

# LNG in the Baltic Sea Ports



Short Sea Shipping and  
Motorways of the Sea  
Focal Points Meeting  
Helsingør 20 April 2012

# Coming up

- EU Baltic Sea Strategy
- A Prosperous Region
- An Accessible Region
- The Baltic Sea Hub & Spokes Project
- LNG in the Baltic Ports – Project
- Room for improvement

# EU Baltic Sea Strategy – To become a model region for clean shipping

European Commission presented in June 2009:

- Communication on a Strategy for the Baltic Sea Region
- Action Plan

The strategy has identified four pillars:

- an environmentally sustainable region;
- a prosperous region;
- an accessible and attractive region;
- and a safe and secure region.

# EU Baltic Sea Strategy –

To become a model region for clean shipping

The pillar on an **environmentally sustainable region** covers the following priority areas:

- Reduction to acceptable levels of nutrient inputs to the sea
- Preservation of natural zones and biodiversity including fisheries;
- Reduction of the use and impact of hazardous substances;
- **To become a model region for clean shipping;**
- Mitigation and adaption to climate change.

Denmark acts as a co-ordinator of priority area 4 – To become a model region for clean shipping.

“A Prosperous Region”

- based on extensive trading





Trading routes in the Viking Age 800-1000 A.C. (Vikingernes Aros 2005)

