

LOGISTICS PILOT

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ENERGY AND SUSTAINABILITY: ALL IN THE MIX



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“SUSTAINABILITY AS A GUIDING PRINCIPLE”

Dear readers,


The German government has made it clear in its coalition agreement that sustainability is the guiding principle of our political actions, and much progress has been made. The amount of new wind and solar energy fed into the grid in the first half of 2023 was unprecedented. By accelerating the expansion of renewable energies and speeding up planning and approval procedures, we are not only strengthening the security of our energy supply, we are also making bold advances in our journey towards achieving net zero greenhouse gas emissions.

Decarbonising the maritime industry – from ships to offshore wind farms – will also have a major impact on global efforts to combat climate change. Maritime shipping causes two to three per cent of the world’s greenhouse gas emissions. The International Maritime Organisation’s decision a few weeks ago to achieve climate neutrality by 2050 is a strong and necessary signal, and we will put measures in place to achieve this target by 2025. The goal of climate neutrality will trigger global investments. An increasing focus on sustainability means that Germany’s maritime industry can only benefit from this.

With 20 seaports and around 100 inland ports, Germany has an efficient freight transport network and a strong port industry. The task now is to eliminate competitive disadvantages for the maritime industry and promote innovation based on specific, ambitious and sustainability-oriented goals – this is the benchmark for the ongoing work on the National Ports Strategy.

In September, I attended ENVOCONNECT in Bremerhaven along with many sustainability stakeholders from the ports and logistics sector. While there, I saw the progress being made with my own eyes. One thing is clear – maintaining our long-term prosperity is only possible with an economically, ecologically and socially sustainable community.

Best wishes, Sarah Ryglewski



Sarah Ryglewski, Minister of State to the German Chancellor, is responsible for cooperation between the federal and state governments as well as for sustainable development.

ROOM FOR MORE

Fine hairs in a whisk-like pattern on the leaf surface ensure that *Salvinia* floating ferns continuously generate a thin film of air under water. This protective layer not only keeps the plant dry, it also provides buoyancy. The hairs are covered with fine wax crystals, making them water-repellent (hydrophobic), while the hair tips attract water (hydrophilic), allowing them to virtually “pin” the leaf to the surface of the water. We have already found ways to mimic this property to separate oil from water and to remove oil films from bodies of water. However, there is still plenty of room for more applications – bionics researchers are looking to utilise the *Salvinia* effect for shipping by developing boat paints that keep the hulls dry. They conclude that the resulting loss of friction could significantly reduce ships’ fuel consumption. [\(bre\)](#) ■



ALL IN THE MIX

In recent years, logistics and the maritime industry have launched countless activities that are either sustainable or designed to combat climate change. Ten such projects from the ports of Bremen and Lower Saxony demonstrate the focus by those responsible on a wide range of alternative solutions, charting the course for future generations to do the same.



PHOTOS: ISTOCK/MASTER1305, BREMENPORTS (2X)

In 2009, bremenports was the first company in the German port industry to decide to pursue sustainability as a central corporate objective. As part of this, one of their aims is to achieve CO₂ neutrality at the Überseehafen in Bremerhaven by 2035. At the same time, NPorts initiated its “hafen+” sustainability strategy in 2017, which also includes their self-imposed target of becoming carbon-neutral by 2035. The goal is to create greater utility value for people, the environment and economic power at its 15 port locations. With this in mind, Germany’s smallest state’s port management company and the largest port operator on the North Sea have begun various projects aimed at saving energy, focusing on climate-friendly energy and modes of transport or identifying and testing innovative technologies. One thing is clear, though ... it’s all in the mix.

The Energy Port firmly in sight

In March, the Bremen Senate gave the go-ahead for the planning of an Energy Port in Bremerhaven, with the aim of making a positive contribution to the energy transition as well as the security of Germany’s future energy supply. Over 250 hectares of development land in the southern fishing harbour, which can be used as both industrial and commercial space and for sea and land transport connections for a wide range of sustainable transformation projects, are available for this purpose. The preliminary technical planning for the Energy Port involves a needs assessment and market analysis, which scrutinises the potential of the offshore and onshore industry in particular, as well as the establishment of an energy hub for hydrogen (H₂) and its derivatives. “The Energy Port has enabled both the energy transition and the security of supply to be accomplished in one port,” explains Christian Hein, Head of Port Development at bremenports, outlining the advantages of the project. “It also has the potential to create many additional jobs in Bremerhaven.” The next stage is to prepare a construction decision document (ES Bau).

