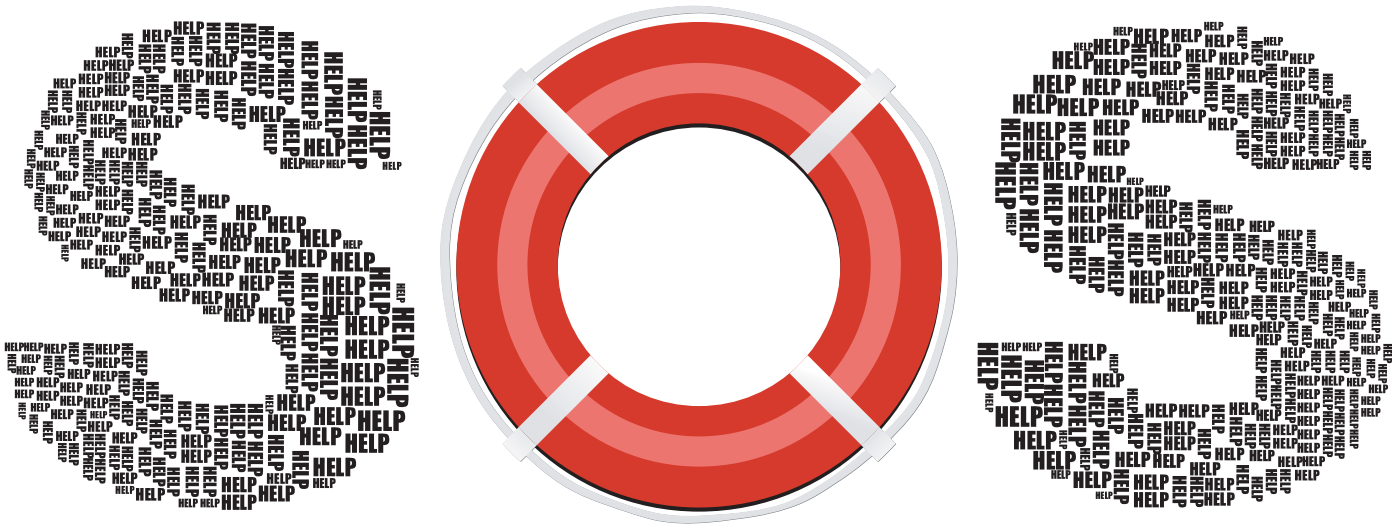


LOGISTICS PILOT

EDITION

JUNE 2024



ACCIDENTS AND CONSEQUENCES

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Main Topic

The bridge collision involving the “Dali” has once again highlighted the issue of accidents at sea. Four industry experts give their specific view on maritime incidents and the consequences.



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PHOTO PAGE 3: BSU

SAFETY REMAINS THE TOP PRIORITY

Dear readers,

Recent events in the German Bight have highlighted the vulnerability of maritime shipping to catastrophic accidents more than ever. On the one hand – as the collision between the freighter “Verity” and the bulk carrier “Polesie” tragically demonstrated – it is clear that, although fatal collisions occur less frequently in the age of state-of-the-art nautical aids, they still cannot be ruled out completely, even in very well-monitored traffic areas. On the other, the fortunately minor collision involving the “Petra L.” and a wind turbine has proven that the requirement to develop an increasing amount of energy sources at sea to combat climate change carries new dangers for shipping. Indeed, the safety of maritime traffic is a factor to be considered when planning, authorising and monitoring wind farms. Nevertheless, this proves that the expansion of the maritime energy sector poses risks and side effects for shipping. There is no doubt that fires such as that on the “Fremantle Highway” car carrier, which broke out in the ship’s hold shortly after leaving German territorial waters and entering the Dutch Exclusive Economic Zone (EEZ), can be considered a new or increasing accident risk. Although it remains unclear whether the cause of the devastating fire was an electric vehicle battery or not, there is no serious doubt that transporting such vehicles safely by sea poses enormous challenges for the shipping industry where the associated fire risks and extremely limited fire-fighting options are concerned. These three incidents remind all involved in the maritime sector and its administration to keep one thing in mind – seafaring will, despite all the technological advances made, continue to be dangerous to the people and environment associated with it. Minimising these risks must be a top priority.

Best wishes, Ferenc John



Nautical officer and lawyer Ferenc John is Deputy Director of the Federal Bureau of Maritime Casualty Investigation (BSU) and works there as an investigator.

FLOTSAM

Almost 30 years ago, in February 1997, the “Tokio Express” cargo ship was hit by a huge wave off the English coast. Its impact swept more than 60 containers overboard. One of these contained almost five million Lego pieces, including small dragons and, curiously, sea-themed objects such as octopuses, seaweed, life jackets, lifeboats and flippers. For many years – and still today – countless Lego bricks have been washed up on the beaches of Cornwall, Wales and Ireland and gathered by beachcombers. One such beachcomber, Tracey Williams, has documented her finds and also created the “Lego lost at Sea” Facebook page, where numerous people have uploaded photos of what they found and detailed where they found it. She has also since published a book about this incident and its consequences, entitled “Adrift: The Curious Tale of the Lego Lost at Sea”.

There have been other cases of such flotsam – in January 1992, a heavy storm in the northern Pacific hit the “Ever Laurel” and tossed the “Friendly Floatees”, thousands of yellow plastic ducks, overboard. In May 1990, five containers on the “Hansa Carrier”, carrying 61,000 pairs of Nike trainers, were lost to the depths on their way from Korea to the USA. These incidents did, however, have one positive side effect. They have already assisted numerous scientists in learning how certain ocean currents work.

(bre) ▣



“ACCIDENTS CANNOT BE RULED OUT COMPLETELY”

All eyes have been on Baltimore recently – the collision between the “Dali” and a bridge has fuelled much discussion regarding shipping accidents. In light of this, experts from the German Central Command for Maritime Emergencies in Cuxhaven, the Otto Wulf company, the Bremen Freight Forwarders Association and HDI Global outline their specific views on incidents at sea and their consequences for the maritime environment.

Dieter Schmidt, who retired as Deputy Director of the Central Command for Maritime Emergencies (CCME) at the end of May after more than 20 years of success with the Cuxhaven-based organisation, followed the developments surrounding the “Dali” with great interest. “Although we have extremely high safety standards in Germany, an accident like this can still happen here,” he stressed. “After all, accidents caused by technical failure can’t be ruled out completely in the shipping industry.” Moreover, even if media reports often give the impression that the number of accidents occurring on the world’s oceans is increasing, Schmidt cannot confirm this trend, at least not for Germany.



“The number of accidents has remained stable over the decades.”

Dieter Schmidt, long-term Deputy Director of the CCME

“The Central Command for Maritime Emergencies is deployed around four to five times a year,” he added. “Some years it’s more, some it’s less. The number of accidents has remained stable over the decades, though, and isn’t escalating.”

Schmidt is unable to identify any particular loss incidence clusters in the 93 CCME operations he has witnessed since 2003 (see also page 17). “Sometimes it’s ships adrift due to bad weather, others oil spills or fires on board,” he explained. “But in principle, no two situations are the same.” The fire on the “Lisco Gloria” Baltic Sea ferry, north of Fehmarn in October 2009, is the incident that moved him the most. “The captain’s quick decision to evacuate was crucial,” he added. “The circumstances were also on our side, the rescue procedure was sound and the police boats, which rescued the more than 200 people from the lifeboats, were invaluable ... it could have turned out much differently, though.” ➔



As it left the Port of Baltimore on 26 March 2024, the “Dali” collided with a bridge, causing the latter to collapse.



Alongside high-angle rescuers from the participating fire services, the CCME conducts at least two air-assisted rescue at sea and offshore training courses per year at the Mountain Rescue Centre in Bad Tölz.



In July 2022, the CCME completed an emergency towing exercise on board the “Madison Maersk”. The scenario – a large container ship is adrift in German waters, unable to manoeuvre. The tugs bring the “vessel in distress” under control using an emergency towing system.

“Shipping has steadily improved and become safer.”

