

EDITION
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LOGISTICS PILOT

Magazine for Ports, Shipping and Logistics



PORTS & HINTERLAND

Main topic: infrastructure

No delays

Experts explain their plans for improving infrastructure.

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"The extension of the Mittelweser was non-negotiable."

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666 as a good omen

The Bremen port railway is committed to digitisation.

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Port infrastructure in good hands

We are active wherever the ports of Bremen have to work reliably. Right round the clock, 365 days a year. Our engineers, technical specialists and skilled craftsmen attend to the operation, maintenance and repair as well as the ongoing development of the complex elements that make up the maritime infrastructure. This, of course, also includes the roughly 200 kilometres of tracks of the terminal railway that links the handling facilities in Bremen and Bremerhaven with the hinterland, as well as the 22 kilometres of dykes and flood barriers in Bremerhaven.

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Seaports need good infrastructure and superstructures

Enak Ferlemann, Parliamentary State Secretary, Federal Ministry of Transport
and Digital Infrastructure (BMVI)

Dear reader,

Germany is the logistics world champion. We have excellent infrastructure for handling and transporting goods. For Germany as an export nation, we know that our ports are of outstanding importance as gateways to the world. When planning transport routes, we pay particular attention to freight corridors. The focus of federal transport route planning is to preserve the existing network and remove bottlenecks in congested corridors and nodes. This is of particular benefit to German ports, as we want our ports to continue to be among the best high-tech locations in the world.

Our ports policy is based on the National Port Concept. And with the IHATEC funding programme, the BMVI supports the optimisation of port logistics and the development of innovative seaport technologies. The programme, financed with €64m up until 2020, has been so well received by the ports industry that we are currently working on an extension and subsidy increase to take us up to 2025. As a pilot project, we are building a digital test field in the Port of Hamburg, which will serve as an example for test fields in other ports.

We will ensure that our ports will be able to maintain and expand their leading position in the northern range in the future.

Best wishes, Enak Ferlemann



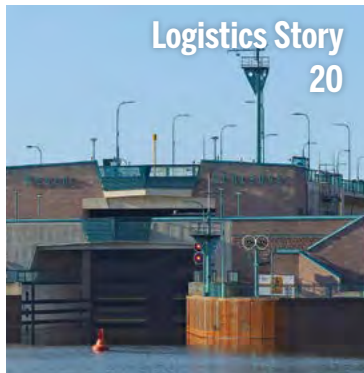
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The roads network

Total roads in Germany:

ca. 830,000 km

of which:

– regional roads:

229,970 km

– federal highways:

51,064 km

SOURCE: BMVI 2017

Bridges as part of federal highways:

ca. 39,560

Tunnels as part of federal highways:

269

SOURCE: BMVI 2018

To the moon and back ...

For years, German sea and inland ports have been able to hold their own against international competition because they are able to offer good seaward access and hinterland connections, which enables fast transportation of goods to and from the ports. They benefit from the fact that, at 830,000 kilometres, the entire road network in Germany is more than twice as long as the distance between Earth and the moon.

SOURCE: BMVI 2017

Top 5 airports in Germany by number of departures (March 2019)

1. Frankfurt/Main	20,496
2. Munich	16,212
3. Düsseldorf	8,644
4. Berlin-Tegel	7,915
5. Hamburg	5,599

SOURCE: STATISTA 2019

The entire road network in Germany covers more than
twice the distance between Earth and the moon

384,400 km

The rail network (DB AG)

Rail network	ca. 33,400 km
Of which electrified	ca. 20,100 km
Passenger stations	5,681
Sidings	2,359

SOURCE: DIW, DLR IM AUFTRAG DES BMVI 2017/2018

Per capita state investment in rail infrastructure

Switzerland	€36
Austria	€187
Germany	€69
Spain	€32

SOURCE: ALLIANZ PRO SCHIENE AUF BASIS VON BMVI, VÖV, BMVIT, SCI VERKEHR GMBH 2017

Waterways

Marine waterways	ca. 23,000 km
Inland waterways	ca. 7,300 km
Locks	315
Fortifications	307

SOURCE: BMVI OHNE JAHRESANGABE

Federal investment in German waterways

2017	€1,06 bn
2018	€0,94 bn
2019 (plan)	€0,98 bn
2020 (plan)	€0,85 bn
2021 (plan)	€0,85 bn
2022 (plan)	€0,85 bn

SOURCE: STATISTA 2018

Amount of planned federal investment in different transportation routes in Germany as part of the Federal Transport Infrastructure plan 2030

Federal highways	€132.8 bn
Rail	€112.3 bn
Federal waterways	24,5 Mrd. €
Total investments	269,6 Mrd. €

QUELLE: STATISTA 2018

IN BRIEF

BREMEN. From 19 May 2020 the **Bremische Hafenvertretung (BHV)** will change its name to **Bremische Hafen- und Logistikvertretung**. This resolution was passed at the BHV members' meeting in May, which also saw elections to the management committee.

Hans-Joachim Schnitger (Karl Geuther shipping agents) was confirmed as president and **Dr. Patric Drewes** (Carl Polzin port haulage) as vice-president. The renaming of the organisation emphasises on underlines the fact that today's port industry is for more closely associated with logistics.

ELS FLETH. In order to increase ship security, a project entitled **Cooperative Pilotage for Ships and Guidance Systems** has been launched by the maritime and logistics department of the **Jade Hochschule in Elsfleth**. The project is funded by a grant of €500,000 from the European Regional Development Fund (ERDF) and the Lower Saxony Ministry for Science. Over a three-year period, the project is intended to develop a route planning system that allows routes to be planned for automated pier-to-pier navigation on board.



BLG: "These are challenging times"

BREMEN. "We have not only met our targets for 2018, but exceeded them," said **BLG chairman Frank Dreeke** in June at the 139th AGM of the BLG Logistics Group in Bremen. For 2018, the group **posted sales of €1.14bn, an increase of €53.5m**. Looking at the current year, Dreeke pointed to the influence of

macro-economic and geopolitical influences. "The global economic mood has darkened. We don't yet know how the UK is going to define its relationship with Europe, what effect trade sanctions are going to have and which uncertainty they will trigger. Times remain challenging."



Röhlig posts five-year high

BREMEN. June saw Röhlig Logistics **post operating results (EBIT) for 2018 of €10.2m, its highest for five years**. "At €143.9m, gross profit has increased by 7.5 percent. Our recent restructuring has resulted not just in increased earnings but increased productivity," says finance chief Hans-Ludger Körner. Röhlig Logistics provides services in the areas of sea freight, air freight, project and contract logistics.

Premiere under the sign of sustainability

OLDENBURG. May saw **NPorts** present its **first sustainability report**. Entitled **Wir machen uns auf den Weg** (We're on the Right Track), the 68-page report contains facts, figures and information showing what **future-focused ports management** looks like and how much potential for improvement there is in the North Sea ports. The report is part of NPorts' **hafen+** initiative and conforms to international GRI standards (core option) and the global sustainability aims of Agenda 2030. The report also contains data and information on the port's environmental management standard PERS.





New training workshop at Brake port

BRAKE. The new NPorts training workshop opened in Brake in May. With several work benches, two labs, a trainees' office and a lecture room, it provides the ideal environment for trainees to learn their trade in electronics, engineering and maintenance. **The workshop can accommodate up to 28 trainees.** "Thanks to fantastic teamwork, we've managed to convert a dark and gloomy warehouse into a modern, well-equipped training workshop," says NPorts branch manager Harald Ludwig.



