



PORT OF KIEL

SK NEWS

for customers and partners
of the PORT OF KIEL
Issue January 2021

Dear friends of the port of Kiel,



The last year has posed challenges to us that have been truly unprecedented. We as a company reacted fast and comprehensively so that our port could guarantee smooth operations even under these extraordinary circumstances. This is how we could complete our most important investments for the mid-term development such as the new Ostuferhafen port apron, the Terminal 28 as well as the shore power supply plant at the Ostseekai. Hence, the port of Kiel is well-positioned for the future and ranks among the most sustainable ports in Europe.

We also have strongly pushed the digitization of our processes and have developed viable hygienic concepts for the passenger traffic together with the shipping companies.

So, I am looking forward to 2021. According to current planning, we can assume the cargo volumes to stay high and from spring respectively summer onwards, we expect passenger numbers to rise again significantly, last but not least also in the cruise sector.

I hope you enjoy reading our SK news.

Yours,

Dr Dirk Claus
Managing Director

SHORE POWER FOR STENA LINE LED WALL SHINES BRIGHT

Stena Line takes shore power also in Kiel now. While the vessels “Stena Germanica” and “Stena Scandinavica” are in port, they are supplied with eco-power that has been produced with hydropower in a 100 % climate-neutral way. At the Schwedenkai Terminal, the greenhouse gas emissions are thus reduced to zero. Furthermore, the emission of particles and nitrogen oxides is sustainably reduced. In addition to



Kiel, Stena Line takes shore power also at two departure terminals in Gothenburg as well as in Karlskrona, Norvik, Trelleborg and Hoek van Holland for its ferries and thus avoids 13,000 tons of CO₂ on its route network every year. “We are very grateful for the support from the local but also from the federal politics. Lowering the rates for shore power has been a decisive step towards competitive conditions for utilizing environmentally and climate-friendly technologies in northern Europe”, says Ron Gerlach, Trade Director and Managing Director at Stena Line Germany.

Since the beginning of the year, the PORT OF KIEL covers 44 % of the energy demand of vessels in port with shore power.

Kiel’s Lord Mayor Dr Ulf Kämpfer and City Councillor Doris Grondke have presented the LED wall at the new shore power supply plant building at the Ostseekai Terminal together with the Managing Director at the PORT OF KIEL, Dr Dirk Claus, as well as the architects and lighting designers. Dr Ulf Kämpfer: “Climate protection is one of our priority goals and I am pleased that we take another important step in this direction. The PORT OF KIEL thus makes a major contribution to the realization of our climate protection strategy.”



The shore power supply plant’s value for the protection of the climate now becomes visually perceptible through the LED wall. In daylight, the outer shell shows its very own character with its dynamically structured perforation. Once the LED lights hidden in the façade are switched on there is a totally new level of design that completely transforms the perception in the dark.

Almost half of the 720 m² large metal wall has been covered with more than 12,000 LEDs of which every single one can be managed individually using special software.

DFDS-FERRIES KIEL-KLAIPEDA

The shipping company of DFDS has continued to increase its transport volumes on the route Kiel-Klaipeda and has shipped a record of about 2.7 million tons of cargo from and to Lithuania in the course of last year. This success is based on operating an additional RoPax vessel which supported the two original ferries servicing the



route and which offered an eighth and ninth departure per week and direction. As the volume of traffic was expected to increase the PORT OF KIEL has comprehensively redesigned the Ostuferhafen port apron during the last two years and now offers even more pre-stacking and stand-by space for trucks trailers, tractor units and passenger cars.

TRAIN ANNIVERSARY

The companies of Stena Line and CFL closely cooperated to initiate the direct train connection in intermodal traffic between Bettembourg-Dudelange and the Schwedenkai Kiel for onward transshipment to Gothenburg one year ago. The connection offers three arrivals and departures per week and connects the Scandinavian markets via the intermodal hub in Bettembourg with central Europe, Spain and France. The trains are 710 m long and consist of 21 carrying wagons for trailers and containers. The first year of operation already saw 9,000 load units



transhipped on this route in a reliable and environmentally-friendly way.

PILOT BOAT TRANSHIPMENT

The Ostuferhafen has proved its qualities as a universal kind of port one more time. Near the end of last year, three pilot boats that had last been in operation on the river Schlei, were transhipped to Kokkola in Finland. The transfer



boats "Snorre", "Faxe" and "Wickie" weighing 18 tons each were loaded into the freighter's hull and secured by means of the mobile harbour crane.

VACCINATION CENTRE AT SCHWEDENKAI

On the passenger level of the Schwedenkai terminal building, the Vaccination Centre of the Schleswig-Holstein State Capital City of Kiel has been set up. About 1,000 people can be vaccinated here on seven tracks every day. On the occasion of its presentation, Lord Mayor Kämpfer said: "Welcome to Germany's fanciest Vaccination Centre", only to add that beauty wasn't actually the point but functionality. The Schwedenkai has been known as a Corona Test



Station since summer – both for passengers and Kiel's citizens. In structural terms, the Stena Line passenger handling is strictly separated from the Vaccination Centre. Passengers access

the terminal through its foyer and pass the check-in counters to go to the gangway. Vaccination Centre visitors have exclusive access via the lateral staircases at the northern side of the building.

„STARNES“ IN SCHEERHAFEN

The vessel "Starnes" of the shipping company Mibau-Stema which was built in China in 2018, has also paid its first visit to the port of Kiel. The bulk carrier can load 40,000 tons and is therefore larger than the vessels operated so far. The "Starnes" unloaded split from Norway in the Scheerhafen port, which is supposed to be used for road constructions in northern Germany. The freighter has a boom of 90 m in order to unload its cargo via its conveyor belts. 5,500 tons of bulk cargo can thus be unloaded per hour onto the different heaps with varying granulation. In the course of the years, Mibau



has developed into one of Kiel's largest customers in the bulk cargo sector. In 2020, the company has already made up 600,000 tons of the ports handling results.

KOMBI PORT MANAGEMENT

The Kombi Port GmbH, the associate company of the PORT OF KIEL and the Kombiverkehr KG, Frankfurt, has a new management. In December, Eva Kampe took on the business management in addition to her responsibilities in the Marketing Department in the port of Kiel. Kombi Port manages the transshipment operations in intermodal traffic at the rail terminals in Ostuferhafen and Schwedenkai.

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