Andreas Wulf, General Manager of maritime service provider Otto Wulf



of shipping. “However, we’re constantly working to become even better and to adapt to new hazardous situations.” An essential part of this work is the more than 100 exercises, training sessions and courses that the CCME conducts every year with its partner organisations, both at state and federal level. “Every single one of these partners knows their tools inside out. However, these joint exercises help us to improve our teamwork and manage our resources better.”

Modern technology as an important safety factor

Andreas Wulf, General Manager of maritime service provider Otto Wulf, which has celebrated more than a century in business, is even seeing a reduction in the number of accidents. “Shipping has steadily improved and become safer,” he explained. “Thanks to modern technology and improved propulsion systems, the number of accidents at sea has fallen considerably in recent years – especially in terms of engine failures, fires on board and ship strandings.” We were called out, on average, 25 times in the 1970s. Nowadays, there is a maximum of three accidents per year. Despite all the optimism, he also indicated that accidents can never be completely ruled out and that statistics rarely tell the full story. For example, his company did not have to carry out a single anchor recovery between 2019 and 2021, while there have already been two incidents of this kind this year – on the “Morten Maersk” and the “Tihama”. “The challenge this task presents is increasing in line with the growing size of ships,” Wulf explained. “With a 132 millimetre thick anchor chain, a single one-metre chain link alone can weigh a good 250 kilos. When 180 metres of chain are torn off, it’s anything but a trifling matter.”

Although Otto Wulf began business operations in 1922 salvaging lost anchors, the Cuxhaven-based company has long since expanded its activities to include ship salvage, diving and ship assistance, as well as sea transport and ship escorts. Among the numerous accidents the company has witnessed in more than 100 years, Wulf particularly remembers the fire on the container ship “Ever Level” in 1983 and the coaster “Maritime Lady” that capsized on the Elbe near Brunsbüttel in December 2005. “In both cases, one crucial factor was decisive for salvaging them successfully – good seamanship and the cooperation between all companies involved,” said Wulf.

He also makes reference to the freighter “Fremantle Highway”, which sadly gained notoriety last summer due to a major fire off the Dutch coast. “Besides engine failures and human error, accidents are always down to the type of cargo on board and how it’s stored,” he went on. “In this case, it was probably an electric car battery that caught fire and set everything else in

motion. However, as in the past, shipping companies will learn from this and find appropriate solutions to contain this risk too.” Wulf does, however, remain critical of the level of crew training on board. “This has not always kept up with the fast pace of technological advancements in recent years.”

One accident – complex consequences

According to the Bremen Freight Forwarders Association, accidents and disruptions on global trade routes have become more frequent recently. The “Ever Given” accident in the Suez Canal in 2021 had a particularly strong impact, as it blocked the important waterway for six days. “Due to the high demand for goods and the ‘Ever Given’ incident, many ports – including Bremen and Lower Saxony – could no longer cope with the uncoordinated arrivals of the ships,” explained Thorsten Dornia, Chairman of the Bremen Freight Forwarders’ Association. “The result was that we sometimes had ships waiting for weeks on end.”

Events of this kind also pose major challenges for freight forwarders, as they often affect several hundred or even thousands of orders. “The strain on freight forwarders in such situations is immense,” added Dornia. “They have to inform their customers immediately about the disruption and the consequences, provide advice and await new instructions. At the same time, they have to ask for patience and understanding regarding the situation, suggest alternatives, reschedule shipments and, if there’s any doubt, explain to the customers that all the effort and delays might also incur even higher costs.” In his opinion, however, freight forwarders have managed to deal with these frictions surprisingly well so far. “In the 70s and 80s, the attitude was ‘don’t blame the freight forwarder’. Today we might say ‘freight forwarders can handle a crisis,’” he concluded with a smile.

Insurers sceptical of large container ships and car carriers

The disasters of recent years have also left their mark on insurers. Stefan Küster, Senior Underwriter Hull at industrial insurer HDI Global Specialty in Hanover, emphasises that the number of accidents has remained relatively stable over the last few years, confirming this by explaining positive trends. “The number of total losses is currently at a historical low, less than 0.1 per cent,” he said. “And the frequency of partial losses has also fallen steadily since the early 2000s, averaging just under 20 per cent over the last five years – this is based on units with a gross tonnage of over 500.” At the same time, however, he does acknowledge that accidents with exceptionally high losses still do occur. Due to increased repair costs, spare parts and delivery costs,



“Freight forwarders can handle a crisis.”

Thorsten Dornia, Chairman of the Bremen Freight Forwarders’ Association

damage costs were also generally significantly higher than in times before the Covid-19 pandemic, regardless of ship type and size.

“Where the car carriers ‘Felicity Ace’ and ‘Fremantle Highway’ in 2022 and 2023 were concerned, cargo insurers were hit harder than hull insurers,” Küster explained with regard to recent accidents. “This was because the cargo damage exceeded the value of the transporting ships many times over. However, the most severe accident for hull insurers and protection and indemnity insurers was probably the ‘Costa Concordia’ cruise ship accident in 2012.” According to information from HDI Global, this case cost hull insurers around half a billion US dollars, while the loss for P&I insurers is said to have been more than 1.5 billion US dollars due to escalating wreck removal costs.

“The lion’s share of all damage occurring annually in the course of marine hull insurance relates to engines,” elaborated Küster. However, this does not just include a ship’s main engines, rather all the engines and mechanical equipment on board – including the shaft and propeller. The next events on the insurers’ ranking of the most frequent claims included collisions, ships running aground as well as fires and explosions on board. In recent years, the HDI expert has registered a significant increase in the latter segment in particular. “You hear or read about a container ship fire every few weeks now,” he remarked. “Unfortunately, the ➔



“The lion’s share of damage occurring in the course of marine hull insurance relates to engines.”

Stefan Küster, Senior Underwriter Hull at HDI Global Specialty

PHOTOS: COMS, PRIVATE, BREMEN FREIGHT FORWARDERS ASSOCIATION, HDI

quality of fire-fighting equipment on board has often not kept up with the rate of growth of these units.” The frequent misdeclaration of goods in containers also makes it difficult to find the correct extinguisher in many cases of fire.

“It’ll probably be a while before concrete figures on this incident are available,” stated Küster, reflecting

on the events in Baltimore. “According to recent estimates, however, the costs for the clean-up work, compensation claims of those affected, construction of a new bridge and any environmental damage that may still occur are likely to run into billions, meaning the ‘Dali’ accident could even become one of the largest claims ever in cargo transport and marine hull insurance. The lion’s share will have to be borne by P&I, which is to be understood as downstream and supplementary cover to marine hull insurance.”

(bre) 

AN EXTRA RESCUE ACE UP THEIR SLEEVES



Herbert Janssen,
Authorised Officer
and Head of Partner
Management at NHC

Emden-based Northern Helicopter (NHC) has been providing air rescue services for the offshore wind industry in the North and Baltic Seas from locations in Sankt Peter-Ording and Gütting on the island of Rügen since 1991. In future, the station at Norden-Norddeich airfield will provide air rescue services for the expansion of offshore wind energy from Norddeich. NHC also specialises in air ambulance operations and sea pilot transfers as well as operating two helicopters during expeditions on the German research icebreaker “Polarstern”. “We have a total of twelve from Airbus Helicopters in our fleet,” explained Herbert Janssen, Authorised Officer and Head of Partner Management at NHC.

Despite the steadily increasing number of offshore wind turbines and the heavy shipping traffic off the German coast, Janssen sees no cause for growing concern.

In an “inclined rope procedure”, the NHC pilots place the rescue helicopter directly next to the wind turbine and the hoist operator shoots a guide line onto the platform using a compressed-CO₂ cannon.

PHOTOS: NHC NORTHERN HELICOPTER, SAFEROPE, NHC NORTHERN HELICOPTER/LINDNER PHOTOGRAPHIE, WINDEACARE



In an emergency, Northern Helicopter’s offshore air rescue service makes it possible to provide immediate rescue and medical care to those working at sea.