Ideas from Hydrogen Valley

BREMERHAVEN. In order to present the latest hydrogen projects for the northwest region, **Lower Saxony Ports and bremenports** recently held the **sixth northwest ports meeting** in Bremerhaven. "We are already well underway with our green ports strategy and the aim of installing a CO₂ neutral infrastructure in Bremen ports by 2024," bremenports managing director Robert Howe told the 120 guests. "That is why we are so keen to promote hydrogen as an energy supply for the port."



Broad alliance for more platform connections

BERLIN. Under an initiative from the Association of German Transport Companies (VDV), **37 associations and other organisations from industry, commerce and logistics** have come together to demand **more and better platform connections across the German rail network.** In Berlin in July, they handed their demands to Enak Ferlemann, parliamentary secretary of state at the Ministry for Transport and Digital Infrastructure (BMVI) and government officer for rail transport, and to Torsten Sevecke of the Office for Commerce, Transport and Innovation in Hamburg.



Kaiserschleuse lock renovated

BREMERHAVEN. June saw the start of **renovation work on the Kaiserschleuse** lock. The work is due for completion by the end of September. The outer head gate was drained so that new tracks made from an high-resistance alloy could be laid. Also on the to-do list is load placement on the undercarriage and optimising the ballast of the lock gate. The renovation is taking place in consultation with the consortium that built the lock and bremenports.



Opportunities close to home

CUXHAVEN. Under the banner of **Cuxland Logistics Day**, fourteen local companies presented their **training and professional development opportunities in the fields of transport, logistics and ports** to regional schoolchildren in May. The aim was to showcase the many opportunities in these sectors for school leavers. This time, the event, which was organised by the Cuxhaven Agency for Economic Development, did not take place on Logistics Day this time, as it was during the Easter holidays in Lower Saxony.

IN BRIEF

BREMEN. At its regular general meeting in June, the **Bremen Shipowners' Association** presented its **annual report for 2018/19**. There are currently around 300 ships with five million GT under its management. At the general meeting, and a few days later at an evening event in the Gold Room of the Atlantic Grand Hotel, it became clear that the **new sulphur limit values**, which will apply from 1 January 2020, will pose a major challenge. "Shipping companies won't be able to afford the costs of the changeover on their own," explained Michael Vinnen, chairman of the Association.

BREMEN. Starting on 3 September, as part of the **BREsilient project** funded by the Federal Ministry of Education and Research, the Institute of Shipping Economics and Logistics (ISL) and the Institute for Ecological Economy Research (IÖW) are offering a **three-part series of workshops on how Bremen companies can address the issue of climate change**. It is aimed at companies in the transport, logistics and food industries and at representatives of the Bremen city council. For more information visit meldemichan.de/bremer-unternehmen-im-climate-change.



Dialogue on cyber-security

HAMBURG. According to the **Maritime Cluster Northern Germany (MCN)**, 360,000 cyber attacks are reported worldwide every day. The topic was therefore the subject of the in-house event **Cybersecurity On Board – Quo Vadis?** held in Hamburg in June. The aim of the event was "to learn from one another," says Andreas Born, head of the Bremen MCN office. Guest speaker Thorben Lorenzen of Securepoint told the 120 participants that "the age of extortion is back."

Nordfrost extends its reach

WILHELMSHAVEN. Nordfrost is investing a **further 66 million euros into the seaport terminal at the JadeWeserPort**. Construction work on the high-bay warehouses for the expansion of the existing deep-freeze warehouse and the construction of a heavy-duty hall commenced at the start of July. The 8,000 square metre **hall with overhead cranes for weights of up to 125 tonnes will be up and running within eleven months**, and the **fully automated high-bay warehouse will be ready for operation from May 2021**. So far, the Schortens logistics company has invested 104 million euros in the logistics zone of the container port in Wilhelmshaven.



Elsfleth confirms reputation as talent factory

MUNICH. More than **40 alumni from the Department of Maritime and Logistics of Jade University** came together for the "transport logistic" at the Seaports of Lower Saxony stand. "It's great to see what our students go on to do" said Professor Klaus Holocher, the convenor of the meeting, which was taking place for the fifth time. "At this trade fair, many of our graduates are representing their companies in important roles." Prof. Holocher introduced his new colleague Prof. Jens Mehmman, whose brief is to develop the department in a supply chain management direction.



Party to the “Seafarers’ Day”

BREMERHAVEN. Around 1.2 million men and women are employed in international maritime transport. They were honoured on the **international Seafarers’ Day on 25 June, when a varied programme was presented** by the German Seamen’s Mission Bremerhaven, the Nautical Association of Bremerhaven, the Office of the Senator for Economics, Labour and Ports and EUROGATE, joined by the cheerleaders of the Eisbären Bremerhaven. The theme of the day was “Working together on board and with equality between men and women.”



China Logistics signs MoU

WILHELMSHAVEN. At the “transport logistic” trade fair in Munich in June, Li Xiangyang (left), General Manager of China Logistics, and Andreas Bullwinkel, Managing Director of Container Terminal Wilhelmshaven JadeWeserPort-Marketing, signed a **memorandum of understanding (MoU) on the foundation of the China Logistics-Wilhelmshaven Hub** logistics centre. Intended for the handling of Chinese goods, the centre is to be located on an area of 20 hectares in the north of the GVZ. Based in Peking, and one of China’s largest logistics companies with a total of 58 logistics centres, China Logistics is a subsidiary of the China Chengtong Group (CCT). The new partner’s operations include integrated logistics services and freight transport by road, rail and water.



Inland shipping as “serious alternative”

BREMERHAVEN. At May **conference #IWTS 2.0 - Innovation and Competence Delivered**, experts from Germany, the Netherlands and Sweden explained to decision-makers from freight forwarders and logistics companies the practical approaches that will impact on inland navigation in the future. In his introduction, **Jörg Peters**, Head of Ports at the Senate for Economics, Labour and Ports in Bremen, said “we want to ensure that inland navigation is perceived as a serious alternative to road transport.”



Blue Water BREB – commitment to Cuxhaven

CUXHAVEN. Port company NPorts and terminal operator Blue Water BREB used the Breakbulk Europe trade fair in Bremen in May to **sign a space rental contract**. Around 35,000 square meters in the German Offshore Industry Centre in Cuxhaven will be permanently leased to Blue Water BREB for the storage of goods. “It’s the first time we’ve rented space in a port on a fixed, long-term basis,” says Arne Ehlers, Managing Director of Blue Water BREB. “We chose the Cuxhaven location deliberately. This is where we want to put down roots and grow.”



VBSp warns of difficult times ahead

BREMEN. For freight carriers, 2018 was a good year, as confirmed by the **Association of Bremen Freight Forwarders (VBSp)** in May at its AGM. But Chairman Oliver Oestreich also warned that “although companies still have **positive expectations for 2019**, the general economic data are becoming noticeably gloomier.” At the same time Oestreich called for infrastructure to be maintained and expanded (see also page 14) and pointed out that it was difficult for freight carriers in Bremen to find enough skilled staff.



Back-ups and delays are not acceptable

Modern facilities, good hinterland connections and optimised communication are all vital for the future viability of German seaports. LOGISTICS PILOT asked several experts what they considered to be the biggest challenges to improving infrastructure.



