

LOGISTICS PILOT

Magazine for Ports, Shipping and Logistics

April 2017

Combined & Competent

Focus Topic: Intermodal

A Big Train Load 16 | Straight into the Hinterland 20

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Shifting more traffic to trains and ships

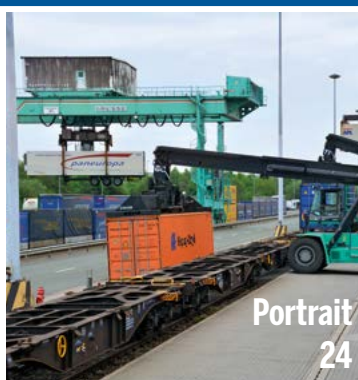
Martin Burkert, Member of the Bundestag and Chairman of the Committee on Transport and Digital Infrastructure

Dear readers!

Germany's volume of traffic is increasing all the time. The Federal Transport Infrastructure Plan recently passed by the German government assumes that goods transport will have increased by 38 per cent by 2030 as compared with 2010. In this market segment, trains are the number one choice among modes of transport thanks to their high capacity, reliability and security, particularly on long connections and in seaport hinterland transport, whilst lorries can be used flexibly at pre and post-stages.

There is generally a consensus on the importance of combined transport. In practice, however, we need to make further efforts to actually shift more traffic to trains and ships. Handling facilities are a sticking point. The funding that has just been extended is indeed important. However, money alone will not solve the problems. Considerable funds remained unspent in the last funding period. Moreover, the promotion of intermodal transport must not be undermined by other measures. For example, I see the approval of "gigaliners" as counter-productive. In addition, what we need from the business world is more innovation and investment, for example in more modern freight wagons. Achieving more transport in a way that is affordable yet low in emissions – that is the challenge facing our country.

Yours, Martin Burkert



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Intermodal container transport

From A to Z: virtually everything is transported around the globe by container. And there is a special interface at work before the export port and after the import port.



Transport of goods covered by individual modes of transport in Germany, 2015

310 billion
tonne kilometres



Road

116 billion
tonne kilometres



Rail

55 billion
tonne kilometres



Inland vessel

17 billion
tonne kilometres



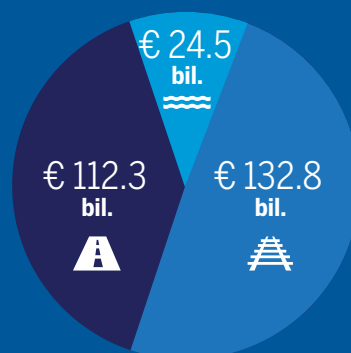
Pipeline

Source: Statista 2016

The Federal Transport Infrastructure Plan (BVWP) 2030 has a **total volume of 269.6 billion euros**. This breaks down into

- 112.3 billion euros for railways,
- 132.8 billion euros for federal highways,
- 24.5 billion euros for federal waterways.

Source: BVWP

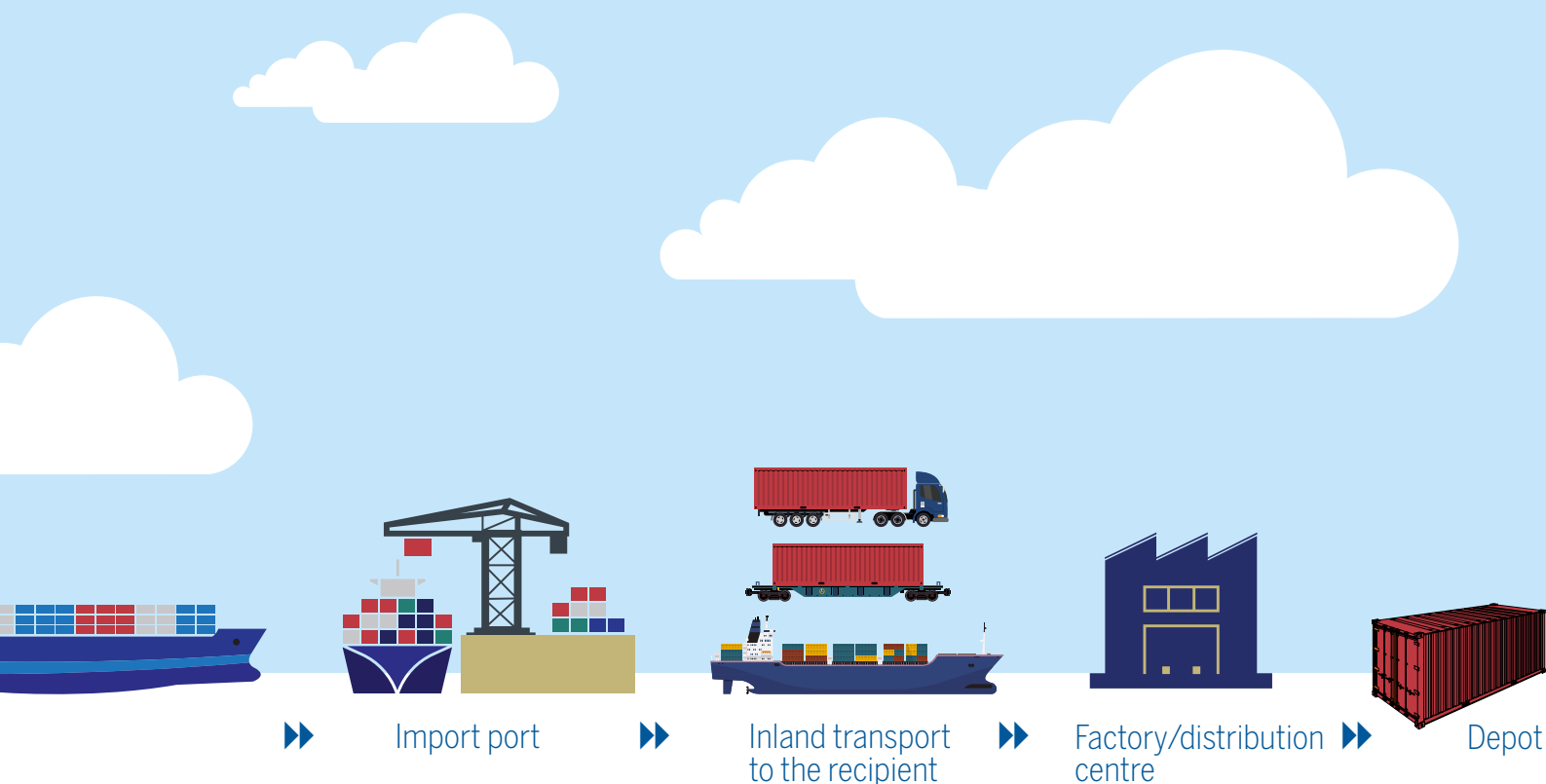


Compared with 2010,
goods transport will increase
by

38 %

by 2030.

Source: BVWP



296.2
million tonnes of goods

were handled at
the German seaports
in 2015.

Source: Destatis

“ Hinterland connections have a key role to play in intermodal transport links, and contribute considerably to increasing the efficiency of logistics chains. ”

German Chancellor Angela Merkel at the
9th Maritime Conference (Maritime Konferenz)
on 19 October 2015 in Bremerhaven

**More than 15 million
TEU of loaded and
empty containers**
were transported via
the German seaports
in 2015.

Source: Verkehr in Zahlen 2016–2017, BMVI

Infrastructure in Germany

As at: March 2016



Source: BMVI

SUMMARY NEWS

BREMEN. The European Commission's Directorate-General for Maritime Affairs and Fisheries (GD MARE) has put together **a group of EU experts, including the Blue Sciences research cluster at Bremen University of Applied Sciences**, for questions concerning competency development and career opportunities in the marine and maritime branches of industry.

EMDEN. Since the start of 2017, EMS Maritime Offshore (EMO) in Emden has been supporting GeoSea with **the maritime coordination of the Merkur offshore wind farm** in the German Bight. A team of experienced nautical experts will be deployed up until commissioning in 2018, in order to ensure the safety, security and smooth handling of maritime transport concerning the offshore construction site.

BREMEN. Port company **bremenports is going to be supporting Indonesian terminal operator Pelindo with employee development in future.** The partners concluded a memorandum of understanding to this effect in February. There is a high level of demand for well-trained maritime personnel in Indonesia, and bremenports has already successfully conducted training measures with the Indonesian port management organisation, the Directorate General of Sea Transportation (DGST).



“Six-pack” boosts growth for JadeWeserPort

WILHELMSHAVEN. As of April, six more container shipping companies will be mooring at Eurogate Container Terminal Wilhelmshaven on a regular basis. Four of these are the partners of the “Ocean Alliance” – **Cosco Shipping, OOCL, CMA CGM and Evergreen.** They are planning to bring large container ships that can hold over 18,000 standard containers into the port once a week as part of their scheduled “Asia – North Europe 1” service. On top of this, **Hamburg Süd and Hyundai Merchant Marine** have announced that they will be expanding their range of services to include visits to

Wilhelmshaven due to operative changes. “It’s a great success, and one we have worked long and hard for,” said Michael Blach, Chairman of the Eurogate Group Management Board. “The fact that as of spring 2017 two out of three of the big shipping alliances are going to be coming into Germany’s only deep-water port will provide Wilhelmshaven with a renewed boost in growth – which will also have knock-on effects on the range of transport and logistics services.” The 2M Alliance, comprising Maersk Line and MSC, has been coming into Wilhelmshaven since the start of 2015.

