



PORT OF KIEL

SK NEWS

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

Dear friends of the port of Kiel,



The ferries departing from Kiel have been able to nearly maintain their transport volumes throughout the past months. Looking at the current situation, a decrease of only 2.5 % is to be interpreted as passable.

Our customised handling and hygiene concepts ensure safe and effective port operations. In the process we profit from the investments launched before the crisis came. The expanded port apron in Ostuferhafen as well as the second terminal building at the Ostseekai provide us with lots of space to realise Social Distancing. At the Cruise Terminal we jointly proved with TUI Cruises and in close cooperation with the authorities that a cautiously managed sea tourism is possible even under Corona-Conditions.

At the same time, we do not neglect our ambitions regarding climate protection. The port of Kiel's second onshore power supply plant will start its operation this autumn.

I hope you enjoy reading our SK news!

Yours,

Dr Dirk Claus
Managing Director

OSTSEEKAI 28 IN OPERATION

The new terminal building at Kiel's Cruise Terminal, the so-called Ostseekai 28, has been put into operation. In August, its first passengers checked in to travel with the "Mein Schiff 1".



The shipping company, the port and the authorities have worked closely together on the resumption of the cruise business departing from Kiel. The handling and hygiene concepts for the terminals have been jointly developed to ensure safe processes. For the Ostseekai this means that both the terminal buildings - Ostseekai 27 and 28 – are used together for handling one ship at a time. Baggage drop-off, health questionnaire surveying, check-in, security checks and boarding are strictly separated in physical terms. At all times, every stage offers sufficient space to keep the required minimum distance. In addition to spatial separation in the terminals there is a time component and the separation of embarking and disembarking guests that ensures safe cruise tourism. Dirk Claus: "The new handling concepts are sound and effective. The second terminal building is of advantage in the current situation as it offers lots of space."

OSTUFERHAFEN PORT APRON

The PORT OF KIEL has redesigned the port apron in Ostuferhafen, which is the freight and logistics centre on the fjord. Where a grain silo previously stood, an expanded pre-stacking and stand-by area of three hectares for trucks, trailers and passenger cars has now been built.

The State Premier of Schleswig-Holstein, Daniel Günther, visited the Ostuferhafen personally to hand over the grant notice coming from the State Funding Programme "Economy" for 5.44 million Euros.



Daniel Günther said: "Located on the interface between continental Europe and the Baltic Sea Region the ports of Schleswig-Holstein are an integral part of European transport chains. With its modern and efficient port infrastructure the port of Kiel contributes to strengthening Germany's competitiveness whilst it is also helping to the growth potential of our economic area."

The construction works for the new port apron have taken two years and have required a total investment sum of about 7.78 million Euros.

FJORD 5G-PROJECT

There is a special digitisation project which is supposed to be realised at the Kiel Fjord in co-operation with the PORT OF KIEL. Thanks to the new mobile radio standard called 5G, not only passenger ferries will be enabled to cruise partly autonomously between the banks of the fjord in the first instance but also the opportunities that 5G offers for the logistics sector will be examined.



In Ostuferhafen, the aim will be to depict the timber imported from Russia in an even more efficient way. The Economics Minister of Schleswig-Holstein, Dr Bernd Buchholz, the Lord Mayor of the City of Kiel, Dr Ulf Kämpfer, the Vice President of the University, Professor Dr Karin Schwarz and the CEO of Vodafone Deutschland, Dr Hannes Ametsreiter, signed a Letter of Intent at the Ostseekai about the implementation of this innovative project.

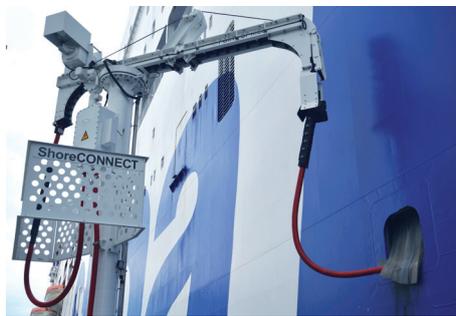
E-VEHICLES IN ACTION

The PORT OF KIEL's goal is to operate in a fully climate-neutral way by the year of 2030. To that effect, all the port areas, buildings and terminals are already supplied exclusively with 100 % eco-power from regenerative sources. The port of Kiel reduces its energy consumption by utilising LED technology and is moreover electrifying successively its passenger vehicle fleet. The latest example is a fully electric compact car for the vehicle pool.



SHORE POWER SCHWEDENKAI

Stena Line will follow the Color Line shipping company and will use onshore power in the port of Kiel. The first tests with the ferries "Stena Germanica" and "Stena Scandinavica" have run smoothly. The onshore power flows from the new substation at the Ostseekai to the medium-voltage substation at the Schwedenkai where also the switchgear units are located. The connection to the ship is established by using a crane and a plug-in connector. Stena Line uses this configuration already in the port of Gothenburg.



The cable handling is done by the ship crew who also initiate the shore power current via remote control. After completion of the test phase, Stena Line will most likely run on onshore power on a regular basis at the Schwedenkai Terminal as soon as this autumn. Taking the onshore power supply plant at the Schwedenkai into operation is another important step towards climate protection in the port of Kiel. The vessel emissions will be reduced to zero at both city centre ferry terminals while the ships are berthed in the port. The goal is to cover at least 60 % of the energy demand of all ships calling at Kiel with onshore power as of next year.

LUXEMBOURG INTERMODAL

Looking at the hinterland transport sector of the port of Kiel, more and more cargo units are transhipped by rail. The direct train connection between Kiel and Luxembourg, which operates three times a week from Kiel, has a positive impact on this development. Thanks to the latest infrastructural improvement measures at Kiel's shunting station, the trains have a length of 700 m each and consist of 21 carrying wagons for trailers and containers. At the intermodal transhipment hub of the Schwedenkai Terminal, there is a direct connection to the ferries of



Stena Line departing to Gothenburg. This service connects the Scandinavian markets via the intermodal hub in Bettembourg with central Europe, France and Spain.

SAILOR STATUE OSTSEEKAI

The concrete stele of the „Sailor“, a piece of art by Karlheinz Goedtke built in 1962 located at Kiel's Ostseekai in front of the maritime museum at the Seegarten pier, has been comprehensively refurbished. To do so, a scaffolding was erected around the stele supporting the sailor in the first instance. Then a crane lifted the statue from its plinth and it was put into interim storage within the security area of the Cruise Terminal. After the comprehensive works were completed, it was mounted again onto its original place.



It took four weeks to restore the concrete stele. Using a spray technique, the stele received a new coating after some damaged spots in the concrete were refurbished. Now the stele shines again in its original condition - same form, colour and structure. The type of restoration was closely coordinated with the Monuments Preservation Office of the State Capital City of Kiel. The „Sailor“ is among the rare remains from the days, when ferry traffic was still young in Kiel.

IMPRINT

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