



Workshop on: Maritime Spatial Planning, Shipping and Ports

Development in the Baltic Sea
Thursday 24th of October 2013
Brussels

Port development and coastal planning Some findings

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What is BPO?



- **BPO is a business organization**
- **40 major ports in the Baltic Sea**
- **Networking organization**
- **EU affairs**
- **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**



Main findings:

- Ports are expanding
- Ports are relocating (moving from towns/cities)
- Often ports are expanding into the sea direction

However; not much discussion about MSP (probably more at the local/regional level)

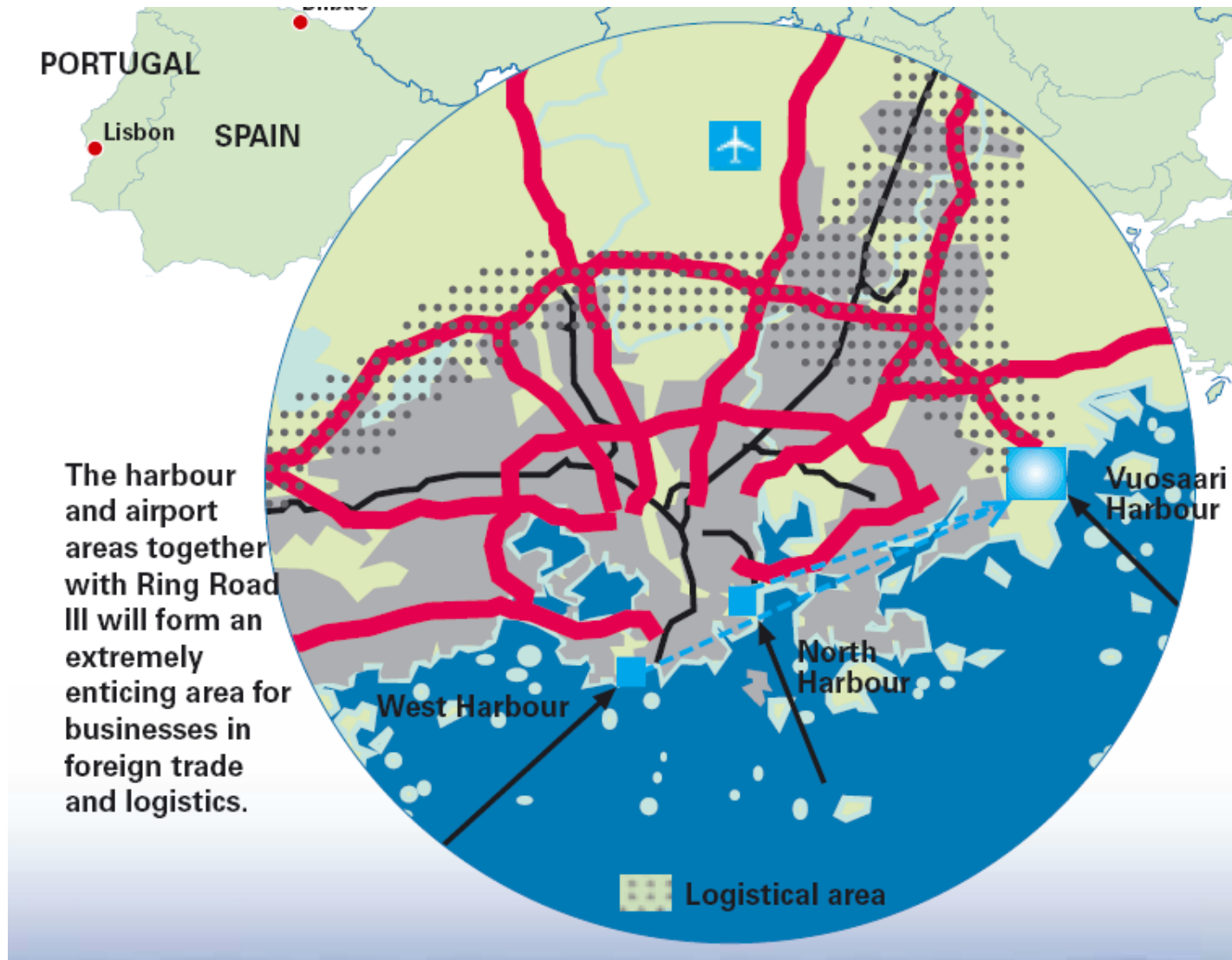


Port of Helsinki Vuosaari Harbour



BALTIC PORTS
ORGANIZATION

Port of Helsinki Vuosaari Harbour



Ports of Stockholm comprises the ports in Stockholm, Kapellskär and Nynäshamn.



Port of Stockholm



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Ports of Kapellskär and Nynäshamn.



Stockholm-Nynäshamn is strategically located in the middle of the expansive Stockholm region, with a motorway and a planned railway right next to the port.