“I can’t imagine that there will be more accidents caused by these turbines in the future, as the shipping routes in this regard are clearly regulated,” he said. “It could only become dangerous if a ship’s engines fail or if ‘human error’ comes into play.” However, emergency towing concepts for this also exist off the coast. He added that NHC has not recorded any higher deployment figures due to the increasing number of offshore activities. “The construction of turbines at sea harbours greater dangers than their actual operation,” Janssen reported. As part of their regular service portfolio, the five-man NHC crew performs all medical tasks – from accidents and internal illnesses to resuscitation – in addition to rescues from heights and depths.

When asked about accidents, Janssen remembers two, in particular. “Last year, the freighter ‘Petra L.’ rammed into the base of an offshore wind turbine at the Godewind wind farm,” he recalled. “However, no rescue services were

called out. Our only real deployment to an incident was in October 2023, when the freighters ‘Polesie’ and ‘Verity’ collided south-west of Heligoland, causing the CCME to call us out. We evacuated a patient from there, flying them to a hospital in mainland Lower Saxony.” This example shows that, in addition to its primary function as a partner to the offshore wind industry, NHC also supports other maritime players such as the CCME, the German Maritime Search and Rescue Service (DGzRS), the German navy and the German police when required – it is like having an extra rescue ace up their sleeves, so to speak.

(bre) 



The NHC team on a direct approach to an offshore wind farm.

“IT’S ABOUT RECOGNISING POTENTIAL VULNERABILITIES”

Thomas Manigk, Managing Director of Kopf & Lübben, and his company have been providing transport services at sea, by air and over land for almost 50 years. This means he is familiar with international business supply chains – and the consequences that maritime accidents can have for them.



LOGISTICS PILOT: In March 2021, an incident involving the “Ever Given” blocked the Suez Canal for six days. What were the consequences?

MANIGK: The “Ever Given” accident had far-reaching consequences for global supply chains that had rarely been experienced before. The Suez Canal is a key trade route through which around 13 per cent of all global trade passes. When the “Ever Given” ran aground, a tailback of several hundred ships formed between the Red Sea and the Mediterranean. Supply chains came to a standstill, as there was not only a lack of goods for manufacture and trade but also a sudden shortage of containers and

transport capacity. The latter caused sea freight rates to rise sharply. The Lloyd’s List information service estimated that the delay in goods cost the global economy around 400 million US dollars per hour, the high freight rates notwithstanding. As shipping companies’ schedules had been thrown out of whack, traffic jams formed outside the ports, and there were also massive problems in hinterland transport, as the limited cargo space available was subject to high demand.

LOGISTICS PILOT: Did you feel the effects of this incident at Kopf & Lübben?

MANIGK: We certainly did! Global supply chains had already been disrupted beforehand ... by Brexit, the Covid-19 pandemic and the unexpectedly strong rise in the global economy. Strong Chinese exports, in particular, led to overbooked shipping space. The “Ever Given” incident exacerbated the situation and presented us with major challenges. We fell victim to the “ketchup effect” – everything came at once, so each order had to be moved or rescheduled several times. Finding good solutions was quite a feat for our staff.

LOGISTICS PILOT: Is it fair to say that cargo flows have changed significantly in recent years?

MANIGK: Yes, cargo flows have undoubtedly changed, but I don’t think to the extent that’s often predicted. There are signs that alternative modes of transport to shipping, particularly air freight, may have benefited in the long term from incidents such as the “Ever Given”, although this has always been favourable for time-critical deliveries anyway. Depending on the trade route, rail is also an interesting alternative, particularly along the Silk Road to and from Asia. Maritime shipping has traditionally been hugely significant to global trade, but it is also susceptible to disruptions and bottlenecks, whether due to natural disasters, technical problems or even accidents. As a result, companies have started to explore alternative transport routes to make their supply chains more resilient.

LOGISTICS PILOT: Apart from the “Ever Given”, which other incidents do you particularly remember?

MANIGK: The container ship “MOL

Comfort”, which broke in two and sank due to a design flaw and a suspected overloading of the hull, spontaneously springs to mind. And, more recently, the Maersk chartered container ship “Dali” made headlines after it rammed into the Francis Scott Key Bridge in Baltimore and destroyed it, killing six and causing billions of dollars worth of damage. Unfortunately, container ships also frequently lose containers overboard. This happened to the “MSC Zoe”, which lost over 300 containers in the North Sea during a storm. For me, the sinking of the “Gulf Livestock 1”, loaded with 5,800 heads of cattle, which was travelling between New Zealand and China and capsized southwest of Japan is particularly tragic.

LOGISTICS PILOT: Have these incidents led to a rethink in the logistics sector?

MANIGK: Incidents have definitely led to rethinking processes in logistics in recent years. They’ve prompted companies to re-evaluate their supply chains and look for ways to make themselves more resilient to disruptions and bottlenecks. This involves identifying and assessing risks in order to recognise potential weaknesses. It has led many companies to build up their stock. In particular, I see progress in technological solutions that help to manage supply chains more efficiently and respond more quickly to disruptions. For example, advanced tracking and monitoring systems can help track the location and condition of goods in real time and identify potential problems at an early stage.

LOGISTICS PILOT: What have you done in your company to be better prepared for incidents of all kinds?

MANIGK: Accidents are extraordinary events that are generally unpredictable. I don’t think it’s possible to prepare for them. However, the experience we’ve gained in our almost 50 years of operation certainly helps us to react quickly and flexibly to new situations. We’ve also invested heavily in our Track & Trace system, which gives us full supply chain visibility. With our data-based solution approach, supported by AI, we minimise risks in the supply chain and make the correct decisions based on proactive alerts in real time. Ultimately, however, it’s our employees who create real added value through their expertise.

LOGISTICS PILOT: Although the attacks by the Houthi rebels in the Red Sea are not directly related to shipping accidents, such incidents also have numerous consequences, don’t they?

MANIGK: Of course, the attacks by the Houthi rebels in the Red Sea have a huge impact on shipping and thus on international trade. The resulting diversions around the Cape of Good Hope lead to considerably longer transit times and higher costs. The increased danger in



THOMAS MANIGK

Thomas Manigk is Managing Director at Bremen-based freight forwarder Kopf & Lübben, where he and Johan Padding form the management duo.

the region also has an impact on insurance premiums for ships and cargo, as insurers take the increased risk into account and may adjust their risk assessments or even withdraw cover.

LOGISTICS PILOT: What developments do you currently see as the greatest threat to global supply chains?

MANIGK: I’m most concerned about the many geopolitical conflicts and tensions between nations, particularly the conflict in the South China Sea. An escalation would lead to significant disruptions in global cargo chains. However, natural disasters such as flooding can also affect transport infrastructures and logistics centres. Cybersecurity is also becoming increasingly important. The increasing digitalisation of the logistics industry has created new risks, particularly associated with IT disruptions. [\(bre\)](#)

PHOTOS: ADOBESTOCK/SZYMON BARTOSZ, PRIVATE

CONTAINER OVERBOARD

With a novel combination of a tracking unit and a communication platform, Jade University aims to make it easier to locate containers lost at sea in future.



Review: In January 2019, while in heavy seas in the German Bight, the container ship “MSC Zoe” lost 342 containers overboard. These included boxes containing refrigerators, televisions and clothing. Some were hazardous goods containers with lithium batteries, chemicals and plastic granulate. The crew of the 395-metre-long vessel only noticed the loss several hours after the incident. Subsequently, large amounts of flotsam from the accident were washed up on the West and East Frisian beaches for months. Indeed, ten per cent of the containers lost from the “MSC Zoe” are probably still somewhere on the seabed today.

In order to make it easier to locate freight containers that have gone overboard in the future and to prevent scenarios like that of the “MSC Zoe”, Jade University and its partners (see info box) are currently developing an innovative tracking unit and a communication platform as part of the three-year “ConTAD – Smart Container Tracking and Accident Detection” research project. “Against the backdrop of increasing global trade and a further increase in shipping traffic, we can use our new system to help reduce the time it takes to detect containers that have gone overboard, increase environmental protection and improve the resilience of supply chains and the safety of shipping,” explained project manager Professor Christian Denker at the launch of “ConTAD” last November.

