



TIEFGANG#17

LOCATION

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GREEN SIGNAL FOR MORE CONTAINER



PHOTOS: JADEWESERPORT/THORBEN GEIGER

Wilhelmshaven just got a bit closer: with interest among industrial, logistics, and international real-estate companies in space at Freight Village Wilhelmshaven on the rise, prospects to accommodate this growth improved starkly at the beginning of this year with the electrification of the port’s rail-link inland now complete. All aboard the growth train!

In December 2022, Freight Village and Container Terminal Wilhelmshaven celebrated another important milestone since its opening over ten years ago: on time – and in time for the annual December timetable change – electrification of the line to Germany’s only deep-water port for container vessels was completed. The major project was co-financed by the European Union as part of the Trans-European Transport Network (TEN-T).

What is more, in addition to the mainline south to Oldenburg, another 2.5 miles of feeder lines and the 16-track marshalling yard at the harbour were also fitted with overhead power lines and officially opened to electric-powered services. With this, Deutsche Bahn has completed its programme for connecting Wilhelmshaven to its hinterland, leaving the port with the high-performance infrastructure it needs to handle increasing amounts of freight.

In transport terms, a new era has dawned here on the Jade Bight – and numerous rail-freight operators have already expanded existing services in and out of Wilhelmshaven or are, in some cases, now serving Wilhelmshaven for the first time. As a result, in Q1 2023 alone, around 200 more trains called at the port than in Q1 2022.

READ MORE ABOUT THE INLAND RAIL CONNECTION ON PAGES 4–5



“With our switch to Wilhelmshaven, customers can expect a reliable timetable and shorter transit times, offering a more secure basis on which to plan their supply chains.”

Andreas Buetfering, Senior Director Sales Far East, Hapag-Lloyd AG

PHOTO: HAPAG-LLOYD AG

THREE QUESTIONS FOR ...

*Richard Winter
is Regional Manager
Hamburg & Hannover at
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consultancy, and investment
management company in the
property sector.*



**Seen from the point of view of the logistics
real estate sector, what needs to happen for
Germany’s ports to retain their appeal for
shipping companies in the long term?**

In view of the current turmoil in international relations, both major industrials and logistics service providers are re-examining their existing supply chains with a view to increased resilience. As they do so, it has become clear that market participants are acting more flexibly – and are more willing to switch locations – than many would have assumed. Our problem in Germany is that there is no clear holistic vision for how we as a country intend to organise sea cargo – especially containers – as we move forward. Thinking a few years ahead: where, in future, do we want to land the most containers? In Hamburg or at Wilhelmshaven? From where I stand, there is a lack of strategic clarity here. Then there is the stiff competition from the ports of Amsterdam, Rotterdam, and Antwerp, which could entice companies to relocate their logistics hubs to Benelux.

In order to strengthen Germany’s suit as a place to do business, the north German seaports need to join forces so that each one can play to its particular strengths. And this needs to happen sooner rather than later – ‘the future’ is actually ‘the near future’. Talks about inter-port cooperation have been going on for a while now: it’s high time they were brought to a conclusion.

**How do the north German ports stand
to benefit from working together?**

Essentially, cooperation would be beneficial to all parties. Wilhelmshaven can deploy its strengths as a deep-water port to its own advantage, while I see Hamburg’s strengths above all in green industry as its port can not only land, but also process imported raw materials; Bremen and Bremerhaven, meanwhile, have strong competencies in automotive logistics. If the ports were to come together to clearly define their remits, this would offer industrials and logistics service providers a vision about where things are headed – and, following from that, a higher degree of certainty for investments.

**What advantages does
Wilhelmshaven have?**

Over the last year, Wilhelmshaven’s profile among industrial and shipping companies has risen considerably, and we are dealing with a number of enquiries from businesses in sectors such as Pharmaceuticals, Automotive, and Food; as well as from manufacturers, we are seeing an increased interest from property developers. And it’s no surprise. For one, the deep-water port offers a high degree of reliability: even the very largest container vessels can dock here at any time, fully loaded, and regardless of tides. When it comes to making supply chains more resilient, this represents a real argument in favour of Wilhelmshaven.

