

LOGISTICS PILOT

EDITION
APRIL 2025



STRONGER TOGETHER

COOPERATION NOT CRISIS

Geopolitical conflicts require
new forms of action

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CONCRETE ACTION IS NEEDED

Dear readers,

Germany lives from foreign trade, and our ports make this possible. Geopolitics always have a direct impact on our business. Russia and Ukraine, the Middle East, China and Taiwan, US foreign policy decisions, partnerships with India, Latin America and Africa – the environment and the markets, especially the energy markets, are changing rapidly.

This raises many questions. The realignment of international relations is causing uncertainty. The continued success of Germany's seaports will depend on the answers we find as Europeans to deal with this uncertainty and the constant stream of new announcements. Power and influence lie in a joint approach that skilfully plays to our strengths and advantages.

The German ports are well equipped for this. For over 75 years, the German Ports Association (ZDS) has exemplified effective cooperation. 20 seaport locations on the North and Baltic Seas and around 140 companies from all cargo segments and passenger transport work closely with our federal states, ministries, authorities and marketing organisations, coordinating extensively with inland ports, including the joint *Hafenhaus* in Berlin.

What has been lacking so far is the German government's commitment to support the nation's ports financially and in terms of regulatory policy, so that they can completely fulfil their tasks in terms of energy and digital transition, security of supply and foreign trade. The National Ports Strategy, which highlights the need for action, needs to be implemented in full.

The federal government must now contribute to public investment because the sheer scale of it is so huge that the coastal states cannot shoulder it by themselves. Billions of euros need to be invested every year in infrastructure alone. Germany's government currently spends 38 million euros annually for all ports combined. For the world's third-largest economy, which handles most of its global foreign trade by sea, this is clearly not enough.

Best wishes, Angela Titzrath

Angela Titzrath, President of the Association of German Seaport Operators (ZDS) and Chairwoman of the Executive Board, Hamburg Hafen und Logistik AG (HHLA)



HERZOGSKASTE

Toolbox
Stadtmuseum Albstadt

THE ART OF COLLABORATION

His art connects people. French street artist JR launched his “Inside Out” project back in 2011, giving people from all over the world the opportunity to collaborate and become part of his art – always combined with committed messages on the major social issues such as diversity, humanity and freedom. On 2 September 2024 in Abensberg, for example, members of the community were called upon to show their support for democracy and tolerance.

Participants first had their photograph taken and then made a personal statement. A mosaic-like work of art was created from a multitude of large black-and-white portraits that was put on prominent display on the walls of the municipal museum, the Herzogskasten. On the same day, high-ranking politicians from all parties came to Abensberg for the traditional morning pint at the Gillamoos, the oldest fair in Bavaria. The art project’s peaceful demands stood in stark contrast to the often harsh tone of political slogans. For more information, please see www.insideoutproject.net (ano) ■



COOPERATION AS A CRISIS STRATEGY?

The maritime industry is facing major challenges, and not only with regard to the energy transition and the transformation to a climate-neutral economy. Market players also have to contend with geopolitical conflicts and cyberattacks. Experts from the Kiel Institute for the World Economy, the Association of German Seaport Operators, the Fraunhofer Centre for Maritime Logistics and Services and the German Maritime Institute view this explosive cocktail from their respective standpoints – and have various ideas for cooperation.





“Cooperation between the German ports works very well.”

Daniel Hosseus, Managing Director of ZDS

Almost a year ago, LOGISTICS PILOT spoke with Professor Julian Hinz, lecturer at Bielefeld University and Head of the Research Center Trade Policy at the Kiel Institute for the World Economy (IfW Kiel), for the first time about how geopolitical tensions are affecting global trade and the maritime economy. With developments in the Red Sea and the sanctions against Russia and Iran in mind, he emphasised that the geopolitical climate at the time had made “de-risking” the order of the day. All this spoke in favour of diversifying both supply chains and trading partners, in order to reduce dependencies on individual suppliers, countries and trade routes. “Nothing’s fundamentally changed,” he says today. “There are still 70 per cent fewer ships sailing through the Red Sea than before the first attacks by Houthi rebels in November 2023. However, the global trade climate has also become significantly more challenging.”

He identifies, among other things, the latest developments in the USA, particularly the Trump administration’s tariff policy, and the Middle East conflict as key factors in this. “With its current policy, the USA is a hotbed of uncertainty,” he states. He believes that, in such situations, global trade usually reacts cautiously and postpones planned innovations and investments. For the shipping industry, this usually means less business, less cargo on board the ships and, in turn, a fall in demand and less income. “It’s up to Europe to chart the right course here,” Hinz advises,

“With its current policy, the USA is a hotbed of uncertainty.”

Prof. Julian Hinz, Head of the Research Center Trade Policy at the IfW Kiel



implying we should make a virtue out of necessity. “It’s true that Europe does ten per cent of its trade with the USA, which certainly isn’t a small amount. At the same time, though, a market share of 90 per cent and many partners around the globe who pursue similar economic interests to those of Germany and Europe as export nations are out there.” The task now is to conclude, finalise or modernise further trade agreements with these nations. Indeed, Hinz is shifting his focus partly to the OECD countries, particularly Canada and Australia. Likewise, the agreement between the EU and the Mercosur countries, signed in December 2024 after almost 25 years of negotiations, must be ratified quickly by all member states.

Uncertainty is not helpful

Daniel Hosseus, Managing Director of the Association of German Seaport Operators (ZDS), also assumes that current US policy could have an adverse impact on the economy and international trade policy. “The uncertainty sown by the American government – whether in Greenland, Panama, the Suez Canal or elsewhere – isn’t helpful,” he says, “nor are the announcements of new tariffs. They’re shooting themselves in the foot, as they now also risk being hit by tariffs. After all, they want to sell their products and services on the European market, too.” This is why he hopes that the EU will present a strong, united front in the trade dispute and implies possible trade substitution effects. “It remains to be seen whether Trump’s actions will actually lead to less freight traffic or whether goods will just find other routes. This doesn’t necessarily have to be a bad thing for the European and German economy,” Hosseus predicts. “The cooperation between the German ports works very well,” Hosseus concludes with regard to Germany as a business location. The ZDS embodies the daily cooperation of 20 seaports and around 140 companies involved in seaborne cargo handling on the Baltic and North Seas. “When talking about cooperation between ports,” he continues, “we must always clarify who should work with whom and on



“It is precisely at interfaces where the gateways for cyberattacks arise.”

Prof. Carlos Jahn, Head of Fraunhofer CML



what. I think that things are working really well at federal state level and in the context of cross-border marketing cooperation. And the companies also work well together where it's sensible for them to do so. Nevertheless, we must be clear. These are market-based decisions that each company makes for itself and which are subject to legal conditions, antitrust law for instance. Politics should stay out of it.”

However, Hosseus does see a need for politics to get involved when it comes to improving infrastructure and suprastructure in the ports. “The energy transition and these changing times demand huge investments quickly, which the federal states and industry can't provide.” Billions in investments are needed every year, also due to the new requirements placed on the ports by the government. Consequently, significantly more money must flow into the system. “Germany is the third-largest economy in the world,” he adds, emphasising what he considers to be the prominent role of the country's ports. “The majority of our foreign trade is transported by sea. Moreover, the ports are not only an important basis for prosperity and security in Germany, they also support change throughout our country. The government must be involved in this.”

“Even the bad guys are getting better and better”

Professor Carlos Jahn, Head of the Fraunhofer Centre for Maritime Logistics and Services (CML) in Hamburg, has a plausible explanation for why maritime structures and ports are particularly vulnerable to cyberattacks in these difficult times. “They're complex systems in which a large number of different parties

are interconnected to a very high degree,” he explains. Plus, many different modern and older systems interact within these structures, which create gateways for such attacks, especially at the interfaces. “The main risks are in accessing routing systems, inventory and customer records, but also in the loss or blocking of sensitive company data,” he continues, outlining the breadth of the risk spectrum.

In this context, Jahn has identified that there is not only a growing number of cyberattacks on ports, maritime facilities and ships, but these criminal acts are also increasing in quality. “Even the bad guys are getting better and better,” he concedes, without wishing to downplay the seriousness of the situation. He makes this point to emphasise that both sides are in constant competition – the “good guys” are working to make systems more secure, while the “bad guys” are trying to identify and exploit their weak spots.