A wind industry specialist

BREMEN. In January, **Danish logistics provider Blue Water Shipping and German shipping company Bremer Reederei E&B (BREB)** founded a **joint venture** for services surrounding the German wind power industry. The new venture will be called **Blue Water BREB** and will specialise in transport, stevedoring, storage, handling and port clearance for wind turbines. BREB has been involved in the offshore wind sector since 2008.



Dobrindt: “The MSZ is unique in the world”

CUXHAVEN. Federal Minister Alexander Dobrindt opened the **new building for the Maritime Safety and Security Center (MSZ)** in Cuxhaven in February. The Federal Ministry of Transport and Digital Infrastructure (BMVI) has invested a total of 23.5 million euros in the project. “With the Maritime Safety and Security Center, we are setting a new standard in safety and security at sea. The MSZ is unique in the world,” said Dobrindt at the opening, where the federal government and the coastal states signed an administration agreement for collaboration with the maritime safety authorities within the MSZ.



Ecological compensation project for OTB

BREMERHAVEN. In February, port company bremenports presented a project that aims to compensate for the impact on the natural environment caused by the planned construction of Offshore Terminal Bremerhaven (OTB). Because the **Großes Meer** lake by Bokel is losing a large amount of water to its surroundings, the aim is to erect a wall at the edge of the fen using clay and soil from the plain of the river Billerbeck. This material will become available as bremenports expands the excessively straight course of the Billerbeck in order to create a natural flood plain landscape as part of an ecological compensation project for the OTB.



Dettmer acquires shares in LS Cargo

BREMEN. At the start of 2017, the Dettmer Group announced **its acquisition of 50 per cent of the shares** in LS International Cargo. The company, which specialises in international project forwarding and has an annual turnover of 88 million euros, is headquartered in Bremen, just like the Dettmer Group. LS Cargo also has offices in China, Sweden, Finland and the Czech Republic. The Dettmer Group is a holding company with various firms in the logistics and disposal sector – such as B. Dettmer Reederei, DCP Container Packing and Dettmer Rail – and has acquired the new shares in order to expand its product portfolio.



Steel piling inserted for turning point

OLDENBURG. A new, 165 metre-wide turning point for sea-going and inland vessels is to be built in Oldenburg by 2019 in order to enhance shipping on the river Hunte. Over the past three months, **1,000 tonnes of steel sheet pile has been inserted in a 300 metre-long line** to form the embankment. By creating this turning point, the city of Oldenburg and the federal government are aiming to both maintain the competitiveness of the port of Oldenburg and ensure the safety of shipping on the Hunte, as until now ships have had to reverse 800 metres to turn.



12.9 per cent more containers at JadeWeserPort

WILHELMSHAVEN. The Eurogate Group handled the same volume of standard containers (TEU) in 2016 as it did in 2015: 14.6 million TEU. **The total for the German sites was 8.2 million TEU.** What was particularly encouraging was the group's result at Germany's only deep-water port in Wilhelmshaven, where it managed to chalk up growth of 12.9 per cent at 481,720 TEU.



New prospects for the Alter Fischereihafen

CUXHAVEN. Niedersachsen Ports signed the contracts for the redevelopment of the Alter Fischereihafen in Cuxhaven with Plambeck Holding at the turn of the year. The latter plans to expand **the touristic and commercial use of the land.** The State Secretary from Lower Saxony's Ministry for Economics, **Daniela Behrens** (centre), is delighted "that this area of the port is being awakened from its slumber".



A new space for maritime expertise

EMDEN. The Department of Maritime Studies at Emden/Leer University of Applied Sciences **opened its new centre for modelling and simulation** in January. At the opening ceremony, the university's President, Prof. Gerhard Kreutz, explained that the aim of the extensive conversion and refit was to ensure that Leer remains an attractive site for shipping and maritime technologies.

SUMMARY NEWS

WILHELMSHAVEN. Tank storage operator **HES Wilhelmshaven** aims to invest 30 to 50 million euros in the further development of its tank farm at **Voslapper Groden**. The subsidiary of HES International is concentrating on three projects: the construction of a crude oil pipeline to the Maade, the installation of new tanks, and the recommissioning of a vacuum distillation plant that was set up by Wilhelmshavener Raffineriegesellschaft (WRG) in 2009. According to HES Managing Director Sven Partzsch, Wilhelmshaven has several important advantages as a location: "the tanks that are already there, the space for potential new tank construction and its proximity to the caverns in Etzel".

BERLIN. As part of the Innovative Port Technologies (IHATEC) funding initiative, terminal operator Eurogate and the Bremen institute for production and logistics, (BIBA) are receiving around 9.5 million euros from the federal government for their joint research project "ACUSCar". The news was announced by the Parliamentary State Secretary to the Federal Ministry of Transport and Digital Infrastructure, Enak Ferlemann, in February. The funds are to go into an automated and networked straddle carrier system that will be integrated into an existing mega-port terminal as a pilot system and tested under climactic conditions typical for northern Germany.



Diving into the world of logistics

BREMEN. In collaboration with companies in the port and logistics sector, VIA BREMEN will be inviting visitors to the "logistics world" job fair at Bremen's BLG Forum for the sixth time on **21 September 2017**. The event concept – comprising a fair, job market notice board, lectures, hands-on activities and a programme of stage events – is aimed at school leavers and those interested in the logistics sector, and provides companies with an ideal platform to present themselves as exhibitors or sponsors to a large audience. More info at: www.via-bremen.com



Railway line recommissioned

NORDENHAM. The **Nordenham – Blexen section of track, which has been out of action since the 80s, is to be used for goods transport once more.** In a transaction brokered by Lower Saxony's Ministry for Economics, Hanseatische Infrastrukturgesellschaft bought the line, which is around four kilometres long, from Deutsche Bahn and now plans to invest in its repair. **Economics Minister Olaf Lies** (3rd from r.) issued an invitation to a coordination meeting in March.

Lower Saxony's handling of maritime goods remains stable

OLDENBURG. "After our outstanding handling outcome in 2015, we managed to once again record a stable and high level of maritime goods handling last year," summarised **Inke Onnen-Lübben**, Managing Director of port marketing company Seaports of Niedersachsen (2nd from l.), at the annual press conference on the development of the ports of Lower Saxony in Oldenburg on 27 February. **The total handling volume of the nine sites was around 48.6 million tonnes in 2016** – six per cent below the previous year, but significantly above the result achieved in 2014.



Further education at bremenports

BREMEN. In February, around 50 teachers from two schools in Bremerhaven came to port company bremenports for advanced training on current developments in ports, shipping and logistics. They all use **materials from the Marwilo education project** (a project concerning the maritime sector and logistics) in their lessons. "The teaching material aims to provide pupils with business knowledge in a field that is extremely important for port cities such as Bremerhaven," says bremenports' Managing Director **Robert Howe** (left).



Visit from the EU Coordinator

BREMEN/BREMERHAVEN. In February, EU Coordinator **Pat Cox** (2nd from r.) visited the ports of Bremen to see the range of services that they offer first-hand. During his fleeting two-day visit, Cox, who coordinates the Scandinavia – Mediterranean core transport corridor – to which Bremen and Bremerhaven belong – was visibly impressed by the container and car terminals, the high proportion of train-based hinterland transport and the Luneplate compensation measure.



bremenports becomes a founding member of FFPD

BREMEN. Iceland and Bremen have agreed to **collaborate closely in the planning and implementation of the Finnafjord port project**. Bremen's Senate approved the participation of port company bremenports in the development firm FFPD, which is aiming to set up a multi-purpose port in the north of Iceland, in January. "bremenports' expertise is the basis for this project," says Senator for Ports Martin Günthner. "The agreement ensures that our port planners are able to market their maritime, technical and ecological know-how within a project that will serve as an international role model."

