

LOGISTICS PILOT

EDITION
FEBRUARY 2023



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A WORLD IN UPHEAVAL

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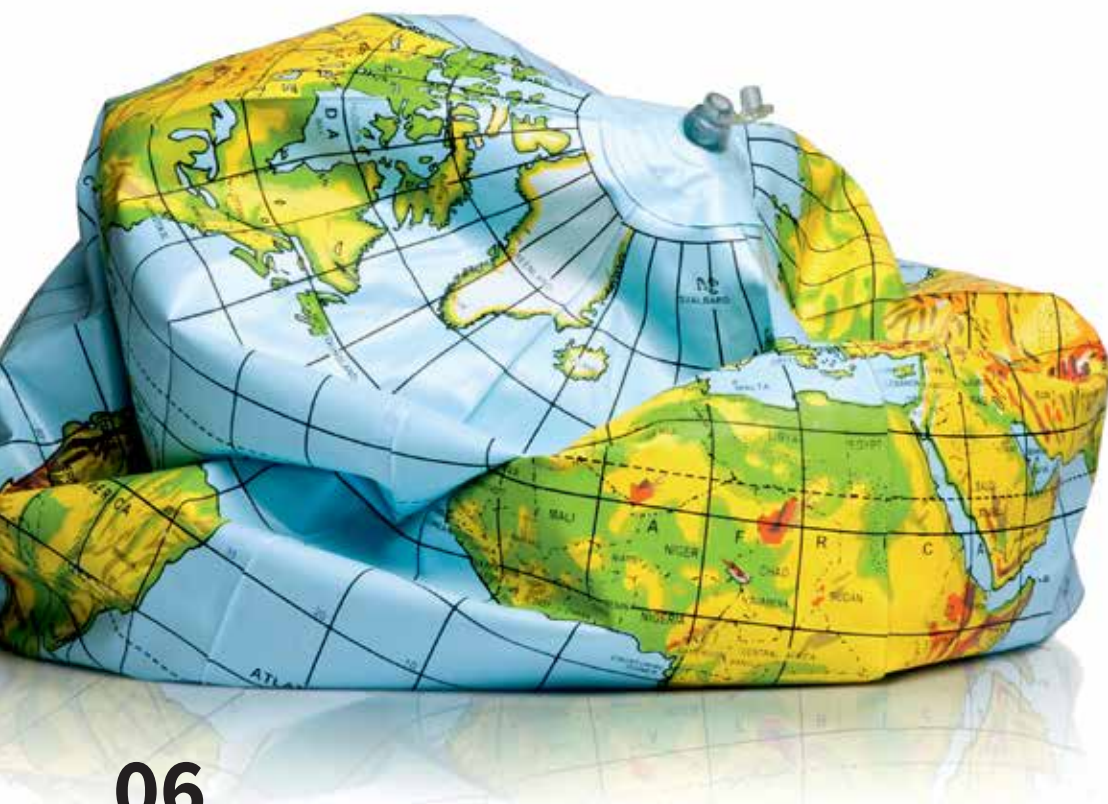
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PHOTO PAGE 3: BVL



Prof. Thomas Wimmer, Chairman of Bundesvereinigung Logistik (BVL) in Bremen

THE DECK IS BEING RESHUFFLED

Dear readers,

Supply chain problems and geopolitical uncertainty, as well as upheaval due to war and the formation of a new political bloc have shaken the structures of the globalised world over the past two years. How these disruptive events all came at once is truly remarkable. Each one by itself probably would not have wreaked such permanent havoc on the global exchange of goods, but the combination of lockdowns, border closures, the loss of Russia and Ukraine as suppliers and trading partners, the uncertainties about China's political course, including the Taiwan question and its zero-Covid policy, the energy crisis with its effects on Europe's ability to compete, and the climate change crisis with its effects on value creation and consumer behaviour have all led to companies repositioning themselves.

People were quick to speculate on whether this could lead to full-scale deglobalisation. So far, this has not proved to be the case, especially since full repatriation of manufacturing and nearshoring are not even possible in many sectors. Excessive stockpiling cannot be the solution either. What is true is that we must all do more to mitigate any short-term supply bottlenecks, but real, strategic change has to come.

We are currently seeing signs of reglobalisation, namely a realignment of global supply chains. We have not yet seen a true de-coupling from China, but there has been a deliberate broadening of suppliers and the associated risk. Politicians are also intervening, trying to strengthen their own alternatives for particular strategic dependencies, such as a European chip industry. Overall, we see more nationalism and, in parts, a new bloc forming, but the will for intensive international trade has never faltered. The deck is being reshuffled, and industry, trade and logistics service providers within Germany would do well to prepare themselves for it.

Best wishes, Thomas Wimmer

RUMBLINGS ...

Immediately after a volcanic eruption – as here in Hawaii – life seems to disappear at the site of the blast. But, over time, water, wind, sun and frost work the lava-covered surfaces so intensively that a thin layer of soil forms on the rock, enabling life to return. For example, when Mount St. Helens in Washington State erupted in May 1980, the area was initially devastated. Since then, wapitis, a North American red deer species, have settled on its slopes, plants such as foxglove and lupine have flourished, and the lake at the foot of the volcano is once again home to various species of fish.

A volcano cannot completely extinguish life. So, by analogy, it is very likely that the numerous crises currently affecting world trade and the flow of goods will not cause globalisation to grind to a halt. Although it is subject to significant change, it will by no means disappear completely from the world economic map, rather it will evolve and take on a new form. Globalisation is also life – and, due to the multitude of factors and forces affecting it, it is in the process of reconfiguring itself on fertile ground. This new issue of LOGISTICS PILOT therefore deliberately focuses on “reglobalisation” instead of the frequently used term “deglobalisation”. (bre) ■

PHOTO: ISTOCKPHOTO/KEN MCCURDY

IS GLOBALISATION LOSING STEAM?

If you see and hear the rumblings in the world today, you might be forgiven for feeling that many places are already bidding globalisation a loud farewell. How realistic is this, though, and how far should Germany detach itself from China or other trading powers as all this unfolds?



Many markets and logistics chains seem to be in the process of reconfiguring themselves in view of the current global situation. However, does this mean that globalisation is already doomed? Frank Dreeke, Chairman of BLG LOGISTICS GROUP and member of the Central Association of German Seaport Operators (ZDS), does not think so. “I don’t think we’ll see the decline of globalisation,” he said. “I think we’ll continue to live in a globalised world. However, due to the crises we’re experiencing right now, we *will* have to think more about whether it makes sense to continue producing certain goods overseas or whether it is feasible to relocate more of their production to Europe. The transport routes will change, but not the amount of transport. Perhaps the railways and inland waterways will then play a greater role. Or feeder services, i.e. short-haul trucking along the coast.”



“I don’t think we’ll see the decline of globalisation.”

Frank Dreeke, Chairman of BLG LOGISTICS GROUP

Flexibility and adaptability in demand

For Dreeke, the biggest challenge is that we have been waking up to a changed world every day for months and it does not take long for many things that we have been taking for granted to no longer apply as we know them. Concerning the global trade flows and BLG’s logistics activities, he emphasises how important flexibility and adaptability are in these times. “We have almost 100 locations and branches in Europe, America, Africa and Asia,” he explained, “and we’re increasingly active in a number of markets, such as container handling, automobile transport and finished vehicle processing, as well as a wide range of services in industrial and commercial logistics. It’s our diversified product and service portfolio that makes us robust and adaptable.”

“The crises in the ports worldwide have shown the efficiency and resilience that exist in the German ports,” continued Dreeke, addressing the ports in Bremen and Lower Saxony. “This applies to all the goods we’ve handled – not just containers, but also cars, bulk goods and conventional freight. German ports are outstandingly competitive.” He views intermodal connections as one of the main strengths German seaports have compared to their international competitors. “German ports lead the way internationally in terms of rail connections,” the manager added. “Plus, as far as the size of the vessels is concerned, the deep-water port in Wilhelmshaven gives us additional flexibility.”