The device is a tracking unit, roughly the size of a smartphone, attached to the container door. It consists of an antenna, a warning light, a solar cell and a floatation device. “We’re currently working with our partner EUROGATE to test exactly how big the tracking unit will be and what type of line connection it’ll have with the box,” explained Moritz Oberjatzas, who is supervising the project as a research assistant. The tracking unit works on the same principle as a smartwatch. This means that vibration and acceleration sensors will be used to recognise when a container has gone overboard. In addition, satellite navigation will be used to send the necessary information to the damaged vessel, to ships in the vicinity, to the cargo owner and to the damage experts responsible – with the corresponding coordinates. “In the event of an accident, the aim is for the batteries in the tracking unit to have a service life of two years, thanks to the use of solar cells, and to send a signal from the water surface for at least four days,” he continued.

This is the device’s special feature – if the container in question sinks, its floatation device continues to float on the surface. In the event that several containers are lost overboard at the same time, their systems form an

ad hoc network, which enables the drifting boxes to be located using the existing communication system, saving data and energy. At the same time, the safety signal from the tracking unit is fed into the electronic nautical charts and warns ships travelling nearby that there are damaged containers in the vicinity. This helps to avoid a possible collision. Moreover, the ship that has lost the cargo can immediately initiate counter-measures to prevent the loss of further containers – by reducing speed or changing course, for example. “The sooner that happens, the better,” added Oberjatzas. “Depending on the wind and current, containers lost at sea can move up to 100 kilometres per day.”

The island of Ameland (right) two days after the “MSC Zoe” incident. The Wadden Sea Protection Centre regularly documented which objects were washed up on the beaches. The blank of an LED lamp (left), also believed to have come from the “MSC Zoe”, was found off Eiderstedt some two years after the incident.

“As the system utilises existing communication systems already available to the shipping industry, ‘ConTAD’ requires no additional infrastructure to be implemented on board ships. This means the hurdles for a market launch are low,” said Denker optimistically. Tests on the system’s efficiency and suitability for every-day use will continue until October 2026. (bre) □

Satellite navigation is used to send the necessary information and the corresponding coordinates to the vessel in distress and others involved.



INFO CONTAD

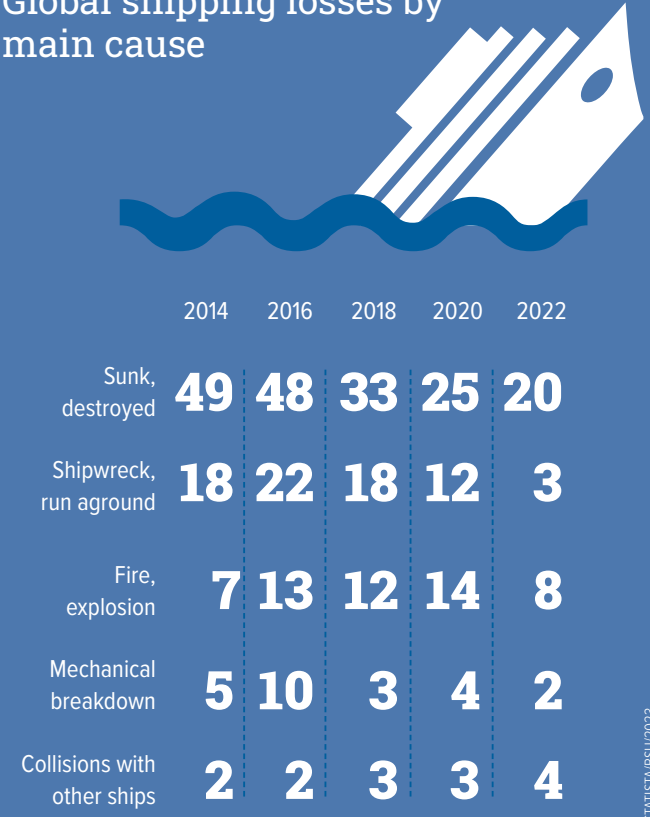
The Federal Ministry for Economic Affairs and Climate Action’s Maritime Funding Programme is funding “ConTAD” to the tune of 1.4 million euros, of which roughly 470,000 euros is allocated to Jade University. Cooperation partners are Socratec Telematic and Brehmer. Associated partners include Hapag-Lloyd, EUROGATE Container Terminal Bremerhaven, Neue Schleppdampfschiffsreederei Louis Meyer, m2m Germany and the Maritime Cluster Northern Germany.

More information:
www.jade-hs.de

THE FIGURES SPEAK FOR THEMSELVES

Statistics are a useful tool in many ways as they reveal regularities and help make well-founded decisions. Above all, the figures on this page should make you think, since they not only relate to the loss of a ship, they are often also associated with the loss of human life. Nevertheless, the accidents listed here also give extensive insights into findings and consequences, thereby helping to make shipping safer. This may, in turn, result in further reducing the number of ship losses and accidents worldwide.

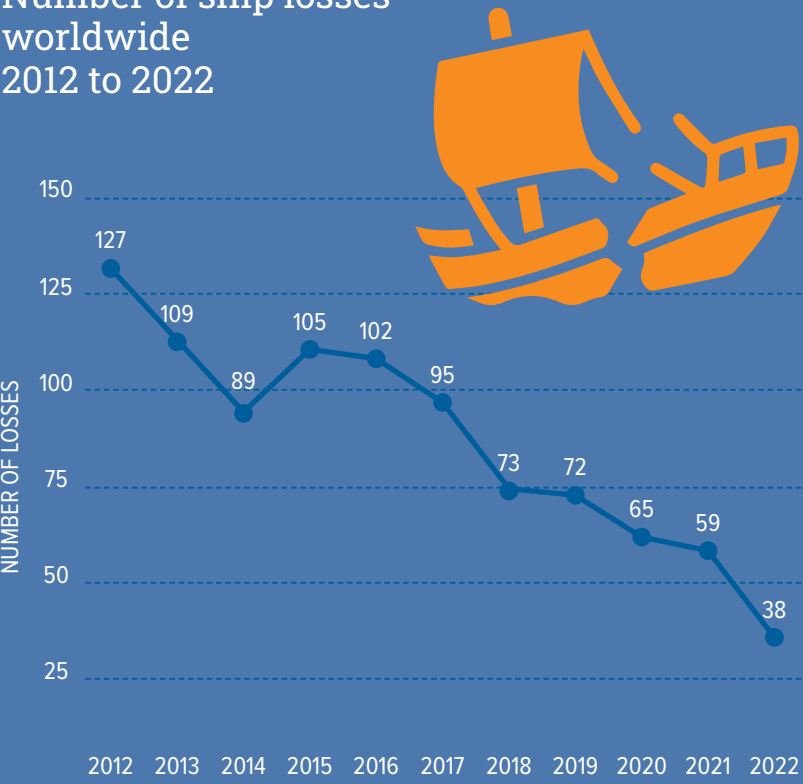
Global shipping losses by main cause



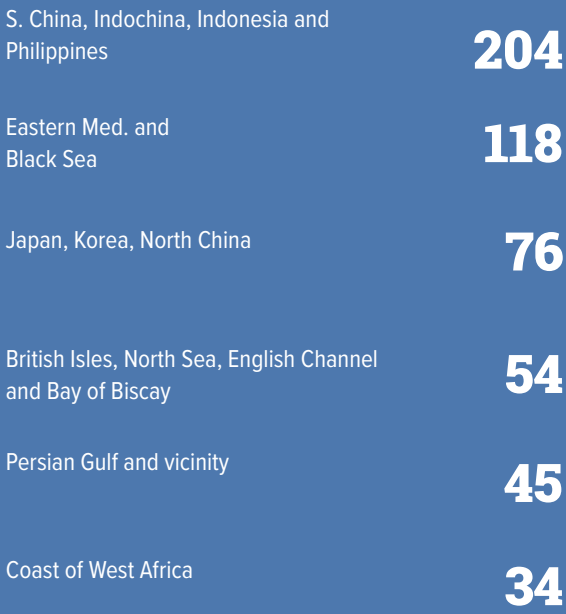
SHIPPING ACCIDENTS IN GERMAN WATERS IN 2022 BY TYPE OF SHIP



Number of ship losses worldwide 2012 to 2022



Number of worldwide ship losses by region from 2013 to 2022



Number of maritime emergency call-outs

Since the Central Command for Maritime Emergencies was founded on 1 January 2003, there have been 93 situations in German waters that have required emergency intervention.