Based on a multitude of different studies, Jahn groups cyberattacks into four categories. “Around 50 per cent of attacks involve ransomware and malware attacks,” he says. In these cases, the data on an IT system is encrypted and only decrypted again once a ransom has been paid. Alternatively, malicious software



In their Ship Cybersecurity Lab in Hamburg, experts at the CML are looking for answers to urgent questions on cybersecurity and more.

is introduced into the system in order to destabilise it. “DDoS attacks and insider threats, human error, phishing emails and data manipulation each account for a quarter of the cases,” the expert adds. Distributed denial-of-service (DDoS) attacks are activities that contribute to, for example, taking down websites or disrupting the availability of network resources. In this respect, Jahn refers to the insights he has recently gained in collaboration with external IT specialists at the in-house ship cybersecurity lab in Hamburg. “I’ve known for a while that AIS (Automatic Identification System) data can be falsified, but that radar can also be manipulated was news to me.”

He considers regular testing and updates, raising employee awareness, ongoing training and dialogue between all parties involved in ports and logistics to be important IT security safeguards. “Nothing’s perfect, there’s always room for improvement. It can’t hurt if those affected share what they know and talk openly about cyber issues,” states Jahn. In light of this, he acknowledges that companies within the industry have taken a significant step towards greater transparency in recent years and that incidents of this kind are rarely swept under the carpet any more. Furthermore,

the ports are really well prepared. This is proven, for example, by the fact that ports such as Hamburg, Bremerhaven and Cuxhaven are hit by cyberattacks multiple times every week, but only a fraction of them are successful. “This is good, but every successful attack is one too many,” he concludes.

Dependence on functioning maritime structures

Karsten Schneider, retired rear admiral and president of the German Maritime Institute (DMI), also emphasises the great importance of the sea routes and, in turn, of German ports. “We mustn’t forget that Europe is a peninsula and that a large part of our supply, communication and economic performance is carried out on or under the water,” he explains. Schneider not only has global shipping in mind here, he is also highlighting the importance of undersea cables, pipelines, offshore wind farms and offshore oil production. “The wider public doesn’t often recognise this, but we’re highly dependent on the smooth functioning of maritime structures,” he continues. “The extent of this has been shown not only by the ‘Ever Given’ accident in the Suez Canal and its consequences for supply chains. Recent acts of sabotage against data and power cables in the Baltic Sea serve as further proof.”

“So far, the existing system has always managed to cope with such threats somehow – for example, by sailing around certain regions or switching to other modes of transport,” Schneider ascertains, both in view of the current geopolitical developments in the Red Sea and the South China Sea and the pirate attacks in the Strait of Malacca. “However, if there were to be a deliberate increase in such incidents on a larger scale, things could become difficult.” He also addresses cybercrime. “Digitalisation is a key prerequisite for ensuring that the maritime industry and logistics remain modern and efficient,” he continues. “However, their growing importance means they’re also increasingly becoming a target for →



“So far, the existing system has always been able to cope with such threats.”

Karsten Schneider, retired rear admiral and president of the DMI.

MAIN TOPIC

cybercriminals.”

In terms of coordination between the responsible maritime authorities, Schneider sees considerable potential for improvement in a crisis. “We’re dealing with a completely new form of hybrid warfare today,” he states. “It’s a conflict with a hostile, foreign power that’s constantly attacking us just below the NATO alliance threshold. In peacetime, which is what we officially have right now, the Bundeswehr can only provide administrative assistance without executive authority.” The enemy exploits the boundaries between the responsibilities of law enforcement and the armed forces skilfully by overburdening the police but not doing enough to trigger military involvement. “This is the crux of the problem,” explains Schneider. “We’ve not made any progress on the Maritime Security Act for two decades now. Such a law would give the navy greater scope for action in peacetime without taking on police duties. This would be a major step without having to intervene substantially in the constitutional separation of law enforcement and the military.” (bre)



Soldiers sending messages with a semaphore lamp. Despite the latest technologies, optical signalling is still valued as a secure, analogue means of communication.



In view of the threats to critical infrastructure at sea, a new debate on a maritime security law is emerging.

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STRENGTH THROUGH JOINT ACTION

In times of complex global challenges, companies are increasingly relying on cooperation and strategic alliances, as the following examples show. But why is this? Dr Lisa Schleker, a business psychologist from Bremen, explains why, arguing that the mammoth task of sustainable transformation can only be achieved together, particularly in the maritime industry and logistics.

“You need strong partnerships if you want to operate sustainably.”



DR LISA SCHLEKER
Business psychologist

“From an economic psychology perspective, this is due to several factors,” she explains. “Cooperation reduces risks, enables knowledge sharing and creates synergies to promote innovation. These synergies make it possible to execute highly complex projects that individual organisations might not manage on their own, perhaps due to limited resources or a lack of expertise. In uncertain times, working together also strengthens the psychological sense

of security and motivation – important factors for courageous decisions.” Schleker, who advises organisations on sustainability, equality and new work, continues that sustainability issues are often systemically interwoven. “The environment, economy and society influence each other, so much so that isolated solutions are often ineffective. Only by working together can these dynamics be understood and effective, holistic approaches developed. You need strong partnerships if you want to operate sustainably. Cooperating isn’t only wise from an economic sense, it’s also psychologically necessary if we’re to meet the challenges of tomorrow.”

Example 1: “Gemini Cooperation”

In February, shipping companies Hapag-Lloyd and Maersk began their new cooperation under the name “Gemini Cooperation”. Since then, both companies have been offering joint liner services that use larger container ships than before, but with fewer ports of call. Instead, the boxes are distributed from several hubs using smaller ships. The partners hope that this alliance will enable their ships to be more punctual than previously. Experts also see this type of cooperation as an opportunity to reduce costs and expand their own services. When the Gemini Cooperation

launched, Hapag-Lloyd CEO Rolf Habben Jansen predicted that the overall impact on cargo volumes for German ports would be positive. Plus, some containers that were previously handled in the western ports of Antwerp and Rotterdam will be routed via the hubs of Bremerhaven and Wilhelmshaven. Noteworthy is that the NTB terminal in Bremerhaven is owned equally by the operators EUROGATE and Maersk, while Hapag-Lloyd has a 30 per cent stake in the operations of the EUROGATE terminal in Wilhelmshaven.

Example 2: “German Ports”

The umbrella brand “German Ports” is backed by the organisations responsible for port location marketing in the federal coastal states of Bremen, Hamburg, Mecklenburg-Western Pomerania, Lower Saxony and Schleswig-Holstein. Together, they have long been cooperating in the planning and appearance at selected trade fairs on the international stage. “This marketing cooperation works very well,” says Ronald Schwarze, Head of Marketing at bremenports. “Particularly on the international stage, it makes sense to present a united front to make it clear that Germany has a port for every need. Ultimately, we all have to work together to showcase the strengths of our local ports to international competitors.” Schwarze believes that the first joint port evening event for the North German seaports in June 2022 in Berlin, and a similar event planned for September this year, are just the first steps on the road to closer cooperation. “Ultimately, we all have a common interest – we must work to strengthen the German seaports as a whole. That sounds very simple but sometimes it isn’t because, at the end of the day, there’s

RONALD SCHWARZE
Head Marketing at bremenports

clearly also competition among the German ports,” says Schwarze. “I’d like to see the common interest come to the fore more often and more clearly in this context,” he adds. “There’s still room for improvement.”

Example 3: Maritime Cluster Northern Germany

In 2011, the states of Hamburg, Lower Saxony and Schleswig-Holstein united to form the Maritime Cluster Northern Germany (MCN), with Bremen and Mecklenburg-Western Pomerania joining in 2014. The network now has more than 350 members from the worlds of business, science and politics. “The MCN is a prime example of how cooperation can be successfully implemented,” explains Jessica Wegener, MCN Managing Director. “We work together across state borders, our activities focus on the entire maritime industry, and we’re also closely linked with other partners beyond the industry, for example in the aviation and renewable energy sectors.” She sees cooperation between all parties involved as essential, especially considering the current geopolitical challenges, the digital transformation and the climate crisis.