The German seaports are important hubs for the international exchange of goods. They connect local companies with world markets, ensuring that Germany has come to be seen as a leading player in the global logistics and export market. Every year they handle around 300 million tonnes of goods, including around 15 million standard containers (TEU) and 3.5 million cars. But to ensure that the goods transported via the ports arrive at their destination quickly and reliably, an efficient infrastructure, including modern transshipment facilities, efficient hinterland connections and new digital structures, is indispensable. Accordingly, the government's Federal Transport Infrastructure Plan 2030 (BVWP) aims to invest a total of around 270 million euros by 2030 in order to modernise German transport routes, network the infrastructure and make transportation faster. The BVWP is regarded as a blueprint for federal government investment, with the principle of maintenance taking precedence over expansion and new construction. When the BVWP passed its resolution in August 2016, the then Federal

Minister of Transport, Alexander Dobrindt, spoke of the "strongest ever infrastructure investment programme." According to Sigward Glomb, Managing Director of the GCD Glomb Container Service, "for everyone involved in transport and transshipment, infrastructure in the port has the highest priority. If it is not efficient enough, and traffic jams and delays increase, the transport of goods may be disrupted, making the port less competitive." He points out that, where this is frequently the case, it could lead to transport to and from certain ports ceasing altogether and other destinations being used instead.

ZDS forecasts increased construction

Against this background, Daniel Hosseus, Managing Director of the Central Association of German Seaport Operators (ZDS), underlines the importance of the government's record investment in local infrastructure, stressing that "it should continue at a high level over the coming years." He also sees potential for improve- ■■■

The Bulk Terminal Wilhelmshaven (BTW, formerly Niedersachsenbrücke) is a modern bulk goods terminal handling the largest coal ships in the world. According to Rhenus Logistics, it is the only coal terminal in Germany that can handle fully unloaded Capesize ships.



ment in the planning and approval processes. “Delays of several decades are no longer acceptable. The Planning and Construction Acceleration Act passed by the Bundestag last year is a step in the right direction,” says Hosseus. At the European level, he maintains that the Water Framework Directive also needs to be brought up to date.

The aim, says Hosseus, is to secure building rights more quickly without reducing environmental protection. At the same time, he calls for better terms for large-volume and heavy goods transport, with internationally coordinated construction site management and defined heavy goods corridors to eliminate potential bottlenecks. “Projects by the Federal Transport Infrastructure Plan and the objectives of the National Port Concept must be implemented as quickly as possible,” he says.

Also at the top of the ZDS agenda is optimising communications infrastructure. According to Hosseus, the core elements here are the expansion of mobile communications coverage as laid down in the CDU/CSU and SPD coalition agreement and the plan to develop Germany into the lead market for 5G technology. “For seaports, fast data transmission is also particularly important. We expect the new 5G network will ensure sustainable coverage even in the furthest reaches of the seaports,” says Hosseus. No less important to him is the development of an infrastructure

for digital test fields in the ports, for which the Bundestag has already provided the necessary funds. “The Federal Ministry of Transport is currently working on funding guidelines, and then the budget for the digital test field for ports will hopefully be available to all seaports,” says the ZDS managing director.

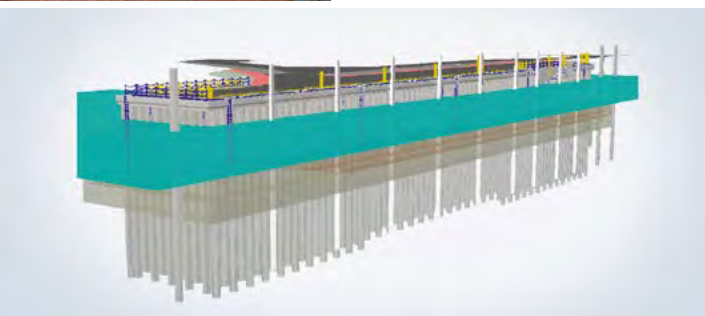
Port of Lower Saxony – development as a balancing act

For Holger Banik, managing director of NPorts, the development of the ports is a balancing act: “Infrastructure projects like this always mean standing with one foot in the present and one foot in the future.” Banik thinks it is important to consider future development in the global economy in terms of ship sizes and propulsion systems, as well as in terms of digitisation, and also to take regional structures and framework conditions into account. In contrast to port cities with few locations, he sees the geographical expansion of the fifteen seaports in the state of Lower Saxony as a real advantage: “The experience we gain at one location is something all the other ports can benefit from. And each location is specialised so that together we can offer everything. It’s simply the Port of Lower Saxony.”

One of NPorts’ most important current construction



The renovation of the Heligoland quay in Wilhelmshaven is both an infrastructure and a digitisation project. The plant has already been built virtually, as the drawing below shows, and linked to a database that also contains information on materials, deadlines and costs.



projects is the Heligoland quay in Wilhelmshaven. For security reasons, this has only been of limited use recently and is currently being overhauled with a budget of around five million euros. In the course of this work, a new steel corrugated sheet pile wall will be installed, anchored and then backfilled in front of the existing 100-metre long sheet pile wall. By spring 2020, the head of the quay will be in place and a staircase installed in front of the sheet pile wall. In addition, the new facility will be equipped with fixed ladders, holding crosses, head bollards and mooring dolphins. “For us, this is both an infrastructure and a digitisation project, because we have already built the Heligoland quay virtually. In addition to the 3D building model, we have a database that contains information on materials, deadlines and costs,” says Banik. The Heligoland quay redevelopment project is a pilot measure for the application of the Building Informa-

PHOTOS: NPORTS/CHRISTIAN O. BRUCH, NPORTS/ANDREAS BURMANN, NPORTS, GVN

“Long planning times are an obstacle”

Interview with Uwe Garbe,

managing director for freight forwarding and logistics in the general association Verkehrsgewerbe Niedersachsen (GVN)

What do you think are the chief characteristics of infrastructure development in Germany?

The local infrastructure has been worn out for a long time and has often been inadequately adapted to volume growth, or adapted too late. Now it is reaching its limits in virtually all modes of transport. In the project sector in particular, axle load restrictions result in really strange routes. And there are often still unacceptable approval times. Due to the fact that funding for renovation and new construction has increased in recent years, construction is now underway to an extent that it has not been for a long time. The negative effects of this development are felt daily. Congestion times and costs are rising steadily, which hardly helps the competitiveness of Germany as an export nation. Neither do the long planning and implementation times in the area of infrastructure, which are a real obstacle.

How do you see the situation in Lower Saxony?

Numerous projects aimed at improving the links between the seaports of Lower Saxony are in the pipeline – but that’s all. Sections of the A20 and A26 coastal motorways are still in the planning or approval stage. Years will go by. The situation with the adaptation of the Central Weser is similar. The double-track connection and electrification of Wilhelmshaven are further examples. As with the Alpha paths, not all hurdles have been overcome. The adaptation required for the infrastructure also includes the expansion of the German rail network for freight trains with a length of 740 metres as well as national implementation of the European Train Control System.

What does that mean in practice?

It means that, if national projects are repeatedly delayed, the aim of shifting volume growth extensively to water and rail in the coming years will fail. Policy makers therefore need to take due account of commercial transport and not shift priorities in favour of passenger and leisure transport. This applies equally to water, road and rail. So much remains to be done to prevent the distance to the western ports from widening.



“Finding a balance between ecological concerns and economic imperatives”

Interview with Oliver Oestreich,
chairman, Verein Bremer Spediteure

How do you rate the infrastructure in German ports?

It would be wrong to say that German seaports are not well connected to the hinterland. As far as road connections are concerned, they don't suffer in comparison to the more western ports. And we are also envied for our rail connections. But with the Rhine and the proximity to the Ruhr area, the western ports do have a competitive advantage. However, inland navigation is not always as reliable as it should be. This was demonstrated by the weeks of low tide last summer.

So everything's OK then?

