



Building work at the port is in full swing, here in the area of berth 2.

Dear customers, partners and friends of the port,

an exciting and busy year lies behind us and is now drawing to a close. For one thing the repercussions of the economic crisis have been with us in the handling activities, and for another many projects have been launched, some of which are already completed or are nearing completion.

Competition among the ports in the southern Baltic has increased as a result of the enlargement of the EU to the east and the accompanying predicted increase in traffic diversity around the Baltic.

Against the background of this challenge and the increasing scarcity of land resources we decided on major capital expenditure in infrastructure in the beginning of 2009. In the first stage of construction of our port extension we will build a new 140 m long quay facility with an adjacent operating area of approx. 13,000 sq. m in the

area of berth 2, the former caustic-soda solution pier. At the same time, berths 2 to 9 will receive railway sidings. Building work for this is now fully under way.

The completion of all concrete and quay equipment work is scheduled for November 2009. After that, work on paving and the necessary construction of new rails will begin in the quay area. Work on the eastern connection of the new rails with the central railway network and the construction and commissioning of a new dynamic rail weigh bridge is currently already under way. A complete commissioning

of the new quay facility including the adjacent areas and railway facilities will be possible towards the end of the first quarter of 2010, depending on the weather.

With the completion of the entire building project, more than 1,000 tons of sheet piling material and more than 400 piles will have been driven, vibrated or bored.

2,700 cub. m of concrete will support the structure and assure a smooth cargo handling in the northern port section.

In addition, another 7,000 sq. m were completed in this



Multi-functional area of 7,000 sq. m

business year as a multi-functional area.

Preparations are currently under way for the necessary plan approval procedure for the second stage of construction of our port extension. Together with the planned deepening of the channel from currently 8.40 m to 10.50 m usable loading depth in the future, which will also apply to the inner harbour waters, we are planning to go through with the plan approval procedure from the summer of 2010.

This procedure is to be completed in mid-2011 so that the necessary decisions for

the implementation can then be made.

There has also been capital expenditure in modern information technologies such as the implemented new handling software with radio frequency identification (RFID) applications. These include an electronic vehicle identification system (EVI), an electronic port information system as well as an order routing system. It is thus possible to depict the entire port operation through electronic processes.

With the restructuring activities carried out so far, the specialisations achieved and

the upcoming capex, Wismar seaport as the interface with the Scandinavian, Baltic and Russian markets is well positioned for the future.

So, things will stay exciting at our port.

With this in mind I wish you, your families, friends and colleagues already now a contemplative Advent season, a merry Christmas and good health and success for the New Year.



Michael Kremp



Instead of sending Christmas cards to our customers this year, we will donate money to the „Verein Licht am Horizont e.V.“ (an initiative to support the children of Wismar) and to the Rotary initiative „END POLIO NOW“. We thank you for understanding.

New mobile port crane

The limited availability and the expected steep increase in prices of fossil fuels are causing energy producers to increasingly search for sustainable alternatives for the generation of energy, which results i.a. in double-digit growth rates in the production of wind power plants. And one in three wind power plants is manufactured in Germany.

Given an export ratio of 80 %, the logistics companies involved in this export are also called upon to adjust the complex transport processes in the best possible manner to the demands of these high-value goods both in terms of technology and organisation.

Wismar seaport faces up to this challenge. An efficient 104 ton mobile crane suitable for container handling with all the adequate special lifting tackle, heavy-duty trailers and specially trained staff makes sure

that the plants are safely loaded for shipping around the world.

Transport of the overlong and heavy rotor blades or tower segments is performed smoothly via the 8 km ring road providing direct access to the motorway intersection of the A 20 and the A 14.



Loading of segments for wind power plants with port equipment

Wind power plants from the port of Wismar

As we write, Kenersys Europe GmbH is starting its production of wind power plants at the port of Wismar. To achieve this the company, which has its administrative and development seat in Münster, North Rhine-Westphalia, invested about 7 million Euro and built a completely new production site. With this new plant in Wismar Kenersys proceeds to serial production.

During the last six months a two-bay erection shop with 4,000 sq. m useful floor space, a total height of 18 m and crane bridges with up to 100 tons hoisting capacity were built at the site, as well as an office building for all administrative activities surrounding production and service. The plant is designed for an annual production capacity of 180 wind turbines. 22 qualified employees will be working there by the end of the year and once the plant works to capacity, about 100 employees will have a crisis-proof job there. The company secured the spacious plot for itself through a long-term lease contract with Wismar seaport and thus has ample space for ambitious expansion plans.



The production facility in Wismar

The location right in the port is ideal for us and was one of the major reasons for our decision to come to Wismar. Because here we are able to ship our plants directly from our production shop, as it were, to everywhere in the world without having to deal with logistics processes on shore', Kenersys press spokesman Jochen Weick explains the decision in favour of the Wismar location.

Wind power plants of the K82 and K100 types with a performance of 2.0 and 2.5 MW are built at the site, mainly for the European market. The machine cabin of the larger plant weighs a remarkable 86 tons – one of the reasons why Wismar seaport acquired a new Liebherr mobile crane which is capable of loading the plants directly onto the ship..

Rails and railway sleepers

It is a fact known far beyond the city boundaries that land transportation to and from Wismar seaport is mainly done by railway. This makes sense both ecologically and commercially.

The fact that the port is helping to lay the foundations for railway transport in the truest sense of the word is however relatively new.

Rails up to 60 m in length that are loaded in synchronised two-crane operation as well as the handling of railway sleepers expand the portfolio of the port.



Staff engaged in handling of rails and sleepers



We invest in our future ...

Young adolescents have again started their apprenticeships at Seehafen Wismar GmbH this year.

We have taken on three apprentices for „port logistics specialist“ and one apprentice for „storage logistics specialist“. All told 18 apprentices currently work in our company.

Training will continue to rank highly also in the future since many older colleagues will leave our company for reasons of age in the next few years.

We will then have to replace those skilled staff by young workers who already command good know-how. That is our common aim, that is what we train for.

Europa calling

For the second time MV Europa had included the port of Wismar in her cruise itinerary. On 25/08/09 the 374 passengers got to enjoy the maritime flair of the Hanseatic city.

MV Europa at the Old Port of Wismar



Dragons & sharks

Not for the first time did the port youngsters, feared in the dragon boat scene under the name „port sharks“, manage to prove their abilities on the water. They won an excellent third rank of 125 teams at the Lübeck regatta on 27/06/09.

Motivated by the successes of the „port sharks“, a second team by the name of „hammerhead sharks“, made up of somewhat more experienced seniors, has started

to train in order to show the „port sharks“ who's really got the hammer.

Let's see whether youth or experience will win in the end!!!



Our „port sharks“

Our services

- Handling and storage of bulk cargoes, metals, timber, bulk general cargo, project cargoes, containers, liquid and wheeled cargo
- Sea cargo inspection, storage, maintenance of customs warehouses, tallying, weighing and commissioning, load securing, distribution, comprehensive transport consulting as well as development of complete supply chains
- Customized logistical solutions

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