CO₂-neutral Überseehafen

bremenports launched their large-scale climate change mitigation project for the Überseehafen with an autumn kick-off meeting. The port management company invited numerous local port and handling company representatives, as well as terminal and network operators, to convene in Bremerhaven. Based on the preliminary plans from the “SHARC” (Smart Harbour Application Renewable Integration Concept) project dating back to 2018, they are



“The energy transition and the security of supply have been accomplished in one port.”

Christian Hein, Head of the Port Development Department at bremenports

currently working on a concept that will enable the Überseehafen to be operated in a CO₂-neutral manner starting in 2035. The first results are expected in spring 2024. The use of any form of energy is conceivable – from biogas to photovoltaics or wind energy to large heat exchangers that use the Weser water to heat port buildings. “Although plenty of empirical data has already been provided by SHARC, we still have some way to go,” emphasises Dr Lars Stemmler, Head of International Projects at bremenports. “What we and the handling and port companies are doing here is no longer just a research project. Ultimately, we intend to create a new energy system for the entire port.” Stemmler also knows that he and his colleagues are under time pressure. “On the one hand, the threatening climate scenarios leave us no choice. On the other, though, when you consider how extensive this transformation process is going to be, 2035 may as well be the day after tomorrow,” he continues.

Green light for for hydrogen-powered shunting locomotives

As part of the “sH2unter@ports” research project, the Elbe-Weser Transport and Railways company, the Smart Mobility Institute at Bremerhaven University of Applied Sciences, the Institute for Energy and Circular Economy at Bremen University of Applied Sciences, Alstom, bremenports and the Hamburg Port Authority have been investigating how to run shunting locomotives in an environmentally friendly way since December 2022. Together, their goal is to convert shunting operations in the Bremen and Hamburg port areas to hydrogen (H₂). Among the many things being analysed, the requirements for future locomotives, refuelling →



“We intend to create a new energy system for the entire port.”

Dr Lars Stemmler, leading the climate protection project for the Überseehafen at bremenports

“We’re switching to environmentally friendly engines within our Verbund.”

Insa Pohlenga, “sH2unter@ports”
Project Manager at bremenports



conditions and both safety and legal regulations are under scrutiny. The end of the project, which runs until May 2024, will see an implementation plan drawn up to assist the participating ports in achieving CO₂ neutrality by 2035, and which will also serve as a model for other ports. “The switch to environmentally friendly engines in last-mile freight transport is a technical challenge that we’re tackling with the best possible expertise from within our Verbund,” explains Insa Pohlenga, Project Manager at bremenports, outlining the project that is supported by the Federal Ministry of Digital Affairs and Transport to the tune of 1.2 million euros.

Double award for shipping

The annual “Green Focus Award”, which bremenports began presenting in 2014, is not for trains, rather for ships. On the one hand, it honours the ship

bremenports Managing Director Robert Howe (left) and Katja von Bargen (right), who coordinates environmental management for the ports of Bremen at bremenports, at ENVOCONNECT and the official presentation of the “Green Focus Award” to Mirja Nibbe, Managing Director of CMA CGM Germany



with the lowest emissions that calls at Bremen’s ports. On the other, it recognises the shipping company or charterer with the lowest-emission fleet overall. This year, the CMA CGM Group prevailed in both categories – its container ship “Stellar” and, indeed, the entire CMA CGM fleet having the lowest emissions. The 2022 Environmental Ship Index (ESI) ratings formed the criteria for determining the winners in both categories. The ESI is an international standard with a score made up of points for nitrogen oxide, sulphur oxide and carbon dioxide emissions, among other things. “I’m delighted that our winners’ emissions have continued to fall year after year in the almost ten years that we’ve been awarding this prize,” announced bremenports Managing Director Robert Howe at the official award ceremony held at ENVOCONNECT in Bremerhaven in September. “In presenting this award, we recognise those ships and shipping companies that have already taken specific measures to move towards zero-emission shipping,” added Katja von Bargen, who coordinates environmental management at the ports of Bremen for bremenports.

