



LOGISTICS PILOT

Magazine for Ports, Shipping and Logistics

June 2017

Power & Potential

Focus Topic: Wind Power

Knowledge is Power 16 | Big Data for Offshore Wind Farms 20



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“We need an innovative domestic market”

Hermann Albers, President of the German Wind Energy Association

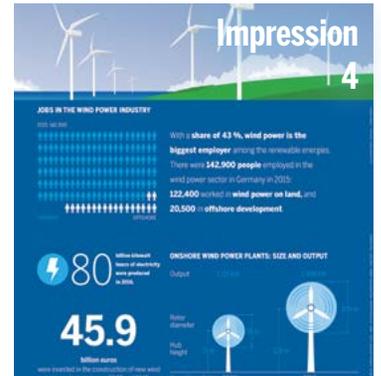
Dear readers,

Wind power is what is carrying the change in German energy policy. The dynamic German market, characterised by a broad base of small and medium-sized businesses, has taken today’s manufacturers to the technological pinnacle of the world. More and more countries want to be able to cover their growing energy needs using renewable sources. This means an increase in demand for efficient “made in Germany” technology.

Our rapidly growing export sector is on the cusp of a very positive development in many markets. Whether it be in preparing construction sites, transporting and installing equipment, replacing components during operation, supporting ports in their offshore operations or shipping large components all over the world, the logistics industry is always in demand.

In order to secure Germany’s leading position, what we need is an innovative domestic market with a sufficiently broad scope. This means that the next government will have to make considerable adjustments to account for wind power, both on land and offshore. The restrictions of the 2017 renewable energies act (EEG 2017) do not fit in with national CO₂ reduction targets, the requirements of inter-connecting different sectors, or international agreements on climate change. Instead of cutting back a sector that already secures three out of four jobs in export, we need more positive political backing.

Yours, Hermann Albers



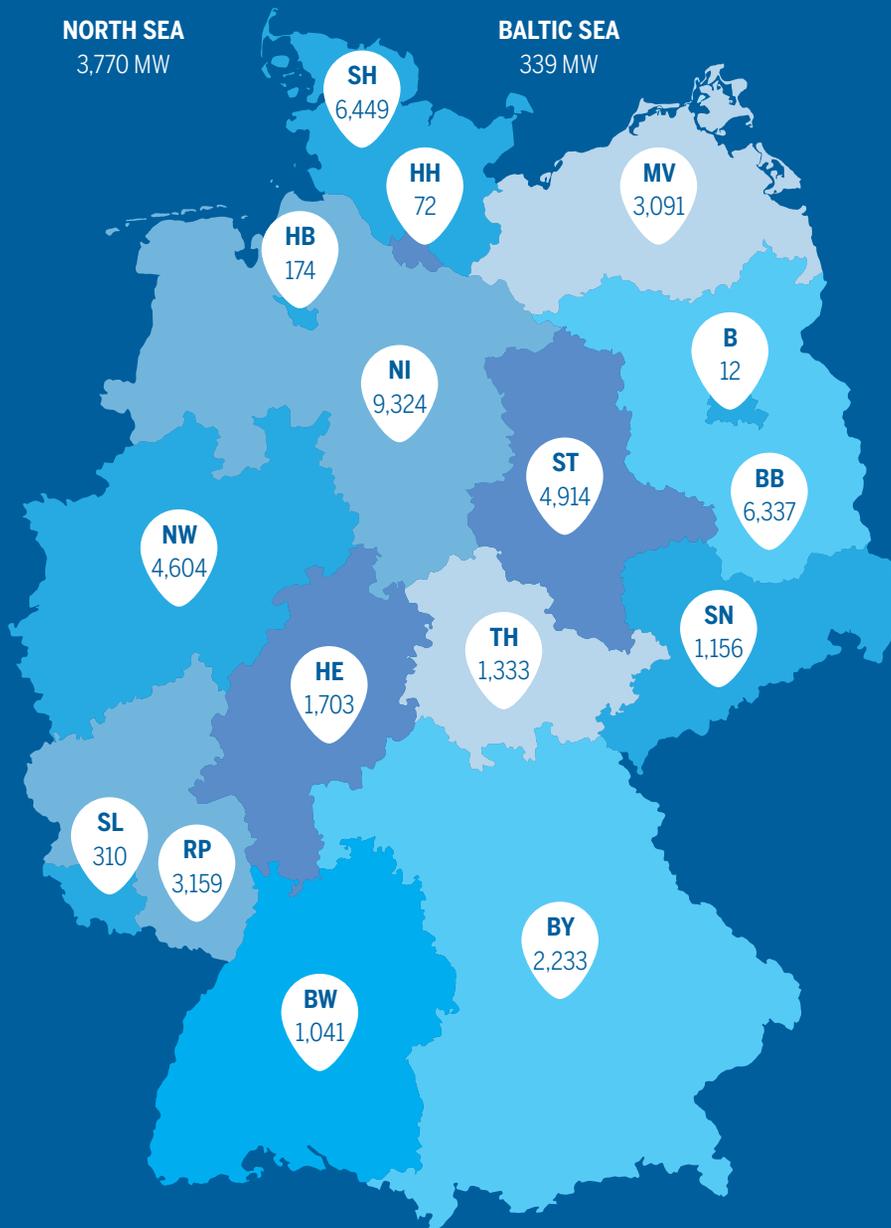
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Wind power in Germany

With 50,018 megawatts (MW) of installed capacity, Germany is the European leader when it comes to wind power on land and at sea. According to the latest power report ("Strom-Report 2016"), this puts Germany in third place behind market leaders China and the USA on an international level.

INSTALLED POWER PER STATE



28,217

wind turbines
27,270 onshore
947 offshore



50,018

megawatts
of installed power



5,443

megawatts
of power installed in 2016



12.3

per cent
share in German
electricity production



9.7

billion euros
of investment in new
plants in 2015

SUMMARY NEWS

BREMEN. The statistics for the **Bremen/Bremerhaven port group** are showing an **increase of one per cent in overall handling for 2016** (from 73.4 to 74.2 million tonnes). At a total of 5,488,999 TEU, however, the result for container handling was one per cent lower than in 2015 (5,546,657 TEU). "Given the weak economic development and great political uncertainty throughout the world, our port group can be happy with this development," said Bremen's Senator for Ports, Martin Günthner.

HAMBURG. **TFG Transfracht** integrated **JadeWeserPort** into its new, extensive **Albatros-Express network** in May. This means that the company, owned by DB Mobility Logistics AG, is now offering 20 links three times a week, connecting Wilhelmshaven with the biggest economic centres in Germany, Austria and Switzerland.

BREMEN. The **Eurogate Group** managed to **successfully hold its own** under difficult market conditions **in 2016**. According to the company, the operating result (EBIT) increased by 11.6 per cent to 101.6 million euros (previous year: 91.1 million euros) and the annual surplus increased by 3.3 per cent to 75.9 million euros (previous year: 73.5 million euros).



Plans for Germany's first GreenTech industrial estate underway

EMDEN. The state of Lower Saxony and the city Emden are planning to work together to develop the first GreenTech industrial estate in Germany on unoccupied industrial space at the port of Emden. Economics Minister Olaf Lies and Niedersachsen Ports outlined the plan at the **presentation of the prospects paper for the seaport of Emden** in April. "The site is ideal for such a project, and we have over 200 hectares of industrial space that is ready to be developed immediately at Rysumer Nacken and Wybelsumer Polder," said Lies. He sees companies from the wind power sector as being a

key component of the GreenTech park, emphasising: "There is still a lot of potential here. The common misconception that wind power is too expensive has been impressively disproven over the last few days." However, the minister believes that, with around 9,400 jobs (direct and indirect) within 70 companies, the port will remain at the heart of Emden's continued industrial development. Six million tonnes were handled there in 2016. With 1.33 million vehicles last year, Emden managed to maintain its position as Europe's third largest handling site for vehicles.

A cool investment at JadeWeserPort

WILHELMSHAVEN. Digging has been ongoing at the JadeWeserPort freight village for the Nordfrost Group since the spring. There the company is continuing the expansion of its existing seaport terminal in order to create **a new freezer warehouse with 35,000 pallet bays**. It is planned that there will also be space for meat processing and packaging. The building is expected to be put into operation in January next year. Nordfrost is investing 25 million euros in the project.



Construction projects to make port fit for the future

CUXHAVEN. "Our investment programme for 2017 at NPorts puts Cuxhaven in first place for this year," says Holger Banik, Managing Director of Niedersachsen Ports. The construction of berth 4 is to see a **new multi-purpose terminal**, costing 36 million euros. In addition, berth 9.3 has been expanded with a fixed **ramp for roll-on/roll-off transport**. Both projects aim to drive the expansion of the German Offshore-Industry-Center and create capacity for growing handling volumes.



Online degree: interest from 84 countries

WISMAR. The first international online course in maritime shipping/port logistics will be launching in winter semester 2017. Potential students from 84 countries have already registered with distance learning provider WINGS at the University of Wismar. The **counterpart to the English-language “Bachelor of Maritime Logistics and Port Management” course** is also generating a lot of excitement at bremenports, which will be supporting the practical element of the online course. “We are delighted to be able to meet a global demand with our partner WINGS,” says Robert Howe, Managing Director of bremenports.