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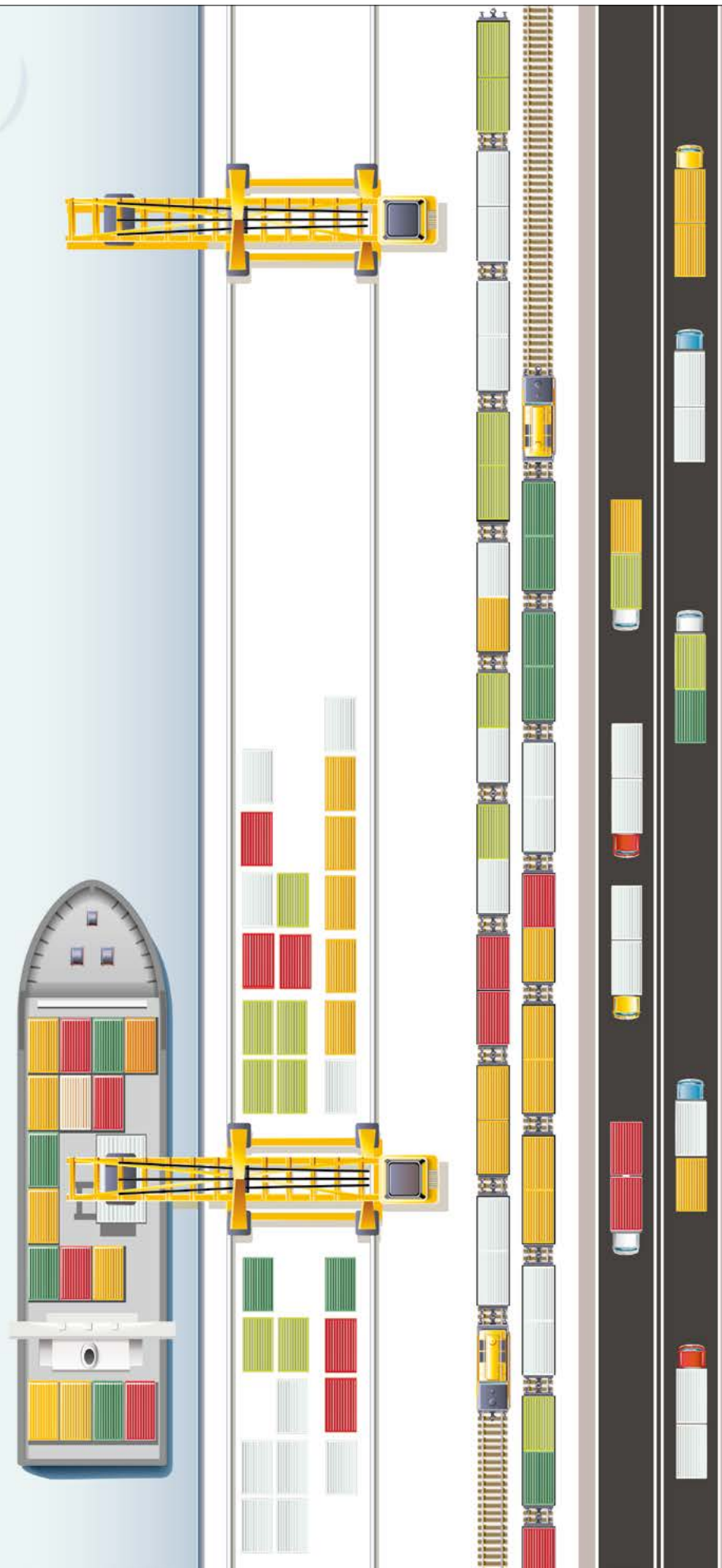
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A three-pronged, holistic approach

According to the 2030 Traffic Integration Forecast published by the German Ministry of Transport, the volume of goods transported by means of combined transport (CT) is going to increase by around 80 per cent by 2030. Accordingly, logisticians and port and terminal operators are investing heavily in improving their competitiveness and handling facilities as important interfaces for CT. And many are looking to digitisation in order to achieve this.



The German Promotion Centre for Intermodal Transport (SGKV), whose aim is to strengthen CT further by combining research and practice, is expecting increasing transport volumes over the coming years – particularly in the market segment of continental CT. The 100 million-tonne limit has now been exceeded four years in a row in this sector. “CT has developed from the niche product that it was in the 80s into a successful market, which has only been registering growth since 2010 and now represents around a quarter of all goods transport by rail,” says Clemens Bochynek, General Manager Member of SGKV. He explains that “companies, the environment, not to mention society will benefit from the modal split if we can manage to make optimum use of the strengths of each of the individual modes of transport”. For example, he believes that large volumes of goods can be transported more cost-effectively over long distances if their main leg is covered by rail and inland vessel, with lorries being used before and after to “refine the service package at local level”. Another argument that he puts forward is the fact that the pooling of volumes associated with CT can save up to two thirds in CO₂ emissions.

Reluctance towards new technologies

In light of this, numerous players on the market are introducing extensive modernisation measures in their fleets and at their terminals, or improving their infrastructure. Many are focusing on digitisation in order to make their processes more efficient. In “Facts and Figures 2016”, its current report on the status of CT, SGKV refers to an investigation carried out by the Federal Office for Goods Transport (BAG) into the digitisation of the transport sector. It states that technologies longer-established on the market are used considerably more often than relatively new technologies. For example, 96 per cent of the companies surveyed swear by digital services (telematics systems such as fleet management, tracking and tracing, and fuel and service cards), 94 per cent use online marketing, 91 per cent count on mobile devices and 87 per cent are involved in e-commerce. By comparison, the score achieved by social media was 49 per cent, followed by big data at 42 per cent and cloud computing at 24 per cent.

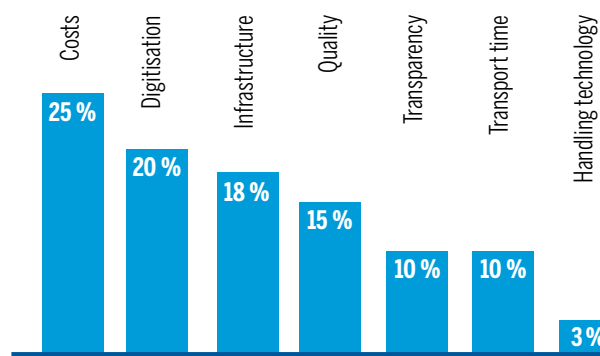
At SGKV’s industry meet, “TerminalTag” (“terminal day”), in November 2016 it launched a survey in which participants were asked about their opinions on the biggest challenges facing CT within the next five years. “Digitisation” was the second most common answer (see chart).

Remote lorry monitoring introduced

Jakob Weets, Managing Director of the Weets Group, is optimistic that intermodal transport is going to continue to gain in significance: “The most important thing is for it to be reliable and punctual.” His company, which coordinates goods transport by road, rail, inland vessel and CT from its headquarters in Emden, has a scheduling team that works in two shifts to ensure that this is the case. At the same time, all parties involved are able to access all information about the status of the goods in real time throughout the entire transport process. This is facilitated by a web application, the first version of which was used as many as 16 years ago, and that is continually undergoing further development in line with customer requirements. “Despite the constantly growing use of technical aids, communication between humans remains our industry’s bread and butter. After all, in the event of a malfunction it is the person that has to find a solution,” Weets points out.

The Weets Group has also introduced remote monitoring of its entire fleet of lorries as part of digitisation. Weets explains that, for insurance reasons alone, it is important to always know the current status of the load. It is also a valuable tool when it comes to monitoring compliance with legal provisions, such as driving time and rest periods. The company has also had positive experiences with two long lorries used on a daily basis. “The long lorry plays an important role when it comes to door-to-door transport, and where there are no rail links.

What do you believe are the biggest challenges facing CT within the next five years?



SOURCE: SGKV



North Sea Terminal Bremerhaven (NTB) facilitates a smooth hinterland connection to the waterways, railways and roads. Over three million TEU are handled there each year.

New funding directive for combined transport

The new German directive on funding of combined transport (CT) entered into force on 1 January 2017. The government's aim with the funding is to strengthen CT and the intermodal transport system, therefore shifting goods from the road to the more environmentally-friendly modes of transport of inland vessel and train. It is hoped that, among other benefits, this will reduce the emissions generated by goods transport. The construction of CT handling facilities receives support of around 93 million euros each year. However, there have been several changes as compared with the last funding period. It is now possible to register a priority land charge with the federal government in order to cover possible reimbursement obligations. A directly enforceable bank guarantee or a guarantee from a third party used to be required. Another new feature is the funding of facilities for horizontal handling, as well as access mechanisms for semi-trailers that cannot be craned. In addition, the application procedures have been tightened and corresponding advice has been expressly set out in writing.

The German government has been supporting CT with a funding directive since 1998. A maximum of 80 per cent of the eligible investment spending can be paid as a non-repayable grant. The term of the new CT funding period will end on 31 December 2021, having been extended for five instead of four years. The approval authorities are the Federal Railway Authority and the Generaldirektion Wasserstraßen und Schifffahrt (directorate general for waterways and shipping). "The entry into force of a new funding directive with an even longer term is a clear show of support for combined transport and the operators of CT plants," summarised Boris Kluge, Managing Director of the Bundesverband Öffentlicher Binnenhäfen (federal association of public inland ports).

■ ■ ■ However, due to the high handling costs, it is only worthwhile using it before and after intermodal transport if the total route is over 600 kilometres," summarises Weets.

