus Ports Authority*

In the revised TEN-T Guidelines nine multi-modal Core Network Corridors have been defined. The provision of high quality enduring transport infrastructure along these transport Corridors will act as a catalyst for growth.

They will ensure the safe

and efficient flow of passengers and freight and will play an important role in connecting the remote areas with industrial and large scale logistic centres, thereby strengthening regional and national economies and creating opportunities for new jobs and business.

The complexity of the Corridors is a real challenge. This new approach requires a stronger coordination between a broad range of stakeholders from different modes of transport and the appointment of the European Coordinators is a definite step forward in finding efficient and effective ways to implement the projects along each corridor. Also, close cooperation between the different governance bodies on the Corridors is needed to ensure consistency, in order to benefit from synergies and avoid duplication of work.

I believe that the Corridors through the Corridor Fora and the Thematic Working groups set an example of new ways of meeting these challenges, by exchanging stimulating ideas and sharing good practice, thus leading to a true integration not only of the transportation, energy and communications network, but of the knowledge and potential of the network of EU expertise.



Coherent and constant communications are crucial for succeeding in having a harmonized corridor approach. Synergies will be sought with other Corridors notably in addressing the administrative, technical and operational barriers especially on sections where new cross-border projects are being developed.

In addition to the nine Corridors, the TEN-T Guidelines define two horizontal priorities: the European Rail Traffic Management System (ERTMS) and Motorways of the Seas (MoS).

Cyprus, as an island state on the periphery of the EU, acting as

its outset south-eastern border is looking forward to the practical application of the MoS. Its strategic location at the centre of three continents and its close proximity to the busy trade routes linking Europe and the Middle

and Far East can contribute substantially to the extension of the MoS to connect the European Union with its neighbouring countries.

In view of the need to concentrate funding, efficient use of innovative financial instruments should be fully exploited. Nevertheless, not all instruments are an option for all projects and in all Member States. It is clear that every effort is made towards implementing the Corridors, however, the current financial environment and its social implications in many Member States (including Cyprus), which is reflected in the difficulties in obtaining financing from either public or private sectors for transport, may result in delays towards making the Corridors a reality.

**Cyprus, as an island state on the periphery of the EU, acting as its outset south-eastern border is looking forward to the practical application of the MoS.**



**Guy Janssens**  
Policy Manager at Antwerp  
Port Authority

**W**e fully agree with the Commission's principles regarding the new TEN-T policy focused on the core network. Also the rationale behind spending money to maximise added value is the right approach, but the trickiest part will be its implementation. We will monitor closely and critically how the TEN-T programme will be carried out, as it becomes clear that a large share of the EUR 26 bln will be spent in 2015. We hope that the rational and sound objective of producing European-wide added value will prevail over national and political agendas, as we in fact have observed all Member States giving their wish list to the European Commission – with the larger Member States having the stronger voice and often a bigger lobby. We hope that the Commission will stick to the criteria stated in the TEN-T regulation. The European Commission has to keep in mind the standards included

**“We hope that the rational and sound objective of producing European-wide added value will prevail over national and political agendas.”**

in the guiding principles and not give in to purely national agendas. We are in favour of this policy under the condition it is implemented the right way.



**Peter Feldmann**  
Lord Mayor of City of  
Frankfurt am Main

**F**rankfurt am Main has seen a continuous growth in population during recent years, and therefore requires housing development of sufficient scope, as well as a correspondingly capable traffic infrastructure in order

to keep pace. The European Union's TEN-T policy will promote a convergence within Europe along socio-economic lines, by granting remote regions vital access to expanding markets. Moreover, through implementing TEN-T guidelines, the EU seeks to develop regional level infrastructure projects deemed necessary for future prosperity. As municipalities and regions are currently finding it increasingly difficult to finance vitally-needed infrastructure projects, alternative financing instruments such as these provide an important and welcomed stimulus.

**“As municipalities and regions are currently finding it increasingly difficult to finance vitally-needed infrastructure projects, alternative financing instruments such as the ones for TEN-T provide an important and welcomed stimulus.”**

Urban traffic systems basically comprise methods to transport goods and passengers. TEN-T is geared to enable municipalities to implement key infrastructure measures for which insufficient national financing is available. For instance, of the planning costs for a regional public train link and terminal at the new Gateway Gardens district next to Frankfurt Airport, envisaged to handle 18,000 commuters daily, 50% could be covered by TEN-T. The link and terminal are planned to facilitate smooth and efficient connections to those commuting from Frankfurt city or the Rhine-Main area to the Gateway Gardens, as well as commuters travelling distances of up to one hundred kilometres to get to work.