No, that does not mean that the connections to the German North Sea ports could not be improved. For example, rail capacity needs to be expanded. The maintenance of the existing road network is also of utmost importance, as can be seen from the precarious condition of the Lesum Bridge on the A27 motorway between Bremen and Bremerhaven. Planning capacity urgently needs expanding, and not just because of the bridge. A total of 5,000 bridges on the trunk road network in Germany are in urgent need of renovation, as are 1,000 railway bridges. And the Bremen economy is still waiting for an efficient connection to the GVZ and the completion of the A281. At the beginning of this year, work in construction phase 4 began with the Weser crossing near Seehausen. Completion is scheduled for 2024. This year, on the other hand, the connection to the A1 in Kattenturm should also be established. We very much hope that the orbital motorway around Bremen will actually be completed by then.

And what do you think about the fairway adjustment of the Elbe river and the deepening of the Outer Weser?

Fortunately, the adaptation of the Elbe fairway is now being started, but the deepening of the Outer Weser continues to be delayed indefinitely. These two examples show that we absolutely have to streamline our planning law. In Germany it simply takes far too long to obtain approval. We also need to discuss whether the right of associations to initiate proceedings, in its existing form, has actually proved its worth. And we urgently need to find a new balance between legitimate environmental concerns and economic imperatives.



When it comes to hinterland connections by rail, Bremerhaven is one of the European leaders. And with more than two million vehicles handled each year, it's one of the largest car ports in the world.



■ ■ ■ tion Modelling (BIM) programme. The abbreviation BIM refers to a working methodology with which, on the basis of digital models, the relevant data for a structure's lifecycle can be permanently recorded and managed. After the completion of the Heligoland quay, work will begin on the opposite Wangeroog quay, which will also be renovated.

Bremerhaven prepares for cruises

In 2018, the Bremen Senate approved 120 million euros worth of new infrastructure projects. A large part of this budget will go to various quay structures that have reached, or will soon reach, the end of their technical life. Examples include the already approved and ongoing renovations of quay 66 in Überseehafen as well as the northern breakwater and the Columbus quay. In March 2018, the Senate gave the go-ahead for the Columbus quay project to develop Bremerhaven as a cruise location. The coming years are likely to see an increase in the number of ships and passengers here. Around 25 metres from the current quay, a new quay will be driven into the harbour silt. As the stability



bremenports is currently preparing detailed design documents so that work can begin on the new Columbus quay at the start of 2021..



of the structure, which is now over 90 years old, is limited, bremenports has already had to limit its maximum permissible traffic load and, in the event of extremely low water levels, to clear the quay. The port management company is currently preparing detailed design documents and seeking planning approval under water law. Construction is scheduled to start at the beginning of 2021 and to last around three years, with the work being carried out without interrupting port operations.

A similar project is the construction of a new 500 metre quay section in Kaiserhafen III. This commenced in 2017 and is due for completion next year. In future, in addition to flexible use, new ships will also be able to moor there for equipment and handling. In Bremen, a major central infrastructure project – the optimisation of the industrial harbour – has only recently been completed. This involved the deepening of distant sections and the improvement of the passage width in the Hüttenhafen for the construction of a new quay. “Once we have completed these projects, Bremen’s ports will be ideally positioned for the future,” says Robert Howe, chief executive of bremenports. At the same time, he refers to the existing quality of the hinterland connections. “Thanks to the port railway, we have the perfect connection to the German railway network. And we have unbeatably short distances to the highway. After

completion of the port tunnel, the A27 will be reachable without traffic lights from the port.”

Shore power and LNG as cornerstones of energy infrastructure

Finally, one aspect should be mentioned that is of considerable importance from the point of view of the ZDS – the energy infrastructure in German ports. In this context, the association focuses primarily on the reduction of emissions from ships at berth and thus on the issue of shore power and LNG. “For shore-side electricity to be economical for shipowners as well, the reduction in the EEG levy in the port area, as agreed at federal level in the coalition agreement, should be implemented promptly in order for the necessary investment decisions to be made on both the water and land sides,” explains Hosseus. He also refers to the use of LNG as an environmentally friendly, low-emission and innovative alternative to conventional fuels, and appeals once again to politicians: “In the coalition agreement, the CDU, CSU and SPD have agreed to establish LNG through increased funding and to make Germany a leader in LNG infrastructure. Suitable locations are currently being discussed. As an innovative industrial nation, Germany should aim to promote the use of alternative, environmentally friendly fuels.” (bre) ■



At the Institute for the Protection of Maritime Infrastructure work is being done on forward-looking projects with a great deal of foresight.

Research for generations

In order to protect ports and offshore wind farms from accidents and attack, the Institute for the Protection of Maritime Infrastructure (part of the German Aerospace Centre) has been in existence since 2017.

Last October, Bremerhaven saw the opening of a project unique in Europe. Part of the German Aerospace Centre (DLR), the Institute for the Protection of Maritime Infrastructure aims to protect assets such as ports and offshore wind farms from accidents and terrorist attack.

The Institute has an annual budget of around €4.5m funded by federal and regional government and is also supported by third-party funding from public programmes and industry. It currently employs thirty staff, but is aiming to double that figure. The Institute is divided into two areas. The first is concerned with theoretical research into the durability of maritime systems. The second focuses on technical security aspects. Research is also conducted into the ethical, legal and social aspects of security.

FACTS

German Aerospace Centre (DLR)'s Institute for the Protection of Maritime Infrastructure

Founded: 2017 as one of seven new DLR institutes.

Founding director and manager: Dr. Dennis Göge

Location: Bremerhaven

Aim: protection of maritime infrastructure

Staff: currently 30

Research budget: approx. €4.5m from regional and federal government and from third-party sources.

Mapping the entire ports and logistics system

"In our department, Maritime Systems Resistance, we work on the development of system models for complex maritime infrastructures," says Carl Philipp Wrede, head of strategy development and ELSA research at the Institute. "One of our aims is to develop new ways of getting an overall view of the situation at ports, so that those responsible for security are better able to detect any deviations from the norm and assess their likely impact." This includes securing power supplies and traffic on-site and preventing risks posed by climate change and terrorist attack. While identification of site visitors is currently achieved by staff studying camera images, in the future intelligent sensors could be used, not only to recognise when a person is approaching the site entrance but also to determine whether that person has access rights at that particular time and location. "That would involve recording all port processes and people processes," says Wrede. This would include structural and IT facilities. "Vital though cyber-security is in this environment, it is not our sole area of research. It's just one part of the overall picture," says Wrede. "The models we derive from these processes can be used to comprehensively assess infrastructure resilience."

"Equally important for our work is the legal definition of critical infrastructure, as these definitions aim to assess the relevance of individual infrastructure elements for society as a whole. Individual elements can in themselves often be too small to be included in the official definitions. Nonetheless it can be assumed that, in the future, these definitions will be relaxed and that projects such as clusters and the connection of several wind farms to grids will

lead to an increase in the amount of critical infrastructure. What is important for us is to take into account the socio-economic infrastructure, such as government and administration. In the context of critical infrastructure, resilience engineering is beginning to establish itself as a new scientific discipline. This is one method, initially technology-focused, for developing complex systems and operating them sustainably."

A crucial consideration is how ports, for example, affect the surrounding infrastructure, society and the environment. In other words, an interdisciplinary approach is required. What this means in the context of operations is that the port needs to be seen not as a stand-alone unit but as part of the logistics chain. Only when a holistic approach is taken can risk be properly assessed and preventive measures put in place. "But building a complete model is not our immediate aim," says Wrede. "It has given future generations of scientists exciting challenges to solve that are going to require an innovative approach. We proceed step by step."