A new take on sustainability

ENVOCONNECT is a congress format initiated by bremenports, which premiered in Bremerhaven in September and which many believe has ushered in a new era in sustainability communication. Over 100 participants attended the keynote speeches, during which it became clear that today’s global growth models have had their day and that new solutions for sustainable logistics need to be found. “Sustainability has long been a competitive factor for ports and port-related businesses, and one thing is clear – our ports undoubtedly play a key role in the energy transition,” explained Minister of State Sarah Ryglewski, responsible for coordinating the German government’s sustainability policy, adding some political weight to the occasion. “Bringing this event format to life was well worth it,” summarised Howe at the end of this successful event. “There’s a noticeable need to exchange ideas on the topic of sustainability in and around the ports.” He then went on to announce that this event will be organised again next September.

Wilhelmshaven becomes a hub

Lower Saxony is also focusing on a range of comprehensive sustainability concepts and detailed solutions. One of the major ideas, for example, is the Port of Wilhelmshaven ENERGY HUB, in which a group of around 40 companies and projects have joined forces to establish an industrial energy cluster in the region. Their aim is to produce around



The ENERGY HUB port is expected to be able to produce around 40 to 60 per cent of the predicted German hydrogen demand in Wilhelmshaven by the early 2030s.

40 to 60 per cent of the forecast German hydrogen demand here in the early 2030s. Before this can happen, however, the partners are working on fundamental topics and issues that relate to how competitive both renewable energies and hydrogen and its derivatives are. The five main topics are regional production, import, transportation, storage and everything that is needed to ensure rapid implementation. Individual issues are prepared by specific working groups and recommendations for action are then passed on to politicians. “Successfully transforming Germany as an industrial location is our special responsibility,” says Uwe Oppitz, Managing Director of Rhenus Ports and spokesperson for the Port of Wilhelmshaven ENERGY HUB. “The Jade-Weser region will be a key player in this – regardless of whether electrons or molecules are involved – and the Port of Wilhelmshaven ENERGY HUB is the voice of those who can make a difference.”

Cuxhaven’s focus is also on hydrogen

Cuxhaven has also set its sights on hydrogen with the “Concept for the utilisation of hydrogen in Cuxhaven” project launched in 2022. According to Turneo, the company tasked with implementing the project, this is the first hydrogen project in Germany to offer carbon-neutral hydrogen as an innovative end-to-end solution. The planned electrolysis plant will produce up to one tonne of green hydrogen per day. This will then be used in the maritime sector and for fuelling



“The Jade-Weser region will be a key player.”

Uwe Oppitz, Managing Director of Rhenus Ports and spokesperson for the Port of Wilhelmshaven ENERGY HUB

cars and trucks, for example. Using hydrogen in offshore service vessels travelling to Mittelplate, Germany’s largest oil field, and for the city’s refuse collection vehicles is also being considered. The project creates short transport routes, is scalable and can be expanded modularly to produce 20 megawatts on-site if demand increases, predicts Marc Itgen, Head of the Cuxhaven Agency for Economic Development. “The introduction of a hydrogen infrastructure in the city and the surrounding region marks a significant step towards sustainable development and the energy transition,” he says. “As part of ‘Use-Case-Hydrogen’, we’re proud of the path Turneo is taking, as it will protect our environment, boost the economy and improve the quality of life of the people who live here.” Mr Itgen expects the first climate-neutral hydrogen to be produced on-site within the next few days.

Space for wind power required

Besides hydrogen, wind power is also very much in demand in Lower Saxony. Consequently, the Lower Saxony Seaports Working Group, in cooperation with NPorts, commissioned Deutsche WindGuard to prepare a report that explores the potential for onshore and offshore wind energy expansion in Lower Saxony’s seaports and to determine the →



“We’re proud of the path Turneo is taking.”

Marc Itgen, Head of the Cuxhaven Agency for Economic Development

“The German government must be held more accountable for the funding.”

Michael de Reese, spokesperson for the Lower Saxony Seaports Working Group



space required for achieving the energy transition. According to the study, presented at the 31st Lower Saxony Port Day in Stade in September, Lower Saxony’s seaports have sufficient space to achieve the expansion targets and more by 2030. Nevertheless, extensive investment would be needed in seaport infrastructure in the short term to cope with the additional transshipment of wind energy components. Between 2025 and 2030 alone, an average of over 200 hectares of land will be required to achieve these targets. This is triple the area Lower Saxony’s seaports currently have available for the wind energy sector. “Implementing the energy transition is hugely significant for the future viability of Germany as a business location,” affirms Michael de Reese, spokesperson for the Lower Saxony Seaports Working Group. “This is why the German government must be held more accountable for the funding of port infrastructure expansion, which has been lacking previously. This will allow Lower Saxony’s seaports to continue to fulfil their role as important import and export ports and make their contribution to a successful energy transition.”