In 2023, this service intervened on four occasions.

There were three emergency call-outs per year from 2020 until 2022.

The peak number was nine, notably in 2009 and 2014.

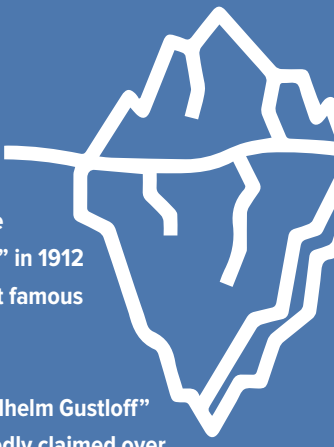


Shipping tragedies

With 1,503 deaths, the sinking of the “Titanic” in 1912 is considered the most famous accident of all times.

The sinking of the “Wilhelm Gustloff” in 1945, which reportedly claimed over 9,000 lives, is considered amongst those disasters with the highest loss of life.

Over 4,300 passengers died when the “Doña Paz” collided with an oil tanker in 1987. It is deemed the worst shipping accident in peacetime.



THE BEST POSSIBLE REMEDY

Whilst the bridge collision on the River Hunte in Elsfleth poses an enormous challenge for the port industry, it has also revealed what is possible if everyone involved and those affected in business and politics work together to achieve solutions.

It was a quarter past one in the morning on 25 February when a 110-metre motorised inland vessel coming from Oldenburg collided with the Elsfleth/Orth railway swing bridge. According to Deutsche Bahn, the damage to the bridge itself, the rotating structure and the rail and overhead contact line system was so extensive that the swing bridge cannot be reopened, which has had a significant impact on transport. For example, the rail service between Elsfleth and Berne was suspended and shipping restricted. Whilst the southern passage is closed to all vessels, the northern passage was reopened a short time later with the bridge closed. However, there are some limitations. The upriver “mountain” route is permitted and the downriver “valley” route is possible in coordination with the “Warning System”, which warns captains of any dangers. However, the current clearance height is only suitable for inland vessels. Taller seagoing vessels cannot pass under the bridge.

The ports most affected by the missing rail link are Nordenham and Brake, as rail is responsible for much of the hinterland transport. The absence of seagoing ships and limited tide-dependent accessibility for inland vessels have largely impacted the port of Oldenburg.

Nordenham can only switch a portion of transport to the road

What this means for the Port of Nordenham is that the large quantities usually transported by rail have been suspended. The transport of coal is very problematic, as not all of it can be shifted to waterways. The accident has even had a direct impact on the zinc smelting plant, which receives between 4,000 and 5,000 tonnes of material by train and around two deliveries by inland waterway every month.

According to Lower Saxony’s Ministry of Economic Affairs, the issue regarding waterway transport can be remedied as follows: some rail transport has been reallocated to the road. However, this has increased freight rates to 170 to 180 truckloads a month. Continued growth in zinc production makes the closed bridge issue all the more acute.

Brake turns to Bremen for transshipment

The effects are equally noticeable at the Lower Weser. “Nearly 2.5 million tonnes of different goods – some of them critical – are transported by rail from the port of Brake alone every year,” reported Michael Kurz, Mayor of Brake. “Around 43 per cent of total shipping freight transhipped reach or leave the port by rail,” added Uwe Schiemann, spokesperson for J. MÜLLER AG. This largely affects the transport of steel, cellulose and wood, as well as grains, feed and other bulk cargo.

To maintain these volumes to the highest degree possible, J. MÜLLER has worked with customers to develop tailored solutions and alternatives. For example, trains with grains and feed are unloaded at the terminal in Cuxhavener Strasse in Bremen and, from there, transported to cereal facilities. “We even use Bremen as a transshipment location for other goods such as wood and cellulose to compensate for the suspended traffic to and from Brake,” said Schiemann. However, this solution is much more expensive for the port services provider.

“Rail tracks that hadn’t been used in a long time had to be reactivated and a few locomotives ➔

Pulp destined for the European hinterland is loaded onto an inland vessel in Brake and transhipped to the J. MÜLLER terminal in Bremen for further transport by rail rather than being transported directly by rail.



PHOTOS: DB AG/TIM CAPELMANN, VASILISA MENING

transported to Bremen to make it happen,” explained Carsten Rogge, Head of the Dock Railway at bremenports. “The maintenance depot of bremenports’ Dock Railway department also worked with its contractual partners to bring the rails up to scratch.” Furthermore, J. MÜLLER was provided access to other unused rails such as rail track 19 at the inland port (Reitbrake). All that happened in just over two days. According to Schiemann, coordination and collaboration with the authorities and bremenports was quite constructive, fast and effective.

Oldenburg shifts to trucks, too

As a port that combines both seagoing and inland transport, the Port of Oldenburg located in the heart of the Weser-Ems region can also feel the effects of the bridge collision, which are not limited to the suspension of seagoing vessels and restricted tide-dependent accessibility for inland vessels.

“This affects around 110 seagoing vessels and, with an assumed reallocation rate of around 15 per cent, approximately 600 inland vessels annually,” stated Nico Steudel, Managing Director of the Rhein-Umschlag corporate group and member of the Oldenburger Hafenwirtschaftsgemeinschaft management board. “That applies to inland vessels heading for the Port of Oldenburg as well as any vessels passing along the coastal canal from the Weser to the Ems or the other way round. That’s approximately 4,000 inland waterway trips per year.”

It is estimated that there will be a shift from seagoing and inland transport to other forms of transport – most notably the roads in the region. “You can expect to see around 240 truckloads for

The ship accident severely damaged the bridge, the rotating structure, and the rail and overhead contact line system.



each seagoing vessel with an estimated 3,000 tonnes and around 120 truckloads for each inland vessel with an estimated 1,500 tonnes.”

Finding a joint solution

The response was quick. Just one day after the accident, Lower Saxony’s Ministry of Economic Affairs organised a meeting for all those affected. “Getting everyone involved together so soon after the accident really paid off, as it allowed us to get to work minimising damages,” explained Olaf Lies, Lower Saxony’s Minister for Economic Affairs. “It’s been working really well so far – due largely to the fact that Deutsche Bahn promptly made the project a priority.”

Things also moved quickly with the temporary bridge, which has been up and running since late April, but cannot open to allow ships through. Only inland vessels that are low enough can pass through when the tide allows – larger seagoing vessels cannot. Furthermore, the temporary bridge had to be built 30 centimetres lower than the damaged railway swing bridge, the tide window for the passage of inland vessels to and from Oldenburg is now even shorter.

According to a Deutsche Bahn spokesperson, no timeframe had yet been defined for building the new movable bridge by the editorial deadline. However, “the plans for rebuilding the existing rotating structure from 1927 were already in the preliminary stages. An accelerated process to begin construction earlier is currently under assessment.” Everyone involved, from politicians and economists to Deutsche Bahn, had already begun discussing the issue in meetings. According to the Ministry’s spokesperson, the original construction period was 2027 to 2030. A shorter timeline would be another good sign for everyone involved.

Olaf Lies, Lower Saxony’s Minister for Economic Affairs and Transport, Ute Plambeck, Deutsche Bahn, and Stephan Siefken, Wesermarsch District Administrator, (left to right) at the opening of the route over the new provisional bridge on 29 April.

More information:
www.bahn.de
www.mw.niedersachsen.de
www.jmueller.de
www.rhein-umschlag.de
www.bremenports.de

PHOTOS: VASILISA MENING, J. MÜLLER

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A PROMISING NICHE

The Bremen-based company Carl Ungewitter has specialised in importing natural asphalt and the logistics related to it since it was founded 146 years ago, but also offers transport services for the North African crude oil supply industry and has developed a patented pothole repair system.



“It was ultimately trade with empty petroleum drums that resulted in trade with asphalt.”