“We all have a common, overarching goal – to increase the competitiveness of the maritime industry in an international context,” she adds. “Open, honest and transparent communication on equal terms is key to achieving this. Mutual trust is the basis for opening up and jointly promoting innovations in a targeted and efficient manner.” She continues: “Cooperation between German seaports is more important today than ever. Around 60 per cent of our exports and a high degree of raw material imports are transported by sea or waterway. This means that the German economy depends to a high degree on our seaports functioning seamlessly. Meaningful exchanges and close cooperation on security issues to protect ports and their infrastructure is therefore one of many aspects we’ve got to tackle together.” (bre) ▣



“We all have to work together to showcase the strengths of our local ports.”

“Cooperation between German seaports is more important today than ever.”



JESSICA WEGENER
Managing Director
MCN

NOT JUST WHEN THE DAMAGE HAS BEEN DONE

For over 110 years, Battermann + Tillery has specialised in the neutral assessment of transport and cargo damage. However, the Bremen-based company is not only consulted as a global expert when damage occurs, but also increasingly when it comes to damage prevention.

For managing directors Patrick Tillery and Nico Nöldner, this balancing act is not a contradiction – far from it. “The interplay between claims expertise and increasing specialisation in the field of damage prevention is a logical and sustainable development,” they state in unison. “It’s our response to customer needs and the increasing awareness of risk management and transport safety.”

Until the 1980s, Battermann + Tillery was a rather small company with only a handful of port commissioners and surveyors responsible for all kinds of raw materials, primarily cotton, tobacco and

“Our tasks have increasingly changed to complete management.”

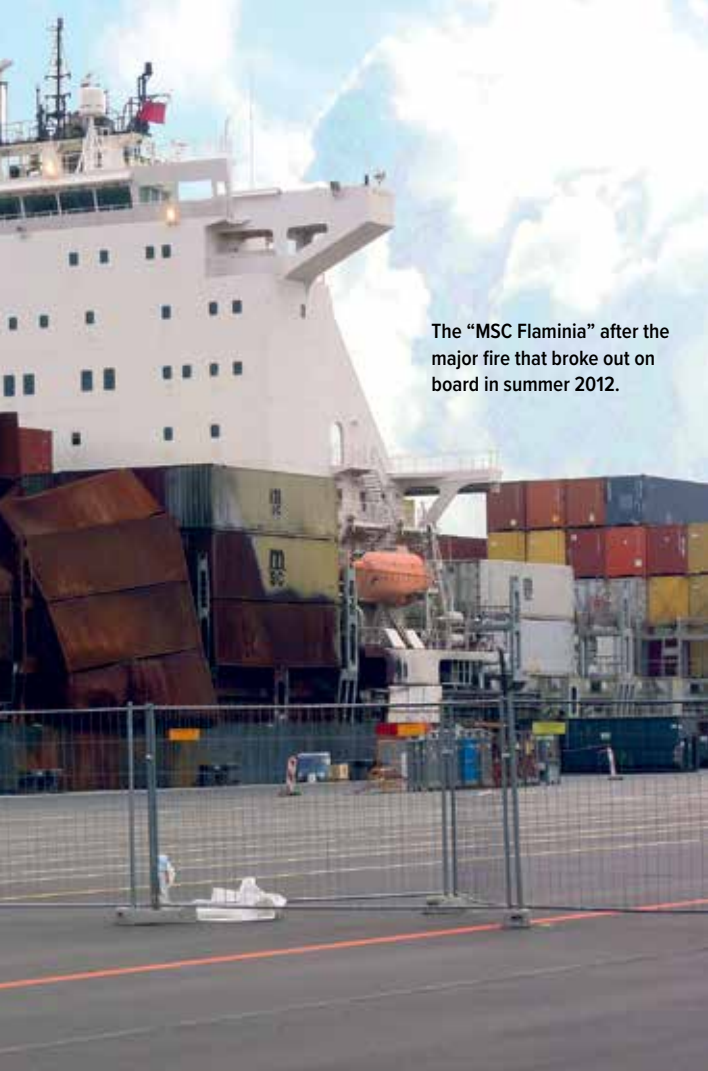
Patrick Tillery and Nico Nöldner, managing directors of Battermann + Tillery



cellulose. But when containerisation fundamentally changed workflows in ports – and with it the flow of goods – the instincts of Percy Tillery, father of the current managing director, kicked in and he opted for a strategic realignment of the business. Since then, the company has been operating as an authority in transport, goods and logistics, covering all cargo and transport types.

This approach allows Battermann + Tillery to constantly fulfil market requirements. Accordingly, the service provider was able to expand rapidly in the 1990s and 2000s, both geographically and in terms of personnel. The group now has 170 employees in Germany, Switzerland and Turkey. Moreover, it has access to a network of certified partners at over 1,200 locations around the globe.

“What sets us apart is our availability,” Tillery explains. “Regardless of whether the damage occurs in Germany or China, we can be on site anywhere in the world and in no time at all.” In addition, he highlights the large number of different specialists united under the Battermann + Tillery umbrella. “Our experts and surveyors are mainly engineers from the fields of transportation, mechanical engineering or nautical science,” he adds. “But our team also includes lawyers, freight forwarders and business economists.” Indeed, the manager likes to refer to his company as a one-stop



The “MSC Flaminia” after the major fire that broke out on board in summer 2012.

shop regarding this diversity.

Trend towards major damages

In the constantly growing damage prevention division, the risk consultants from Battermann + Tillery mainly carry out risk analyses and checks. Their tasks include



Big and heavy is no problem for Battermann + Tillery, as this crane shows.

supervising heavy-lift and project shipments, checking method statements and calculating and approving load securing measures for cargo. In recent years, Nico Nöldner has identified significant changes in market requirements. “Our tasks have increasingly changed from pure cargo checks to complete management,” he explains. “For example, customers increasingly ask us to support them throughout the entire transport process and act as their central point of contact for all parties involved – from packaging the goods to correct stowage and optimal load securing measures.” Indeed, the company has gained much experience over the years. “Most of the damage identified could have been prevented by early and detailed collaboration and planning across departments and companies,” he adds. Furthermore, he observes a growing trend towards both major and technical damage.

He still clearly remembers the accident involving the “MSC Flaminia”, on which a major fire broke out during a 2012 Atlantic crossing as well as the incident a few years ago when a luxury yacht crashed into a pier during unloading in Panama. He also still remembers the former Bremen-based Beluga Shipping’s “Beluga Nomination” and how it was hijacked by Somali pirates. “All of this damage was in the millions, and very different aspects of our expertise were required,” says Nöldner. “There were several yachts on board the ‘Beluga Nomination’, for example, that had been severely damaged by the pirates after the hijacking and were riddled with bullet holes. All of this had to be taken into account in the course of our analyses,” the manager explains.

At present, the loss of skilled personnel is particularly concerning. “In Germany, damage prevention expertise is being increasingly lost,” Nöldner explains. “More and more experts are retiring without their knowledge and experience being passed on adequately within the company.” This increases the risk of handling and congestion errors, for example. In view of this, Battermann + Tillery is endeavouring to further expand its own range of services in the damage prevention field. “This is our contribution to reducing the risks of our customers – from shippers to carriers – in the areas of transport, transshipment and warehousing,” says Tillery. (bre)



FACTS

BATTERMANN + TILLERY GROUP

ESTABLISHED

1913

HEAD OFFICE

Bremen

EMPLOYEES

170 in Germany, Switzerland and Turkey. In addition, the group has a global network of over 1,200 locations.

