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PORTS & HINTERLAND

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**FIVE REASONS
FOR BLG LOGISTICS**

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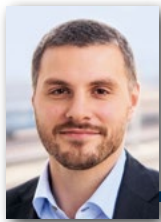
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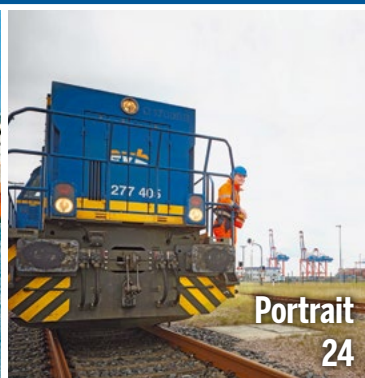
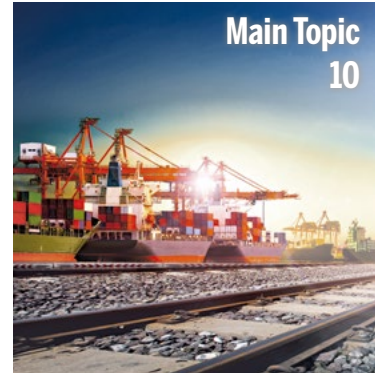
“We need to think holistically”

Clemens Bochynek, General Manager Member of the Executive Committee of the German Promotion Centre for Intermodal Transport (SGKV)

Dear readers!

Today, modern technologies and highly efficient management offer tailor-made solutions for handling peaks in load in seaports. However, differing interfaces still pose considerable challenges. The seaports complain of bottlenecks in accessing the hinterland, which put their processes under pressure, and the inland terminals complain of pressure from the seaports. A vicious circle? We have an efficient transport structure, but it urgently requires further development in order to be able to make full use of the potential of hinterland connections. Automation and omnipresent digital networking are core components of a functional transport chain. However, the most important interface is the one that exists in the minds of those involved! We need to think more holistically in order to be able to beat the challenges of increasing container volumes. Combined transport by rail to and from the seaports is a driver of growth, powered by three primary factors: by networking and intensive exchange between those involved, by increased political focus on the opportunities offered by combined transport and the necessary infrastructure, and by looking at the transport system as a whole rather than optimising isolated parts of the transport chain.

Yours, Clemens Bochynek



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A network of good hinterland connections

Efficient transport routes that connect the seaports to the hinterland are a prerequisite for the economic success of the eleven ports in Lower Saxony and Bremen. They ensure that goods to be transported are able to reach their destination as efficiently as possible, via road, railway or waterway.

EMDEN

Germany's most westerly seaport is easily accessible via the A 31, A 28 and A280 from Germany and the A 7 from the Netherlands. On the rails, the site has a two-track, fully electrified link with the highest Deutsche Bahn load class. Inland vessels can access Emden via the central European network of inland waterways.

LEER

The port of Leer is connected to the Ruhr region and the Benelux states via the Dortmund-Ems Canal and to the North Sea via the river Ems. Autobahns A 28 and A 31 and the link via the A 31 and the A 7 connect the site with the international network of motorways. The train station connects Leer with the economic centres of the north and south of Germany, as well as the Netherlands.

PAPENBURG

The port is connected to the inland waterways via the Dortmund-Ems side canal. Direct links to the A31 (North Sea – Ruhr region) and the neighbouring A 28 (Oldenburg–Bremen) and A 7 offer attractive options for exchange of goods. The same applies to the rail links between Leer, Oldenburg and Bremen and to the Ruhr region.

WILHELMSHAVEN

The A 29 ends, without traffic lights, right in front of the freight village and the container terminal – and connects Germany's only deep-water container port with Autobahns A 1 and A 30. The two-track Deutsche Bahn rail connection ensures links with numerous important economic centres in Germany, Austria and Switzerland.

NORDENHAM

The handling site on the Außenweser is accessible by road on the A 27 (via Wesertunnel B 437), the A 28 (via B 212) and the A 29 (via B 211 and B 437). Nordenham is also connected to the most important inland waterways in Europe via the Mittelweser. A seamless rail connection ensures a link between Bremen/Oldenburg and Nordenham.

BRAKE

The port handling and silo facilities in Brake are accessible by road on the A 27 (Wesertunnel B 437), A 28 (via B 212) and A 29 (via B 211). In terms of rail, the Bremen/Oldenburg–Nordenham link provides the ideal connection to the electrified pier, which is over two kilometres long. In addition, the site is linked up with the inland waterways via the Mittelweser.

OLDENBURG

Autobahns A 28 and A 29 provide the port of Oldenburg with direct access to the German network of motorways – travelling both north-south and east-west. The port has its own feeder track connection to the Deutsche Bahn rail network, and is connected to the network of inland waterways via the Küsten Canal and the Hunte.

CUXHAVEN

The site at the mouth of the Elbe leading to the North Sea provides an efficient hinterland connection by road via the A 27 to Bremen/Hanover and the B 73 to Hamburg. The rail-based counterparts are the routes between Hamburg and Maschen and Bremerhaven and Bremen. In addition, the seaport – which is popular in the offshore wind industry – is accessible by inland vessel via the river Elbe.



BREMERHAVEN

The container terminal and vehicle handling facility benefit from constantly growing track capacity, which confirms Bremerhaven as one of Europe's leading railway ports. The five-kilometre quay of the container terminal is easily accessible by lorry on the A 27, and will soon be able to be reached without traffic lights via the new port tunnel. It is expected to be completed in 2020.

STADE

Stade is easily reached by lorry on the A1 Bremen/Hamburg and the B 73/A 26 Hamburg/Cuxhaven. On the rails, the site is well connected to the hinterland via the Cuxhaven–Hamburg and Stade–Bremen rail networks. On top of that, the river Elbe represents a direct link to the inland waterways of central Europe.

BREMEN

Germany's most southerly seaport has the perfect internal connections with the network of Bremen's port railway, and excellent hinterland connections through Deutsche Bahn's rail network. On the road, the link via the Bremer Kreuz intersection provides routes in all directions. The conditions for inland shipping are improving with further expansion of the Mittelweser.



PHOTO: FOTOLIA – ENAUCHIT, GRAPHIC: PIXABAY, DW

SUMMARY NEWS

BREMEN. Together with over 80 companies, organisations, politicians, NGOs and researchers, **this year the ports of Bremen began supporting the international campaign 'Arctic Commitment'**, which is calling for a ban on use of heavy fuel oil in shipping in the Arctic. The campaign was launched in January 2017 at the Arctic Frontiers Conference.

BRAKE/CUXHAVEN. Following the seaports of Wilhelmshaven and Emden, in March the **NPorts sites in Brake and Cuxhaven were recognised for their systematic environmental protection.** The **PERS (Port Environmental Review System) certificate** is a special test standard for ports awarded by the European environmental initiative ESPO (EcoPorts).

BREMEN. The reserve gate of the **Bremen-Oslebshausen lock has been back in operation since April.** The facility in Bremerhaven's Labradorhafen underwent extensive repairs and renovations by German Dry Docks at the start of the year. In addition, the structure was equipped with additional protection against flooding.



60 million euros for port infrastructure

OLDENBURG. Lower Saxony has 45,350 employees based in and around the port, who make an important contribution to the state's economic success. Around 700 of them are employed by Niedersachsen Ports (NPorts). "This means that it is all the more important that our ports have an efficient and future-oriented infrastructure. We are investing 33 million euros in our ports in 2018. An additional 27 million euros will be going into the repair of existing port facilities," explained Holger Banik, Managing Director of NPorts, at the annual

press conference for the seaports of Lower Saxony in Oldenburg on 5 March. The 60 million will be used for selected projects at the sites of Brake, Cuxhaven, Emden, Norden and Wilhelmshaven. These include **new berths for large ships and the offshore wind industry, new ramps and improved hinterland connections.** Digitisation and sustainability measures and safeguarding the existing infrastructure are also on the agenda. "Our facilities have to be efficient in the long term," says Banik.



Port Knock is a service base for MHI Vestas

EMDEN. Starting in March 2018 and expected to last a year, EMS Maritime Offshore (EMO) **is making its port facilities in Emden available to turbine manufacturer MHI Vestas to facilitate the commissioning of offshore wind farm 'Borkum Riffgrund 2'.** This wind farm will comprise 54 eight-megawatt wind power turbines and be located around 40 kilometres to the north west of the island of Borkum. The maritime service provider has also put together a comprehensive package of logistics for the project, which includes the processing of crew transfer vessels and the shipment of packages, replacement parts and equipment.



A package of breakbulk services

SHANGHAI. At **'Breakbulk China', which took place in Shanghai on 27 and 28 March, Seaports of Niedersachsen exhibited with its own trade fair stand** – and a broad range of logistics services specifically tailored to the transport, handling and storage of big and heavy project loads and bulky piece goods. "The trade fair is just a great marketplace. It gives us the opportunity to inform local business representatives, shipping companies and forwarders of new things on offer in our seaports," says Inke Onnen-Lübben, who was Managing Director of Seaports of Niedersachsen up until the end of April this year.



