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FOREIGN TRADE - GATEWAY TO CENTRAL AND EASTERN EUROPE



**In the logistics field** the Port of Hamburg is often referred to as the "most westerly port of Eastern Europe". We take this as recognition and a great compliment for Hamburg.

company is now wholly owned by HHLA, that also holds 85 percent of METRANS, located in Prague. In recent years both companies have invested considerably in new terminals, locomotives and modern railcars. METRANS has built new terminals in Prague and Česká Třebová. POLZUG has done the same near Puzos and in Dobruška-Gonitza. "Today Hamburg is the most important deep-sea port for the Czech Republic and Central Europe", says Jiří Samal, managing director of METRANS, who was one of the founders of the Czech rail freight company in 1991. "Hamburg has an immense opportunity to develop this business". EUROGATE links the Port of Hamburg by rail, having various interests in rail and logistics companies, including FLOYD, located in Hungary's capital Budapest, which was the first privately owned rail company in the country. EUROGATE owns 64 percent of FLOYD.

To keep these close and intensive traffic connections fit for the future and to keep pace with further growth in the East European economies, considerable investments in infrastructure must be made, in road and rail

as well as inland waterways. The widening and deepening of the River Elbe is foremost in the public eye. For Hamburg's feeder and rail connections there are other important topics. The Federal Government will invest more than 3 billion euros by 2020 in improving the efficiency of the Kiel Canal, the most used man-made waterway in the world. Renewing the locks primarily on the north side in Brunsbüttel is most important. About 100 kilometers in the eastern section near Hohenau must be made suitable for larger feederships. The Kiel Canal shortens the route from Hamburg to Gdańsk, the most important Polish port, by 437 nautical miles. To round Stagen, the most northerly point of Denmark, vessels from Hamburg must cover 674 nautical miles. Considering higher fuel costs and stricter exhaust gas levels in the North Sea and the Baltic Sea since 2015, and ever-tighter time-cycles in container shipping schedules the Kiel Canal is a big advantage. "Taking into account transport performance and fuel consumption, no other mode of transport is as environmentally-friendly as a ship," says Günther Binz. "Hamburg and the Federal Government must exploit this advantage, especially by



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modernizing waterway infrastructure". From Hamburg's point of view this includes rebuilding or extending the old straight in Schwanbeck, near Lüneburg on the Elbe Lateral Canal. The structure is no longer adequate for today's inland waterway vessels. A political decision on rebuilding has yet to be taken.

Discussions will also be continued on whether the upper Elbe can be used by inland waterway vessels between North Germany and the Czech Republic in coming decades. A concept needs to be worked out that ensures a sustainable balance between the environment and nature protection issues and the increased use of the upper Elbe waterway. "With our partners in the Hamburg Metropolitan Region we must continue to emphasize our common interests to the Federal Government and the European Union, to improve navigability of the entire Elbe," says the Czech Republic's Deputy Transport Minister Karel Dobeš. On the whole, Hamburg's hinterland traffic in the container transportation sector by inland waterway vessel - recently about 2 percent - is expandable.

### Kiel Canal

The Kiel Canal opened in 1895. It is almost 100 kilometers long connecting the North Sea with the Baltic. It is one of the most important and most sailed artificial waterways in the world. Ships gain an advantage of around 400 kilometers compared to the sea route via Skagen at the northern tip of Denmark. More than 120 feeder connections use this stretch per week between Hamburg and the Baltic region. It is the fastest and the most environmentally-friendly route.

Today the Kiel Canal is lined up for a major overhaul, the largest of recent decades. In the next ten years the German government will invest a good 700 million euros in five major projects for the waterway. A 60m lock chamber in Brunsbüttel and strengthening a 20 kilometer stretch in the east between Königslände and Kiel.

## SUSTAINABILITY ALL ALONG THE LINE.



HHLA links the port with the European hinterland in a way that is as efficient as it is eco-friendly. At our state-of-the-art seaport terminals we connect ships and trains to form environmentally friendly logistics chains. Our innovative rail companies transport goods to areas located deep inland. Find out more about this consistently sustainable concept at [HHLA.de/en/sustainability](http://HHLA.de/en/sustainability)



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