Go-it-alone approaches do not lead to success

Dreeke also takes a clear position on the question of a skilful approach to China. “Trading with China is a fundamental decision that Germany made decades ago. In doing so, we’ve always known what kind of political regime we were dealing with in terms of business. And it doesn’t matter whether it’s the automotive industry, the mechanical engineering industry or the chemical industry, China is now one



of our most significant trading partners.” However, he is cautious, given the development in recent years. “What has changed is the Chinese aspiration to become economically active outside their own country – i.e. the ‘new Silk Road’. As Europeans, we would do well to find an answer to this. Each individual country won’t be able to do it alone.”

Thomas Heck, Head of the China Business Group Germany and Europe at the auditing and consulting firm PwC Germany, and his colleague Peter Kauschke, Director Transport, Logistics & Mobility at PwC, also believe that the days of globalisation are far from numbered. “We continue to see and anticipate that companies will diversify their procurement channels and also seek new sales markets without abandoning existing ones. As a result, we’re convinced that there will be a shift towards reglobalisation in the sense of reform and renewal,” said Kauschke. Accordingly, he does not expect a complete reversal of globalisation, which would be associated with a turning away from global supply chains. “After all, the core challenges of international logistics, such as the supply of raw materials, climate protection and digitalisation, can’t be mastered at all on a national level,” he stated, thus taking the same view as Frank Dreeke. →

With over 4.8 million vehicles transported per year, BLG LOGISTICS is the leading automotive logistics provider in Europe.

“These are clear indicators of the uncertainty that currently prevails in the world markets.”

Thomas Heck, Head of the China Business Group Germany and Europe at PwC



Decoupling is not a desirable outcome

As Heck sees it, the sanctions resulting from Russia’s war with Ukraine have highlighted the dependence of Western economies, especially on Russian oil and gas, which has led to an increased awareness of the

risks of economic engagement with China. “Although China officially takes a neutral diplomatic position towards Russia’s aggression against Ukraine, statements by government representatives create the impression that China is actually on Russia’s side,” he explained. At the same time, he interprets the recently published drafts of the German and EU China strategies to mean that the governments intend to examine China’s influence on the domestic economy much more closely in the future. “Given the developments of recent years, it’s not only understandable but also necessary for political and business leaders to rethink their strategies, not only with regard to China, but in a much broader context,” said Heck. “While global decoupling is not a desirable outcome, companies looking for new growth opportunities must try

to avoid the risk of concentrating on one country as a market or on individual suppliers and, at the same time, endeavour to look to emerging economies, for example in Southeast Asia,” he suggested.

In China’s case, Heck has identified many interesting but also contradictory developments over the past months. In the wake of the stagnating economy – according to estimates by leading economists, the Chinese economy will only grow by 3.1 per cent in 2022 – exports to Europe and the USA, among others, have recently declined, while exports to Russia and the ASEAN countries have increased. Moreover, according to recent surveys by various chambers of commerce representing foreign companies in China, overall confidence in the country has suffered, while at the same time foreign direct investment has reached record levels. “All these, in my view, are clear indicators of the uncertainty that currently prevails in the world markets. No one really knows where the path towards reglobalisation will lead,” Heck stated.

“Global supply networks will continue to decline”

The Volkswagen Group sees itself as a global player, operating at 120 sites worldwide and offering its ten brands in 153 countries. Nevertheless, the Wolfsburg-based automotive company has been pursuing a certain deglobalisation strategy for some time now. In recent years, it has built up a relatively strong regional supply network, which is why only a small proportion of its automotive parts are supplied globally, a company spokesperson told LOGISTICS PILOT. “Global supply networks will continue to decline,” they added, “also because the Group wants to contribute to protecting the environment by reducing emissions. Even today, from an overall economic perspective, we source the majority of our parts locally.”

“Unilateral and protectionist action won’t solve any problems,” clarified the VW spokesperson, given the impact of the current global situation →

“There will be a shift towards reglobalisation in the sense of reform and renewal.”

Peter Kauschke, Director Transport, Logistics & Mobility at PwC



GLOBALISATION

The Federal Agency for Civic Education’s “Lexikon der Wirtschaft” (Dictionary of Economics) defines globalisation as “the increasing emergence of worldwide markets for goods, capital and services, plus the associated international interdependence of national economies. (...) The main players in globalisation are multinational companies, whose investment, production and product strategies increasingly determine the form and characteristics of international trade.”

PHOTO: PWC (2X), ISTOCKPHOTO/PHOTOSTORY, EUROPEAN CHAMBER OF COMMERCE

A WIDENING GAP

Interview with Jens Eskelund, Vice President of European Union Chamber of Commerce



Mr Eskelund, how do you assess the quality of economic trade between Europe and China? In your opinion, has this tended to improve or deteriorate in recent years?

EU-China trade is below its potential. EU exports to China are relatively small, given the size of the latter’s economy. Eurostat data highlights that during the first half of 2022, the EU exported just 24% more to China than it did to Switzerland in value terms, despite China’s economy being 22 times larger. EU-China trade is also unbalanced, with the EU currently importing roughly three times more goods from China than it exports to the country. Limited progress has been made on both these fronts in recent years. Indeed, the imbalance has improved only over the past year.

European companies often complain about the unequal competitive conditions when compared to domestic companies and an opaque regulatory environment in China. Do you see a positive development in this respect? If so, in what way?

The answer varies depending on the industry in question. Segments of China’s economy continue to open and are increasingly well-regulated, with restrictions on foreign investment loosening in recent years. At the same time, strategic industries remain fully open only to state-owned enterprises (SOEs). In such sectors, SOEs continue to receive preferential treatment — unequal access to financing, licences and public procurement, and the ability to influence policy — and are protected from market competition to the detriment of the private sector.



How high are the hurdles that need to be overcome in trade relations between Europe and China in the future?

What will China’s President Xi Jinping’s third term mean for Europe and Germany – and for global trade?

With the full line-up of officials appointed at the 20th Party Congress for President Xi’s third term not due to come to office until March 2023, it is not yet possible to fully ascertain what the new administration’s stance on key issues will be. Nevertheless, it is expected that a stress on security and self-reliance will continue to be seen as imperative. One positive may be China’s changing approach towards COVID-19. As outlined by the Chamber’s Position Paper 2022/2023, China’s strict adherence to its zero-COVID policy had not only negatively impacted its economy, but also global trade and supply chains. There has been a paradigm shift in China’s approach to COVID-19 in recent weeks, with China now beginning to ease its stringent COVID-19 restrictions. If this transition is successfully managed, then this could

help boost confidence in the Chinese market and help alleviate some of the headwinds facing global trade, although this will be a difficult task. The ability for key stakeholders in both Europe and China to finally meet in person again will be very helpful.

What approach should we take in the future to bring Europe and China closer together?

With EU-China tensions currently high, it is vital that European and Chinese leaders have the chance to meet face-to-face to discuss their relationship. In this regard, the recent visits to China by Scholz and Michel are positive factors. However, more of the same will be required. It is also important that both sides continue to seek cooperation in areas where it would be of mutual benefit. Strengthening international efforts to tackle climate change stands out as the most obvious opportunity here. (bre) □

and Russia's war of aggression in Ukraine. "Free, fair and international trade based on rules is the basis for prosperity, employment and growth worldwide." Irrespective of the development of the global flow of goods, Volkswagen is already undergoing the biggest transformation in its corporate history with its "New Auto" group strategy, the spokesperson added. "We have a clear roadmap until 2030 and intend to develop into a sustainable, software-oriented mobility provider," they continued. In other words, over the next few years, the group intends to transform its core automotive business. This includes, among other things, more than 30 additional fully electric models as well as the expansion of battery technology and autonomous driving.