Another factor which makes Wilhelmshaven attractive is that we have the potential to expand the port area by quite some margin. Here too, though, I think we need to pick up the pace: it simply cannot take several years (or even decades) to get planning permission. Another key asset we now have is that the rail connection inland has been fully electrified. What we need to do now, in my view, is expand the amount of feeder traffic going through Wilhelmshaven – and expand fast.



PHOTO: JLL

THE NEW **GATEWAY** TO **NORTHERN EUROPE**



After this April's timetable change, Hapag-Lloyd and THE Alliance container carriers are now making regular calls at Container Terminal Wilhelmshaven.



PHOTO: HAPAG-LLOYD AG

The new rotation makes Wilhelmshaven into the terminal for the FE2 Far East services, with the Jade Bight now replacing the River Elbe as the final calling point in Europe before the ship heads back to Asia. A key motivation for Hapag-Lloyd to switch from Hamburg is the reliability of Container Terminal Wilhelmshaven (CTW) in the current circumstances, with other ports working at capacity increasingly struggling to maintain normal service (see accompanying editorial). Another argument in favour of Wilhelmshaven is that Hapag-Lloyd now has a 30% stake in CTW and a 50% share in the Rail Terminal Wilhelmshaven (RTW), too.

In moving the service to Wilhelmshaven, Hapag-Lloyd – the world's fifth-largest shipping company – is hoping to increase punctuality; CTW also offers good feeder routes up to Scandinavia and east into the Baltic, along with established inland rail and road connections.

In communications with its customers, Hapag-Lloyd underlines the fact that FE2 is the only scheduled THE Alliance service to provide a direct connection between Nansha, China, and Europe. With a stop at Singapore, the service calls at a hub for the key markets in South-East Asia and Oceania, and also offers connections to Africa from Tanger, in Morocco.

FE2 has a weekly rotation, with services starting alternately in Busan (Korea) and Shanghai, Ningbo, Yantian, and Nansha in China; working its way westwards, the service calls at Singapore, Tangier, Le Havre, and Southampton before terminating in Wilhelmshaven. Heading back to Asia, it calls additionally at Rotterdam.

For the ultra-large container vessels (ULCV) in use on the FE2 route, CTW's unique position as Germany's only deep-water port gives it the edge – an advantage which is only set to become more salient as Hapag-Lloyd takes delivery of twelve new-build 23,500-TEU ULCV, with the flagship of the class set to be christened 'Berlin Express' on 2nd October.

The ships of this new-build class will be Hapag-Lloyd's first dual-fuel vessels fitted as such from launch, allowing them to run both on standard diesel and on liquefied natural gas (LNG), a considerably more environmentally-friendly fuel. LNG can be used both for propulsion in the ship's engines and to fuel auxiliary systems and boilers.

Dual-fuel capability is not without technical challenges: LNG storage tanks on board need to be cooled to around -160°C, for instance, before the gas is then vaporised to be fed into the engine, with pressure levels of 300 bar required for use in the ship's engines.

With a length of around 400 metres and a beam of 61 metres, each ship in the class can load up to 23,660 containers.

CONTAINER TERMINAL WILHELMSHAVEN HITS ITS STRIDE

In addition to investing in our staff and our fleet, taking stakes in companies of relevance to our business model along the value chain is a key plank in our corporate strategy. That's why, alongside other investments such as in the Italian logistics group Spinelli or Damietta, a transshipment port in Egypt, we acquired an interest in CTW back in 2021.

Security and flexibility along the supply chain are decisive elements in successful logistics operations, and in a dynamic global market characterised by strong competition, companies need to be able to adapt quickly to rapidly evolving circumstances. That is why we are very pleased that the new THE Alliance 2023 schedule will see Wilhelmshaven become a regular port of call for the FE2 service in Germany. In the current situation, with capacity bottlenecks in Hamburg a frequent occurrence, CTW offers a highly-competitive alternative proposition for shipping imports from and exports to Asia.