Andreas Knöbig, Managing Director of Carl Ungewitter in Bremen

Whilst close business relationships are common enough, few have lasted quite as long as in the case of the Carl Ungewitter company, which was founded in Bremen in 1878. The family-run business has been importing natural asphalt from the Caribbean island of Trinidad since 1888, which is home to Pitch Lake, the world’s largest natural deposit of asphalt, of which 200 have been discovered so far.

“It was ultimately trade with empty petroleum drums that resulted in trade with asphalt,” reported

Managing Director Andreas Knöbig, who took over from his father when the latter retired 24 years ago. Many of the written documents from that time were missing during the Second World War. But what is certain is that natural asphalt, which is essential for road construction, has been shipped to Bremen ever since – with exclusive rights, as Carl Ungewitter is responsible for sales throughout the whole of Europe, from the UK to Turkey.

“Natural asphalt is mined and then cleaned in Trinidad,” explained Knöbig. “The raw material, which has the consistency of hard chewing gum, is extracted from natural bitumen and aggregate and then filled into drums on-site. The general importer has around 20 40-foot containers, each filled with 100 hard-fibre drums, that are shipped to Bremen’s industrial docks roughly every five weeks. The journey by sea takes five to six weeks.

At Ungewitter, the drums are opened at the company’s own production facility. Whilst natural asphalt can be mined in Trinidad both in the rainy and dry seasons, it needs to maintain a temperature of at least 5 °C for road construction in Europe, which is why there are very few deliveries to asphalt mixing plants between December and February. “The mass

The Caribbean island of Trinidad is home to Pitch Lake, the world’s largest natural deposit of asphalt, of which 200 have been discovered so far.

would cool too quickly after heating and could no longer be sufficiently compacted,” explained Knöbig. The peak season in road construction is in September and October.

Patented patching system for pothole repair

The managing director knows all the possible pitfalls because the company has developed its own patching system for repairing potholes, which has since been patented. As the asphalt can be prepared directly on-site, the process of filling potholes is now even faster and more flexible.

A broad focus is also important because company orders are directly dependent on the budgets for work on federal motorways. “If the Federal Ministry for Transport has to postpone projects due to reduced tax revenue, for example, that needs to be compensated for with our other areas of business,” explained Knöbig.

Besides importing, selling and manufacturing goods made from natural asphalt as well as the patching system, this also includes other logistics services associated with sea and air freight. “We have a wide variety of sea freight items,” stated Knöbig. “We handle everything, from food to technology – with clients big and small.”

Carl Ungewitter not only provides transport services for the North African crude oil supply industry but has also developed a patented pothole repair system.



PHOTOS: CARL UNGEWITTER, ANDREAS KNÖBIG

Business with North Africa originated from normal acquisition activities in the 1980s. “There was a central European purchasing department for Libya in Düsseldorf at that time, which basically resulted in the contact. Transport services for the North African crude oil supply industry have been an important field of business for us ever since,” emphasised Knöbig. Nowadays, most of our customers are state-owned companies and their suppliers.

Specialist knowledge is in demand

“There’s ongoing demand there again as a result of wear and tear and spare parts, which we cover logistically,” the managing director continued. This business is largely conducted via container, as the frequency of breakbulk liner departure has fallen in recent years due to a drop in freight. “Urgent orders are shipped by air to Libya, which is not all that uncommon these days,” added Knöbig.

Detailed knowledge and plenty of experience in fulfilling complex logistics orders are an absolute must, as oil companies in Libya have many special requirements that need to be met. “Consequently, we need to handle our suppliers very meticulously and, more importantly, tailored,” Knöbig emphasised. The ubiquitous lack of specialists poses a challenge, which Carl Ungewitter attempts to counter with employee training. But even that is increasingly difficult, he said. “Up until five years ago, we had eight apprentices. These days, we’ve got one,” said the managing director regretfully.

And that has consequences. “We actually want to develop a new field of business, but haven’t been able to do so because we simply don’t have suitable specialists,” he added. “The situation was really bad two years ago.” But things have improved in freight forwarding since then. What is particularly difficult at present is finding foremen for road construction.

Ungewitter relies, among other things, on degree apprenticeships in collaboration with the German Academy of Foreign Trade and Logistics (DAV), which is also based in Bremen. “Around half of all young professionals take advantage of the programme,” reported the managing director, hoping it will be even more in the future.

FACTS

CARL UNGEWITTER

ESTABLISHED
1878

HEADQUARTERS
Bremen, site in Libya

EMPLOYEES
50

AREA(S) OF BUSINESS
European general importer for natural asphalt, logistics services

TURNOVER IN 2023
EUR 38 million



LOWER SAXONY’S LARGEST ROOFTOP SOLAR PLANT INAUGURATED

BRAKE In the presence of guests, politicians and business representatives, J. MÜLLER inaugurated its 62,000 m² photovoltaic system at the seaport of Brake in April. “Photovoltaics are an important part of our energy transition,” explained Christian Meyer, Lower Saxony’s Energy Minister, in his opening speech. Jan Müller, CEO of J. MÜLLER AG, added: “The inauguration of our photovoltaic system is a milestone on our journey to implementing sustainable energy solutions. We take pride in making a key contribution to protecting the environment.”



ENVOCONNECT ENTERS ITS SECOND YEAR

BREMERHAVEN Following its successful kick-off last year, ENVOCONNECT will, once again, take place on 19 and 20 September 2024. The sustainability conference for ports and logistics, which attracted an enthusiastic port community in 2023, will continue to promote a sustainable future for ports and logistics. A registration and information page for the two-day conference, which will be held at ATLANTIC Hotel Sail City Bremerhaven, has been available on the website www.envoconnect.com since April.

THE 40TH “HAFEN TRIFFT FESTLAND” EVENT

DUISBURG The “Hafen trifft Festland” event series was held in May for the 40th time – in the city of Duisburg, home to Europe’s largest inland port. Organised by JadeWeserPort-Marketing, EUROGATE and Seaports of Niedersachsen, the event provided more than 120 guests with a chance to learn about opportunities in logistics at Lower Saxony’s ports. Besides Markus Bangen (Port of Duisburg), Katja Blessmann (Hapag-Lloyd) and Michael Kleifges (Duisburg Intermodal Terminal [DIT]), experts also included Niels Riedel (EUROGATE), Frank Erschkat (TFG Transfracht) and Hendrik Klar (ROLAND Umschlagsgesellschaft).



“A GOOD DAY FOR CUXHAVEN AND ENERGY TRANSITION”

CUXHAVEN The German government adopted its national port strategy in March, thus announcing its financial investment in the Cuxhaven transshipment location, which is key to on and offshore wind energy, with around 100 million euros set aside for berths 5 to 7. “We’re delighted with the German government’s decision, which will enable implementation of the urgently needed Cuxhaven expansion,” said Michael de Reese, Chairman of Hafenwirtschaftsgemeinschaft Cuxhaven. “This is a good day for Cuxhaven and the energy transition in Germany.”



PROJECT LOGISTICS COMPANIES CAUTIOUS ABOUT 2024

BREMEN In April, project logistics companies associated with BHV – Bremische Hafen- und Logistikvertretung – were cautious about the current year. According to the “BHV Project Logistics Monitor 2024” survey conducted by the trade association and interest group in the first quarter, around a third of participants predict growth for 2024, whilst just as many forecast stagnation and 40 per cent a decline. The moderate forecast for this year follows a successful 2023, with around half of those surveyed reporting an increase in freight from 2022 to 2023.



NORDFROST INTRODUCES CLOUD4LOG

SCHORTENS Since March, the frozen food logistics company NORDFROST has now been delivering its products with a digital delivery note via Cloud4Log and is thus paving the way for an even higher degree in transparency. “The launch of the digital delivery note benefits both freight forwarders and industry and trade partners. It not only eliminates paper handling throughout the transport process but can also automate preparation and archiving for dispatchers and recipients, which optimises the supply chain as a whole,” explained NORDFROST Managing Director Dr Falk Bartels.



