LOGISTICS PILOT

EDITION
SEPTEMBER 2025

GERMAN PORTS

Focus on:
Sustainability

CONTENT

Edition:
September 2025

14
Digitalisation
The “Iron” research project intends setting up an early warning system with the help of AI to detect corrosion on sheet pile walls.

18
Logistics Story
Two northern German companies, EWD Benli Recycling and Leviathan, are planning a new chapter in ship recycling.

22
Portrait
Bremerhaven-based company MWB Power is specialised in the maintenance of engines in ships and trains.

06
Main Topic
Players in the port and logistics industry intend to continue driving forward sustainable transformation at the ENVOCONNECT and are faced with numerous challenges.

LOGISTICS PILOT digital!
Visit us online at www.logistics-pilot.com

COVER: FREEPIK
PHOTOS: P. POLLMEIER/HSBI, CHRISTOPH ASSIES TEXT PHOTO MEDIA, MWB POWER, FREEPIK.COM/JEFFSKYACE
PHOTO PAGE 3: BLG

Frank Dreeke, Chair of the German Transport Forum Executive Board

INVESTING IN PORTS AND SUSTAINABILITY

Dear readers,

Germany’s ports are highly efficient. This success is due to the continuous investment by infrastructure operators, freight handling companies and all other stakeholders. However, the current financing model is reaching its limits. Retrofitting the quays and energy handling areas, and carrying out the urgently needed modernisation of bridges, transport routes and other infrastructure components within ports are investment projects that are too large for Germany’s federal states and local authorities to finance on their own.

Efficient and sustainable ports are in the national interest, and the way forward is clear – we need both extra funding from the German government and an overhaul of the port burden equalisation scheme. This special funding is required to finance short and medium-term investments, and any reform concerning redistribution of funds, so-called “port burden equalisation scheme”, must deliver permanent, long-term results.

Port transformation is in full swing. The federal states and transshipment companies are investing hugely in new LNG terminals, automating transshipment terminals and onshore power plants, and in new or additional combined transport facilities. Efficient transport links are essential for the transformation. Rail transport accounts for around 80 per cent of freight between German seaports and the hinterland. Consequently, German ports can only succeed, too, if the railways are modernised. The redevelopment of quays and the deepening of waterways must also be accelerated significantly. Substantial funding from the German government is essential here.

Our seaports play a key role for Germany as a whole and they must be upgraded for an intermodal, digital and climate-neutral future if they are to continue doing so. This requires needs-driven and reliable investment, including from the federal government.

Best wishes, Frank Dreeke

SPARKS FLYING

Fireworks are not necessarily associated with sustainability. Instead, many associate this traditional social spectacle, originally intended to drive out evil spirits and now appreciated around the world as a celebratory art form, with air and environmental pollution, noise and safety concerns. Precisely this is what inspired Dutch artist Daan Roosegaarde to develop SPARK, a sustainable alternative to fireworks. His light installation, in which thousands of biodegradable sparks are carried through the air by the wind, provides a visually mesmerising spectacle without polluting the environment or causing noise. The sparks can be designed in different colours and programmed to form a cloud formation measuring approximately 50 × 30 × 50 metres. “Traditional fireworks cause ten times more air pollution, and they drive my dog crazy,” Roosegaarde explains, recounting how he came up with the idea for SPARK. Inspired by fireflies, star galaxies and flocks of birds, the Dutchman has received several prestigious awards for his innovative work, which has already been seen in Singapore, London, Melbourne, Bilbao and the Rocky Mountains, among other places. (bre)

PHOTOS: WWW.STUDIOROOSEGAARDE.NET/DAAN ROOSEGAARDE

SUSTAINABLY ANCHORED?

United by a common goal – the sustainable transformation of the industry – a wide variety of players from the port and logistics industry will gather in Bremen when ENVOCONNECT opens its doors for the third time this year. But how far has Germany actually come in terms of sustainability? And which areas are currently being worked on most intensively?

With its motto "360° green focus – the new reality", ENVOCONNECT is sending a clear message this year that sustainability is no longer an optional added bonus, rather something to be lived. "Sustainability today is viewed as an integral part of business models and decisions across the board," explained bremenports Managing Director Robert Howe. "It's not about isolated measures or pure marketing any more, but rather the interaction of multiple players." However, this interaction is made more difficult by the fact that market participants are faced with a wide range of ecological, economic and social sustainability issues that are both perceived and treated differently, as the following expert assessments show.

"Still plenty of room for improvement"

Flóra Gulyás, research associate at the Institute of Shipping Economics and Logistics (ISL), attests that European and German seaports are on the "right track" towards sustainability. "The concept of sustainability is alive in all European ports, albeit to a greater extent in some than in others," she stated. "Besides Germany and the Netherlands, I see the Baltic ports playing a particularly pioneering role here." In her view, the move towards more sustainability is very important. "It's a basic prerequisite for creating transparency and generating reliable figures for updating the emissions inventory," she explained. The latter helps to identify emission sources in the port, derive targeted measures and monitor progress.

The ISL has already gathered valuable insights into sustainability through a wide range of projects and simulations. Indeed, among other projects, Gulyás highlights "MaritIEM" – a 2020-2023 project that ran as part of the Federal Ministry of Transport and Digital Infrastructure's (BMVI) mFund research initiative. The ports of Bremen and Bremerhaven served as models for assessing the effectiveness of measures designed to reduce emissions in maritime transport chains. "Not only were we able to gain a wealth of important insights from the project, we also identified a number of concrete options for action," summarised Gulyás. "This was particularly the case with expanding onshore power supplies, optimising layover times and switching to low-emission and zero-emission propulsion systems in port operations."

Currently, EU Directive 2023/1804 requires that all major seaports in the Trans-European Transport Network (TEN-T) ensure that onshore power plants are available for container and passenger vessels – especially cruise ships – by 1 January 2030 at the latest. With this in mind, Gulyás believes that it is particularly important for the comprehensive expansion of onshore power supplies that the electricity fed into the grid comes from renewable energy sources, not from fossil fuels. Regarding layover times, better coordinated, digitalised processes between port operations, terminals and shipping companies play a key role in reducing these times and, in turn, reducing emissions. "MaritIEM" has also shown that switching terminal handling equipment and shunting locomotives to electric or alternative drive trains can achieve significant improvements in sustainability.

Despite her optimism regarding progress in sustainability strategies, Gulyás sees "plenty of room for improvement", especially in ship propulsion systems. "At the moment, not even one per cent of large ships with more than 300 gross register tons (GRT) can be powered by alternative fuels such as ammonia, methanol, hydrogen or biofuel," the expert added. "Although new orders for such ships are on the rise, most of them are LNG-powered vessels. This results in significant environmental damage due to methane leakage." She continued: "In all the talk about sustainability we shouldn't forget that the ports have limited influence on some levers, such as ship propulsion technologies. Nevertheless, ports can certainly have a direct impact by using environmental regulations or incentive systems such as discounts for environmentally friendly ships."

For bremenports CEO Robert Howe (pictured here at a panel discussion at last year's ENVOCONNECT), one thing is clear: sustainability is an integral part of business models and decisions.

Focus on wind and fuel

Mariko in Leer is also closely involved in sustainability issues and, as an interface between the maritime sector, science and politics, aims to make shipping more resource-efficient and environmentally friendly under economic conditions. For Felix Agostini, GreenShipping Project Manager at Mariko, two things are particularly important in driving decarbonisation forward – the further development of wind propulsion technologies and the increased use of alternative fuels. Mariko is currently involved in the former, primarily in the "FlettnerFLEET" and "Rasant – Hybrid ↦

"The ports have limited influence on some levers."