By using Wilhelmshaven, we will be able to provide our customers with a reliable timetable and more rapid transit times, giving them in turn more reliability in the way they plan their supply chains. Geographical location is another decisive element in efficient freight transport, and Wilhelmshaven is well positioned, easy to reach from inland destinations.

The only service in the THEA network which calls at Nansha, China, our FE2 route is a one-loop connection linking all of the most important Asian and European markets with short transit times to and from the Korean and central Chinese markets – representing a particularly strong value proposition for chilled and frozen goods as well as special consignments. Calling at the Asian hub Singapore, FE2 also ties up with further connections to the south-east Asian and Oceania markets.

We will do everything in our power to make sure that our customers come to view Wilhelmshaven as a top product.



PHOTO: HAPAG-LLOYD AG

ANDREAS BUETERING

Senior Director Sales Far East, Hapag-Lloyd AG

FROM **WILHELMSHAVEN** INTO THE **HINTERLAND**

“All aboard for Container Terminal Wilhelmshaven!” With the electrification of the railway inland from the port completed, several major rail-freight operators have launched new goods services to and from Germany’s only deep-water port.

On completion of electrification work on the line to Wilhelmshaven late last year, Andreas Bullwinkel, Managing Director of Container Terminal Wilhelmshaven JadeWeserPort-Marketing GmbH & Co. KG, was bullish about the future for freight services: “We are expecting to see a significant increase in rail’s modal share,” he said – and, within months, has been proven right:

- In early January, TXLogistik opened a new connection southwards, with one return journey every week from CTW to the Nuremberg und Kornwestheim freight terminals. In Nuremberg, the destination is Tricon Container Terminal; in Kornwestheim, it’s Duss Kombiterminal, an important freight hub for the Stuttgart/Ludwigsburg area.
- Eurogate Intermodal, too, has integrated the Eurogate Container Terminal in Wilhelmshaven into its network, with weekly direct services down to Duisburg and further south to Munich, Nuremberg, and Kornwestheim; in the near future, further connections will be opened to Ulm, Mannheim, and Frankfurt/Main.
- Currently linking Duisburg Intermodal Terminal and Wilhelmshaven on a weekly basis, the return Duisburg-Wilhelmshaven-Shuttle is scheduled to go twice-weekly in Q2.

As of April 2023, this means that a total of ten operators are now serving Container Terminal Wilhelmshaven by rail. And in view of the rapid development in recent months, it is doubtful that this is the end of the growth.



Eurogate Intermodal

Augsburg
Budapest
Duisburg
Frankfurt a. M.
Kornwestheim
Milan
Mannheim
Munich
Nuremberg
Ulm
Verona

NECOSS

Bremen
Hamburg

ROLAND Spedition

Enns-Hafen
Graz Süd
Hamburg
Vienna

Spedition Weets

Ingolstadt
Kassel

ROLAND Umschlag

Antwerp
Bremerhaven
Duisburg
Dortmund
Hamburg
Mannheim
Rotterdam
Stuttgart

Metrans

Prague

TX Logistik

Frankfurt a. M.
Kornwestheim
Nuremberg
Mannheim
Munich
Ulm

Rail Cargo Group

Melnik

DIT/Contargo

Duisburg

TFG Transfracht

Augsburg
Bamberg
Basel
Berlin
Burghausen
Dortmund
Dresden
Enns
Erfurt
Frankfurt a. M.
Graz
Kornwestheim

Leipzig
Mannheim
Munich
Nuremberg
Osnabrück
Passau
Regensburg
Salzburg
Stuttgart
Ulm
Verona
Vienna
Wolfurt



HIGHER, EVER HIGHER

When Container Terminal Wilhelmshaven opened over a decade ago, its eight container gantry cranes were among the largest in the world. Now, they are being raised – and another two are being built.