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Ports of Stockholm

Nynäshamn Project

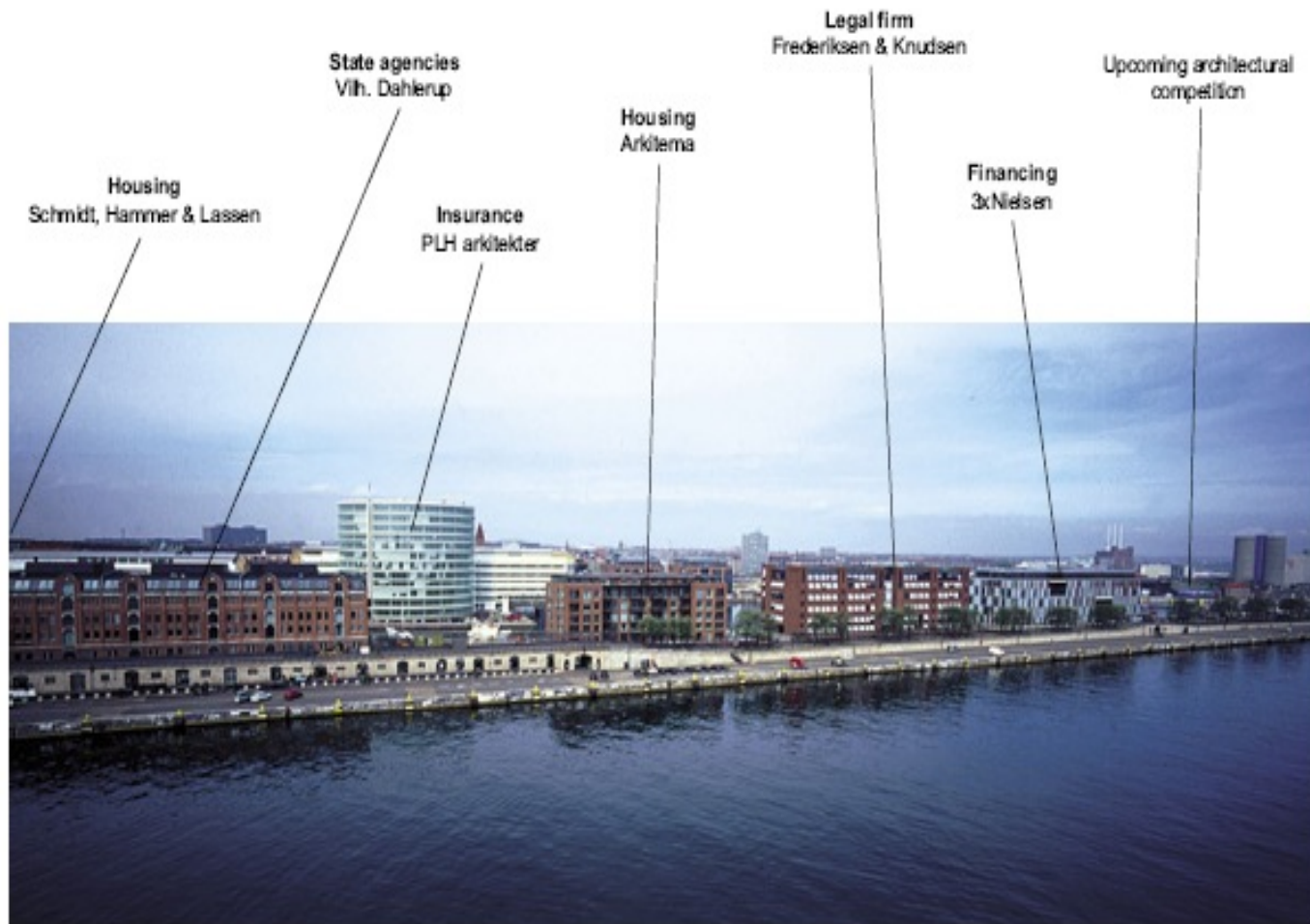


Stockholm-Nynäshamn will be built at Norvikudden as a natural extension of the existing port at Nynäshamn.



