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Report
Zero-emission
shipping by 2035

Focus
Setting up the EU TEN-T in the Baltic
– opportunities and challenges

Maritime
Worlds apart? Collaboration between
shippers and ocean carriers

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Dear Readers,



In 2018, we touched upon a lot of uneasy topics for the transport & logistics business, just to mention a few pieces about the shady stuff that's been covering the International Maritime Organization for a long time or how the conflict between longshoremen and a terminal operator has churned up container operations in Gothenburg and across the whole of Sweden. This issue houses new reads of the sort, namely how to make shipping greener or even emission-free, as the industry has apparently lost its eco-glamour after it dodged the Paris Agreement. We're exploring the numerous measures that promise to revolutionise how future ships will sail and, perhaps most importantly, with which fuel in their tanks. Furthermore, we're reporting on the hurdles that lay ahead of turning sometimes very



Photo: Pixabay

optimistic scenarios into a workable reality that's economically sound, too. In addition to this, articles from the Maritime section take a closer look at other challenges – how to train and retain people working on the front line of port operations as well as how to convince the maritime business that, first, innovating is simply a must these days, and second, that asking for help from the outside can deliver better results than trying to figure things out on your own. However, innovation doesn't have to mean implementing some fancy high-end gizmos, revamping IT systems, all those clouds

and blockchains, etc., but can stand for such a "simple" thing as paying more attention to what your clients have to say to you. That is the case of the relationship between ocean carriers and shippers. The former are mixed up in their own internal games, while the latter are crying for a better service offer. Cooperation is possible, but it requires a lot of effort to bring these two – currently apart – worlds together. On the flip side, last year we published swarms of articles on the bright side of the industry, particularly on the diverse ways technology can give it a boost. In fact, over the past couple of years we experienced a real flood of reads about how technology can transform the maritime sector – or how it's already doing so with force. While preparing for a presentation on the topic for a local tech-focused conference last autumn, I had to cut, clip, and trim the bottomless database to fit the whole thing into a 15 minute talk, something which otherwise could be a good base for a semester-long course of lectures. This issue's Technology column features another set of great articles and I'm certain that more will come in 2019.

You can also be sure that we'll travel the length and breadth of the world to find valuable materials, including for the beloved Transport miscellany. This time we went all the way to Brazil to discover a Swedish aeroplane – the last (!) copy of Saab's first attempt to harness the skies for passenger flights. And we took Rotterdam's Honey Highway on the way there.

Last but not least, the past year, although very challenging in many ways, was also rewarding to me personally. I managed to pull off a back-to-back victory and win another Seahorse Club journalist award, this time in the news category and for a very Baltic article on the region's top 2017 transport & logistics events. I've said it once and I'll say it a million times: Baltic pride!

Przemysław Myszkowski

Baltic Transport Journal

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BTJ 1/2019 (January/ February)**Report:** Baltic transport 2018 highlights | **Focus:** Onshore power supply**GreenTech in Shipping 2019, 26-27 February 2019, BE/Antwerp, www.greentechshipping.com/index.php**

Which latest green technologies can contribute best to achieving the determined goals? Has enough been done to create a sustainable shipping market? Which fuels should the sector turn to, in order to drive the most effective economic and environmental outcome? There are numerous issues that call for decisions and collaborative thinking, therefore, events like GreenTech in Shipping contribute to the sector by providing an opportunity for all stakeholders to meet and discuss industry outlook, look for ways to cooperate and find solutions to most urgent issues as well as exchange good practices. At the Forum you will find out from the regulators, government bodies and major ports' representatives what the near future holds for ship builders and operators as well as learn about latest innovations and modern technologies from top technology developers. So, don't miss the chance to keep your business up to date with the latest news and technological innovations in the maritime sector.

**BTJ 2/2019** (March/April)**Report:** Baltic port market in 2018 | **Focus:** Cruise market in 2018**Transport Week 2019, 5-7 March 2019, PL/Gdynia, www.transportweek.eu**

Transport Week 2019 is the ninth edition of our flagship transport & logistics conference. Widely recognized as the best possible start to your business year, it regularly gathers the crème de la crème of this highly dynamic industry. Each year the event gathers hundreds of highly engaged participants from a variety of industries, among them port and terminal authorities, rail and logistic operators, forwarders, shipping lines representatives, consulting companies, government officials and policymakers. For eight years straight, Transport Week has been the focal point of all discussions related to the transport and logistics sector in Central Europe.

**Ferry Shipping Summit 2019, 20-21 March 2019, NL/Amsterdam, www.ferryshipingsummit.com**

The Ferry Shipping Summit is a new and exciting ferry shipping conference concept that is committed to meeting the needs of today's time pressured industry leaders. The event is being organised by a team of knowledgeable Ferry Industry Experts with many years of commercial and operational experience at executive level within the Ferry operating and ferry port industry.

**RailTech Europe, 26-28 March 2019, NL/Utrecht, events.railtech.com/europe2019**

RailTech Europe 2019 offers a large exhibition, three day high-level international conference programme, a large workshop programme, career matchmaking between exhibitors and visitors, Startup Fest, live (on-track) infrastructure demonstrations, train maintenance and rolling stock, exclusive technical visits and many other new features.