Flóra Gulyás, research associate at the Institute of Shipping Economics and Logistics (ISL)

PHOTOS: FREEPIK.COM/JEFFSKYACE, BREMENPORTS, ISL

> "We won't have a one-size-fits-all solution or just one fuel in the future."
>
> **Felix Agostini, GreenShipping Project Manager at Mariko**

Sail Cargo Ships" projects. "While 'FlettnerFLEET' is about developing Flettner technology further for wider application, the 'Rasant' project aims to come up with ship designs open to all forms of technology," stated Agostini, and continued: "These new concepts are expected to meet today's climate-friendly cargo shipping requirements and primarily use wind energy." He added: "Of course, this isn't the most suitable sustainability option for every type of ship. For container ships, for example, which need most of their deck space for cargo, this idea is much less viable than for tankers, bulk carriers, multipurpose and RoRo ships." Nevertheless, he remained convinced that sail systems will continue to gain ground in shipping. "A few years ago, there were only a handful of global freight and passenger shipping vessels using them. Now, there are already almost 100 – and the trend is clearly rising," he said.

As home to the GreenShipping Lower Saxony competence centre, Mariko is also involved in the second topic area, alternative fuels, which focuses on charting the course for energy-efficient ships and solving ecological issues. "Methanol and ammonia are promising fuels," stated Agostini. "I'm nonetheless certain that we won't have a one-size-fits-all solution or just one fuel in the future, rather several options will exist side by side." It is his belief that availability and price will dictate which technology ultimately prevails.

Overall, Agostini still considers Europe and Germany to be among the maritime sector's industrial leaders in terms of sustainability. "Nevertheless, added value and practical implementation problems do exist," the expert emphasised. He would like to see Germany act more boldly and openly in this regard. "We're working with our neighbours in the Netherlands on numerous projects," he continued. "Interestingly, the Dutch are better able to adapt to new market situations and find it easier to see the bigger picture. We could definitely learn a thing or two from them. We need a more dynamic implementation process."

To reduce fuel consumption and emissions, the *Anika Braren* multi-purpose freighter in Leer was retrofitted with a Flettner rotor, which harnesses wind power.

PHOTOS: AKKA OLTHOFF, ECO FLETTNER, DGAP ZSÓFIA PÓLÓSKE

Ports must respond to climate change

Bärbel Koppe, Professor of Hydraulic Engineering and Hydromechanics at Wismar University of Applied Sciences and member of the Port Technology Association's (HTG) "KlimaHafen" working group, investigates how climate change affects German sea and inland ports infrastructure and superstructure. She recently summarised the current state of knowledge for LOGISTICS PILOT, although the working group's initial recommendations for tackling climate change will not be presented officially until 2025's third quarter. Koppe and her colleagues believe that the basic prerequisites for creating climate-resilient ports are both the knowledge necessary to recognise the expected indicators of change in climate parameters and the current state of the port facilities' buildings and structures. "When dealing with this issue, it becomes apparent time and again that many ports don't have a meaningful register of buildings and facilities," she stated.

According to Koppe, it is highly likely that the average air and water temperatures will rise and that weather events such as extreme heat and heatwaves will become more frequent on the German North Sea and Baltic Sea coasts. Rising average sea levels ↦

"GERMANY DOESN'T NEED AN INDUSTRIAL MUSEUM"

Interview with Dr Kira Vinke, Head of the Centre for Climate and Foreign Policy at the German Council on Foreign Relations

How far has Germany come in terms of sustainability? How much time is left to mitigate the climate crisis?
VINKE: Germany has made considerable progress in advancing its sustainability goals, but there's still much to be done. When it comes to climate protection, the problems in the transport and construction sectors are immense, and existing innovations must be put to greater use. Clear measures are needed to ensure that Germany's climate targets for 2030 are met and that we stay on track for the period beyond. Tackling global climate change is a race against time, not least because the sooner we move away from technologies that pollute the atmosphere, the less severe the expected climate impacts will be. Temperatures are already rising rapidly, and heatwaves and storms are real threats. The sooner we tackle the causes, the better it will be. If we fail to do so, we risk losing control.

What significance do the Green Deal and the Industrial Green Deal have in this context?
VINKE: We in Europe must take the lead in tackling climate change, as we've contributed significantly to the problem. We need swift action. Industry needs a reliable framework, and many companies have already set out on the path to reducing their impact on the environment. We have to reject any efforts to water down the European Green Deal outright. Only by using new green technologies can we remain competitive with countries such as China, which are currently heavily subsidising key industries in the sustainability sector. Change is difficult, yes, but Germany doesn't need an industrial museum.

In your opinion, what are the most important tasks that the maritime industry and logistics must tackle in the near future in terms of sustainability?
VINKE: In the maritime industry, we need to take action on several fronts. First, we need to develop and introduce alternative propulsion systems, such as hydrogen derivatives like ammonia or methanol. Battery-powered electric motors are already in use in isolated cases for shorter ferry routes. Flettner rotors, which supplement traditional combustion engines with wind power, can also lead to savings in fuel consumption – a significant first step towards sustainability.

But even simple tasks such as cleaning the hull regularly can contribute to reducing consumption and achieving climate targets. Pilot projects are also attempting to use quicklime to capture and store CO_2 directly from diesel generators. However, manufacturing quicklime is also energy-intensive and, if it's not produced sustainably, merely displaces the problem.

> "Tackling global climate change is a race against time."
>
> **Dr Kira Vinke, Head of the Centre for Climate and Foreign Policy at the German Council on Foreign Relations**

We should also pay better attention to the role of the ports. Shoreside power from sustainable sources, the electrification of local transport and connections to rail freight transport are examples of sustainability efforts already being implemented in some German ports.

Environmental compatibility begins with production in shipyards and the supply chains behind them. For example, the manufacture of green steel can reduce a ship's carbon footprint. Ultimately, political framework conditions, such as higher pricing for emitting climate-damaging gases and a strong CO_2 border adjustment, are also needed. The latter can protect European investments in green production from dirtier, cheaper competitors from abroad. (bre) □

"Unfortunately, the question 'How we can make money here?' continues to dominate."

Bärbel Koppe, Professor of Hydraulic Engineering and Hydromechanics at Wismar University of Applied Sciences

and storm surge water levels are additional climate phenomena that we can definitely expect to see in the coming years. Moreover, the members of the HTG working group expect with "medium certainty", as they put it, that the number of extreme precipitation events and convective strong wind events will increase. In view of a possible rise in sea levels and, in turn, in storm surge water levels, port authorities are now under increased pressure to improve flood protection at terminals and to raise the protective structures there. As far as the increasing frequency of summer storms and heavy rainfall are concerned, Koppe also points to the possible consequences for hinterland transport. "These freak weather conditions have particularly affected the railways recently." she indicated. "This is why, among other things, we need to think about how to deal with fallen trees better and prevent possible line closures."

However, Koppe currently sees a number of shortcomings in the implementation of sustainability efforts. "Unfortunately, the question as to 'How can we can make money?' continues to dominate the port industry – both on the part of port authorities and terminal operators, and on the part of planners and construction companies." Plus, there is still no end in sight to massive fossil fuel-driven port developments in Germany. Despite all the criticism, however, she also sees positive approaches. For example, the decarbonisation of operational processes is now at the top of the agenda for terminal operators, not least for economic reasons.

Strong initiative, strong dependence on Trump and his ilk

From a different perspective, the northern region of the Regional Network for Sustainability Strategies (RENN) is tackling the issue of sustainability in the federal states of Bremen, Hamburg, Mecklenburg-Western Pomerania, Lower Saxony and Schleswig-Holstein. In cooperation with regional partners, RENN unites various stakeholders to generate new impetus for greater sustainability and to bring the Sustainable Development Goals of the UN Agenda 2030 to the forefront of society. "The issue of mobility is currently a high priority for our local authorities," explained Dominik Jung, who supports RENN as a representative of the Lower Saxony Association of Towns and Municipalities. "This includes creating a charging station infrastructure for electric vehicles, implementing car-sharing models in rural areas and increasing the availability of cargo bikes locally."