**Magnus Kårestedt**  
The Port of Gothenburg's CEO

**T**he new TEN-T policy of the European Union is a great opportunity to, first, point out core freight and passenger infrastructure, and then to focus on developing these corridors to the highest possible standard to the benefit of the whole logistics chain in Europe.

Multimodality is the answer to making all of this true. It's not about carrying goods by sea, road or rail – it's about making the most out of combining these transport modes from point A to point B. And here ports are vital as sea-rail-road junction nodes. What needs improvement, however, is the way ports are shown on the core corridor. For instance, the Scandinavian-Mediterranean

corridor brings forth road and rail lines between the regions, but does not highlight the seaways such as the EU's 'Motorways of the Sea'. Moreover, emphasis is put on north-south links (e.g. Malmö-Gothenburg/Stockholm), but at the same time not on east-west routes (e.g. the Scandinavian-Mediterranean lacks the Gothenburg-Stockholm connection).

But the core network isn't only about physical infrastructure or pointing out sea routes to make the picture fuller. Having an efficient intra-European combined traffic demands also less red tape, while EU-wide port legislation should be harmonized, so that e.g. Swedish, German or Dutch fairway dues should be alike. Nonetheless, the new TEN-T policy is a major step forward, tabling a clear vision and proposing a financial tool to back it all up.

**“What needs improvement, is the way ports are shown on the core corridor.”**



**Johan Röstin**  
CEO of Copenhagen  
Malmö Port

ing the corridors. At that time the ports' voice was not heard and the policy mainly dealt with road and rail separately. As a consequence,

**T**EN-T corridors have been an important part of European infrastructure planning for quite a number of years. Previously, the European Commission set up a number of priority projects (30) for upgrading the corridors. At that time the ports' voice was not heard and the policy mainly dealt with road and rail separately. As a consequence, the infrastructure policy and the activities were not sufficiently directed towards supporting short sea shipping, and there were bottlenecks and other obstacles in the way of setting up an efficient multimodal transport infrastructure.

All this changed with the new TEN-T policy and CEF approach, as well as the division into core and comprehensive networks. The harbours were heard for the first time and ports'

efficiency as well as their hinterland's development have become important parts of the infrastructure policy, with guidelines comprising a real multimodal approach.

Copenhagen Malmö Port finds this new approach important, as it is a new way to look at how future efficient infrastructure is going to be



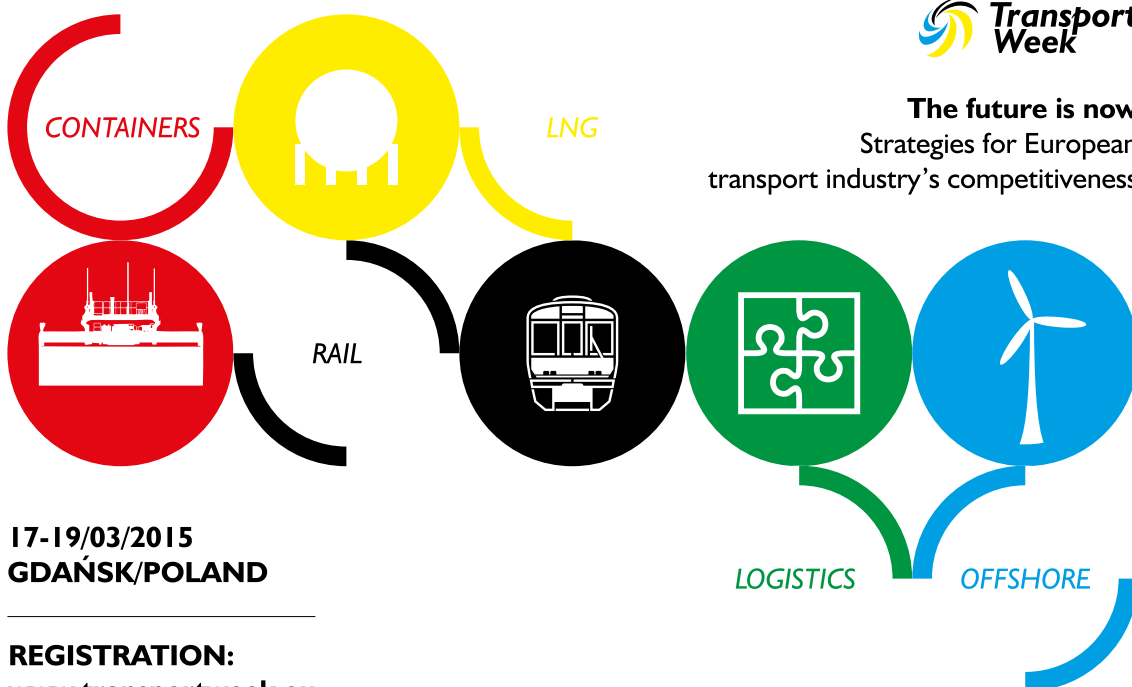
formed. The present nine corridors are being formed on the basis of the past priority projects, but now with this multimodal rationale behind it. In practice for the ScanMed corridor, which CMP is a part of, the focus is the highest on upgrading the rail infrastructure, but as this corridor forms a part of ports' hinterlands its improvement allows to develop more environmentally-friendly transport in Europe. The underlying principle behind CEF funding cannot stand alone. We still need to