EXTENSIVE ON-SITE INVESTMENT

WILHELMSHAVEN At a press conference in early April, NPorts Managing Director Holger Banik announced that the company is planning to invest roughly another four million euros at their Wilhelmshaven site, Hooksiel, in 2024, with another approximately six million euros allocated for the maintenance, renovation and repair of the existing port structures. “The past two years have been quite dynamic, which has changed the site significantly. The site has been expanded into an energy hub, and the high demand for port space requires a rethink as to what is possible.” Consequently, a universal LNG jetty will be built south of the Voslapper Groden transshipment facility. In addition, the Hooksiel lock and Nassau Bridge are due to be renovated – the former without disrupting operations – and the railway systems in Rüstersieler Groden switched entirely to LED.



ALEXANDER GLOBAL LOGISTICS EXPANDS STORAGE CAPACITY

BREMEN According to reports by *Deutsche Verkehrs-Zeitung (DVZ)*, Alexander Global Logistics (AGL), a Bremen-based freight forwarder, is planning a huge expansion of storage and transshipment capacity for pulp and paper in Bremerhaven. The company will expand its logistics centre to accommodate two halls with a combined space of 20,000 square metres. It currently has 35,000 square metres of covered space there. A building application, which will require an investment in the lower double-digit million range, is in progress.

JANSSEN SUCCEEDS YAMAMOTO

HAMBURG On 1 April, Mario Janssen took over management of the ro-ro carrier division of the Japanese shipping company MOL for the Europe and Africa regions. Janssen had been the sales director for the segment he now oversees in Hamburg with around 80 employees. He has succeeded Tsuyoshi Yamamoto. According to the shipping company, the latter will be assuming other duties at the MOL headquarters in Tokyo. With nearly 100 auto carriers worldwide, MOL is one of the largest shipping companies for cars and other rolling cargo.



ANOTHER AWARD FOR NPORTS

OLDENBURG NPorts is pursuing a progressive balance between work, family and private life, as confirmed in May for the third time in a row by the berufundfamilie Service GmbH certificate. "With a family-conscious HR policy, we'd like to do our part to ensure our employees are satisfied and motivated in different phases of life," stated Tatjana Littau (centre), in charge of the “Beruf und Familie” (Career and Family) project at NPorts alongside Nele Stührmann (left, in attendance via video conference). NPorts attained this quality seal for the first time in 2017.



BLG LOGISTICS SURPASSES ITS TARGETS

BREMEN Despite all the challenges, the three divisions of BLG LOGISTICS – Automobile, Contract and Container – ended the 2023 financial year positively. Group sales (excl. EUROGATE) rose year-on-year by 8.1 per cent to 1.21 billion euros. “Considering the many different crises and challenges, this achievement is more than respectable. Every department and employee did their part,” said Frank Dreeke, Board Chairman of the BLG Group, during the press conference at the headquarters in Bremen.

PHOTOS: J. MÜLLER, JADEWESERPORT, BREMENPORTS, BREMENPORTS/TOBIAS BRUNS, CUXHAVEN AGENCY FOR ECONOMIC DEVELOPMENT, NORDFROST, NPORTS, NPORTS/KATJA MÄDLER, ALEXANDER GLOBAL LOGISTICS, MOL, BLG

LATE-NIGHT “WINDY” AI SOLUTIONS

Launched in August 2021, noxt! is currently a team of 15 experts and software developers who optimise wind farm management with AI. The start-up based in Osnabrück has brought more than 300 wind farm projects on board over the years – to the absolute delight of planners and operators.



“Back then, we got together to think about how to achieve maximum output for wind farms and still observe all the legal provisions,” said Dr Phil Patock, Managing Director at noxt!. They were also interested in making the corresponding expert opinion processes simpler and more effective with AI, an idea that was embraced by the market straightaway. UMa AG in Cuxhaven was the first company to place its trust in the wind expertise of noxt! in late 2021. The start-up has since established a base of more than 60 clients, from BBWind and WestWind Energy to the manufacturer of frozen foods Frosta. They rely on noxt! AI solutions when it comes to noise emission and shadow prognoses, expert opinions on visual impact, and the optimal constellation of operating modes in the wind farm.

“In unsexy terms, we’re a specialist consultancy,” said Patock smiling. “As we’re experts with many years of experience in the wind farm industry, we work hand in hand with software experts at our company and can offer our clients real added value.” noxt! also shone last year in Lower Saxony’s “DurchSTARTer” competition, which awards start-ups with innovative ideas. As of December 2023, the Osnabrück-based company can officially call itself a winner of Lower Saxony’s “DurchSTARTer” competition in the category “Newcomer/Scale-up”. Patock is proud of the award as he is of the fact that all the development steps taken so far have been

financed internally – without external investors or other forms of financial support.

A cloud solution is high on the list of priorities in 2024, which will allow clients to save, process and manage their data even faster. “And over the long term, we also plan to offer all kinds of technical advice on wind farm planning, including site suitability and a whole lot more,” outlined Patock. This will probably require a late night or two. But the bright minds behind the start-up, who derived their name from “nox”, which is Latin for “night”, are already well aware of that. After all, that’s how the first business ideas for wind energy came about – late at night. (bre) ▣



“In unsexy terms, we’re a specialist consultancy.”

Dr Phil Patock, noxt! Managing Director



JADEWESERPORT: P3 COMPLETES FIRST PHASE OF CONSTRUCTION

WILHELMSHAVEN In May, P3 Logistic Parks, a leading developer and long-term owner of European logistics properties, completed the first of three construction phases in the Freight Village at JadeWeserPort Wilhelmshaven. Germany’s only

deep-water port will offer tenants more than 31,000 square metres of modern usable space, which should be completed by early 2025. P3 is planning to build three halls at JadeWeserPort with a combined space of 140,000 square metres.



MORE BEGINNERS IN MARITIME SHIPPING

BREMEN According to the 2023 annual report by Berufsbildungsstelle Seeschifffahrt (BBS) in April, the number of beginners in maritime shipping increased in 2023. It also states that 127 new training contracts (115 in 2022) were signed with training companies. The percentage of female apprentices rose from eight in 2022 to twelve in 2023. “In the fight against the lack of specialists, it’s essential not only to inspire young people to pursue a career at sea but also to promote their loyalty to the industry over the long term,” said BBS Managing Director Sabine Zeller (2nd from right).



MODERN CONTROL STATION

ELSFLETH Time has taken its toll on the control technology installed in 1979 at the Hunte-sperrwerk flood barrier, featuring four floodgates to protect the cities of Elsfleth and Oldenburg as well as parts of the Wardenburg and Bad Zwischenahn municipalities from flooding. To ensure optimal protection well into the future, the Lower Saxony Water Management, Coastal and Nature Protection Agency (NLWKN) is investing just under a million euros to update the large facility’s electrical engineering. The modern control system will enable, among other things, control via a computer workstation.



MILESTONE ON THE PATH TO THE SMART PORT

BREMERHAVEN Following presentation of the smart port strategy, which had been collaboratively developed in just under twelve months, around 120 participants from companies, authorities and scientific institutions kicked off the next phase of the project at their workshop in Bremerhaven in March. “Today you’ve achieved a real milestone. This smart port strategy comprises a clear schedule with digital roadmap as well as many concrete projects and targets for the intelligent ports of tomorrow,” said Bremen’s State Councillor for Ports, Kai Stührenberg, who’s shown here to the left of Robert Howe, Managing Director, bremenports.” This also included the port community system for port-wide information exchange, the new ship mooring measurement system (SAMS) and the Port Railway Information System (PRINOS) of Bremische Hafeneisenbahn. “The path to the smart port will be a continuous process of development, adaptation and change, whose success very clearly continues to depend on your dedication and that of each and every one of us,” clarified Stührenberg.



ETIQUETTE IS ALL THE RAGE

BREMEN In 2023, BHV – Bremische Hafen- und Logistikvertretung – offered four business etiquette seminars for apprentices in collaboration with Nadine Hellmold, the certified trainer for business etiquette, thus ensuring a good start to the apprenticeship for more than 50 apprentices. “A company has to promote appreciation, consideration and, of course, respect to ensure a positive environment free of conflict,” said Hellmold. Due to the high demand, training courses are being offered again this year. Anyone interested in the courses can send an email to office@bhv-bremen.de with the subject “Etiquette”.