"We are radically feeling the consequences"

For the climate change strike movement Fridays for Future, our society is at a point where we are radically feeling the consequences of our past political and economic actions, for example through the multitude of current crises. "In order to avoid ecological and social crises and to achieve a truly just society, we should alter how our society is structured and how we value people and nature," said Darya Sotoodeh, Fridays for Future spokeswoman. She adds that this is not about globalisation in general, but about placing more value on the planet's natural resources and human life. "Manufacturing and trade must adapt to this. In practical terms, this means, for example, that every human being enjoys a certain level of acceptance without having to prove themselves or be economically productive. Only then can the massive exploitation of people and nature that's currently taking place in our world end," she remarked.



As depicted here during the Global Climate Strike 2022 in Berlin, Fridays for Future is calling for the goals reached at the Paris Agreement to be adhered to and for greenhouse emissions to be reduced as fast as possible.

In this context, she sees networking on a global level – whether for trade or another form of exchange – as a good thing generally. However, this should ideally be done out of mutual interest and on an equal footing, and not out of the motivation to maximise profits or due to the fear of losing out in the global competition. "Global trade as it is at present is driven precisely by these aspects. In the past, Europe laid a decisive foundation stone for this economic system, which China is now following. Of course, Germany can't escape this influence completely. However, it's important not to support human rights violations in any way and, if possible, not to become heavily economically dependent on other states," added Sotoodeh. "We need socio-ecological transformation," she suggested. "A tangible start might be, for example, a circular economy or consistent supply chain laws." (bre) □

PHOTO: KAROL ROLLER, FRIDAYS FOR FUTURE, ISTOCKPHOTO/ITALIANESTRO



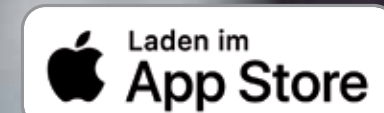
"Europe has cast the crucial first stone for this economic system, which China is now following."

Darya Sotoodeh, Fridays for Future spokeswoman



**Our Ports.
Your App.**

With our free NPorts-App you are always up to date and know, what happens in our ports.



OUR WORLD IS IN UPHEAVAL

Where are globalisation and trade relations heading?
And how does this fit with our efforts to protect the environment?
Prof. Lisandra Flach and Dr Guido Baldi shed light on the current situation.

“Indications suggest that we could end up with a world consisting of different blocs, led by the USA and China.”



The calls by society for change are becoming increasingly louder. Have we reached a point where our world is radically changing – irrespective of whether we’re talking about reglobalisation, transformation or paradigm shifts?

FLACH: The pandemic and the war in Ukraine are turning points, in a way. Many companies are rethinking their supply chains and their procurement strategies. They’re reassessing the global risks, especially in view of the geo-economic tensions. But this doesn’t mean the end of globalisation, rather a reassessment of it and changes to it.

BALDI: It’s definitely true that our world is in upheaval. Whether we should call it radical in a historical context is up for debate, but there are far-reaching structural changes on the horizon, without a doubt. Restructuring our energy supply

in light of climate change as well as the current war in Ukraine is an enormous short-term challenge.

Globalisation will probably not recede completely, but its face is changing. At the moment, indications suggest that we could end up with a world consisting of different blocs, led by the USA and China. Nevertheless, we shouldn’t forget that such structural changes can always take us in a new direction that we can’t really visualise yet. For example, only a few people foresaw the fall of the Soviet Union and German reunification.

What – in your view – will change most dramatically as the world economy progresses towards a new order, compared to how it is at present?

FLACH: Companies are calculating global risks more and recognise the importance of investing in more resilient supply chains. Policymakers recognise the importance of the environment and politics when shaping trade policy.

BALDI: Global risks are on the rise as more and more events are transpiring throughout the world that we can’t imagine. International rules are less likely to be enforced or bent, for example in conflicts or in international trade. Russia justified its war of aggression on Ukraine very adventurously under international law, so as to give the impression that it was legal. International trade rules are

DR GUIDO BALDI

Research assistant in the Department of Economic Policy at DIW Berlin

PHOTO: DIW, IFO

PROF. LISANDRA FLACH

Professor of Economics, in particular the Economics of Globalisation, and Head of the Centre for Foreign Trade at the Ifo Institute in Munich

less respected, which increases the risks of unexpected tariff increases or other trade restrictions.

Which path is better for Germany and for Europe in the future – more or less global trade? And what’s the best response to China’s economic dominance?

FLACH: We can’t turn back globalisation, but the way we understand globalisation will change. For example, globalisation in services – such as financial services and software engineering – will continue to develop rapidly.

BALDI: We shouldn’t underestimate the benefits of trade, which is why a general call for less trade wouldn’t work. But diversification is important. We should become less dependent on individual countries for supplying us with important raw materials, such as natural gas, rare minerals, lithium and so on. Diversification is also important in export markets as the “Chinese economic miracle” is ending. High growth in exports to China can no longer be expected, even if the country’s size means it should remain a significant market.

What must happen for economic interests and environmental protection not to interfere with each other?

FLACH: As I see it, we should focus primarily on shaping trade policy according to climate protection interests.

BALDI: It’s always argued that economic interests and protecting the environment are mutually exclusive, but that doesn’t have to be the case. Greenhouse gas emissions do usually constitute what is known as a negative externality. Companies or households that emit these greenhouse gases, for example when flying or generating energy, don’t bear the costs of the resulting climate change without government intervention, and the economic interests don’t then harmonise with environmental protection. Actually,



though, we know very well how state regulation can cause private companies and households to reduce their greenhouse gas emissions. This can be done through direct taxation of greenhouse gases, through tradable emission rights, or through direct regulations in which, for example, the combustion engine is banned after a certain year. Furthermore, subsidies play a key role, for example in promoting the renovation of buildings or the development of new technologies. Economic interests and environmental protection are thus not mutually exclusive, but some state intervention is required to steer private parties towards the latter. The problem in the past was that politics tended to act too hesitantly. (bre) □

“We can’t turn back globalisation, but the way we understand globalisation will change.”

LOGISTICS AS PART OF THE SOLUTION



As the climate crisis unfolds, globalisation is no longer tied simply to a logistics system that is functioning, but one that is also environmentally friendly. Solutions for this are being developed at the Kühne Center for Sustainable Trade and Logistics.

How can globalisation be made to be both sustainable and prosperous? This is one of the core questions being addressed at the Kühne Center for Sustainable Trade and Logistics in Zurich.

The clue is in the name. The new Kühne Center for Sustainable Trade and Logistics receives its research funding from the Kühne Foundation. In the United States, such funding has long been the norm, explains Director Ralph Ossa, Chairman of the Department of Economics and the Kühne Foundation Professor of International Trade at the University of Zurich. What is more: “This funding is completely transparent, and of course there is no duty of loyalty in our teaching and research.”

The importance of this independence in the controversial issue of globalisation is obvious. Whilst much of society is convinced that Germany, in particular, benefits greatly from global trade, many trade agreements are hampered by the doubts of those who think otherwise. For example, the Transatlantic Trade and Investment Partnership (TTIP) with the US is on hold, and the Comprehensive Economic and Trade Agreement (CETA) between Canada and the EU was ratified much later by Germany.

The problem here is that there is no simple solution. Few parameters are fixed, as recently demonstrated by the COVID-19 crisis, supply chain disruptions and geopolitical changes. Many interdependencies are highly complex and assessing these is also a balancing act. Is the key priority here how goods are traded most efficiently and the economic



“If households and businesses source their goods from more environmentally friendly countries, this will significantly reduce emissions.”

Ralph Ossa, Chairman of the Department of Economics and Kühne Foundation Professor of International Trade at the University of Zurich

PHOTO: UNIVERSITY OF ZÜRICH: VISION INSPIRES (2), MARCO BLESSANO

prosperity that is associated with it, or are the democratic interests of people and the protection of the environment more important than economic prosperity?

