

Ports in Mecklenburg-Vorpommern

By ULRICH BAUERMEISTER

Contents

1. Introduction	390
2. Seaport of Rostock	391
2.1 Hafen-Entwicklungsgesellschaft Rostock mbH	392
2.2 Freight and Fishing Port of Rostock	393
3. Ferryport of Sassnitz	394
4. Seaport of Wismar	396
5. Seaport of Stralsund	397
6. Port of Wolgast	398
7. Port of Greifswald-Ladebow	399
8. Industrial Port of Lubmin	400
9. Industrial Port of Ueckermünde	401
10. Port of Vierow	402
11. Inland port of Anklam	403

1. Introduction

In the heyday of the Hanseatic League, virtually all of the ports active in Mecklenburg-Vorpommern today were important trading centres on the “Mare Balticum” and their long-distance merchants were members of the Hanseatic merchant guild.

In former East Germany, the locations for cargo handling between Wismar and Ueckermünde played their role as centres of sea-bound foreign trade until 1989. It was not the market that decided the path of the goods, but rather political demands. In 1990 a process of fundamental restructuring began for the ports in Mecklenburg-Vorpommern. The top priority was to establish a competitive maritime transport industry: to catch up on productivity lags, to rearrange the cost-intensive and largely worn-out port infra- and superstructure and to adapt the traffic connections by sea and to the hinterland to the new requirements.

With the arrival of the new millennium this restructuring process has been mostly completed. Sea access routes to Wismar, Rostock, Stralsund and Wolgast have been deepened and widened. Today Mecklenburg-Vorpommern has modern, efficient ports with excellent transport connections by sea and land.

The construction of modern terminals for handling environmentally and weather-sensitive bulk cargo as well as facilities for handling and manufacture of wood in Wismar, the upgrading of berths for super tankers in Rostock, the construction of new, efficient ferry facilities for the transport of standard-gauge railway wagons and for road haulage and passenger traffic at the ferry ports of Sassnitz and Rostock as well as the newly built or reconditioned berths in Stralsund and Wolgast describe this development process, which has led to a highly efficient port industry.

The federal trunk road network has also been reconditioned and extended. The most important road project is the A 20 motorway which connected all seaports directly to the western European trunk road network since 2005.

The completion of the A 20 has provided major stimuli for traffic via the ports of Mecklenburg-Vorpommern. The good railway connections in the north-south direction are being complemented by the traffic project No. 1 instituted after German reunification, the refurbished railway line Lübeck – Hagenow Land – Stralsund which provides the link in the eastwest direction. On this basis the ports of Mecklenburg-Vorpommern face the competition as major logistics sites at the Southern Baltic Sea Coast.

The ports' position in the market is reflected in their confident slogan "When you say Baltic Sea, you mean us". The impressive achievements of the last 18 years are a clear indication of this. The fact that smaller ports such as Wolgast, Greifswald, Ueckermünde or the cargo and fishing port of Rostock have taken up commercial seaport cargo handling and increasingly contribute to growing handling volumes is particularly noteworthy.

The spread of efficient ports along the relatively long coastline allows for excellent radial development of the immediate and the wider hinterland which is of particular interest for implementing the "from road to sea" concept.

The economic region around the Baltic Sea, which is the key operating area of the ports in Mecklenburg-Vorpommern, has around 100 million inhabitants spread over an area of 2.4 million square kilometres and is one of the strongest growth regions in the European Union (EU). This will result in an even greater increase in the exchange of goods, which is forecast to have an annual growth rate of three to four percent in terms of tonnage loaded. The basis for this positive trend is provided by the enlargement East of the EU. This must now be the focal point for the planning and implementation of trans-european transport networks.

Ferry and ro-ro operations form the transport technology on the Baltic Sea. Ferry traffic in particular is determined by the increase in the speed of transport sequences. Increasingly the location in terms of traffic geography is becoming a prime criterion for assessment and decision-making when it comes to choosing the routes and the cargo flows in ferry transport, and this is what makes the ports of Mecklenburg-Vorpommern transport hubs in the southern Baltic Sea today. Moreover, the ports in Mecklenburg-Vorpommern are the best locations to avoid the bottlenecks on road and rail at the North Sea ports.

2. Seaport of Rostock

With the enlargement of the EU the Port of Rostock has gained yet more importance as a traffic hub. The settlement of the industrial enterprise Liebherr has also put the port on the map as a major industrial estate of the Hanseatic City of Rostock. Currently there are more than 150 companies in and around the port of Rostock who handle, store, produce or offer services to shipping, transportation, handling, storage and treatment of goods. Around 9,000 people are directly and indirectly employed at the port.