Hinterland connections as a competitive factor

According to Marc Dieterich, Operations Manager at North Sea Terminal Bremerhaven (NTB), over recent years the accessibility of the hinterland has increasingly become a key competitive factor among ports. We believes that Bremerhaven is well placed: "NTB's smooth connection to the roads, waterways and railways has contributed to us now handling over three million TEU a year." He believes that one essential factor in this success is Rail Terminal Bremerhaven, which – with six 760 metre-long tracks and four rail-bound gantry cranes – ensures an efficient link to the rest of the country for intermodal transport. Between 100 and 115 trains are handled there each week. They transport around 55 per cent of the import and export containers handled at NTB, with the remaining 45 per cent being delivered in and out by lorry and inland vessel. "At NTB trains overtook lorries in terms of volume in 2005, but both modes of transport continue to show growth rates," says Dieterich. One of NTB's answers to increasing digitisation is rapid exchange of data by means of EDI (electronic data inter-

change). This makes it possible for customers to access all of the necessary information about the status of their containers either directly via the terminal operator or via the database for the ports of Bremen. “Only modern and efficient data communication can guarantee fault-free, rapid handling of domestic transport,” believes Dieterich.

Innovative track illumination in Emden

“The increasing digitalisation of CT is opening up potential for saving resources, optimising processes in port and relieving pressure on the environment,” confirms Werner Repenning, Director of Strategic Corporate Development at Niedersachsen Ports (NPorts). This is why the operator of the infrastructure in Lower Saxony’s ports is going to be installing an innovative track lighting system in Emden this year. There the Lower Saxony port company maintains, among other things, a group of six tracks for shunting and parking, as well as for loading and unloading. It is now to be equipped with an LED lighting system, which, thanks to integration of a modularly structured control system, facilitates the programming of various lighting scenarios and the remote monitoring of all motion detectors, light sensors and track sensors. “Unlike in traditional lighting systems, the lamps can be controlled individually, dimmed, and switched on and off quickly,” explains Repenning. This technology ensures that ■■■

PHOTOS: EMS-ACHSE, NTB

Autobahn A31 and the E233, A1 and A30 connect the region both with the industrial centres on the rivers Rhine and Ruhr and towards the west and east. There is a fully electrified railway line from Emden to the Ruhr region via Münster, which is designed for heavy loads on both sides. A second rail route leads to Hamburg and Hanover via Bremen.



Logistikachse Ems features a trimodal connection

Logistikachse Ems (Ems logistics axis) was created in 2010 at the initiative of the city of Emden and in collaboration with regional firms. More than 70 service providers and organisations from the logistics sector have now come together within the network. They are all headquartered on the Ems axis, which is located in the northwest of Germany and reaches from the North Sea coast along the German-Dutch border to North Rhine-Westphalia. The association’s primary goals involve linking up local players on the logistics market, whose skills range from ports and handling, to warehousing and transport by lorry, to combined transport by rail and inland vessel. Another item on the agenda is securing existing jobs and creating new ones.

“The interplay between the partners, combined with a well-built infrastructure and logistics nodes in the seaports, inland ports and freight villages make the Ems axis one of the leading logistics regions in Lower

Saxony,” says Network Manager Helmut Weermann. In particular, he makes reference to the trimodal connections offered by the seaports in Emden, Leer and Papenburg. He explains that these make it possible for a company like Enercon, one of Germany’s biggest manufacturers of wind power plants, to get its components by rail from the production factory in Aurich, East Frisia, to the port of Emden, where it is then transported around the world by sea-going vessel. Conversely, raw materials like cellulose and liquid chalk come into the region by sea before making their way to Finnish fine paper manufacturer UPM Nordland Paper in Dörpen by environmentally-friendly inland vessel.

The course was set for Logistikachse Ems in 2006 when the districts of Aurich, Wittmund, Leer and Emsland, the county of Bentheim and the city of Emden merged to form Wachstumsregion Ems-Achse (Ems axis growth cluster), which later gave rise to the network.

■ ■ ■ light is only provided where it is needed. As such, he highlights, the system supports the reduction of light emissions in port and contributes towards saving electricity and costs and reducing greenhouse gases.

However, the new track lighting system is not the only digitisation project that NPorts is getting to grips with. Similar to its data hub NPortal, through which ship and load-related data can be accessed electronically, a new piece of port railway software is soon to be implemented. Expanding on the current version, it will record all movements on the tracks in full. This will make it possible to see arrival and departure times for trains, standstills on the tracks and use of special services, such as the weighbridge, at any time. Among other things, NPorts is expecting this

measure to allow for more effective traffic control and automatic invoicing.

Eight more tracks for goods trains in Bremerhaven

Bremerhaven is taking account of the growing importance of rail for hinterland transport by doubling the capacity of the Imsumer Deich port railway station. Rail companies currently have eight tracks at their disposal at the formation sidings – and now a further eight are being added. Bremen's Senate is investing some 30 million euros in the major project, which is expected to be completed by the end of 2017. The new tracks are predicted to be especially beneficial in terms

Infrastructure is lagging behind reality

Martin Günthner, Senator for Economics, Labour and Ports in the Free Hanseatic City of Bremen, talks to us about hinterland connections and regional transport policy.

The shipping forecast is confirming a clear increase in handling up to 2030 for numerous German seaports. What does this mean for Bremen's port railway as an important interface between the handling terminals and the hinterland?

An extensive investment programme has been launched for Bremen's port railway. The track infrastructure, particularly in Bremerhaven, which has grown organically throughout history, is being prepared for the transport volumes that are being predicted for the future. Alongside expansion of the facilities, the focus is on more extensive maintenance and optimisation of operational procedures and EDP equipment. For example, preparations are currently underway for the development of a new IT system that will support operational planning, track scheduling and data exchange with other players in the port and transport sector considerably better.

After the expansion of the Kaiserhafen, Bremerhaven's focus this year will be the expansion of the Imsumer Deich port railway. What is the current status of this project?

The new construction of eight tracks at the Imsumer Deich formation sidings is going to plan and is expected to be completed by the end of 2017. The new, fully electrified group of tracks represents a doubling of the capacity of this part of the railway station, which is located centrally within the port. We are investing almost 30 million euros, so that container and car trains can be handled even better. It is also a clear signal to the port sector that we are working hard to get our infrastructure ready for the future.

What is being done to ensure that the rail infrastructure in Bremerhaven is expanded further, and how important is the expansion of formation capacities at the car and container terminals?

Based on current forecasts, the expansion projects at the Imsumer Deich and Kaiserhafen sections of the railway station will create the formation tracks required for the key goods sectors in Bremerhaven. Their importance is also highlighted by the fact that the measures are being funded by the EU as part of the Trans-European Transport Network. A simulation of towing and shunting movements for the expected volume of traffic up to 2030 is currently being carried out for the port railway in Bremerhaven. This will allow us to identify whether there is further need for optimisation beyond the measures mentioned.

In November 2015, the railway forum "Dialogforum Schiene Nord" developed the "Alpha-E" option as a near-term, cost-effective alternative to the "Y route". What impact will this have on goods transport from Bremerhaven?

Dialogforum Schiene Nord's preponderant suitability to the Alpha-E expansion plan for the rail network in the Hamburg/Bremen/Hanover area is something that I welcome. It largely corresponds to Bremen's registration with the 2015 Federal Transport Infrastructure Plan back in mid-2013. In terms of connecting Bremerhaven it is particularly important that a key section of track has been confirmed by the forum, in the form of the evb route between Bremerhaven and Rotenburg via Bremervörde. This means that the route has also been taken into account in the new Federal

of container logistics. At the same time, Bremerhaven hopes that this step will confirm its strong position as a railway port in the long term. Rail already represents just under 50 per cent in the modal split for container hinterland transport at the mouth of the river Weser. "We are preparing for another increase in the weekly goods train figures," says Robert Howe, Managing Director of port company bremenports, looking forward. Those responsible for operations on the Weser are expecting at least 770 car and container trains a week over the coming decade. Thus far, the figure has reached some 630 trains at peak times.

A few kilometres to the east of the car and container terminal, another future project is taking shape: the new Bremerhaven port tunnel. In two years it will connect the

terminals of the international port with Autobahn A27, and ensure a smooth flow of traffic in the north of the maritime city. The project, estimated at around 200 million euros, is being financed by the federal government, the state of Bremen, the city of Bremerhaven and the port sector.

For SGKV Management Member Clemens Bochynek, these example measures are, however, just one side of the coin when it comes to setting the course for a successful future. Alongside this, he believes that a rethink is essential among the market players involved: "Digitisation and automation are indeed important tools for optimising CT processes. But ultimately the idea behind it must be anchored more strongly in people's minds and seen as a holistic system." (bre)

More information:
www.sgkv.de



Martin Günthner,
Senator for Economics,
Labour and Ports
in the Free Hanseatic
City of Bremen

Transport Infrastructure Plan – an important step in actually making this bypass a reality. DB Netz AG knows that there is palpable level of impatience in politics, and has now taken some important initial steps. We will take special care to ensure that we finally make progress with the America line, as renewed use of this existing route is the core element in handling growing goods transport – for both the seaports of Bremen and the seaports of Lower Saxony.

Experts advise linking the seaports more intensively with trains, lorries and inland vessels in future. What form could this take, in your view?