The research centre, which was founded in 2019, addresses precisely these and other questions relating to the role of world trade in combating climate change. The scientists at the Kühne Center – which is based on a long-term cooperation between the Kühne Foundation and the University of Zurich – want to rethink the existing world trade system in order to pave the way for more sustainable globalisation.

Local sourcing equals climate friendly?

The vision is clearly defined: “Our core message is that trade should not be viewed simply as the problem, but as part of the solution,” Ossa stressed. Sustainability is usually about mitigating damage, for example through introducing lower volumes, greener modes of transport and more sustainable energy sources. “The assumption is that local consumption is automatically green.” Many people associate international trade, in particular, with harmful emissions during transportation. But this is usually not true at all. “In agriculture, for example, 90 per cent of emissions are caused by production and only 10 per cent by transportation,” explained the professor. One example of this is apples sourced from New Zealand, which have a better climate footprint than locally sourced apples when in season over there. How come? The energy-intensive storage of local fruits in cold stores means that fruit from New Zealand is environmentally more advantageous despite sea transport.

Green sourcing is a catalyst for change

Researchers have therefore been working for over a year as part of the study entitled “A quantitative analysis of sustainable globalisation” to create mathematical models of the global economy for use in predictions. “In a fictitious example, we looked at how world trade would develop if every state worldwide imposed a tax of USD 100 per ton of CO₂ equivalent,” Ossa reported.

Initial interim results are already available. “The foreign trade ratio, i.e. the ratio of trade to gross domestic product, would be as high in a sustainable world as it is today,” reported the director. “Nevertheless, the model calculation also shows that global CO₂ emissions would be reduced by almost 30 per cent.” The main catalyst here is greener sourcing. “When households and companies source their goods from more environmentally friendly countries, this significantly reduces emissions,” stated the professor.

Ossa does not expect that such a tax would ever be enforced. “But it would simplify decision-making processes for businesses if states exercised their regulatory

role more effectively.” This also applies to consumers, whose decision – according to analyses on sustainable trade – is crucial. It would be much easier for them to assess the impact of climate change if this were already reflected in prices or, in economic terms, if all externalities were internalised. “Until now, this has only been possible for individual companies or within the framework of corporate social responsibility. So this is already one way in which we can see politics has failed,” explained the director.

The study, due to be published in the first half of 2023, is based on the preliminary work for the Sustainable Global Index, which will be released regularly in the future. This shows how close trade is to the ideal as it stands. “Since about 2001/2, the index values have been worse because lots more was imported from China, so the sourcing hasn’t exactly been ‘green,’” reported Ossa. But there is also a positive trend: “Since 2012, the index’s values have been moving in the right direction again, given that the amount of emissions in China has been declining.” (cb) □

FACTS

KÜHNE CENTER FOR SUSTAINABLE TRADE AND LOGISTICS

ESTABLISHED
2019

HEADQUARTERS
Zurich

EMPLOYEES
1 professor, 1 postdoc,
4 doctoral students
and several research
assistants

More information:

www.kuehnecenter.uzh.ch

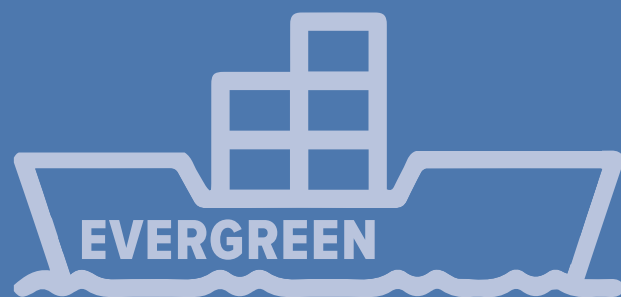
The Kühne Center for Sustainable Trade and Logistics is at the University of Zurich.



DID YOU KNOW?

Globalisation has many facets and plenty of figures. We have put together some facts and figures here that we find truly fascinating. Maybe this will even result in a subsequent debate – irrespective of whether the respective reader is in favour of **re-** or **deglobalisation**.

“Ever Alot” is the biggest container ship in the world.



CARRYING CAPACITY
24,004 TEU

400 m LONG

61.5 m WIDE

Capacities on container ships for world seaborne trade



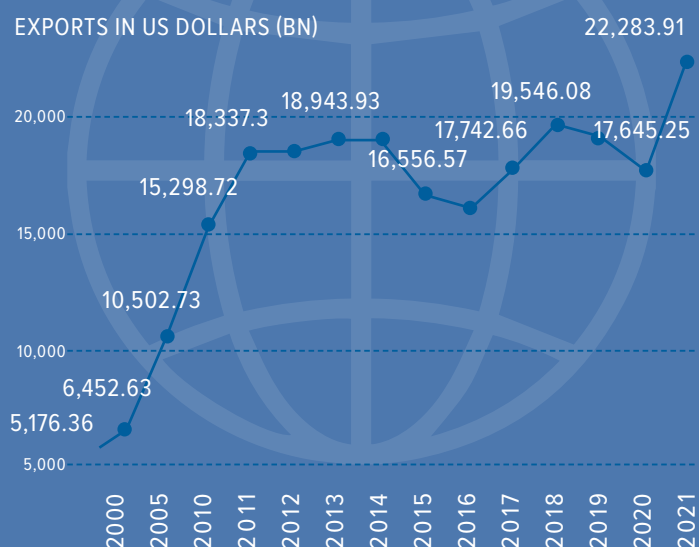
3.3 bn

Almost 3.3 billion tons were carried worldwide in 2021.

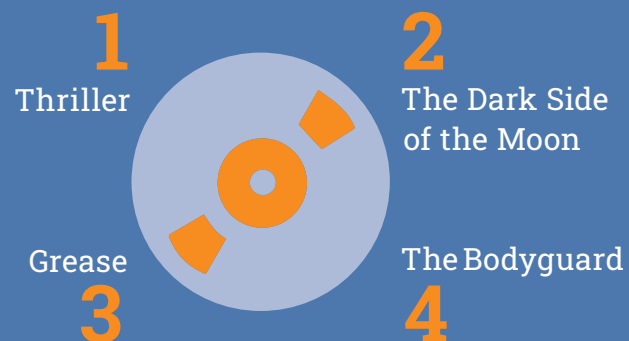
COUNTRIES WITH THE HIGHEST POPULATION IN 2022

China 1.41 bn citizens
India 1.41 bn citizens
USA 333 m citizens

Trends in exports worldwide



Best-selling music albums worldwide



1	Michael Jackson	Thriller	72,400,000
2	Pink Floyd	The Dark Side of the Moon	41,800,000
3	Soundtrack	Grease	40,400,000
4	Whitney Houston	The Bodyguard	39,600,000

SOURCES: STATISTA 2022; PHOTOS: RAWPIXEL, FLATICON.COM, BILLBOARD MAGAZINE 2021



ADIEU ASIA?

Though production sites on the largest continent of the world maintain their prominence, there is a clear trend towards nearshoring in the textile industry. This is having a significant impact on fashion logistics and specialised service providers such as Group 7 and Fiege.

PHOTO: ISTOCKPHOTO/KUCHERUKANDREY, FIEGE

A substantial proportion of the clothes purchased in Germany are “Made in China”. That is what most people would guess, and rightly so. China is the most important country of manufacturing for our textile and clothing imports, ahead of Bangladesh and Turkey. The complexity of the logistics behind this is not quite as well-known. This is evident in the modal split, which is subject to many different influences.

Despite the longer wait times encountered with the handling and port closures – as in Shanghai a few months ago – container ships still account for the lion’s share of textiles transported. However, it became clear in 2022 how quickly this parameter can change. “Last year, for example, freight train traffic between China and Europe almost came to a standstill due to the war in Ukraine,” reported Hubert Borghoff, Vice President and Head of Logistics at Group 7. “That’s why we have been offering more sea-air routes ever since.”