draw more attention to ways of removing hindrances to efficient short sea shipping. The Blue Belt strategy with "EU without borders on sea" as well as the modified customs control procedures are very useful tools for this. The studies made by the consultants for the ScanMed corridor, coordinated very efficiently by Mr. Pat Cox, have given us quite a clear picture of what we need to do in order to significantly increase the productivity of the corridor and combine it with the comprehensive network. The market study on the corridor is at present mostly a statistical report and in our opinion it needs to be improved as to highlight the expected future transport patterns and perhaps include a port cluster survey, similarly to the ESPO study carried out some years ago.

We need European infrastructure to become more efficient and this can only be achieved with a policy and an approach covering all transport modes in one policy.

**“At the beginning, the ports' voice was not heard and the policy mainly dealt with road and rail separately. As a consequence, the activities were not sufficiently directed towards supporting short sea shipping, and there were bottlenecks and other obstacles in the way of setting up an efficient multimodal transport infrastructure.”**

**“The market study on the ScanMed corridor is at present mostly a statistical report and needs to be improved as to highlight the expected future transport patterns and perhaps include a port cluster survey.”**





**Horst Sauer**  
Joint Spatial  
Planning Department,  
Berlin-Brandenburg

Covering an area of around 30,000 km<sup>2</sup>, the Berlin-Brandenburg capital region is home to about 6 million people. This agglomeration of knowledge and skills has given rise to

a colourful cultural scene, a vibrant scientific and academic landscape with a constant exchange of ideas, a dynamic and innovative economy as well as growing purchasing power, consequently increasing the flow of goods. Clearly, good transportation routes by air and water are indispensable, including in particular good railway and road connections.

For years now, the Berlin-Brandenburg capital region has paved the way for expanding transportation routes in the Baltic region. Thanks to such projects as the INTERREG and Baltic Metropolises (BaltMet) network's activities, the capital region plays a prominent role as a hub in

the current trans-European core network corridors. For instance, three transport corridors run through the capital region, two of which – the Scandinavian-Mediterranean Corridor and the North Sea-Baltic Corridor – form a strategic ring around the Baltic Sea, uniting almost all of the important metropolitan regions and thereby bringing Berlin closer to Helsinki.

The East-West or North-South freight transportation corridors that simply cross the metro-

politan regions is not what benefits them. Rather, it is the regional added value generated by the handling and distribution of goods and related additional services. To further increase the quality of life in our regions, it is vital to promote innovation and investment, as well as learn from the experiences of other cities. Such experiences need then to be passed on to small and medium-sized companies to help them submit successful applications for funding. As Michael Müller, Governing Mayor of Berlin commented on the Baltic cooperation: "Berlin will be chairing the Baltic Metropolises network for the next two years. Together with Helsinki, Stockholm, the capitals of the Baltic States, and Warsaw, among others, we want to give new ideas a future. The goal is clear: more growth, more innovation, and even more interaction within the Baltic Sea region." We know we are just starting out. We want to put our ideas into practice with new SCANDRIA® INTERREG projects that we hope to develop and realize with our partners in the Baltic Sea region and the Helsinki-Uusimaa capital region. Moreover, the corridor coordinators responsible for functioning of the urban hubs in the trans-European transportation network will be discussing the above issues at a conference in Berlin in September. The core aim is designed at helping the capital region to work with other cities and regions in order to place itself competitively as well as assist interested small and medium-sized businesses.