MAIN AREAS OF BUSINESS

Transport and cargo claims, marine, damage prevention, technical surveys, salvage sales

TURNOVER IN 2023

approx. 20 million euros

More information:

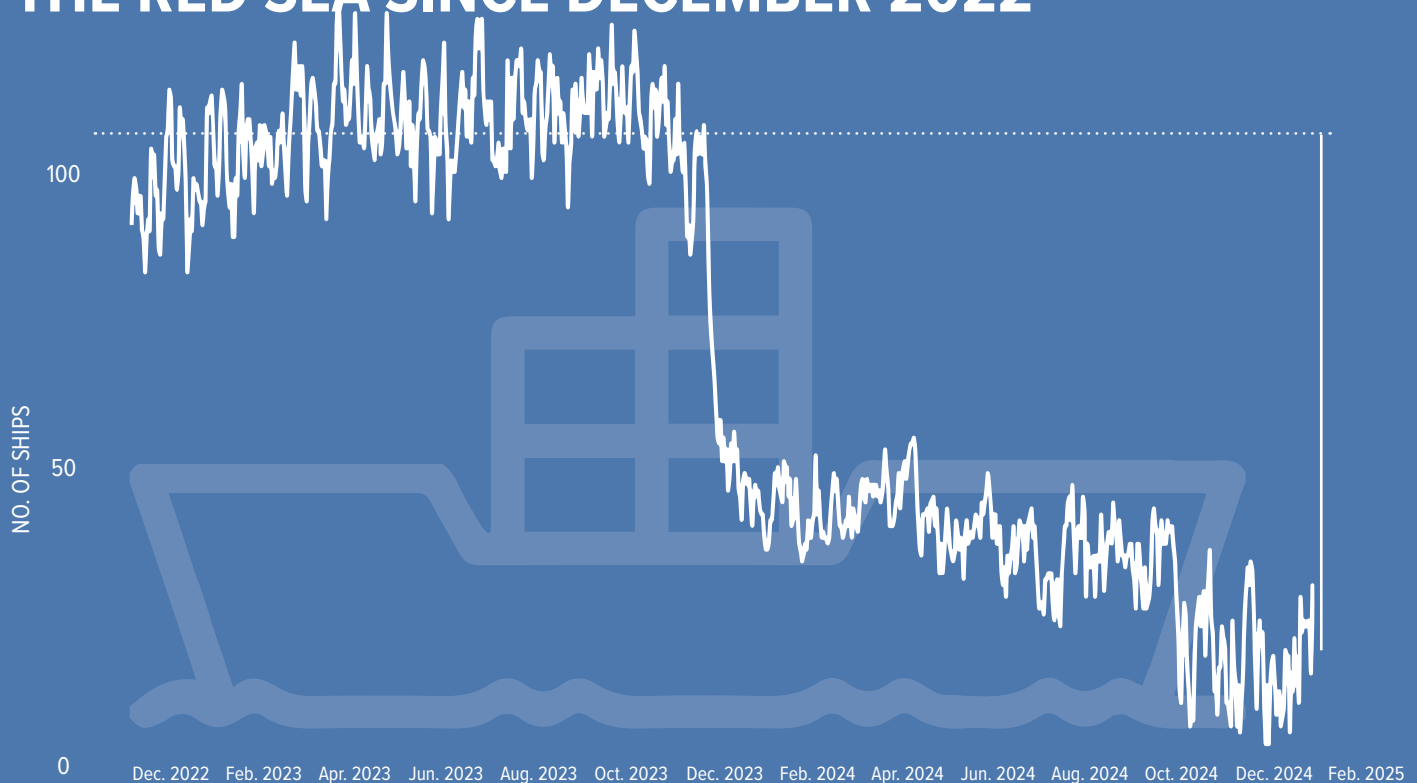
www.ba-ty.com/de

LARGE SHIPS AND ~~THE~~ “SMALL” FISH

The current number of military conflicts has reached its highest level since the end of the Cold War. The Russian invasion of Ukraine and the conflict between Israel and Hamas, in particular, have posed immense challenges for the maritime economy as well as the logistics sector. The same can be said of the new “America first” policy in the United States.

Within this context, two of the largest shipping companies, Maersk and Hapag-Lloyd, started their “Gemini Cooperation” in February (see p. 12). The key data is below, alongside statistics which show that many ships still take a detour around the Cape of Good Hope and the African continent instead of passing through the Red Sea and the Suez Canal. (bre) □

NUMBER OF CONTAINER SHIPS IN THE RED SEA SINCE DECEMBER 2022



ICONS: FLAT Icons.COM, SOURCES: HAPAG-LLOYD, KIEL INSTITUTE FOR THE WORLD ECONOMY (IFW KIEL), FLEETMON.COM, NEUE ZÜRCHER ZEITUNG, ZDS, DESTATIS, BHV - BREWISCHE HAFEN - UND LOGISTIKVERTEILUNG, FREE HANSEATIC CITY OF BREMEN (SEVATE PRESS OFFICE), SEAPORTS OF NIEDERSACHSEN, PORT OF HAMBURG



KEY DATA FOR THE NEW “GEMINI COOPERATION”

- ▶ 87 ports
- ▶ approx. 340 ships on the East-West route
- ▶ 3.7 million TEU capacity
- ▶ 57 services, comprising
 - ▶ 29 main liner services
 - ▶ 28 shuttle services

SEA FREIGHT IN 2024

(in millions of tonnes/compared with 2023)

61.9 + 5.9 per cent

PORTS OF BREMEN

55.5 + 10 per cent

PORTS OF LOWER SAXONY

118.1 – 2.2 per cent

HAMBURG

In 2024, goods worth **1,555.4 BILLION EUROS WERE EXPORTED FROM** Germany and, conversely, goods accounting for **1,316.3 BILLION EUROS WERE IMPORTED**. These figures show a drop of 1.3 per cent in exports and three per cent in imports compared with 2023.

export



import

BHV flash poll: what are the most important factors for your business in 2025?

General rise in prices/cost pressures

58.9 per cent

Disruptions to global supply chains

44.6 per cent

Ukraine war and/or Russian sanctions

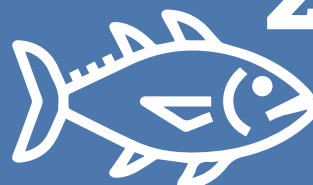
30.4 per cent



An annual average of **46.1 MILLION PEOPLE** were employed in 2024. This corresponds to a 0.2 per cent rise year-on-year.

employed

The most expensive tuna ever sold at an auction fetched around **3.1 MILLION DOLLARS** in 2019. It weighed 278 kilos.



278 kg

DISTRIBUTORS BETWEEN THE PORTS

Companies such as Glomb in Bremerhaven, Weets in Emden or Beeken in Hamburg are specialists in intelligent container logistics and guarantee efficient networking between the key German seaports.



Port logistics play a dominant role in the day-to-day operations of all three logistics service providers. The vehicles belonging to the Bremerhaven-based haulage company GCD Glomb Containerdienst run a regular service to and from the ports. And the striking pink of the semi-trailers is no coincidence: when the company was founded in 1980, this eye-catching colour served as a preventative measure against theft at a time when the port was not guarded. It has long since become the corporate colour and trademark of this medium-sized company.

Glomb's fleet consists of 450 lorries, of which 70 are company-owned, and undertakes both short-haul and long-haul services. It serves the so-called "Nassen Dreieck", which roughly translates as the "seaport triangle", meaning

the routes between Bremerhaven, Bremen and Hamburg, plus services to and from the seaports of Rotterdam and Antwerp. This equates to 200,000 TEU p.a. Feeder traffic accounts for roughly ten per cent of the transport volume, while direct local transport and transfers within the ports make up 20 to 25 per cent of business. Their customers are mainly shipping companies and port forwarders as well as transshipment companies for the "last mile" within the seaports.

Very visible: the core expertise of Beeken is in transportation services to German ports.



Flexibility is key

"We offer transshipment, for example between Wilhelmshaven and Bremerhaven, Bremerhaven and Hamburg as well as Hamburg and Wilhelmshaven," reported Delf Hoehne, in charge of overall management for Western Europe and Special Cargo Transport. Roughly 400 to 500 such services are carried out each week. The company regards one of its main features as being the ability to offer a high degree of flexibility. Despite existing master agreements, customers generally award their tramp shipping contracts for import and export at very short notice, i.e. with an average lead-in time of approx. one day.

The challenge facing logistics service providers is to deliver each container on time while proactively keeping customers informed. Consequently, it is even more important for dispatchers that the ships arrive and are dispatched on time, and that everything runs smoothly at the terminals without enduring long waits. After all, any untoward delays mean more time and money. That is why, as well as for reasons of sustainability, the company is striving to optimise its transportation systems, so that empty runs are avoided as far as possible.

Strengthening German seaports

The Weets freight-forwarding company from Emden, which was set up in 1985 and has branches in Hamburg, Soltau and Wolfsburg, transports sea containers from point of delivery either directly by lorry to the port or uses an intermodal transport solution – road and rail. In the case of the latter, the container is first transported by lorry to the site, then to the inland terminal and from there to the port by rail. “This procedure is crucial for us, as our processes start and end at the ports,” emphasised Paul Mlozniak, Head of Rail Traffic and Sales at Weets.