KOG operates under the flag of Rhenus Project

HOLZWICKEDE. Project logistics specialist KOG Worldwide and its subsidiaries have been operating under the 'Rhenus Project Logistics' brand since April. **This rounds off the Rhenus Group's integration of the project logistics provider, which began three years ago, in name as well.** "The reason for the renaming is that we want to visibly appear under a uniform brand name that encompasses all project logistics activities," says Dr. Tim Merklein, Managing Director of Rhenus Project Logistics. The points of contact and structures within the company will remain as they are.



Once again a good host for ECG

CUXHAVEN. Cuxhaven played host to the 'Maritime & Ports Working Group' of the Association of European Vehicle Logistics (ECG) for the second time since 2014 in March. The main topics on the agenda for the approx. 40 delegates were the relationships between the shipping companies, ports, terminal operators and logistics providers and advancing digitisation of the supply chain. Alongside the meeting there were opportunities to network with Cuxhaven's port sector, including a bus tour highlighting both the port facilities and new features at the site.



Another transatlantic service for Bremerhaven

BREMERHAVEN. Bremerhaven expanded its leading position as a **hub for container transport to the USA** even further in April. With the schedule change of OCEAN Alliance, the maritime city is gaining another service with weekly departures from EUROGATE Container Terminal to the East Coast of the USA, as well as to the Gulf of Mexico and Mexico. In the USA, the new service travels to the ports of Charleston, Savannah, Miami and New York. The Mexico link serves the ports of Veracruz and Altamira. With the new offerings, Bremerhaven is now providing a total of three OCEAN Alliance services to North America and Mexico.



Reconstruction Columbuskaje

BREMERHAVEN. In March, **the Senate consented to the reconstruction of the Columbuskaje cruise terminal.** "Bremerhaven now has a major opportunity to use cruise travel to sustainably strengthen the economic structure. This means that the reconstruction of the quay is essential," says Martin Günthner, Bremen's Senator for Economic, Labour and Ports. The total costs of planning and construction have been estimated at 78.7 million euros.



BLG increases turnover

BREMEN. "2017 was a good year. We **increased revenue by four per cent**, and are at a combined result of over a billion euros in the divisions of Automobile and Contract alone," summarised Frank Dreeke, CEO of BLG LOGISTICS, at the **logistics provider's financial statement press conference in April.** Earnings before tax (EBT) increased to 33.5 million euros (2016: 30.8 million euros).



Albatros 'flies' into JWP

HAMBURG. TFG Transfracht has been expanding its range of services to the northern ports since April, **connecting JadeWeserPort to all 20 terminals in its train network to JadeWeserPort via the AlbatrosExpress.** This means that the specialist in seaport hinterland transport is offering 20 additional departures and over 100 connections a week for transport between Wilhelmshaven and the key economic centres of Germany, Austria and Switzerland.

SUMMARY NEWS

WILHELMSHAVEN.

Deutsche Bahn has **completed a section of the expansion of the rail route to Wilhelmshaven** quicker than planned. At the start of April, a fully renovated section of tracks between Varel and Sande went into operation six weeks earlier than planned. Construction measures have been underway on the opposite track since then. The track works are to be completed by spring 2020, and the electrification of the route from Oldenburg and Wilhelmshaven is to be finished two years later.

BREMEN/BREMERHAVEN.

At the nationwide **'11th Supply Chain Day'** on 19 April, numerous companies from industry, trade and logistics once again opened their doors to provide the public with interesting insights into their activities. With support from BLG LOGISTICS, the biology team 'naturRaum' and Initiative Stadtbremische Häfen (Initiative for the ports of the city of Bremen, ISH), bremenports offered four free tours. The visitors to Bremerhaven enjoyed a tour of the car and container terminals and of the Luneplate, whilst in Bremen a bus tour of the international city and of the Oslebshausen lock were on offer.

**EUROGATE is delighted with annual surplus**

BREMEN. Despite difficult conditions, EUROGATE has managed to improve its result. Although the volume of container handling stagnated at 14.4 million TEU last year, thanks to special knock-on effects and a considerably improved shareholding income, the group generated an **annual surplus of 85.2 million euros** – an increase of 12.2 per cent on 2016. That was the announcement made by EUROGATE boss Michael Black at the container terminal operator's annual press conference in April.

On nature's trail

BREMERHAVEN. Bremenports still has **four free excursions to the Luneplate compensation zone to offer this year.** There will be a cycle tour on 17 June, a hike on 16 September and walks on 21 October and 18 November. Due to the presence of breeding and migrating birds, the Luneplate is a registered EU Special Protection Area, and is identified as the biggest nature conservation area in the state of Bremen. Its observation points, such as a viewing tower and hide, provide fascinating insights into the habitat.

**A demonstration of transatlantic competence**

SÃO PAULO. The **seaports of Lower Saxony and the ports of Bremen presented their logistical services under the umbrella brand of 'German Ports' at 'Intermodal South America'** in São Paulo between 13 and 15 March. This year they made it a round dozen, as it was their twelfth joint appearance at Brazil's most important logistics trade fair. The ports of Lower Saxony and Bremen are important hubs for import and export activities between Europe and South America, particularly when it comes to the handling of agricultural goods and cellulose.





Jade-Dienst expands

WILHELMSHAVEN. Jade-Dienst is investing around 1.5 million euros in a **new site in the Wilhelmshaven freight village**. Directly beside the container terminal, the port service provider, which is based in the Nordhafen, is building a warehouse and handling hall for containers on an area of 1.1 hectares, with construction expected to go on until August 2018. From the new branch in the freight village, Jade-Dienst will be the sole licensee to offer mooring services at the container terminal, the sea sluice, the inner harbour and the jetties.



Ports seen in a new light

BREMEN/BRAKE/BREMERHAVEN. The **port lighting has been upgraded to LED or LEP** at three test sites in Bremen, Brake and Bremerhaven over recent months. The project, launched in January 2016 by bremenports, NPorts and BLG LOGISTICS GROUP and supported by Metropolregion Nordwest, aims to promote increased use of innovative lighting technology. It is already clear that considerable energy and cost savings are possible with LNG lighting. The project also involves investigating whether the lights meet the special requirements caused by the harsh environmental conditions at the coast, and what effects they will have on humans and animals in terms of their sustainability.



Innovative logistics for offshore components

CUXHAVEN. Siemens Gamesa shipped its **first nacelles from Cuxhaven** on 20 March – using transport vessel 'Rotra Vente', which was constructed especially for this purpose. Together with its sister vessel 'Rotra Mare', it forms the central element of an efficient offshore logistics concept between the production sites in Cuxhaven and Hull. The freighters allow for a special loading and unloading procedure: instead of moving the tower sections and nacelles by crane, they are rolled on board on special transport frames with SPMTs.



NPorts receives certificate of 'berufundfamilie'

OLDENBURG. Niedersachsen Ports received recognition from the Hertie Foundation for its family-friendly HR policy in March. **"Our employees are our most important asset.** With this certificate, we are undertaking to concentrate on this topic even more intensively over the next three years. After all, we want our HR policy to become even more friendly to families and those in different phases of life," says Holger Banik (left), Managing Director of NPorts. However, he explains, his company already offers employees attractive solutions for combining work and family.



Panattoni builds logistics centre for Volkswagen

WILHELMSHAVEN. Panattoni Europe was awarded the contract for the construction of the **new packaging centre for export of car parts in JadeWeserPort** by the Volkswagen Group in March. Vehicle parts from Audi, Volkswagen and Volkswagen Commercial Vehicles are to be shipped overseas – including to Mexico, China and the USA – from the 100,000 m² site. The logistics centre will comprise five halls with a total of 45,000 square metres of usable space. Panattoni Europe has stated that construction will begin in June.

Time for politics to



step in

In the international competition between ports, the quality of hinterland connections plays a key role. Experts are calling for immediate optimisations so that the German sites aren't left behind.