Competent solutions for complex tasks

ANTWERP. The seaports of Lower Saxony are considered specialists when it comes to the handling of break bulk and project loads with high unit weights or excessive dimensions. This is why **port marketing company Seaports of Niedersachsen** has been raising awareness of its range of services **at the Breakbulk Europe trade fair in Antwerp** in May. “Dialogue with the customer is important when it comes to being able to develop port services to perfectly fit the often complex logistical challenges of the break bulk sector,” says Inke Onnen-Lübben, Managing Director of Seaports of Niedersachsen.



First arrival of “Costa Magica” in Bremerhaven

BREMERHAVEN. The “Costa Magica” was the first luxury liner from Costa Cruises to moor at the Columbuskaje on 30 May. The 272 metre-long ship, which is going to be visiting the maritime city eleven times this year, can hold up to 3,500 passengers. “The special thing about Costa and the ‘Costa Magica’ is the fact that it also carries **up to 30,000 day passengers, spread throughout the year,**” says Veit Hürdler, Managing Director of the Columbus Cruise Center Bremerhaven (CCCCB). 2018 could see even more international guests come aboard, as Costa has already planned 14 visits to Bremerhaven for next year.

And the winner is Bremen: “Breakbulk Europe” to come to Germany for the first time in 2018

BREMEN. bremenports managed to make a great gain at the start of April: the world’s largest conference and trade fair for project

loading and heavy-duty logistics, “Breakbulk Europe”, will be held in Germany for the first time in 2018 – from 29 to 31 May in Bremen. **“This is a great success, and is down to the joint efforts of port company bremenports and our colleagues at Messe Bremen and BTZ, Bremen’s tourist association,”** summarises bremenports’ Managing Director, Robert Howe. Bringing the event – organised by British firm Breakbulk Events & Media – to Bremen meant fighting off strong competition from other sites in Germany and abroad. “Bremen impressed with its optimum conditions,” says Howe. “Above all, it was our all-round package of logistical expertise, an internationally recognised trade fair site and the maritime flair of the Hanseatic city that won the Brits over,” says Andreas Marquardt,

Head of Sales at Messe Bremen. Sven Riekers, Head of Break Bulk at BLG Logistics Group in Bremen and Bremerhaven, adds: “And, of course, the ports of Bremen impressed as two of the leading break bulk ports in Europe. The decision to bring the trade fair here was a logical follow-on to our activities.” The latter included a successful visit to “Breakbulk Europe” in Antwerp in April, where bremenports once again organised a joint trade fair stand for ten companies from Bremen and Bremerhaven. There, Alexander Global Logistics, ATS, BLG Cargo, bremenports, CHS Container Handel, CargoSoft, Hansa Meyer Global, dbh Logistics IT, Schultze Stevedoring and PTS Logistics Group demonstrated the region’s joint skills in the field of port operations.



SUMMARY NEWS

HANOVER. Lower Saxony's Economics Minister, Olaf Lies, was delighted with the **results of the first offshore bidding round** published by the Federal Network Agency in April. "The results of the bidding process clearly show the effective contribution that offshore wind power is making to the change in German energy policy," said Lies. At the same time, he emphasised that Lower Saxony has a considerable part to play in this development with its outstanding infrastructure. He also stated that offshore needed to contribute even more to the change in German energy policy and that the expansion cap in the renewable energies act would have to be lifted.

BREMERHAVEN. At the end of April, around 160 representatives from European ports and cruise ship companies met in the maritime city for the **three-day "Cruise Europe" conference** in order to engage in exchange regarding the trends and future of the industry. "The Cruise Europe Conference is giving Bremerhaven even more international attention as a cruise location," says Veit Hürdler, Managing Director of the Columbus Cruise Center Bremerhaven (CCCB), which was hosting. Passenger numbers there have more than doubled in just two years. 150,000 cruise passengers are expected in Bremerhaven this year.



New rail connection

WILHELMSHAVEN. A new container shuttle between Eurogate Container Terminal Wilhelmshaven and Eurokombi, the train station for combined transport at Eurogate Container Terminal Hamburg, was launched in March. The **container shuttle is being run by Roland Umschlag**. The trains will be departing twice weekly from Hamburg, on Thursdays and Saturdays, for exports and from Wilhelmshaven, on Mondays and Fridays, for imports. The new connection will also make it possible to link up with the German and European rail network.

Seaport invests in modern infrastructure

BRAKE. Niedersachsen Ports is going to be investing around eight million euros in the infrastructure in the port of Brake in 2017 in order to ensure that it can continue to assert itself among the international competition. A further 2.8 million euros are available for maintenance of the existing port facilities. "Efficient, reliable and modern infrastructure will create the conditions needed for the success of the port of Brake," says Holger Banik, Managing Director of Niedersachsen Ports. He explains that the focus is primarily on the **Berliner Straße bridge** and the **second large ship berthing on the Südpier within the port of Brake**.



bremenports and JadeWeserPort win awards

BERLIN. On 26 April, the winners of the readers' and experts' choice "**Beste Logistik Marke 2017**" ("**Best logistics brand 2017**") received their trophies in the capital city – to applause from more than 200 guests from business, politics and the media. The winners of the evening included bremenports and JadeWeserPort, which took second and third place in the Seaports category. Michael Skiba, Head of Marketing at bremenports, and Andreas Bullwinkel, Managing Director of Container Terminal Wilhelmshaven JadeWeserPort-Marketing, accepted the sought-after prizes at Bertelsmann's representative premises in Berlin. This was the second time that trade magazine "Logistik heute" and BVL International had conducted the competition, in which there were 170 brands up for voting in eleven categories. The selected categories covered large areas of logistics, from intralogistics and information technology, to vans and trailers, to services in the field of seaports and shipping companies.



LNG premieres in Cuxhaven

CUXHAVEN. The **world's first car carrier to be run on LNG, "Auto Energy"**, went into berth 2 at the Cuxport terminal for the first time on 15 March. The 181 metre-long, 30 metre-wide vehicle transporter owned by shipping company UECC, which is equipped with dual-fuel engines, was loaded with 800 new vehicles within seven hours. Two members of the Cuxhaven Port Business Community worked with BREB and Cuxport to take care of smooth handling of the ship, which was built in 2016 and can be run on both liquefied natural gas (LNG) and diesel.



Supply Chain Day at BIBA, University of Bremen

BREMEN. The event organised by BIBA and LogDynamics for Supply Chain Day on 26 April had the motto of **"digital services in logistics"**. With support from the association AFSMI, the representative of the ports of Bremen, Bremen's chamber of commerce and Bremen's economic development agency, the day began with an exciting series of presentations. After that, the participants met up for the exhibition and get-together. Renowned firms, such as BLG, STUTE, Hilti, GVZ and viastore, took part in the exhibition. Both the collaborating partners and exhibitors and around 150 visitors came to a very positive conclusion about the success of the event. The guests praised the interesting programme, the platform for further discussion and networking, and the unique opportunity to experience logistical innovations first hand.



First big order for Blue Water BREB

CUXHAVEN. Blue Water BREB, which was founded in 2016, has acquired its first big order through its joint venture partner Blue Water Shipping: it has been handling **wind power components from manufacturer Vestas** – from tower sections, to rotor blades, to gear housings – in Cuxhaven since the start of the year. To facilitate the project, Blue Water BREB has concluded a cooperation agreement with wind power supplier Ambau in order to be able to use its grounds with a 600-tonne gantry crane. Both see the order as a "milestone in Cuxhaven's further development in the wind power sector".