The ports of Bremen are generally well connected to the regional and national transport networks. The most important aspects in terms of their transport connections are therefore the A281 Autobahn ring road, the expansion of existing transport links such as the Alpha-E plan, and the maintenance of existing traffic routes. The federal government and Deutsche Bahn have considerable catching up to do in these areas. The Federal Transport Infrastructure Plan is a good framework. But, of course, there is still the problem that infrastructure projects are bogged down

with often unbearably long realisation periods. This fundamental problem in national transport policy is not being remedied by new plans. In fact, there is a fear that in future the building of infrastructure will lag behind reality. There is a risk that future economic opportunities will not be seized, or will be given away.

At present, every second hinterland container in Bremerhaven is transported by lorry. What demands will this place on the new port tunnel and the regional road network of the future?

In order to handle constantly increasing hinterland transport without placing undue strain on individual traffic, road and rail transport routes have to be maintained to a reasonable level and expanded where necessary. Plus, now more than in the past, we have to take care to ensure that our transport is completed as quietly, cleanly and efficiently as possible, and that citizens are protected from its effects. The Bremerhaven port tunnel will reduce the impact of port traffic on the local people. In addition, the traffic situation throughout the Unterweser region will be improved by the coastal autobahn and the closing of the gap in the A281. This is particularly true in light of the increasing volume of transport. However, Bremerhaven's economy and politicians have not just reacted to growing transport volumes with the port tunnel. Due to the growth in seaport hinterland transport, distribution across different modes of transport, i.e. the modal split, has also been promoted through investment. The proportion of rail transport in Bremerhaven has increased from less than 36 per cent in 2004 to over 46 per cent in 2015. The actual number of containers transported by rail has more than doubled over the last ten years. Bremerhaven's container transport by rail is considerably higher than that of the biggest European seaport of Rotterdam. And when it comes to transporting cars, rail already occupies a share of around 80 per cent. I believe that we are achieving great success in the clear alignment of Bremerhaven as a railway port.



A big train load

Intermodal transport is especially sustainable. And the fact that it is an option for heavy transport as well as standard loads is being demonstrated by e.g.o.o. – Eisenbahngesellschaft Ostfriesland-Oldenburg – of the Enercon Group.



Rail impresses not only in terms of sustainable transport of loads with standard dimensions, but also when it comes to extraordinarily large and heavy goods.

Those looking to transport their goods in an environmentally-conscious and efficient way will cover the main leg of their journey by train rather than by lorry. For example, let's take the energy required for a return trip from Aurich to Magdeburg: to transport 1,000 tonnes along this 650 kilometre-long route you would only need one locomotive and around 2,000 litres of diesel, compared with the 40 lorries and 7,200 litres of diesel that would be required for transport by road – that's more than three and a half times. And it's not only diesel consumption that is lower with rail transport: CO₂ emissions are also reduced by 72 per cent.

So the benefits are obvious. But rail doesn't have an easy time of it compared to road transport: the proportion of goods transport covered by rail is stagnating at around 18 per cent, routes are being decommissioned and track charges are high. This doesn't exactly make life easy for a company like e.g.o.o., which belongs to the leading manufacturer of wind power plants, Enercon. Nevertheless, the ninth largest rail transport company in Germany is still successful. "We transported as much as 1.5 million tonnes of cargo in 2016, and we are expecting around 100,000 tonnes more for 2017," reports Managing Director Ursula Vogt. "In converted terms this means that last year we were able to save over 90,000 lorry transport runs."

And the railway company is going one step further with the Ems-Isar-Express, using electric locomotives on the daily link between East Frisia and Munich. These are run completely on eco power, meaning that transport on this route is climate-neutral.

"Our aim is for all divisions of the company to not only be competitive, but also be ecologically viable," says Felix Rehwald, Head of Corporate Communications at Enercon. He explains that, in order to achieve this, as much transport as possible has been moved from road to rail, with all productive divisions of the company being supplied with materials by train, for example.

Enercon's railway

Eisenbahngesellschaft Ostfriesland-Oldenburg (the East Frisia-Oldenburg railway company) was founded in 2007 as part of the recommissioning of the rail route between Abelitz and Aurich, meaning that the city in the heart of East Frisia would be once again connected to the German and European rail network for goods transport.

Together with cooperative partners, e.g.o.o. operates a Germany-wide web of routes, serving the hubs of Aurich/Emden, Magdeburg and Lippstadt on the main run network on a daily basis. There are also feeder systems that feed into the main runs. In addition, there are links to Container Terminal Wilhelmshaven and to Austria, Italy, Portugal, Greece and Turkey. In the beginning, system components were primarily transported by rail for Enercon, but now there are more and more external customers taking advantage of full transport from the sender to the recipient (door to door).

Standard goods trains have been travelling with normal freight wagon loads for eight years now. Alongside containers, bulk goods and hazardous materials, the company also transports abnormal loads, such as 38 metre-long rotor blades and other large, heavy components for wind turbines. "The limitation lies in the maximum load dimensions – the maximum clearance of 3,960 centimetres in width and 4,740 centimetres in height above the upper edge of the rail," explains Wolfgang Moll, Head of Rail Transport and Technology at e.g.o.o. Aside from this, he explains that a lot is possible by rail – for example, 43 out of 76 concrete parts for Enercon wind power plants are suitable for transport by train. "Oversized goods do, however, require a BZA: a permit to transport abnormal loads. DB Netz makes a decision on these within four weeks," says Moll.

Rail offers many plus points

The rail company sees particularly great potential in the transport of heavy-duty components. Rail offers many advantages, particularly in comparison to waterways, explains Moll: "The water level is low on around seven to ten

FACTS

e.g.o.o.

Part of the Enercon Group since 2007

Around 60 employees

Sites: Aurich and Magdeburg

Fleet: Three shunting locomotives, two long-distance locomotives, one electric locomotive, two medium-distance locomotives, two road-rail vehicles, one last-mile locomotive and 450 wagons

Average of 134 trains per week

2016: 1.5 million tonnes of cargo

Annual transport: Over 378 million tonne kilometres



e.g.o.o.'s wagons are even used to transport rotor blades for wind turbines.

■ ■ ■ days a year, meaning that inland vessels cannot travel or are restricted in their travel. Transport by inland vessel also takes considerably longer.” He goes on to highlight that trains are not dependent on inland ports and can be loaded and unloaded anywhere that there are loading sidings, and heavy load areas as required. Additionally, he claims, the railway network covers a much wider area overall.

Trains also have advantages over lorries. Moll: “Whilst a heavy-duty lorry can travel 450 kilometres a night under optimum conditions, meaning that, for example, the route between Aurich and Magdeburg would take two nights, a train can cover this distance overnight at an average of 100 kilometres an hour: there are no diversions, traffic jams or roadworks.” In addition, several components can be transported at the same time, depending on the type of wagon. Another benefit of rail that Moll mentions is that a BZA is valid for a year and can be used to carry out an unlimited amount of transport runs, whilst an application for a police escort has to be submitted for each individual transport run by lorry. Over and above this, he explains, trains can transport 115 tonnes of payload per wagon, whilst lorries can only transport 22.5 tonnes per wheel load axle.

Heavy loads on the rails

“A new feature in our range of services is the transport of concrete tower sections for wind power plants weighing several tonnes,” reports Rehwal. “First we checked whether the calculations that we based our planning on were accurate,” explains Moll. Then they used test runs to check whether theory and practice would come together as they should, for example at bottlenecks. Moll: “One issue is that

the platforms are too high in places.” However, the test run in March last year showed that the height distance of 30 centimetres between the edge of the platform and the load was sufficient: in test shipments, several half and third segments were transported on specially adapted heavy-duty depressed centre wagons overnight from Emden to Enercon’s temporary storage unit in Mannheim, from where they were transported to the corresponding construction sites in southwest Germany on heavy-duty lorries. “The test was successful; the parts have already been installed,” says Rehwal, delighted. As a result, tower sections in the 3-megawatt class have been transported by rail since March of this year, alongside rotor blades. “This requires not only a lot of expertise in rail, but also the experience of Enercon’s logistics experts in heavy transport and special measures,” reports e.g.o.o.’s Managing Director Vogt.

The idea is to set up further hubs in the various regions of Germany. In addition, such transport runs may also go to the Netherlands, Austria and Switzerland in future.

Advantages in combined transport

“The aim is not a complete shift to rail, but rather combined transport (CT) – meaning covering the main leg by rail with pre and post-transport by lorry,” emphasises Rehwal. Lorries are indispensable, he explains, as each of the loading and unloading points is only accessible by road. In addition, CT makes it possible to exploit their benefits – a 44-tonne higher permissible load weight, as well as transport on Sundays and public holidays. “We exploit whatever options are open to us,” says Rehwal. After all, “each additional shift of heavy transport to the rails helps to protect the environment.” (cb)



Griepe Container GmbH

The world revolves
around containers here



Griepe Container GmbH has an 85,000 m² site at Bremen's Industriehafen with the excellent infrastructure you would expect of an efficient logistics services provider: its own links to shipping traffic, a private rail siding and the motorway in the immediate vicinity.