Emden tests alternative dredger engine

The “AMISIA” (Advanced Port Maintenance: Intelligent, Sustainable, Innovative and Automated Dredging) project, launched in 2021, operates directly on the water with the aim of using innovative technologies and automated systems to make maintenance dredging in the Port of Emden even more productive and environmentally friendly. Consequently, a sustainable dredging concept and the requisite dredging vessel are to be developed by September 2024, an innovative project with three elements. Alongside developing a sensor concept for safe port environment navigation and the optimisation of the recirculation process, this includes the use of an

“We’re striving to make our dredging process even more environmentally friendly.”

Daniela da Rosa, AMISIA Project Manager at NPorts



alternative dredger engine, so that future maintenance can be carried out with fewer CO₂ emissions. “The maintenance measure in place at the Port of Emden since 2002 – the recirculation process – is already extremely innovative and saves on more resources compared to conventional extraction dredging,” explains Daniela da Rosa, AMISIA Project Manager at NPorts, outlining the focus of the project supported by the German Federal Ministry for Digital and Transport Affairs (BMDV). “AMISIA enables us to strive to make our dredging process even more efficient and environmentally friendly.”

Exploring potential

Furthermore, a potential study is due to be carried out until late 2025, in which solutions are identified for small-scale renewable energy options in the Emden Port and surroundings as part of the INTERREG project “REDII Ports” (Renewable Energy Development and Intelligent Implementation in Ports) that was launched in November 2022. These may be possible small wind turbines, solar panels on buildings or heat pumps powered by harbour water. Moreover, a two-step



“Small-scale solutions are intended to maximise potential.”

Jens Kampen, in charge of REDII Ports at NPorts in Emden

plan is to examine and determine which port areas are best suited for use, so as to exploit the location’s potential on a test field there over a two-year period. The results will be discussed with the port operators, and promising approaches will then be pursued further in order to support the ports in achieving their climate targets. “The small-scale solutions for generating heat and electricity from wind and solar power are intended to maximise the potential of areas where there isn’t enough suitable space for large wind turbines or photovoltaic projects,” explains Jens Kampen, who is in charge of the project in Emden. In the best-case scenario, Kampen and his colleagues hope that the other 14 ports in Lower Saxony will also benefit from the results obtained there.

(bre) □

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“PORTS ARE AT THE HEART OF THE ENERGY TRANSITION”

Different federal states, similar priorities – Kristina Vogt, Bremen’s Senator for Economic Affairs, Ports and Transformation, and Olaf Lies, Lower Saxony’s Minister for Economic Affairs, Transport, Construction and Digitalisation, outline important aspects of the future energy supply as seen by their own states.

“A national strategy is absolutely essential.”

What needs to happen for the energy transition in Germany to succeed and what can your state contribute?

VOGT: The energy transition requires a holistic approach that encompasses all aspects, from the generation of renewable energy to its consumption. The “Energy

Port”, which establishes the port as a key location for the import, storage and transshipment of renewable energies, is a prime example of this. Bremen and Bremerhaven can assume a pioneering role in the energy transition – our seaports are predestined to be hubs for the import and export of renewable energies and as locations for offshore wind farms. I’m also in favour of building converter stations in Bremerhaven and a CO₂ terminal in Bremen. A clear strategy for oversized and heavy goods transport is just as crucial as an energy transition access strategy applying to all German ports. A national strategy with clear short and long-term goals is nonetheless absolutely essential.

LIES: Onshore and offshore wind turbines are a core component of the energy transition in Lower Saxony. The North Sea (coast) offers the ideal conditions; we don’t call it the “North Sea Powerhouse” for nothing! We need to develop this more. However, many wind farms are already contributing to a high proportion of the renewable energies Lower Saxony generates. Expanding this technology and improving the grid infrastructure are crucial in order to use the energy generated efficiently. Besides renewable electricity, we also need alternatives to fossil fuels if the energy

transition is to be successful, and hydrogen will play a decisive role here. To ensure that the North becomes Germany’s energy hub, we’ve collaborated with Bremen, Hamburg, Mecklenburg-Western Pomerania and Schleswig-Holstein to launch the North German Hydrogen Strategy. This will create the necessary conditions for developing a green hydrogen economy here in the North. An important part of the strategy is promoting cooperation between science, industry and politics in northern Germany.