“Our main ports of call are Bremerhaven, Wilhelmshaven and Hamburg. We are focussed on the German seaports that we wish to strengthen,” continued Mlozniak. The fleet comprising 180 vehicles, of which 70 are company-owned, mainly cover the routes Wilhelmshaven to Bremerhaven and Wilhelmshaven to Hamburg. In 2024, this SME transported 180,000 standard containers (TEU), 70 per cent of which were transported by road and rail and 30% by lorry.

For freight transported by rail, the company relies on its intermodal terminal in Soltau, from where the goods are transported by rail to Hamburg and Bremerhaven. Furthermore, there is the option of transporting goods by barge that currently operates between Wolfsburg and Bremerhaven, Wolfsburg and Hamburg as well as Bremerhaven and Hanover.

Wilhelmshaven and Bremerhaven have been established as port hubs because of the new structure of the liner services within the Gemini alliance of Maersk and Hapag-Lloyd. Naturally, this also has an impact on the entire port logistics. “We’ll now be increasing the amount of cargo carried by rail for Wilhelmshaven,” reported Mlozniak and continued: “These kinds of rail freight changes are more complex than changing lorry services. But the expected increase in freight carried by lorry also requires return loads. Consequently, we’re talking to customers and shipping companies to optimise capacity.”

Connecting the North

Beeken transport and logistics was established in 1913 and also specialises in transporting containers to and from ports with its current fleet of 50 company-owned tractor units and 200 transport chassis. This SME provides transport services from its headquarters in Hamburg and branch in Wilhelmshaven, which opened in 2013, connecting the economic regions of Hamburg, Schleswig-Holstein, Lower Saxony, Bremen and Mecklenburg-Western Pomerania, as well as Berlin and Brandenburg.

“Our core expertise consists of transporting goods to and from German seaports,” emphasised Bernd Beeken, company owner in the fourth generation. Only Rotterdam and Antwerp are our long-distance ports of call. “80 per cent of our business consists of transporting containers to German seaports, and the remaining 20 per cent comprises transshipments within ports.” Then there are transport services to the hinterland.

The company achieves approximately 300,000 TEU per year across all areas.



The striking colour on Glomb's lorries was originally conceived to prevent theft. It has now become the company's trademark.

This means, of course, that all deliveries to the seaport terminals must run smoothly. “One of the crucial factors is the interface between automation and the staff working at the terminal,” underlined Beeken and continued: “Overall, everything works well, except when we encounter disruptions like strikes.”

Nevertheless, there is always room for improvement. The joint German IT solution developed by the service providers specialising in port community systems, DBH Logistics IT from Bremen and Dakosy from Hamburg, is an example of this. The digitised release process for imported containers called ‘Secure Release Order’ will gradually replace the previous PIN code-based procedure in Bremerhaven, Bremen and Hamburg during the course of this year. The logistics service providers will welcome this. After all, it is a way to raise the profile of German ports.

(cb)

More information:

www.glomb.com
www.weets.de
www.beeken-logistik.de



WIND POWER IN THE WAVE FLUME

Looking into the future is already possible in the Large Wave Flume of the Coastal Research Center in Hannover-Marienwerder. Researchers are currently testing the jacket structure of an offshore wind turbine with a total height in excess of 300 metres in one of the world's largest wave flumes.

The sound of the waves comes and goes, and the sea feels very close by with your closed eyes. In reality, the sound comes from a deep wave flume, 300 metres in length and seven metres wide. Instead of the wind, which transfers energy to the water through friction on the water's surface, thus creating water movement, a huge red-painted wave machine is at work here, with the wave blade weighing in at 30 tonnes. It can produce waves up to three-and-a-half metres in height and, since the completion of the modernisation process in 2023, it has

been supplemented by a current system and a modular deep section that allows, for example, the realistic embedding of offshore structures in the seabed.

There are roughly six of these large wave flumes throughout the world available to the research community, including those in the Netherlands, USA, Taiwan and China. However, producing waves and currents of this magnitude at the same time is unique. Consequently, it is possible to answer questions, such as the influence of waves, currents and tides as well as questions about different types of



(From left) Jannik Meyer, PhD student at SFB, and Operations Manager Alexander Schendel

foundations for wind turbines. Furthermore, the impact of tidal currents can be explored.

“There is a three-dimensional wave-current tank on the same premises,” reported Alexander Schendel, Operations Manager since 2024. The difference: “We are able to produce massive waves flowing in one direction in the wave flume, whereas in the shallower tank waves can be produced in different directions. Consequently, both systems complement each other brilliantly.”

Increasingly complex questions

Offshore wind energy is the focus of research, which is also one of the core areas of Leibniz University Hannover. The focus is specifically on offshore foundation structures for wind turbines, in particular monopiles and jackets.

The former are large steel piles driven into the seabed and the latter are lattice-like grid structures made of steel tubes. Scientists from various fields are involved. “It is becoming more and more interdisciplinary because of increasingly complex issues,” observed Schendel, a coastal engineer with a doctorate.

This is because wind turbines are getting larger and larger as a result of rapid expansion and limited space. Consequently, new concepts for offshore wind turbines of the future are being investigated in the special research area of “Offshore Megastructures” (SFB). These are significantly higher than 300 metres and have an output of 20 to 25 megawatts, meaning they are considerably bigger and more powerful than the current models up to 200 metres in height with a nominal output of ten megawatts.

The wind turbines are subject to virtually unknown effects, for example wind conditions at heights of over a hundred metres. Due to their size and the more delicate construction required, environmental influences, as well as interactions between individual components, are becoming increasingly relevant. Tried-and-tested methods for developing and operating wind turbines can no longer be used on structures of this size. →



Investigations into scour protection of an offshore wind turbine foundation structure. The test period usually lasts between six to eight weeks and the dismantling usually two to three.



Simulations using a digital twin

The goal of the SFB and the 17 subprojects, on which some 50 scientists are currently working, is to investigate physical and methodological principles based on the concept of a digital twin. Simulation models are developed that describe individual wind turbines over their entire life cycle, i.e. from planning to manufacturing, plus transportation, assembly and operation as well as maintenance and dismantling. The specific models are integrated into the digital twin that can always be adapted to reflect the current state using actual measurement data.

According to Schendel, all the subprojects within SFB are primarily concerned with basic research and less with applied research. Nevertheless, the aim is to get a result with concrete relevance for the application. One such example is calculating wave and current loads, another is scouring, meaning the removal of soil around the underwater structures, such as offshore wind turbines. The aim is to develop analytical and numerical models for integration into the digital twin.

The SFB was already funded to the tune of roughly 8.5 million euros by the German Research Foundation (DFG) between 2021 and 2024. “During this time,

A 1:14 model of a jacket structure from the SFB. It depicts a foundation structure for an offshore wind turbine with a total height of over 300 metres.

we developed a digital twin that realistically maps the complex loads of underwater megastructures,” reported Schendel. Moreover, work was carried out on early detection of damage using machine learning, and a concept for ultra-slim rotor blades was developed for generating more efficient energy at lower wind speeds.

As significant progress was made in the first DFG funding period, the second funding period has been running since 1 January 2025 and is due to end on 31 December 2028. It is likely that this will be extended to 2032. Now the researchers primarily intend to use the wave flume to validate and verify their previously developed methods. “We are going to see on a large scale whether the complex interactions between structure, soil and wave loading can be modelled by the models developed already, or whether these need to be expanded,” said Schendel.

Measurements in onshore and offshore wind farms

Furthermore, measurements are being taken at the new onshore wind energy research park ‘Wivaldi’ (acronym for wind validation) of the German Aerospace Center (DLR) in Braunschweig and as part of the project ‘Reallabor 70 GW Offshore Wind’. “The measurement data from the real twin provide a unique opportunity to validate the simulation models and monitoring methods as well as to test the plausibility of a digital twin concept,” explained Schendel.