The port of Rostock looks back on 800 years of history. From the 14th to the 17th century Rostock was a major site of the Hanseatic League. In subsequent centuries there were many ups and downs. With the opening of a new seaport on river Warnow in 1960 the former East Germany made Rostock its "gateway to the world". In the following years the so-called overseas port was expanded into an efficient universal port. After German reunification the port began its transformation into a Baltic Sea port with a thoroughly altered appearance and range of services. With a modern oil port, facilities for grain, coal, fertilizer and cement handling and with the terminals for general cargo export it continues to be a universal centre of transshipment. No other German port on the Baltic coast offers such a wide range of services as Rostock seaport.

But, thanks to the very good road and rail connections, its heart became the ferry port with its adjoining terminals for intermodal transport, for paper and ro-ro traffic.

Ferry traffic, in particular, is seeing rapid growth. Modern ferries of the shipping companies Scandlines, Tallink Silja, TT-Line and Finnlines connect Rostock with Denmark, Sweden, Finland, Estonia and Latvia. More than two million passengers use the most important German passenger ferry port every year. Rostock has the largest number of liner connections to and from Germany. With more than 100 arrivals of about 30 cruise ships and approximately 170,000 passengers Rostock also underscores its significance as one of Germany's most important cruise ship ports. The new Warnemünde Cruise Centre offers ideal conditions for cruises to the North Sea and the Baltic Sea.



Fig. 1: Seaport Rostock (54° 09' N, 12° 06' E)

Rostock seaport is one of the most important centres for tri-modal traffic on the Baltic Sea. With the Baltic Sea motorway A 20 between Lübeck in the west and Stettin (Szczecin) in the east and with the north-south motorway A 19 between Rostock and Berlin the road connections are outstanding. In a few years, when the motorway A 14 between Wismar and Magdeburg will be finished, the road-connections will be much better. Combined with direct trains as part of intermodal traffic from and to Basel, Verona, Duisburg and Wels the Port of Rostock forms an important and high capacity junction between Scandinavia and Central Europe.

2.1 Hafen-Entwicklungsgesellschaft Rostock mbH

The federal state of Mecklenburg-Vorpommern and the Hanseatic City of Rostock are the owners of the port of Rostock. Their interests are represented by the Hafen-Entwick-

lungsgesellschaft Rostock. The name of the company reflects the will of the city and the state to develop the largest port in the state in such a way that it meets the continuously rising demands of forwarders and tourism.

Hafen-Entwicklungsgesellschaft Rostock focuses its work on a forward-looking upgrading and expansion of the infrastructure and on its maintenance. As the owner of the land, the quay facilities and the aquatory the company ensures in close cooperation with the shipping industry and the port companies working on site that Rostock has all prerequisites in order to continually improve its competitive position. On behalf of its owners the company pursues an active policy of canvassing new companies to settle at the port. In the leasing of land and the renting of buildings it follows the principle of opening up new fields of business by encouraging competition at the port, winning over new customers and canvassing goods.

Hafen-Entwicklungsgesellschaft Rostock, which is certified to DIN EN ISO 9001:2000, is the sole operator of the ferry and cruise port. It is also a shareholder of the operating company at the multimodal transport terminal.

It is also the task of the company to perform and market further services which serve to improve the competitive position of the company or the location. To this end it may establish and acquire companies, participate in them or use other companies; it may establish, acquire and lease ancillary companies and branch offices and open subsidiaries. As far as these concern cargo handling services or activities in the field of storage and treatment of goods the company may however neither perform these itself nor through a company in which it holds a majority stake.

It is the cleared aim of the Hafen-Entwicklungsgesellschaft to further consolidate the market position of the port as a modern, competitive logistics centre under the umbrella brand "Rostock Port". Much has already been done towards this in the past. Hundreds of millions of Euro have been invested in improving the port infrastructure since 1991.

By attracting large manufacturing companies who produce, among other things, mobile cranes or large pipes, rapeseed oil or biodiesel the port managed to improve its competitive position. The establishment of further cargo handling, distribution and industrial businesses will continue to add to the profile of the location in years to come.

2.2 Freight and Fishing Port of Rostock

Rostocker Fracht- und Fischereihafen GmbH, a company certified to DIN EN ISO 9001:2000 and GMP, is the sensible logistical alternative in Baltic Sea traffic: its excellent location in the south-western bend of the lower Warnow river with good railway and road links to the A 19 and A 20 motorways allows for a fast transportation of goods to and from Scandinavia, Eastern Europe and the Baltic states.