Before new hardware can be used in everyday operations, it needs to be developed in the DLR optics lab (left). First the gauges have to be developed and then the hardware calibrated (above). One example is the active light source (right).



One of the Institute's first acquisitions was an unmanned submarine with new optical and acoustic sensor technology for monitoring and inspection.



Projects already in progress

EiSix months after opening, staff at the Institute are already working on more short-term projects. One such project, named KÜS in German, involves the KPI-based monitoring of security facilities in offshore wind farms and their resilience. Previous approaches primarily involved guaranteeing operational security in the context of energy production.

Key considerations were the technological aspects, such as how robust the various components of a wind turbine are and what type of weather conditions they have to withstand. The protection of offshore wind farms in their entirety and the susceptibility of energy supply to attack were scarcely examined, however. In order to define potential attacks and disruption scenarios and to assess their potential consequences, DLR is currently developing a comprehensive understanding of the systems behaviour of the facilities under regular operating conditions (for example, how do individual elements affect the whole)? This can be particularly challenging as so many parts and

components from different manufacturers are involved. The exciting question is, what would be feasible if all the data sources could be consolidated? Until that happens, communication between operators will remain key.

This and future projects will involve various specialists who have learned to work with highly complex models. Nonetheless, says Wrede, “despite all the success we’ve had in bringing top researchers to Bremerhaven, there is no one in the labour market who combines academic experience with a track record in corporate security or risk avoidance.” Wrede therefore sees himself as an intermediary between maritime, government and scientific communities. But all projects are about practical scenarios. “However complex the issues, it’s always about specific applications.”

System concepts for the protection of maritime infrastructure

The second division – Maritime Security Technologies – is dedicated to the solution of a wide range of technological issues relating to the implementation and testing of innovative concepts for the protection of maritime infrastructures. “This is where we develop everything from hardware and software for individual sensors to mapping of the overall picture,” says Wrede.

So that testing can take place under real-world conditions, one of the Institute’s first investments was an unmanned submarine. New optical and acoustic sensors for the monitoring and inspection of maritime infrastructures can now be tested on one platform for offshore wind farms as well as for enclosed port infrastructure.

Another area of research is emergency maritime rescue. “Here we’re developing sensor technology that can detect people who’ve fallen into the sea, even at night and in fog, and enable them to be rescued,” says Wrede. A crucial consideration has been to develop this technology closely with end users, as it is their needs, as well as the area of deployment and the budget available, that will determine whether or not the results of the research will actually be used in practice.

PHOTOS: ATLAS ELEKTRONIK, DLR-MI, WREDE

“In Bremen and Lower Saxony we’ve been able to develop good strategic partnerships.”

Carl Philipp Wrede,
Head of Strategy Development and
ELSA research at DLR



To this end, the Institute’s work is not only cross-departmental but also involves other DLR institutions and external partners from industry and science. In this respect, the choice of the Institute’s location has proven to be fortuitous, says Wrede. “In Bremen and Lower Saxony we’ve been able to develop good strategic partnerships.” The Institute also has good connection to the police and other official bodies, including aid and rescue organisations. Because at the end of the day, major research projects such as these are best achieved as part of a joint approach. (cb)

More information
www.dlr.de

A wide-angle photograph of a port at dusk. A large ship is docked at a pier, and a large crane is visible in the background. The sky is a deep blue, and the water is calm. The pier has a metal railing in the foreground.

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Inland shipping must be reliable

Uwe Beckmeyer, chairman of the Weserbund and the Wirtschaftsverband Weser, talks to LOGISTICS PILOT about the challenges and potential of the waterways.

LOGISTICS PILOT: Two years ago, the Weserschleuse lock in Minden began to operate. What impact will this have on connecting the Bremen and Lower Saxony ports to the hinterland?

UWE BECKMEYER: The development of the Mittelweser was non-negotiable. The entire system requires functioning locks, as inland shipping is dependent on regular traffic. But you only get that if the entire route from Minden to Bremen is functional. Until recently there was always something or other not working properly.

You mean the lock system, because the seals on the basins weren't watertight?

Yes, but that doesn't just affect Minden. It also affects Langwedel, where the locks also have to be secured for the long term. In the meantime I'm relying on the waterways and maritime authorities to keep the old lock in Langwedel in operation.

What is the view of the federal waterways and maritime authorities (WSV)

We've told them we would like it to stay open and I think they are looking at it. The important thing is that the right staff are made available.

What has been the involvement of the Weserbund and the Wirtschaftsverband in the new build in Minden?

I don't want to emphasise the Wirtschaftsverband too much, although we have been the driving force. But it's really important that regional and federal government get involved as well.

Speaking of which, is it possible that the new political situation in Bremen could affect future projects?

Back in May we put questions on this issue to the major parties ahead of the elections, and we had a good response, except from the AfD, who didn't really answer our questions. The other parties, in particular the CDU and the SPD, made it clear that they support our cause.

Despite planning for nine bank excavations and having agreed holding areas such as bottleneck bypasses, the Ministry of Transport is planning to do just six bank excavations. What is the current situation?

All these measures have to be implemented as quickly as possible. Some of them have already begun, and my overall impression is that the WSV is on the right track. But what we are also interested in, together with industry, is making this section of the river more attractive. This could be done for example with automated inland shipping. Both industry and the politicians should keep their eye on the ball.

"The development of the Mittelweser was an absolute must!"

Uwe Beckmeyer,
chairman of the Weserbund and the
Wirtschaftsverband Weser



In the government's traffic routes plan, the development of the Mittelweser as a federal waterway is not classified as an urgent priority.

That is regrettable, as is the failure to take account of significant transport volumes on the Mittelweser. The classification of the Weser only took account of tonnage going from Minden to Bremen. Loads from inland journeys to and from the Weser were ignored. Bremen and Lower Saxony were highly critical of this and have asked the Ministry of Transport to take account of this traffic in the future.

How big is the difference in the numbers?

The annual volume is currently somewhere between seven and eight million tonnes. With additional mass goods transportation, another two million tonnes would be possible. With container transportation, up to 125,000 TEU would be possible.

The new masterplan for inland shipping specifies goals such as the optimisation of procedures on the locks. Is that specific enough?

Goals are one thing, but they have to be backed up with real-life projects. What we don't need is lip service. The government has to actually do something. Only then will they demonstrate their commitment to inland shipping. If we want to reduce our CO₂ emissions, we have to use new transport routes and transport more goods by rail and waterways. But we can only encourage the logistics industry to use the waterways more if the waterways are actually reliable. Otherwise the industry will use other routes.

In the medium term, the masterplan also envisages digital locks with a reservations system. What effect will that have?

This is vital. Digitisation is happening throughout Europe and we have to keep up. Only then will we achieve the degree of professionalism expected of this mode of transport. Inland shipping has to move with the times.

What specific goals do you have as chairman of the Weserbund and the Wirtschaftsverband?

We've recently gone through a restructuring process and we now have a new managing director in Thomas Voigt. Overall we intend to strengthen our presence in the region, for example by holding events for presentation purposes.



We've revamped our online presence and we are currently preparing to celebrate our centennial.

How will strategy change?

There are lots of areas in the region that have significant development potential. For example, at low water levels, the Edertal barrier reservoir could be used to create a swell for commercial shipping. New technology should mean that salt freight no longer has to be landed from the Weser. For container ships, triple height would be desirable on certain river sections, but the bridges are too low. Push tugs or larger ships could be the answer. Another area of interest is developing the 'blue band of the Weser' as an area of ecological interest.