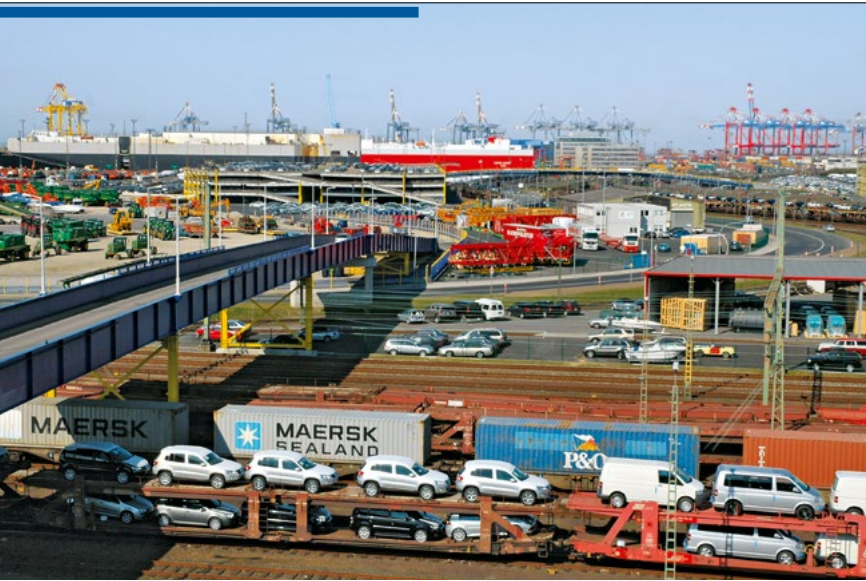
Transport of goods to and from Germany is growing: just under 300 million tonnes – 1.1 per cent more than in 2016 – were handled by German seaport companies in 2017. And the government's shipping forecast indicates that the handling volume will increase from 269 million tonnes in 2010 to 468 million tonnes by 2030. This represents annual growth of 2.8 per cent.

“To remain well connected to the global markets in future, our ports need efficient hinterland connections,” says Frank Dreeke, President of Zentralverband der deutschen Seehafenbetriebe (association of German seaport companies, ZDS) and boss of port service provider BLG LOGISTICS GROUP. He believes that this makes rapidly accelerating the planning, approval and realisation of transport infrastructure projects all the more important, stating that lengthy processes will put necessary maintenance and expansion measures at risk and cause the port economy significant damage. “The federal government and the states should make better use of simplified procedures and harmonise different planning standards across the states,” says Dreeke. With this in mind, he is calling for the infrastructure projects set out in the federal transport plan to be implemented swiftly.

“The construction of transport routes is going too slowly”

Heike van Hoorn, Managing Director of Deutsches Verkehrsforum (German transport forum, DVF), also believes that the expansion of hinterland connections counts among the fundamental steps required to safeguard the economic significance of the German ports in the long term: “Without investment in efficient infrastructure, a qualified workforce and digitisation of the port sector, the German seaports will lose their high level of competitiveness. The most urgent thing is for the expansion of seaward access routes – particularly the widening of the shipping channels on the rivers Elbe and Weser – to be implemented finally. The same applies to the rail-based hinterland connections, the inland waterways and ■■■

PHOTO: ISTOCK – SURIVA SILSAKSON



When it comes to hinterland links by rail, Bremerhaven is one of Europe's frontrunners – and one of the biggest car ports in the world, with over 2.3 million vehicles handled each year.

Fuel trains as an investment in the future

Two prototypes of trains with fuel cell drives recently began pilot operation between the cities of Cuxhaven, Bremerhaven, Bremervörde and Buxtehude. They are the first trains in the world to be driven on hydrogen, and are part of a strategy with which the state hopes to establish electrified rail transport as a real alternative to diesel propulsion. The plan is for a total of 14 "Coradia iLint"-type fuel cell trains to be operating on this route by the end of 2021, replacing the LINT 41 diesel railcars. The contracts for the delivery of the trains were signed in November 2017 by Lower Saxony's public transport firm (LNVG) and companies Alstom and Linde. Train manufacturer Alstom will be producing the "Coradia iLint", which can cover around 1,000 kilometres per tank and reach a top speed of 140 kilometres per hour. Technology group Linde will take care of supplying the trains with hydrogen via a dedicated refuelling site in Bremervörde. The new railcars have an electric motor, which is fed with energy from a hydrogen fuel cell. The basic principle is that hydrogen combusts with oxygen to form water. This means that the trains are free of harmful substances and only emit steam. "Hydrogen and fuel cells are an ideal combination in the era of environmental protection and changes in energy policy as they facilitate the storage of energy and emission-free train travel," says Lower Saxony's Minister for Economics, Labour, Transport and Digitisation, Dr Bernd Althusmann. "Lower Saxony's is the top wind power state and – in addition to numerous offshore wind farms – has considerable energy storage capacity near the coast. We are more or less made for this project, and are therefore investing 81.3 million euros in the acquisition of 14 fuel cell railcars by the local public transport firm. This is money well invested in future mobility," continues Althusmann.

the Kiel Canal." She says that the federal government has already passed important developments needed to strengthen Germany's ports with the National Port Concept, including the 350-billion-euro expansion programme for rail links to the ports, the 64-million-euro funding programme for innovative port technologies, and the targeted training of 1,000 skilled workers for German seaports, for which up to 30 million euros are going to be available. "Despite these positive approaches, the construction of transport routes is going too slowly," warns van Hoorn. "The delay in the widening of shipping channels is completely unacceptable and threatens to become an image problem for the site. There has also been talk of expanding the rail freight link between Hanover, Hamburg and Bremen for decades. The government has money for it. What is needed is an acceleration of planning, more engineers among the authorities and the will to combat these bottlenecks as quickly as possible now."

Competition from neighbouring countries

In many places, the issue involves looking beyond borders – particularly to Belgium and the Netherlands. Despite an adequate year in 2017, German ports lost market shares to Rotterdam and Antwerp. "This is partly due to the general conditions set by politics," explains Dreeke. As an example, he refers to the procedure for levying import tax. It works as follows: if an importer imports goods from a third country via a German seaport or airport, he has to pay import tax straight away. However, if the same goods are imported into the EU via a competitor port, for example in the Netherlands, the import tax only falls due months later. "In the coalition agreement the new German government promised to optimise this complicated charging procedure – and this now has to happen as quickly as possible in order to finally remove this competitive disadvantage," continues Dreeke.

Similarly, he highlights that further work needs to be done on the efficiency of the German railway network in order to be able to continue to handle the growing volume of goods in future. His plea to politicians: "The halving of the price for using railway lines announced for 2018 must take place so that rail can remain competitive in the field of goods transport. Further measures of the Federal Ministry of Transport and Digital Infrastructure's Rail Freight Masterplan, such as the expansion of hubs and the

PHOTOS: BREMENPORTS – BLG, JADEWESERPORT

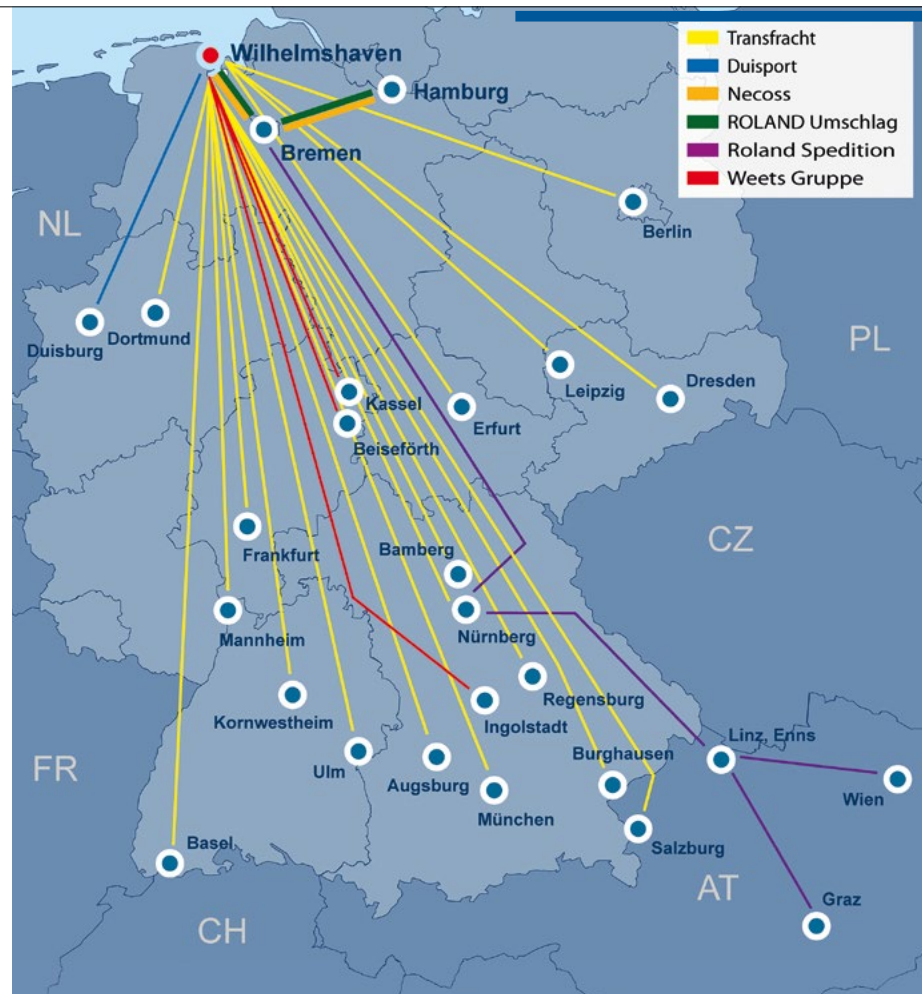
lowering of duties and taxes, must be implemented quickly – the coalition agreement stipulates as much. A modern and appropriate freight railway system is essential – not just for the port sector.”