We offer a comprehensive portfolio of reliable services: for years we have handled container repair, maintenance and storage on behalf of national and international shipping companies and leasing firms. Other important business areas are trading

and leasing, as well as packing containers with all kinds of goods. Our packing centre specialises in steel products, such as wire rods and steel bars on premises of approx. 5000 m² warehouse area and roofed sidings.

Container rebuilding and producing special designs for specific purposes is another well-established business segment with great future potential.

www.griepe-container.de



Straight into the hinterland

Since May 2015, Roland Umschlag has been working with rail transport company Locon Logistik & Consulting and the Jade-Weser-Train to ensure rapid and reliable combined transport (CT) from Wilhelmshaven into the hinterland at least once a week.

In the first year of its use, the Jade-Weser-Train travelled between Germany's only deep-water container terminal in Wilhelmshaven and the freight village in Bremen 65 times. In 2016 there were as many as 91 return journeys. This is, of course, not possible with just one run a week. Instead, in the event of an increased load volume, the three partners involved – Roland Umschlag, Locon and Martin Tolksdorf Logistics as the handler – are always able to increase the train's frequency at short notice. In the last two years, the train has made as many as three round trips in a week on a few occasions – for example in summer last year, when several gantry cranes were temporarily decommissioned in Bremerhaven and some cargo had to be diverted to Wilhelmshaven.

A cost-efficient alternative to road transport

The majority of containers that the Jade-Weser-Train transports on its 92 TEU unit are destined for the Bremen region. They primarily contain everyday consumer goods and supplies for the automotive industry, as well as raw materials and semi-finished products that will later be processed by the relevant companies. In addition, many of the goods are destined for the high-bay warehouse at the freight village in Bremen, which, with an area of 230,000 square metres, exclusively stores and distributes goods from Tchibo. The train system is also used to supply the region with empty containers and to transport goods into the German hinterland. The main destinations stations are

Mannheim, Dortmund, Duisburg and Neuss. However, the service to these cities is on an ad-hoc rather than a regular basis. “We are working intensively on developing new relationships for regular transport, with a view to continually expanding the range of services,” says Hendrik Klar, Manager of the Transport Department and Empty Container Depot at Roland Umschlag. His conclusion after just under two years? “Although this train is a cost-effective alternative to transport by road, it has thus far primarily been used for imports from Wilhelmshaven to Bremen. Customers on the export side are unfortunately still noticeably holding back.”

One of the special features of the Jade-Weser-Train project that Klar highlights is the terminals’ rapid handling abilities at both sites. This guarantees a return trip from Bremen to Wilhelmshaven and back within ten to twelve hours. The train is loaded in Bremen in the morning. It then travels to Wilhelmshaven – where it arrives after just under two and a half hours of travel – and is unloaded, then reloaded with new containers again afterwards. At around 3pm it heads back to Bremen, where it undergoes the same load procedure in the early evening. In addition, Bremen serves as a handling terminal for further train systems to other German seaports, making it possible to keep overheads for the wagons and locomotives low.

Saving up to 70 lorry runs in one go

For Oliver Bergk, General Manager at Eurogate, the Jade-Weser-Train is a perfect example of CT in action: “This system is an ecologically sensible alternative to road transport. After all, the train can take 92 20-foot containers on just one journey, saving up to 70 lorry runs by road.” At the same time, Bergk makes it clear that Wilhelmshaven, with its range of services, doesn’t need to hide

behind other ports: “We provide exactly what other ports can offer. In addition, the benefits of the deep-water port have become clear in light of the growing size of ships, and the links into the hinterland are cost-effective – as the Jade-Weser-Train proves.”

Wilhelmshaven has a two-track link to the Deutsche Bahn rail network. The JadeWeserPort railway comprises a total of three components: a four kilometre-long feed route, a set of 16-track formation sidings and a six-track handling terminal. The formation sidings, which serve as a buffer between Container Terminal Wilhelmshaven (CTW) and the hinterland, make it possible to assemble and shunt up to twelve complete trains. In addition, the Eurogate handling terminal has three portal bridges for CT, which facilitate switching of containers from rail to road and vice versa. 20 per cent of containers are forwarded on from Wilhelmshaven by train or lorry. The majority – around 80 per cent – go by feeder ship to other ports, particularly in Scandinavia and the Baltic region.

Bergk is certain that CT has a future in Wilhelmshaven: “If the customers for the goods are convinced of the cost-efficiency and reliability of the site, ship owners and other transport and logistics providers will follow and the range of transport services will expand. Other rail operators will soon integrate Wilhelmshaven into their network. The volumes handled at the container terminal can be efficiently transported away via the existing railway infrastructure.” The use of diesel locomotives to bridge the gap between Wilhelmshaven and Oldenburg ensures a smooth connection to the hinterland. The electrification of this section of the route, which is planned for summer 2022, is another argument in favour of JadeWeserPort’s hinterland transport. “This would allow us to increase the speed and weight limits of the Jade-Weser-Train even further,” says Klar, outlining two key benefits of electrification. (bre)

FACTS

Jade-Weser-Train

Launched with Locon on 26 May 2015.

65 return trips made in 2015 and 91 return trips made in 2016.

Generally the train travels once a week, or more often as required.

One loop Bremen–Wilhelmshaven–Bremen takes ten to twelve hours.

Maximum capacity: 92 TEU

More information:
www.locon.de
www.roland-umschlag.de
www.mtlogistics.de

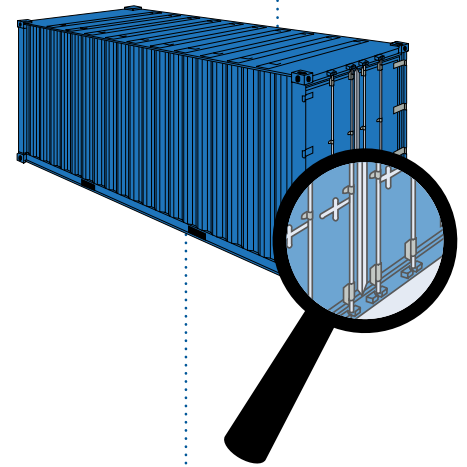
PHOTOS: ALEXANDER ZEUGNER



The 16-track railway sidings in Wilhelmshaven facilitate rapid assembly and shunting of trains.

Always on the scent

Speaking to LOGISTICS PILOT, Frank Arendt, Scientific Director at the Institute of Shipping and Logistics (ISL) in Bremen and Professor at Bremerhaven University of Applied Sciences, and Jens Kuckertz, Managing Director of OHB Logistic Solutions in Bremen, talk about the options for the real-time monitoring of containers.



Jens Kuckertz,
Managing Director of
OHB Logistic Solutions

Tracking and tracing of loads is widespread in the shipping industry. Is there any potential for optimisation left here?

JENS KUCKERTZ: The technology has existed for a long time, that's true. Containers can also be tracked along the entire logistics chain if there is GPS reception. However, that is not always the case, for example if the container has been stowed deep down in the ship. The necessary technology exists. But who's going to pay for it? It might be the customer, or insurers will grant a discount in their rates if the container is tracked. But the whole thing needs to add up.

So there is no regulatory obligation to track consignments, for example of hazardous goods?

KUCKERTZ: Not yet. Originally all export containers destined for the USA were to be scanned in the loading port from the year 2012. But the entry into force of the corresponding regulations of the Safe Port Act is continually being postponed – most recently until 2018. Otherwise there are no stipulations.

Are international regulations to be expected in the near future?

FRANK ARENDT: After the attacks in New York on 11 September 2001 there were a lot of new statutory security precautions, primarily initiated by the US authorities. Industry also tried to put new products on the market, but these rarely worked from the point of security alone as an economic benefit is also needed. At present there are no indications of legislation prescribing corresponding technical devices, but we can't rule out provisions being imposed in future.

Should this be the case, I can see the driver being the US Department of Homeland Security rather than the International Maritime Organization (IMO).

To what extent does the electronic seal have a role to play?

ARENDT: The idea of the electronic seal is to link a classic bolt seal up with a radio transponder (RFID), making it possible to automate processes. Many terminals seal the containers during clearance, if it has not already been done during loading, although this is not necessary for most transport runs. A high-security seal is only prescribed for USA transport. As such, electronic seals have thus far not gone further than test use in projects.

And what is standing in the way of increased use of this technology?

ARENDT: It's a bit of a "chicken and egg" problem: terminal operators will not invest in readers until a significant number of containers are equipped with electronic seals; but at the same time, applying them doesn't seem to make sense if there are no readers in use. A few years ago, a draft US bill stated that the seal number had to be read as containers were unloaded. However, at present the only thing that is recorded is whether an intact seal is in place. This law, which has now been abandoned, would definitely have provided impetus as manual read-out during unloading is rarely possible on modern gantries. In addition, around the world transmission takes place at different RFID frequencies, with which three to four different radio networks can be operated – which makes the technology more expensive because it has to be able to work all



Frank Arendt,
Scientific Director of
Information Logistics
at the Institute of
Shipping and Logistics
(ILS) in Bremen,
Professor for Integrated
Safety and Security
Management (ISSM) and
Head of the Institute for
Safety and Security
Studies (ISaSS) at
Bremerhaven University
of Applied Sciences

of them. What is especially peculiar is the fact that the world's biggest manufacturer of containers, CIMC in China, installs RFID tags for the production process, then uninstalls them again because no one is asking for them at present.