Stephan Wittenbrink, Managing Director of the Fashion & Lifestyle division at Fiege, also noted that the majority of goods still come from Asia, for which sea freight is usually the cheapest and most conventional route. “Time-sensitive deliveries, in particular, are sometimes transported by airfreight, even if this only accounts for a small amount.” From the port onwards, the majority of goods have historically been transported by lorry to their destination.

“However, we are seeing a shift in trend towards rail transport,” said the managing director. In light of this, Fiege already offers various solutions for transportation via rail. This is mainly intermodal freight transportation, which the logistics service provider intends to further expand in the future. According to Wittenbrink, the modal split generally depends heavily on the respective product groups and the countries where the items are produced.

Nearshoring is gaining prominence

Managers at both Fiege and Group 7 are seeing a clear shift in trend towards nearby countries. “Due to the COVID-19 and energy crises, nearshoring is playing an increasingly important role,” argued Wittenbrink. However, in Europe as a whole, there is still a lack of corresponding capacity and – depending on the product groups – also of procurement structures. Production is currently in demand and being expanded, particularly in Turkey and Portugal. North Africa will also gain prominence as a location in the future. “However, we are also seeing the trend of orders from Asia sometimes being placed earlier to compensate for long transportation routes and possible delivery delays,” reported the Fiege manager.



Heavy work for fashion logistics companies like Fiege and Group 7: approximately 47 items of clothing are purchased per capita, per year in Germany, of which around two-thirds are currently sourced from China.

“Production sites in Eastern Europe, Turkey or North Africa, and the countries of Egypt, Tunisia and Morocco in particular are in high demand,” added Borghoff. The logistics service provider finds himself advising more and more on customs clearance and is seeing a rise in demand for lorry traffic from Eastern Europe and Turkey. The Group 7 logistics manager also notes that nearshoring is only part of clients’ strategy and that they are continuing to work with production sites in Asia. At the same time, clients increasingly requested storage capacities in order to achieve stable supply capability.

At Fiege, it is also expected that demand for warehousing capacity will rise in close alignment with the sales market. “In addition, there is an increasing focus on a balanced mix of sales channels, the key words being omnichannel and marketplaces,” explained Wittenbrink. This is why the company primarily offers solutions for warehouse logistics and transportation from a single supplier across all sales channels. →

FACTS FASHION & LIFESTYLE DIVISION AT FIEGE

ESTABLISHED
Pooling all fashion and lifestyle activities in a separate division from the start of 2022

LOCATIONS
9 in Germany and several in Europe, for example in Poland and Italy, as well as in Asia

SERVICES
Focus on warehouse logistics and transport

EMPLOYEES
Approx. 5,000 in Germany alone

2021 TURNOVER
Approx. EUR 250 million in Germany, EUR 560 million in Europe



“Due to the COVID-19 and energy crises, nearshoring is playing an increasingly important role.”

Stephan Wittenbrink, Managing Director in the Fashion & Lifestyle division at Fiege



An important component of textile logistics is also return and quality management.

FACTS

FASHION LOGISTICS AT GROUP 7

ESTABLISHED
2006

LOCATIONS
9 German branches

SERVICES
Mainly warehouse logistics and transport

EMPLOYEES
700

2021 TURNOVER
EUR 240 million

Reliability of supply is becoming increasingly important

On the whole, supply chain disruptions, geopolitics and sustainability have the greatest impact on the supply chain. "Disruption is currently the most pressing issue in the supply chain," stated Borghoff. "It's so critical because, overnight, it has threatened the ability to deliver and, with it, the cash flow of our fashion-sector clients."

Fiege manager Wittenbrink also believes that the most marked effects are currently caused by supply chain disruptions. A strict lockdown such as that experienced by China and the blockage of the Suez Canal immediately affect all areas. They will have shown how profound the consequences can be and the need for impromptu solutions.

In addition, the current geopolitical situation and the war in Ukraine have forced many companies to act. As a manufacturing country, Turkey, in particular, is gaining in importance amongst Group 7's fashion-sector clients, observed Borghoff. "In terms of logistics, this means that we are facing increased demand for lorry transport."

Changes in modal split

"Production countries in closer proximity increase both the quick availability of goods and the predictability," explained Wittenbrink. Consequently, Fiege is also represented in Turkey and Italy, for example, to closely accompany its clients along the entire supply chain. In general: "For many service providers in Europe, the hurdle to establish themselves and to dovetail with supply chains is likely to be lower in these markets than in Asia." It can therefore be assumed that the prominence of manufacturing countries close to Europe will continually increase in the future. According to Wittenbrink, for service providers, this means not only warehouse logistics handling in the manufacturing countries – but also a shift in transportation to road and rail. "Lorries come out on top in my view when it comes to modal splits, due to the trend towards nearshoring," emphasised Borghoff.

According to the assessment of both experts in fashion logistics, sustainability will also gain more strategic importance over the next ten years. For example, Group 7 examined every process in the entire supply chain from the release of goods in production companies to delivery to end clients and stores. "We introduced our CO₂ calculator in 2012, a crucial game changer for the fashion supply chain," reported Borghoff. "It calculates and documents CO₂ emissions for every shipment worldwide – whether this be transported by air, sea, rail or lorry. We have also helped many clients improve their personal CO₂ footprint with this tool." (cb) □



"Production sites in Eastern Europe, Turkey or North Africa, and the countries of Egypt, Tunisia and Morocco in particular are in high demand."

Hubert Borghoff, Vice President and Head of Logistics at Group 7

More information:

www.fiege.com
www.group7.com

PHOTO: GROUP 7

YOUR PORT NEARBY

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BREMERHAVEN**
TWO CITIES. ONE PORT.

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Fish dishes are a key component of FRoSTA's range of services. But the frozen food specialist from Bremerhaven also offers its customers vegetables, fruits and herbs.

HOW MUCH IT GOES INTO FISH & CO.?

It all started back in 1962 with fish at FRoSTA. At that time, material flow control was done exclusively on paper, and until 1970 the frozen food expert from Bremerhaven even had its own fishing fleet. Nowadays, the company relies on digitalisation in almost every area – without its own vessels, but with visible success.

A little spoiler: neither Ben Windhorst, IT Director and Digital Transformation Officer at FRoSTA, nor Heliodor Rawski, Head of SCM Logistics at FRoSTA, could fully “capture” in concrete figures how much IT actually goes into their fish in their interview with LOGISTICS PILOT today. Nevertheless, one thing is clear for Windhorst: “A lot of IT goes into fish – and this is increasing, since our transformation process is far from complete.” The company took its first steps toward digitalisation back in the 1980s, when it began to map an increasing number of business processes via software systems. This development has included full automation of the warehouse management software

since the early 2000s and a fully integrated transport planning system since 2018.

Nowadays, digitalisation at FRoSTA is becoming particularly visible in areas involving the end consumer, as well as in supply chain processes and in the networking of internal staff members. For example, blockchain technology allows the company to securely transmit more information to its customers whilst, at the same time, supporting the FRoSTA vision of greater transparency and sustainability. This includes tracking important product data – not only for fish, but also for ready meals, vegetables, fruits and herbs. “The ingredient tracker on our website allows all ingredients and

countries of origin of our products to be tracked throughout the supply chain, i.e. where they come from, how they are processed and how large their CO₂ footprint is,” cited Windhorst as an example.

FRoSTA relies on the SAP system platform for its demand and production planning as well as in storage and distribution management. “Its ability to simulate scenarios for planning helps us to calculate flexibly and to be able to react quickly to changing circumstances, such as those that have occurred recently due to price explosions, the shortage of raw materials and increased energy costs,” said Rawski. This was not the case for fish this year, but increasingly so for cultivation in the company’s own vegetable farms in Saxony and Rhineland-Palatinate. “The rainy summer of 2021 gave us record pea yields, which greatly changed our harvesting and production planning in the short term,” explained Rawski. Windhorst added: “Previously, we calculated new prices once a year. In view of recent global economic developments, however, we are currently having to process new information almost daily and simulate new scenarios – including for fish, which is shock-frozen whilst fresh and then distributed across numerous cold stores for storage until production.”