Indeed, tasks relating to renewable energies and climate protection are also being pursued with vigour in Lower Saxony. Important cornerstones regarding the former are awareness campaigns, support for photovoltaic projects and the development of concepts for establishing solar and wind power plants in the region. In terms of climate change mitigation, urban development measures, the creation of public green spaces and raising public awareness of heavy rainfall and heat protection are especially important. When these regional projects are considered in relation to the sustainability challenges facing the maritime industry and logistics, it soon becomes clear that the fields of action and overlapping areas between all those involved are not so far apart after all.

Jung's analysis of the status quo is equally applicable. "I believe that Germany's on the right track," he said, "particularly in terms of environmental sustainability, but we've got to be consistent here. I do have doubts about economic sustainability, though. Several significant showcase projects in this country have already failed on the grounds that they'd not prove profitable. I don't know if that is the right maxim," he continued. "Unfortunately, the social aspect is always the one most neglected," he added, with regard to the third pillar of sustainability. "And I fear that this won't change until economic prosperity in Germany experiences an upturn again. But we can't influence that alone; it heavily depends on the unpredictability of certain players across the Atlantic and Indian Ocean." (bre)

"The social aspect is always the one most neglected."

Dominik Jung, representative of the Lower Saxony Association of Towns and Municipalities

PHOTOS: MANFRED W. JÜRGENS/WISMAR, NIEDERSÄCHSISCHER STÄDTE- UND GEMEINDEBUND

NO COMPETITIVENESS WITHOUT INVESTMENT

Inland waterway transport is considered efficient and climate-friendly. However, everyday business is experiencing declining transport volumes, dilapidated infrastructure and, often, low water levels. Sebastian Poser, Managing Director, B. Dettmer Reederei, and Martin Deymann, Managing Partner, Reederei Deymann, are two experienced transport service providers who offer their very different perspectives on the current situation.

> "Inland waterway transport makes a key contribution to reducing traffic-related emissions."

LOGISTICS PILOT: Why is inland waterway transport more sustainable than other forms of transport?
SEBASTIAN POSER: Quite simply because we only need two diesel engines and 70 litres of fuel to transport around 1,500 tonnes on an inland vessel. No other form of transport can do that. Plus, the service life of inland vessels is unrivalled in terms of sustainability. One of these "steel boxes" can operate for 50 to 100 years. Lorries, trains and seagoing vessels can't even begin to compete with that. I would like to emphasise, though, that we in Germany need all four modes of transport – including pipelines – for good logistics.
MARTIN DEYMANN: Inland waterway vessels are true masters of efficiency, consuming significantly less energy per tonne transported than lorries or trains, and emitting considerably less CO_2 per tonne-kilometre. They can also transport large quantities of goods at once, making them the ideal means of transport for longer distances. As a result, inland waterway transport makes a key contribution to reducing traffic-related emissions.

LOGISTICS PILOT: What's the problem with inland waterway transport? Is it outdated infrastructure, dilapidated locks, low water levels?
POSER: No, I see the government as the operator of the infrastructure as being the main problem. They have no clear plan or any sincerity. We need to finally establish the facts and reduce bureaucracy. Even in the new coalition agreement, I can't see any reforms that make me optimistic that industry will be preserved or even established here. Furthermore, bloated government bureaucracy and regulations make many things more difficult and expensive. For example, introducing new propulsion technology makes no sense if retrofitting an old ship is much more expensive than building a new one. Regardless of this, further investment in the system and in the canal networks is essential if inland waterway transport is to remain competitive.
DEYMANN: These points undoubtedly constitute challenges, but they shouldn't be seen as the sole or decisive main problems. Inland waterway transport is addressing them with technical and practical solutions, such as with modernised vessels that are still operational even at low water levels. Furthermore, these are infrastructure issues that affect not only inland waterway transportation, but also road and rail. These developments are being addressed through continuous adaptation and targeted investment.

MARTIN DEYMANN
Managing Partner, Reederei Deymann

SEBASTIAN POSER
Managing Director, B. Dettmer Reederei

PHOTOS: REEDEREI DEYMANN, DETTMER GROUP

LOGISTICS PILOT: The Inland Waterway Transport Master Plan states that the inland waterway transport share in the modal split should reach twelve per cent by 2030. Is this realistic?
POSER: Right now, we're at about six per cent. And if politicians continue down the path they're currently on and industry moves abroad, we'll never reach twelve per cent. Indeed, inland waterway transport used to carry over 200 million tonnes per year. More recently, this figure was between 175 and 180 million tonnes. I'm certain that the sector could easily transport between 220 and 240 million tonnes per year, though – if these volumes were available. What's more, recruiting young people has become a real issue. The problem isn't so much the quantity as the quality. Out of, say, 100 applicants, only five will show the necessary interest and commitment. That's slim pickings, isn't it?
DEYMANN: We believe that this target is entirely realistic. Inland waterway transport is currently the only means of transport with significant spare capacity to take on extra transport volumes, which significantly reduces the burden on road and rail and is also good for the environment. If existing potential is developed further and existing structures are used, the industry can make a significant contribution to the sustainable transport transition.

LOGISTICS PILOT: The energy transition means that inland waterway vessels are carrying fewer bulk goods such as coal and oil for heating. But doesn't the energy transition also open up new opportunities?
POSER: Inland waterway transport is capable of transporting almost anything, which is why I see the potential in primarily shifting additional freight from road and rail to the waterways. Further options depend on which energy sources prevail in the long term. But, regardless of whether it is methanol, ammonia or gas, the sector will manage this smoothly and safely. I do see little potential in wind energy, though. The size of the blades, the width of the canals and the low height of a lot of the bridges simply impose natural limits on inland waterway transport.

> "Even in the new coalition agreement, I can't see any reforms."

DEYMANN: Projections suggest the transport of traditional bulk goods, like coal and oil for heating, will decline significantly. Demand for container transport is rising, though, and transporting alternative energy sources such as hydrogen and ammonia is also growing in significance. With the necessary adjustments, inland waterway transport is well prepared to accompany these developments. In addition, inland waterway vessels can play to their strengths in large and heavy transport, thereby reducing traffic congestion on the roads. (bre) ◻

Only precise water analyses can reliably predict the corrosion behaviour of sheet pile walls.

AI VS RUST

It can be expensive, or even dangerous, when sheet pile walls rust unnoticed. A research project aims to identify such risks at an earlier stage and plan maintenance more precisely by intelligently linking expertise, data and technology.

Steel, water and movement – the infrastructure of quay walls must withstand constant stress. Indeed, sheet pile walls often lose their load-bearing capacity gradually, with no visible damage. This means waterway and port authorities have had to rely on divers who use transducers to measure the remaining thickness of the walls at various points every five years or so to detect corrosion damage. Bremen has eleven of these measuring points and Bremerhaven has 17.

"This task can't be performed by diving robots yet," reported Grit Behrens, an applied computer science expert at the Minden Campus of Bielefeld University of Applied Sciences (HSBI). There are many reasons for this. For instance, mussels and plants grow on them, and abrasion from constant contact with silt, flotsam or ships is commonplace. This makes designing suitable robots challenging, and so far no one has succeeded.

For the ports, diving involves considerable effort and a lot of personnel. What is known as "thick water", i.e. heavily silted areas with currents and tides, makes the work in Bremen and Bremerhaven particularly difficult. Moreover, these visual inspections and fixed maintenance intervals are not always sufficient for detecting corrosion in good time, for example when it develops unevenly at different points.

By radio and hand

The divers usually transmit their findings by radio from under the water to their colleagues on board the ship, where the information is often still recorded by hand. "The data is then transferred to Excel sheets or Word files, which are subsequently saved as PDFs," the software specialist continued. Furthermore, each administration decides how to collect this data for itself, making it difficult to perform statistical rusting analyses for cross-location forecasts.

"We're not only developing an application for uniform data collection in Excel and an input mask for web applications, we're also integrating AI methods," Behrens stated. "This will allow us to record the complex, variable environmental parameters as well as, for the first time, making informed predictions about expected sheet pile wall corrosion and optimise maintenance cycles."