**"The East-West or North-South freight transportation corridors that simply cross the metropolitan regions is not what benefits them. Rather, it is the regional added value generated by the handling and distribution of goods and related additional services."**



**Olli Keinänen**  
Chief Advisor,  
Helsinki-Uusimaa  
Region

Helsinki metropolitan region in Finland is located on the northern crossroads of two TEN-T Core Network Corridors: the North Sea-Baltic and the Scandinavi-

an-Mediterranean. Helsinki is one of the few nodes in the Baltic Sea region, where core network corridors cross each other. As Finland is logistically situated on an island, improved access to land transportation corridors is our strategic goal.

According to the Mayor of Helsinki Jussi Pajunen "For all metropolises striving to become hubs of excellence or green cities, connectivity and accessibility are today more critically needed than ever. Rail Baltica and the core network corridor on the Eastern side of the Baltic Sea is a high priority for Helsinki, which has teamed up with Berlin and other Baltic Metropolises (BaltMet) cities."

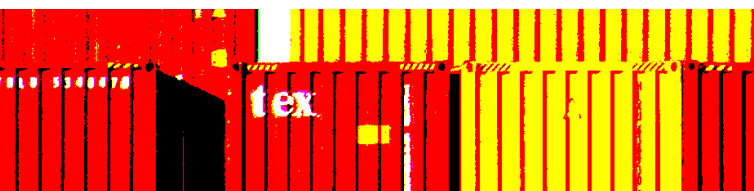
In the Eastern Baltic Sea region (EBSR) there is a considerable, untapped potential in the cross-border areas and inter-urban growth corridor sections. Transportation development in cross-border regions is lagging behind, as priority in advancing the sector is typically given to the main urban nodes and routes. The question of accessibility is crucial in unrevealing the economic growth potential that can intensify business and labour mobility in the region. The new railway investment between Tallinn and Warsaw – Rail Baltica – should be the answer to many challenges of accessibility and greening of transports. When built, Rail Baltica will solve the North-South missing link and create cohesion to the EBSR.

Helsinki and Berlin together with local and regional authorities along the NSB corridor have initiated a new project North Sea Baltic Connector of Regions (NSB CoRe) with the aim to improve the sustainable accessibility in freight and passenger transports. The NSB CoRe initiative is a spearhead project of Helsinki-Uusimaa Region within the strategy of international accessibility and economic growth 2040. If realized, the project will connect the implementation of the TEN-T Corridor to its catchment areas, access routes and regional development. The activities focus on logistics centres, long-distance commuter services, transport in spatial planning and on branding of transport in the case of Rail Baltica.

The NSB CoRe and Scandria project initiatives have agreed to cooperate in improving the interoperability on the NSB and Scan-Med Core Network Corridors. Cities and regional authorities in the metropolitan regions of Helsinki and Berlin are partners in both projects and take the initiatives forward also through BaltMet network cooperation.

**"Helsinki is one of the few nodes in the BSR, where core network corridors cross each other. As Finland is logistically situated on an island, improved access to land transportation corridors is our strategic goal."**

**"The question of accessibility is crucial in unrevealing the economic growth potential that can intensify business and labour mobility in the region."**



by Aleksandra Plis

The main aim of the EU's common transport policy is to create a well-integrated Europe-wide freight & passenger network. Although the old continent seems to be unified through its diversity (intra-EU exchange represents more than 50% of the Community's total trade), there are still places in need of higher transport integration. Therefore, the TEN-T core Northern Adriatic ports of Koper, Rijeka, Trieste and Venice (NAPA) have launched a new hinterland project to bring Europe even closer.

The TEN-T network binds Europe by closing gaps between Member States' transport networks in order to provide a smooth flow of goods through its area. The priority of using eco-friendly combined transport to reduce transport's negative impact on the environment has led the NAPA ports to kick off a new cooperation initiative together with the Italian ports of Chioggia, Mantova and Levante (Bari, Monopoli and Barletta).

## Changing the current state of affairs

So far the competitiveness of the region has been restricted by relatively subpar hinterland transport infrastructure. And although NAPA ports have the know-how to make the most of their facilities (reflected e.g. in growing container volumes; Tab. 1), they are also aware of how much still has to be done to both secure the traffic as well as to accelerate the growth.