“Without human input, this would not be possible”

Both Windhorst and Rawski regard the approx. 1,800 FRoSTA employees as crucial in the digitalisation journey. Windhorst also likes to think of this journey as a relay race, in which the baton pass – and therefore the IT interfaces – are particularly important.

“Despite all the automation, this would not be possible without human input,” stressed Rawski. That is why the FRoSTA IT team has migrated all the workflows of various divisions, departments and branches to Microsoft Azure over the past three years. Moreover, new cloud solutions were implemented during the



Ben Windhorst, IT Director and Digital Transformation Officer at FRoSTA and Heliodor Rawski, Head of SCM Logistics at FRoSTA

COVID-19 crisis, meaning that FRoSTA is now able to allow its employees to work completely from home without causing any constraints on quality. However, both IT experts are already busy thinking up new services, new solutions and new benefits. “We are currently working on a way to integrate suppliers, customers and employees into the FRoSTA world even further. We also have digital delivery notes on our agenda for the near future,” Rawski added.

Reflecting on the past three years, the frozen food product manufacturer weighs up both the ups and downs: “On the one hand, during the pandemic, when many restaurants had to shut their doors and people had a taste for delicious ready meals, we were able to attract a large number of new customers who have since stayed with us,” Windhorst stated. “Since our product range extends to large areas of the food service industry, for example in schools and department stores, we also had to accept significant cuts when these areas were also restricted to limited operations due to COVID-19,” he added. In the fish segment, fish fingers sold particularly well during the COVID-19 pandemic. They are amongst the classics of the most popular lunch items, especially for children, the company reports. (bre) □

FACTS

FRoSTA AG

PRODUCT PORTFOLIO

Fish; fish-, meat- and vegetable-based ready meals; vegetables; fruits; and herbs

EMPLOYEES

1,800

HEADQUARTERS

Bremerhaven

2021 TURNOVER

EUR 527 million

More information:

www.frosta.de



PHOTO: ISTOCKPHOTO/IGZIS, SHUTTERSTOCK/ANTTONIART, FRoSTA (BX)



AT LAST, LIVE IN BERLIN

BREMEN/BERLIN Roughly 130 guests from the world of politics, business and public services attended the bremenports' "LOGISTICS TALK" new year reception held at the Representative Office of Bremen in Berlin on 12 January. After Dr Claudia Schilling, Bremen's Senator for Science and Ports, had welcomed the guests, the global impact of the climate crisis was debated, where prominent experts discussed the resulting opportunities and risks facing the ports. The experts included Annika Rittmann (spokeswoman for Fridays for Future), Professor Jan Ninnemann (Managing Partner, Hanseatic Transport Consultancy), Dr Kira Vinke (Head of Centre for Climate and Foreign Policy at the German Council on Foreign Relations) and Robert Howe (Managing Director, bremenports).



HEIM REMAINS HEAD OF SEAPORTS

OLDENBURG André Heim is to remain the managing director of the marketing organisation 'Seaports of Niedersachsen' for the next four years. In early 2023, the Supervisory Board extended the contract with the 43-year-old business graduate until 31 December 2026. Heim, originally from Oldenburg, took on the post in June 2020, after working in the marketing and communication departments for Seaports of Niedersachsen.



LLOYD WERFT PROMOTES NORDEN

BREMERHAVEN On 1 December, Friedrich Norden was appointed as co-managing director of the Lloyd Werft shipyard in Bremerhaven. Norden, who previously served as a project manager now joins Thorsten Rönner on the board of directors. Norden succeeds Carsten Sippel, who left the company, in order to pursue new professional challenges. "Despite the current difficult situation, I am convinced that Lloyd Werft will return to its former strength," said Norden, and emphasised: "We will be reintroducing dockyard and ship repairs for all types of ships in order to achieve this goal."



EXTENSIVE MARKETING PROGRAMME PRESENTED

BREMEN/BREMERHAVEN Seven joint stands at international trade fairs, eight customer receptions in Germany and abroad, campaigns for sustainability and SmartPort activities, plus an international highlight with the conference of European seaports – the Bremen ports marketing programme is packed to the brim. "We will make Bremen's ports more sustainable and meet the conditions needed for them to achieve their contribution towards climate goals," said Dr Claudia Schilling, Bremen's Senator for Science and Ports. "Domestic and international events in 2023 will provide ideal opportunities for highlighting our efforts."



JOINT EFFORTS FOR A SUSTAINABLE SOLUTION

WILHELMSHAVEN In November, around 250 representatives from Germany, Denmark, the Netherlands and the maritime industry met to discuss their cooperation for the Wadden Sea World Natural Heritage at the 14th Trilateral Wadden Sea Conference in Wilhelmshaven. Afterwards, Lower Saxony's Environment Minister Christian Meyer summed up the situation as follows: "We need to do everything in our power to conserve the Wadden Sea World Natural Heritage Site in the future." This is the reason for setting up a trilateral-coordinated research project.



INCREASE IN PORT FEES

BREMEN/WILHELMSHAVEN Docking at Bremen ports and the JadeWeserPort became more expensive for the shipping industry at the turn of the year with a price increase of five per cent. Bremen's Senator for Science and Ports, Dr Claudia Schilling, spoke of a "moderate" rise in fees, which was taken "with due consideration given to the current economic climate". This was echoed by Holger Banik, Managing Director, JadeWeserPort Realisierungs GmbH and NPorts. He continued: "Our fees are still low when compared with the traditional ports."

PHOTO: BREMENPORTS (2X); BREMENPORTS/SCHIEER; LLOYD WERFT; ANDREAS BURMANN; SEAPORTS OF NIEDERSACHSEN; MW SHINO PHOTOGRAPHY; BLG LOGISTICS; HSB THOMAS KÖKE; JADWESERPORT

LIES TAKES OVER AS CHAIR OF THE NPORTS SUPERVISORY BOARD

OLDENBURG In December, Olaf Lies, Minister for Economic Affairs, Transport, Construction and Digitalisation for Lower Saxony, was appointed Chairman of the Supervisory Board of NPorts, succeeding Dr Bernd Althusmann, who stepped down from the political arena. "Our ports play a crucial role in light of current crises. We are the gateway to the world and the hub for Germany's energy supply. I am really pleased to be able to work alongside a well-established NPorts team, who show time and again that the terms "economic clout" and "sustainability" lie side by side," remarked Lies. Other members of the Supervisory Board include Anka Dobslaw (Ministry for the Environment, Energy and Climate Protection for Lower Saxony), Birgit Diers (Lower Saxony's Ministry of Finance), Sascha Gatena (NPorts), Uwe Jacob (Ministry for Economics, Transport, Construction and Digitalisation of Lower Saxony) and Professor Kerstin Lange (Jade University of Applied Sciences).



MINISTER REQUESTS "TRUE NATIONAL PORT COOPERATION"

HANOVER The German container ports will be more successful working together than the sum of the sites working individually. This was the point of view of Olaf Lies, Lower Saxony's new Minister of Economic Affairs, Transport, Construction and Digitalisation, at the end-of-year event of the Logistikportal Niedersachsen network and was promoting "true national port cooperation". The German ports would only stand a chance if they were to make concerted efforts and network with each other. "We need to set up an overall intelligence for the three major container ports of Hamburg, Bremerhaven and Wilhelmshaven, so we can ultimately offer added value for the German seaports in port competition. If we progress at the expense of our neighbours, this will only benefit the other European seaports," he warned.

BLG LOGISTICS: AXEL BANTEL TO STEER AUTOMOBILE DIVISION

BREMEN The BLG Group has reorganised sales in its Automobile division to further optimise contact with its customers and the market. Responsibility for this development lies with Axel Bantel, who, in early February, took over the recently created post of President Sales at BLG Automobile Logistics. Bantel has more than 30 years' experience, having held different posts at Wallenius Wilhelmsen, including periods spent in Bangkok, Shanghai, Tokyo and Stockholm. He had been Vice President Sales in Bremen since 2017.