More trains to JadeWeserPort

JadeWeserPort is a positive example of the gradual development of rail links. Whilst there were 19 trains coming into the port in 2013, the number grew continually to 869 trains in 2017 – that’s almost 17 trains arriving each week. This year the figure is over 25 arrivals per week. The number of operators has also grown continuously since 21 September 2012, when JadeWeserPort was officially opened. “More and more rail operators are coming into Wilhelmshaven,” says Mikkel Andersen, Managing Director of EUROGATE Container Terminal Wilhelmshaven.

These include TFG Transfracht, Necoss, Weets Bahn Transport and Roland Spedition, all of which have recently launched new container shuttles to JadeWeserPort. In addition, a weekly train run by Duisport Rail links Wilhelmshaven with the world’s biggest inland port in Duisburg. The rail links to Germany’s only deep-water port are completed by Roland Umschlagsgesellschaft and EUROGATE Intermodal (EGIM), who have also integrated the site into their networks. “There are over 25 connections several times a week to Wilhelmshaven, alongside trains from individual companies, known as “dedicated trains”. Special trains can also be put on at short notice because there are plenty of available slots,” adds Andersen. The destinations travelled to most frequently by train from JadeWeserPort are Bremen, Dortmund, Hamburg, Duisburg and Mannheim. Some operators also offer further transport on to economic centres in Germany, Austria and Switzerland.

For all transport by rail, it is beneficial that Wilhelmshaven has a two-track connection to the Deutsche Bahn network. In addition, the railway station for combined load transport, Rail Terminal Wilhelmshaven (RTW), has six tracks and facilitates the switching of containers from road to rail and vice versa. 16-track formation sidings are available for putting trains together to form block trains. “Wilhelmshaven is perfect for handling mega carriers – seaward access is possible irrespective of the tides and without having to wait. The infrastructure and supra-structure in the port, as well as the motorway link and the



Overview of the current rail-based hinterland connections. The number of rail links to JadeWeserPort has grown continually since it was commissioned, as has the number of operators.

availability of handling resources for rail transport are key features of the site,” highlights Bernd Pahnke, Managing Director of TFG Transfracht.

Creating acceptance of the Y route

As part of the 2030 federal transport plan, a total of around 400 kilometres of track are to be expanded and renovated on various rail routes in the Hamburg/Bremen–Hanover area, in order to solve bottlenecks in the seaport hinterland and create further capacity for goods transport. The first section of the project on what is known as the “Y route” is planned to be the line between Rotenburg and Verden. Plans have been underway since August 2016. In the second half of 2018, DB Netz AG, Deutsche Bahn’s infrastructure business, is planning to conclude the pre-planning, therefore being able to present sound findings on topics such as subgrade, noise protection, routing and nature protection. “For around two years now we have been sitting down with representatives of all of the relevant institutions and discussing sub-steps and interim results. The corresponding results will ■■■

■■■ allow us to keep all stakeholders and interested parties along the two-track route between Rotenburg and Verden fully informed,” explains Matthias Hudaff, manager of the rail project at DB Netz AG.

At the same time, the Hamburg–Hanover and Verden–Nienburg–Wunstorf/Minden sections were integrated into the federal budget in December 2017. An invitation to tender for the first planning services was issued in March 2018, with the contract expected to be awarded some time this year. “The focus of our early planning considerations are protected goods and physical barriers. At the same time, the technical feasibility and the achievement of the

goals set out in the federal transport plan form a core part of the work,” says Hudaff. Thinking about these planning steps, he adds: “We will be constantly continuing our dialogue with the region. It is essential that this important rail project – which is essentially going to benefit every fourth train in Germany – be carried forward as swiftly as possible and with the greatest possible acceptance in politics and society.”

A dedicated website for the rail project went online in December 2017. Since then, over 40,000 visitors have already looked up the link www.hamburg-bremen-hanover.de to find out about the project. (bre)

PHOTO: VEREIN BREMER SPEDITEURE

“Better collaboration between the German ports would be desirable”

Oliver Oestreich, Chairman of Verein Bremer Spediteure (Bremen freight forwarders association), on the significance of hinterland connections and the current situation in the northern ports

Are hinterland connections the key determiner of a port’s success?

The first thing that is important is the portfolio of shipping companies or alliances that serve a port – including the number and frequency of scheduled services on offer. With dedicated terminals for the two biggest shipping companies in the world and a multi-carrier terminal, Bremerhaven is well established in this regard. Wilhelmshaven makes up for this by the fact that Ocean Alliance has been coming into the port for over a year now, as does 2M. Only if optimum conditions like this are created can the accessibility of a port on the land side become a key competitive factor.

How would you rate the situation in Bremen and Lower Saxony?

For the northern ports, it is primarily rail transport that is important as regards the quality of their hinterland connections. Alongside Hamburg, Bremerhaven is one of the European frontrunners when it comes to the volumes of containers and vehicles transported by train. However, Wilhelmshaven is also constantly developing, with the further intensification of the JadeWeserPort connection to TFG Transfracht’s AlbatrosExpress train network representing an important step. However, lorries are still needed. And Wilhelmshaven has excellent infrastructure in this regard. However, there is occasionally a lack of paired trips, which can have an impact on transport costs. Nevertheless, this should change soon in light of growing handling figures. Lorry handling at the terminals in Bremerhaven is very good. Unfortunately its accessibility is currently restricted due to construction measures between the motorway and the terminals. However, these measures are unavoidable in guaranteeing long-term operability.

What weaknesses do you feel still need to be addressed?

In Wilhelmshaven we still have the issue of electrification or renovation of the railway track. Implementation of these railway measures is becoming ever more important in light of the promised increases in load volumes. It is desirable for the schedules to be adhered to. In Bremerhaven, a combination of growing container transport (up 0.5 per cent) and growing vehicle shipments (up 8.9 per cent in 2017) is now leading to bottlenecks in the supply and handling of trains. Remedial action will have to be sought if growth continues.

What would you suggest the German ports do in order to stand out from the international competition?

Better collaboration between the German ports in Bremerhaven, Wilhelmshaven and Hamburg would be desirable, presenting a united front in keeping up with volumes in the northern ports. If you look at the growth rates of Antwerp and Rotterdam and compare them with those for the German ports, you have to view the developments with concern from an economic standpoint. In addition, it is illusory to think that ultra large container vessels will go into more than two ports in the Hamburg-Antwerp range in future. One port will always be Antwerp or Rotterdam, plus an additional German port. Given the ongoing procedures to deepen the Außenweser and the conditions still to be met for the deepening of the Elbe, it seems that JadeWeserPort is becoming increasingly significant for ULCV and the global market.





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www.freightvillage-wilhelmshaven.com



Rolling on the river

The waterways were in use long before land-based transport routes were created. The potential of this especially safe mode of transport is still great, especially because it really wins points in terms of environmental protection. One example is container transport from Bremen to Oldenburg on the rivers Weser and Hunte. A visit on board the 'Esmee'.



On the Hunte, a 189 kilometre-long tributary of the river Weser in Lower Saxony, things can get pretty tight in places when two vessels meet.

PHOTO: CLAUDIA BEHREND

No trace of rust. The 45-year-old ‘Esmee’ is in prime condition and well looked-after. And you should not let the sweet-sounding name chosen by owner and ship master Bert Bos fool you: the 1,200 HP inland vessel has enough power to complete a variety of transport tasks.

30 empty 20-foot containers are already on board this morning. They were loaded in Bremerhaven yesterday. Now “Esmee” – measuring almost 85 metres in length – is sitting at the quay in the Kalihafen in Bremen and waiting for 24 additional containers to be loaded on by logistics provider Tiemann. Shortly after this shift starts the containers

will be placed neatly in their spaces on deck with a reach stacker. However, the Dutchman must wait before he can set off, as Oslebshäuser lock awaits just outside of the Kalihafen. “The ‘Esmee’ wants to pass through the lock from inside to outside,” the captain tells bremenports over the radio. This is not possible straight away: a sea-going vessel has reserved the lock for eight o’clock. This means a good half-an-hour wait for the 50-year-old. “Sometimes it helps if we contact them before we are ready,” he says. “In this case, unfortunately not.” However, there is something else which must be done before departure: sailor Bartosz still has to record the numbers of all of the loaded containers before the vessel sets off. And in any case, waiting times are an everyday occurrence for the two-man crew.