This led to the "Iron" (Intelligent prediction of corrosion on sheet pile walls) interdisciplinary research project. The German Federal Ministry of Education and Research was impressed and approved four years of funding, as were the port operators in Bremen (bremenports), Hamburg (Hamburg Port Authority, HPA) and Rostock (Rostock Port), as well as sheet pile manufacturer Arcelor Mittal, all of which are partners in this project.

Michael Ströh, Managing Director of the Port Technology Association (HTG), is also positive about the use of AI and the "Iron" project. "AI is well on the way to developing maintenance from reactive repair to predictive added value," he claimed. "AI recognises things before humans can even guess. And 'Iron' is a major milestone on this path, which will open new doors for maintenance that previously remained closed."

The data collection challenge

"However, we needed a large amount of data for machine learning, which we had to find first," recalled Behrens, thinking back to the initial hurdles. After all, the surveys on rusting available in ports vary in terms of quantity and quality. "Fortunately, we had some data for fresh and salt water," she added, "and we were able to use extensive material on corrosion from Minden to pre-train the neural networks."

However, for Behrens, the biggest challenge is the environmental conditions. Factors such as salinity, pH value, temperature, water depth, currents and waves, not to mention shipping traffic, all influence corrosion on sheet pile walls in different and dynamic ways, meaning that standardised maintenance plans reach their limits.

The effects of water on sheet piles can be reproduced accurately in the flow channel in the Minden Campus' hydraulic engineering lab.

PHOTOS: P. POLLMEIER/HSBI

"We needed a large amount of data for machine learning."

Grit Behrens, Professor of Computer Science, is on the "Iron" research project management team.

bremenports is also supporting the "Iron" project with existing data sets on corrosion processes on steel sheet pile walls and embankments. "The aim of the project is to create improved and expanded options for evaluating this data as a basis for more efficient and informed structural upkeep," stated Christian Pabst, Head of Construction at bremenports. "Moreover, we're following the development and refinement across locations and generally applicable methods that describe rusting processes on sheet pile walls in port and hydraulic engineering with great interest."

AI is the technological heart of the "Iron" project. The machine learning methods used analyse large amounts of data – from historical corrosion patterns to current environmental parameters such as salinity, flow and temperature. This information is used to create models that not only assess existing damage but can also predict future corrosion risks. This should enable port operators to make informed decisions about maintenance and repair, for example with virtual twins of the structures that digitally map their structural condition and indicate changes early on.

In the future, generating reliable data could become much easier. "Arcelor Mittal is developing sheet piles with integrated sensors," reported Behrens. "These are currently being tested on the Moselle." The next step could be to incorporate weather data from satellites into the corrosion analysis. All of this would significantly improve the quality of corrosion forecasts for sheet piles. (cb) ◘

FACTS

"IRON" PROJECT

AIM
Development of an AI-based early warning system for predicting and assessing the corrosion of sheet pile walls in ports and waterways.

COORDINATION
Bielefeld University of Applied Sciences (HSBI)

PARTNERS
bremenports, Hamburg Port Authority (HPA), Rostock Port and Arcelor Mittal Commercial RPS

FUNDING
Federal Ministry of Education and Research

TOTAL FUNDING
EUR 681,738

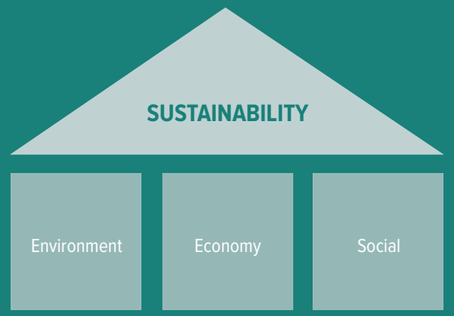
DURATION
1 June 2024 to 31 May 2028

More information:
www.hsbi.de

OFF TARGET

The sustainability model is based on three pillars: environmental, economic and social sustainability should all be equal in order to ensure sustainable development. Our main topic beginning on page 6 describes some good examples of how dedication in this respect is proving its worth. The FIFA World Cup 2026 is quite the opposite. A study published in July by the British Organisation "Scientists for Global Responsibility" (SGR) shows that the tournament will likely be the worst one of all times in respect of adverse effects on the climate. Compared to the average of the previous four World Cup finals, greenhouse emissions will practically double (see right). **(bre)** ◘

The "three-pillar model" of sustainability



Environmental damage from the World Cup 2026

Due to the vast distances between the host countries - USA, Canada and Mexico – mostly covered by aeroplane – the 2026 World Cup will allegedly generate more than **9 million tonnes of** CO_2 equivalents. According to SGR, this is equal to "almost **6.5 million** average cars driven for an entire year".

INVESTMENTS IN GLOBAL ENERGY TRANSITION BY COUNTRY IN 2024 IN BILLIONS OF US DOLLARS

ICONS: FLATICON.COM; SOURCES: SCIENTISTS FOR GLOBAL RESPONSIBILITY (SGR) 2026; GERMAN ENVIRONMENT AGENCY 2025; BLOOMBERGNEF/STATISTA 2025; HORVÁTH & PARTNERS/STATISTA 2025; DIHK; IBI RESEARCH/STATISTA 2025; EIA/STATISTA 2025

Two key results from an environmental awareness study conducted in 2024

THE VAST MAJORITY CONSIDER ENVIRONMENTAL AND CLIMATE PROTECTION ...

54% very important

34% quite important

ONLY A MINORITY FEEL THAT THE KEY PLAYERS ARE DOING ENOUGH OR QUITE ENOUGH CONCERNING ENVIRONMENTAL AND CLIMATE PROTECTION.

28% German government

26% Citizens

22% Industry and business

What impact will the increasing deployment of generative AI solutions have on environmental sustainability?

A SURVEY OF 150 SENIOR MANAGERS IN GERMANY

43% Progress will be slightly higher, meaning that it will probably have a positive impact in terms of improved sustainability.

41% Progress will be considerably higher, meaning that it will have a strong positive impact in terms of improved sustainability.

14% Progress and disadvantages are roughly on a par.

2% Disadvantages will slightly outweigh the advantages, meaning that the increasing use will have an adverse impact on sustainability overall.

What challenges and difficulties do you foresee concerning the topic of sustainability in your company?

SURVEY AMONG 1,964 COMPANIES IN GERMANY

59% Higher prices and thus a drop in customer acceptance

54% Increased bureaucracy

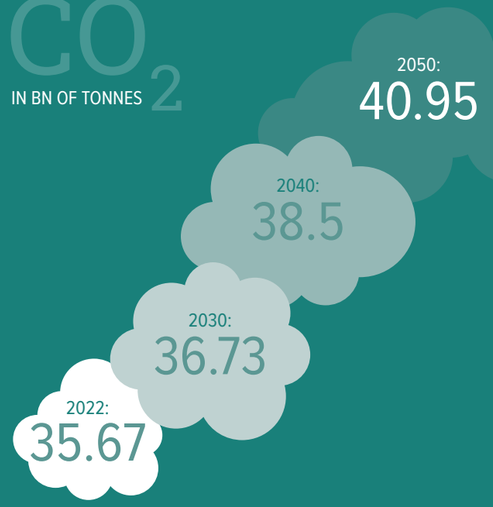
48% Economic benefits for the company not currently foreseeable

34% Lack of overview of legal regulations in this area

30% Insufficient budget for sustainability

Forecast for energy-related carbon dioxide emissions worldwide:

CO_2 IN BN OF TONNES



EWD Benli also plans to begin recycling ships on its factory premises in Emden as from the fourth quarter of 2025.

HOME GAME FOR SCRAP METAL

New shipbreaking solutions are under development in northern Germany. Two companies plan to demonstrate that it is also possible here – in a way that is eco-friendly, innovative and economical.

Ships are usually scrapped abroad at the end of their service life, with smaller units often embarking on their final journey to shipyards in Denmark, the Netherlands or Norway. Two northern German companies – EWD Benli Recycling based in Emden and Leviathan in Bremen – now plan to begin a new chapter – and bring recycling back home.