BLG: more than a billion euros in turnover

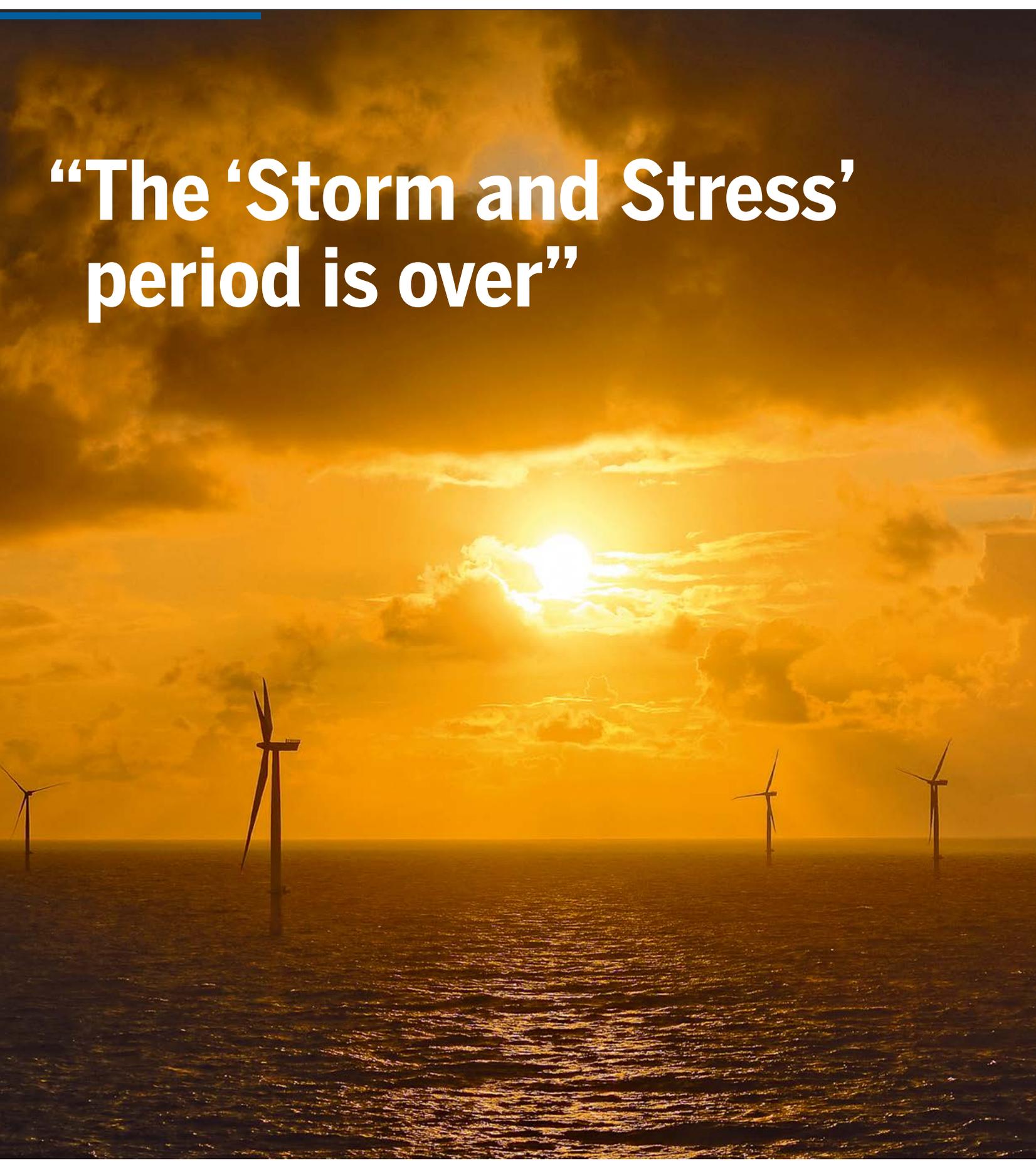
BREMEN. BLG Logistics Group managed to increase its turnover to over a billion euros for the second time in its history in 2016. This corresponds to an **increase of 107 billion euros**, or 11.4 per cent, to 1.045 billion euros. The pre-tax result (EBT) was higher than in the previous year at 30.8 million euros (up 3.7 per cent). Frank Dreeke, CEO of BLG Logistics, was delighted at the fact that the company had been able to increase its turnover from 2015 in all three business divisions: Automobile, Contract and Container.

AE Trade Online builds warehouse at JadeWeserPort freight village

WILHELMSHAVEN. AE Trade Online signed a leasehold agreement to move into and construct a warehouse in the JadeWeserPort freight village in April. The first step is for **a hall with the latest warehousing technology to be built on a space of 5,500 square metres** on the 1.1-hectare plot in the southern area of the freight village. The company, which sells products in the categories of planters, baskets, garden furniture and home accessories, plans to invest around a million euros in the project.



“The ‘Storm and Stress’ period is over”



According to the latest power report (“Strom-Report”), 28,217 wind turbines on land and at sea were providing a total of 12.3 per cent of the electricity generated in Germany at the end of 2016. This makes Germany a forerunner when it comes to renewable energy. At the same time, experts are forecasting a change in the market – on both national and international level.

Günter Tallner, Member of the Board of Management at Nord/LB, whose responsibilities include the departments of Ship Finance and Structured Finance (Energy and Infrastructure), believes that “the ‘Storm and Stress’ period is over for wind power”. However, because the market for renewable energies is generally still very young, he also believes that there are still a lot of different business opportunities to be had. “We are slowly beginning to see the ‘repowering’ of existing wind farms in northern Germany – that means the replacement of old turbines with new, more powerful ones,” explains Tallner. At the same time, he sees a clear trend heading towards southern Germany: “Thanks to technical advancements involving taller turbines and larger rotor diameters, placement at sites in the south will also be worthwhile.”

Shift in growth

In his previous role of Head of Corporate Banking of medium-sized businesses North for Commerzbank AG, Tallner played a key role in a study conducted by Commerzbank into the global growth dynamics on the wind power market, which was presented to the public in September 2016. This study states that although the sector is essentially in a good position, there will be increasing change in markets and objectives. For example, it is expected that there is going to be a shift in growth from Europe to Asia, as well as to North America in the short to medium term. A shift in business development from onshore to offshore is also predicted. The experts believe that the ratio of offshore to onshore is going to increase from the current five per cent to around 25 per cent within ten years in terms of the annual expansion of wind capacity. Following nine per cent growth per annum in the German wind market over the last ten years, the growth rates over the coming ten years will only be five per cent per year, according to the study. Reference is also made to the German renewable energies act (EEG, see page 12), which will apparently lead to greater competition and even more intense professionalisation of the industry.

The main arguments that Commerzbank puts forward for continued stable expansion of renewable energies are the global increase in energy requirements, climate change and the need to reduce greenhouse gases, as well as the insecure supply situation of primary energy sources such as gas and oil. They also believe that the constantly reducing cost of generating power from renewable sources is an aspect that shouldn't be underestimated when it comes to positive market development. ■■■

PHOTO: WWW.SIEMENS.COM/PRESS



Offshore expansion in Germany is taking place at a distance of over 30 to 40 kilometres from the coast, at water depths of up to 40 metres. This results in special technical challenges, whether it be in anchoring the foundations of turbines at great water depths or in connecting the wind farms to the grid on the mainland.

Wind power at sea is becoming competitive

The study “Offshore wind power – Takeaways from the Borssele wind farm”, published by corporate consultancy Roland Berger in November 2016, also provides interesting information regarding the cost aspect. Although the expansion of offshore wind power plants has – particularly due to the high construction and operating costs brought about by the challenging conditions at sea – remained below what was forecast, the publication indicates a possible turnaround in costs: it states that offshore wind power will become competitive with Dutch wind farm “Borssele”. With a total cost of 87 euros per megawatt hour (MWh) of energy generated, the study states that if it goes into operation in 2020 the wind farm would not only be able to considerably reduce its costs, but that it would also be far below the 115 euro/MWh that the offshore industry has set as its target for 2020. In comparison: at present the cost per MWh generated at sea is around two to three times higher than that generated at corresponding wind farms on land, ranging between 40 and 70 euros.

“The low power generation costs in the Borssele project demonstrate the considerable potential for savings in offshore wind power,” summarises Manfred Hader, Partner at Roland Berger. He puts the cost reduction at the Dutch site down to four factors in particular: optimised operational processes,

PHOTOS: WWW.SIEMENS.COM/PRESS; EUROGATE

Reform of the German renewable energies act (EEG)

In an attempt to make the energy supply in Germany more environmentally friendly and the country less dependent on both nuclear and fossil fuels, the 2017 renewable energies act (EEG 2017) has heralded a new phase in the change in German energy policy. Pursuant to the 2014 EEG reform, operators of large wind farms or solar and biogas plants used to receive a fixed, statutory payment for each kilowatt hour fed into the grid. Now that this reform has successfully ensured gradual integration of renewable energies into the market – the proportion of eco power was around 33 per cent at the start of 2017 – the legislator has prompted a paradigm change with EEG 2017, based on two key new features: the aim is to systematically develop the change in energy policy, as well as promoting competition and cost efficiency. In future, tariffs for renewable electricity will be organised by means of bidding: the party that demands the lowest subsidies per kilowatt hour of

electricity will be given the contract. “This means that the amount of support will now be set by the market, rather than the state,” says the website for the Federal Ministry for Economic Affairs and Energy (BMWi). The second new feature is that the EEG 2017 will ensure that in future the expansion of renewable energies is better coordinated with the expansion of the corresponding grid. The legislator has now defined set expansion volumes for each technology – wind power on land and at sea, solar power and biomass – that are adapted to suit grid capacity. At the same time, the EEG 2017 is temporarily limiting the expansion of wind power on land in areas with grid bottlenecks. This temporary solution should, however, only be in place until the grids are sufficiently expanded, ensuring that electricity is not only produced, but can also be transported to consumers. Germany plans to increase its proportion of eco power to 45 per cent by 2025.

technical innovations, larger and more powerful turbines, and more competition between suppliers. This is set out in even clearer terms by Heiko Stohlmeyer, Head of the Renewable Energies division at corporate consultancy PwC: “The times of the cost of offshore projects exploding are past.” He believes that the key factor in this is cost reductions resulting from increasingly large wind power plants just off the coast.

