EDITION
DECEMBER
2019

LOGISTICS PILOT

GERMAN PORTS

Magazine for Ports, Shipping and Logistics

MEGATRENDS & HUMANS

Main topic: digitisation

Season's greetings
and all good wishes for 2020

The end of 2019 also marks the end of the second decade of this century. 20 years in which many things have changed – and, in the case of Bremen's ports, changed for the better. We want the ports to remain the powerhouse of Bremen's economy in the years to come and look forward to working towards that successful future together with you.

The team at bremenports wishes you a peaceful and relaxing festive season and a good start to a happy and healthy New Year.

We look forward to successful cooperation with you in the coming year.

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Catching up in digitalisation

Dr. Patric Drewes, president of the Bremen Port Authority (BHV) and managing partner at the Drewes Group

Dear Readers,

With an annual turnover of over €267bn, logistics is the largest sector in Germany after the car industry and commerce. This means that Germany controls more than 25% of the the continuously expanding European logistics market, whose turnover in 2017 amounted to €1,050bn. Nevertheless, when it comes to digitalisation, we are lagging behind. This is in contrast to the the insurance and banking industries.
For a long time these industries were regarded as resistant to digitalisation, not least because they were seen as markets where personal contact with the customer was key. Yet they are now our digitalisation role models.

In Germany we are currently living in two worlds. While many companies are already riding the second digitalisation wave, the logistics sector is still trying to navigate the first. The main focus here is on the modernisation of existing systems, the optimisation of operational processes via system-supported solutions and the improvement of EDI connections for the fast and secure exchange of information, data and documents.

On the one hand, the difficulty of digitalisation lies in process design that is not sequential but simultaneous. On the other hand, there is the challenge of change management. The right HR and communication strategies are essential in order to ensure optimal guidance through the process without disrupting existing operations. So we have plenty of work to do.

Best wishes,
Patric Drewes

susanNE – simulating realistically

susanNE, which stands for SUSAN New Edition, is a state-of-the-art ship handling simulator operated by Nautitec together with the Department of Shipping & Maritime Sciences at Leer. It allows not only navigation as here in the harbour of Bremerhaven, but in sea areas around the world and on all standard ship types. The five bridges can work simultaneously in one network and thus in one exercise. susanNE can be used by students as well as shipping companies and research projects wherever there is a requirement for the realistic simulation of every conceivable passage.

FOTO: NAUTITEC

IN BRIEF

OLDENBURG. From January 1 2020 NPorts is increasing port and quay fees by 1.9%. The new tariffs apply to the following port locations: Brake, Cuxhaven, Emden, Stade, Wilhelmshaven, Baltrum, Bensersiel, Langeoog, Norddeich, Norderney, Wangerooge, Hooksiel, Fedderwardersiel and Grossensiel. NPorts explained that the rise is due to increased staffing and material costs. The new tariffs are available at www.nports.de in the download area for the ports concerned.

BREMEN. For many years bremenports has been using the HafenGIS web-based geoinformation system for the handling of its spatial data, whether for the presentation and evaluation of water depths and property or for the research of documents and other geodata. Now the manufacturer of the system, Münster-based Hansa Luftbild, has added extensive functions. These include an extension of the elevation profile tool, which can now also be used to generate interactive terrain sections based on LIDAR data. The basis for the elevation data is the laser flight of the Lower Saxony Regional Office for Geoinformation and Land Measurement (LGLN).

PHOTOS: ECKHARD ARNDT, EUROGATE VIELMO, NPORTS/AXEL BIEWER, HELLMANN WORLDWIDE LOGISTICS, NPORTS, AGRAVIS, CUXPORT, RHENUS OFFSHORE LOGISTICS

bremenports rewards clean shipping

BREMEN. One of the highlights of the fourth Bremen sustainability conference was the presentation of the Greenports Award by bremenports managing director Robert Howe. This year the award for the most environmentally friendly fleet went to the Danish shipping company Terntank. "Terntank is one step ahead of the legislation and has enjoyed considerable success in improving the environmental performance of its fleet," says Howe. "This makes Terntank a role model for clean shipping." In addition, the Norwegian shipping company UECC received an award for the most environmentally friendly ship, Auto Energy, which uses LNG dual fuel propulsion. With an average Environmental Ship Index (ESI) value of 60.8 points, the car transporter took first prize. At the awards ceremony, Howe emphasised that there was a fundamentally positive trend in shipping. "In the past six months alone, the proportion of ships that have reported an ESI has risen by almost seven percent. This means that there are now 7,731 ships worldwide that have reported emissions lower than IMO limits."

EUROGATE plans terminal for Egypt

BREMEN/DAMIETTE. Contship Italia and the EUROGATE Group are planning to enter the Egyptian container handling market and to establish the requisite hinterland links. According to the German Transport Gazette (DVZ), both companies signed a letter of intent with the Damiette Port Authority (DPA) in September. According to the agreement, around €750m are to be invested in the initial expansion phase. The next step will involve a feasibility study and business model. The terminal is scheduled to go into operation at the end of 2022.

Exam passed for environment certificate

OLDENBURG. At the end of August, Dr. Bernd Althusmann, Minister for Economic Affairs and chairman of the supervisory board at NPorts (right), and NPorts managing director Holger Banik were proud recipients of the PERS certificate for the EcoPorts environmental initiative. This initiative has developed a special standard for ports, the Port Environmental Review System, which examines the ecological and social impacts of port activities. "This certificate confirms that we are on a sustainable course. We are very proud of the work we have done for the coastal region," says Banik.

Recognition as digital location in Lower Saxony

OSNABRÜCK. In October, Stefan Muhle, State Secretary at the Lower Saxony Ministry of Economics, Labour and Digitalisation, awarded Hellmann Worldwide Logistics the title of Digital Location in Lower Saxony. The initiative identifies companies that have rendered outstanding services through their commitment to digitalisation. The Osnabrück-based logistics service provider received the award for its Smart Visibility product, a tracking system that enables users to determine the exact location, condition and safety of goods in real time anywhere in the world.

Animal feed transportation continues

BRAKE/OLDENBURG. Around ten to twelve times a month the Oldenburg barge travels between Brake and Oldenburg and thus between the Weser and the Hunte. It regularly makes full use of its carrying capacity of 1,085 tonnes to transport feed from J. Müller to compound feed producer Agravis. This includes maize, oats, barley, rapeseed and soya pellets. In October, a similar tour was on the agenda, which the ship's captain Arienne Kranenburg, her husband Ferdinand Frerichs and sailor Philipp Goergens handled with their usual aplomb.

Asian expansion in anniversary year

BREMEN. At the end of September, Rhenus Offshore Logistics celebrated its fifth anniversary in the presence of 120 guests on board the Cap San Diego, the world's largest seaworthy museum cargo ship. The specialist for the supply and disposal of offshore platforms, founded in Bremen in the summer of 2014, has also expanded and this year established a foothold in Asia-Pacific. The company is also present in Cuxhaven, Emden, Sassnitz, Hamburg and Rotterdam and in Lowestoft and Great Yarmouth in the UK.

Knowledge transfer for sediment management

OLDENBURG. At the end of October, the port companies NPorts and Groningen Seaports held a workshop in Eemshaven dedicated to the efficient management of sediments and the handling of dredged material in ports. German, Dutch and Belgian experts from the ports sector, industry, research and environmental protection networked on current projects and new research findings. NPorts organised the meeting as part of the European DUAL Ports project.

Cuxport – two million cars for BMW

CUXHAVEN. At the end of August, port services provider Cuxport loaded the two millionth car for the BMW Group at RoRo berth 2. The vehicle, which had arrived by rail, was driven onto the Jutlandia Seaways, which is operated by the DFDS shipping company. Among the numerous guests were Cuxhaven's Lord Mayor Dr. Ulrich Getsch and Enak Ferlemann, Parliamentary State Secretary at the Ministry for Transport and Digital Infrastructure (BMVI). Representatives of industry, the shipping companies UECC and DFDS and the rail service providers DB Cargo Logistics and Hödlmayr International also accompanied the transshipment.

IN BRIEF

BREMEN. Thanks to DB Netz's 'railway tools' application, Bremische Hafeneisenbahn has since October been able to offer a new service . At bremenports.de/hafeneisenbahn/railway-tools/ transport logistics professionals and forwarders can plan combined road and rail transport more easily. For this purpose, the interactive map offers an overview of pre-carriage, main carriage and onward carriage in Europe. All rail-bound public container terminals on the continent can be accessed with their corresponding direct and transfer connections and their operators. Also displayed are the transport logistics and forwarding companies at home and abroad that provide first- and last-mile road transport options.