Tab. 1. Container traffic in NAPA ports [TEU]

Country	Port	2014	2013	Yoy
SI	Koper	673,885	600,441	+12.2%
IT	Trieste	506,007	458,597	+10.3%
IT	Venice	456,068	446,591	+2.1%
HR	Rijeka	192,004	169,943	+13.0%
<b>Total</b>		<b>1,827,964</b>	<b>1,675,572</b>	<b>+9.1%</b>

Source: NAPA ports' statistics

Tab. 2. Cargo handlings in NAPA project's ports

Country	Port	2013 <sup>1</sup> [mln tn]
IT	Trieste	56.6
IT	Venice	24.4
SI	Koper	18.0
HR	Rijeka	8.7
IT	Levante	5.6
IT	Mantova	n/a
IT	Chioggia	0.9

<sup>1</sup> Data for 2014 unavailable on this article's publication date



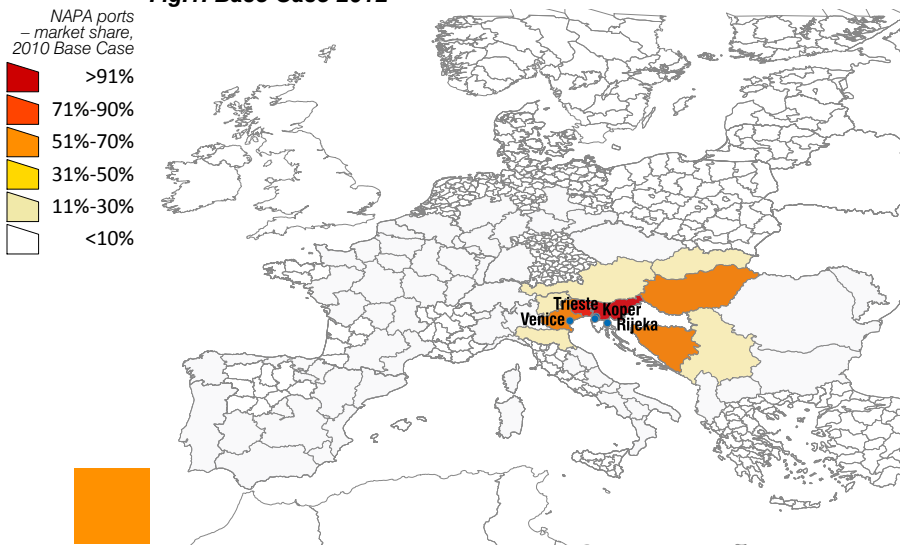
Photo: Port of Koper



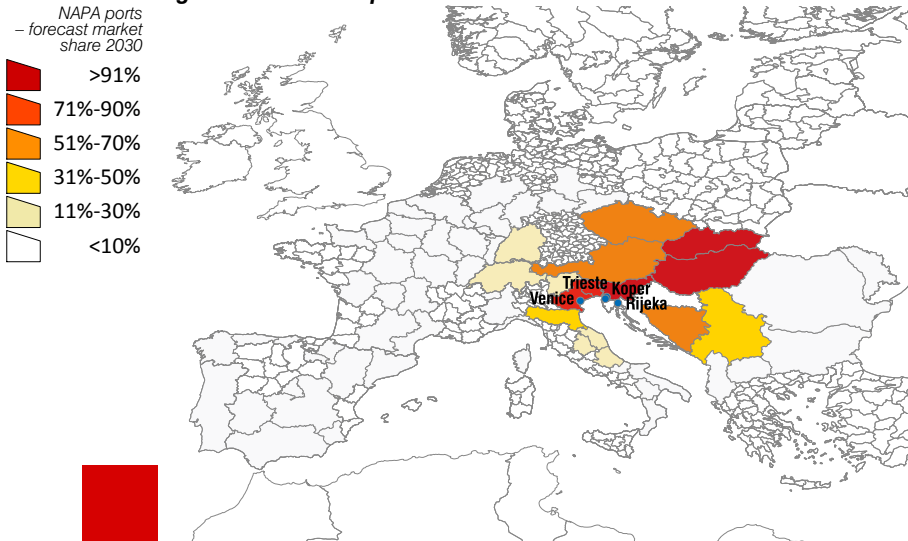
Photo: Port of Rijeka

## NAPA's hinterland container market share 2012 vs. 2030

**Fig.1. Base Case 2012**



**Fig. 2. NAPA Development Potential Scenario 2030**



Source: MDS Transmodal for NAPA ports

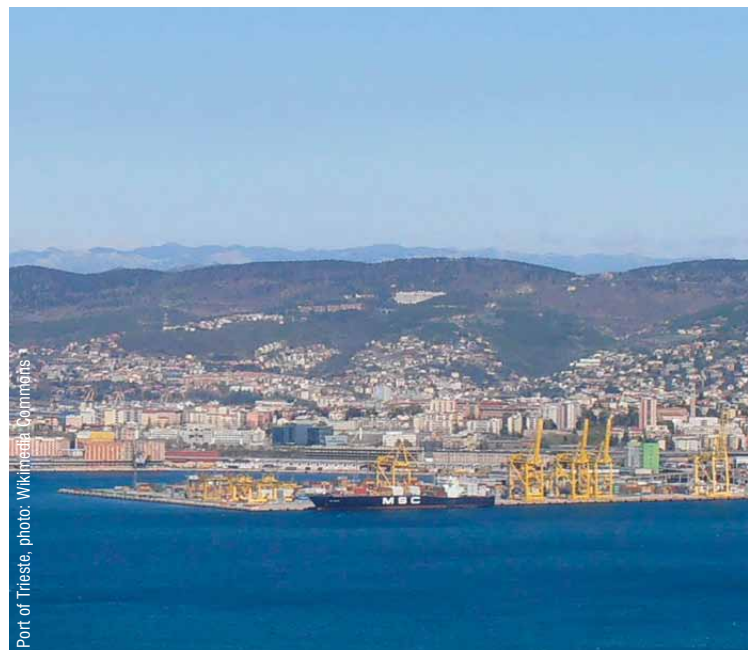
The EUR 3 mln project's works will first and foremost consist of advanced future investments analyses. Secondly, the initiative will focus on fostering cooperation among the ports in question as well as between freight operators and inland terminals, all of this to improve services, promote efficient sea-rail freight inter-modal solutions as well as to better fit all the pieces into the TEN-T core network puzzle.