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Københavns Havn A/S

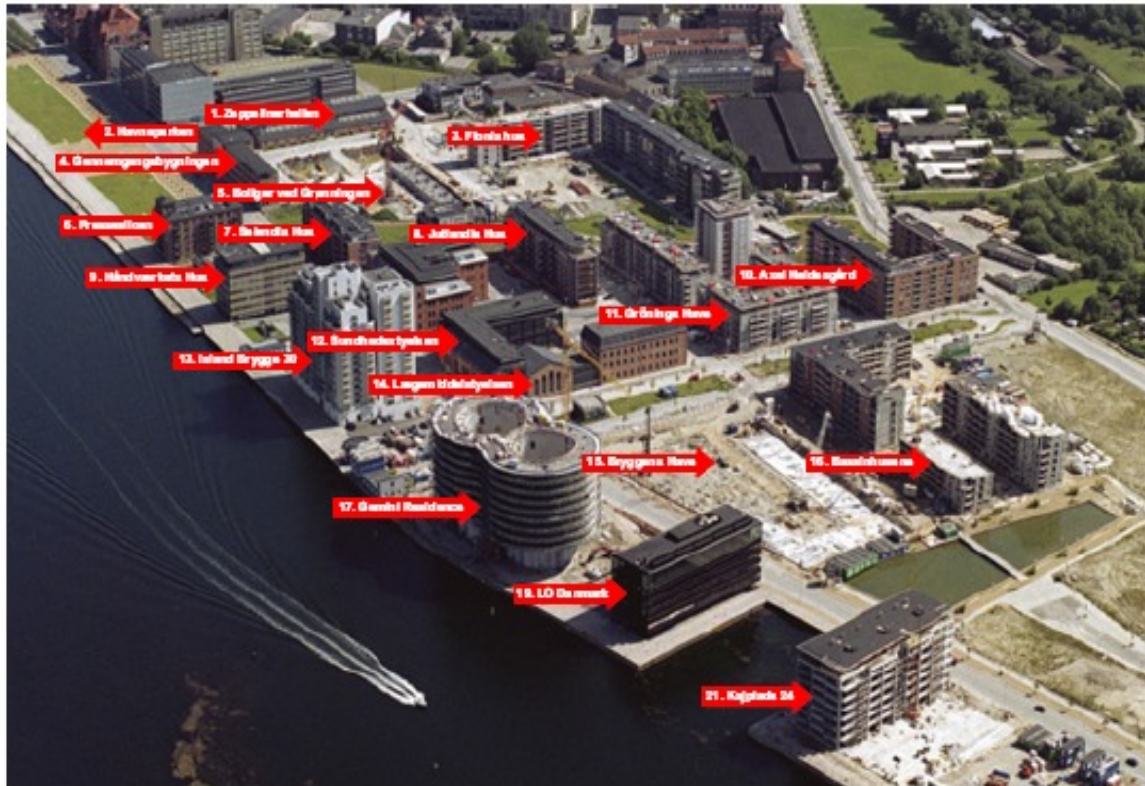
www.cphport.dk

Port of Copenhagen



Port of Copenhagen

Havnestaden – buildings



CMPort

Norra Hamnen under construction



Ports of Stockholm Nynäshamn Project