What is the situation for heavy loads?

Inland shipping will always be a viable method, but the logistics have to stack up.

Where do you think the Mittelweser will be in ten years' time?

I hope we will have witnessed a significant increase in this environmentally friendly method of transport. Inland shipping could in the future take the pressure off other methods of transport and take a greater modal share than it has now. Politically and within the associations we have to do everything we can to ensure that this vision becomes a reality and that inland shipping eventually becomes CO₂-neutral. (cb)

Transport minister Andreas Scheuer wants to encourage inland shipping. The aim is for it to increase its modal share in Germany from eight percent today to twelve percent by 2030. To reach this target, functioning locks like the one in Minden will be vital.

More information
www.weser.de



666 – a lucky omen?

With a combination of digitisation and infrastructure projects, Bremische Hafeneisenbahn aims to increase its quality and train volume in the long term.

The port railway service running from the waterside transshipment terminal in Bremerhaven to the hinterland is currently being used by about 548 trains per week. When bremenports developed its masterplan in 2010, this figure was 430 trains per week. Record numbers were reached last September with 666 trains per week. In total the past year saw 38,960 train arrivals and departures being processed via the Bremen port railway. Train arrivals were up five percent on 2017. 30,390 trains were processed in Bremerhaven, 8,300 of them allocated to the Bremen platform facilities. bremenports managing director Robert Howe is optimistic about the future. “It goes to show that we haven’t yet reached our capacity limits,” he says.

For Howe, this positive development is attributable to three factors. “Firstly, we’re working on a completely new IT system that from autumn 2020 should optimise planning and scheduling of train and carriage movements. Secondly, last year we introduced an infrastructure data management system (IDMS). With these two systems we’ve made great strides into the digital era.” At the same time, the Bremen ports have seen the launch of numerous infrastructure projects that will benefit the railway. In

Bremerhaven, these include complete electrification and the lengthening of the platforms at the Kaiserhafen port by 750 metres. At the port station of Insener Deich, capacity has been doubled at a stroke with the construction of eight additional forwarding platforms. The Bremen port railway network thus currently covers a platform length of around 200km and over 600 points.

A whole new level

“The new IT system will put the Bremen port railway on a whole new level,” says Howe. Its modular administrative structure will comprise operations, scheduling, accounts and utilisation. There will also be a customer portal.

In order to make it as efficient, consistent and customer-friendly as possible, each module will use a shared data platform. The new system will see the logistics chain overall become more closely integrated. There will be interfaces to the systems run by DG Netz, via which timetables and train announcements (e.g. for delays) can be accessed. There will also be a customer portal that will connect the port railway companies, shunting services and terminal operators to the flow of management informa-

More information:
www.bremenports.de

PHOTOS: BREMENPORTS (2)



tion. Customers will be able to use it to access and track their orders, pre-register and check payment statements.

The terminals will be able to coordinate loading times with the railway, to inspect the status of scheduled trains, and to log loading and unloading data. Providers of shunting services will be able to share data on carriage movements and the use of the terminals. Funded and maintained by the port, the project involves bremenports, the Senate for Commerce, Labour and Ports, DB Netz and dbh Logistics IT.

IDMS and a digital inventory of infrastructure

The project allows the management system, points, platforms and overpasses to be continually monitored, which in turn allows bremenports to see when repairs are required and to make targeted long-term investments. Platform facilities have to be inspected twice a year to ensure they

are in serviceable condition. IDMS has allowed bremenports not just to create a digital inventory of its infrastructure, but to strengthen its connections with the railway's partners. The system allows the sharing of all relevant data on traffic movement and the state of the platform infrastructure to be shared in real time.

Against this background, Howe points out that, when it comes to moving containers and cars via port rail to the hinterland, the Bremen ports are aiming to be among the best in Europe. "We send every second container and 70 percent of cars by rail. And we aim to do even better. The railway is a vital part of our port operations." In this context, doing even better means exceeding the 666 trains per week achieved in September last year. For that reason, this mythical number, which usually has so many negative connotations, is now seen, in Bremen at least, solely as a positive omen. (bre/hb)

FACTS

Bremen ports

In 2018, the **Bremen port railway** posted almost 38,700 arrival and departure trains (not including traction unit journeys)..

Of these, 30,400 trains came **through Bremerhaven**, an average of 584 a week.

In the city of Bremen in 2018, a total of 8,300 train arrivals and departures were recorded, an average of 160 a week.



For bremenports managing director Robert Howe (right) – seen here on an inaugural journey at Insumer Deich in December 2017 – the Bremen port railway has not yet reached full capacity.



“Celebrating the millionth TEU”

Three countries, four ports and one nationwide train network – TFG Transfracht is celebrating its 50th anniversary this year.

TFG Transfracht does not accept defeat easily. In 2018, the specialist for container transport by rail was back in the black and now, in its 50th year, is setting the course for further internationalisation. “We want to mark this anniversary by breaking the 1m TEU mark,” said Bernd Pahnke, Chief Executive of TFG Transfracht, at the end of July. “Although in view of the current market situation, this is not going to be a shoo-in.” According to its own figures, the Deutsche Bahn subsidiary carried a total of 950,000 standard containers (TEUs) in 2018. This was 6.4 percent more than in 2017 and is the best result in the company’s history. TFG Transfracht has been transporting containers for

shipowners and forwarders between the seaports and the hinterland since 1969. Today its AlbatrosExpress train system, launched in 1998, connects Germany, Austria and Switzerland with the German seaports in Hamburg, Bremerhaven and Wilhelmshaven, and (since May this year) with the Slovenian port of Koper. A core element of the area-wide AlbatrosExpress, which currently comprises nineteen routes and connects the aforementioned ports with over 15,000 locations, is a hub at the Maschen site.

More information:
www.transfracht.com

According to company details, the AlbatrosExpress connects the ports in Hamburg, Bremerhaven, Wilhelmshaven and Koper with over 15,000 locations..



“With the help of these networks and the link with truck transport, every consignee and shipper can be reached” says Pahnke.

Customer requirements are no longer comparable

Key to the establishing of the AlbatrosExpress – and thus TFG Transfracht – was the reunification of Germany in 1990, which integrated the Leipzig, Erfurt, Berlin and Riesa routes into the rail network. Also decisive was the integration of Austria (1999) and Switzerland (2006) into the corporate network. In addition, the acquisition of TFG Transfracht by Deutsche Bahn in 2012 created the basis for future success. Looking back on the company’s history, Pahnke believes that “customer requirements today are not comparable to those of 50 years ago. Supply chain management has been highly optimised and often requires punctual delivery or collection. Stock reserves have been reduced and the interlinking of all the elements in the chain has been significantly improved.” In the recent past, this has also included weeding out unprofitable business, entering into new partnerships and concentrating more on SMEs.

New port locations and increased digitisation

In the course of this realignment, the port of Koper was integrated into the network. This enabled TFG Transfracht to shorten the transit times to and from Austria and southern

“The next step is to incorporate Rotterdam”

Bernd Pahnke,
management spokesman



Germany and to meet the increasing demand for a connection to the Adriatic ports. The next step is to integrate Rotterdam, Europe’s largest seaport, into the AlbatrosExpress, ideally before the end of this year. “We are currently looking at other port locations in order to improve the stability of the supply chains and reduce our dependence on heavily used hinterland terminals,” says Pahnke of his strategy. Company trains and public trains are used to enable the company to react flexibly to the needs of the customers.