In detail, for instance, the project wants to support sea-river multi-modal services by integrating the ports of Venice and Chioggia into the Po river system, whilst promoting investments in ICT solutions in order to improve both the efficiency of short-sea shipping and its interconnection with other transport modes as well.

The project is to be completed by December 2015 and by this time all port authorities should have a clear roadmap on future undertakings.

### Deeper into the land

For years the North Adriatic ports have been handling freight not only for their domestic markets, but also for a very characteristic part of Europe, namely the landlocked countries of Austria, Hungary, Slovakia and Serbia. By reaching the project's goals, NAPA ports can not only strengthen their role as these countries' cargo gateways, but can also capture new markets in Switzerland, southern Germany (Baden-Württemberg and Bavaria), the Czech Republic as well as in central-east Italy (Marche, Umbria and Abruzzo). Surely, the new project can help make the 'NAPA Development Potential Scenario 2030' come true (Fig. 2).



## this issue's port

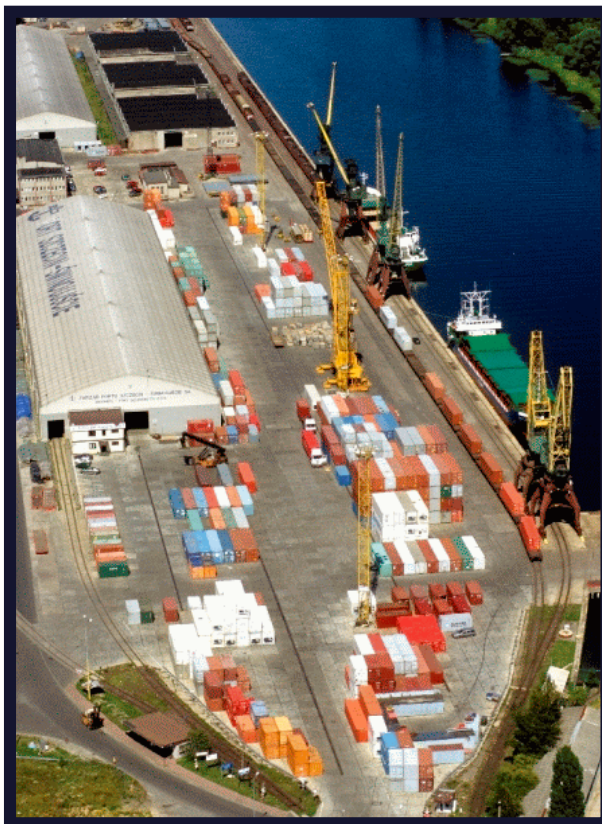
info@port.szczecin.pl  
www.port.szczecin.pl/en



# Szczecin and Świnoujście Seaports Authority

The universal Szczecin and Świnoujście seaports, located in north-west Poland at the mouth of the Oder River, are some of the largest harbour facilities in the Baltic Sea region.