IT ALL STARTED WITH A YOUTUBE VIDEO

BREMEN Bruno Molina Stagi was awarded the DAAD Prize for his outstanding academic achievements as well as for his social engagement. As a student of nautical sciences at the Bremen University of Applied Sciences (HSB), he received the prize of 1,000 euros from the German Academic Exchange Service (DAAD) last November. It all started many years ago in his home country of Uruguay, when he watched a YouTube video on shipping; this initiated a childhood dream of becoming a sea captain one day. He looked for an international graduate course along these lines and found it at the HSB. Stagi has been studying "Ship Management" there since the winter semester of 2020.

ALL EYES ON THE PORT OF THE FUTURE

BREMEN/BREMERHAVEN "bremenports is still on track with its expansion plans," stated Robert Howe at the end of 2022, summarising the past year. At the time, the workforce comprised 401 employees and 33 apprentices. Further growth is planned in 2023. Moreover, the Senate passed an ambitious future programme in 2022, known as the "Port Development Concept 2035". Howe continued: "The goals that have been set will have a huge impact on transforming the port over the coming years. Ports will have to assume a more business-like, sustainable, digital and climate-neutral approach. After all, tomorrow's projects are more important than today's figures."



38 MILLION EUROS FOR PORTS IS "A JOKE"

BREMEN Back in November, Frank Dreeke, Chairman of BLG LOGISTICS GROUP and executive board member of the German Transport Forum (DVF), criticised "the government's lack of support for the German port industry". In an interview published in the DVF's own media service, he complained that "the government had only made 38 million euros available to the ports of the North Sea and Baltic Sea for various projects. As far as he was concerned, these public funds were, at best, "a joke".

SMART ROUTE PLANNING REDUCES EMISSIONS

Founded in Marseille in January 2019, the start-up company, Searoutes, specialises in innovative solutions for the shipping and logistics industry. The company offers its customers real-time routes and a CO₂ emission calculator to help them plan their routes in a more environmentally friendly way and thereby promote greener freight transport.

To do so, Searoutes uses both current and historical Automatic Identification System (AIS) data for its algorithm, which makes it possible to know the identity and precise position of ships. This information is combined with further data records – such as a vessel’s consumption data, weather conditions and currents – to predict the CO₂ footprint of a container transported via a specific transportation route, or to produce a more detailed report of routes used than previous tools allowed for. In recent years, Searoutes has extended its range of services to all modes of transport, so emissions can now be calculated from door to door on a vehicle-specific basis, too.

Currently, around 20 employees – from software developers to mathematicians and industrial experts – are on hand for this service in the French port city and the Hamburg office. And they also have prime connections to Bremen, since the technology corporation based there, OHB SE, is also investing in the start-up. “Searoutes’ mission is not only exciting, it also contributes perfectly to the growth of our OHB Digital segment,” said Egbert Jan van der Veen, Managing Director of OHB Venture Capital. Pierre Garreau,



Pierre Garreau, founder and CEO of Searoutes

founder and CEO of Searoutes, added: “It’s fantastic to have OHB as a partner. Searoutes is a data-centric company, and OHB’s expertise in satellite data has majorly led the way in advancing our CO₂ and routing products.”

The past three years have shown that carriers, freight forwarders and shipping agents are very interested in Searoutes’ range of services and meaningful data. These not only form the basis for long-term monitoring of CO₂ emissions, but also offer approaches to reduce emissions on a company-specific route across all modes of transport in the long term – whether through modified service scheduling and modified port calls, the use of other vessels or by switching to rail and feeder transportation inland. In this context, Searoutes experts have identified a significant increase in CO₂ emissions during the COVID-19 crisis as a result of supply bottlenecks and port congestion. This was mainly due to the transport speeds on the world’s oceans, which were increased in some cases, and the long waiting times to dock with running engines, the Marseille office reports. They also stress that they intend to remain a neutral platform and not become a booking platform so that the customer “gets impartial information about their CO₂ emissions and logistics.” (bre) □

PHOTO: SEAROUTES (2X)



Searoutes can now also calculate emission values door to door for specific modes of transport.



VDS: JÜRGEN TONAK SUCCEEDS RALF MIEHE

BREMEN At the members’ annual meeting in December, the Association of Bremen Freight Forwarders elected a

new board. Ralf Miehe from Kühne+Nagel (K+N) stepped down after serving four years on the board. He is succeeded by Jürgen Tonak (also from K+N), who was newly elected. Chairman Oliver Oestreich praised Miehe as someone who was willing to look at issues from a different perspective and who thus provided valuable food for thought. In its constitutive meeting, the board re-elected Oestreich as Chairman and Andreas Niemeier as his deputy.



EMPHASIS ON GOOD CONNECTIONS TO THE NORTH

BREMEN Bremen ports and the most densely populated German state of North Rhine-Westphalia (NRW) could work together even more closely in the future and both reap the benefits of doing so. To make the public aware of this possible development, an exchange of views took place with the Minister-President of NRW Hendrik Wüst and Dr Patric Drewes, executive board member of BHV – Bremischen Hafen und Logistikvertretung (BHV), Petra Lüdeke, Managing Director of BHV, as well as other representatives from industry from this two-port federal state. CDU politician Wüst accepted the invitation from Frank Imhoff, the president of the *Bremischen Bürgerschaft*, literally the Citizenry of Bremen. Drewes also used this opportunity to hand over a thesis to the head of state of NRW.

PHOTO: VBS (2X), BHV, WYGAND, ANDREAS BURMANN



PROJECT LOGISTICS START THE NEW YEAR OPTIMISTICALLY

BREMEN In January, the BHV Project Logistics Forum took place for the tenth time in the *Haus der Bürgerschaft* in Bremen. Around 150 experts from the project logistics community met up to talk about current market insights and trends focused around “a resilient and future-proof industry”. During the event the “BHV Project Logistics Award” was awarded for the first time. It went to OHB Digital Services from Bremen for a software solution that can produce a digital image of all goods, movements, processes and means of transport in real time. In the “Project Logistics Monitor” online survey, which has since become an integral part of the event, 70 per cent of the attendees reported encouraging figures and an increase in cargo volume for 2022 year on year.



INAUGURATION OF FIRST LNG TERMINAL IN GERMANY

WILHELMSHAVEN On 17 December, the first LNG terminal in Germany was inaugurated in Wilhelmshaven. A few days later, regasified, liquefied natural gas was fed through the newly built pipeline in Wilhelmshaven and fed into the German gas network. Attending the event were, among others, German Chancellor Olaf Scholz, Federal Minister for Economic Affairs Robert Habeck, Federal Minister of Finance Christian Lindner and the Minister-President of Lower Saxony Stephan Weil, as well as around 400 guests from the world of politics, business and the public services. Within just ten months leading up to this date, three companies – NPorts, OGE and Uniper – had put the necessary structures in place. “This is now the new pace in Germany, in order to advance our infrastructure in line with developments,” summed up Scholz. And Habeck continued: “In terms of infrastructure, Germany can do it. And Germany can do it quickly, if necessary.”



A “CLEAN” REPEAT ACT

BREMEN In December, the ro-ro carrier “Auto Energy” of the Norwegian shipping company United European Car Carriers (UECC) won the “Greenports Award” from bremenports for the “most eco-friendly vessel”. This is the second time that the ship ranked top in the category of eco-friendly vessels that dock in Bremen ports. Furthermore, UECC, a subsidiary of NYK and Wallenius Lines, also won the award for “the most eco-friendly fleet”. bremenports has been awarding the “Greenports Award” in both categories annually since 2014.