Whilst some questioned whether computers would make such wave channels obsolete in the future about 30 years ago, today it is undisputed that they will continue to be indispensable. “Even AI models need data,” underlined Schendel. “Furthermore, despite the high performance of modern computers and algorithms, the physical processes are so complex that they cannot be simulated virtually in the foreseeable future.” This also explains why the wave flume is extremely popular among scientists and companies. In addition, the public tours that take place two to three times each year are in demand.

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FACTS
WAVE FLUME

BUILT
1979 to 1983, extensively modernised between 2021 and 2023

LOCATION
Hannover-Marienwerder

DIMENSIONS
300 metres high, 5 metres wide and 7 metres deep

CURRENT
+/- 1 metre per second at 4-metre water level

MAX. FLOW RATE
20 cubic metres per second

AVERAGE FLOW SPEED
0.8 metres per second (at a depth of 5 metres)

More information:
www.fzk.uni-hannover.de/en
www.reallabor.offshore.uol.de

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RÖHLIG LOGISTICS GROWS AGAINST THE TREND

BREMEN According to Röhlig Logistics, its sales, freight volume and gross profit have all risen. In February, the logistics company recorded a five per cent rise in its gross profit, up from 218 million euros in 2023 to 229 million euros in 2024. Besides the core markets of China and USA, Australia and Mexico contributed in particular to this growth. "In spite of an ongoing challenging market environment, we again achieved a strong result in the 2024 financial year with 17.5 million euros EBIT," stated Philip W. Herwig, Managing Partner at Röhlig Logistics.



POSITIVE TREND FOR PORTS OF BREMEN

BREMEN, BREMERHAVEN In 2024, 61.9 million tonnes of cargo were handled by the Ports of Bremen. This corresponds to a 5.9 per cent rise year-on-year. Kristina Vogt, Bremen Senator for Economic Affairs, Port and Transformation, commented on this positive trend, as follows: "Our ports play a key role in ensuring that supplies reach trade and industry for the German economy. The fact that we were able to achieve good growth in freight handling during a difficult economic period shows the competitiveness of our ports and the faith in international shipping companies in Bremen/Bremerhaven as a location." The development was driven, in particular, by container handling in Bremen/Bremerhaven, which recorded a rise of 4.4 million TEU (20 foot containers). This corresponds to growth of 6.3 per cent. Bremerhaven, too, was able to increase cargo handling to 51.2 million tonnes (+8.3 per cent), whereas the City of Bremen recorded a 4 per cent drop, down to 10.7 million tonnes. Bulk cargo handling in Bremen witnessed a significant downturn, which was primarily due to the politically driven decarbonisation of industry.



SUCCESSFUL DEBUT FOR LOGISTICSCONNECT

BREMEN In March, 40 exhibitors and around 850 attendees experienced two days of speeches, panel debates and talks at the LogisticsConnect in Bremen, Germany's only conference fair for breakbulk, RoRo and Heavy Lift. "We're extremely pleased with the first LogisticsConnect. We've managed to bring key figures in the logistics sector to Bremen. Consequently, we've laid the foundation for setting up the trade fair as a central platform for exchanging ideas, transferring know-how and shaping the future of German logistics," said Gabriele Frey, LogisticsConnect Project Manager.

FABIAN FLIES THE FLAG FOR THE PORT OF HAMBURG

HAMBURG In February, the business association Hafen Hamburg (UVHH) elected Rainer Fabian as their new president. Fabian is the managing director of the Hamburg port and logistics company H. D. Cotterell. He has taken over the position of UVHH president from his predecessor Ulfert Cornelius. "I will continue the trustworthy and cooperative work of Ulfert Cornelius. As a long-standing member of the executive committee, I am familiar with the issues that the association has dealt with over the past few years, thus ensuring a smooth transition," stated Fabian.



J. MÜLLER INVESTS IN NEW HUGE HANDLING EQUIPMENT

BREMEN J. MÜLLER further expanded its grain handling facility in Bremen in February by installing a huge ultramodern handling device. The Mantsinen 160 ES HybriLift not only enables the port service provider to process large quantities of bulk goods faster and safer, but also sets an example in terms of efficiency, sustainability and long-term strengthening of the Bremen site. The device is mounted on a specially developed portal and achieves a handling capacity of over 500 tonnes of bulk material per hour. The investment amounts to 3.3 million euros.

SIGNIFICANT GROWTH RECORDED IN LOWER SAXONY'S SEAPORTS

OLDENBURG Last year, the seaports of Lower Saxony were able to increase their volume of sea freight by ten per cent to 55.5 million tonnes (2023: 50.6 million). This was announced by Olaf Lies, Lower Saxony's Minister for Economic Affairs, Transport, Construction and Digitalisation (l.), Inke Onnen-Lübben, Managing Director of Seaports of Niedersachsen (centre), and Holger Banik, CEO of Niedersachsen Ports (r.), at the annual media conference of Lower Saxony's seaports in early March. With a handling volume in excess of 41.4 million tonnes (9 per cent more than 2023), bulk freight accounted for the largest percentage. Compared to the previous year, seaborne handling of general cargo was also up by nine per cent to 14.1 million tonnes. Most of the container handling carried out in Lower Saxony's seaports took place at the EUROGATE Container Terminal in Wilhelmshaven, where 843,452 TEU was recorded in 2024 (2023: 530,954 TEU). At approx. 1.65 million, the transshipment of vehicles at the ports of Cuxhaven, Emden and Wilhelmshaven was more or less on par with the previous year (2023: 1.66 million vehicles).



CUXHAVEN HONOURS MARINERS

CUXHAVEN The Seamen's Mission Cuxhaven and the St.-Petri-Parish held a "Sunday for Sailors" in the St. Petri Church on 2 March. The event honouring mariners took place for the 32nd time. "Sailors often work under the most adverse conditions – despite heavy storms, long separations from their families, sometimes challenging working conditions on the high seas, armed conflicts and the danger of piracy," emphasised Martin Struwe, deacon at the Seamen's Mission Cuxhaven. In 2024, nearly 2,900 ships docked at Cuxhaven.



"GATES TO THE WORLD" IN DRY DOCK

BREMERHAVEN This year started with an unusual sight at the 220-metre-long Dock I of the Lloyd shipyard. It was not a docked ship but rather two huge lock gates from the port of Bremen which, together, weighed nearly 3,600 tonnes. The spare gates of the *Kaiserschleuse* and *Nordschleuse* were subjected to a thorough inspection, especially the section that is below the water's surface. The lifting cylinders of the *Kaiserschleuse* gates were also examined in detail and the sealing and sliding rails of both gates were replaced.

PORTS OF BREMEN READY FOR METHANOL

BREMEN "After being able to bunker LNG since 2015, the Ports of Bremen have now also been equipped to bunker methanol," announced Kristina Vogt, Bremen Senator for Economic Affairs, Port and Transformation in March. Bunkering involves special safety aspects, and Stephan Berger, Bremen's port captain, explained it in detail: "With our clear instructions, shipowners and all other parties involved now know exactly how and when to do what to ensure the smooth bunkering of alternative fuels."



BHV AWARDS LORRY PARTNER SITE

BREMEN The "Project Logistics Award 2025" was awarded by BHV – Bremische Hafen- und Logistikvertretung during LogisticsConnect. It went to the online platform HeavyBoost and the software development company HEC for a software solution with which empty journeys in the heavy goods sector can be dramatically reduced through cooperation between partners. "HeavyBoost has basically created a platform for companies involved with lorries and heavy cargo freight," said Olaf Bechedorf, who initiated the idea, at the award ceremony, during which Dr Patric Drewes, BHV board member, and BHV MD Petra Lüdeke (l.) handed over the award.

SPACE TECHNOLOGY FOR SAFE WIND POWER

The Bremen-based start-up Flucto aims to make the procedure of installing offshore wind farms quicker and safer by using an innovative sensor technology.



“Optical pile tracking” provides important data to make the process of installing and assembling wind power components more predictable.

Flucto founder Aljoscha Sander had the idea of using multi-purpose sensors as part of the “Skill” project at the University of Bremen, in which he was involved as a research assistant.

During the project, Sander recognised the potential of sensor technology and developed an idea of how multi-purpose sensors can be applied with the help of software to improve the installation of offshore wind farms. “Basically, he identified a gap that was then duly recognised by the industry,” said Carolina Gomez, Managing Director at Flucto, recalling the development of the start-up that was founded in 2020.