WILHELMSHAVEN/ BREMEN. Roland Umschlag has recently begun providing a new rail connection between Wilhelmshaven and Frankfurt am Main. Once a week a freight train travels on this route via the Roland Umschlag site at the Bremen Freight Traffic Centre (GVZ) and on into the hinterland. There are departures for import loads on Tuesdays and Wednesdays from Wilhelmshaven and on Thursdays from Frankfurt.

Informative visit to overseas port

BREMERHAVEN. Next spring the construction of the new west quay in Kaiserhafen 3 will be completed. Robert Howe, managing director of bremenports, informed the Bremen-based Senator for Science and Ports, Dr. Claudia Schilling, of this development at a site visit to the overseas port. "Now that the construction difficulties have been overcome, it is time for the final stage," said Howe. Schilling expressed her belief that the new quay would open up new opportunities for the port, and in particular for the Bremerhaven shipyards.

Opening up new markets

BREMEN. Hansa Meyer Global has forecast a sales increase this year of 15% to €165m. According to the two managing directors Marc-Oliver Hauswald and Henrique Wohltmann, international expansion and the development of new business areas have contributed to this success. Together with its partner PT Sarana Penida, the Bremen-based project and heavy lift specialist has founded a joint venture under the name Hansa Meyer Global Indonesia. Offices have also been opened in the Netherlands and Turkey.

Large ships are welcome guests

WILHELMSHAVEN. "The acceptance of Germany's only deep-water port is growing among shipping companies," Timo Schön, managing director of the Seaports of Lower Saxony, has said in view of the developments at JadeWeserPort. All the more astonishing for him is the demand of Hamburg's Senator for Economic Affairs, Michael Westhagemann, to increase the size of container ships, as larger ships mean higher investment in the infrastructure of the ports. "At the Wilhelmshaven container terminal, this type of ship is welcome, because JadeWeserPort was designed and equipped for this purpose," says Schön. "If ship sizes are ever regulated, this will hopefully be done by the market."

PHOTOS: BREMENPORTS (3), JADEWESERPORT MARKETING, HANSA MEYER GLOBAL, LOGISTICS PLUS, TRANSPORT OVERSEAS SHIPPING, EUROGATE, BLG LOGISTICS

Logistics Plus Bremen gets off to flying start

BREMEN. At the start of 2019, Logistics Plus expanded its presence in Europe to include Bremen. In addition, the logistics company, which is active around the globe with over 65 offices and more than 450 employees, has won big-name clients such as Andritz, Siemens and Wärtsilä in the field of industrial project logistics. In addition to the traditional elements project logistics, Logistics Plus has a first class digital-first strategy that involves digitalising all its processes along the value chain.

bremenports offensive in hinterland

BREMEN. The ports of Bremen are intensifying their lobbying work in the west and south of Germany. In November, bremenports appointed two agents to represent Bremen's interests in these important destinations in the future. They are Christoph Kernen (right) in the southwest and Hartwig Weidt in the west. "It is precisely in these regions that competition between ports is particularly strong. Our goal is to make the strengths of our ports more visible in these industrial centres," says bremenports' managing director Robert Howe.

New branches enhance portfolio

BREMEN. On 1 December Transport Overseas Shipping established two new branches in Dubai and Antwerp. "The opening of the offices in these regions is the next step in our growth strategy and expands our portfolio with a focus on the Middle East", says managing partner Tim Oltmann (r.), who together with managing director Christian Weber is responsible for corporate management. The Bremen-based company acts as a ship broker in the RoRo and project market.

20in20 – an anniversary offer from EUROGATE

WILHELMSHAVEN. On the occasion of its 20th anniversary, EUROGATE is offering shipowners at the Wilhelmshaven container terminal the following services, and since 1 November shippers have had the option of storing standard containers free of charge for 20 calendar days. Under the title 20in20, the campaign runs until 31 December 2020 and is limited to ISO standard containers. It applies to local import and export cargo, but not to non-ISO containers, reefer containers, hazardous goods, empty containers, transshipment or breakbulk cargo, and is not valid for other EUROGATE terminals.

Great enthusiasm for famous high-fliers

BREMEN. BLG LOGISTICS has recently stored two historic Lufthansa aircraft in the Neustadt harbour. The first, a Junkers Ju 52, reached the port in September, transported on three low-loaders, followed by a Lockheed Super Star in October onboard the Industrial Dart. The valuable cargo was unloaded by heavy lift specialists BLG LOGISTICS. "The cargo is not particularly heavy or large, but it's still a Lockheed Super Star," says Sven Riekers, managing director BLG Cargo Logistics. "It's a wonderful sight to behold."

To be or not to be ... digital?

In the maritime industry, digitalisation has long been a decisive factor in giving companies a competitive edge. The transformation involved is expected to increase efficiency in development and manufacturing as well as in shipping operations and port logistics.

An essential aspect is the improved collection and consolidation of all relevant data, be it for navigation, ship operation and cargo or for the smooth and safe onward transport of goods into the hinterland. But the potential of AI, digital energy management in ports and optimised information and communication technologies are also high on the digital agenda, as the following examples show. Some of these projects are supported by the Federal Ministry of Transport and Digital Infrastructure (BMVI) as part of the Promotion Programme for Innovative Port Technologies (IHATEC). At the first IHATEC status conference in September, the Secretary of State the BMVI, Dr. Michael Güntner, announced that the programme would be continued until 2025 and that a further €11m in funding would be made available for innovation projects – in addition to the approximately €64m available for the period 2016 to 2021. "Digitalisation is the decisive driver for innovations in processes and systems in the maritime transport chain. It will significantly change the interaction of partners in maritime logistics, the systems and equipment used in port handling and transport, and roles and working methods over the next few years," says Professor Carlos Jahn, head of the Fraunhofer Centre for Maritime Logistics and Services (CML). The spectrum of technologies used ranges from the Internet of Things to mobile and cloud computing to autonomous systems. But he expects the greatest changes and improvements in

PHOTOS: ADOBE STOCK/METAMORWORKS

„The immense potentials of digitalisation will initially be used in a rudimentary way.“

Prof. Carlos Jahn, manager of the Fraunhof Centre for Maritime Logistics and Services (CML)

maritime transport chains in terms of connectivity and the use of AI. As a prime example in the field of connectivity, Jahn cites the IHATEC project Mission – Manage Information Seamlessly in Ports and Hinterlands, which the CML is conducting in cooperation with the Lübeck Ports Society, Lufthansa Industry Solutions and the University of Lübeck. In the future it should lead to improved networking across company boundaries and has already got off to a promising start. The technological basis for the project is provided by neutral and open information management applications, through which those concerned are networked cyber-securely and in a non-discriminatory way based on an agreed set of rules. Data sovereignty and data retention remain the responsibility of the individuals involved, who can define to whom they make which data available and in what form. "The individuals themselves can operate services and applications, which not only increases the degree of networking but also creates opportunities for new business models," says Jahn.

AI's role in optimisation

On the subject of artificial intelligence, he also has two promising projects up his sleeve in which the digital technologies used are helpful for the target-oriented evaluation of large amounts of data. These would then provide a better insight into logistical, economic and technical interrelationships and thus help to optimise work processes in ports and shipping. Within the framework of Vestvind, for example, a prediction model for ship arrivals in German seaports was developed together with Trenz AG, a Bremen-based provider of maritime IT services. This means that the estimated arrival times of the sea giants can be reliably predicted up to 72 hours before arrival. The project has now been completed. Further projects are to be initiated on the basis of the experience gained, in

Fast deployment thanks to Rapid Reach

The name says it all. The web-based emergency alerting system known as Rapid Reach, which has been in use since mid-2017 in all Lower Saxony maritime regions, ensures that all relevant persons are reached and informed within the shortest possible time in the event of an emergency. This could be a storm surge, a major accident or a terrorist threat. "In the past, we had to call the people concerned on the phone," explains Jens Rolandt of JadeWeserPort IT. "Today just a few mouse clicks are enough to start an automated notification. This not only saves time and relieves the strain on employees, but can even save lives."

Notifications can be sent from a smartphone or PC via a variety of channels, such as phone call via landline or mobile network, email, SMS, fax or pager. The information is selected from a catalogue of scenarios and sent to the relevant persons using stored data. At the same time, the person sending the alert can monitor its progress and receive feedback within a very short time on who has been reached, what the available options are (and when) and who issues a general alarm.