In May 2025, Emder Werft und Dock (EWD) was the first company in Germany to acquire regulatory approval for ship recycling. The idea is to disassemble and recycle small inland, coaster and government vessels as well as German naval vessels up to 200 metres in length on EWD's factory premises at the Port of Emden. "We can offer competitive prices here," says Sebastian Jeanvré, who has a PhD in processing engineering and, with Björn Sommer, forms the joint leadership of EWD Benli Recycling. "The idea came about five years ago, as we'd been doing similar activities by that time and already fulfilled the technical requirements for ship recycling." Jeanvré is also Managing Director of ReLog, a company that specialises in the planning and implementation of industrial dismantling projects and ship, engine and aircraft recycling.

There is a particularly high demand for these services among port operators, river police and German maritime police, as there are a great many ships with an average age of 40 years or more, and correspondingly quite a few units up to 80 years of age or even older.

A laser focus on old ships

Two medium-sized old ships can be recycled every month, a process that includes documenting the ship, putting it into dry dock and removing hazardous substances and materials. However, the latter can be quite challenging. "Unlike with aircraft, which are produced in standard series, it's often unclear how older, smaller ships were built and what was installed," explains Jeanvré. "That's why we plan to develop processes for laser-based analysis of ship structure and set-up of a corresponding database for mapping recyclable and hazardous materials – as part of a research project."

After disassembly of the individual components, all that is left is an old ship free of any fluids or hazardous materials. Only then can it be broken down and processed. Depending on the size of the ship and the amount of work, it takes at least four weeks to complete these steps of the process. Once EWD Benli has fulfilled all the secondary requirements of the approval process, things can get started in Emden. "It looks like we'll begin operating in the fourth quarter," says Jeanvré.

Leviathan, a ship recycling specialist founded in 2021 and based in Bremen, is also pursuing an ambitious plan, which is to build a highly automated, nearly emissions-free recycling facility – with a vision of CO_2-free operation that is based on renewable energies and Industry 4.0 technologies and closes material cycles for maximum resource efficiency. Unlike its competitors, Leviathan is not planning a shipyard in the traditional sense, but rather purely a recycling infrastructure that specialises in cargo ships on a large scale. "Only large steel flows can pique the interest of steelworks," emphasises Leviathan co-founder Simeon Hiertz.

Sebastian Jeanvré (left) and Björn Sommer together form the management of EWD Benli Recycling.

No fire, no emissions

According to Hiertz, the Leviathan process differs fundamentally from that of conventional shipbreaking in terms of the technology. "We only use cold-cutting techniques. We don't use flame-cutting. So we don't have any combustion gases with the corresponding emissions," explains Hiertz. Harmful substances both in solid and liquid form can thus be systematically captured and treated. All the work is done on fully impermeable surfaces, which is a key component of the concept. "So there's no risk of unintentionally releasing any environmentally hazardous substances."

The idea is to be able to process all types of ships up to the maximum size of the planned facility of around 350 metres. "We're focusing on bulk carriers," says Hiertz. "There are currently few sensible options for an environmentally responsible end to the life cycle of these ships." Leviathan's business model is also different from traditional shipbreaking. "Our main ↦

BINDING GLOBAL REGULATIONS FOR SHIP RECYCLING FROM 2030

The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships was adopted in 2009, and the EU Regulation on ship recycling in 2013. With all 24 of the required country signatures finally acquired, the Hong Kong International Convention has taken effect 16 years later. As of 2030, shipowners, flag states and shipbreaking yards will need to observe the internationally applicable ship recycling regulations. Shipbreaking yards will need to be certified in the future. The Inventory of Hazardous Materials (IHM) will be binding on a global basis by 2030, but has been required for EU flagships since the mid-2010s.

PHOTOS: CHRISTOPH ASSIES TEXT-FOTO-MEDIA, KAROLINE WOLF, EWD BENLI

customers are steelworks," says Hiertz. "We offer shipping companies an attractive solution for old tonnage and purchase their ships. But the turnover stems from the steelworks."

Karsten Schumacher (left) and Simeon Hiertz are the founders and managing directors of Leviathan.

The project has not yet been implemented due to the long approval processes. "We're trying to limit the effects of these delays as much as possible," says Hiertz, adding that cutting red tape does not have to mean reducing standards – but could also take the form of more staff working for the public authorities. "I just wish that the responsible approval authority had more staff and was more efficiently organised. Other states have shown that it's possible."

Under the leadership of Raimund Bleischwitz, the Leibniz Centre for Tropical Marine Research (ZMT) conducted a study on the potential of ship recycling and presented the results in November 2023, revealing just how high the potential order volume is and highlighting the economic and environmental opportunities of a maritime recycling cluster. According to the study, up to 25 ships could be disassembled in Bremen alone annually, which would mean potential scrapping of around 100,000 tonnes and an economic figure of more than 100 million euros.

Up to 15,000 ships around the world could be decommissioned by 2035. Securing some of these dismantling projects in northern Germany would be an incentive for the region's maritime industry – and a win for sustainability and technological innovation. (cb)

A robot uses a high-pressure water jet to cut through ships that have been designated for breaking and recycling.

More information:

www.ewd-benli-recycling.com
www.leviathan.eu

PHOTOS: LEVIATHAN, JÖRG SARBACH

MWB Power is the service provider of choice when it comes to servicing the engines of tugs, ferries and container ships.

GLOBAL ENGINE EXPERTISE, REGIONALLY ANCHORED

MWB Motorenwerke Bremerhaven, which now goes by the name MWB Power, has represented reliable ship engine repair for more than five decades and offers a range of services that include train engine maintenance and LED services.

When it was founded in 1957, MWB Motorenwerke Bremerhaven primarily focused on servicing ships for the German navy at that time and the United States Navy. Continuing to develop this know-how is still the secret to MWB Power's success to this day. "We've always remained true to this DNA and, when changing the company's name in 2014, expanded our range of services to include train engine maintenance and repair," says Jörn Holst, who manages MWB Power alongside Frank Curia.

MWB Power currently employs 43 specialists in a variety of fields, from engine mechanics and electronics technicians to marine engineers, all of whom work together to ensure that the engines, gears, pumps and compressors of their maritime customers are operating reliably and ready to go at a moment's notice. "Whether it's container or passengers ships, tankers, tugs or inland vessels, we're happy to assume responsibility for servicing and repairing engines with a capacity of up to 22 megawatts and, if necessary, repowering and engine replacement," says Holst. MWB Power is, by no means, restricted to its Bremerhaven location, which measures 8,500 square metres in size and has its own pier, workshops and crane capacities right at Kaiserhafen. More often than not, the teams of two to six experts travel around the globe. "We're called to locations all over the world, including in the US, China and Australia. It depends on where the ship is located," says Holst.

One of the projects implemented in Bremerhaven was maintenance of the heavy-lift ship Svenja, which was completed in May. As many as twelve employees were involved at any one time in overhauling the enormous MAN-9L58/64-CD engine and its cylinder heads. "That was a huge project," says Holst. But working on the Wes Amelie in 2017 was one of the most exciting jobs for him so far. In collaboration with shipping company Wessels Reederei, repair shipyard German Dry Docks and engine manufacturer MAN, they converted the container ship's engine, which was originally designed for heavy oil, for operation with liquefied natural gas (LNG). "That was a world first for making shipping more eco-friendly," recalls Holst. "We replaced the 9L48/60 with a 9L51/60/DF, which can be operated as a dual-fuel engine with different types of fuel."

Major challenges of other kinds are a daily occurrence in train repair, where MWB Power's waitlist is full of the engines of freight railcars, museum trains and locomotives used in local public transport. "They call on us especially when they need customised repair solutions for older trains," says Curia. "We've worked on the Pressnitz Valley Railway and on a variety of heritage Deutsche Bahn trains that are up to 50 years old." He is quick to point out that, despite the age of the trains, the highly experienced MWB Power company works with state-of-the-art technology. "We're in the process of transforming from specialists in diesel engines in traditional series to experts in modern engine types. Of course, this also calls for the corresponding training courses for our employees and the acquisition of special tools and the necessary software."