The work on the container gantry cranes required heavy equipment and maximum precision – a real challenge even for experienced engineers.

PHOTOS: JADEWESERPORT/BJÖRN LÜBBE



‘A deep-water port means big ships means tall gantries.’ That was the assumption on which planners for Container Terminal Wilhelmshaven (CTW) worked from the start – and of course it turned out to be correct. In fact, ship sizes have far exceeded even the upper ranges of what was considered possible at the time: the newest megacarriers load over 24,000 TEU! This means vessels which are ever longer and ever wider, which reach ever deeper – and ever higher. With the start of FE2 Far East services approaching, Eurogate is now adapting its gantry cranes to accommodate ships of this size.

“All of the cranes still have a long service life ahead of them,” says Ralf Kraul, Technical Coordinator at Eurogate for CTW, “but clearance between the gantry and the top layer of containers on board is already quite tight at high tide,” he explains. “So it’s – if you’ll excuse the pun – high time to future-proof the cranes.” This means raising them to accommodate three additional layers of containers – from 45 to 56 metres.

The first two, 01 and 02, were raised together by the Dutch specialist in crane and lifting Kalmar, in February. For this to happen, each of the four legs of each 2000-ton crane underwent precision cutting before it was carefully lifted by a hydraulic press so that prefabricated 11-metre struts could be inserted. “And then we extended all of the cabling, the stairwells, and the lift shaft, too,” adds Kraul.

For these works, the ship-to-shore cranes were taken to a specially-fitted assembly site at CTW away from the quayside; this avoided disruption to scheduled loading and unloading; a heavy-load system was used to move them and return them to their original position. Now, the remaining cranes will be subject to the same procedure, also in pairs, with each job taking around 16 weeks.

Good news – both for shipping lines and for the terminal operator: the length of the gantries does not need to be extended. At 69 metres, their outreach easily extends to 25 rows of containers, and there are currently no ships wider than this in planning.

Besides adapting its existing cranes, Eurogate has also ordered two completely new ones. Unlike the existing models, made by Chinese manufacturer ZPMC, the additional pair will be built by Liebherr in Ireland. If all goes to plan, they will be lifting their first containers at Wilhelmshaven in spring 2024 – alongside the eight existing cranes, all of which will have been raised by then, too.



At the end of May, the ONE Tribute is scheduled to arrive in Wilhelmshaven as the first ship of the new FE2 rotation; then, in early June, the port is set to welcome its first Hapag-Lloyd ULCV. Port users and shipping lines are excited.



SOMETHING TO LOOK **FORWARD** TO



PROVING ITS **WORTH**

“Especially after the shipping congestion of the past two years, Wilhelmshaven is really proving its worth, providing much-needed relief and an ever increasing number of rail connections inland. For example, there is the service to Duisburg, which offers an overland alternative when water levels on the Rhine are too low. And with cost pressures making themselves felt for all of us, here’s another key factor: over time, Wilhelmshaven has become a cost-effective alternative for our customers. In our geographical area, we will do everything in our power to make sure that our customers come to view Wilhelmshaven as a top product.”

JOERG SONNE,
MANAGING DIRECTOR
OF HAPAG-LLOYD’S AREA
GERMANY & CENTRAL EUROPE



VERY INTENSIVE **USE**

“Geodis makes very intensive use of the FE2 service provided by Hapag Lloyd and its alliance partners and, as such, we very much welcome Hapag-Lloyd’s new focus on Wilhelmshaven inasmuch as we hope to see increased schedule reliability. With service improvements, we and our customers expect to see more predictable costs and a more reliable flow of goods, one benefit of which will be that we will be able to start reducing increased stock levels.”