The most eco-friendly mode of transport has the upper hand

Contrary to what is often assumed, on some routes inland vessels are just as quick as lorries, for example between Bremen and Bremerhaven. “We can travel up to 30 kilometres an hour,” explains Bos. “But the average speed is around ten kilometres an hour.” In turn, the permitted working time on inland vessels with a captain on board is up to 14 hours a day. That is generally six – or at least four – hours more than for lorry drivers. In addition, not all container transit is time-critical, and the idle time in terminals is considerably less for transport by inland vessel. Above all else, however, every tonne transported via the waterways relieves pressure on overcrowded roads and motorways – and therefore helps the environment.

And the fact that more and more people are seeing these benefits is demonstrated by current figures: in 2017, a total of 227.7 million tonnes of goods were transported via the German federal waterways: 0.6 per cent more than in the previous year. There was a particular boom in the container business: at 2.6 million TEU, 5.3 per cent more containers were transported in 2017 than in the previous year. The driving forces behind this were advancing containerisation and the large share of hinterland transport for the major seaports occupied by inland shipping. Bos confirms: “I am satisfied with the current market situation.” The ‘Esmee’ has been operating for a subsidiary of medium-sized container group Rhein-Umschlag of Oldenburg – WCX Weser Container Xpress – since 2017. Its incorporation in summer 2016 also shows that there is still ■■■

FACTS

‘Esmee’

Year of construction: 1972

Length: 84.94 metres

Draught: 1.50 metres

Propulsion system: 1,200 HP (375 kilowatts)

Fuel: Marine gas oil

Maximum speed: 30 kilometres per hour

Load capacity: Max. 81 TEU in up to three layers

Own on-board crane with load capacity of up to three tonnes

Under the current name and under the ownership of Bert Bos since 2007

Chartered to WCX since 2017



With 54 empty containers on board, Captain and Ship Owner Bert Bos safely steers the inland vessel from Bremen into Oldenburg city centre via the river Hunte. No other mode of transport can transport such a large load using so little energy.

■ ■ ■ untapped growth potential in inland shipping. One example, says Bos, is the approx. 45 kilometre stretch between Bremen and Oldenburg on the rivers Weser and Hunte. Just like the Mittelweser, this route is used for containers in seaport hinterland transport.

Potential for improvement in the infrastructure

Whilst the 'Esmee' quickly passes through the Oslebshauser lock and, unlike a sea-going vessel, doesn't require a mooring line, the speed of travel depends on the water level. "It's always fine with an empty ship," says Bos. Otherwise, it depends on the weight of the load. One thing that is problematic for inland vessel transport is the bascule bridge over the Hunte, which is only manned by a bridge-man two hours before sunrise and up to two hours after sunset.

Before that, however, it is necessary to get through the Hunte barrier, which protects Elsfleth from flooding. Bos swiftly lowered the radar masts on the bow and stern of the ship, but the flood barrier operator, with whom the skipper is in contact via radio, was proactive and had already raised the bridge. Nevertheless, the bridge remains an obstacle in terms of the load volume: the limited clearance is the reason why the 'Esmee' cannot transport another layer of containers on this route. The observant captain also

notices the poor condition of the wood on the railway bridge in Elsfleth. No one is taking any ownership of it, explains Bos with regret.

Not always an easy ride

The skipper really has to concentrate fully on navigation. At some points, the Hunte is so narrow and bendy that if something comes the other way he has to pass by extremely carefully, even if he drops the speed to up to three kilometres an hour. An undertow is quickly generated, pulling the vessel to the bank. A good feel for the ship is essential. On this day, Bos has the advantage that he is travelling against the current – known as "uphill" in the industry. "Navigating is easier for me than it is for the oncoming ship." To gain a really good overview, the captain has also raised the wheelhouse; this is possible up to twelve metres above the height of the water. It is not only practical, but pleasant, too: "It allows me to look over the dyke from time to time."

But there isn't much time to enjoy the view. For further, new challenges await the trained electrician. At the railway bridges, inland vessels often have to wait because of train traffic. And what is good for JadeWeserPort – the increasing number of train connections – means a further restriction for inland shipping: "If more trains are travelling between Wilhelmshaven and Oldenburg in future, the

PHOTOS: CLAUDIA BEHREND



In Oldenburg, Authorised Signatory Cordula Radtke of WCX, who chartered Bert Bos' 'Esmee', comes on board.

bridge might remain closed for longer," fears Bos. This is always a risk with the Cäcilienbrücke in Oldenburg, which was constructed in 1927 and connects the city centre with the district of Osternburg. "It is very sensitive to cold and heat. For example, when it is warmer than 22 degrees it won't open because of expansion caused by the heat," explains Bos. First, the 'Esmee' has to enter Oldenburg lock. Is it not too tight? "Nah," laughs Bos. "This lock is twelve metres wide and the ship is just nine and a half. But at the old lock in Minden, which is just ten metres wide, we only have 20 centimetres on each side." Vessels have to travel slowly in both locks. But Bos will reach his destination in good time anyway. Inland vessels may not be the fastest, but they can't be beaten in terms of ecological compatibility and reliability. (cb)

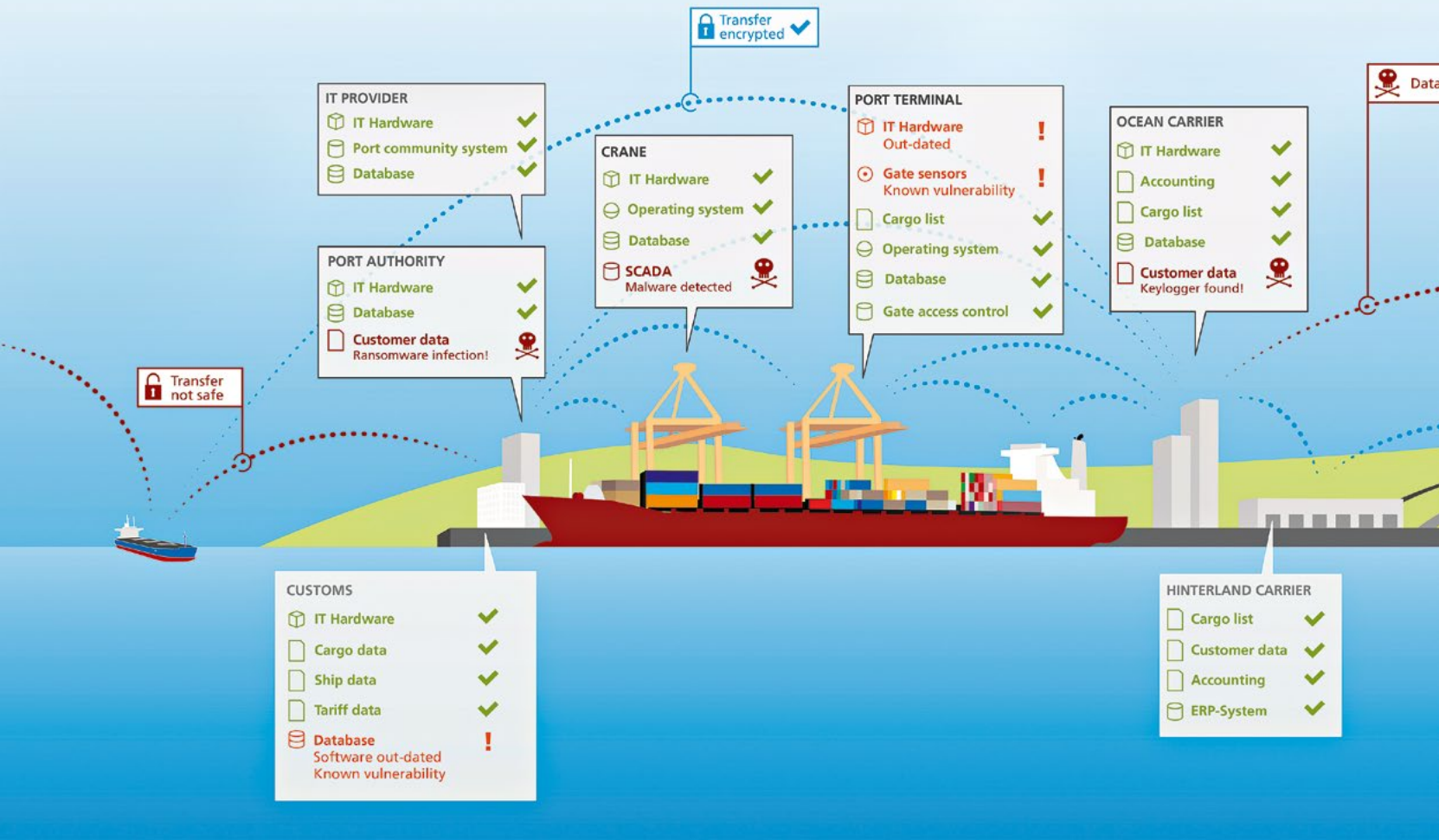
More information:
www.wcxbox.de
www.rhein-umschlag.de

Niedersachsen

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Gap-free security?

Software solution MITIGATE aims to identify and close security gaps in maritime IT infrastructure. The research project was successfully completed in March with the presentation of a prototype.