In addition the processes are logged and can be consulted later (e.g. for insurance purposes). "We opted for a web-based emergency reporting system because it doesn't require redundant infrastructure. In addition, the service provider has server and communication locations that can be reached worldwide and accessed from anywhere with an Internet-enabled device," says Rolandt. Cuxhaven was in fact the pioneer for this project and the company has been relying on Rapid Reach since 2000 – albeit only for flood alarms.

In the meantime, the system has already proven its reliability many times over. For its use of Rapid Reach, JadeWeserPort came second in the Safety and Security category of the Sustainability Awards sponsored by the International Association of Ports and Harbours (IAPH).

which the information on ship movements generated by AI (e.g. AIS and weather data) is to be evaluated in such a way that it can also provide information on ship emissions.

The procedure is similar in CML's Truck Waiting Time Forecast project. Here AI is used to combine truck waiting times at logistics hubs and ship arrival times in the port. The data collected this way can then be given to the companies to improve their truck scheduling. In other words, thanks to this tool they are now in a better and faster position to react to disruptions in truck handling, in traffic flow (e.g. in the event of a traffic accident or a defective traffic light system) and to delays in the arrival of ships. This technology has already been successfully implemented for an empty container depot in Hamburg.

"We are on the right track, but we still have a long way to go. With the various approaches and the projects that have been initiated, the immense potential of digitalisation is only being used to a limited extent," says Jahn, summarising the current situation.

Brake identifies energy users

A completely different area of application for digitalisation is currently being promoted in Brake, where the parties concerned – the port company NPorts, the transhipment company J. Müller, the IT Institute Offis and the CML – have heralded the first project stage of dashPORT. Behind this name lies a digital control room that can be used to control and analyse energy flows in the port. "Where a lot of energy flows, there could also be the potential to save it and use it more efficiently," says Holger Banik, managing director of NPorts. In the first phase of the IHATEC project, which is scheduled to run for three years, the energy flows of cranes and other handling equipment, silos, buildings, locks, rail infrastructure and lighting are being digitally recorded, evaluated and categorised using intelligent electricity meters. On the basis of the results, the next phase will investigate how and with which controls energy consumption, energy costs and peak loads can be reduced and coordinated.

Some pioneering work is being done in the universal port of Brake. This is because there is a large number of different goods there that are linked to different processes. The handling, storage and distribution of bulk goods such as grain are subject to different processes than those for steel and wind turbines. For this reason, the process descriptions to be created form an important basis for examining and evaluating these processes and deriving energy-related measures from them. Accordingly, Banik stresses that "for us, digitalisation is not an end in itself. We use it to pursue clear goals and solve problems. Projects like dashPORT are important for us because we can combine several issues, conserving resources and at the same time offering modern solutions that we can then apply immediately in our other port locations."

How can the energy flows in Brake be digitally controlled and analyzed? NPorts discussed this question with experts at the launch event of the dashPORT project in May.

Oslebshauer lock to become more 'intelligent'

Another current example of digitalisation is the Oslebhaus lock, which is set to become more "intelligent". In partnership with the Bremen Institute for Production and Logistics ■■■

"For us, digitalisation is not an end in itself."

Holger Banik, managing director, NPorts

PHOTOS: CML, NPORTS/CHRISTIAN O. BRUNCH, ANDREAS BURMANN/NPORTS; GRAFIK: HEIKE MAY (2)

The IHATEC project at the Oslebshausen lock is due to be completed by September 2021.

(BIBA), Aimpulse, SCHULZ Systemtechnik and the Bremen Port Authority (HBH), bremenports intends to equip the building, which has ensured reliable access to Bremen's industrial port for 110 years, with modern information and communication technology. The BMVI-funded IHATEC research and development project entitled 'Tide2Use – Intelligent Pump Station and Lock Control in the Port' aims to use AI to get high tidal water levels to reduce the pumping process as far as possible and thus reduce operating costs and increase energy efficiency. For this project, two independent AI algorithms have been developed. In order to avoid sluices and reduce water losses, the predictive control of the pumping processes, the natural drainage of the harbour basin by means of open gates and the evaluation of the ships to be sluiced are combined. The algorithms of the assistance system should support the nautical staff on site in process control and support the efficient, reliable and predictive use of energy. "The IHATEC programme offers the opportunity to contribute to the digitalisation of the port infrastructure at the Oslebshausen lock. It goes without saying that bremenports, as the port operator, will continue to offer shipping an efficient range of services in the future," says Robert Howe, managing director of bremenports. The research project is due to be completed by September 2021.

"What we now have to do is unify the interfaces."

Jan Schmahl, managing director OOCL East and North Europe

"We're standing in a rugged landscape."

But how much progress has the maritime industry made in terms of digitalisation? For Jan Schmahl, managing director OOCL East and North Europe, this depends largely on your point of view. "With electronic data exchange via EDI, we are at a good level judging by current standards. But in principle we are faced with a very rugged landscape when it comes to taking tomorrow's requirements into account and involving all stakeholders in data transmission in a standardized way," explains Schmahl. To accelerate this process, the Hong Kong-based shipping company launched the Global Shipping Business Network (GSBN) last November. This partnership initiative was further substantiated in July this year with the conclusion of a GSBN Services Agreement with the leading IT service provider CargoSmart by the companies CMA CGM, COSCO Shipping Lines and COSCO Shipping Ports, Hapag-Lloyd, Hutchison Ports, OOCL, Port of Qingdao, PSA International and Shanghai International Port. Together they are aiming to create a digital basis to connect all stakeholders including freight forwarders, terminal operators, customs authorities, shippers and logistics service providers to "enable innovation and digital change in the supply

PHOTOS: BREMENPORTS, OOCL, EUROGATE, DFDS; GRAFIK: HEIKE MAY (2)

chain". The members of the consortium intend to establish a platform and standards based on blockchain technology that facilitate the seamless exchange of documents and data throughout all phases of the transport lifecycle. "Currently each port, terminal and carrier has an individually designed interface to process the data relevant to them. The task now is to standardize these interfaces in order to move towards digitalisation not on different B-roads, but on a major data highway," says Schmahl.

> "It's important to look at the entire supply chain and not just develop partial solutions."
>
> Gert Jakobsen, vice presiden, DFDS Group

Getting ready for autonomous vehicles

DFDS has also set itself the task of networking the various participants in the supply chain even more effectively via automated and standardised data transmission. Against this background, the Danish shipping company has defined digitalisation as one of the four pillars of its in-house Win 23 strategy. With this strategy, the company aims to position itself for future challenges by 2023. Although Gert Jakobsen, vice president of the DFDS Group, already sees his company as well prepared: "Online bookings with automatic pricing are already a reality for us, as is an automatic booking platform for trucks across the Channel and a digital solution that allows customers to ensure that their freight units are among the first to be loaded." DFDS is also part of a current digitalisation project with Volvo in Gothenburg. In the course of this project, DFDS will work towards preparing the terminal there in such a way that it can communicate with autonomous vehicles as soon as possible. "Driverless trucks are coming and there'll be here before autonomous ships," says Jakobsen. That is why one of the main challenges facing ports and terminals is to prepare for this development. "It is important for all digitalisation processes that those responsible look at the entire supply chain and don't just develop partial solutions," says Jakobsen. (bre/hb)

JadeWeserPort is an established force in the worldwide network of shipping company OOCL, and with its modern port superstructure is ideal for the handling of large container ships.

Test balloons for digital progress

In the digilab in Bremen, the BLG LOGISTICS GROUP tests new logistic solutions within the framework of 100-day projects. LOGISTICS PILOT takes a look behind the scenes.

"For us, innovation is not a spectator sport."

Christoph Homeier, digilab head

The term 'digilab' is full of potential. While some think of a sterile laboratory with scientists in white coats, others associate it with rooms full of mainframes and robots. Neither is the case in the digilab at the BLG LOGISTICS GROUP in Neustadt harbour. Instead, normal-looking people interact with different areas of expertise in a room measuring around 250 square meters, which is also equipped with a corner sofa in front of beach motif wallpaper. On the opposite side, the area is bordered by a graffiti wall featuring numerous technical terms of the digital working world. In between there are various whiteboards, pinboards with colourful notes, a large flat-screen TV and movable seats. Everything is reminiscent of a co-working space or start-up. "We deliberately chose this facility, which doesn't look like a classic conference room, because we wanted to bring a new culture to the company," explains digilab head Christoph Homeier. The feel-good factor and the flexibility to develop new ideas come first. Jakub Piotrowski, director of sustainability and digitalisation at BLG LOGISTICS

adds: "Our interdisciplinary innovation teams bring together external cooperation partners such as start-ups and young companies with in-house interns, students, junior managers and project managers. In addition, depending on the issue at hand, a wide variety of experts, from forklift drivers to members of management, are involved." As a rule, the teams consist of 12 to 15 members, four of whom form the core team. Further participants are added in a continuous rotation and contribute their expertise over a period of four to six months. "The most important prerequisite for being able to participate in our 100-day projects is that you really want to make a difference," says Homeier.