One of Flucto’s products, “Optical Pile Tracking”, is designed to make the installation of wind farms safer and more transparent with the combination of spatial localisation and temporal

synchronisation. Multi-purpose sensors equipped with cameras and using data from the Galileo satellite navigation system are mounted in a shoebox-sized housing very close to the monopiles. This means that the installation of the foundations and other components of an offshore wind turbine can then be measured and monitored in terms of space and time. “The various components must be installed out at sea, regardless of the weather. They often move in an unpredictable way. Consequently, it helps if the status of the components can be displayed in real time, thus avoiding a “pile run”, meaning the uncontrolled slipping of a monopile,” explained Gomez. In a worst-case scenario, something like this could cause severe damage to the installation ship and result in the loss of the monopile.

The start-up aims to drive forward the installation of wind turbines by digitalisation means. In 2020, it won the Galileo Prize for its technology and was part of the ESA BIC Northern Germany incubation programme from 2021 until 2022. Theoretically, it takes about 24 hours to install such a structure but, in practice, it can often take longer due to adverse weather conditions. “Under these circumstances Flucto solutions help to determine the best possible time frame for the installation and assembly of wind turbines, thus making the installation process more predictable,” emphasised Gomez. Meanwhile, initial customers are convinced by the proposition and efficiency of the multi-purpose sensors. Accordingly, the system was used during the installation of the “Yunlin Offshore Wind Farm” off the coast of Taiwan in 2023 and 2024. Flucto can expect further orders in the near future.

(ano/bre) ■



“We help to make the installation procedure more predictable.”

Carolina Gomez,
Managing Director, Flucto



FULL HOUSE AT THE SMARTPORT EVENT

BREMEN Around 150 participants from industry, institutions and local authorities came to the first Smartport Event 2025 in the Digital Hub Industry in January. The event marked the start of further cooperation on joint projects to digitalise and increase the efficiency of the Ports of Bremen. Core topics included the fully digitalised port railway in Bremen and Bremerhaven as well as the “SAMS” and “Digital Weser” projects. “The Smartport community thrives on dialogue, in order to define and implement joint goals,” said Smartport Coordinator Matthias Hinz.



PORT INDUSTRY WELCOMES PORT MARKETING

EMDEN In February, the new heads of Seaports of Niedersachsen took up the invitation from the Emden Hafenförderungsgesellschaft to come and visit the Port of Emden. Inke Onnen-Lübben has been the managing director of the Lower Saxony Port Marketing Company since early in the year. Jonas Vogelsänger is also new there. As Marketing & Communications Manager, he is primarily in charge of driving forward digital communication. Representatives updated the Seaports guests on current developments and the expansion potential of the Port of Emden during a tour of the port.



“ROBUST” FOR FLOOD DEFENCE

BREMEN A digital solution is to be created for the Ports of Bremen for just under one million euros, making flood defence safer and even more efficient. The Federal Ministry for Digital and Transport has already approved corresponding funding for the “ROBUST” project. “The project’s goal is to develop a digital, real-time flood monitoring system. As part of the “ROBUST” project, modern sensors are now being installed at the gates and passages leading to the River Weser that record and processes key values,” stated Christian von Deetzen, Team Leader Dykes at bremenports.



ENVOCONNECT CELEBRATES BREMEN PREMIERE IN 2025

BREMEN The successful bremenports sustainability congress ENVOCONNECT is entering its 3rd year and will take place for the first time in Bremen on 3rd and 4th September 2025. The venue is the Energieelektrozentrale, i.e. the Energy Control Centre in Bremen, which combines port flair and innovation. This event has previously been held twice in Bremerhaven. The first day of this year’s ENVOCONNECT will be under the theme of “Strategy and Innovations in Reality”, while the second day will be focussing on “Mankind and Change”. Participants will experience a varied programme, from keynote speakers, examples of best practice to in-depth panel debates. “Sustainability must be and is understood today as an integral part of business models and decisions on and around the quays. It is no longer a case of isolated measures or pure marketing, rather it is the interplay of many parties. The need for action in this area is on the minds of everyone in the port and logistics sector,” emphasised Robert Howe (centre), bremenports Managing Director.



STRATEGIC AGREEMENT SIGNED

BREMEN BLG LOGISTICS and Cosco Shipping Car Carriers have agreed a strategic partnership and have signed an agreement to that effect, which was announced by each party in February. Both will be combining their expertise in vehicle logistics and the handling of high and heavy goods from China to Europe. The BLG Autoterminal Bremerhaven (ATB) is to be developed into a central entry port for Cosco for the German market as well as a central hub for the markets in Scandinavia, Central and Eastern Europe, plus the Baltic States.

DREWES LOGISTICS OPENS BRANCH IN VIETNAM

BREMEN Drewes Logistics opened a branch in Ho-Chi-Minh City (Vietnam) in February. This increased the number of international branches to 13 for the logistics and freight-forwarding service provider. "We've had close economic ties with Asia for many years. The dramatically growing market in Vietnam inspired us to set up a new branch there," stated Patric Drewes, Managing Director. The local team's main areas of activity, which is managed by Hong Do, are in project cargo and general cargo for both imports and exports.



SUPPORT FOR ENERGY TRANSFORMATION

NORDENHAM During a joint major project implemented by Rhenus Logistics and the Italian cable manufacturer Prysmian, 97 kilometres of submarine energy cable were wound onto five cable cores within two weeks in February. This corresponds to roughly twice the distance between Oldenburg and Nordenham. The transshipment as part of the energy transition took place on the port premises in Nordenham, with the cables coming directly from the nearby cable factory. They will now be stored there for about 18 months before they are picked up and laid by a cable-laying vessel (CLV).



ENERGY TRANSITION ON THE CURRICULUM

BREMERHAVEN In February, the Carl von Ossietzky Secondary School, the Wesermünde Grammar School, the Commercial Training Institute and the Am Leher Markt School took part in a simulated UN Climate Change Conference. Pupils took on the role of delegates and negotiated measures to limit global warming over six teaching units. The project was organised by Multivision Society supported by WAB, the wind energy network. WAB accompanied the event with a "Fit for Wind Energy" campaign that presents regional training opportunities in the wind industry sector to young people.



J. MÜLLER ACQUIRES SHARES IN A FERRY SERVICE

BRAKE On 1 January, J. MÜLLER Aktiengesellschaft purchased shares in the SBS fast ferry service Brake-Sandstedt from AG EMS, meaning that Peter Schultze and J. MÜLLER will become equal partners in the ferry company. Nevertheless, operational management will remain with Peter Schultze. "J. MÜLLER is not only our direct neighbour, it is also actively involved in the ferry connections of Brake Port and the entire region. This creates the best conditions for the long-term survival of the ferry service," stated SBS Managing Director Peter Schultze (centre).

WANTED: INTERESTED PARTIES WITH SUSTAINABLE IDEAS

BREMERHAVEN In late February, bremenports launched a market survey for a seven-hectare site in Bremerhaven's international port area (Steubenstraße 5) on behalf of the Free and Hanseatic City of Bremen. The property, which will be vacant as from January 2026, will offer direct access to the water, thus offering manifold opportunities for use, especially for port-related businesses. The market survey aims to determine the commercial interest in a long-term use of this area and to collect innovative concepts that will sustainably strengthen the port location.



FIRST PILE DRIVEN IN FOR NEW BERTHS

CUXHAVEN The first pile for the berths 5 to 7 was carried out in Cuxhaven in February, thus symbolising the beginning of the major project. “This construction site is something very special for us. We’re pleased that it’s now underway,” stated Albert Schmidt, Project Manager at NPorts, after the initial pile was driven in. Three new berths with a total length of 1,250 metres and 38 hectares of terminal space will be built, meaning a continuous quay will be created between berths 1 to 4 and the existing offshore berths 8 and 9. The new berths are primarily geared towards handling wind turbines and will help to meet the increased demand for transshipment and storage space for onshore and offshore wind turbines. “The first pile driven in marks the official start on a project of national importance. We’re building something much more than just a jetty here. This project represents a resilient, clean and permanently affordable energy supply not only for Lower Saxony, but for the whole of Germany,” stated Olaf Lies (2nd from right), Lower Saxony’s Minister for Economic Affairs, Transport, Construction and Digitalisation, explaining the significance of the project.