Whether for handling, storage or goods clearance, digital information from all over the world comes together in ports and in the maritime supply chain. As such, the necessary IT infrastructure is vulnerable to attacks by cybercriminals. In most cases, a piece of malicious software is introduced from outside to disrupt companies' or organisations' operations, or to tamper with their data for illegal purposes. Companies such as Maersk, DHL and India's largest container terminal, JNPT, have already been affected by attacks like this. But, like other market players, they keep tight-lipped about these incidents in order to avoid giving copycat criminals any ideas.

"The areas in which cybercriminals operate are wide-ranging," reports Claudia Bosse, a scientist at the Fraunhofer Center for Maritime Logistics and Services (CML). "Sometimes they use AIS signals to hack into shipping companies' IT systems and find out what valuable loads ships have on board; sometimes they redirect a number of containers, which they use for drug smuggling. In other cases, customs authorities' systems for registering imports and exports have been switched off, or port service providers' GPS signals have been interrupted, leading to downtimes. Perpetrators have also tried to extort ransom money for releasing the computer sys-

ILLUSTRATION AND PHOTOS: FRAUNHOFER CML

leak



The illustration shows the potential area of use for MITIGATE.

FACTS

MITIGATE

Twelve project partners: Fraunhofer CML, University of Piraeus Research Center, Austrian Institute of Technology, Maggioli S.p.A., SingularLogic, Valenciaport Foundation, the ports of Piraeus, Ravenna, Livorno and Bremen, dbh Logistics IT and University of Brighton

proach of identifying the risk of independent, networked IT infrastructures,” says Bosse. “Another new aspect is the mapping of cascading security risks, with actors connected along the process chain being able to use the tool.” This means that not only the customer, but business partners associated with them, can have their dependent IT infrastructures evaluated and take appropriate action. What action is taken is decided on an individual basis. “It may be software updates to close the security loophole, or bug fixes, which correct defective parts of programs,” explains Bosse. Another option is replacing hardware components with those that meet the growing demands set by current software solutions.

Part of the EU research programme Horizon 2020

MITIGATE began gathering pace back in September 2015 – as a project with a term of 30 months under the EU research programme Horizon 2020. The phase of commercialisation and licensing began in March 2018, with some project partners attempting to place the product on the maritime market. “The development of MITIGATE for the maritime environment is a conscious choice, as we are sure that the security requirements – including in terms of certifications required in future – are going to increase further in this segment. After all, the number of actors exchanging confidential information and data within the supply chain is growing constantly,” says Ralf Fiedler, Group Leader at CML. He explains that a collaborative approach was chosen because independent systems can be compromised by external data. Fiedler is confident that this strategy, including the software solution behind it, will be able to be transferred to other sectors, such as the banking sector or the logistics sector in general, at a later date.

How important the maritime supply chain is to everyone is highlighted by the fact that the Federal Office for Information Security (BSI) classifies ports as critical information structures – ‘KRITIS’ for short. According to the definition of the Bonn-based federal authority, KRITIS are “organisations and institutions whose failure or impairment would lead to long-lasting supply shortages, considerable disruption to public safety, or other dramatic consequences.” In light of this, Fiedler also warns: “The risk of cybercrime in ports should not be taken lightly, as the incidents mentioned are sure to be just the tip of the iceberg. However, the effects of the attacks have also shown that protection is often possible and effective.” (bre)



Claudia Bosse,
Scientist at CML



Ralf Fiedler,
Group Leader at CML

tems, as was the case last year with the malicious programs ‘WannaCry’ and ‘NotPetya’. Sometimes this is also known as digital extortion.”

Targeted analysis of weak points

In order to check the IT infrastructures of these institutions for possible weak points and evaluate the risk of cybercrime, twelve international partners from the fields of research, science, logistics and port administration (see facts) – including the CML – have developed MITIGATE. MITIGATE stands for “Multi-dimensional, integrated, risk assessment framework and dynamic, collaborative Risk Management tools for critical information infrastructures”. It is a dynamic, modular software solution that detects, analyses and evaluates possible security vulnerabilities. “MITIGATE is breaking new ground with the ap-

More information:
www.cml.fraunhofer.de
www.mitigateproject.eu

“We are movers and facilitators”

Goods transport by road is constantly increasing. But there are numerous reasons for shifting to rails and waterways. The ShortSeaShipping Inland Waterway Promotion Center (SPC) advises the transport industry on appropriate solutions.

At over 4.6 billion tonnes, in 2016 the Federal Office for Goods Transport (BAG) recorded the largest volume of goods ever to be transported through the German infrastructure. 79 per cent of the transport volume was handled by road alone. Only 8 per cent was attributable to rail transport. In addition, just 6 per cent was handled by sea, and 5 per cent via inland waterways. “But it is a no-brainer to sound out the qualities of alternative modes of transport. Shifting goods flows to waterways and rails will not only relieve pressure on our roads, but will also allow us to reduce exhaust gas

emissions and help reach the climate targets that Germany and the EU have set,” says the Managing Director of the SPC, Markus Nölke.

The SPC is a public-private partnership, which receives considerable support from the Federal Ministry of Transport and Digital Infrastructure and eleven federal states – including Bremen and Lower Saxony. As a non-profit consultancy, the SPC has three primary objectives: First, it helps shippers and logistics providers with the question of whether and how transport runs can be moved from the road to waterways and railways. Second, it is active

Shifting goods flows from the road to rails and waterways will lead to a reduction in primary energy consumption and exhaust gas emissions.





Markus Nölke and the SPC don't just advise shippers and logistics providers; they are also active in education and provide information on short-sea shipping at trade fairs.

in education, with the aim of increasing awareness of multi-modal transport concepts in the managers of tomorrow. Third, the SPC attends trade fairs and events to tell people about alternative transport solutions. The Bonn-based organisation has access to an extensive network; it has over 60 members, including both the aforementioned public partners and numerous companies from the shipping industry (see facts).

Meddling is taboo

"Ideally the shipper provides us with his data, which allows us to see which volumes are transported on which routes," says Nölke, explaining the consulting procedure. If, when analysing the data, SPC discovers routes with a high affinity with water and rail-based routes, it tries to bring together corresponding partners on the market. Ultimately, however, shippers and forwarders or ship owners – or all of them jointly – have to agree on a solution. And that is often the sticking point in practice. When it comes to rates, equipment and services, sustainability concerns are often of secondary importance. "We are movers and facilitators, but we do not run our own operations. So we don't meddle – especially not in cargo negotiations," says Nölke, highlighting the SPC's provider-neutral project position.

When determining alternative options, railways are both a partner to and competitor of waterways. "In seaport hinterland transport it is an essential partner – particularly when it comes to the ports of Bremen and Lower Saxony. However, competitive situations can arise in domestic and cross-border transport," says Nölke. In such cases, the

SPC works according to a simple premise: only when no waterway is available is rail investigated as an alternative to traditional road transport.

Short-sea as the forerunner

Nölke highlights the reduction in CO₂ emissions in short-distance sea transport as a core aspect in favour of goods transport by ship. He believes that the Emission Control Areas (ECAs) introduced in the North Sea, Baltic Sea and English Channel in 2015, in which only fuels with a sulphur content of 0.1 per cent can be burned, have led to a considerable improvement in air standards within a short period of time. "This development is primarily due to the fact that ships in the short-sea segment have been retrofitted with scrubbers or LNG propulsion systems, or bunker marine gas oil instead of heavy fuel oil. This means that short-sea transport is playing an important pioneering role and demonstrates that shipping also represents a logical alternative to lorries in ecological terms," explains Nölke.

One example of retrofitting is shipping company TT-Line. It recently put its ferry 'Peter Pan' into German Dry Docks in Bremerhaven to have it extended by 30 metres and to have technical changes made to the hull. The latter will lead to flow optimisation, making it possible to reduce emissions by up to 25 per cent per transported cargo unit. Other textbook examples are the ferries of Scandlines, which are operating on hybrid technology on the Rostock-Gedser and Puttgarden-Rødby routes, and shipping company DFDS, which is using scrubbers on existing tonnage on the Cuxhaven-Immingham route, among other measures. DFDS plans to make greater use of LNG as a fuel on its new ships.

"These are just a few examples of increasing environmental measures in shipping. Further measures will follow when the ECAs are declared as Nox Emission Control Areas, with the aim of reducing nitrous oxide emissions," asserts Nölke. However, he didn't want to disclose concrete reference projects to LOGISTICS PILOT: "We have changed our strategy over the years, and therefore place great value on neutrality for the benefit of our clients." And then he adds with a wink: "Essentially it's the same with us as it is with the Federal Intelligence Service – everyone knows more or less what we do, but after collecting the necessary information we are sworn to secrecy." (bre)

FACTS

SPC

Around 60 public and private members, including:

the Federal Ministry of Transport and Digital Infrastructure (BMVI)

the federal states of Baden-Württemberg, Bavaria, Bremen, Hamburg, Hesse, Mecklenburg-Western Pomerania, Lower Saxony, North Rhine-Westphalia, Rhineland-Palatinate, Saxony-Anhalt and Schleswig-Holstein

Ports and port handling companies

Shipping companies, ship brokers, rail companies and forwarders

Industrial and commercial firms

Associations from the German port sector

More information:
www.shortseashipping.de

All in one train

Neutral Container Shuttle System GmbH (Necoss) was founded in Bremen in 2002 in order to be able to link up the German seaports with destinations in the hinterland using a private train system. The company has specialised mainly in block trains.