TITZRATH IS NEW ZDS PRESIDENT

HAMBURG In November, the Association of German Seaport Operators (ZDS) elected a new board. Angela Titzrath (Chairwoman of Hamburger Hafen und Logistik AG), is now the association’s new president. Professor Sebastian Jürgens (Lübecker Hafen-Gesellschaft) took over as Vice President. The former president Frank Dreeke (BLG LOGISTICS GROUP) and his deputy Jens Aurel Scharner (Rostock Port) make up the five-man ZDS executive board, alongside Jan Müller (J. MÜLLER Weser).



PIONEERING ROLE OF PORTS IN ENVIRONMENTAL PROTECTION

BREMEN Bremen Ports was certified according to “PERS” (Port Environmental Review System), an environmental management standard, for the sixth time. Bremen senator Dr Claudia Schilling congratulated bremenports on yet again receiving recognition for their commitment to the environment: “The ports have set further visible signs for more sustainability, thereby confirming once again their pioneering role in environmental protection.” The certification contains a comprehensive environmental report with projects and measures for environmental protection in the ports plus key figures.



NORDFROST AND REMAIN AGREE ON PARTNERSHIP

WILHELMSHAVEN Nordfrost, a frozen food logistics and solutions company, and the EUROGATE subsidiary Remain Container-Depot and Repair have been working together in German container seaports since December. They aim to combine the expertise of both companies concerning depot services for standard and refrigeration containers as well as for special equipment. According to statements made by both, their focus will initially be placed on the container port of Wilhelmshaven, where they now have a combined area of approx. 80,000 square metres as a container depot.



“A NETWORK MILESTONE”

WILHELMSHAVEN The electrification of the railway infrastructure of the JadeWeserPort was completed in December. At the same time as the Deutsche Bahn electrified the main rail line from Oldenburg-Wilhelmshaven, the port’s four kilometre feeder line and the 16-track pre-routing group went electric. Olaf Lies, Minister for Economic Affairs, Transport, Construction and Digitalisation of Lower Saxony, stated: “This step for our port is exceedingly important and long overdue. It is a true milestone for the network, and one which the port industry has been eagerly awaiting for years”.



HELTEN IS NEW HEAD OF NPORTS SEAPORT IN BRAKE

BRAKE Christian Helten took over as head of the NPorts seaport in Brake early in 2023, and was shown the ropes by his predecessor Harald Ludwig from last September. As his previous post was Port Office Department Manager at NPorts head office, Helten has been able to build up extensive port experience since 2017. Prior to working at NPorts, he was also in charge of port management of the JadeWeserPort. After more than 40 successful years working for the Brake seaport, Ludwig went into well-earned retirement.



NEW CHALLENGES DUE TO CHANGES IN THE WORKPLACE

BREMEN As part of the four-part workshop series “Branchendialog Logistik” (Logistics Industry Talk), around 30 experts from the logistics and maritime sectors met up in late 2022 to discuss how to effectively face the changing working world. “Great input from experts, interesting practical examples, interactive topics and inspiring dialogues” – this was how the presenter and innovation coach Sven Hermann from ProLog Innovation summed up the event. The results of the workshop will now be evaluated and incorporated into possible new approaches. The event was the idea of Bremen’s Senator for Economic Affairs, Labour and Europe and the Agency for Vocational Training of the Federal State of Bremen.

BHV MAKES APPEAL TO POLITICIANS

BREMEN In light of the provisional 2022 figures published by the Bremen Ports in December, BHV – Bremische Hafen- und Logistikvertretung – has called for cooperation among North German seaports. “We wish to address the competitive state of German ports, when compared with our major rivals of Rotterdam and Antwerp,” stated Christoph Holtkemper, member of the



BHV board at the state press conference on the annual review of the ports. “For this to happen, the federal government must implement fast and well-coordinated measures to infrastructure for all modes of transport.”



NEW BEACON FOR THE GEESTE

BREMERHAVEN The entrance to the Geeste outer harbour and fishing harbour was brought up to date with


naval regulations in December. Not far from the previous beacon, a new temporary beacon has been put into service for the safety of ships. bremenports mounted the flashing beacon on a steel post on the old mole. The beacon will ultimately be returned to its original position on the mole tower. The renovation of the harbour entrance is due for completion in late 2025.



ONLY CRUISES RECORD A SIGNIFICANT RISE

BREMEN/BREMERHAVEN Due to the global economic slowdown and the economic impact of Russia’s war of aggression on Ukraine, the turnover figures for Bremen’s ports fell in 2022. According to provisional estimates from Bremen’s Senator for Science and Ports, it is anticipated that the handling of seaborne cargo in Bremen and Bremerhaven will be 64.5 million tonnes in 2022, representing a fall of 7.4 per cent. The total turnover for 2022 comprises the port handling facilities of the city of Bremen (12.2 million tonnes, down by 5.4 per cent) and Bremerhaven (52.4 million tonnes, down by 7.9 per cent). Vehicle handling turnover in 2022 is expected to be 1.6 million vehicles (down by 4.4 per cent). The impact of the war is particularly evident in bulk handling. Compared to 2019, figures for the trade with Russia in the first ten months of 2022 dropped from 650,000 to 101,000 tonnes of coal and 914,000 to 311,000 tonnes of mineral oil. A positive trend in Bremerhaven was recorded by the cruise industry. 110 ship clearances mean an increase of 190 per cent compared to 2021, which was still heavily impacted by the effects of COVID-19. With 232,000 passengers, this was virtually on a par with figures prior to the pandemic, meaning a rise of 346 per cent, compared to 2021. Final figures are due to be published in March.

PHOTO: BREMENPORTS (RX), JADEWESERPORT, HHLA, NORDFROST/REMAIN, NPORTS/BONNIE BARTUSCH, PROLOG INNOVATION, BHV

2023		 GERMAN PORTS	
SAVE THE DATE	FEB	8–10.2.2023	FRUIT LOGISTICA 2023 www.fruitlogistica.com Berlin, Germany
		14.2.2023	BHV-Hafenclub www.bhv-bremen.de Bremen, Germany
	MAR	14.3.2023	BHV-Hafenclub www.bhv-bremen.de Bremen, Germany
		16.3.2023	Logistics Talk www.bremenports.de Prague, Czech Republic
	APR	18.4.2023	BHV-Hafenclub www.bhv-bremen.de Bremen, Germany
		25–27.4.2023	WindEurope www.windeurope.org/annual2023/ Copenhagen, Denmark
	MAY	9.5.2023	BHV-Hafenclub www.bhv-bremen.de Bremen, Germany
		9–12.5.2023	transport logistic www.transportlogistic.de Munich, Germany
		11.5.2023	Bremen reception www.bremenports.de Munich, Germany
		24–25.5.2023	Real Estate Arena www.real-estate-arena.com Hanover, Germany
	JUN	1–2.6.2023	ESPO Conference www.bremenports.de Bremen, Germany

The current situation still makes it very difficult to predict whether events will actually take place. Consequently, changes at short notice are likely after this edition has gone to press. The information published here is subject to change. We would recommend that you check again shortly before the event is due to take place, for instance on our website www.logistics-pilot.com/event-kalender/. Thank you.



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HIGHER

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NEW POWER FOR THE FREIGHT VILLAGE

The last lap has been completed. The first electric train arrived at JadeWeserPort in December 2022. The 70-kilometre long railway line between Oldenburg and Wilhelmshaven is now electrified. This major project has significantly improved the traffic connections to and from Germany's only deep-water container terminal and raised the number of freight trains and destinations that can be reached from Wilhelmshaven.



**JADEWESERPORT
WILHELMSHAVEN**

Live and ready to go: feeder line and storage tracks

At the same time as electrification of the Oldenburg-Wilhelmshaven line, the four-kilometre long feeder line and 16 storage tracks at JadeWeserPort were also electrified. Up to twelve full-length trains can now be dispatched here simultaneously.



www.jadeweserport.de/en/presse-media/news/electrifying-the-railway-infrastructure/

www.jadeweserport.de/en/

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