The port is a flexible company which continues to successfully expand its range of services. Its specialisation favours the handling and storage of bulk goods, general cargo and project cargo. It has the particular advantage of providing a refurbished cold storage unit certified to EU standards for refrigerated and frozen products which is situated right by the pier.

With the well developed infrastructure and the change in its profile the entire port territory upgraded into a modern industrial estate and offers the best prerequisites for the establishment of companies.

Modern cargo handling facilities, an own port railway, best storage conditions and an

experienced port crew allow for an all-round port operation and assure professional handling of bulk and general cargo. The 10 km of railway tracks as well as mobile cranes guarantee quick discharging and loading operations.

Storage, securing of cargo and other services will be performed reliably, quickly and correctly upon request by customers. All points of transshipment and facilities have a rail and road connection and allow for an efficient transport chain within the European logistics network.



Fig. 2: Rostock freight- and fishing port (54° 07' N, 12° 05' E)

3. Ferryport of Sassnitz

The ferry port of Sassnitz/Mukran, situated on the north-easternmost tip of the island of Rügen, has been modernised for around Euro 81 million since 1998 and is the German port with the shortest geographical and nautical distance to Scandinavia, Finland, Russia and the Baltic states.

It offers regular, high-frequency ferry connections to Trelleborg (Sweden), Rönne (Denmark), Klaipėda (Lithuania), Baltiysk and St. Petersburg (Russia). Additional ferry routes to other destinations are in the pipeline which will increasingly make the location a major transport hub in the enlarged European Union.

Already the easy navigational accessibility without compulsory pilotage from the waters of the Baltic Sea with a depth suitable for sea-going vessels creates cost advantages for shipowners and clients. A navigable depth of 10.5 metres and modern quay facilities make the port accessible for nearly all classes of ships operating in the Baltic Sea region. It also

provides optimum conditions for cruise vessels calling at the port. A comprehensive service offer is available for their passengers.

The ferry port of Sassnitz/Mukran is the only German port with around 40 kilometres of Russian wide-gauge railway tracks which are used both for changing the axle gauge of railway wagons and for transshipment between trucks, standard-gauge railway wagons and Russian widegauge wagons. With the start of operation of the Scandinavia terminal in 1998 it has become Germany's largest place of transshipment for railway ferry transport.

Speed, modern and mobile port facilities and industrial trucks, but most of all its experienced and well-trained staff guarantee a wide range of services. Together with forwarders, agencies and brokers it provides complete solutions and handling alternatives which make it easy to opt in favour of the ferry port of Sassnitz/Mukran.



Fig. 3: Ferryport Sassnitz (54° 28,66' N, 13° 35,44' E)

Sassnitz is one of the few ports in the Baltic Sea region fortunate enough to still have 150 hectares and thus ample space available for the settlement of port-related industries and commercial enterprises. Logistics service providers like Sea Terminal Sassnitz GmbH & Co. KG (STS), a company of the BUSS Group of Hamburg, operate the port handling of containers, general and bulk cargo.

The road link has clearly improved with the construction of the A 20, the feeder road from the A 20 to Rügen via Stralsund and the four-lane bypass road around Stralsund. Road blocks caused by the opening of the bascule bridge at the old Rügendamm and impediments caused by traffic lights are a thing of the past now with the new bridge to Rügen so that the flow of traffic to and from the ferry port has improved considerably.

4. Seaport of Wismar

Wismar seaport is a modern port logistics company: Since 1990, decision-maker have pushed ahead its dynamic development and orientation in the market with comprehensive new building, refurbishments and investment activities.

As the greatest southernmost Baltic Sea port in Germany, Wismar seaport is the ideal import and export hub for many goods flows. North-South traffic flows between Central Europe and Scandinavia, the Baltic states and Russia are bundled and distributed in Wismar.

Next to the geographical location of a port, its economic accessibility and thus its attractiveness for potential forwarding customers does, however, depend first and foremost on the quality of its connections with the hinterland. With the extension of the A 14 motorway (Wismar to Schwerin) and the connection with that motorway, the coastal motorway A 20 (Lübeck to Szczecin) and the newly electrified railway link the port provides excellent transport links.

The interaction of modern, efficient handling equipment, highly motivated and qualified staff and an excellent location in terms of transport geography assures a fast loading and unloading of sea-going vessels in good quality and expertly performed port services around the cargo.

Handling focuses on environmentally and weather-sensitive bulk goods, liquid and solid chemical products as well as general bulk cargo such as logs, forestry and agricultural products, iron, steel and building materials.