When Oliver Meng joined Necoss in 2016, the company was completely reorganised. “Our name was already known, but we had to do a lot of groundwork in order to secure the trust of existing customers, win new customers and build up additional transport services,” reports the Managing Director. “Now we are well established on the market.” One thing that has helped the rail logistics provider is the fact that the sole shareholder, evb, which has 600 employees and belongs to the state of Lower Saxony and other small communities in the state, provides a total of

14 locomotives and 60 train drivers, functioning as what is known as the “traction provider”. The existing 106 waggons are rented by Necoss. Diesel or electric locomotives are used depending on distance. “The fact that we have been able to rent our own waggons for an extended period is a plus point as it is currently difficult to get hold of them on the market,” explains Meng.

Speciality: block trains

Whilst other train operators almost exclusively offer freely bookable rail transport, Necoss has particularly specialised in dedicated trains – i.e. those that are sold to customers in their entirety. “We take care of the planning, loading, administration and coordination, as well as contact with the terminals,” explains Meng. Some of these “company trains” are offered on a regular basis; for example, links to the port of Stuttgart are operated up to five times a week for two customers. On top of this, block trains travel to Hanover twice a week, to Göttingen once to twice a week, and to Soltau several times a week. Trains to Kornwestheim, Schweinfurt and Nuremberg are also available to book.

Always in sight: seaport hinterland connections are an important part of the maritime transport chain



PHOTOS: NECOSS

“Another product is ad-hoc designated trains all over Germany, from Emden to Munich,” reports Meng. These travel on request, for example from shipping companies or direct customers. “Many customers use this because we have the necessary rail expertise. We recently moved parts of an entire factory from Emden to Hamburg, where they were then loaded onto a ship,” says Meng. Parts for the automotive industry are often transported, as are empty containers, when large quantities of them need to be brought inland from the seaport. The service also includes pre and post-transport by inland vessel and lorry. For the latter, Necoss works with various businesses, with whom fixed slot agreements have been reached.

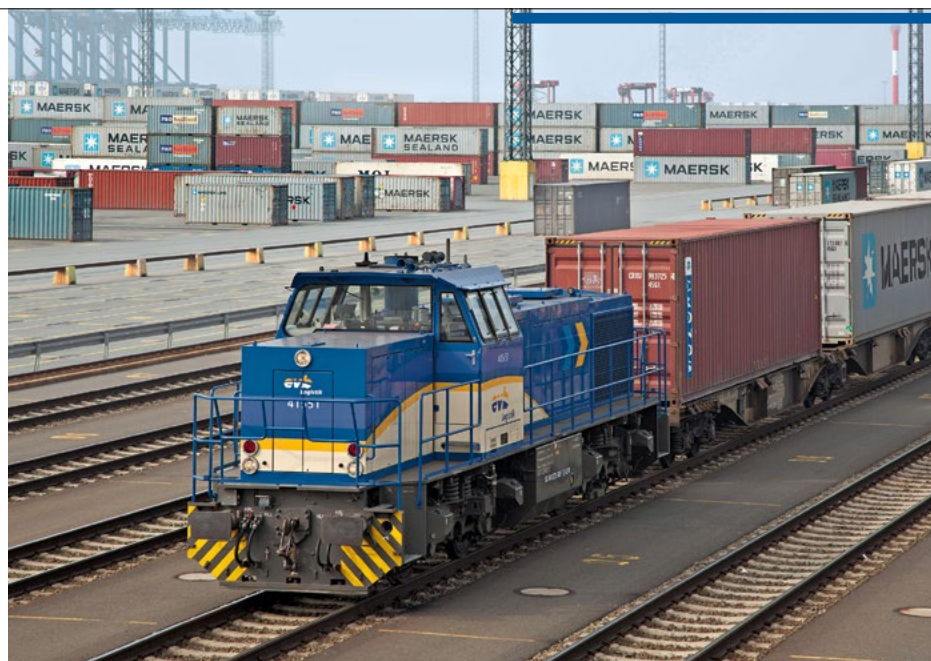
Focus: seaport hinterland connections

Another mainstay is connections from and to the ports of Bremerhaven, Bremen, Wilhelmshaven and Hamburg. “We operate a fixed schedule between Bremen and Hamburg between two and five times a week,” outlines Meng. “This service is used by one of our large customers that regularly requires containers in Bremen, for example. We then usually take empty containers back to Hamburg as a return load.” In addition, connections between Bremen and Bremerhaven, Bremerhaven and Hamburg and to and from Wilhelmshaven are offered on an ad-hoc basis. “Last year we already had a relatively large number of trains travelling to Wilhelmshaven,” reports Meng. “So we are hoping that the container terminal will continue to develop in a positive way, and we are helping to drive this forward.” Meng is also delighted about the electrification of the railway between Oldenburg and Wilhelmshaven as it means that diesel locomotives will no longer exclusively be required for this route.

The dedicated trains to the seaports are generally destined only for one terminal, meaning that no rerouting within the port is required.

Competitive: short routes

In addition to specialising in dedicated and ad-hoc trains as well as long-distance seaport hinterland transport, Necoss also offers shorter routes: “If we stay in northern Germany,



The dedicated trains to the seaports are generally destined only for one terminal, meaning that no rerouting within the port is required.

we can offer groups of waggons and locomotives in various short connections as needed, which represents an attractive service for our customers,” says Meng. “This is why we recently added the links to Soltau and Göttingen and want to expand the ad-hoc business even further.” The trick lies in combining the locomotives, waggons and requests for groups of waggons in the best way possible, like completing a puzzle. Particularly on short routes, the train is in competition with the lorry. “We can compete on prices, even on short routes,” assures Meng. The company has even found a good solution for customers that do not have enough cargo for a block train but still require a high level of frequency: “Two different customers are sharing the train to the port of Stuttgart, meaning that we can operate a block train up to five times a week.”

Essential: reliable infrastructure

A functional infrastructure is a prerequisite for all services. “But we sometimes find it to be lacking,” regrets Meng. “It was almost impossible after the storm in October last year.” The reason for this is that the cutting back of trees on the routes had been neglected for years.

However, Necoss has been working on a major infrastructure project for some time now: strengthening the hub at Bremen as a linking point for the northern German seaports. Meng: “Our aim is to be routing the majority of transport to Bremen and distributing it from there, allowing us to be even more flexible.” (cb)

FACTS

Necoss

Founded in 2002

Headquarters: Bremen

14 employees

Principal shareholder: evb

More information:
www.necoss.de

SUMMARY NEWS



BERLIN.
Ulrich Nußbaum
resigned as CEO
and Member
of the Presiding

Board of Deutsches Verkehrsforum (German transport forum, DVF) in April. This is because he has been appointed as Official State Secretary to the Federal Ministry for Economic Affairs and Energy. Nußbaum had been at the head of the association since 2015. Member of the DVF Presiding Board Dr. Stefan Schule explains that, through his role, Nußbaum brought a wealth of entrepreneurial insight and political experience to the DVF and made a big difference. Jörg Mosolf has taken over Nußbaum's position in the interim.

BREMEN. The Board of Verein Bremer Spediteure (Bremen freight forwarders association) has been reorganised following its ordinary general meeting on 17 April. New to the Board are **Ralf Mieke**, Head of North Region and Branch Manager in Bremen for Kühne + Nagel, and **Holger Schulz**, Managing Partner of EKB Container Logistik. **Oliver Oestreich**, Member of the Board at Lexzau, Scharbau, who has been in the role since April 2015, has remained the Chairman. The new Deputy Chairman is **Andreas Niemeyer**, COO of the Dettmer Group.

Maritime Coordinator: Brackmann succeeds Beckmeyer

BERLIN. The Federal Ministry for Economic Affairs and Energy appointed **Norbert Brackmann** as the new Coordinator for the Maritime Industry on 11 April. Brackmann, who has been a member of the German parliament since 2009, succeeds Uwe Beckmeyer. During a visit to a liquefied natural gas terminal in Rotterdam after his appointment, Brackmann made it clear that he advocates LNG as an alternative fuel for ships: "My goal is to secure environmentally-friendly, economical and competitive shipping. LNG plays a key role on the road towards green shipping." The Maritime Coordinator's tasks include bringing together measures to strengthen the maritime sector in Germany, as well as organising, running and managing the National Maritime Conferences.