**Freight & Terminal Forum, 26-28 March 2019, NL/Utrecht, events.railfreight.com/freight-terminal-forum-2019**

The first edition of the Freight & Terminal Forum will take place on 26-28 March 2019 in Jaarbeurs Utrecht, the Netherlands. The rail freight industry is growing and so are business opportunities. By organising the Freight & Terminal Forum, we contribute to the knowledge exchange in the sector and create networking opportunities.

**5th International LNG Congress, 29-30 April 2019, MT/Malta, ingcongress.com**

Co-hosted with ElectroGas Malta, the Congress provides business program, focus exhibition and a technical visit to Delimara LNG Terminal. Closed-door format ensures that only selected decision-makers attend the Congress to speak, network and set new partnerships. Delegates of the Congress will be representing Gas Majors, EPCs, Ports, Port Authorities, Canals, Fleet Owners, Terminal operators and others.

**BTJ 3-4/2019** (May-August)**Report:** Baltic ro-ro & ferry and container markets | **Focus:** Road & rail developments**AntwerpXL, 7-9 May 2019, BE/Antwerp, www.easyfairs.com/antwerp-xl-2019/antwerp-xl-2019**

AntwerpXL is set to be the ultimate event for the breakbulk sector, and will take place in the newly refurbished Antwerp Expo Centre from 7-9 May 2019. Supported by the Port of Antwerp, the largest breakbulk port in Europe, and the Antwerp Shipping Federation, this inaugural event will take place at the heart of the European breakbulk community. The three-day conference and exhibition provides an ideal platform for cargo owners and specialised transportation professionals from across the globe to meet, conduct business, learn and network. AntwerpXL is organised by Easyfairs, who run over 220 exhibitions globally and have extensive experience within the manufacturing, oil & gas, cargo, maritime, transport & logistics industries.

**ESPO Conference, 23-24 May 2019, IT/Livorno, www.espo.be/events#espo-conference-2**

Every year, one of ESPO's member ports hosts the annual conference. Following 15th successful editions, ESPO's annual conference has become a meeting point for European port industry and transport policy makers. The conference features very high quality speakers, allows for open debates on topics that are high on the ports' agenda and includes multiple networking events in beautiful settings. It is a unique opportunity for industry, stakeholders and European political scene to meet, discuss and learn from each other. The 16th edition of ESPO's annual conference is going to take place in Livorno on 23-24 May.

**Posidonia Sea Tourism Forum, 28-29 May 2019, GR/Athens, www.posidoniaseatourism.com**

The Posidonia Sea Tourism Forum is a biennial international Conference and Exhibition that addresses the hottest issues of sea tourism in the East Med region. With the active involvement of CLIA Europe, MedCruise and cruise lines operating in the Mediterranean, the Posidonia Sea Tourism Forum has become the most important business platform for stakeholders in the East Med.

**ITS European Congress, 3-6 June 2019, NL/Eindhoven, 2019.itsineurope.com**

The ITS European Congress is part of a bigger cluster of ITS Congresses. It is organised in a European city in the years where there is no ITS World Congress in Europe. The ITS World Congress rotates between Europe, the Asia Pacific region and the Americas. For all European Congresses, ERTICO and its Partners work closely with the European Commission and the host city to deliver an outstanding event.

**transport logistic 2019, 4-7 June 2019, DE/München, www.transportlogistic.de/index-2.html**

Transport logistic is the world's leading trade fair for logistics, mobility, IT, and supply chain management. The business platform, which is geared toward generating contacts and results, is the global industry event. An international source of inspiration, it is a forum for future-oriented topics.

**SIL Barcelona, 26-28 June 2019, ES/Barcelona, www.silbcn.com/en/index.html**

The Leading Exhibition for Logistics, Transport, Intralogistics and Supply Chain in Southern Europe. To be held together with eDelivery Barcelona Exhibition & Congress on on-line logistics and eCommerce, ALACAT, the largest Logistic Operators' Congress in Latin America, the International Congress for Authorized Economic Operators, with companies coming from all over Europe, and the World Free Zone Congress.

**Baltic Ports Conference 2019, 4-6 September 2019, SE/Stockholm, www.balticportsconference.com**

A selection of excellent keynote speakers, accompanied by a set of roundtable discussions featuring the industry's key stakeholders will provide answers to some of the most burning questions. Simply take a look at the agenda to discover the full topical breadth of this year's conference. The Baltic Ports Conference (BPC) is the most important annual event for the organization! All BPO members, the organization's partners, and friends, as well as other participants and guests, join together to discuss the key issues, dominant trends, and most urgent problems the Baltic port business is currently facing.