Siemens invests in Cuxhaven

Projects in Cuxhaven, Emden and Bremerhaven, among others, are currently injecting a breath of fresh air into the industry. In Cuxhaven, Siemens has invested around 200 million euros in an offshore production site that will assemble generators, hubs and backs into complete nacelles. The Munich-based electronics group began construction in summer 2016. The 170,000 m² site, directly at the port, is also home to a 320 metre-long and 160 metre-wide production hall with a useable space of 56,000 square metres. This will soon see the commencement of production of seven megawatt gearless offshore wind turbines. “The new production project is part of our efforts to establish offshore wind power as a mainstay of a sustainable energy mix,” says Project Manager Dr Carsten-Sünke Berendsen, who is responsible for the new factory at Siemens WindPower. Thanks to a quay with ro-ro ramp, the heavy components can be loaded from the factory grounds directly onto special vessels. Siemens has worked with its logistics partner Deugro to commission the freighters “Rotra Vente” and “Rotra Mare”. They link Cuxhaven with both other production sites and installation sites for offshore projects. In order to keep transport routes as short as possible and avoid expensive transport over land, the group has also created a business park right next to the assembly hall, which the first few suppliers are already settling into. Siemens hopes that this will make it possible to reduce the cost of offshore wind power considerably in the near future.

“The new production site is and will remain the most important anchor for the Deutsches Offshore-Industrie-Zentrum in Cuxhaven, and underlines Lower Saxony’s role as the number one state for energy and driver of the change in German energy policy,” said Daniela Behrens, the then-State Secretary to the Lower Saxony Ministry of Economic Affairs, Labour and Transport, at the laying of the foundation stone in June 2016. According to Siemens, the production site will also create up to 1,000 qualified jobs in the region. With the help of these employees, well over 100 nacelles are to be manufactured in Cuxhaven each year. ■■■



Eurogate Container Terminal Bremerhaven has sufficient space to store onshore and offshore components.

Eurogate: 250,000 square metres of storage space

“Bremerhaven can do both onshore and offshore,” says Nina Distler, Head of Wind Power Operations at Eurogate Container Terminal Bremerhaven (CTB). Eurogate has been successfully managing onshore and offshore handling there since 2010. For example, last year the “Nordergründe” offshore project, comprising 18 wind turbines each with a nominal output of six megawatts, was handled at the CTB. The site also saw the pre-assembly of components for loading onto the installation vessel. This included 18 stars of rotor blades, each 126 metres in diameter, which were shipped via the river Weser to the wind farm, 15 kilometres east of the island of Wangerooge. “Transporting the rotor stars was initially seen as problematic due to the fact that the vessel was 100 metres wide. However, thanks to the kind cooperation of the waterways and shipping office and the harbourmaster, we were able to initialise an efficient coordination process to ensure smooth transport by ship on the Weser. In addition, the projects ‘Nordsee Ost’ and ‘Nordergründe’ have allowed Bremerhaven to gain extensive practical experience in shipping rotor stars,” says Distler. Alongside the offshore components, Eurogate has also stored up to 520 onshore components at the CTB, brought to the Stromkaje in vessels from China, Spain and Italy. “At our terminal we can provide 250,000 square metres of space for storing onshore and offshore components. In fact, not only does Bremerhaven have suitable space for such projects, it also has the right infrastructural connections to be used as a base port for wind farm projects,” says Distler. She makes specific reference to the construction of the new port tunnel, which she says will not represent a hindrance during the construction phase and which she believes will create an even better link between the port and the motorway in future.



The Port Knock service base, which was put into operation in Emden in July 2016, is making it possible for the port to open itself up to the offshore industry even more.

Field measurements improve testing

A test site for offshore wind turbines is currently being created at the decommissioned Luneort airfield in Bremerhaven. The Fraunhofer Institute for Wind Energy and Energy System Technology (IWES) will operate a turbine as a research facility at the site in order to gain additional knowledge for quality assurance and cost reduction in the sector. The Federal Ministry for Economic Affairs and Energy is providing the test site in Bremerhaven with 18.5 million euros of support. The project has a term of ten years. “Research and development are the key to reducing the cost of expanding offshore wind power further,” said Parliamentary State Secretary within the BMWi, Uwe Beckmeyer, regarding the starting situation at the handover of the grant approval notice in December 2016. The usage concept intends for the facility to be accessible to different manufacturers for measurements and for it to function as an open research platform, similar to the offshore wind farm “Alpha Ventus”.

In addition, the Fraunhofer IWES has large test stands for rotor blades and nacelles within view of the new research site. Ensuring comparability of field data with results from laboratory tests conducted there represents an important step in further improving measuring and testing methods. “The test stands allow us to simulate certain wind conditions and apply stresses that come very close to those encountered in real-life operation. This makes it possible to speed up the certification processes for prototypes – because in the field the required wind conditions cannot simply be applied ‘on demand,’” explains Britta Rollert, Head of Marketing and

Communications at Fraunhofer IWES. As a result, she says, this has led to new plant designs becoming ready for operation more quickly.

Offshore handling at Port Knock in Emden

After five years of expansion and upgrading, AG EMS and its subsidiary EMS Maritime Offshore (EMO) put the new offshore service base Port Knock in Emden into operation in July 2016. The aim is to create an additional handling site to allow the port of Emden to open itself up further to the offshore wind power industry. A concept that seems to be bearing fruit: for example, the companies Enercon and Bard Engineering have already taken two large wind turbines to Rysumer Nacken by sea via the port. And in the first half of 2017, Emden-based firm Offshore Wind Solutions (OWS) used the renovated Landemole and surrounding areas for the handling of large offshore components. The nacelles, which each weighed over 300 tonnes, and the six rotor blades, each 60 metres in length, had to be replaced on two offshore wind turbines. These were loaded individually and transported from Landemole to Emden’s inland port by means of a floating pontoon. The replaced components were then shipped back the other way around.

“We are now working on further expanding the change of crew, which took place individually last year, using crew transfer vessels,” says Knut Gerdes, Managing Director at EMO. “In future, Port Knock will serve primarily as a service port for existing offshore wind farms,” states Gerdes. He believes that the port facility, and especially the available open space behind it, are destined for this. (bre)

Wind power: on land or on water?

Felix Losada (Press Spokesman for Nordex) and Iris Franco Fratini (Head of Communications at Dong Energy Deutschland) both believe that wind power is a key component of the change in German energy policy. However, they both see very different benefits in implementing projects on land and at sea.



FELIX LOSADA: Over the last 20 years, onshore wind power has developed from a niche concept to a leading renewable technology. In 2016 more than 27,200 onshore wind turbines were producing an installed output of some 45,900 megawatts of clean electricity in Germany alone. The key benefits of wind power on land are lower investment costs, sophisticated technology and calculable

risks. In addition, onshore wind power is one of the most cost-effective forms of energy production.

Thanks to high hub heights and large rotor diameters in modern onshore turbines, it is now possible to generate capacity factors of well over 40 per cent at sites far away from the coast. That means that the turbines achieve the same consistency of energy production as offshore plants. This makes economical running of onshore plants comparable to plants in the sea, despite there being less continual wind conditions inland.

The infrastructure costs, such as foundation and route construction and connection to the grid, are considerably lower than those for offshore plants. Because the foundations of wind turbines in the sea are subject to more wear and can become damaged, and because the seabed is often soft for several metres down from the surface, sturdier and more expensive foundations are needed offshore than are required on land. And as special vessels are not required for installation on land, the logistical cost of onshore facilities is lower.

Onshore plants generate electricity close to the consumer. There is no need for transmission lines running for kilometres to a feed-in point on the coast, as is the case with offshore plants. This also facilitates a decentralised power generation structure. Another benefit of regionalising power generation: if plants are erected on common land, communities benefit from the commercial taxes and income from the lease. Finally, maintaining turbines is considerably easier on land as they are accessible for servicing at any time, and largely irrespective of the weather.

IRIS FRANCO FRATINI: The potential of solar power and onshore wind power has more or less been exhausted in Germany. The legislator has consciously ended this development in order to stop over-promotion and imbalance in the energy infrastructure. In addition, profitable sites on land are now few and far between. Resistance among citizens against increasingly tall wind turbines that dominate the landscape is seeing widespread growth. Acceptance of the change in energy policy as a whole is being put at risk. It enjoys the support of the large majority of the population – as long as it's not in their back yard.

Offshore wind power plants, on the other hand, are erected far away from the coast, where they also benefit from the greatest possible amount of wind: the turbines produce electricity practically all year round. With over 4,500 full load hours a year and more than 350 days of productivity, they are the only CO₂-free energy source to be base load-capable – a key prerequisite for reliable and efficient energy supply in Germany as an industrial country. Innovative technologies also represent an answer to ecological issues: practice shows that the industry is in a position to protect the marine environment effectively with technological solutions in the set-up and operation of plants.

Alongside the strong technical arguments, it is primarily the great potential for cost reduction that makes the accelerated expansion of offshore wind power necessary in terms of both energy policy and the national economy. We have already managed to halve the costs over the last four years.