Beuck expands DSLV's leadership team

BERLIN. **Niels Beuck** has been a Member of the Executive Board of Deutscher Speditions- und Logistikverband (German association for forwarding and logistics, DSLV) since March. The fully qualified lawyer, who has been working for the DSLV since 2014, adds to the federal association's existing leadership team, led by CEO Frank Huster and his Deputies Jutta Knell and Hubert Valder. Alongside his managerial role, Beuck is responsible for the areas of European matters, security policy and rail and intermodal transport.



Schön takes the wheel at Seaports

OLDENBURG. **Timo Schön** will take over executive management of Seaports of Niedersachsen on 1 August, succeeding Inke Onnen-Lübben. The trained shipping agent currently works for Frachtcontor Junge. "With Timo Schön we will have an experienced port and shipping expert who brings extensive experience in port marketing as well as the networking of business, administration and politics," says Karsten Dirks, President of the Supervisory Board of Seaports of Niedersachsen.



HWG members elect chair

CUXHAVEN. The 17-member Board of Cuxhaven Port Business Community (HWG) was confirmed for another two years at the 45th members' meeting at the end of April – with **Hans-Peter Zint** (right) as the Chairman and **Arne Ehlers** as the Vice-Chairman. The only change to the Board was the addition of Thomas Lemke, Managing Director of Boots- und Schiffswerft Cuxhaven. In addition, Markus Braue has replaced Ortolf Barth on the Board on behalf of DFDS.



Double appointment at OHB SE

BREMEN. The Supervisory Board of Bremen-based aerospace and technology group OHB SE has appointed **Dr. Lutz Bertling** (right) to the Management Board, with effect from 1 April 2018. There he will be responsible for the departments of company development, aerospace services and digitisation. Also on 1 April 2018, **Kurt Melching**, who is already a Member of the Management Board of OHB System AG and Director of Finance & Controlling at OHB SE, was appointed by the Supervisory Board as a member of the company's Management Board. He will be responsible for the group's finance department.



Bommers new COO at Hellmann

OSNABRÜCK. Hellmann Worldwide Logistics brought **Robert Bommers** on board as the new Chief Operating Officer for the Contract Logistics division on 1 May. In this role, he will have global responsibility for the Contract Logistics sector, which – alongside the Road & Rail and Air & Sea divisions – is the logistics provider's third business unit. Bommers has over 25 years of management experience in contract logistics and has been working for BLG LOGISTICS GROUP for the past twelve years.



Transport coordinator and officer appointed

BERLIN. **Steffen Bilger** (right), Parliamentary State Secretary for the Federal Minister of Transport and Digital Infrastructure (BMVI), has been functioning as the new Federal Government Coordinator for Freight and Logistics since April. He succeeds Dorothee Bär and is now the first point of contact within the government for matters concerning logistics. At the same time, **Enak Ferlemann**, also Parliamentary State Secretary to the BMVI, has been confirmed by the cabinet as the new Officer for Rail Transport. This is a new role that has been created. In this role, Ferlemann intends to "strengthen the environmentally-friendly mode of transport of rail".

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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

The coming months hold numerous trade fair dates: after the Automotive Logistics Conference in Bonn and WindEnergy in Hamburg, it's off to Houston for Breakbulk Americas. At EXPO REAL in Munich, property and investment are the primary focus.



WindEnergy Hamburg is an international meeting point for the entire wind industry.

| | |
|--|--|
| Automotive Logistics Conference www.automotivelogistics.media/events | 12. – 14. 6. 2018 Bonn, Germany |
| WindEnergy Hamburg www.windenergyhamburg.com | 25. – 28. 9. 2018 Hamburg, Germany |
| Breakbulk Americas www.breakbulk.com | 2. – 4. 10. 2018 Houston, USA |
| EXPO REAL www.exporeal.net | 8. – 10. 10. 2018 Munich, Germany |

Customer events

Want to get to know us better and discuss the latest market developments with industry experts? Good opportunities for this are the 28th Lower Saxony port day in Leer and the 54th Captains' Day in Bremen. What's more, our logistics talk series of events and Port meets mainland will be on the road in Germany and beyond once again over the coming weeks: in Linz, Bielefeld, Graz, Vienna and Munich, as well as Augsburg, Bamberg and Ulm.



Lively expert discussions guaranteed: bremenports' logistics talk series of events

| | |
|--|---|
| logistics talk www.bremenports.de/veranstaltungen | 14. 6. 2018 Linz, Austria |
| | 20. 9. 2018 Bielefeld, Germany |
| | 11. 10. 2018 Graz and Vienna, Austria |
| | 15. 11. 2018 Munich, Germany |
| Hafen trifft Festland (Port meets mainland) www.seaports.de www.jadeweserport.de | 19. 6. 2018 Augsburg, Germany |
| | 20. 6. 2018 Bamberg, Germany |
| | 28. 6. 2018 Ulm/Dornstadt, Germany |
| 28th Niedersächsischer Hafentag www.seaports.de | 31. 8. 2018 Leer, Germany |
| 54th Kapitänstag (Captains' Day) www.bremenports.de/veranstaltungen | 7. 9. 2018 Bremen, Germany |

Other highlights

The third edition of ShortSeaShipping Days in Lübeck will be all about current issues in short-sea shipping and logistics, whilst the 35th German Logistics Conference in Berlin will be taking place under the motto 'Digitalization meets Reality'.

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|--|--|
| ShortSeaShipping Days www.shortseashipping.de | 20. – 21. 6. 2018 Lübeck, Germany |
| 35th German Logistics Conference (DLK) www.bvl.de/dlk | 17. – 19. 10. 2018 Berlin, Germany |

Review

Bremen has been something of a breakbulk stronghold in the recent past. However, the ports of Lower Saxony and Bremen were also flying the flag at other venues.

transport logistic China

SHANGHAI. Under the brand 'BREMEN/BREMERHAVEN – Two Cities. One Port', the ports of Bremen successfully advertised their sites on a joint stand at transport logistic China in Shanghai between 16 and 18 May. There, bremenports receives support from representatives of the seaport sector. A customer reception organised by bremenports and Seaports of Niedersachsen at the German Consulate General, which was also attended by the new Coordinator for Goods Transport and Logistics to the German Government, Steffen Bilger, and Bremen's Senator for Ports, Martin Günthner, rounded off the successful event.



The joint stand run by the ports of Bremen was a meeting point for constructive discussions.

Global Project Logistics Network

BREMEN. From 26 to 28 May, around 200 experts in project loading from all over the world came together at Hotel Dorint Park in Bremen to meet for the Global Project Logistics Network (GPLN) and talk about current market developments. 50 of them then also took part in Breakbulk Europe. "For many of us, the visit to Bremen was doubly worthwhile because we were able to develop new business ideas and make new contacts at two top-quality events," says Luzius Haffter, Executive Director of GPLN.



Last year, project cargo experts from all over the world came together for the Global Project Logistics Network (GPLN) in Dubai.

Breakbulk Europe

BREMEN. Breakbulk Europe – the world's biggest event for the breakbulk community – delighted both exhibitors and visitors when it was held between 29 and 31 May. The trade fair's debut in Germany went so well that the organiser, Breakbulk Events & Media, has decided to give Bremen the contract for the event in 2019 as well. From its premiere in 2006 up until last year, Breakbulk Europe was firmly bound to the site of Antwerp. "I am delighted that our years of hard work are now finally paying off," summarised Michael Skiba, bremenports' Head of Marketing, after the trade fair. He says that the organiser is already thinking about a temporal and spatial expansion of Breakbulk Europe at Messe Bremen. There is also talk of the trade fair being supported by the BBC, the UK's public service broadcaster.



A successful premiere in Bremen: Breakbulk Europe took place at the end of May, delighting both exhibitors and industry visitors.

SUMMARY NEWS

Port meets mainland FRANKFURT/ERFURT. On 17 and 18 April, the seaports of Lower Saxony showed what logistical skills they can offer companies in both economic regions. The professional input – which provided impetus for discussions at the subsequent get-together – was provided by speakers from Seaports of Niedersachsen, Container Terminal Wilhelmshaven JadeWeserPort-Marketing, EUROGATE, TFG Transfracht and Deufol. The interest in Frankfurt was particularly high, with around 80 guests.

logistics talk

PRAGUE. Prague played host to bremenports' series of events on 18 April. After a welcome from Michael Skiba, Head of Marketing at bremenports, who was representing Managing Director Robert Howe, and René Harun, Member of the Board of the German-Czech Chamber of Industry and Commerce (DTIHK), the evening was punctuated by two exciting lectures: Michael Albers from EUROGATE presented the range of services offered by his terminal in Bremerhaven, and Dr Philip Cordes-Berszinn of +RASSMUSSEN posed and answered the question "Digitisation – a human problem?"



All editions are also available as a PDF file in German and English. Scan the code or go to www.bremenports.de/logistics-pilot

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