Staff of Wismar seaport will provide advice to solve all logistical tasks and help its clients to tread new paths. Customer-oriented and flexible service for all demanding cargo handling and transport tasks make Wismar seaport a logistics alternative at the Baltic Sea. The quality management of Seehafen Wismar GmbH is certified to DIN EN ISO 9001:2000.



Fig. 4: Seaport Wismar (53° 54' N, 11° 28' E)

5. Seaport of Stralsund

Universality combined with high standards of quality, flexibility and years of experience in stevedoring and storage operation – those are the trademarks of this Hanseatic port location at the straits between the mainland of Western Pomerania and Germany's largest island of Rügen. The manageable, well-structured size of the port with the facilities of the city harbour and the north port situated to the north of the new Rügen bridge and the most recently added areas of the south and Franken ports, situated south of Germany's largest bridge structure provide forwarders with excellent conditions for the handling of conventional dry bulk and general cargo.



Fig. 5: Seaport Stralsund (54° 18' N, 13° 06' E)

As a reliable partner in the transport chain, Stralsund seaport is today a provider of logistical services to eastern German power stations, the building trade and the import and export of agricultural products. Together with companies established at the site it has a leading role in the handling and processing of metals to be supplied to European shipbuilding operations. In this it cooperates with major steel producers from Germany and abroad and with suppliers to the maritime industry.

The importance of this port location in hinterland transport to and from seaports by rail continues to grow, once again underscoring the historical role of Stralsund as an intersection of railway transport to and from the conurbations in north-eastern Germany between Berlin and the Baltic Sea coast. The universal character of the port is amended by the fact that Stralsund is the only seaport in Mecklenburg-Vorpommern with access to the European network of inland waterways. Via the bypass road of the Hanseatic City of Stralsund ending at the

port, the coastal motorway A 20 can be reached in no time, smoothly, without traffic jams and time lost for forwarders.

Thanks to the unique location and vicinity of the berths in the city harbour to the historic city centre of Stralsund, which was listed as UNESCO world heritage in 2002, cruise tourism is becoming an important field of business. A unique highlight has been created in the shape of the OCEANEUM on the northern harbour island which is expected to spark off international cruise tourism in Stralsund. The only newly built museum in recent German history, it is also considered a masterpiece of contemporary architecture and draws numerous visitors from near and far each year.

6. Port of Wolgast

The town of Wolgast is the centre of the region around the mouth of river Peene with approx. 60,000 inhabitants and a port location with a long tradition. Commercially it is characterised by the Peenewerft shipyard as well as by trade and services.

Its optimum infrastructure and superstructure are of great importance to the port of Wolgast, the easternmost German seaport. Via the Peenestrom channel and the river Oder it has a direct waterway connection with Poland and the German capital, Berlin, which provides access to the network of inland waterways of Central and Western Europe. The connection with the efficient railway network of Deutsche Bahn AG, federal trunk roads to Berlin and the nearby coastal motorway A 20 provide ideal conditions for solving logistical tasks.



Fig. 6: Port Wolgast (54° 02,3' N, 13° 46,0' E)

With a navigable depth of 6.5 metres (from 2009: 7.5 metres) the port is suitable for ships up to 150 metres length and 5.7 metres draught (from 2009: 6.5 metres).

Together the Südhafen (south port) and the Stadthafen (city harbour) have more than 1,250 metres of quays, 15,000 square metres of open-air storage and 2,000 square metres of covered storage. The annual cargo handling of around 500,000 tonnes consists mostly of imported building materials and fertilizer as well as grain export.

The south port industrial estate offers considerable areas of developed land for the establishment of port-related operations.

7. Port of Greifswald-Ladebow

The port of Greifswald-Ladebow is managed by Greifswalder Hafengesellschaft mbH, a fully-owned subsidiary of the Hegemann group. It has 290 metres of quays, 25,000 square metres of open-air storage and 1,000 square metres of roofed sheds. These areas are very well suited for the location of companies. The navigable depth is 6.9 metres. The close proximity of the A 20 motorway provides flexible conditions for preliminary and subsequent transport of the goods handled at the port.

For the handling of ships the port of Greifswald offers a continuous performance with optimum equipment. This includes a gantry crane with a jib length of 30 metres and 16 tonnes hoisting capacity. This crane also allows for handling from board to board. The grab capacity is 6.5 cubic metres. The discharge performance of this crane is between 250 and 300 tonnes per hour depending on the type of cargo. Furthermore a hydraulic excavator with 14 metres jib length and 200 tonnes discharge rate per hour is available.



Fig 7: Port Greifswald-Ladebow (54° 06,4' N, 13° 26,5' E)

The port is accessible to shipping day and night without impediments by bridges. Modern management systems according to DIN EN ISO 9000 et seq. and ISO 14001 create all conditions for the work of Greifswalder Hafengesellschaft so that it can meet present market demands.