MWB Power experts have also lent a helping hand with heritage trains like the Pressnitz Valley Railway.

Jörn Holst (left) and Frank Curia manage MWB Power together.

In light of the company's change in strategic focus, it is only fitting that MWB Power is also striking out on new paths in social media. For example, Power Foxy – a fox who, according to his title, is responsible for the Special Operations division – is a recent addition to the company website. "Our new employee is active in social media and reports on his experiences and engine work in the workshop and aboard ships," says Curia with a wink, highlighting the friendly marketing mascot's field of activity.

The MWB Power service package is rounded off by the LED lighting technology department, which joined the company portfolio nine years ago and builds remote-controlled LED lighting systems for energy-efficient illumination of container terminals and industrial and event halls. "That might not initially sound like a good fit for our engine expertise. But it does make more sense when you consider that our activities also included completing combined heat and power plants from the 1980s to the 2010s. Of course, the resulting electrical skills and sales activities have come in handy when developing the LED lighting technology," says Holst. And then he shifts up another gear to the company's core area of expertise – engine maintenance. "What makes us so attractive to our customers is the fact that we're not tied to any one brand, but can repair engines from different manufacturers – anywhere around the world."

FACTS

MWB POWER

FOUNDED
1957

EMPLOYEES
43

MAIN BUSINESS
Ship and train engine maintenance, LED lighting technology and repairs

SINCE 2023
Member of the SERCOO Group

(bre)

More information:
www.mwb-power.de

PHOTOS: MWB POWER

SMALLEST FEDERAL STATE WITH LARGE TRADE FAIR STAND

BREMEN In June, 20 companies appeared on bremenports' joint stand at the transport logistic in Munich, the leading global trade fair for logistics, mobility, IT and supply chain management. Companies spanned forklift suppliers, container manufacturers and freight forwarders to global sea and air freight service providers. University of Bremen participants representing the Institute of Shipping Economics and Logistics also attended. "This diversity reflects a broad industry range in Bremen and Bremerhaven," said R. Schwarze, Marketing Manager at bremenports.

BREMEN'S PORTS ARE SHAPING THE FUTURE TOGETHER

BREMEN The "SPorT – Smartport Transfer" project is an innovation initiative that began in the summer and brings business, science and port practice together. According to bremenports: "The aim is to make the ports of Bremen sustainable, resilient and people-centric." At the first SPorT members' meeting on 23 June, the representatives of the SPorT committee were elected, initial project ideas discussed and a strategic direction established. The project is funded by the Federal Ministry of Education and Research (BMBF) as part of the DATIpilot funding guideline.

NPORTS: TONNE TAKES OVER FROM LIES

OLDENBURG Grant Hendrik Tonne (centre) was appointed Chairman of the NPorts Supervisory Board. He succeeds Olaf Lies, who stepped down after his appointment as Minister President of Lower Saxony. Lies had been the chairman since 2022. Holger Banik, the managing director of Nports, thanked him on behalf of the company and praised him as the "Port Minister" with vision. In his opening speech, Tonne emphasised the key role of the ports for innovation and transformation. He has also taken over the chair of the supervisory board from Lies for the JadeWeserPort-Realisierungsgesellschaft.

A PRODUCTIVE DIALOGUE AT THE EMS ESTUARY

EMDEN The new chairwoman of the Coastal Working Group of the CDU/CSU parliamentary group, Anne Janssen, visited the seaports in Emden in July. Representatives of the Emder Hafenförderungsgesellschaft (EHFG) demonstrated how cars, forestry products and wind power components are handled there. Janssen said that the new federal government plans to invest an extra 400 million euros in the ports and climate-friendly shipping over the next four years. Indeed, ports play an important role for the new federal government, hence it is following up its words with action.

SECOND LNG TERMINAL GOES INTO OPERATION

WILHELMSHAVEN In May, the Deutsche Energy Terminal GmbH (DET) commissioned its second import terminal for LNG. According to a statement issued at the start of operations: "Germany can now make its energy supply even more secure and flexible". Commissioned by DET, the project partners Engie Deutschland and Tree Energy Solutions only required roughly half the amount of time that is normally needed, on average, for similar major LNG projects. The floating storage and regasification unit "Excelsior" is expected to feed up to 1.9 billion cubic metres of gas into the German supply network in 2025.

GROWING DEMAND FOR PORT LOGISTICS

OLDENBURG The Seaports of Lower Saxony, along with many other exhibitors from the ports and logistics industry, showed once again the diversity and strength of its ports at the transport logistic trade fair in Munich last June. The Lower Saxony evening on the stand contributed to networking with customers and enabled everyone to discuss current developments and new services. Over 200 guests came, which was opened by Matthias Wunderling-Weilbier (4th from right), the new State Secretary in Lower Saxony's Ministry for Economic Affairs, Transport and Construction.

PHOTOS: BREMENPORTS, BHV, DET, SEAPORTS OF NIEDERSACHSEN, BREMER RHEDEREREIN, H2 MOBILITY, HANSA, HAPAG-LLOYD

NEW FACES ON BHV EXECUTIVE BOARD

BREMEN The executive board of BHV – Bremischen Hafen- und Logistikvertretung – underwent a reshuffle in July. New to the board and spokesperson for the executive committee is Eduard Dubbers-Albrecht (left), a managing partner of Ipsen Logistics and former president of the Bremen Chamber of Commerce. Carsten Wendt (right, Reederei Wallenius Wilhelmsen) is another new member on the board and will bring fresh impetus to BHV from the young generation. BHV's executive committee now consists of Eduard Dubbers-Albrecht (spokesperson), Dr Patric Drewes (Eng.) and Christoph Holtkemper, who was also recently appointed. Christoph Bruns and Werner Pöser have now stepped down from the committee.

INTERNATIONAL CRISES DOMINATED THE AGENDA

BREMEN The Association of Bremen Shipowners presented its annual report 2024/25 at the annual general meeting in June. During his review, Chairman Michael Vinnen referred to particularly informative meetings regarding ship financing, tonnage tax and the Tax Haven Prevention Act. At the same time, he also condemned the growing number of international conflicts which would deliberately threaten and endanger the "peaceful, merchant shipping trade and the lives of sailors during armed conflicts". Vinnen praised Bremen as a shipping location with "a strong environment characterised by maritime influences".

HYDROGEN PLANS FOR BREMEN'S LOGISTICS

BREMEN Under the helm of H2 Mobility, a new hydrogen filling station for lorries is planned for Bremen-Brinkum. Europe's largest operator of hydrogen filling stations is basing its plans on regional H_2 clusters which combine production, demand and infrastructure for the project. "New sites will emerge where these elements coalesce. With its industrial demand and logistics hubs, Bremen offers the ideal prerequisites," stated Robert Ziegler, Sales & Business Development Manager at H2 Mobility. Logistics companies wishing to know more can contact him at: ziegler@h2-mobility.de.

STRATEGIC GROWTH INTENSIFIED

OLDENBURG With effect from 1 July, NPorts expanded its marketing and sales division and appointed Krischan Förster as head of this division. According to the accompanying press release, Förster has "in-depth knowledge of the maritime industry as well as an excellent network", acquired during his time as editor-in-chief of the maritime trade journal "Hansa – International Maritime Journal". Besides the current marketing activities, he will drive forward the systematic expansion of a corporate-wide marketing strategy and provide new impetus to the marketing of port facilities.

"WILHELMSHAVEN EXPRESS" AT JWP

WILHELMSHAVEN The "Wilhelmshaven Express", the latest container ship of the logistics and shipping company Hapag-Lloyd, arrived at Germany's only deep-water container port on her maiden voyage on 22 July. With a draught of 18 metres, the ship's class fulfils the nautical requirements for calling at JadeWeserPort as the first port of call in Europe. The box carrier, spanning a length of 399 metres and with a capacity of 23,664 TEU, connects the port on the River Jade with Tangiers, Salalah, Tanjung Pelepas and Ningbo as part of the North Europe 1 service (NE1). The ship is due to be christened in Wilhelmshaven this autumn.