Mr Kuckertz, your company has, however, not let up on developing a mobile monitoring device.

KUCKERTZ: No, because our device is independent of international regulations. And its greatest benefit is the price. You can only be successful in the bulk container business if this technology – like our container monitoring system – costs less than 100 euros. In addition, a device like this has to also be convincing in terms of its functionality and reliability.

For what types of products is such monitoring of interest, then?

KUCKERTZ: It depends on the content of the container. It wouldn't be worth it for apples from Chile due to the low value of the goods. The situation is entirely different for cherries and berries, as a container with a load like that can quickly cost 100,000 euros of more; a container full of Playstations can even be worth a seven-figure sum.

Professor Arendt, research projects on intermodal planning and monitoring systems have been ongoing for many years. Where is there still a need for development?

ARENDR: Exchange of data regarding transport is still a topic of research because changes – for example in the official sector – can't be implemented very quickly. The current project, "Core", which, with 70 partners, is one of the biggest research projects in Europe, is about better recording of high-quality data along the transport chain in order to optimise processes. At the same time, monitoring authorities, like customs, can improve their risk analyses and develop alternative monitoring methods.

And what about the business perspective?

Are we not already recording a lot of data that can't even be evaluated?

ARENDR: In the case of large quantities of containers, track and trace data as such is not usually interesting for the shipper. What they are interested in is an automated comparison between the target and actual situation, in order to be able to identify deviations from the plan early on. The data is integrated into the customers' existing systems. For example: the system reports that the temperature in a container of fruit is too high. The cargo's owner knows that this will cause it to ripen more quickly, and can then use this information to make the decision to unload the goods in Le Havre, Rotterdam or Antwerp. In addition, it would allow him to reorder goods in good time. That's a big improvement.

More information:
www.ohb-ls.de
www.isl.org

PHOTOS: OHB LOGISTIC SOLUTIONS, INSTITUT FÜR SEEVERKEHRSWIRTSCHAFT UND LOGISTIK, PIXABAY

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Conquering the CT sector one train at a time

When Roland Umschlag was founded in 1972, the concept on everyone's lips was "piggyback transport" – and today the Bremen-based firm is the oldest private handling company for combined transport (CT) in Germany.

The current Managing Director, Christoph Holtkemper, believes that the founding of Roland Umschlag was a "pioneering joint achievement", with several regional transport companies and forwarders coming together in order to keep up with the demand for piggyback transport in the region. At the time, the mainstays of the company included SVG Bremen, Verein Bremer Spediteure, regional associations for local and national transport, Kieserling Spedition and Weser Spedition. Today, there are around 50 employees behind Roland Umschlag, quite literally setting the course for its customers' success.

After all, "rail transport shapes our daily business; lorries are only used for pre and post-transport," says Holtkemper, who has been leading the firm since 2000.

Up to 15 trains a day

Roland Umschlag currently handles 10 to 15 CT trains going into and out of the German seaports and the hinterland each day on its 10,000 metres of tracks. The most important transport links are the ports of Hamburg, Bremen and Wilhelmshaven, which receive sea containers once to three times



Three full container reach stackers and seven empty container stackers ensure flexible handling of containers and swap bodies.



Christoph Holtkemper has been Managing Director of Roland Umschlag since the year 2000.

a week. Holtkemper is particularly proud of the fact that his company is the only CT operator that runs a weekly shuttle between Wilhelmshaven and Bremen, and that the first train that arrived for the opening of JadeWeserPort on 21 September 2012 came from Roland Umschlag. "It was loaded with eight 20-foot containers, which the forklift drivers at the terminals needed for training at that time," remembers Holtkemper.

In addition, his company offers a daily rail link from Bremen to Stuttgart, which supplies the Mercedes-Benz factories with components, and block trains to Verona, Italy six times a week. These are primarily loaded with food and luxury goods such as ham and beer, as well as steel and regional products from northern Germany. The Bremen-based firm's train network is supplemented with additional special runs into the hinterland, for example to Neumarkt, Duisburg, Dortmund, Neuss and Berlin.

More than just CT handling

CT handling by train – of conventional units such as semi-trailers, swap bodies, sea containers and, if required, heavy goods weighing up to 45 tonnes – only represents one of the pillars of Roland Umschlag. On its 260,000 m² grounds at the heart of the freight village (GVZ) in Bremen, the company also has a container depot that facilitates the

handling and storage of up to 13,000 empty containers for ship owners and leasing firms.

Its employees are also considered experts in the repair of all common container types, as well as the purchase and sale of used sea containers. Two years ago the company's portfolio was expanded with a department specialising in the marketing of maritime transport by rail. "We are like a vacuum cleaner sitting behind the seaports. We are able to input our years of expertise into our own train systems, thus contributing towards relieving pressure on the roads and really making a difference in terms of CO₂ reduction," says Holtkemper.

The perfect site at GVZ Bremen

Roland Umschlag has, however, only been represented at GVZ Bremen since 1989. Before that, the company operated from Gaswerkgraben, a good kilometre away, for 17 years. "With around 80,000 handling operations a year at the CT terminal, we had reached the limits of our capacity," explains Holtkemper, adding that the theoretical capacity is 230,000 handling operations a year today. In addition, he sees it as a "definite locational advantage" that the company is now working directly beside around 150 companies, including important transport firms and forwarders.

Holtkemper has mixed feelings about the future. At present he is seeing stagnation in traditional transport, but "our own train systems will bring us growth in the train station and in the container depot". He believes that the competition in the road segment is "brutally tough". In addition, in his view, environmental protection measures are "nice to have", but right now no one wants to pay a cent more for them. Unlike many other players in the field of logistics and the maritime sector, he doesn't believe that digitisation is, in itself, absolutely key to future success. He takes a more laid-back view: "We have our finger on the pulse and are equipped with the latest technical equipment – which allows us to work professionally and reliably." And then he adds, with a subtle wink: "many that are singing the praises of digitisation believe that they are acting like visionaries on the space shuttle, but in fact they are doing work that, in qualitative terms, is below the waterline." (bre)

FACTS

Roland Umschlag

Around 900 handling operations are carried out each day over an area of around 260,000 square metres and 10,000 metres of tracks at the train station and empty container depot.

Equipment: two cranes (36-metre span, 40-tonne load capacity), three full container reach stackers (each with 45-tonne load capacity) and seven empty container stackers

Seven whole train-length tracks are handled at once in the train station.

Around 1,600 containers are repaired each month.

More information:
www.roland-umschlag.de

SUMMARY NEWS


POWER OF REPRESENTATION. In January 2017, the Board of Management of

Anker Schifffahrt granted power of representation to **Tilo Hoff**. Hoff is a trained shipping agent and has been working with the Emden-based seaport handling and terminal company since 2012, where, among other things, he manages the agency department and is responsible for the operational management of the seaport terminal. "I am delighted that we have gained a reliable authorised officer for the firm in Tilo Hoff," says Jörg Conrad, Owner of the Leschaco Group and Managing Director of Anker Schifffahrt.

MANAGEMENT. Stefanie Schröder has been heading up the Department for Transport and Digital Infrastructure at the Permanent Representation of the Federal Republic of Germany to the European Union in Brussels since the start of the year. She replaced Johann Friedrich Colsman, who managed the transport department from June 2012 to the end of 2016 and has now returned to the German Ministry of Transport. The Belgian capital is not new territory for Schröder, who was responsible for "water-related" issues such as maritime and inland shipping and ports at the EU representation there from mid-2008 to the end of 2011.

New Managing Director at BLG Industrial Logistics

GROWTH. The management team at BLG Industrial Logistics gained another member in **Christian Dieckhöfer** in February 2017. The intention is for him to drive the expansion of the contract logistics division in Europe. Dieckhöfer studied mechanical engineering in Dortmund and then engineering management in Munich, finishing with a Diplom degree in the latter. As the long-standing Chairman of the Board of Stute Logistics, he made a considerable contribution towards shaping the development of the Bremen-based firm's contract logistics activities in Germany. "We are delighted to have won over Mr Dieckhöfer for our company with his experience and success in contract logistics," commented Jens Wollesen, the Director responsible for contract logistics in the BLG Logistics Group, on the hiring of the new manager.



Changing of the guard

SUCCESSION. Christoph Lehmann took over leadership of the Cuxhaven Port Office – replacing Port Captain Knud Wildführ, who has retired – at the start of the year. Lehmann and his staff are the central point of contact in the port of Cuxhaven. Their duties include regulating ship traffic, assigning berthings and managing safety and security. Lehmann has been working at Niedersachsen Ports since 2014, most recently holding the role of Deputy Port Captain at the Emden branch.