"Over the next few months we're planning to do more work on AI and IoT."

Jakub Piotrowski, sustainability and digitalisation manager, BLG LOGISTICS

Failure as a legitimate option

Within the framework of these 100-day projects, those involved look for logistical solutions to improve processes as well as develop new business models with the help of digital technologies. The range of topics is almost unlimited, ranging from autonomous vehicles and remote-controlled drones to data glasses with augmented and virtual reality, to sensors for freight quality tracking (FQT) and big data analysis tools. "We are basically open to everything and see ourselves as a test balloon and think-tank for digitalisation projects," says Homeier. "This means that we also have room for failure in order to make progress." Some blockchain projects were initiated a while ago, but it was found that the time was not yet ripe for this kind of technology in the company. "This doesn't mean that we've abandoned it," says Piotrowski. "I think that the experience we have gained will be useful at a later stage."

Drones, sensors and smart glasses

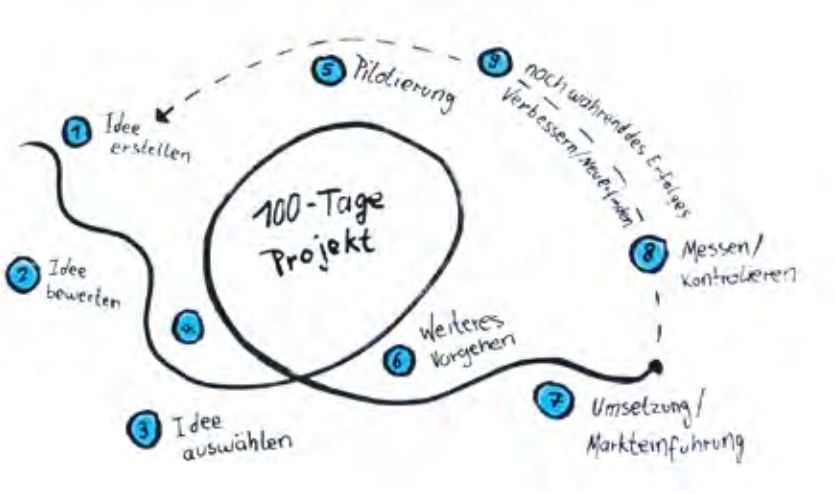
From the various 100-day projects, BLG has developed numerous innovations that are currently in use. Shortly after the founding of the digilab at the beginning of 2017, new drones were launched that now provide digital support for inventory and shelf checks in several of the group's logistics centres. Where previously the forklift had to move crates apart and place pallets on the floor so that an employee could inspect the corresponding cartons with a lift truck, airborne cameras now race through the air and capture the relevant data. BLG is also at the forefront of FQT developments. This sensor-based service enables BLG to offer its customers continuous and efficient monitoring of the entire supply chain. The data required is transmitted from or to the container. The data could relate to where the container is at any given time, the climatic conditions prevailing (temperature, humidity, vibration etc.), where the container door was last opened, or the condition the goods are in. "In the meantime," says Piotrowski, "we have made it possible to integrate more than 40 different tracking and quality monitoring systems on our cloud-based platform, so that the customer can access them with just a few clicks, regardless of which variant he chooses. We manage the rest."

The use of augmented and virtual reality has also been tested by BLG as part of a 100-day project. Step-by-step instructions for the packaging of products for the automotive industry have been mapped onto smart glasses. This enables new staff to be introduced to packing processes more quickly and then know exactly how to pack rear-view mirrors, door handles or steering wheels for worldwide travel. Another advantage is that they have their hands free during their ■■■

With FQT, the entire supply chain can be monitored continuously via a single sensor.

When it comes to developing new ideas, a pleasant atmosphere is half the battle. The drawings for this article come from a wall in the digilab.

GRAPHICS AND ILLUSTRATIONS: BLG



work because they don't have to resort to printed handouts all the time.

Lift-off for the innovation rocket

But how do they get from the original idea to actual implementation? To illustrate this, BLG has developed what it calls the Innovation Rocket (see diagram), which is divided into three parts: understanding, testing and implementation. Understanding is the idea-finding phase, in which it is important to understand the problem. This is usually done by means of the design thinking process, a popular method for adopting a systematic approach to complex problems. "As banal as it may sound, understanding is the basis for ultimately finding the best possible solution," says Homeier. He cites an example from the non-digital world. "If my grandmother says that she needs help with the shopping, she may need someone to carry the bags. But it could also be that she wants company and it's not about shopping at all. In that case, it would be nonsensical if my solution were to have her shopping delivered to her door."

When the digilab team is finally convinced that they have found a good digital solution to a problem, it is tested as a 100-day project. This is the second phase. This is usually characterised by the construction of a prototype, which is then put through its paces. "We then decide whether or not to continue with the project and make a recommendation to the specialist department," says Piotrowski.

At this point, the 100-day project is finished, and if the department and management give the green light, the third phase – implementation – then follows. In six to twelve months of continuous operation, the potential of the idea becomes apparent and it can be seen whether a short-haul flight can be turned into a long-haul one.

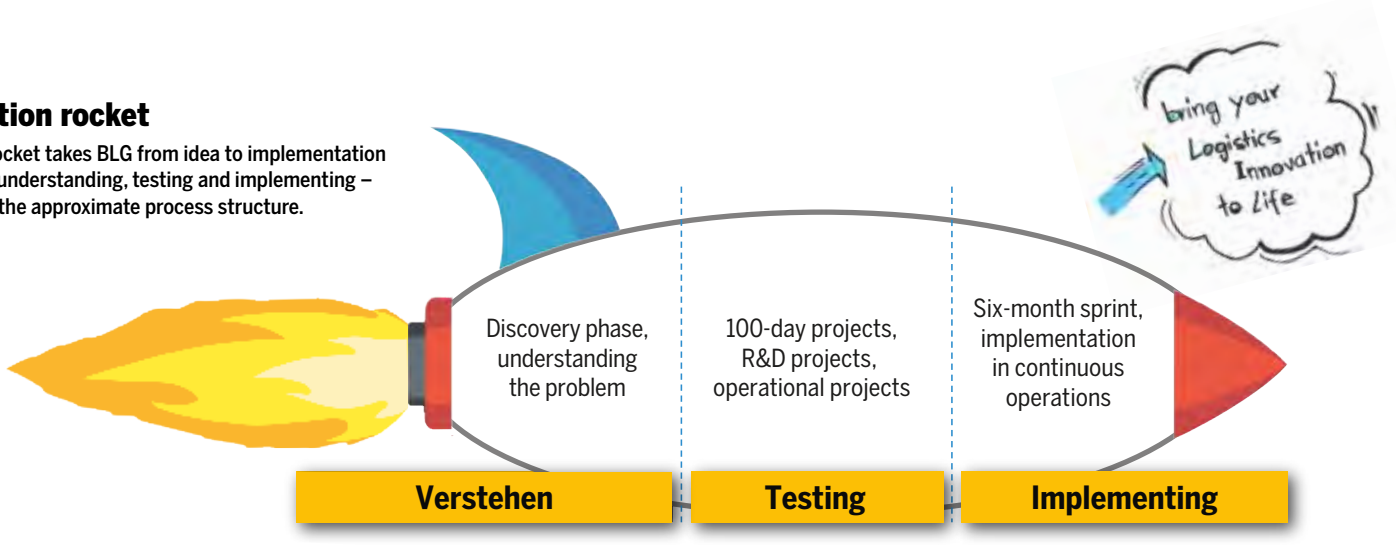
After almost three years of lateral thinking, Homeier today draws a thoroughly positive, albeit provisional, conclusion. "Acceptance of the digilab in the company is very high. This is due to the fact that we involve the specialist departments in the projects right from the start and that they can also decide which projects should be continued and which should not". With the tailwind from projects realised so far, the digilab now wants to launch further test balloons for digital development. "Over the next few months, we plan to go further with AI and IoT. We are working on a programme to spread knowledge and skills in the areas of innovation and digitalisation even further in BLG," says Piotrowski, giving an insight into the future strategies of the Bremen-based company. And as his colleague adds with a smile, "Precisely. Because for us, innovation is not a spectator sport." (bre)

More information:
www.blg-logistics.com/de/unternehmen/digitalisierung

GRAPHICS AND ILLUSTRATIONS: BLG

The innovation rocket

The Innovation Rocket takes BLG from idea to implementation in three stages – understanding, testing and implementing – and thus reflects the approximate process structure.