For Pahnke, digitisation is also a decisive factor. “You have to do this, or you’re lost,” he says. At the transport logistic trade fair in Munich in June, the company presented an optimised version of the Box2rail 2.0 concept. This online booking platform for containers, which was launched for the first time in 2017, allows customers to obtain precise information on prices and capacities for rail, as well as information on tracking and tracing, and all in just a few minutes. This digital tool has now been extended to include a new capacity display for trucks.

Wilhelmshaven is perfectly situated

The ports in Lower Saxony and Bremen will continue to play an important role in TFG’s strategy. “There is general agreement in the industry that Wilhelmshaven, with its optimal access for mega-carriers, has unique criteria,” says Pahnke. “And with the complete electrification of the last sections, it is superbly positioned.” Bremerhaven, with its high modal split in favour of rail, stable handling and networking between the local partners, has been a valued port location for years. “If the way these ports work were replicated everywhere, and if politicians supported the rail network more, rail freight transport would have a great future,” says Pahnke. But above all, he puts his faith in market competition. “Because competition promotes innovation, speed and technology.” (bre)



FACTS

TFG Transfracht

Founded:

14 April 1969 in
Hamburg

Core skills: Market leader in containerised seaport-hinterland transport in Germany

Principal shareholder: DB Cargo AG (100%)

HQ: Mainz

Staff: 200

Transport volumes: approx. 950,000 TEU in 2018

Sales: €241m in 2018



IN BRIEF



BREMEN. With effect from 1 May, **Guido Försterling** has been

appointed to the board of Sloman Neptun Schiffahrts-AG. He succeeds Dirk Lohmann, a long-standing member of the board, who has retired. In his new position at the Bremen shipping company, Försterling, will be responsible for the technical, nautical, QHSE and HR departments. He was previously a member of the board of German Dry Docks in Bremerhaven and previously held an executive position at the classification company DNV GL.



BASEL. With effect from 1 July, civil engineer **Florian Röthlingshöfer** will be responsible

for major projects and port railways at Schweizerische Rheinhäfen (SRH). With his appointment to the board, the former Areas and Port Railway division will be divided into two departments: Major Projects and Port Railways, which will be led by Röthlingshöfer, who has been with the company since 2011, and Areas and Infrastructure, led by board member Sabine Villabruna.



North Sea protector with new board of directors

BRUNSBÜTTEL. At this year's AGM meeting in June, the members of the Schutzgemeinschaft Deutsche Nordseeküste (SDN) elected the mayor of the city of Varel, **Gerd-Christian Wagner** (2nd from right), as their new chairman. Wagner replaces Dieter Harssen, district administrator for the district of North Frisia, who stepped down after eight years

as chairman. **Ulrich Birstein** (right), River Elbe pilot and BSHL President, was elected as the new deputy chairman. In addition to the board elections, a farewell was also on the agenda. After many years as SDN spokesman, Hans von Wecheln stepped down. His successor is the Oldenburg-based marine photographer Peter Andryszak.



Wolfgang Schiemann heads Swop

BREMEN. Swop - Seaworthy Packing, a EUROGATE Group company, has since June been led by **Wolfgang Schiemann**. He has taken over as managing director from Max Schultz, who left the company at the end of May. Schiemann has worked for EUROGATE and its predecessor for almost thirty years in various roles. In addition to his role at Swop, he has been advising the group management of EUROGATE since January 2019. He also continues as the managing director of Eurokombi Terminal.



Grool is now head of ship management

HAMBURG. May saw the appointment of **Rob Grool** as chief executive at Zeaborn Ship Management in Hamburg. He replaces Holger Strack, who has led the company on a temporary basis since Nils Aden's departure at the end of 2018. Grool has almost forty years' experience of the operation and management of seagoing vessels. Most recently, he held a managerial position at the Vroon shipping company. His experience and international networking should help Zeaborn expand its managed fleet..



Blackburn takes over logistics

IDSTEIN. Chairman of the German Logistics Association (BVL) **Robert Blackburn** assumed the role of senior vice president for global supply management at power tool manufacturer Stanley Black & Decker in May. He has previously held senior positions at IBM and BASF, most recently as chief executive of tool firm Hoffmann. Blackburn holds a master's in systems management from the University of Virginia and a degree in computer science.



Change of guard at BBS

BREMEN. After eleven years at the Berufsbildungsstelle Seeschifffahrt (BBS) in Bremen, **Holger Jäde** joined the in Cuxhaven maritime emergency team in July. His successor, **Sabine Zeller**, took over at BBS on 1 June. Zeller holds a diploma in nautical and maritime engineering and a captain's certificate of competency. After several years of professional experience on various ships, she has taken on the role of nautical expert on land for the first time. And as a lecturer at the Elsfleth Maritime Competence Centre, she has always kept up to date with maritime training.

Ulrichs appointed CCO at BBC

LEER. Shipping company BBC Chartering, which specialises in multi-purpose and heavy lift shipping, appointed **Ulrich Ulrichs** as chief commercial officer (CCO) in May. Ulrichs will be responsible for the development of the company's global business. In the medium term, it is planned that, following a transition phase, he will assume the role of chief executive. Ulrichs's previous role was chief executive of the Rickmers-Line shipping company..



Former port senator Kastendiek deceased

BREMEN. **Jörg Kastendiek**, CDU regional chairman and former economic senator of Bremen, has died at the age of 54. The graduate engineer headed the CDU in Germany's smallest state from 2012 and was Senator for Economics, Ports and Culture from 2005 to 2007. "Jörg Kastendiek rendered outstanding service to his country throughout his varied career," said Antje Grotheer (SPD), President of the Bremen Parliament, who went on to praise his continued commitment to Bremen and parliament, even when seriously ill. Prior to his political career, Kastendiek trained as a construction specialist and studied civil engineering at the Bremen University of Applied Sciences.

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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

A number of major trade fairs are currently on the agenda. Husum Wind covers the entire wind energy value chain before EXPO REAL brings property professionals to Munich. At Breakbulk Americas in Houston (following on from Breakbulk Europe in Bremen) the focus will be on heavy lift and project cargo.



Husum Wind, Germany's leading trade fair for wind energy, will this year host over 650 exhibitors from Germany and abroad.

HUSUM Wind
www.husumwind.com **10 – 13.9.2019**
Husum, Germany

EXPO REAL
www.exporeal.com **7 – 9.10.2019**
Munich, Germany

Breakbulk Americas
www.breakbulk.com **8 – 10.10.2019**
Houston, USA

CIIE China International Import Expo
www.ciie.org/zbh/en **5 – 10.11.2019**
Shanghai, China

WindEurope Offshore
https://windeurope.org/offshore2019/ **26 – 28.11.2019**
Copenhagen, Denmark

Customer events

Keen to discuss the latest developments with industry experts? The event series Hafen trifft Festland (Ports Meet Land) and logistics talk, scheduled for Basel, Leipzig and Bielefeld, offer the ideal opportunity. We would also be delighted to welcome you to the 29th Lower Saxony Ports Day in Wilhelmshaven or the Captains' Day in Bremen – not to mention the reception on the eve of the German Logistics Congress in Berlin.



Friday 6 September sees the 55th Captains' Day taking place in Bremen, for which the Senate of the Hanseatic City of Bremen and the Bremen Port and Logistics Authority (BHV) invite guests to the Obere Rathaushalle.