MOTIVATIONAL TRIO DRIVES FORWARD GREEN HYDROGEN

In August 2019, three experienced businessmen joined forces to establish the Bremerhaven-based start-up company Green Fuels. With great enthusiasm and resounding success, they are finding partners to implement economically viable projects at a regional level for the production, storage and usage of green hydrogen based on renewable energies.

While sitting on the hydrogen couch, Andreas Wellbrock, a managing partner of Green Fuels, invites us to talk about the activities and prospects of hydrogen in Bremerhaven.

HY.City.Bremerhaven was awarded the Bremen Environmental Prize in 2023: (left to right) Andreas Wellbrock, André Kiwitz and Horst Mangels during a hydrogen meeting in Berlin.

Andreas Wellbrock, a managing partner of Green Fuels and former member on the board of BLG LOGISTICS Group, actually used to be focussed, for many years, on developing new ideas and concepts for offshore wind energy. Then, during the Husum Wind trade fair in 2018, he met up with experts from the integrated energy supplier GP Joule, who aroused his enthusiasm for hydrogen. It was not longer after that Wellbrock, along with his experienced colleagues André Kiwitz and Horst Mangels from project development and wind energy, decided to set up a start-up company to push forward mobility in Bremerhaven using green hydrogen from the region. "Actually, we're not a typical start-up but rather a 'senior start-up'", stated Wellbrock with a wink. "After all, our know-how has stemmed from years of working in the energy, port and logistics industries."

However, this knowledge alone does not guarantee the success of the trio. Another factor is the ability to get different partner companies from the region on board and to inspire them with the dynamic, solution-based approach adopted by Green Fuels. As a result, for example, the project company HY.City.Bremerhaven was born. With this consortium comprising eight partners, Green Fuels set up a local hydrogen eco-system that provides climate-neutral fuel for the transport sector by converting electricity from regional wind farms into green hydrogen using a two-megawatt electrolyser. This is then transported in mobile storage containers to a public hydrogen filling station where fuel cell buses, trucks and cars can refuel. This innovative business model of promoting climate-neutral transport resulted in HY.City.Bremerhaven being awarded the "Bremen Environmental Prize" in 2023.

Even the climate-friendly and self-driving water taxi "Schuppi" that was built by apprentices of the Lloyd Shipyard in Bremerhaven as well as ten hydrogen busses used by the Bremerhaven Transport Company are prime examples of green hydrogen projects that have been initiated and implemented with the help of Green Fuels. "We see our task as showing what is possible with green hydrogen and to bring together the various team players involved," said Wellbrock. He continued: "However, we're not only consultants, we also actively participate in these projects and assume responsibility, right up until implementation and beyond. At the end of the day, we intend to make our ideas appealing to the public and thus ensure that they enjoy broad acceptance". (bre)

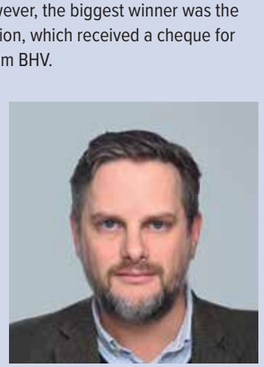
PHOTOS: BIS WIRTSCHAFTSFÖRDERUNG BREMERHAVEN, GREEN FUELS

GOLFING FOR A GOOD CAUSE

BREMEN The 13th Bremen Cup was held at the Bremer Schweiz Golf Club in May. It is a golf tournament hosted by BHV – Bremische Hafen- und Logistikvertretung. Christoph Holtkemper, who organised the event, was able to welcome 88 golfers. The winners in the net score category were Constantin Witten, Andreas Soller, Birgit and Frank Ruhland from Sparkasse Bremen, and Stefan Nousch, Christoph Bodi, Thomas Seemann and Josh Dieckmann from Atlantik Hafenbetriebe won in the gross score category. However, the biggest winner was the Chancen-Parlament Bremen Association, which received a cheque for 4,400 euros in donation proceeds from BHV.

NEW MARITIME COORDINATOR FOR GERMAN GOVERNMENT

BERLIN Dr Christoph Ploß has been the new coordinator for the Maritime Industry and Tourism for the federal government since late May. In a press release issued by the Ministry for Economic Affairs and Energy, Ploß stated: "Germany will only regain its leading status with a strong maritime industry. Consequently, the new federal government will significantly increase support for the coastal states in terms of funding seaports. Port policy will also become a national responsibility, particularly in view of its importance in the supply of energy.



ALEXANDER GEISLER APPOINTED TO DMZ BOARD

HAMBURG The Federal Ministry of Transport appointed Alexander Geisler, Managing Director, German Shipbrokers' Association, as a new member to the board of the German Maritime Centre (DMZ) in June. Geisler thus resigned as Deputy Chairman of the DMZ Advisory Board and succeeded Daniel Hosseus, who stepped down from the board. According to Reinhard Lüken, who chairs the DMZ board, Geisler has long-term industry expertise and "consistently promotes his association's concerns with pointed statements".

PHOTOS: BHV, TÄGLICHER HAFENBERICHT, VHBS, ELBREKLAME MARKUS GRABSCH

NEW LINE-UP ON 50TH ANNIVERSARY

SCHORTENS In July, Nordfrost celebrated 50 years of corporate history. Horst Bartels founded the company on 1 July 1975 and turned it into a logistics provider with a broad base and the market leader in refrigerated logistics. During the annual conference, which took place a few days prior to the jubilee, Dr Falk Bartels resigned as managing director and reassigned responsibilities: "I fully endorse my sister's decision to continue running Nordfrost as a family company, working alongside the managing directors Philipp Brandstrup and Dennis Gloystein, and wish all those involved the very best," said Dr Falk Bartels. Britta Bartels (3rd from right), as Board Chairwoman, has since been focussing on the areas of finance, marketing and communication. Brandstrup (2nd from left) is in charge of port logistics, commercial estate as well as HR, Purchasing and IT, while Gloystein (on the right) is responsible for the operational units, notably warehouse and transport logistics as well as trade logistics. As members of the management board, Jens Hilsen, Jürgen Oltmanns and Michael Weber, all authorised signatories, are involved in the management of the company.

BHV FLASH POLL: BREMEN FIRMS DEFY UNCERTAINTIES

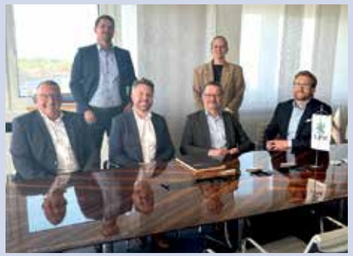
BREMEN In spite of uncertain conditions, the port and logistics industry in the state of Bremen is looking ahead to the current year with cautious optimism. This was the main statement from the flash poll by BHV – Bremische Hafen- und Logistikvertretung, which surveyed 55 companies in June. The majority of the companies intend to maintain staff numbers as they stand or increase the number of staff. Many companies are also speeding up their digital transformation. The US trade and customs policy under Donald Trump is cited as being today's greatest challenge. There was no clear picture regarding a sales trend.

DOUBLE THE ACTIVITY

KELHEIM/AHLHORN With a symbolic groundbreaking ceremony on 10 July, BLG LOGISTICS celebrated the start of construction of a roof with photovoltaic modules covering around 10,000 parking spaces at the Kelheim car terminal. Approx. 53,000 photovoltaic modules, with a peak output of over 23 megawatts, are to be installed. Only a few days prior, the new BLG inland terminal in Ahlhorn officially went into operation. Ahlhorn is deemed to be a milestone in the expansion of logistics infrastructure in northern Germany. BLG is now looking for committed employees in the region who wish to actively take part in shaping the region.

LONG-STANDING PARTNERSHIP RENEWED

EMDEN In June, the Anker Schiffahrts-Gesellschaft and the UPM-Kymmene Corporation announced that its partnership for terminal services at Emden Port is to be extended once again. The recently signed contract guarantees the partnership until the end of 2027, with the option to extend it for a further three years. Both companies have now been partners for over 30 years. At the signing of the contracts, which was attended by representatives of UPM, Anker Schiffahrt and members of the Lescharco Group owner family, all sides reaffirmed their trust in each other.