A spider in its web

In an interview with LOGISTICS PILOT, dbh director Marco Molitor and head of port solutions Holger Hübner talk about the beginnings of the IT services company and the development of the company into a full-service provider.

The first dbh port information system was developed back in the 1970s. What was the reason for this?

MARCO MOLITOR: On the IT side, there was virtually nothing at all in the ports in 1973. Fax and a network of messengers were used to collect and deliver documents. Then 110 Bremen logistics companies wondered how this could be improved. This led to the idea of centralising data and creating a platform. By the end of the 1970s, Compass was the first port information system in the world.

How did it work exactly?

MOLITOR: We describe it as a spider in the web: a central system with a mainframe computer for processing, into which all your data is entered from the forwarder, shipbroker and transshipment company. You couldn't buy a mainframe like that, you had to rent it for DM280,000 a month. In logistics, however, it is crucial that not all the data is sent to everyone, but only to those relevant to the process or company in question. This was taken into account at the time and is still valid today.

In 1976 Compass was founded with the blessing of the then Federal Minister of Research, Hans Matthöfer. To what extent did the database at that time differ from the current system?

MOLITOR: The principle of the platform is still the same, but much faster and more modern, so it's like another spider in the web. In the past, a large part of the data was entered manually. Today this is mainly done via interfaces from upstream and downstream systems.

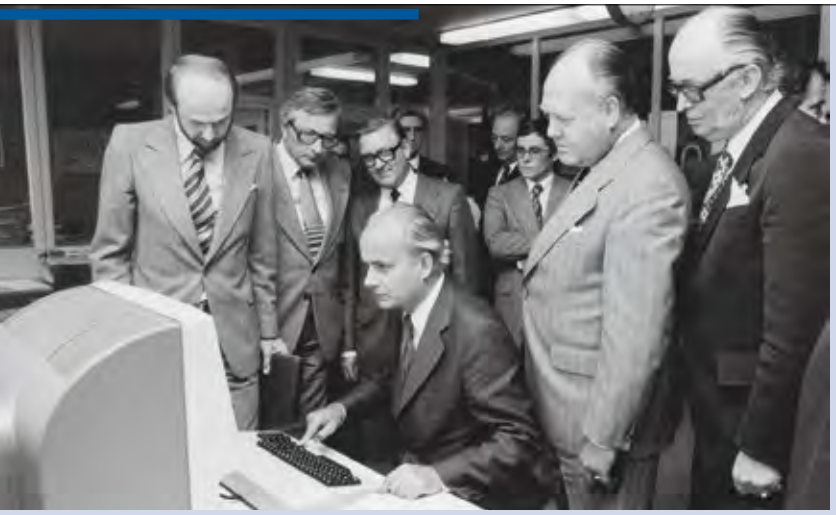
How exactly has digitalisation changed the systems and dbh over recent decades?

MOLITOR: It happened in waves, from the PC to local computers to our own client-side infrastructure. Right from the start, we operated our data centre in Bremen independently. We currently have two computer centres in which high-performance computers run around the clock. We also operate our own cloud, so all of our clients' data is located here in Bremen. But modern computers have also brought with them new challenges. The more powerful they are, the more heat they emit. Security also plays a much greater role than in the past.

What is currently your most important ports project?

HOLGER HÜBNER: That would have to be the new IT system for Bremische Hafeneisenbahn for optimising the planning and scheduling of train and wagon move- ■■■

PHOTOS: DBH, PIXABAY/MMI9



Starting signal: the then Federal Research Minister Hans Matthöfer puts the new port information and documentation system into operation in 1976. It is the first port community system in the world.

ments from autumn 2020. In addition to us, bremenports, the Senator for Science and Ports and DB Netz are also involved. In addition to a customer portal, a modular structure will be used for operational planning, scheduling, billing and evaluation. The modules will use a common high-performance data platform.

What else is in your portfolio?

MOLITOR: Since 2003, we have also been developing customs software in addition to our port activities. This means that we have access to all data available worldwide for customs and export checks. This includes global sanctions lists. For us, this is all "just" data. Checks are carried out automatically in the background on the basis of algorithms, without the customer having to do anything. Only in the event of a positive match is the user required to make a decision and initiate measures. We now generate half of our sales in the customs and foreign trade markets and around 30 percent in the port.

In 2012 you also got into the shipping software market.

MOLITOR: At the time, we took over the company Cargo Online including its transport management system (TMS), staff and customers. This market accounts for around 20% of our sales and is set to become a growth area.
Cargo Online is currently being thoroughly modernised by us.

You also want to generate growth by attracting more international clients.

MOLITOR: Yes, in April we founded dbh Consulting. Through this subsidiary, we promote digitalisation in other ports. Currently there are projects in India and Thailand. Our customers are state and private investors, and of course there are also funded projects.

HÜBNER: We don't supply complete systems. We do the technical design, for which the relevant parties are involved on site. Creation, implementation and operation are organised locally.

MOLITOR: We supply our software for international customs clearance on a country-by-country basis. We see ourselves not only as a service provider, but also as a partner to our clients and we deliver solutions that we develop together over many years.

„We see ourselves not as a service provider but as a long-standing partner to our customers."

Marco Molitor, dbh director

You spoke earlier in connection with your customs software about algorithms. What's the current situation IT-wise, and what about other trends, such as AI, machine learning, Internet of Things and blockchain?

HÜBNER: There are certainly areas of application for the blockchain. But you can also do it differently. We are involved in several blockchain projects in order to find out where it makes sense to use them.

MOLITOR: We also look at what is possible with AI and what potential business areas there are. We are already working with the automated completion of data, with algorithms that check the meaningfulness of data, and with software that can fully automate processes. This is not AI in the true sense of the word, but it still has far-reaching effects.

HÜBNER: We want to offer our customers the highest level of automation so that no human intervention is required from the first data entry to the end of the process. We already use machine-generated data for VGW (verified gross weight). Machine learning is not our field. The development of cloud technologies is more important to us.

"In order to meet the increasing demands on transport, there is a trend towards more automation."

Holger Hübner, area manager for port solutions at dbh

Where is digitalisation heading in ports in view of the increasing flow of goods?

HÜBNER: There is a trend towards more automation to meet the increasing demands on transport. The further we get with this, the more can be processed per day. To do this, the systems must be linked together in a meaningful way. One example is the digital connection of hinterland traffic. This involves capacity management and the provision of slots, personnel and material. The point in time by which ship scheduling must be completed can therefore be moved back. Our goal is to automate the entire inflow management process. This becomes all the more important the larger the ships become.

To what extent does this change the work? Keyword: agile working.

MOLITOR: Very much. Agile working originates from software development and means that a project cannot be completely thought through right at the beginning. This is often the biggest challenge for our clients in the project and means we have to accompany the client during the change process.

How do you protect your servers?

MOLITOR: Because we have ISO-27001 certification, there are physical safeguards such as double power supply and redundant routes, and of course we have an access management system. I like to describe this as 'thick walls and thick doors'. In addition we have extensive measures against cybercrime. We have our own security strategy, our own IT security coordinator and regular audits. We do much more than many of our clients could do on their own. Nevertheless you can never have 100% security.

The Port of Hamburg uses the Los Angeles cyber security system and regularly shares information on the subject with several international ports. Are you involved in that process?

MOLITOR: No, but we are a founding member of the International Port Community System Association (IPCSA), where there is lively exchange and specific projects. Since 2018 we have also been involved in the Sec Pro Port research project, which is funded by the Federal Ministry of Transport and Digital Infrastructure (BMVI). The aim is to develop a security architecture that offers port logistics comprehensive protection against cyber attacks. (cb)

FACTS

dbh

Founded: 1973

Head office: Bremen

Locations: Hamburg, Lübeck, Wilhelmshaven, Dortmund, Frankfurt am Main, Würzburg and Dresden

Services: software development for customs, international trade, compliance, transport management, port services, SAP, cloud services

Employees: 235

Turnover 2018: €19.5m

PHOTOS: BREMER LAGERHAUS GESELLSCHAFT PUBLIC RELATIONS/DBH. DBH/JONAS GINTER (2). PIXABAY/MMJ9 (2)

Intelligent systems for the future

View into the 1,300 square metre maritime exploration hall with 3.4m litre salt water basin at DFKI Robotics Innovation Centre in Bremen.