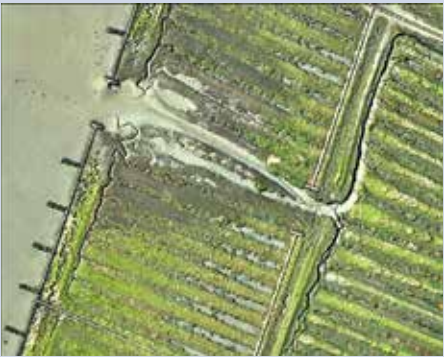


COLLABORATIVE EFFORTS FOR SUSTAINABLE ENERGY SOURCES

OLDENBURG/BILBAO In March, Seaports of Niedersachsen and NPorts utilised the WindEurope trade fair in Bilbao, Spain, as a joint platform on which to present their groundbreaking wind energy projects at Lower Saxony’s seaports. They were on-site alongside five other exhibitors and a powerful delegation of the port locations. “Our ports are key hubs for the sustainable energy sources of the future. To ensure it stays that way, we need to continue investing in a future-compatible port infrastructure,” said NPorts MD Holger Banik at the trade fair.

BETTER PROTECTION OF COASTAL INFRASTRUCTURE

BREMEN Climate change poses new challenges for the North Sea, Baltic Sea and hinterland. Besides the probable rise of sea levels, climate researchers also predict more extreme weather events such as flooding, storms and heavy rainfall. To prevent the failure of critical infrastructures such as energy grids and seaports as well as to ensure the population’s supply, the German Aerospace Center (DLR) is now conducting research on improving forecasting capabilities as part of the project “Resilient supply infrastructure and flow of goods in the context of extreme weather events along the coast” (RESIKOAST).



MODERN DEGREE COURSES IN THE MARITIME INDUSTRY

ELSFLETH Bolstering relevant degree courses is a key component of the national port strategy. With the discipline Maritime Economics and Logistics, Jade University offers a nationally unique selection of courses at the Elsfleth campus that cover a whole host of port-related subjects, including port logistics, maritime transport management, project logistics, maritime technology, and port management. The dual degree courses in Maritime Economics and Shipping and Port Operations systematically prepare students for career life in the maritime industry.



MARKETING TEAM HAS TWO NEW MEMBERS

WILHELMSHAVEN The Container Terminal Wilhelmshaven JadeWeserPort marketing team has been complete again since early April. André Heim (left), appointed as Director of Sales International, is in charge of marketing space in the Freight Village, whilst Diana Jazik (right) focuses on online marketing. The two newcomers worked for Seaports of Niedersachsen before making the move to Wilhelmshaven. Also in April, Michael Moehlmann, Director of Sales National for many years, (centre) was named authorised officer for the company.

PRINOS IS RARING TO GO

BREMEN/BREMERHAVEN Specially developed for Bremische Hafeneisenbahn, the Port Railway Information and Operation System (PRINOS) now controls all port rail traffic in Bremen and Bremerhaven. “We gave ourselves nearly a year to complete the full transition to the new, digital port rail system, as it was much like an open-heart surgery and shouldn’t restrict port rail operations in any way. And now it’s done. PRINOS is up and running,” explained Daniel Becker, who is responsible for the project at bremenports, in early May.



PHOTOS: NADINE HELLMOLD, JADEWESERPORT-MARKETING, DLR CC BY-NC-ND 3.0, SEAPORTS OF NIEDERSACHSEN, JADE UNIVERSITY, BREMENPORTS (2X), BREMENPORTS/SCHIEER, NPORTS (2X), ESPO, LESCHACO (2X)

TWO SITES – ONE INVESTMENT STRATEGY

CUXHAVEN/STADE The LNG jetty in Stade, the largest port construction project of its time in Stade, was not completed and handed over to the operator until December 2023. The NPorts team in Cuxhaven, which is responsible for the Cuxhaven and Stade sites, is now on to its next project. Around eight million euros has been allocated for maintaining and renovating the existing port facilities. Some 71 million euros will be invested in new port structures and 20 million euros in berths 5 to 7. Construction of the new berths will kick off in 2024. “We’re thrilled about the German government’s financial decision to provide funding for a third of the construction costs.” The state agreed to the project early on with 100 million euros in state funds. “That means the construction phase is fast approaching,” explained NPorts Managing Director Holger Banik.



DAKOSY AND DBH: DIGITAL “AUTHORISATION FOR PICKUP”

BREMEN/HAMBURG In the future, a uniform digital release process that goes by the name “Secure Release Order” will gradually replace the pin code-based process for container import through German seaports. By comprehensively digitalising the release process, service providers for logistics software plan to help make pickup through German seaports more secure and, at the same time, develop effective protection against the import of drugs and organised crime. According to DAKOSY and dbh, the launch phase is planned for the second half of the year.

“PORT INVESTMENTS STUDY 2024” PUBLISHED

PARIS At its annual conference in Paris in late April, the European Sea Ports Organisation (ESPO) released the results of its Port Investments Study 2024, according to which the European port management authorities’ investment needs will rise to 80 billion euros in the next ten years. Another key finding is that the investments in sustainability and the energy transition will be the second most important investment category for port authorities. Prepared by Dr Peter de Langen and the ESPO, the study is based on analysis of the investment needs of 84 port management bodies.



ZDS WELCOMES END TO SPECIAL TREATMENT IN ANTITRUST LEGISLATION

HAMBURG The Association of German Seaport Operators (ZDS) welcomed the European Commission’s decision not to extend the block exemption regulation, which had allowed shipping consortia to agree on which ships could dock at which ports and transshipment facilities and how often. According to ZDS President, Angela Titzrath, this will correct the advantage that shipping alliances have over port and freight forwarding companies in competition law. The relevant competition law needs to be implemented consistently now and the state aid law assessed.



LESCHACO: FAHRENHOLZ SUCCEEDS OESTREICH AS COO

BREMEN In April, Nils Fahrenholz (left) succeeded Oliver Oestreich (right) as COO and thus as a management board member in the Leschaco Group. “We owe a great debt of gratitude to Oliver for his valuable contributions and his exemplary management over the past two decades,” said Constantin Conrad, CEO of the Leschaco Group, adding that Fahrenholz, who joined Leschaco in 2004, offers extensive experience in management and other areas. He has held a variety of management positions in the Group, most recently as the managing director of Leschaco Singapore.



2024		 GERMAN PORTS	
SAVE THE DATE	JUN	4.6.2024	German Ports Reception www.bremenports.de Berlin, Germany
		13.6.2024	LOGISTICS TALK www.bremenports.de Neuss, Germany
		23.6.2024	Excursion to Lune Plate www.bremenports.de Bremerhaven, Germany
		25. – 27.6.2024	Transport Logistic China www.transportlogistic-china.com Shanghai, China
	JUL	25.7.2024	Hafen trifft Festland www.jadeweserport.de Stuttgart, Germany
	AUG	13.8.2024	BHV-Hafenclub www.bhv-bremen.de Bremen, Germany
	SEP	6.9.2024	57th Captain's Day www.bhv-bremen.de Bremen, Germany
		6.9.2024	Lower Saxony Port Day www.seaports.de Nordenham, Germany
		12.9.2024	LOGISTICS TALK www.bremenports.de/en/events Vienna, Austria
		19. – 20.9.2024	ENVOCONNECT www.envoconnect.com Bremerhaven, Germany
		24. – 27.9.2024	WindEnergy www.windenergyhamburg.com Hamburg, Germany
	OCT	7. – 9.10.2024	EXPO REAL www.exporeal.net/de/ Munich, Germany
		8. – 10.10.2024	IAPH World Ports Conference www.worldsportsconference.com Hamburg, Germany
		22.10.2024	Hafen trifft Festland www.jadeweserport.de Augsburg, Germany

Numerous exciting events have been announced and are planned. However, there may still be short-term postponements after the editorial deadline. 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/



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für die weltweite Lieferketten
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