With around 20,500 employees, the offshore wind sector provides jobs across Germany – even in the states in the west and south of the country. Many components of offshore wind power plants are already being produced in southern and western Germany. The consistent and further expansion of offshore wind and the associated enormous export potential for companies is allowing Germany to secure its global technological leadership. These regions benefit not only in the form of the local value creation generated by the offshore wind industry, but also from the security of supply that power generation in the North and Baltic Sea offers them – particularly in light of the growing proportion of the grid covered by renewable energies.

The climate protection goals that Germany has committed to on international level can only be achieved through further expansion of offshore wind at a reasonable cost and without endangering grid stability.



“Knowledge is power”

The handling of transport for entire onshore and offshore wind turbines and individual components thereof, such as rotor blades, tower sections and nacelles, requires specific logistical expertise.





The rotor blades for Bulgarian onshore wind farm “Vetrocom” are ready for shipping in special racks.

Shipping 183 rotor blades for offshore wind turbines from Stade to Wilhelmshaven or 80 hubs from Bremerhaven to Wilhelmshaven is anything but run-of-the-mill, even for experienced logisticians: specific knowledge and experience are required for cargo with special dimensions and for heavy goods. JH Logistik from Delmenhorst has specialised in such types of transport, particularly for the onshore and offshore wind industry. “When I founded the company ten years ago, the issue of heavy-duty transport – which we summarise under the motto of ‘From Road to Sea’ – was something that pretty much no one took any notice of,” reports Managing Director Jens Hafemann. However, the number of transport orders and companies in this segment has since increased. JH Logistik has completed a variety of transport assignments, each of which had their own special logistical challenges.

Important: early planning

When it came to the company’s first wind power assignment, 20 complete turbines for an onshore wind power project had to be transported from production sites in Esbjerg, Denmark, from Stettin in Poland, from Ferrol in Spain and from Regensburg in Germany to Kazanlak in Bulgaria. The

challenge in this was that “Vetrocom”, the first Bulgarian wind farm, located 200 kilometres away from the capital Sofia, is situated on a range of hills and could only be accessed by untarred, twisty roads. “It always comes down to detailed pre-planning,” says Hafemann. He explains that it is necessary to be integrated into the project before concrete implementation in order to be able to plan along with the customer and discuss different modes of transport and their respective advantages and disadvantages. Often inland or sea-going vessels represent an alternative to lorries when dealing with oversize dimensions. The transfer of 14 complete wind turbines, each weighing up to 60 tonnes, to Ochakiv in the Ukraine involved a sea-going vessel. “The wind farm is just 15 kilometres away from the port,” says Hafemann. “However, it only allowed for a draught of up to four and a half metres and did not have cranes. We had to get quite creative.” The company chartered a heavy-duty ship with a draught of just four metres, which had on-board cranes with a capacity of 120 tonnes each. These were used to unload other ships that were also transporting wind power components, but that didn’t have on-board cranes, in the port. “This meant that it was possible to utilise the locational advantages of the port, even though there were no cranes,” says Hafemann.

Factor for success: close collaboration

Good ideas were also needed when it came to an underwater cable project in Britain: 77 kilometres of underwater cable had to be transported from Nordenham to Britain in four drums. To do this, a pontoon was modified in Bremen, ■■■

FACTS

JH Logistik

Founded: 2007

Headquarters:
Delmenhorst

Other company: JH
Ferry (brokerage of
ferry transport
throughout Europe)

11 employees

Transport for the
onshore and offshore
wind industry is
responsible for a
proportion of around
30 per cent of
business.

Turnover in 2016:
Around 4 million euros



Good stowage planning makes it possible to make optimum use of space on deck.



The base sections of the wind turbines are loaded on board by crane.

■ ■ ■ loaded in the private port of Nordenham and towed to Britain under good weather conditions. There it served as a mobile, on-site warehouse. Once the project was complete, the pontoon was towed back to Emden and reinstalled. “What is important with such projects is intensive communication with the ports – in this case Bremen and Emden,” emphasises Hafemann. “After all, good partners are the basis for successful transport.”

And whether in Germany, Bulgaria or the Ukraine, “we are there to help with loading and unloading, anywhere in the world”. It does mean having lots of people on site at all times, “but human contact is very important in our business,” highlights Hafemann.

The shipping of 80 rotor hubs from Bremerhaven to Wilhelmshaven for an offshore project was also made possible through close collaboration with the two ports. Responsibility for stowage and attachment planning, maritime transport and coordination of loading and unloading lay with JH Logistik. When transporting 183 rotor blades, each 56 metres long, to the North Sea for the “Global Tech I” offshore wind farm, in addition to the shipping from Stade to Wilhelmshaven the company was responsible for stowage planning, stowage, including load securing on board, and coordination of loading and unloading of the vessel at the two ports. The transport of the extremely long cargo, split into 26 lots, was carried out over a period of eight months.

Wanted: good ideas and technical knowledge

Both projects called upon the transport providers’ experience: at their suggestion, reusable transport racks and load securing mechanisms were installed on the ships, making it possible to shorten loading and unloading times and save money.

The example of tower sections also demonstrates how complex the logistics required for handling in port is: first, the components are unloaded using a crane or reach stacker, then straps are laid around the tower segments at two points in order to be able to lift them in a straight line. “In one project, for example, we realised that instead of the usual large, expensive mounts, much smaller and cheaper ones would be enough.” Hafemann highlights that this saved the customer a lot of money.

Potential: transport of second-hand equipment

However, JH Logistik offers more than just special transport. “Although project logistics is an important part of our business, we also function as a normal forwarder,” says Hafemann. “We offer the entire portfolio, including air freight and container transport.”

Hafemann is currently seeing a trend in the company’s core business of project logistics: “In northern Europe, more

PHOTOS: JH LOGISTIK



and more older wind turbines are being dismantled and sold to other companies, primarily in eastern Europe, Kazakhstan and southern Europe.” For example, he currently has requests from Britain, Italy and Iran. “The topic of ‘From Road to Sea’ is now becoming really interesting in this sector, as the larger 2 megawatt plants are now being dismantled,” says Hafemann. This once again presents new logistical challenges: “The racks originally used to transport the used wind power components are very rarely still available, meaning that you need to look for alternative solutions.” The tower sections are often transported without “transport cradles” – special racks – or feet. “This means that a suitable transport rack has to be organised for placement on open ground and then stowage on board the vessel, in order to be able to transport the parts safely,” explains Hafemann.

The important things when it comes to this type of transport are precise specifications and documentation. After all, as Hafemann says: “Knowledge is power.” (cb)

More information:
www.jh-logistik.de



CUXPORT – IN POLE POSITION

The x-press link to sea

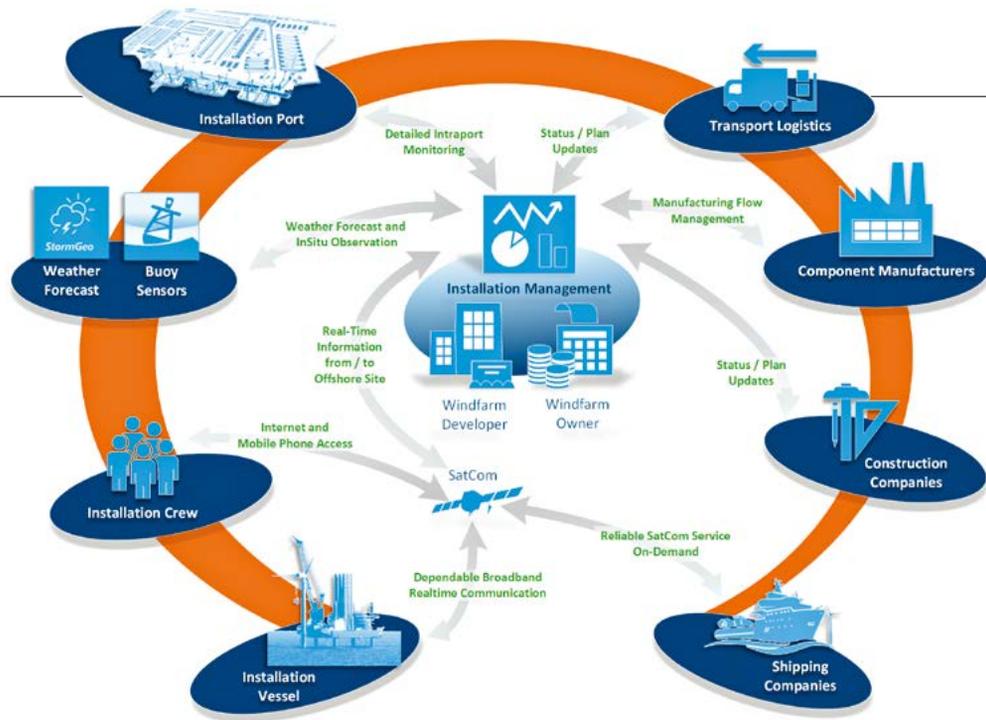
- /// Terminalerweiterung mit Liegeplatz 4
- /// weitere 85.000 m² befinden sich im Bau
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Big data for offshore wind farms



The “Com4Offshore” research project makes it possible to manage and coordinate offshore wind farm projects via the cloud. Real-time data allows those involved to communicate more quickly and efficiently.