TO GROUP INCREASES TRANSSHIPMENT

BREMEN On 1 January, Transport Overseas Group (TO Group) and Polaris Autoliners intensified their collaboration. As a ship broker and line agent specialising in roll-on/roll-off, breakbulk and project logistics, the Bremen-based company is now the commercial agent for the British shipping company. “The TO Group is the perfect partner for expanding our position in key target markets,” stated Walid Salloum, CEO of Polaris Autoliners. This step has enabled the TO Group to extend its network between the Mediterranean region and Turkey, Europe and Oceania as well as Europe and Norway.



TWO AWARDS FOR SUSTAINABLE INLAND SHIPPING

HOLZWICKEDE In January, Rhenus celebrated a further step towards sustainable shipping. The Group’s first of three inland waterway vessels not only won the platinum label for sustainable shipping, it was also awarded the “Inland Shipping Innovation Award” of the ESA Alliance 2024. The “Mannheim I+II” is the initial Rhenus inland waterway vessel powered by hydrogen and an electric battery. According to the logistics provider, it is the first combined vessel in the world to receive this platinum label. This award has only been given to 19 European inland waterway vessels to date.

NPORTS TESTS CONTAINER WIND TURBINE

EMDEN Since February, NPorts has been testing the first container wind turbine operated in a German seaport with its partner, the Swiss start-up company FlowGen. This offers wind power, photovoltaics, battery storage device and a car-charging option in a single solution and is being funded as part of the EU Interreg “REDIIPorts” project. Thomas Tröster, Team Leader for Electrical Engineering at NPorts: “The wind turbine is designed to generate more than 45,000 kilowatt hours of electricity per year. This is more than enough to operate the main gate to the port and the premises located here, as well as to light the car park.”



BHV SURVEY: SUBDUED EXPECTATIONS

BREMEN Project logistics experts from BHV – Bremische Hafen- und Logistik-vertretung have subdued expectations for the coming year. The service providers as well as the loaders expect declines (33 per cent) or stagnation (38 per cent) for the project logistics market in the broadest sense. By contrast, only 29 per cent expect growth. These were the results of the recent “BHV Project Logistics Monitor 2025” conducted nationwide by the trade and interest association in the run-up to the LogisticsConnect congress trade fair, which took place in Bremen at the beginning of March.

2025		 GERMAN PORTS	
<h1>SAVE THE DATE</h1> <p>Numerous exciting events have been announced and are planned. However, there may still be short-term postponements after the editorial deadline.</p> <p>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/</p> 	APR	1. 4. 2025	BHV-Hafenclub www.bhv-bremen.de Bremen, Germany
		2. 4. 2025	Hafen trifft Festland www.jadeweserport.de Enns, Austria
		8. – 10. 4. 2025	WindEurope www.windeurope.org Copenhagen, Denmark
		9. 4. 2025	LOGISTICS TALK www.bremenports.de Berlin, Germany
		22. – 24. 4. 2025	Intermodal South America www.intermodal.com.br/en São Paulo, Brazil
		26. – 27. 4. 2025	19th Job Fair Oldenburg www.jobmessen.de Oldenburg, Germany
	MAY	13. 5. 2025	BHV-Hafenclub www.bhv-bremen.de Bremen, Germany
		13. – 15. 5. 2025	Breakbulk Europe www.europe.breakbulk.com Rotterdam, Netherlands
		14. – 15. 5. 2025	Real Estate Arena www.real-estate-arena.com Hanover, Germany
	JUN	2. – 5. 6. 2025	Transport Logistic www.transportlogistic.de Munich, Germany
		17. – 18. 6. 2025	Vocatium www.vocatium.de Bremen, Germany
	SEP	3. – 4. 9. 2025	ENVOCONNECT www.envoconnect.com Bremen, Germany
		5. 9. 2025	Lower Saxony Port Day www.seaports.de Brake, Germany
		5. 9. 2025	58th Captain's Day www.bhv-bremen.de Bremen, Germany

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Ronald Schwarze
Phone: +49 421 30901-610
Email: marketing@bremenports.de

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The male gender is usually used in LOGISTICS PILOT for depicting persons in general or people-related nouns in order to simplify legibility. These terms apply in principle to all genders in the sense of gender equality. Any abbreviation used in this respect has only been done for editorial reasons and does not reflect any judgement.

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Alle Stärken
auf einen Blick.

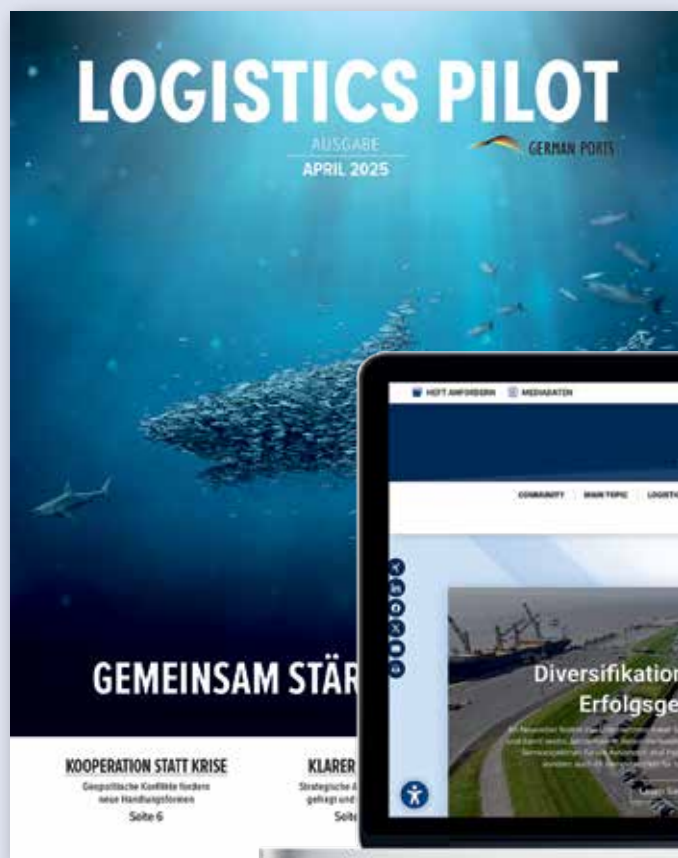


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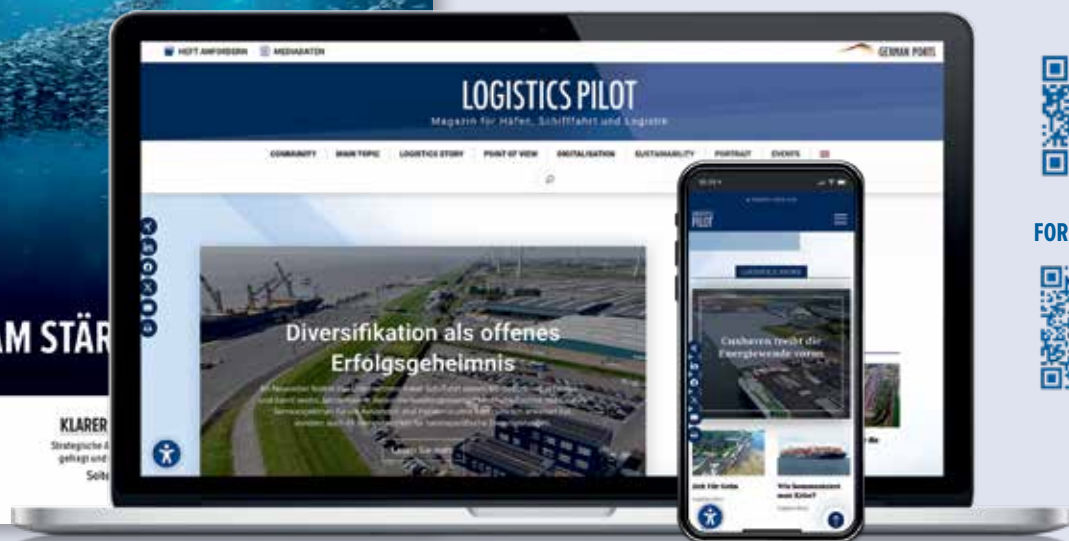
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