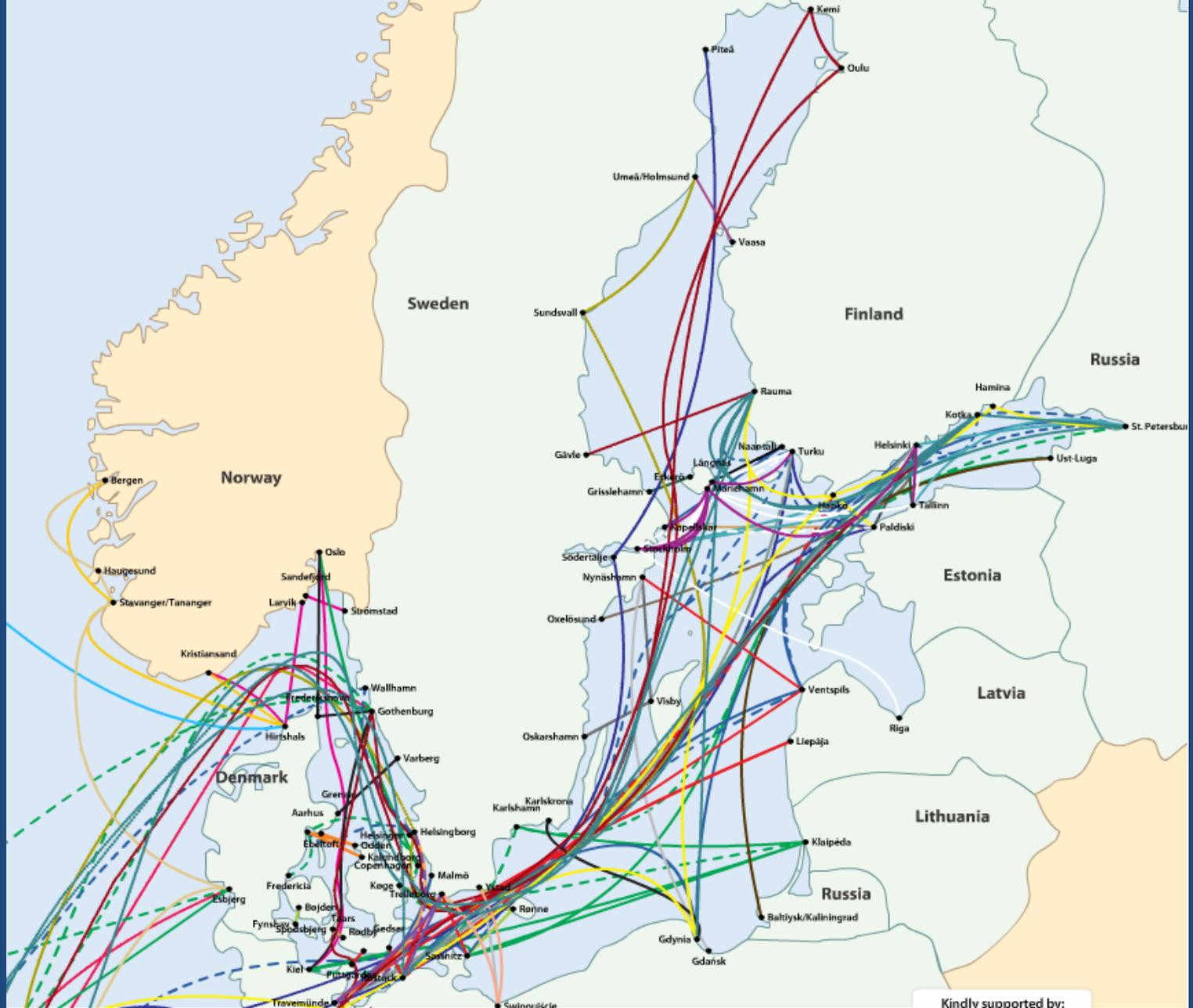


◆ Major Hanseatic Cities    ◆ Kontors    — Major Sea Trade Routes

(1200 – 1400 A.C.)

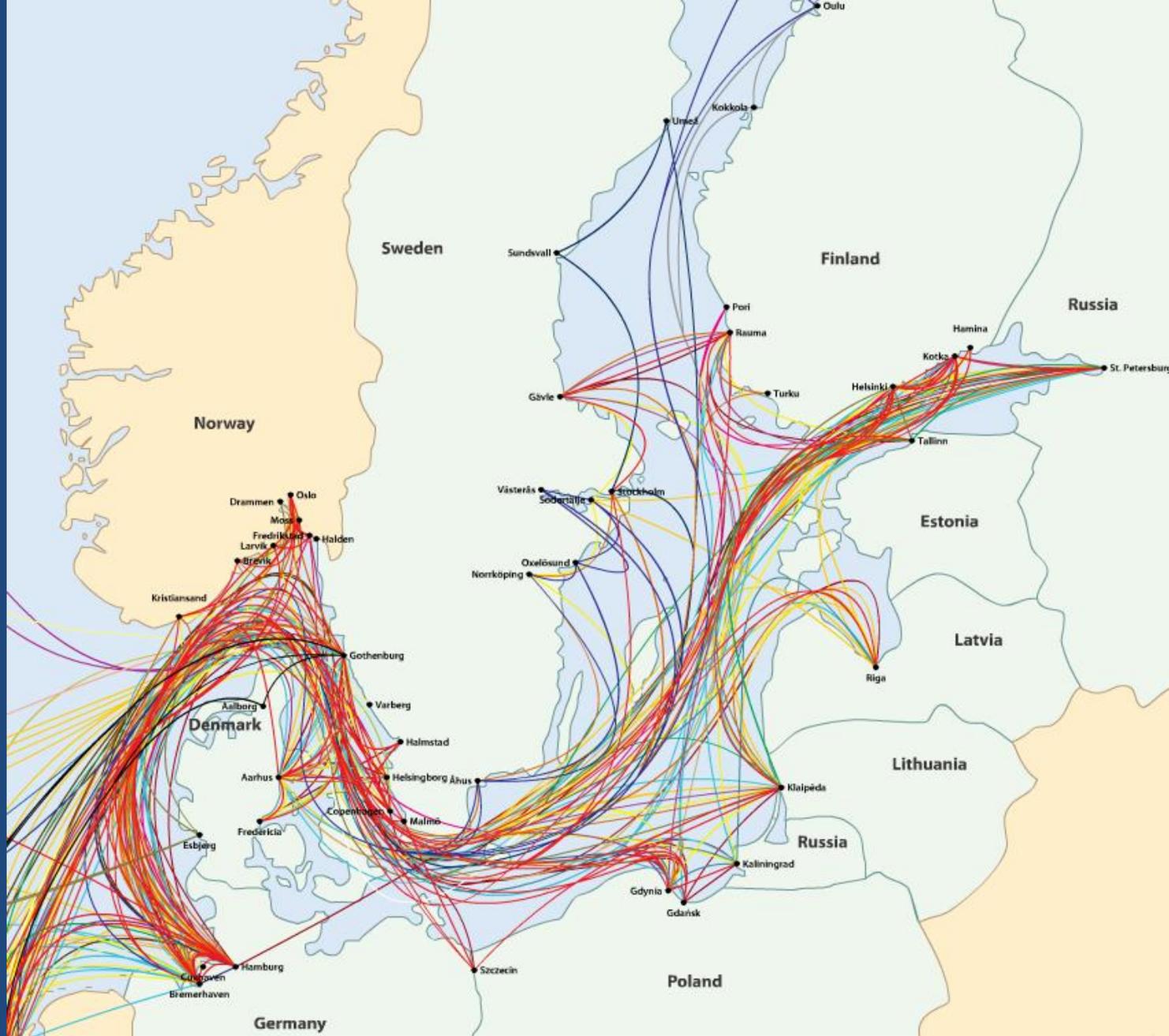
“An Accessible Region”