Do you share the view that the energy transition cannot be achieved without the ports?

VOGT: The ports are at the heart of the energy transition – they’re not just transshipment centres for goods, they’re also central hubs for the supply and distribution of energy. They’re indispensable for building and operating offshore wind turbines, which make a significant contribution to achieving climate targets, but they’re also undergoing a transformation process themselves. They must face the requirements of automation and digitalisation head on and provide shore power in both the cruise and container sectors in order to support carbon-neutral shipping. The ports need to be



KRISTINA VOGT

Kristina Vogt (Die Linke) – Bremen’s Senator for Economics, Ports and Transformation since July 2023 and Bremen’s Senator for Economic Affairs, Labour and Europe from 2019-2023.

able to store, distribute and transship large quantities of renewable energy. They need the necessary infrastructure for producing, storing and installing offshore wind turbines, and they must be able to cover the growing demand for onshore electricity. Consequently, the German government must increase its financial commitment to the port infrastructure significantly.

LIES: The seaports are of the utmost importance if the energy transition is to succeed. We intend to guarantee the security of our energy supply. The ports are the backbone for achieving the expansion targets for offshore wind energy. This is impossible without them and, as such, they need sufficient capacity to build and maintain offshore wind turbines and then dismantle them at the end of their service life. This is why Lower Saxony began to expand the Cuxhaven and Emden sites a few years ago, with a particular focus on offshore wind energy and fulfilling the requirements of the offshore industry. We need to keep this up. As a region, Lower Saxony also offers unique advantages for developing a comprehensive hydrogen economy. Our seaports will play a key role for Germany, particularly for importing hydrogen and synthetic energy sources. Europe's largest cavern fields for storing huge quantities of hydrogen, as well as local maritime companies, existing scientific expertise and industries with extensive experience in handling hydrogen are of great benefit, too. Even in a future of carbon neutrality, Germany will always have to import a significant amount of the chemical energy sources it needs – such as bringing in green hydrogen via pipeline or by shipping in hydrogen derivatives such as ammonia or synthetic methane. Lower Saxony's ports provide the best conditions for doing precisely this.

Would you go so far as to say that energy could replace containers as the symbol of the ports?

VOGT: Container handling will remain central, but the energy transition opens up enormous potential. The "Energy Port" project in Bremen is positioning the port as a central hub for renewable energies, while offshore wind energy holds immense potential for creating added value that'll not only revolutionise the energy supply but will also have a significant impact on settlement and employment. Germany has always been dependent on energy imports and will remain so. Energy sources used in the past – coal, oil and gas – came in via the ports, and the challenge now is to replace these with emission-free alternatives. The offshore wind industry, which has already changed how we see the ports, represents an additional business opportunity.

LIES: As hubs for national and international trade, ports have been constantly evolving and they'll



OLAF LIES

Olaf Lies (SPD) – member of the Lower Saxony state parliament since February 2008 and Lower Saxony's Minister for Economic Affairs, Transport, Construction and Digitalisation since November 2022.

“We don't call it the 'North Sea Powerhouse' for nothing!”

continue to do so. We're currently experiencing another set of upheavals, i.e. the issues of both digitalisation and decarbonisation or energy. Whether it's liquefied natural gas, hydrogen or wind power – our ports will increasingly handle new, sustainable energy sources as time passes. Indeed, Lower Saxony's seaports are becoming a hub for supplying energy to the entire German industry and are key motors in pursuing a low-carbon future. In this respect, many ports are identifying new business areas and, in turn, huge opportunities to expand their spectrum by becoming energy hubs. This contribution to transforming the economy for the energy transition is indispensable. Previously, the advent of the container revolutionised existing processes in the entire international exchange of goods. Of course, we can't compare this with the changes that are occurring now, but one thing is clear – if we chart the right course here, the opportunities are endless.

What headlines would you like to read about the German energy transition a year from now?

VOGT: "A significant step: German government to participate in Energy Port construction." Or "New National Port Strategy enables energy transition and port expansion – German government responds to coastal states' demand for alleviating the financial pressure on ports."

LIES: "How the North makes use of its opportunities – transformation and energy transition as models for growth and new jobs." (bre) □



GREEN PIONEER

EKB Container Logistik is a company often referred to in the industry as the “Greens”. This is not only because the company logo is green but also due to the climate and environmental protection concept they implement in their day-to-day business.