FACTS

Megatel

Founded in 1989 as a provider of complete IT systems

Company of the OHB Group

Site: Bremen

Focus: Geographical information and data systems

2016: Turnover of 5 million euros

60 employees

Sometimes things run like clockwork: the construction of the “Sandbank” offshore wind farm was completed at the end of January this year – three months earlier than planned. The 72 wind turbines, around 90 kilometres to the west of the island of Sylt, each have an output of four megawatts, and have since been able to supply over 400,000 households with climate-friendly electricity. However, the early completion was thanks not only to the energy company Vattenfall and Stadtwerke München, who worked together to implement “Sandbank”, but also the “Com4Offshore” research project.

Innovative communication solutions

“The idea for the project came up at an informal gathering to discuss offshore wind power,” reports Jörg Biesewig, Managing Director of Bremen-based IT service provider Megatel. They asked themselves what still had to be optimised, and quickly came to the issue of communication. “In major projects such as offshore wind farms, a variety of involved suppliers, manufacturers, installers, authorities and investors have to be coordinated, informed, commissioned and kept up-to-date,” says Biesewig. This is particularly the case, he explains, because the usual complexity of such a major project involving an offshore wind farm is compounded by the weather, which is an incalculable variable. For example, if an installation vessel is unable

to go out because of a storm and heavy swell, this has an effect on many others involved in the project. However, in the past it has taken quite a while for all those involved to be informed of such an incident. “Innovative and robust communication solutions are needed in order to be able to make best possible use of the short timeframes allowed by the weather during installation work and facilitate the smoothest possible collaboration between all actors involved in the construction,” explains Biesewig. However, because the terrestrial network coverage is insufficient or non-existent at sea, communication used to be complex and, above all, not fast enough. “In the past, a status PDF was sent to all those involved around every 14 days,” says Biesewig. However, often the information was already outdated by the time everyone received it by e-mail, he explains.

This is where “Com4Offshore” comes in: with the help of satellite-based communication, the project manager, the captain and the construction engineer (for example) receive the data that is relevant to them in real time. “Com4Offshore brings offshore wind farm projects into the digital age,” summarises Biesewig. He believes that satellite communication is the ideal way to give a variety of players access to the necessary information at all times, and facilitate document sharing. To do this, Megatel is making use of the expertise of Bremen-based aerospace group OHB. It was also necessary to set up mobile phone networks with internet access on the ships.

Web platform with cloud connection

At the heart of the system is a web-based platform that is connected to the Microsoft cloud “Azure”. This is where all of the relevant data comes together: about the weather, about the status of the projects of each of the component manufacturers, construction firms and logistics providers, about the locations of installation and supply vessels, about the current project schedule and about the loading status of the components in the ports. In order to be able to present the information as transparently as possible, television-sized displays are used, with red, amber and green lights to show whether there are any deviations from the plan. However, the platform only distributes the data that those involved in the project have contractually undertaken to provide. In addition, data transfer is encrypted. How this looks in practice is illustrated through the example of a cable ship from a previous feasibility study. “In the past, if a cable was not laid properly, the operator of the cable ship would have already sent his daily report before turning back. Now, additional sensor technology on the ship facilitates data transmission in real time, so that the project manager is informed immediately and can take action as required,” says Biesewig.

PHOTO: WFB/JANN RAVELING; GRAPHIC: COM4OFFSHORE

Time is money

Satellite-based communication via the cloud not only allows for more efficient and rapid decision-making, but also saves a lot of money: with the “Sandbank” wind farm, the investment was around 1.2 billion euros. “If such a wind farm joins the grid just one day later, that means around 800,000 euros less turnover,” calculates Biesewig. Conversely, he explains,



Jörg Biesewig,
Managing Director of
Megatel, in front of an
informational display
with the project software

if you can use modern means of communication to save a few days, this can mean saving millions. This was also a key factor in Vattenfall’s decision to opt in as a pilot customer for the demonstrator funded by the ESA (European Space Agency). Megatel’s twelve-person developer team, under the management of Biesewig, is currently in the process of acquiring new customers. Over the coming months, this will lead to the formation of a new company. (cb)

Parties involved in the “Com4Offshore” project

- Leader of the consortium: OHB System
- Telecommunications infrastructure: MediaMobil Communication
- Validation of the system as a pilot user: Vattenfall Europe Windkraft
- Information technologies and software applications: Megatel

More information:
com4offshore.com
www.megatel.de



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Noise control for the porpoise

The noise caused by the construction of offshore wind farms can cause suffering to marine life. However, a study has now proven for the first time that the noise generated by pile driving is not having any negative effects on the porpoise population in the North Sea.

FACTS

Study

Project term: 2 years
(2014–2016)

Client: Offshore-
Forum Windenergie

Project partners: Dong Energy Wind Power, EnBW Energie Baden-Württemberg, E.ON Climate and Renewables, Global Tech I Offshore Wind, Horizont II Renewable, Iberdrola Renovables Offshore Deutschland, Nordsee Offshore MEG I, Ocean Breeze Energy, Offshore Deutschland, Offshore Windpark RIFFGA, OWP Butendiek, PNE WIND, innogy, STRABAG OW EVS, Tennet Offshore, Trianel Windkraftwerk Borkum, Vattenfall Europe Windkraft, WindMW, wpd offshore solutions, Stiftung Offshore Windenergie

The study, entitled “Effects of Offshore Pile Driving on Harbour Porpoise Abundance in the German Bight: Assessment of Noise Effects” was commissioned by Offshore-Forum Windenergie (OFW) along with various companies from the offshore sector and the German Offshore Wind Energy Foundation (SOW). The project investigated the effects of foundation works at eight offshore wind farms in the German North Sea on porpoises over a period of four years – between 2009 and 2013. During this period, the wind farm operators and developers involved installed around 400 foundations for offshore farms “Alpha Ventus”, “Bard Offshore I”, “Borkum West II”, “DanTysk”, “Global Tech I”, “Meerwind Süd/Ost”, “Nordsee Ost” and “Riffgat”.

When OFW and SOW published their study at the end of 2016, the results were a surprise for both environmentalists and offshore experts: there were no indications that the pile driving work and the associated noise led to a reduction in the porpoise population in the German Bight during the period under investigation – and in some areas there was even an increase. However, the records evaluated do provide

evidence of displacement effects on the marine mammals, although limited in time and location. The study highlighted that these were only of a short-term nature.

Less displacement than expected

“The results show that the installation of offshore wind farms is not having any effect on the porpoise population in the German Bight,” says Dr. Ursula Prall, CEO of OFW. “In addition, we have been able to prove that it is by no means the case that all animals have been scared away from the area affected by the work. Instead, several individuals have remained there, which proves that the displacement is considerably less pronounced than we had previously assumed.” Achim Berge Olsen, Managing Director of Bremen-based firms wpd offshore solutions and OWP Butendiek, who were among the study’s supporting partners, takes a similar view of the results: “It was important to look at the issue of noise control and porpoises in more detail as one of our objectives is to have as minimal an impact as

possible on the environment. The study has also shown that the noise control measures taken are effective and sufficient.”

Currently the wind farm installers and operators are using a variety of different systems to reduce underwater noise during pile driving works. These range from single, double and triple bubble curtains, to hydro sound dampers (HSD), to noise mitigation screens (IHC). “These systems, which are often combined, have advanced considerably since the study,” says Dr. Prall, looking back recently. “In many cases there are optimised during use within a relevant project. In this case they are, of course, tailored to suit individual scenarios, but this often results in serial developments.”

Limit values complied with almost completely

In order to protect both porpoises and other animals from underwater noise caused by pile driving, the Federal Maritime and Hydrographic Agency (BSH) and the German Environmental Agency (UBA) have set binding limit values. These state that the noise generated by pile driving work must not exceed a limit of 160 decibels (dB SEL) at a distance of 750 metres from the construction site. This is because scientific findings have shown that a value of more than 164 dB SEL can cause temporary hearing loss in porpoises – experts also refer to a shift in the hearing threshold – and a value of more than 179 dB SEL can cause permanent hearing loss.

“Following some initial complex development work, there are now sophisticated noise control systems on the market to ensure that construction firms are able to comply with the noise control limits almost completely, and even come in below them in many cases,” summarises Susanne

Porpoises are a subspecies of toothed whale and are related to dolphins. The marine mammals have a hearing range of 1 to 150 kilohertz and use ultrasound to find their way around.



Kehrhahn-Eyrich, Press Spokeswoman for BSH. A set procedure has now been put in place between BSH and the operators: “They have to present the noise reports to us within 48 hours of the end of the pile driving. The effectiveness of the noise protection measures is then examined, and if necessary additional measures – such as adjustment of the noise control systems, reduction of pile driving power, or even suspension of the works – are arranged. Only once approval has been provided can the works continue,” says Kehrhahn-Eyrich, explaining the procedure.