The German Research Centre for Artificial Intelligence (DFKI) is one of the leading research institutions in Germany in the field of innovative software technologies. Research is carried out in seven cities in 19 different subject areas.

The scientists at DFKI in Bremen work in two research groups, Robotics Innovation Centre (RIC) and Cyber-Physical Systems (CPS). At the RIC, computer scientists and designers work with biologists, computer linguists and industrial designers to develop mobile robot systems that are also used in underwater robotics and logistics. In the CPS research area, teams of experts are working on combining software components with mechanical and electronic parts in the systems design process. As part of the EU-funded MINOAS project, the RIC is developing a new concept for the inspection of ships. The inspectors work with moving, climbing and flying robots, which are equipped with high-resolution sensors. These robots are able to reach the various areas of a ship and collect information that makes the inspection process more efficient and safer. Meanwhile the Mare-IT project focuses on the question of how the flow of information between robotic systems, control stations, teleoperation systems, digital avatars and operational information systems can be realised. An autonomous underwater robot equipped with two manipulator arms can be used to manipulate the seabed environment. In the long term, it will take over the tasks previously performed by wired and tele-operated systems.

New test centre in Heligoland

In August, DFKI and Fraunhofer IFAM also opened a test centre for maritime technologies in Heligoland. As Leif Chris-

The Dagon AUV (autonomous underwater vehicle) for visual mapping and localisation is raised out of the water basin.

Tonnage 'baptism' for the new test centre for maritime technologies on Heligoland (from left to right): Prof. Matthias Busse, head of the Fraunhofer IFAM Institute; Dr. Heide Ahrens, head of the Universities and Research Department of the Bremen Science Department; Prof. Bernd Mayer, head of the Fraunhofer IFAM Institute; Leif Christensen, DFKI Robotics Innovation Centre; and Jörg Singer, mayor of Heligoland.

SOURCE: DFKI GMBH, PHOTOS: ANNEMARIE POPP (2), FRAUNHOFER IFAM

tensen, team leader for maritime robotics at the DFKI Robotics Innovation Center, explained at the opening ceremony, "AI and robustness are core functions for underwater robots. With these systems, it will be possible to manage maritime resources sustainably and to guarantee targeted, long-term research into habitats. This research area will enable us to develop laboratory samples and prototypes into usable products and to feed them into the value chain."

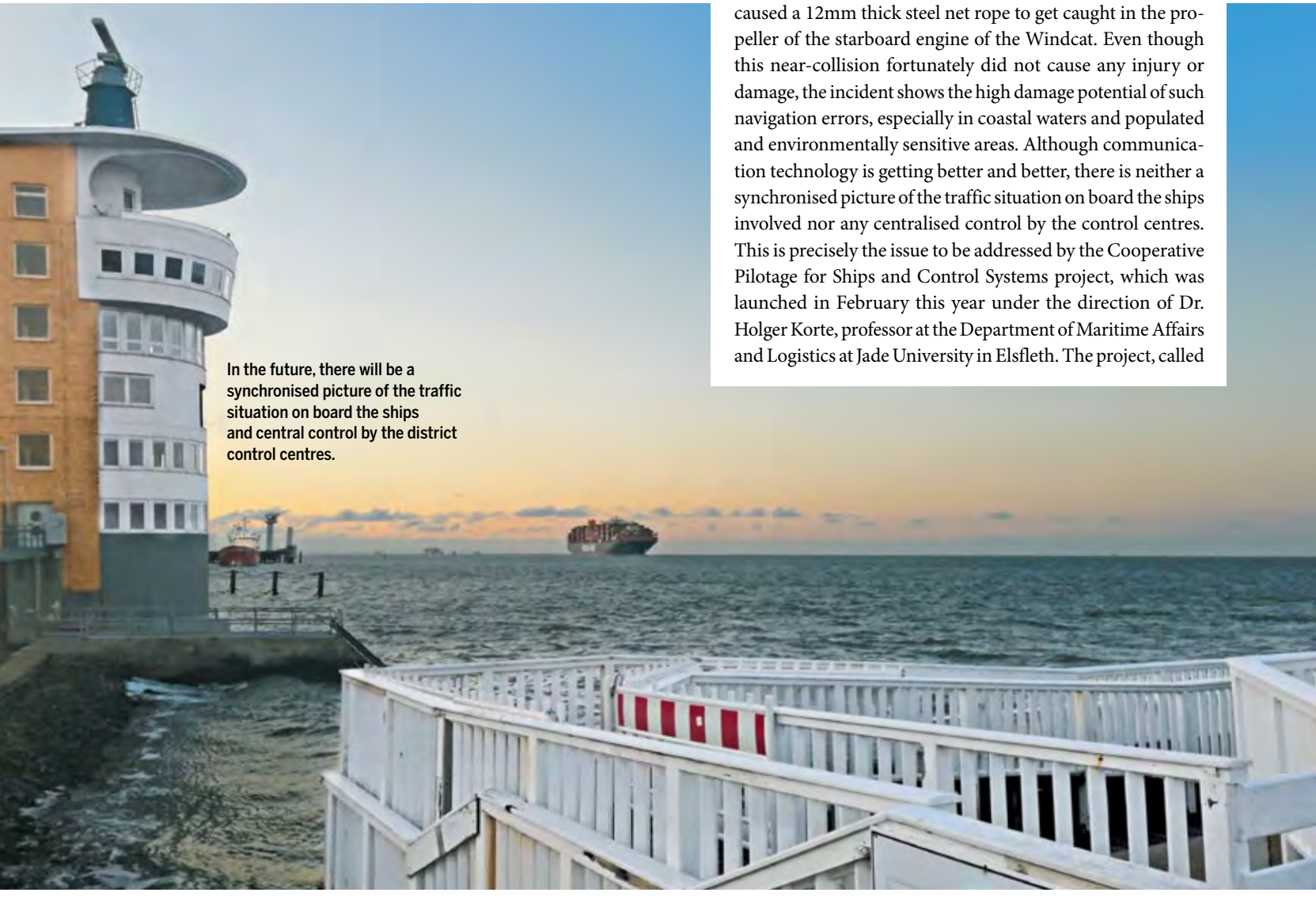
In addition to the premises on land, a test field directly adjacent to the island is also part of the range of services offered by the new test centre. With an area of several square kilometres and a water depth of up to 45 metres, the area provides sufficient space for various test scenarios. A marking of the area for shipping with appropriate tonnage is planned for spring 2020. At the opening, the first tonnage was symbolically 'christened'. The two directors of the Fraunhofer IFAM, Professor Matthias Busse and Professor Bernd Mayer, agreed that the test centre is an excellent complement to the Institute's extensive maritime research on corrosion and vegetation protection in Heligoland. In particular, issues such as the electrification of ship propulsion systems, the reliability and efficiency of propulsion systems for underwater vehicles, and electrical energy storage for overwater and underwater applications will come to the fore. There are already concrete plans for an initial project. Together with an industrial consortium led by Vallourec Germany, a new type of foundation procedure for supporting structures for offshore wind turbines is due to be tested. (bre)

More information:
www.dfki.de
www.robotik.dfki-bremen.de

Safer shipping

At the Green Shipping Lower Saxony skills centre in Elsfleth, an interdisciplinary research project known as Greencopilot is designed to make navigation in port areas safer.

Despite all the technology that is already in use on-board ships, there is still a need for optimisation – and a great deal of automation potential – in navigation and manoeuvring. On 18 May this year, a maritime accident occurred not far from the Baltic 1 wind farm, about 18 kilometres north of Darsser Ort, between the Danish fishing cutter Line Charlotte and the 18 metre long British high-speed catamaran Windcat 34. They came so close due to an unpredictable manoeuvring error of the catamaran, which first went east and then northeast, which caused a 12mm thick steel net rope to get caught in the propeller of the starboard engine of the Windcat. Even though this near-collision fortunately did not cause any injury or damage, the incident shows the high damage potential of such navigation errors, especially in coastal waters and populated and environmentally sensitive areas. Although communication technology is getting better and better, there is neither a synchronised picture of the traffic situation on board the ships involved nor any centralised control by the control centres. This is precisely the issue to be addressed by the Cooperative Pilotage for Ships and Control Systems project, which was launched in February this year under the direction of Dr. Holger Korte, professor at the Department of Maritime Affairs and Logistics at Jade University in Elsfleth. The project, called



In the future, there will be a synchronised picture of the traffic situation on board the ships and central control by the district control centres.