“Bio-LNG isn’t a solution for the next 50 years.”

Ole Heemeyer, Commercial Director at EKB Container Logistik

“We’ve been addressing these issues seriously since 2017,” reports Ole Heemeyer, Commercial Director at EKB Container Logistik.

Back then, a meeting on the future direction of the company, which specialises in international container transport and all the associated logistics services, motivated those responsible to draw up an initial carbon footprint. Simultaneously, aware that they were also responsible for emissions as part of the logistics chain, they approached various truck manufacturers to find out what alternatives to diesel fuel existed. “We came across fossil LNG through our discussions with Volvo and petrol station operator Altermoil,” Heemeyer explains. “We’ve since largely replaced diesel with bio-LNG.” EKB subsequently purchased two LNG trucks, subsidised by the Federal Office for Goods Transport (BAG), now known as the Federal Logistics and Mobility Office (BALM), in 2019. “In container

transport, where the cargo is heavier, we were the first to take this step," he emphasises.

EKB was already a pioneer in 1966, the year it was founded. When the "MS Fairyland" brought the first containers to Germany and moored in Bremen, the company, as a member of the Kieserling Group back then, handled the boxes at the quay and transported them by truck to their final destination. Today, EKB has around 300 of its own trucks, a good third of which are fuelled with bio-LNG, as are approximately 500 vehicles belonging to subcontractors. Together, 1,000 chassis transport around 450,000 containers per year, covering a distance of 90,000 kilometres on the Hamburg-Antwerp range and the associated hinterland. "A few weeks ago, we signed a purchase agreement for bio-LNG that will last several years," Heemeyer adds, referring to the company's own fleet of trucks and acknowledging the alternative fuel's growing significance. "We want to source this fuel exclusively in future, which is a privilege, as it's only sufficient to supply 15 per cent of freight traffic."

A broad energy mix instead of a single solution

For Heemeyer, the advantages of bio-LNG are quite clear. After all, over 90 per cent of truck emissions can be saved by using liquefied biogas, yet he only considers it a temporary solution. "Bio-LNG isn't a solution for the next 50 years but it is one that is practicable right now, especially on long journeys," he continues, adding that this is why he and his colleagues are keeping a very close eye on the development of sustainable options in the energy market. "I don't believe there'll be a one-size-fits-all energy source," he says. "Rather, I think we should get ready for a wide-ranging energy mix in which hydrogen, battery-electric drives, bio-LNG and HVO100 diesel can play an important role." Planning many years ahead is, therefore, not possible currently. "But I can work with every new technology at the very least," he adds with a wink.

With the aim of broadly positioning itself as a climate-focused company, EKB also integrated the first electric truck into its fleet in late July. It has only been used for short journeys and in factory operations so far, but experiences with it have been good. "Depending on how heavily it's charged, one e-truck battery is sufficient for an average journey of between 300 and 350 kilometres," Heemeyer explains. "This means that, for example, the route from Flensburg to Rosenheim would require two four-hour charges, which simply doesn't make economic sense." Besides the distance problem, there is also the lack of fast-charging points. He also believes that the battery swap solutions on the market, until now offered by Chinese suppliers, are not a solution that could be effective in the near future. "On the one hand, we need to find a standardised solution," he indicates. "I can't see one at the moment, given the large number of different e-mobility providers. On the other hand, battery removal and installation is much more difficult for trucks than it is for cars."

First infrastructure, then trucks

However, EKB will continue to stay in the loop where the climate and environmental protection are concerned and their strategy has proven effective so far. "We always invest in infrastructure first, and only then do we buy the necessary vehicles," Heemeyer explains – but not without first criticising how the German government has implemented its additional charge subsidy. "80 per cent of the additional costs to a diesel are covered by the Federal Logistics and Mobility Office. As this is coming from 2024's budget funds, though, we won't receive the money until next year, despite the decision. With several trucks, this can add up to quite a considerable sum." Where money is concerned, he adds that the industry is and will remain price-driven. "While shipping agents, freight forwarders and shipping companies largely favour cheap transport solutions over environmentally friendly ones, establishing sustainable solutions on the market in an economically viable way will remain a real challenge for us."

FACTS

EKB CONTAINER LOGISTIK

FOUNDED

1966

EMPLOYEES

500

LOCATIONS

10, headquarters in Bremen

TRUCKS

800

CHASSIS

1,000

CONTAINERS

450,000

(bre) □

More information:

[e kb-containerlogistik.com](https://www.ekb-containerlogistik.com)

It is not just their logo and the paintwork on their trucks that make EKB green. Climate and environmental protection influence their daily business on many levels.