- based on sea transport



Kindly supported by:

BALTIC RO-RO & FERRY MAP 2011 (Baltic Transport Journal)



BALTIC CONTAINER MAP 2011 (Baltic Transport Journal)

The goal:  
To stimulate growth in prosperity

Method for Stimulation:  
Strengthening of global competitiveness  
by stimulating economically and  
environmentally sustainable  
Sea Transport



The Baltic Sea  
**Hub &  
Spokes**  
Project



# Ports of Gothenburg, Aarhus and Tallinn

- In Co-operation



Co-financed by the European Union  
Trans-European Transport Network (TEN-T)

# The Vision

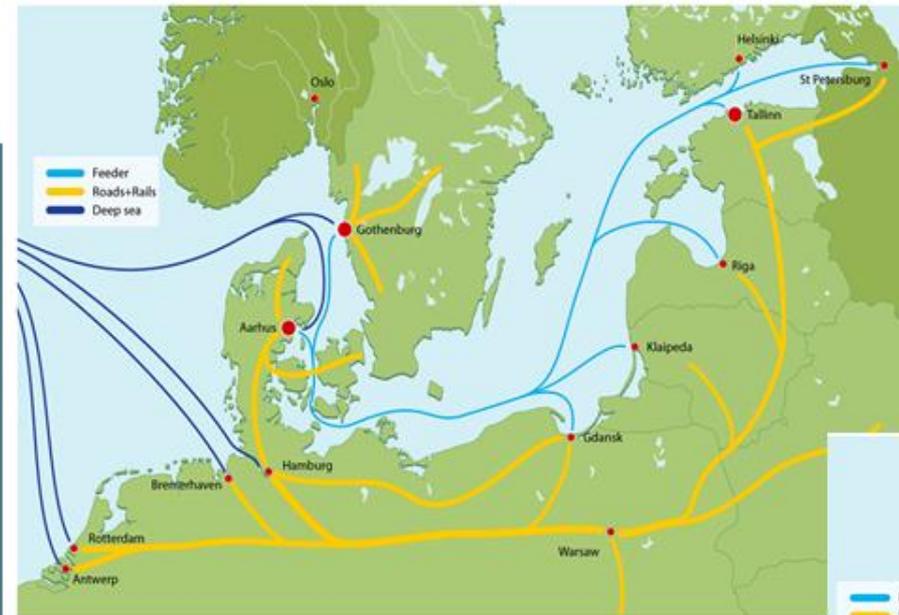
*“To offer a sustainable alternative transport solution to road transportation to and from the Baltic Sea Region”*

*“Boost maritime efficiency in the Baltic Sea Region to offer more competitive sea transport solutions”*

*“Strengthen sea transport as a time, cost- and administrative efficient solution compared to road transportation in the Baltic Sea Region”*



# From land to sea



# The Project

- 1. The Marine Integration Project
  - 1.1 The Common Baltic Ports ICT infrastructure component
  - 1.2 The Common Port Security Standards component
  - 1.3 Hub/user Interfaces
- 2. Port Access Aarhus
- 3. Port Access Gothenburg
- 4. Port Security Tallinn
- 5. Design of double track to/from the Port of Gothenburg and interlocking in Gothenburg Central station



”An Environmentally  
Sustainable Region”

- based on clean shipping

Baltic ports see the LNG as a fuel of the future!