29th Lower Saxony Ports Day
www.seaports.de **23.8.2019**
Wilhelmshaven, Germany

Hafen trifft Festland
www.seaports.de, www.jadeweserport.de **29.8.2019**
Basel, Switzerland

logistics talk
www.bremenports.de/veranstaltungen **29.8.2019**
Leipzig, Germany

Captains' Day
www.bremenports.de/veranstaltungen **4.9.2019**
Bielefeld, Germany

Captains' Day
www.bremenports.de/veranstaltungen **6.9.2019**
Bremen, Germany

DLK evening reception
www.bremenports.de/veranstaltungen **22.10.2019**
Berlin, Germany

Other highlights

The PPI Transport Symposium in Tarragona, Spain focuses on the transport and distribution of forest products. Then on 19 September, the Bremen Port Authority will host the eighth edition of the popular Welt der Logistik job fair in Bremen to inform young people about careers in the logistics sector. In October, the German Logistics Congress in Berlin will be held under the motto "Mutig machen" (acting bravely).

PPI Transport Symposium
https://events.risiinfo.com/transport-symposium/ **16 – 18.9.2019**
Tarragona, Spain

Welt der Logistik
www.bhv-bremen.de **19.9.2019**
Bremen, Germany

German Logistics Congress 2019
www.bvl.de/dlk and www.bhv-bremen.de **23 – 25.10.2019**
Berlin, Germany



Review

transport logistic

While transport logistic was a successful large-scale event, logistics talk and Hafen trifft Festland showed that bigger isn't necessarily better.

MUNICH. With 2,374 exhibitors from 63 countries and around 64,000 visitors, this year's transport logistic (4 to 7 June) once again set new records. Both bremenports and Seaports of Lower Saxony showcased their services at the world's largest trade fair for logistics, transport, IT and supply chain management. At the bremenports joint stand, 26 companies represented the service range provided by the Bremen ports, while at their 270 square metre stand Seaports of Lower Saxony gave the nine Lower Saxony ports, as well as the port infrastructure company NPorts, JadeWeserPort-Marketing and the logistics

portal Niedersachsen the best opportunity to showcase their location advantages. Both port marketing companies also put together an impressive supporting programme for transport logistic. Around 300 guests attended the traditional Bremen reception at the Palais Lenbach in Munich on 6 June, where they were welcomed by Martin Günthner, Bremen's Senator for Economics, Labour and Ports. At the Lower Saxony evening the day before, around 180 guests were welcomed by State Secretary Dr. Berend Lindner from the Lower Saxony Ministry of Economics, Labour, Transport and Digitisation.

The many faces of transport logistic: at the Lower Saxony evening (left), at the Bremen reception, and at the dialogue with experts from politics and business (right).



logistics talk

NEUSS. On 27 June, logistics talk put in a guest appearance at the water gauge in Neuss harbour. The welcome address by Robert Howe, managing director of bremenports, was followed by an entertaining panel discussion moderated by Axel Pusitzky (Radio Bremen) on the services offered by Bremen's ports and by networking at the closing get-together. The event was preceded by a talk given by Moritz Bolte from the German Academy of Foreign Trade and Transport entitled The Importance of German Freeports in Foreign Trade Activities.

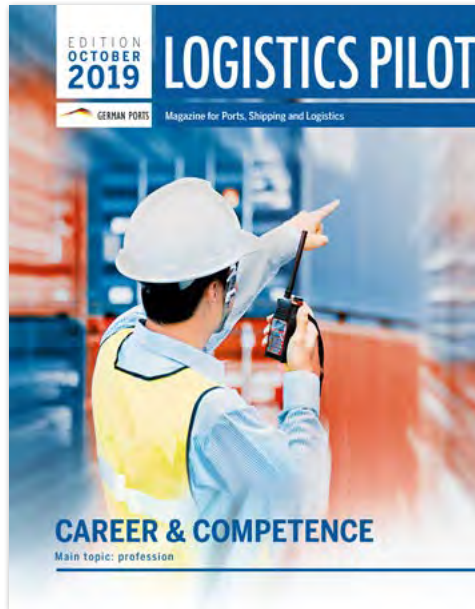
Hafen trifft Festland (Port Meets Land)

BREMEN. With its intermodal terminal in Bremen, Roland Umschlag, which this year celebrates its 50th anniversary, is one of the most successful transshipment stations for combined cargo transport in Germany. For this reason, Hafen trifft Festland, which took place on 18 July, was held at the company's own premises in Bremen. After the introductory presentation by Christoph Holtkemper, managing partner at Roland Umschlag, around 150 guests attended other short presentations and discussions with experts from Seaports of Lower Saxony, JadeWeserPort-Marketing, EUROGATE and TFG Transfracht.

EDITION OCTOBER 2019

Main topic Career & competence

Although logistics is an international industry and is capitalising on the digital revolution, young professionals tend to see it as somewhat old-fashioned. Is this due to young people's perceptions, or the image of the industry itself?



Point of view

Dr. Michael Koch, head of project management at the Institute for Economic Education in Oldenburg, on the topic of careers.

Both the shipping and logistics sectors often complain about a lack of qualified junior staff. This is due largely to the fact that young people often associate logistics with outdated images such as working in a warehouse or on a truck. They rarely recognise the complexity of the value-added processes associated with the logistics sector or the exciting job opportunities available.

It is a fundamental task of commercial education in schools to reveal connections and processes and to prepare pupils for their future careers. To this end, in 2006 the Institute for Economic Education in Oldenburg, together with representatives of the port industry and logistics in the northwest, launched the educational project Maritime Economy & Logistics. Today companies and institutions from all five northern German federal states are involved. With the help of the educational materials developed, economic fundamentals are taught in business lessons using examples from industry. Societal challenges such as the expansion of infrastructure are analysed and insights are gained into a wide range of activity. This is how we hope to generate more interest in joining these key industries, which supply us with goods from all over the world every day.

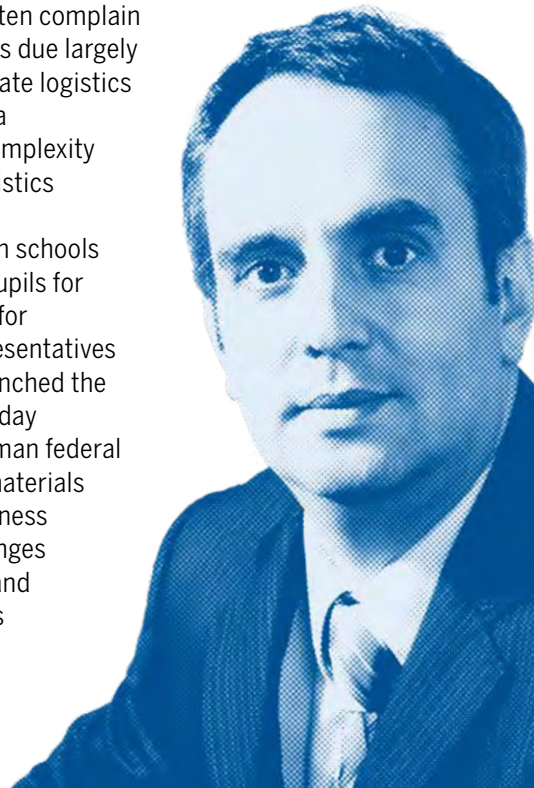


PHOTO: INSTITUT FÜR ÖKONOMISCHE BILDUNG IN OLDENBURG

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What are the distinguishing features of Bremen/Bremerhaven as a port and logistics location and of the local trade and industry? The answers will be provided by companies from Bremen's maritime transport business at the LOGISTICS TALKS. With panel discussions, interesting presentations and an informal get-together, these events provide a first-rate platform for you to network. bremenports will again be organising various LOGISTICS TALKS in Germany and abroad during the second half of 2019.

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