PORT OF KIEL

SK NEWS

Dear friends of the port of Kiel,

The PORT OF KIEL is leading the way and developing into one of the most eco-friendly ports throughout Europe. We consistently pursue the implementation of our BLUE PORT Concept and keep reducing the emission of greenhouse gases in our port.

An important milestone in the process was the commissioning of the on-shore power supply plant at the Norwegenkai Terminal which has been delivering electricity to the big Color Line ferries on a daily basis ever since. This way we save 3,000 tons of carbon dioxide (CO2) per annum. With the construction of an even more powerful plant at the Ostseekai Terminal we want to save another 10,000 tons of CO2.

In the cargo sector, we support the transfer of traffic to the more eco-friendly mode of sea transport and we invest in the expansion of hinterland rail transport. As of November, longer trains can enter Kiel's shunting station and we are building an additional track at the Schwedenkai Terminal. Together with our partners we are committed to making our contribution for achieving the climate goals.

Please enjoy reading the latest issue of our SK News!

Dr Dirk Claus
Managing Director

PORT OF KIEL AWARD 2019

The Federal Government Coordinator for the Maritime Industry, Norbert Brackmann, has been honoured with the Port Award 2019. In his role as the Chariman of the Advisory Board, Jens B. Knudsen paid tribute to the awardee in his laudatory speech: "The Maritime Coordinator campaigns at federal level for competitive conditions in the utilisation of on-shore power. As a result of this, the shipping industry and the ports are getting economic incentives for pursuing efficient climate protection."

Together with the Prime Minister of Schleswig-Holstein and the Lord Mayor of the Capital City, the Federal Government Coordinator had inaugurated the first on-shore power supply plant in Kiel last May. Norbert Brackmann said: "We want to go on supporting the installation of further on-shore power supply plants and we also want to reduce the EEG levy on shore-side power. As many shipping companies as possible shall use the provided on-shore power in the future." The Schwedenkai Terminal and the Ostseekai Cruise Terminal will follow the Norwegenkai and supply shore-side power as of next year. Kiel wants to cover 60 % of the energy demand by the ships in port with eco-friendly shore-side power in future.

CRUISE SEASON GRAND FINALE

Final of this year's cruise season in the sea port of Kiel. On 12th October the "AIDAprima" will set off for its tranfer cruise from Kiel via Palma de Mallorca to Abu Dhabi on the Persian Gulf. In economic terms, it is also the finish of Kiel's most successful season ever. For the first time, more than 600,000 cruise passengers have been welcomed to Kiel. They spent about 20 million Euros in Kiel and in the region.
The most frequent guests in Kiel this year were the ships of AIDA, TUI Cruises and MSC Cruises. All of them are equipped with state-of-the-art emission control systems. Next year, it will also be the first time that Kiel welcomes a cruise ship in port which is run completely by low-emission liquid gas (LNG): the "Mardi Gras" by Carnival Cruise Line.

In the meantime, the construction works at the second terminal building at the Ostseekai are about to be completed this winter. After the shell structure was closed up the fittings of the interior surfaces of 3,700 m² are on schedule. The completed building will be inaugurated with the beginning of the 2020 cruise shipping season.

SCHWEDENKAI: THIRD TRACK

The rail terminal on the Schwedenkai gets an additional track along „Bahnhofskai" in order to increase the storage and shunting capacities in the combined traffic sector. As a result, the cargo train handling processes will be optimised, the number of shunting movements will be minimised and the third track will allow for goods to be transferred from the sea port's hinterland traffic to the more eco-friendly rail transport. The corresponding building permits have now been issued.

The plans include a third track of 300 m which will be built in parallel to the existing shunting tracks on the water side. On the north side of the bridge "Hörnbrücke" the new track will merge with the loading tracks of the terminal. The total investment amounts to 1.25 million Euros and has been registered for subsidy by the State of Schleswig-Holstein. One part of the project is also the replacement of two rows of trees which will be re-planted in better quality. For this measure alone expenses of 425,000 Euros have been budgeted.

EXPANDED PORT APRON

The new apron of the Ostuferhafen port area has been completed and opened to traffic. Within one year, most of the former premises of the "Getreide AG" company have been redesigned to a generous waiting and check-in area for trucks. Especially the liner services of

DFDS to the Baltic States and of the SCA company from Sweden profit from the expanded space. Through the enlarged apron logistical processes could be optimised and the area requirements of the logistics companies could be met. The apron also offers sufficient space for arriving and departing cruise passengers. The PORT OF KIEL invested a total of about 8 million Euros in the redesign of the three hectares of optimised port apron.

SUSTAINED CARGO TRAFFIC

The shipping company of Color Line offers additional capacities for eco-friendly transport of goods from and to Norway as it operates the freight ferry "Color Carrier" on the route from Kiel to Oslo. The roro-freighter makes three round trips a week and departs from Kiel every Tuesday, Thursday and Saturday. The "Color Carrier" complements the daily departures of the large passenger ferries. So, Color Line offers ten departures per week and direction.

The "Color Carrier" is 154.5 m long and 22.7 m wide with a draught of 6.95 m. The loading capacity amounts to 1,775 lane metres. Any kind of rolling cargo such as trucks, trailers, containers on flats as well as construction vehicles and agricultural machines are accepted. Furthermore, the vessel carries automotive products, temperature-sensitive goods and classified goods according to IMDG-Code. The freight ferry was built in Norway in 1998. It is capable of 20 knots and has an ice class rating.

LONGER TRAINS TO/FROM KIEL

The company of DB Netz has enhanced the shunting station Kiel-Meimersdorf in such a way that as of November, trains with a total length of up to 750 m can be handled there. Up to now, the length of trains was limited to 550 m. Kiel-Meimersdorf is one of the seven-

teen rail projects to be realised by the Federation within the scope of the immediate action programme Sea Port Hinterland Traffic II.

There are combined transport trains from Hamburg-Billwerder as well as the direct trains from Italy which arrive at the shunting station. Here, the trains are separated according to their destination terminal and move on to Schwedenkai, Norwegenkai or to the Ostuferhafen. This is where the ferris to Scandinavia and to the Baltic States depart. In addition, block trains with new vehicles or canola oil are handled in Kiel-Meimersdorf as well as special trains or wagon groups.

SHORE-POWER AT OSTSEEKAI

Following the Norwegenkai Terminal also the Osteekai Cruise Terminal will be equipped with a shore power connection in the months to come. This will - with 16 MWA - be the most powerful on-shore power supply plant on the German coast which will also service the Schwedenkai Ferry Terminal. From then on, two vessels at a time can be completely supplied with eco-power at a frequency of 50 or 60 Hz from shore.
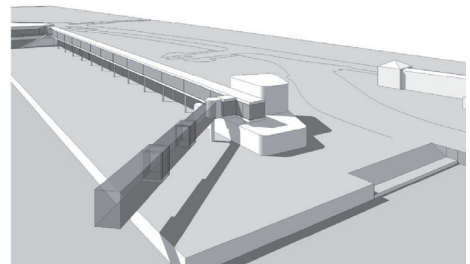
The beginning of test operations is scheduled for next summer. The first customers will be the vessels of the AIDA and TUI Cruises shipping companies. In addition, the ferries of the Swedish shipping company of Stena Line are supposed to be supplied with on-shore power on a daily basis.