Therefore; BPO has initiated development of LNG bunkering infrastructure in the Baltic ports

*and*

on 23 of September 2011 the project LNG in the Baltic Sea Ports was delivered to TEN-T EA for co-financing by EC within TEN-T/MoS Program 2011

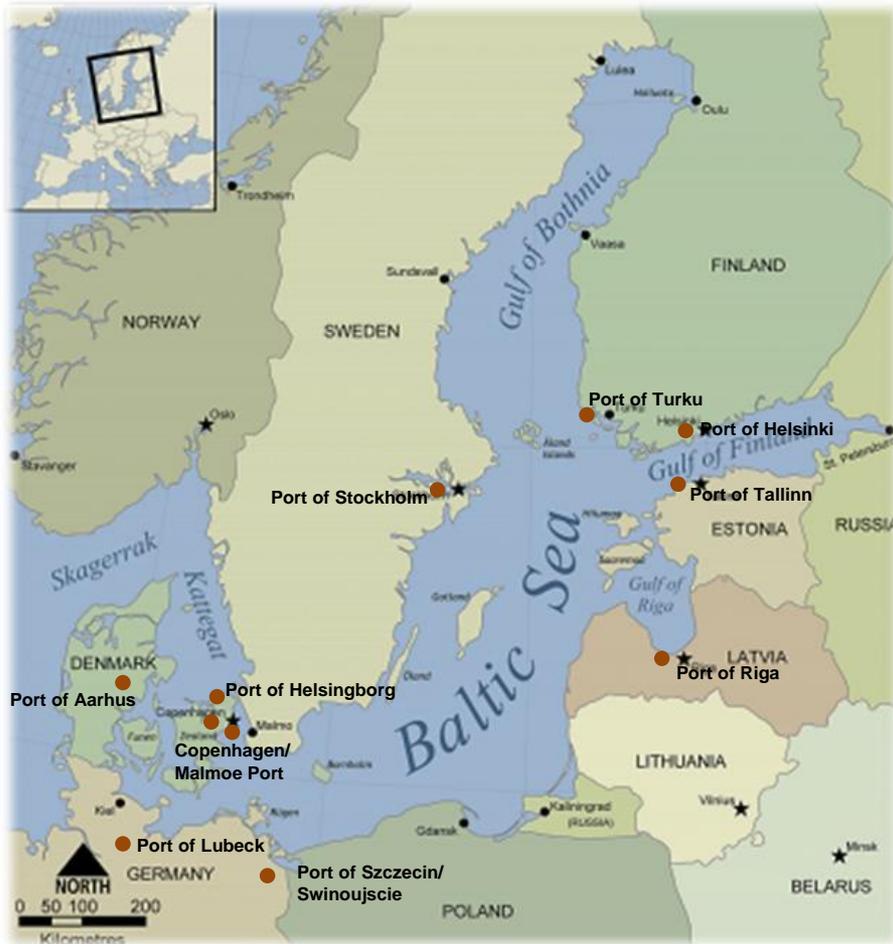
# What is BPO?



BPO is a business organization  
40 major ports in the Baltic Sea  
Networking organization  
Focus on promoting sea transport in the Baltic  
Promoting environmental management in the ports  
Contributing to the sustainable development of the BSR  
Facilitating contacts with business partners from all around the world  
EU affairs

# Project: LNG in the Baltic Sea Ports:

9 ports around the Baltic Sea plus supporting ports supported by many industry organizations (ship-owners, national ports organizations, ESPO)



- focus on real investment
- coordinated approach
- first phase: pre-investment studies
- budget around 5 mio. Euro

# Project: LNG in the Baltic Sea Ports:

The following activities are planned:

- Activity 1: Project Coordination
- Activity 2 – 10: LNG pre-investment studies in participating ports
- Activity 11: Harmonisation and Stakeholders Platform

# LNG in the Baltic Sea Ports:

## Activity 11: Harmonisation and Stakeholders Platform

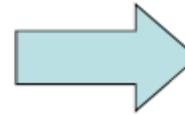
**Harmonisation** will be secured among the pre-investment studies in the different ports and the

**Stakeholder platform** will be initiated to gather the key actors around the same table from the Baltic but also from outside the Baltic regions securing the dialogue process and dissemination of the project results.

**LNG Guidebook** (how to develop LNG infrastructure in the sea port). The LNG Guidebook would be used by other ports (that are not project partners) in the Baltic Sea region but also in other EU regions after project is completed.

## Goals of the LNG infrastructure project

Identify and analyse critical enablers



Recommendations on establishment of an LNG infrastructure

- The LNG supply chain
- "Hard" on maritime filling stations
- "Soft" on regulations, industry standards, etc.
- Validated through the industrial project partners

Relevant for central stakeholders

- Shipowners, ports, LNG providers, equipment manufacturers, industry organizations, countries, EU, IMO, etc.
- Who must take the initiative?