Ports of Stockholm Nynäshamn Project



Port of Tallinn Muuga Harbour



Port of Gdańsk

DCT Gdańsk



Port of Gdańsk

View before DCT construction



Port of Gdańsk

DCT Gdańsk



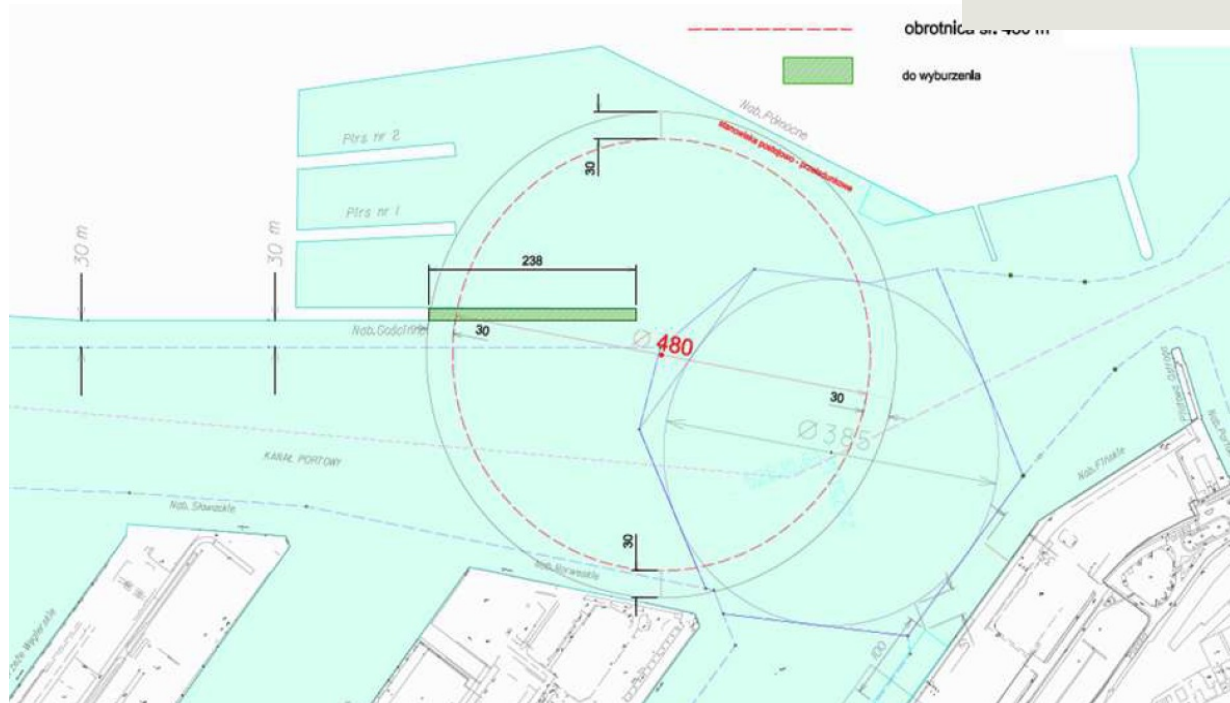
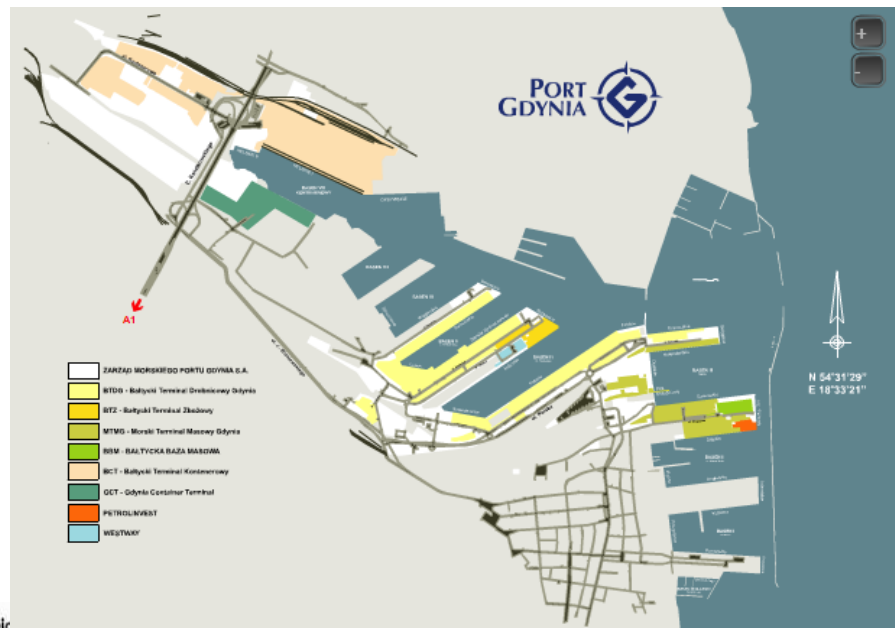