Szczecin-  
-Świnoujście –  
rapidly growing  
first-choice import/  
export ports both  
for multinational  
corporations as  
well as for small  
and medium-  
sized enterprises  
on the shortest  
route between  
Scandinavia and  
Central Eastern  
Europe and on the  
crossroads of the  
West-East freight  
corridor.



Świnoujście offers dense direct traffic to/from Sweden thanks to Poland's biggest ferry terminal; the port also specializes in turnover of various bulk goods, incl. iron, coal and agrobulk. Szczecin chiefly handles general cargo, like containers (with regular southbound rail services), steel and forestry products, heavy lifts, but also takes care of dry (incl. coal, coke, grains and feed-stuff) as well as liquid bulk cargo. Moreover, Szczecin-Świnoujście seaports are connected to inland waterways, enabling barge shipments (e.g. to the Berlin and Brandenburg regions). In 2014, Szczecin-Świnoujście seaport handled altogether 23.4 mln tn (+2.9% yoy), the second best result in the ports' history.

The harbours are managed by the joint stock company

Szczecin and Świnoujście Seaports Authority, where the Polish State Treasury holds the majority stake. The landlord Authority is responsible for managing the ports' property and infrastructure, ensuring fairway navigability, masterminding and implementing development strategies (incl. obtaining land and real estates) as well as for all services related to the use of port infrastructure like wastewater disposal.

## Szczecin-Świnoujście ports' key parameters & statistics

### Technical parameters

<b>Total port area</b>	3,059 ha
<b>Land area</b>	1,431 ha
<b>Of which rentable sites</b>	160 ha
<b>Water depth</b>	Szczecin – 9.15 m; Świnoujście – 13.2 m
<b>No. of quays</b>	66
<b>Total quay length</b>	12.84 km

### Statistics (2014-2013)

	2014	2013	Yoy 14/13	
<b>TOTAL</b>	<b>23.39 mln tn</b>	<b>22.75 mln tn</b>	<b>+2.9%</b>	
<b>Dry bulk</b>	10.72 mln tn	11 mln tn	-2.5%	
<b>Liquids</b>	2.33 mln tn	2.36 mln tn	-1.3%	
<b>General cargo</b>	10.34 mln tn	9.39 mln tn	+10.1%	
<b>Incl.</b>	<b>Containers</b>	78.44 thou. TEU	62.31 thou. TEU	+25.9%
	<b>Ro-ro<sup>1</sup></b>	7.37 mln tn	6.62 mln tn	+11.3%
<b>Pax</b>	903.71 thou. <sup>2</sup>	796.31 thou. <sup>3</sup>	n/a	
<b>Ship calls</b>	7.46 thou.	9.01 thou.	-17.2%	

<sup>1</sup> incl. trucks' tare; <sup>2</sup> incl. truck drivers; <sup>3</sup> excl. truck drivers

### Key strengths:

- Strategic location on the shortest route from Scandinavia to Central and Southern Europe, from Finland and Russia to Germany, as well as conveniently located to serve the Berlin and Brandenburg regions
- Large development areas available within both ports
- Serving all kinds of cargo via ship, road, rail and inland waterways
- Very well-established ferry traffic with southern Sweden, strong general and bulk cargo handling offer
- Brand-new Świnoujście outer port with new development opportunities to enrich your business



More information, including terminals, stevedores, networks and investment possibilities at [www.harboursreview.com](http://www.harboursreview.com)

# editorial

## dear readers,

We hope you have enjoyed your reading. It is our pleasure to greet you on the occasion of issuing the first Harbours review e-zine this year. In January we released an electronic version of our first Ro-Ro & Ferry Atlas: Europe (please click [here](#) to download a complimentary copy). In case you wish to have it on your shelf, it is also available in print. Stay with us this year, as we have several aces up our sleeves, such as the upcoming biannual printed edition of Harbours review

magazine, another sectorial European Atlas to be published late Autumn, as well as a conference that we're organizing with our partner Actia Forum in the Port of Antwerp – Harbours 360 – devoted to ro-ro, break-bulk and container sectors. As this project was designed with the aim of creating, among others, a platform for dialogue on key sectorial issues, we sincerely hope these attempts are the way to proceed further. If you have any suggestions, questions, or wish to be involved, we'll be happy to hear from you.