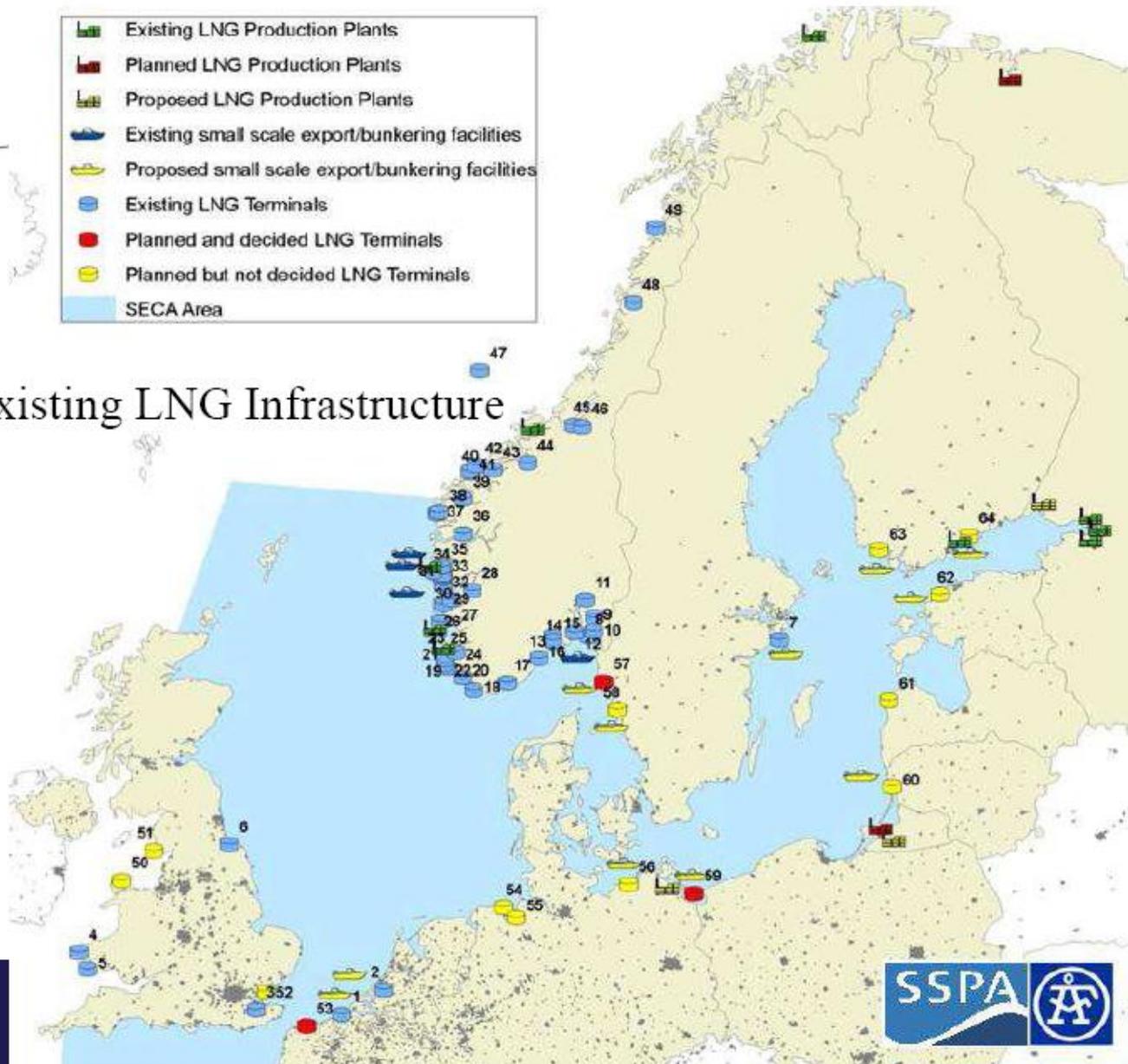
The business case as target – the LNG supply chain

Innovations on LNG



-  Existing LNG Production Plants
-  Planned LNG Production Plants
-  Proposed LNG Production Plants
-  Existing small scale export/bunkering facilities
-  Proposed small scale export/bunkering facilities
-  Existing LNG Terminals
-  Planned and decided LNG Terminals
-  Planned but not decided LNG Terminals
-  SECA Area

## Existing LNG Infrastructure



# Room for improvement

- Stimulation of concepts rather than co-financing projects?
- Long-term involvement in all phases of concept development:
  - the innovative phase (some money/high risk)
  - the test phase (more money/medium risk)
  - the implementation phase (big money/low risk)