Polish ports –

Examples of port development plans and potential disputes/ conflicts with other users



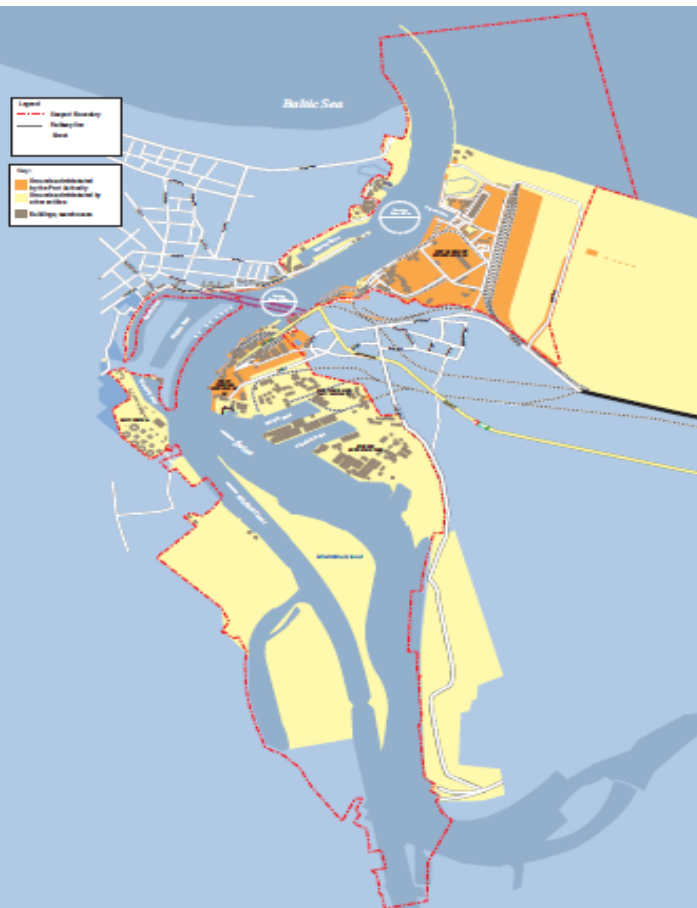
Port of Gdynia



CENTRAL PORT



Port of Świnoujście





Conclusions:

- Ports are expanding and relocating**

- Very often new navigation channels/infrastructure have to be developed**





Conclusions:

- Ports are expanding and relocating

Main users/interests involved in port development (marine side)

- environment
- navigation/administration
- pipelines/cables
- other infrastructure owners
- water tourism, yachting.



Thank you

Bogdan Ołdakowski

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