Breuch-Moritz as Ambassador

APPOINTMENT. Monika Breuch-Moritz, the President of the Federal Maritime and Hydrographic Agency (BSH), was appointed as Germany's "IMO Maritime Ambassador" at the end of 2016. In this role, she plans to ensure that awareness of the international importance of shipping and the work of the IMO, particularly in terms of safety and environmental protection in the maritime sector, is raised among the public, as well as politicians and trade associations.



Röhlig places its trust in Harald Schefft

APPOINTMENT. Harald Schefft has been managing international contract logistics at Bremen-based service provider Röhlig since December 2016. His objective is to expand this division, which is expected to play a bigger role in the company's growth strategy in future. Schefft has over 20 years of experience in supply chain management and, as Managing Director of DSV Solutions, was responsible for contract logistics in Germany, Spain, France, the Czech Republic and Switzerland up until 2015.

Brons elected President at IHK plenary

VOTE. Dr Bernhard Brons was elected as the new President at the plenary session of the Chamber of Commerce (IHK) for East Frisia and Papenburg on 14 February 2017. Brons replaces Wilhelm-Alfred Brüning, who held the post for five years and will stay with the IHK as a member of the board and of the plenary. Brons has been the sole Director of the AG Ems group, and Managing Director of the subsidiaries, since 1990.



Radtke becomes Authorised Representative at WCX

AUTHORITY TO REPRESENT. Cordula Radtke was given power of representation for Weser Container Xpress (WCX), a full subsidiary of the Rhein-Umschlag group from Oldenburg, in January 2017. WCX operates inland vessel container services in northwest Germany, particularly on the Mittelweser and the Coastal Canal to and from the ports of Bremen. The company has made it clear that it would like to expand these activities further in future.



New Operations Manager in Wilhelmshaven

CHANGE. Armin Hüser took over the position of Operations Manager at Eurogate Container Terminal Wilhelmshaven (CTW) in March 2017, succeeding Johannes Stelten. Mr Hüser, who was born in Leer, is a qualified industrial engineer for maritime transport and licensed captain for commercial sea-going vessels. He joined CTW as a Shift Manager in 2012, and has the corresponding duties there.



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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 Munich, to Antwerp, to London – from logistics, to break bulk, to offshore wind power: there are numerous events coming up over the next few weeks, many of which are not only relevant for the maritime industry in northern Germany, but also attract an international audience of experts.



“transport logistic” is one of the most important trade fair dates on the calendar for Seaports of Niedersachsen and bremenports.

Breakbulk Europe

www.breakbulk.com

24. – 26.4.2017

Antwerp, Belgium

transport logistic

www.transportlogistic.de

9. – 12.5.2017

Munich, Germany

Offshore Wind Energy

www.offshorewind2017.com

6. – 8.6.2017

London, England

HUSUM Wind

www.husumwind.com

12. – 15.9.2017

Husum, Germany

Customer events

Want to get to know us better and discuss the latest market developments with experts? Good opportunities for this include the “Hafen trifft Festland (port meets mainland)” and “logistics talk” series of events. Or come to “transport logistic” in Munich, where we will be happy to welcome you to the “Lower Saxony evening” and the “Bremen reception”.



Over 300 exhibitors and guests came to the Bremen reception for the “transport logistic” trade fair in 2015.

Lower Saxony evening transport logistic

www.seaports.de, www.jadeweserport.de

10.5.2017

Munich, Germany

Bremen reception transport logistic

www.bremenports.de/veranstaltungskalender

11.5.2017

Munich, Germany

logistics talk

www.bremenports.de/veranstaltungskalender

1.6.2017

Enns, Austria

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

Hafen trifft Festland (port meets mainland)

www.seaports.de, www.jadeweserport.de

19.10.2017

Hanover, Germany

Other highlights

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

Cruise Europe Conference

www.cruiseeurope-conference.com

24. – 27.4.2017

Bremerhaven, Germany

HTG Conference

www.htg-online.de

13. – 15.9.2017

Duisburg, Germany



Jörg Kaplan (centre of image), Authorised Representative of J. Müller Steel + Project in Brake, and his colleague Bo Wu (left), China Representative from J. Müller Steel + Project, were popular people to talk to at "Breakbulk China" – particularly about the topics of project loads and bulky piece goods.

Review of events

"Breakbulk China" in Shanghai

EXCHANGE. "Breakbulk China", which took place in Shanghai between 13 and 16 March, offered port marketing organisation Seaports of Niedersachsen the ideal forum for engaging in exchange with international experts from the heavy goods and project loading sector. "The geopolitical and financial changes that are currently emerging throughout the world seem to be prompting China to look more intensively for new partners," says Inke Onnen-Lübben, Managing Director of Seaports of Niedersachsen. "We were able to highlight our wealth of experience in handling project loads and bulky piece goods at the trade fair by means of numerous discussions with Chinese logistics managers, and hope that our new contacts will now develop into something positive," she summarised. Over the last few years, the trade fair in Shanghai has become a leading platform on the Chinese market for ship owners, forwarders, ports and shippers.

"Intermodal South America" in São Paulo

PRESENCE. At "Intermodal South America", which took place from 4 to 6 April in São Paulo, the seaports of Bremen and Lower Saxony exhibited for the eleventh time with a joint stand under the umbrella brand of "German Ports". "Brazil is Germany's most important trading partner in South America, and at our ports we have the expertise to support companies on both continents with their import and export activities," says bremenports' Marketing Manager, Michael Skiba. Inke Onnen-Lübben, Managing Director of Seaports of Niedersachsen, adds: "We want to continue to expand our activities on the South American market in handling, for example of vehicles, machines and forestry products, as well as of raw materials and products from the agriculture and food sectors. Intermodal South America provides the perfect framework for this."

"logistics talk" in Düsseldorf

ADDITION. The "logistics talk" series of events organised by port management company bremenports in collaboration with BLG Cargo Logistics and the Rhein Chapter of BVL International stopped into Düsseldorf on 2 March. After a welcome from bremenports' Managing Director Robert Howe, BLG Cargo Logistics' Managing Director Sven Riekers spoke on the topic of "trends and prospects for break bulk and ro-ro terminals". With his talk on cabbage, Bremen State Councillor Hans-Henning Lühr really worked up the audience's appetite for the meal of kale and Pinkel sausage that was then served. The typical northern German dish not only provided sustenance for the subsequent get-together, but also helped carry on the spirit of the fantastic Düsseldorf Carnival, which came to an end just before the event.

"Port meets mainland" in Dortmund

NEW FEATURE. Numerous representatives from the logistics and shipping sector took up their joint invitation from Container Terminal Wilhelmshaven JadeWeserPort-Marketinggesellschaft and Eurogate with Container Terminal Dortmund and Seaports of Niedersachsen and attended "Hafen trifft Festland" ("Port meets mainland") on 23 March in Dortmund. And the first edition of the event in 2017 had a new trick up its sleeve: for the first time ever, the event took place on a ship. A tour of the port of Dortmund rounded off the programme after the interesting specialist presentations by port representatives, shipping clients and logisticians. "Hafen trifft Festland" aims to both support the business representatives in the regions with their logistics projects and highlight the potential of the seaports of Lower Saxony.

75 years of Bremische Hafenvertretung (BHV)

JUBILEE. Bremische Hafenvertretung (BHV), the representative of the ports of Bremen, celebrated its 75th birthday at Eurotop Bremerhaven on 31 March along with 100 guests from the port and logistics sector. Following the reception, BHV's President Hans-Joachim Schnitger and Honorary Member Klaus Platz discussed port-related issues with Uwe Beckmeyer, Parliamentary State Secretary to the German Minister for Economic Affairs and Energy and Maritime Coordinator to the German Government, and Martin Günthner, Senator for Economics, Labour and Ports in the Free Hanseatic City of Bremen. Donations for Hafenmuseum Speicher XI were collected instead of gifts.



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

EDITION JUNE 2017

Focus topic wind power

Trends and challenges
for logistics and the
maritime economy
in the onshore and offshore
wind industry



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June 2017

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28.4.2017

August 2017

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Closing date for submitting advertisements
23.6.2017

October 2017

Green logistics

Closing date for submitting advertisements
25.8.2017

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transport logistic_Messe München_09.-12.05.2017_Halle B4, Stand 213/314



Britta Hauerken, Dennis Feldhusen, Björn Schwarzer and Niels Gayk play important roles at the ports of Bremen. They handle automobiles, break bulk, containers and bulk cargo. Together with thousands of other qualified specialists, they make sure that the twin ports on the River Weser rank as one of the world's leading port and logistics locations.



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From 9 to 12 May, Bremen's ports will showcase their service portfolio at the „transport logistic“ in Munich. Every two years, the key players in the global logistics industry come together at the leading fair for logistics, mobility, IT and supply chain management. Once again, the port management company bremenports has organised a joint stand which 28 co-exhibitors from Bremen and Bremerhaven will use as a platform to present their services to trade visitors from all over the globe.

Visit us at Stand 213/314 in Hall B4

www.bremenports.de/en