8. Industrial Port of Lubmin

The industrial port of Lubmin is situated in the district of Ostvorpommern in the south of Greifswald lagoon between Greifswald and Wolgast. The operating licence for the industrial port was granted to the special purpose association "EFT" as the operator of the port facility on 27/01/2006. Since then the port is developing into an internationally recognised place of transshipment.

The industrial port of Lubmin has a south quay 740 metres in length with five berths and an east quay 135 metres in length with one berth. With a navigable depth of seven metres ships with a maximum draught of 6.1 metres may enter the port.

The network of inland waterways is also within easy reach from here. The hinterland connection with the A 20 motorway, the link with the public road system and the direct connection with the railway network of Deutsche Bahn AG via the industrial railway of EWN GmbH provide optimum conditions for solving logistical transport tasks.

The port basin has an overall length of 890 metres and is 94 metres wide. The port turning basin is 175 metres wide. The quay facility consists of a sheet-pile wall with concrete capping and has a height of 3 metres above mean sea level. There is a heavy-duty area (100 x 30 metres), a paved storage area (135 x 30 metres) and approximately 12,000 square metres of



Fig. 8: Industrial port Lubmin (54° 09,24' N, 13° 38,38' E)

open space in the port area. Right at the port border an area of 120 hectares is available for the establishment of industrial and commercial enterprises.

9. Industrial Port of Ueckermünde

The industrial harbour of Ueckermünde in its present shape was created in 1993. Today the harbour is a modern place of transshipment for seagoing and inland waterways vessels and enjoys favourable infrastructure connections.



Fig. 9: Industrial port Ueckermünde (53° 44' N, 14° 05,9' E)

Via rivers Oder and Peene it is directly connected to the German system of inland waterways. By way of the Piastowski channel (Kaiserkanal) and the Bay of Szczecin there is access to the Baltic Sea free of bridges. The A 20 motorway comes close to the economic area of Ueckermünde. These reasons also spoke in favour of establishing the Umschlaggesellschaft Industriebahnhof Ueckermünde mbH and the company Nordholz GmbH at the site.

The port basin is 135 metres long and 40 metres wide and open in a north-south direction. The usable length of both quays is 125 metres each. West of the port basin is berth No. 3 which is 140 metres long. It is mostly used for timber handling. The turning basin is situated east of the port.

Thanks to its equipment the port meets the requirements for a modern place of transshipment. Around 10,000 square metres are available for storage. The main goods handled are pig iron, fertilizer, limestone and paving stones as well as industrial timber.

10. Port of Vierow

The port of Vierow is located on the southern rim of Greifswald lagoon. It specialises in the handling and storage of grain, oilseeds, animal feeds and other foodstuffs.

In the past years the port of Vierow has grown into the second largest place of transshipment for grain and animal feeds in Mecklenburg-Vorpommern. Ships are handled in a continuous shift system. For this service the port is certified to GMP+ B2.

At their location in Vierow, Hafen Vierow GmbH and VIELA Export GmbH have a grain storage capacity of more than 60,000 tonnes at their disposal. There is also a direct link to a semi-mobile conveyor belt for direct loading of sea-going and inland waterway vessels.

Further areas are available for building to investors at the "Industriegebiet Hafen Vierow". The handling performance in grain loading via the conveyor belt facility is 300 tonnes per hour, while the discharge rate of the excavator used for handling is 250 tonnes per hour.

The port is accessible for shipping at all times without temporary limitations or impediments by bridges.



Fig. 10: Port Vierow (54° 08,1' N, 13° 34,5' E)

11. Inland port of Anklam

The inland port of Anklam is the biggest of its kind in Mecklenburg-Vorpommern today. It is managed by the municipal Binnenhafen Anklam GmbH. The goods handled here are predominantly fertilizer, scrap, building materials, grain, rapeseed and timber.

It is especially its favourable geographical location which makes the inland port of Anklam attractive for goods handling. The town on river Peene is intersected by the federal roads B 109, B 110 and B 197. The coastal motorway A 20 passes around 25 kilometres to the south. Via a railway siding there is a connection to the main railway line between Stralsund and Berlin.

Binnenhafen Anklam GmbH also manages the ports in Jarmen and Demmin. The port of Jarmen is situated very close to the federal roads B 96 and B 110 and to the motorway A 20. The commercial port of Demmin is situated right at the B 110 and has a good connection with the B 194.



Fig. 11: Inland port Anklam (53° 51,7' N, 13° 41,7' E)