Despite the results of the study, many offshore experts agree that it is not sufficient to just comply with the applicable limits. Instead, the existing noise control measures need to continue to be analysed in future in order that they can be optimised and that precautions needed to protect marine life can be taken as early as possible. At the same time, the offshore industry and the research sector are driving alternative solutions, such as heavy foundations, floating wind power plants and suction bucket foundations, which would mean that pile driving is not required. (bre)

More information:
www.ofw-online.de

PHOTOS: VATTENFALL, ECOMARE/SALIKO DE WOLF DEN HOORN TEXEL

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A passion for clean electricity

The PNE WIND Group, headquartered in Cuxhaven, brings together over 20 years of experience in the development of wind farms – both on land and at sea – under the motto “Passion for Energy”.



Markus Lesser,
CEO of PNE WIND

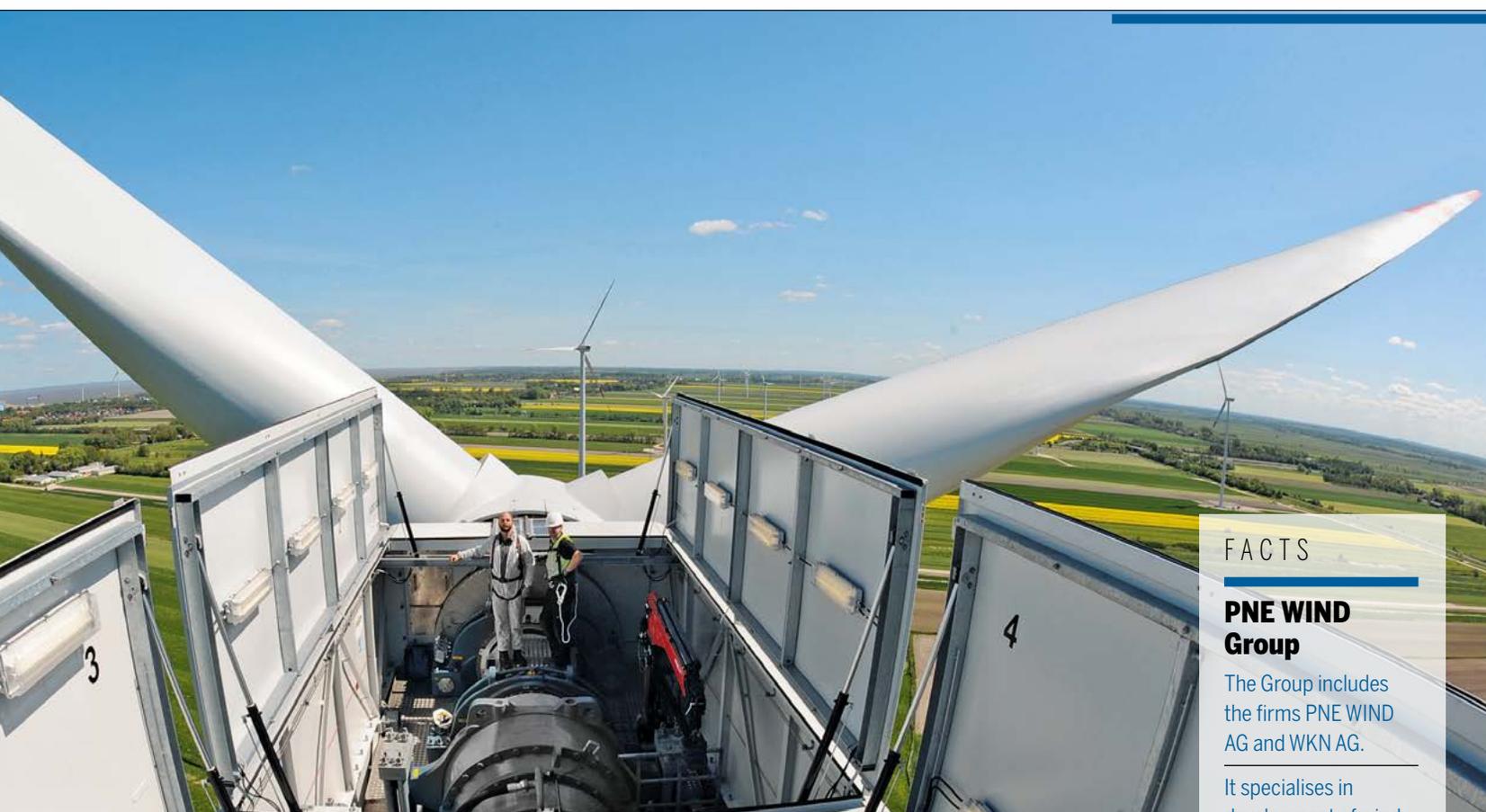
The Group’s nucleus in its current form is the company Windpark Marschland, founded in 1995. As little as two years later, the industry newcomer was able to complete its first onshore wind farm in Nordleda, in the district of Cuxhaven. This was followed by a true success story, reflected in both constantly advancing internationalisation – the Group is now represented in 13 countries on three continents – and a variety of successfully implemented projects. More than 200 onshore wind farms with a total nominal output of more than 2,400 megawatts have been created since 1990. Alongside this, PNE WIND has thus far sold eight of its wind farms in the offshore sector, three of which are already in operation, producing 894 megawatts of electricity. The company believes that this makes it one of the leading wind farm developers.

“We have 360 employees working passionately every day on getting that little bit closer to the vision of an energy supply entirely from renewable energies,” says Markus Lesser, CEO of PNE WIND. The Group sees itself as a wind farm developer first and an operator second. In the onshore segment, its range of services spans from development and financing, to turnkey installation and operation, to end-of-term repowering. In the offshore sector, PNE WIND has decided to sell its wind farms once they have been developed to construction maturity. “The up-front costs and investment needs of offshore projects are too ambitious for medium-sized firms like us,” says Lesser, explaining the strategy.

An industry undergoing change

Lesser believes that the wind power market has changed dramatically since the mid-1990s. “The industry has become more professional,” he says. In the past, it was small planning offices and teams of engineers that were steering things. Today it is specialised service providers, major corporations and big project development firms that are taking responsibility. At the same time, he sees a clear increase in efficiency among the existing wind turbines. “Whilst the nominal output was 500 to 600 kilowatts just under 20 years ago, the standard of today’s wind turbines is around six times that, at three megawatts. What’s more, the height of the towers and the lengths of the rotor blades have increased, which has contributed considerably to increasing energy yield and reducing power generation costs,” says Lesser.

Looking at his own company, he sees continual development of expertise and a trend towards the marketing of increasingly large project portfolios. He believes that the most important milestones at sea have been “Borkum Riffgrund” (2003/2004) and “Gode Wind” (2009). On land, PNE WIND managed to sell its first major package of farms in France in 2005. This was repeated again in a similar format in Britain in 2015. In December 2016 the Group made its biggest wind



FACTS

PNE WIND Group

The Group includes the firms PNE WIND AG and WKN AG.

It specialises in development of wind farm projects on land and at sea

Over 360 employees on three continents (Europe, North America, South Africa)

More than 200 onshore wind farms with a total nominal output of over 2,400 megawatts have been created since 1990

farm sale to date when it handed over a portfolio with a cumulative nominal output of 142 megawatts to a subsidiary of Allianz Global Investors. Today, PNE WIND holds 20 per cent of the shares in this project and is also responsible for its technical and commercial management.

“The strategy of pooling wind farms after their completion has proven to be worthwhile. The marketing of large portfolios allows for higher returns,” explains Lesser. It is also thanks to this concept that the PNE WIND Group finished financial year 2016 with the best operative result in its history: a consolidated EBIT of around 97 million euros. The aim is to invest the revenue in a new European portfolio, among other things, and concentrate more intensively on operational management in future. They are also looking into expansion into new markets.

“Always an uphill struggle”

“Because of regulatory changes, the market is going to become more difficult in future, and we are expecting falling feed-in tariffs,” says Lesser, putting the brakes on the euphoria despite the company’s current development. However, this does not mean that his enthusiasm for the business will dwindle. “Each wind farm project is, in itself, exciting and

a special challenge,” is his way of thinking. The examples of “Borkum Riffgrund” and “Chransdorf” illustrate the different challenges that have to be dealt with. For example, in the offshore project near Borkum, PNE WIND was responsible for the entire planning of the cable routes through the North Sea and through the Wadden Sea National Park to the feed-in point in Lower Saxony. For the approx. 100 kilometres on land alone, negotiations had to be conducted with several hundred land owners. However, once everything was complete, the legislator transferred responsibility to the network operators. In the case of the “Chransdorf” wind farm in Brandenburg, located in the middle of a forested area, the key thing was to create a powerful facility whilst intervening as little as possible in nature. PNE WIND developed a concept that made extensive use of the existing infrastructure – following consultation with nature conservation associations, residents, local representatives, the federal government and the state – and special fire protection measures had to be included due to the site’s location in the forest. “These examples show that achieving clean electricity really is always an uphill struggle – and requires working in close collaboration with politicians, businesses, associations and citizens,” says Lesser. (bre)

PHOTOS: PNE WIND

More information: www.pnewind.com

SUMMARY NEWS

**APPOINTMENT.**

Tim de Bruyne-Ludwig took over the position of Managing Director

of the Association of Hanseatic Marine Underwriters (VHT), which had been created as a result of the merger of Verein Hamburger Assekuradeure and Verein Bremer Seeversicherer, on 1 March. Most recently, de Bruyne-Ludwig was in charge of central claims and repair management and the emergency response service at DNV GL.