**Alison Nissen**  
English Language Editor



**Aleksandra Plis**  
Media & Commercial Partnerships  
[aleksandra@baltic-press.com](mailto:aleksandra@baltic-press.com)



**Danuta Sawicka**  
Art Director/DTP



## the hr team



**Przemysław Opłocki**  
Head of Marketing & Sales  
tel.: +48 58 627 23 24  
[po@baltic-press.com](mailto:po@baltic-press.com)



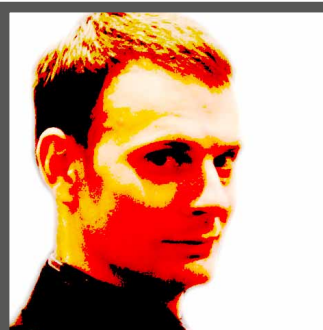
**Anna Dąbrowska**  
Marketing & Sales Manager  
tel.: +48 58 627 23 95  
[anna@baltic-press.com](mailto:anna@baltic-press.com)



**Natalia Struzik**  
Research Editor  
[natalia@baltic-press.com](mailto:natalia@baltic-press.com)



**Lena Lorenc**  
Editor-in-Chief  
tel.: +48 58 627 23 21  
[lena@baltic-press.com](mailto:lena@baltic-press.com)



**Przemysław Myszkowski**  
Features Editor  
tel.: +48 58 627 23 20  
[przemek@baltic-press.com](mailto:przemek@baltic-press.com)



**Katarzyna Bochentin**  
Assistant Editor  
[kasia@baltic-press.com](mailto:kasia@baltic-press.com)

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### HR#5 Financing & governing of ports' development Ports & regions within the TEN-T core network

### HR#6 The limits of innovation Container terminals of the modern era

### HR#7 Oil harbours, bunkering, EU-Russia trade European crude and fuel oil market

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4-5 March 2015  
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**Green Ship Technology Conference 2015**  
10-13 March 2015  
DK/Copenhagen



**Cruise Shipping Miami**  
16-19 March 2015  
US/Miami



**Transport Week 2015**  
17-19 March 2015  
PL/Gdańsk



**TransBaltic**  
18-20 March 2015  
RU/St. Petersburg



**TransRussia 2015**  
21-24 April 2015  
RU/Moscow



**Transport Logistic**  
5-8 May 2015  
DE/Munich



**Breakbulk Europe 2015**  
18-21 May 2015  
BE/Antwerp

We invite you to cooperate with us!  
If you wish to comment on any key port issue, share your feedback or have information for us, do not hesitate to contact us at:

[editorial@baltic-press.com](mailto:editorial@baltic-press.com), +48 58 627 23 21

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■ **PUBLISHER** ■ **Baltic Press Ltd**, ul. Pułaskiego 8, 81-368 Gdynia, Poland ■ tel. +48 58 627 23 21/95, ■ [editorial@baltic-press.com](mailto:editorial@baltic-press.com), [www.harboursreview.com](http://www.harboursreview.com)  
■ *President of the board*: Bogdan Oldakowski ■ **Editorial Team** ■ *Editor-in-Chief*: Lena Lorenc, [lena@baltic-press.com](mailto:lena@baltic-press.com) ■ *Features Editor*: Przemysław Myszka, [przemek@baltic-press.com](mailto:przemek@baltic-press.com) ■ *Research Editor*: Natalia Struzik, [natalia@baltic-press.com](mailto:natalia@baltic-press.com) ■ *Assistant Editor*: Katarzyna Bochenin, [kasia@baltic-press.com](mailto:kasia@baltic-press.com)  
■ *English Language Editor*: Alison Nissen ■ *Art Director/DTP*: Danuta Sawicka ■ **Marketing & Sales (advertising, exhibitions & conferences)** ■ *Head of Marketing & Sales*: Przemysław Opłocki, tel.: [po@baltic-press.com](mailto:po@baltic-press.com), tel. +48 58 6272324 ■ *Marketing & Sales Manager*: Anna Dąbrowska, [anna@baltic-press.com](mailto:anna@baltic-press.com), tel. +48 58 6272395 ■ *Media & Commercial Partnerships*: Aleksandra Pliś, [aleksandra@baltic-press.com](mailto:aleksandra@baltic-press.com)  
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