CHRISTIAN ERNST,
GEODIS, HEAD OF TRADE
ASIA & IPBC – EUR WESTBOUND



BECOMING EVEN MORE **ATTRACTIVE**

“For us, Wilhelmshaven has already been playing an increasingly important role for years. Now it is becoming even more attractive to us owing to the improvement of the hinterland connections and the growing number of services calling at Wilhelmshaven – and, in particular, as a fall-back option to help us manage risk, since the resources available in Hamburg are limited and disruption is becoming somewhat more frequent. We’ve been putting at least a small share of our goods through Wilhelmshaven for four or five years now, but we’ll be significantly expanding this – at least for our goods headed to Bremen.”

PHILLIP AHREND,
TCHIBO,
HEAD OF INBOUND LOGISTICS



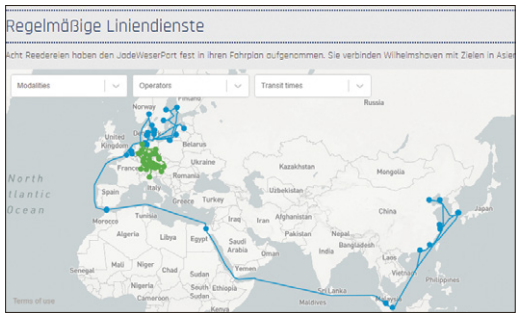
FAST RUNTIMES

“What speaks in favour of Wilhelmshaven is the fact that its port isn’t impacted by tides and can be expanded, that its hinterland coverage is growing, and that it has a fast handling rate. For the FE2 service, I expect fast transit times to Singapore and Busan. At the same time, it would be desirable to have a faster service to Shanghai to keep up with the other alliances.”

MAREK SOMMER,
CARGO-PARTNER GMBH,
DIRECTOR TRADE MANAGEMENT
EXPORT EUROPE

MORE CONTAINERS FOR GERMANY

The website’s name is self-explanatory: “mehrcontainerfuerdeutschland.de” translates as ‘morecontainersforgermany’. With over 800 posts, it offers a range of exciting articles and topical reports on container shipping and port operations – and as new items are published every week, it’s always worth checking the site!



MORE INFORMATION

Since February 2022, an easy-to-use tool has been available providing an overview of all liner and rail services from Wilhelmshaven. This tool, called Routescanner, can be accessed on the Freight Village and Container Terminal Wilhelmshaven website jadeweserport.de/en and categorises all available services by country of origin or destination, showing operators and planned itineraries. Once a connection has been selected, transit times, distances, and carbon emissions are shown. So why take this tool for a spin and see which markets are already being served by Germany’s only deep-water container port?

READ MORE:



MORE CAPACITY

At Freight Village Wilhelmshaven, Nordfrost and Eurogate subsidiary Remain Container Depot and Repair are joining forces to increase capacity for short and long-term container storage by a substantial margin. The two companies have agreed to expand depot services for standard and refrigerated containers (empty and loaded), as well as for specialised equipment used in project logistics, with operations covering a total 80,000 square metres. With this co-operation, the two companies are thinking beyond Wilhelmshaven as a single port, with plans afoot to redirect containers from depot facilities in crowded ports elsewhere to Wilhelmshaven when required.

MORE SUSTAINABILITY

At the beginning of this year, Freight Village and Container Terminal Wilhelmshaven joined the Power of Logistics initiative, whose aim is to find ways for companies in the industry to use and generate green energy – both to power their own facilities and to help local authorities to advance on energy self-sufficiency, e.g. by mounting solar panels on warehouse roofs, erecting wind turbines on cargo sites, installing combined heat and power (CHP) engines or water heat pumps. If solar panels were put on every square yard of roofing on logistics facilities built between 2012 and 2022, for instance, then up to 2.5 terawatt hours of electricity could be generated and fed into the grid, covering the annual consumption of around 800,000 households.

PHOTO: NORDFROST

IMPRINT

TIEFGANG#17 | May 2023



Publisher

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Editorial cooperation: Behrend Oldenburg
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Design: Andreas Gothsch

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Printing: Zeitfracht Medien GmbH