**REORGANISATION.**

Simon Menz has been appointed to the Management

Board of Emden Schiffsaus-rüstung with effect from 1 May. There he will act as a further Manager alongside Mathias Overhaus. Simon Menz is succeeding Nina Menz, who is withdrawing from the Management Board at her own request.

CHANGE. Former Bremerhaven Mayor **Jörg Schulz** succeeded Professor Matthias Stauch as State Advisor for Justice and Ports in Bremen on 2 May. "I am delighted to have gained an experienced legal expert and politician for this role in Jörg Schulz," says Bremen's Senator for Justice, Martin Günthner.

J. Müller Weser adds to its executive management

NEW ENTRY. **Jens Ripken** was appointed to the Board of J. Müller Weser on 1 April. As a long-standing partner of the coffee, cocoa and agricultural industry in Europe, the Bremen-based commodity specialist has opted to do this in order to strengthen its leadership structure as part of its investment in the site. The 50-year-old will now sit on the management team at J. Müller Weser alongside Managing Directors Thomas Bielefeld and Jürgen Huntgeburth. Ripken will also take on overall leadership of growth projects for the J. Müller Group. The Group specialises in the operation of seaport terminals and the corresponding port and shipping-related services.



Dettmer Group appoints new CFO

INAUGURATION. The Dettmer Group has added **Gerald Michael Diesel** to its Management as of 1 April. Diesel, who brings 30 years of professional experience with companies such as Thyssen Haniel, ABX, Wincanton and Agility, will manage the Group's business from Bremen as CFO alongside Andreas Niemeyer (COO). "We are delighted to have Michael Diesel on board and wish him every success for our future together," says Heiner Dettmer, Owner of the Dettmer Group.



Börke moves to TX Logistik's board

APPOINTMENT. TX Logistik has appointed **Berit Börke** to its Management. There she will take over responsibility for sales from 1 November at the latest, helping to shape the growth of the railway logistics firm. The qualified economist, who specialises in logistics and marketing, has more than 20 years of experience in the transport sector. She has been Director of Sales and Marketing at TFG Transfracht since 2014. Börke previously worked at the Institute of Shipping Economics and Logistics (ISL) in Bremen.

bremenports: Bruns succeeds Staats

SUCCESSION. **Holger Bruns** will become Spokesman for port management company bremenports on 1 July 2017. In the past, Bruns has worked as a press spokesman for various Bremen-based senators. On 30 September he will replace the current spokesman, Rüdiger Staats, who has been the point of contact for journalists at bremenports for almost 16 years. Until that point, the pair will work side by side. After the handover of office Staats and his experience will continue to be available to the company.



Young people with ambition

UP-AND-COMING TALENT. Founded in June 2010, the “Junioren der Bremischen Hafenvertretung e.V.”, or “BHV-Junioren” for short, is a dedicated network of young people that shares professional and private expertise, including beyond the boundaries of the city state. The **around 30 up-and-coming individuals from the transport and logistics sector** bring a variety of different skills and qualifications to their work – for example, when they present along with cooperating partners from Bremen’s maritime sector at events, trade fairs, club evenings and coaching sessions. New faces are always most welcome. **Dates, times and meeting points are published on the webpage www.bhv-bremen.de/junioren and on the Facebook account www.facebook.com/bhv.junioren.news.** Every year, on the last Friday in September, BHV-Junioren also organises the event Network Bremen Calling (NBC), which allows everyone – not just young people – to make personal contacts in the logistics sector. Those interested in sponsoring the event



should feel free to contact the group at junioren@bhv-bremen.de. BHV is an association with around 250 member firms from all sectors from the economy surrounding the ports of Bremen. In its articles of association it defines one of its core aims as “providing support in the challenges faced by the Free Hanseatic City of Bremen as a port, trading and fishing site”.



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Save the Date

Here you will find an overview of selected events in the maritime and logistics sector. Simply take a note of the dates that interest you.

Trade fairs

From Husum to Houston and from a German showcase of the wind sector to the biggest American trade fair for project loading and break bulk: there are numerous events coming up over the next few months, many of which are not only relevant for the maritime industry in northern Germany, but also attract an international audience of experts.



More than 650 exhibitors from the onshore and offshore wind sector exhibited at HUSUM Wind in September.

Offshore Wind Energy
www.offshorewind2017.com

6. – 8.6.2017
London, England

HUSUM Wind
www.husumwind.com

12. – 15.9.2017
Husum, Germany

PPI Symposium
events.risiinfo.com/transport-symposium/

25. – 27.9.2017
Savannah, USA

Breakbulk Americas
www.breakbulk.com

17. – 19.10.2017
Houston, USA

Customer events

Want to get to know us better and discuss the latest market developments with experts? One good opportunity for this is bremenports' series of events "logistics talk" and "Hafen trifft Festland" ("Port meets mainland"), the joint event format of port marketing organisation Seaports of Niedersachsen and Container Terminal Wilhelmshaven JadeWeser-Port-Marketinggesellschaft.



A festive setting for a traditional event: the 53rd edition of the Captains' Day will also be taking place in the old town hall in Bremen.

logistics talk
www.bremenports.de/veranstaltungskalender

29.6.2017
Bielefeld, Germany

27th Niedersächsischer Hafentag (Lower Saxony port day)
www.seaports.de

1.9.2017
Cuxhaven, Germany

Kapitänstag (Captains' Day)
www.bremenports.de/veranstaltungskalender

1.9.2017
Bremen, Germany

logistics talk
www.bremenports.de/veranstaltungskalender

12.10.2017
Vienna and Graz, Austria

Hafen trifft Festland (port meets mainland)
www.seaports.de, www.jadeweserport.de

8.11.2017
Leipzig, Germany

Other highlights

Professional exchange with like-minded people, the ability to present your range of services in an industry environment and targeted networking – just three good reasons to take part in the following events.

HTG Conference
www.htg-online.de

13. – 15.9.2017
Duisburg, Germany

Welt der Logistik (logistics world)
www.via-bremen.com

21.9.2017
Bremen, Germany

Cool Logistics Global Conference
coollogisticsresources.com/global/

25. – 27.9.2017
Algeciras, Spain

PHOTOS: SEAPORTS OF NIEDERSACHSEN, BREMENPORTS



With 2,162 exhibitors from 62 countries, transport logistic set a new record in participation. The 425 m² joint stand organised by bremenports, on which 30 companies and institutions from Bremen and Bremerhaven flew their flag, was a hive of activity on all four days of the trade fair.

Review of events

“transport logistic” from 9 to 12 May in Munich



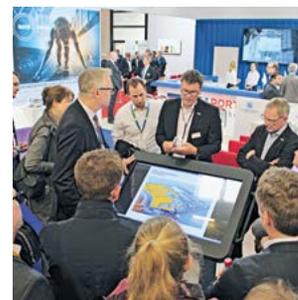
Seaports of Niedersachsen GmbH's trade fair stand was buzzing with activity during the traditional Lower Saxony evening, the joint customer reception hosted by Lower Saxony's Ministry for Economics, Labour and Transport, Seaports of Niedersachsen, Container Terminal Wilhelmshaven JadeWeserPort-Marketing, Niedersachsen Ports and Logistikportal Niedersachsen.



During the trade fair, political representatives – a delegation from the sub-committee for ports & shipping within Lower Saxony's government – sought to enter into dialogue with the port sector (from left): Karsten Heineking, Daniela Behrens, Uwe Santjer, Inke Onnen-Lübben, Johann-Heinrich Ahlers and Bernd-Carsten Hiebing

More than 300 invited guests came to the traditional Bremen reception at Munich's Palais Lenbach on 11 May.

Experts in discussion: Martin Günthner, Bremen's Senator for Economics, Labour and Ports, with Michael Skiba, Head of Marketing at bremenports (below, left-hand photo), and then with Werner Pöser, Managing Director of CHS Bremen (below, centre photo).



The nine seaports of Lower Saxony presented their locational advantages on the trade fair stand organised by Seaports of Niedersachsen GmbH. The presentation of the range of services offered by the JadeWeserPort freight village and Germany's only deep-water container port was also met with great interest among the specialist visitors.



All editions are also available as an e-paper in German and English. Scan the code or go to www.bremenports.de/logisticspilot

EDITION AUGUST 2017

Focus topic Agricultural and food logistics

Trends and
challenges in agricultural
and food logistics



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October 2017

Green logistics

Closing date for sub-
mitting applications
25.8.2017

December 2017

Ro-ro

Closing date for sub-
mitting advertisements
20.10.2017

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I CAN LIFT 200 TONS WITH MY LITTLE FINGER

Dennis Feldhusen, gantry crane driver at the BLG general cargo terminal at Neustädter Hafen in Bremen

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