INNOVATIVE PUSH BARGE FOR WIND TURBINE BLADES

HOLZWICKEDE According to its own statement, the Rhenus Group is setting an important milestone in sustainable logistics for the wind energy industry with the construction of the "Rhenus Berlin 1" barge. The barge, which is expected to be completed during the course of this year, was designed specifically in response to Enercon's requirements for transporting the latest generation of rotor blades and enables the transportation of projects to be shifted from the road to waterway. Both partners stated that it consists of a push boat and barge, the latter comprising three parts.

MORE FLEXIBILITY IN FLOOD RESPONSE

BREMERHAVEN In July, bremenports procured new equipment for the defence against floods and disaster control, in order to continuously improve flood protection. "The core of the new equipment is an ultramodern MAN lorry with a three-sided tipper and a built-in Atlas loading crane," said Christian von Deetzen (right), Head of the Dike team at bremenports. A machine was also procured, which facilitates continual fast filling of sandbags, up to 4,200 sandbags per hour. These measures are the reaction of bremenports to the ever-growing potential of danger due to climate change.

"BERUFUNDFAMILIE + VIELFALT" AUDIT CERTIFICATE

BREMEN In June, bremenports received the "berufundfamilie" audit certificate for the seventh time. This time, the audit also included the topic of diversity – also reflected on the certificate – that was handed over to bremenports by Oliver Schmidt, MD of *Beruf und Familie*. "For us, the addition was simply logical: we want everybody to feel good. On the one hand, this involves a non-discrimination personnel policy that takes family and diversity into account and, on the other, a corresponding corporate culture," said Martin Lipski, Head of Human Resources at bremenports.

PHOTOS: NEUSTADTER HAEFEN, LESCHACO, BREMENPORTS, BLG LOGISTICS, RHENUS/ENERCON, ELBREKLAME MARKUS GRABSCH, WISTA, WOLFHARD SCHEER/JADEWESERPORT MARKETING, LESCHACO, PHILIP HEYELMANN/HEYPRO MEDIENPRODUKTION

FIRM COMMITMENT TO CUXHAVEN AS A WIND POWER SITE

CUXHAVEN At a press conference in June, NPorts announced that a total of 665 million euros had been invested over recent years in the expansion and maintenance of the ports in Cuxhaven and Stade. The biggest project at the branch in Cuxhaven since 2005 has been the liquefied gas terminal in Stade worth 300 million euros, reported NPorts Managing Director Holger Banik (left). Further investments are planned for the current year. Roughly 108 million euros is due to be invested in developing both sites, and 10.4 million euros are intended for the maintenance of existing infrastructure. The work began in February 2025 when the first pile was driven for the expansion of berths 5 to 7. "The fact that we will soon reach the billion mark is proof of our sustainable development strategy. The new berths are a firm commitment to Cuxhaven as a wind power site. They will allow more handling capacity for wind turbines and are a core component towards energy transition," concluded Banik.

WISTA GERMANY VOTED IN NEW BOARD

HAMBURG Three positions on the Wista board were filled during the members' meeting in June: Susanne Coulibaly (2nd from right, TB Marine Shipmanagement) was elected Deputy Chairwoman, Christina Kercher (2nd from left, Kanzlei Ehlermann) became Compliance Manager, and Kerstin Broocks (centre, Guideline) was appointed Press Manager. The acting chairwoman Cathrin Prikker (3rd from right) thanked all board members, who stepped down, for their commitment: Franziska Eckhoff, Sieke Kremer-Tiedchen and Judith Musau: "You have set standards that we can all adhere to for a long time."

HIGHER EMISSIONS DUE TO THE HOUTHI MILITIA?

KOPENHAGEN There has been a significant rise in CO_2 emissions from container ships operating in the EU. This is based on EU data, which also includes journeys outside of Europe. Sea-Intelligence, the Danish analysis company, assumes that the Houthi militia is partly responsible for the increase. As a result of the militia attacks, ships have been taking longer routes around the Cape of Good Hope – thereby harming the climate. According to the data, the container ships listed in the EU database emitted 52.8 million tonnes of CO_2 last year. This is equivalent to a rise of 46 per cent year-on-year.

KOPECKY HEADS UP TANK CONTAINER ACTIVITIES

BREMEN Michael Kopecky took over the post of Global Head of Tank Container at Leschaco on 1 July. He will be carrying out this role from Houston, Texas, as he will be assuming a dual role for an indefinite period, notably also as Head of Tank Container Competence Center Americas. In his new role as Global Head of Tank Container, Kopecky will be managing Leschaco's global tank container activities and will be concentrating on driving forward the division's strategic initiatives, working closely with the global teams and stakeholders.

J. MÜLLER: SUCCESSFUL END OF APPRENTICESHIP PROJECT

BRAKE In late June, J. MÜLLER announced: "The cameras have been switched off, the editing done – the short films for our 'Lebenswelten' training project are ready!" The project looks at the different cultural and national identities of staff, who all tell their own story. The project not only contributed towards promoting integration but also strengthened the commitment of the trainees," said Antje Streicher, Human Resources Manager at J. Müller. Since then, the films have been shown during internal and public events as well as on J. MÜLLER social media channels.

2025

SAVE THE DATE

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/

GERMAN PORTS

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
	18. 9. 2025	**LOGISTICS TALK** www.bremenports.de Vienna, Austria
	30. 9. – 2. 10. 2025	**Breakbulk Americas** www.americas.breakbulk.com Houston, USA
OCT	6. – 8. 10. 2025	**EXPO REAL** www.exporeal.net Munich, Germany
	9. 10. 2025	**LOGISTICS TALK** www.bremenports.de Mülheim an der Ruhr, Germany
	14. – 16. 10. 2025	**AntwerpXL** www.antwerpxl.com Antwerp, Belgium
	29. 10. 2025	**Hafen trifft Festland** www.jadeweserport.de Ulm, Germany
NOV	5. – 7. 11. 2025	**HTG Congress** www.htg-online.de Münster, Germany
	11. 11. 2025	**BHV-Hafenclub** www.bhv-bremen.de Bremen, Germany
	19. 11. 2025	**Hafen trifft Festland** www.jadeweserport.de Budapest, Hungary
	20. 11. 2025	**LOGISTICS TALK** www.bremenports.de Stuttgart, Germany

IMPRESSUM

LOGISTICS PILOT
ISSN 2195-8548

Publisher:
bremenports GmbH & Co. KG
Hafenstraße 49, 28217 Bremen
www.bremenports.de
Ronald Schwarze
Phone: +49 421 30901-610
Email: marketing@bremenports.de

Project and Advertising Manager:
Thomas Walbröhl
Phone: +49 421 30901-616
Email: marketing@bremenports.de

Advertisement price list of 1.1.2023
www.bremenports.de/logistics-pilot

Publishing house: DVV Media Group GmbH
Heidenkampsweg 73–79, 20097 Hamburg
www.dvvmedia.com

Project management:
Thorsten Breuer (editor-in-chief);
Julia Schwericke

Editorial team: Thorsten Breuer (bre), responsible;
Claudia Behrend (cb)
Email: redaktion.logisticspilot@dvvmedia.com

Layout: Monique Dobrzelak

Translation: transleetion GmbH

Printer:
müllerditzen, Bremerhaven www.muellerditzen.de
printed on 100% recycled FSC-certified paper

LOGISTICS PILOT is published five times a year in a print run of 5,000 copies (German). Contents can also be viewed at www.logistics-pilot.com. To view them, please scan the QR code.

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.

THIS MAGAZINE IS A JOINT PROJECT OF:

bremenports GmbH & Co. KG
Bremische Hafen- und Logistikvertretung e. V.
JadeWeserPort-Marketing GmbH & Co. KG
Seaports of Niedersachsen GmbH