Docking and casting off manoeuvres are still carried out manually. As part of the research project, a system for route planning is to be set up with which it will be possible to plan routes for automated pier-to-pier navigation on board.

Greencopilot for short, is funded by a €500k grant from the Regional Development Fund (ERDF) and the Lower Saxony Ministry of Science and Culture (MWK), and is being carried out under the auspices of the Green Shipping Lower Saxony Competence Centre, which is located in Elsfleth on the Maritime Cluster North Germany in the Maritime Campus. Also involved are the Hammonia Reederei, the Vesseltracker platform for ship positions and maritime software provider SevenCs (all based in Hamburg) and the regional partners Böning Automationstechnologie (Ganderkesee), the Offis Institute and Carl von Ossietzky University of Oldenburg. Over a period of three years, they want to set up a system for the route planning of ships with which routes can be planned for automated pier-to-pier onboard navigation. Some partners have already worked together on a system for integrated planning for automated ship control as part of the Imares predecessor project.

Docking and casting off manoeuvres still manual

"The captain has to plan his itinerary before departure," says Korte. Usually the electronic map display and information system (ECDIS) is used for this purpose. The navigation system then checks that no restricted zones such as shoals are being crossed. "When the captain gets the go-ahead, he can arm the system and begin the journey," says the professor. On the way, additional locations can be entered to check whether the ship is still on track – although there can still be deviations. Data from the automatic identification system (AIS) for the positions can be received via VHF waves using a receiver, but are not always reliable. "If, for example, the antenna position is not correctly indicated with front or aft, deviations will occur due to the resulting position errors," says Korte. This can have an effect especially during docking and casting off manoeuvres, as the system cannot plan exactly how to get to the pier. "That is still done manually, although manoeuvring is a difficult task when mooring." Especially in view of the IMO (International Maritime Organisation) demand that pier-to-pier navigation must be planned, there is a need for action here, since so far it has only been possible to plan up to 'ship parallel to pier' in the ECDIS.

"With our module we want to get there by planning routes for automated pier-to-pier navigation on board," says Korte. The control centres would be informed by radio about the ship's route. By creating a standard data set for the manoeuvring characteristics of the ships, planning can be changed using the nautical competence of the district, traffic control and pilotage centres, which is also available on shore. A possible modification of the route (for example to avoid a collision) is then sent back to the ship as a proposal. On the bridge, the pilot and captain can decide whether or not to accept the changes. If necessary, route planning can be switched directly to autopilot and the picture synchronised accordingly. The nautical officer in the control centre is thus able to drive a minimum turning circle. "However, it is very important to us that we do not over-ride individual autonomy. The nautical staff remain the ultimate deciders," says Korte.

Fully automated docking still some way off

At present, the researchers are still concentrating on the design of the software with regard to ship command, hydrodynamics and electronics. The next step is to test the software in a simulator. Not until the summer or autumn of 2021 is a test run due to take place on the Elbe on two smaller container ships belonging to the Hammonia Reederei in order to test the software and document the results.

Fully automated shipping is unlikely in the foreseeable future, even though there are already pilot projects for unmanned shipping in Scandinavia. "In order to transfer this to global shipping, sensors would have to be available all over the world and reference stations would have to be set up. In addition, fishing vessels, sailboats and other small vessels as well as rowers can't be detected by radar," says Korte. But it is a preliminary stage to automation. "Our planning assistant is comparable to aircraft control. What happens there should also be possible on ships." (cb)

FACTS

Greencopilot

Research project:
Cooperative Pilotage for Ships and Guidance Systems.

Project duration:
1 February 2019 until January 31, 2022

Project management:
Department of Maritime and Logistics at the Jade University in Elsfleth

Project Partners:
Hammonia Reederei, vesseltracker.com, SevenCs, Böning Autotechnologie, Offis-Institute and Carl von Ossietzky University of Oldenburg

Funding:
€500k from the Regional Development Fund (ERDF) and the Ministry of Science and Culture of Lower Saxony (MWK)

More information:
www.greenshipping-niedersachsen.de

PHOTOS: PROF. DR. KORTE

Dank an ehemalige Senatsmitglieder

BREMEN. Mayor **Dr. Andreas Bovenschulte** gave a reception in September to bid farewell to the members who had retired from the Senate. "They have achieved a great deal for Bremen and Bremerhaven. I thank you for the hard work you have put in," said Bovenschulte. Among other things, the mayor reminded the audience of his commitment to social cohesion and to restructuring the finances of the federal and state governments, which has opened up new opportunities for the region. Mayor Dr. Carsten Sieling, Senator for Finance Karoline Linnert, Senator Martin Günthner, Senator Dr. Joachim Lohse, Senator Prof. Eva Quante-Brandt and State Plenipotentiary for the Federal Government and for Europe State Councillor Ulrike Hiller have all left the Senate.

IN BRIEF

FRANKFURT AM MAIN. Since the general meeting of the Federal Heavy Lift and Crane Work Group (BSK) in Rostock in October, there has been a change at the top. Following constitutional amendment, the previous executive committee is to be replaced by a supervisory board. Following the resignation of chairman Volker Kreyling for personal reasons, it is now headed by **Andreas Kahl**.

BREMEN. Prof. Hans Ludwig Beth, the long-standing member of the executive board of marketing platform Hafen Hamburg Marketing (HHM), died on 9 October in Bremen. Born in Oldenburg in 1936, Prof. Beth held a doctorate in economics and was closely associated with the maritime industry for decades. From the end of the 1960s to 1985, one of his most important roles was at the Institute for Shipping Economics and Logistics (ISL) in Bremen, where he was director from 1971 to 1985. He moved from the Weser to Hamburg in 1985. Prof. Beth is remembered as someone who knew how to summarise developments in trade, transport and politics in order to give a comprehensive overview of the situation.

New CFO for Zeamarine

HAMBURG. Since the beginning of October, **Chad Call** has been the new chief financial officer at heavy lift and project shipping company Zeamarine. He succeeds Michael Dumas, who stepped down from the role after spearheading the successful integration of Zeamarine's legacy companies. Call brings to the role extensive experience in financial management in the maritime industry, most recently as Zeamarine's vice president of finance.

Bruns takes over from Platz

BREMEN. In August **Christoph Bruns** (l.) took over interim management of the board of the Bremen Port Authority (BHV) from **Klaus Platz**, who is stepping down for health reasons. "We are pleased that Christoph Bruns was able to take over the interim management of BHV at short notice. The executive board will now play a much more active role. We are very grateful to Klaus Platz for his extraordinary commitment," said BHV President Dr. Patric Drewes. Platz was the driving force behind BHV for over fifteen years.

Fürst first – best apprentice logistics professional

BERLIN. In September, **Femke Fürst**, who trained at Kühne + Nagel in Bremen, won the title of Best Young Logistics Professional in a competition organised jointly by the DSLV Bundesverband Spedition und Logistik and the Deutsche Verkehrs-Zeitung (DVZ). The award was presented to the 23-year-old at the DSLV Entrepreneur Day in Berlin. Second place this year went to **Linus Emmeluth**, who trained in Bremen at Ipsen Logistics.

PHOTOS: DVZ/KAHL SCHWERLAST, ECKHARD ARNDT (2), SENATSPRESSESTELLE, ZEAMARINE, MUND+BRUNS GMBH, DSLV, LESCHACO, BAB/HARRY ZIER (2), ECSA

Leschaco bets on Oliver Kaut

BREMEN. Since 1 October 2019, **Oliver Kaut** has been the new head of global air freight and vertical market automotive at Leschaco. He will expand both divisions in close cooperation with the worldwide subsidiaries and develop products and services to meet global customer needs. Kaut has taken over from Antonio Oliveira, who is now focusing on his role as managing director of Leschaco Aircargo.

BAB – Sander succeeds Gauss

BREMEN. In October, **Jörn-Michael Gauss** (l.) retired from the management of BAB, the development bank for Bremen and Bremerhaven. Since August 2012 he had been responsible for the areas of economic development, state guarantees and treasury at the bank. His successor is **Kai Sander**, who was previously head of economic development at the BAB. Sander is taking on managing director responsibilities alongside Ralf Stapp.