Zero-emission shipping by 2035

The rub of the green

by Przemysław Myszka

Photo: Pexels

The conversation around whether more vigorous steps are needed to be taken to axe the sea shipping's carbon footprint often start with the 3% figure – the industry's contribution to human-caused climate change. Now, this isn't a preposterous number, right? One of the sort at which eco-conscious people would cry with outrage instantly. Or is it? Taking a step back and looking at the bigger picture, Germany is responsible for about the same amount of greenhouse gas (GHG) emissions. Can you imagine the commotion stirred if somebody would have proposed to exclude the world's fourth biggest economy from a worldwide deal to curb the increasingly suffocating levels of pollution – in addition, it seems, for no good reason at all?

But that's exactly what happened just a couple of years ago when the global community found itself in the throes of a painful yet ultimately successful delivery of the Paris Agreement. However, sea shipping was left outside the deal.

Nevertheless, maybe this omission was a good thing in the end. The issue whether sea shipping is actually the most environmentally-friendly mode of transport has been gradually appearing in the general public's field of vision. Not so long ago, BBC Radio broadcasted on the topic, stacking against each other the numerous green technologies

that are making their business case into the mainstream maritime industry (incl. air lubrication, rotor sails, and heat recovery) and what's the norm today, namely sailing on the toxic remains of what's left after cleaner and more valuable products have been squeezed out from crude oil.

Earlier, investigative reports were published, detailing how the International Maritime Organization (IMO) – taken captive by the irresistible charm of corporates whose interests deeply penetrated the agenda of this United Nations institution – is somewhat reluctant to convince its stakeholders that it's high time to take the responsibility

for its share in inducing climate change. Under pressure, intriguingly, the IMO is now waving the green flag, setting GHG reduction targets and pushing forward the reduction of sulphur content in bunker from 3.5% to 0.5% globally. Green shipping is the new

**#Shipping#Climate change
#Decarbonisation#2035
#Slow steaming#Alternative fuels
#Hydrogen#Ammonia#LNG#Wind
#Solar#Methanol#Nuclear#OPS
#Carbon pricing#Emission trading
scheme#Fuel levy#Green port fees**



Corridor of Impact

by Bartosz Dąbrowski

Photo: Pixabay

The Trans-European Transport Network (TEN-T), initially adopted in 1996, was given new guidelines for development in December 2013 by the European Parliament and the European Council. It is expected to be fully functioning by 2050, with parts classified as the Core Network expected to be ready by 2030. A couple of years into this pan-European megaproject, with the construction of many network corridors underway, including the ones in the Baltic Sea region (BSR), it is already possible to assess their impact in the region.

The current European Union budget for the 2014-2019 period prioritises nine Core Network Corridors (CNCs), four of which cross the BSR (Fig. 1), connecting the region's countries with other major economies located by the Mediterranean, North, Adriatic, and Black seas. As the TENTacle report *Impact analysis of the TEN-T Core Network Corridors in the Baltic Sea Region* observes, the TEN-T network aims at serving trade flows not only in the EU, but to trade further east to Russia, Asia and also Africa (worth mentioning in this regards is the fact that a proposal to extend the TEN-T Core and Comprehensive Networks towards countries forming the EU Eastern Partnerships was made recently. The move targets bringing closer these states to the EU infrastructure- and logistics-wise,

Impacts of the TEN-T Core Network Corridors in BSR

THINK TANK

THINK TANK

DEAR READERS,


In cooperation with the Swedish Transport Administration (Trafikverket), the leading partner organization in this Package 5 of the Interreg BSR TEN-Tacle project, we have prepared this special THINK TANK. The issue report which is the basis for the THINK TANK was prepared by the TENTacle project management team based on a study produced by the Swedish Transport Administration provided by Ramboll Sweden. The report analyses the long-term impacts generated by the TEN-T Core Network Corridors (CNCs) in the Baltic Sea region (BSR).

The analysis is founded on the assumption that investments across the three BSR CNCs (Baltic Sea, Mediterranean, Baltic-Adriatic, and North Sea-Baltic) are fully-when-completed by 2030, will affect the business and stakeholders in different ways, depending on their geographical location in relation to the corridor as well as on the stakeholder involvement in the established corridor governance bodies (e.g. CNC forums and working groups). Governance and public measures are recommended to enhance benefits and mitigate the drawbacks experienced in earlier projects.

We have approached numerous political authorities and representatives of the Baltic region industry to ask them a few essential questions that concentrate first and foremost on the policy and actions that would be decisive in letting the various stakeholders benefit from the CNCs, by incorporating the positive corridor effects and by mitigating any adverse consequences. Hence the need!







The article is based on the findings of Impact analysis of the TEN-T Core Network Corridors in the Baltic Sea Region, a report authored by Ramböll and commissioned by EU co-funded TENTacle project. Earlier this year, we produced a think tank for TENTacle, in which we asked representatives of the business world, incl. port authorities, about their thoughts on the TEN-T. You can read the publication by scanning the QR code.

as well as to streamline future overland transports between Europe, the economies of Central Asia, and the Asian Far East along the rail and road corridors of the New Silk Road that pass through the abovementioned countries).

#Inside
#TEN-T#Baltic Sea region#Core Network Corridors#Rail Baltica #Freight flows#Passenger mobility#Benefits#Challenges