Berglund is new ECSA president

BRUSSELS. Over the next two years, European shipowners' association ECSA will be headed by **Claes Berglund**. He was elected president at the general assembly in October and succeeds Panos Laskaridis, whose mandate expires at the end of 2019. Berglund is director of public affairs and sustainability at the Swedish Stena Group and vice president of ECSA. Philippos Philis, founder and managing director of the Lemissoler shipping company, will be the new vice president of the association.

GERMAN PORTS

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

Numerous trade fairs are on the agenda for 2020. The new year starts in February with FRUIT LOGISTICA, the leading international trade fair for the fruit trade, in Berlin, before Dubai hosts project cargo expo Breakbulk Middle East. In March the Intermodal South America, the trade fair for freight transport, logistics and foreign trade in Latin America, will take place in São Paulo.

Covering the entire value chain for fruit and vegetables, FRUIT LOGISTICA has taken place every year since 1993.

fruit logistica www.fruitlogistica.de	**5 - 7.2.2020** Berlin, Germany
Breakbulk Middle East www.middleeast.breakbulk.com	**25 - 26.2.2020** Dubai, UAE
Intermodal South America www.intermodal.com.br	**17 - 19.3.2020** São Paulo, Brazil
Breakbulk Europe www.europe.breakbulk.com	**26 - 28.5.2020** Bremen, Germany
transport logistic China www.transportlogistic-china.com	**16 - 18.6.2020** Shanghai, China

Customer events

If you want to meet us and discuss the latest developments with industry experts, the Hafen trifft Festland and 'logistics talk' events offer the ideal opportunity. The latter is due to take place in Bielefeld and Budapest. In addition bremenports is inviting visitors to Berlin for a traditional New Year's reception, while Oldenburg will host the annual press conference of the Lower Saxony Sea Ports.

At its annual press conference, Lower Saxony Sea Ports will present performance data for the past year and provide information on upcoming investments.

logistics talk – New Year's reception www.bremenports.de/veranstaltungen	**16.1.2020** Berlin, Germany
Lower Saxony Sea Ports annual press conference www.seaports.de	**12.2.2020** Oldenburg, Germany
logistics talk www.bremenports.de/veranstaltungen	**25.3.2020** Bielefeld, Germany
	22.4.2020 Budapest, Hungary
Hafen trifft Festland www.seaports.de, www.jadeweserport.de	**tbn**

Other highlights

In January, the Fachforum Projektlogistik (project logistics experts' forum) in Bremen will be presenting the sixth XXL logistics event, while the midterm conference of the International Association of Ports and Harbours (IAPH) will take place in Antwerp in March. The latter will last for three days, while the World Port Conference the following year is scheduled to last a week and will offer a more extensive supporting programme. The ShortSeaShipping Days event will take at roughly the same time in Lübeck.

Fachforum Projektlogistik 2020 www.bhv-bremen.de	**13.1.2020** Bremen, Germany
IAPH Midterm Conference www.iaphworldports.org	**17 - 19.3.2020** Antwerp, Belgium
ShortSeaShipping Days www.shortseashipping.de	**18 - 19.3.2020** Lübeck, Germany

Review

Breakbulk Americas

HOUSTON. About half a year before Breakbulk Europe in Bremen, around 350 exhibitors and over 5,000 visitors working in the field of XXL logistics met from 8 - 10 October at the George R. Brown Convention Center in Houston. As a port and logistics location, Bremen was also an exhibitor. "Once again we generated lots of new contacts, said Sven Riekers, managing director of BLG Cargo Logistics, after the event. Edzard Bölts, managing director of Sloman Neptun, added that "Breakbulk Americas is an important part of our marketing mix." In over 30 years, Breakbulk Americas has become the largest trade show in the US, Canada and Latin America for the project and breakbulk communities, with all the major engineering, procurement construction names regularly attending.

Deutscher Logistik-Kongress with pre-conference reception

BERLIN. Under the motto 'mutig machen' (be brave), the 36th German Logistics Congress took place on 23 - 25 October in Berlin. More than 3,500 visitors took the opportunity to catch up with the latest developments in the sector. Around 200 guests responded to the bremenports invitation to attend the traditional reception at the Bremen regional government outpost on the eve of the event. After the welcoming speech by Robert Howe, managing director of bremenports, the guests were invited to a lecture by Tim Cordssen, official adviser to the Senator for Science and Ports, entitled Perspectives on Port Policy in the Federal Government and the Länder. This was the third time that the port and logistics locations Bremen/Bremerhaven and Hamburg attend jointly under the HANSE LOUNGE banner.

PHOTOS: FRUIT LOGISTICA, ANDREAS BURMANN, BREMENPORTS (2)

WindEurope Offshore

COPENHAGEN. From 26 - 28 November, the Danish capital hosted the leading international conference for the offshore wind industry. At a 30 square metre joint stand, Seaports of Lower Saxony and NPorts provided information on the range of services offered by the offshore ports of Lower Saxony. Also present were experts from Emden and Cuxhaven, who used the trade fair as a platform to provide interested parties from all over Europe with specialist input from these locations.

EXPO REAL

MUNICH. From 7 - 9 October, Europe's largest B2B trade fair for real estate and investments once again doubled in size this year. More than 2,190 companies from 45 countries (up 4.5%) showcased their products and services, while 46,747 visitors (up 3.8%) attended. JadeWeserPort-Marketing and NPorts used the joint stand of the state of Lower Saxony to showcase current projects and network with decision-makers from the industry.

CIIE China International Import Expo

SHANGHAI. From 5 - 10 November, JadeWeserPort-Marketing attended the second edition of CIIE at the National Exhibition and Convention Center Shanghai in partnership with terminal operator EUROGATE. In addition to the location advantages of Germany's only deep-water container port, the focus of the presentation at China's largest universal and multi-industry trade fair for capital and consumer goods was the areal potential in the freight transport centre under the China Logistics Wilhelmshaven Hub project.

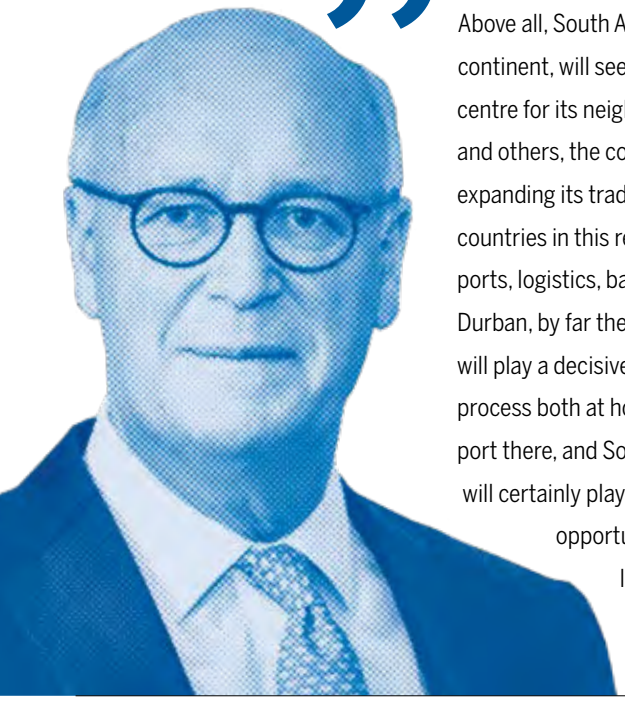
EDITION
FEBRUARY
2020

Focus on Southern Africa

Next year we will take a closer look at various regions, starting with Southern Africa. We will examine the question of whether the region will actually be the important future market for logistics and the maritime economy that many predict.

Point of View

Volker Schütte, Honorary Consul of the Republic of South Africa in Bremen, on the subject of Southern Africa.



Africa will continue to see strong growth. Experts predict that the local population – and the economy – will double over the next two decades. Above all, South Africa, the centre of the southern region of the continent, will see above-average growth. As a logistics distribution centre for its neighbours in Botswana, Zambia, Namibia, Mozambique and others, the country continues to gain in importance and is expanding its traditionally dominant role as a trading partner for the countries in this region. South Africa has good infrastructure for ports, logistics, banking and finance as well as a well-trained workforce. Durban, by far the largest and most important port in southern Africa, will play a decisive role in this development and is ready for this growth process both at home and in the region as a whole. The deep-sea port there, and South Africa's modern international airport in Durban, will certainly play a key role. All this opens up promising commercial opportunities for all those involved in shipping, logistics, manufacturing and trade – not only in South Africa, but all over the world.

PHOTOS: HONORARKONSULAT DER REPUBLIK SÜDAFRIKA IN BREMEN, LAYERACE/FREEPIK, CLKER-FREE-VECTOR-IMAGES/PIXABAY.

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