CLIMATE CHANGE – A MAMMOTH TASK?

Keywords such as climate change, energy supply and sustainability are having a major impact on public debates. All the more reason to provide an overview of current topics of debate and groundbreaking projects that have been initiated in the Bremen and Lower Saxony seaports (see map below). Furthermore, this double-page spread presents interesting figures on the development of the electricity mix as well as on Germany's favourite possession – the car. Despite growing environmental awareness, the number of cars on German roads is growing. Consequently, the question arises as to whether the world will manage to combat climate change effectively. The results from the TV political barometer (ZDF) printed below are certainly food for thought, as is the fact that many talk of climate change as a "mammoth" task. After all, this animal is now extinct. (bre) □

Electricity consumption and production in Germany

52%

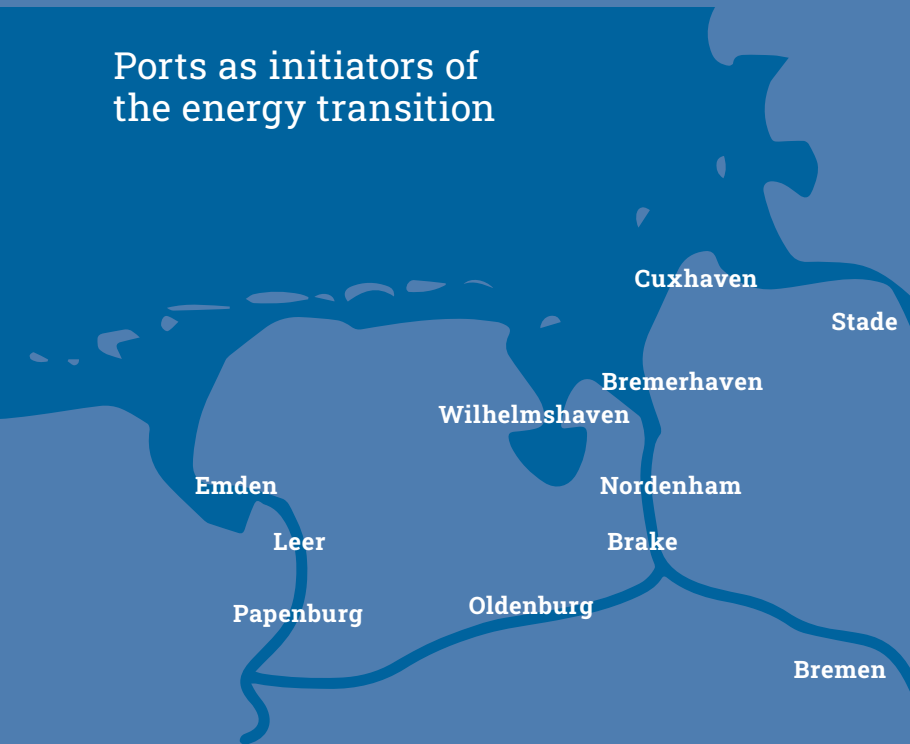
of **GROSS ELECTRICITY CONSUMPTION** in the first three quarters of 2023 was in renewable energy. This corresponds to a 5 per cent increase compared to the previous year.

373

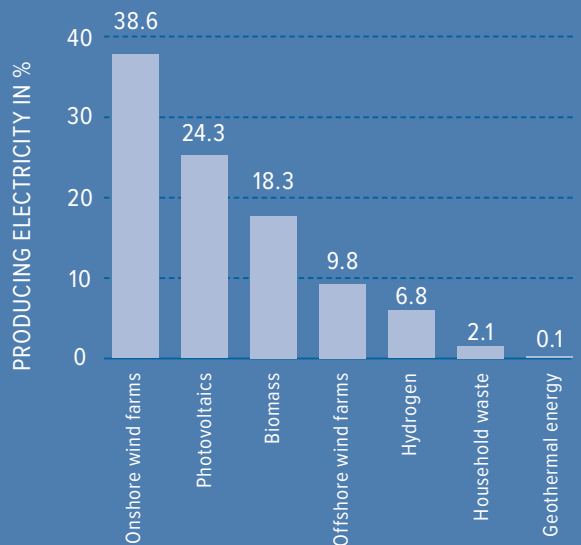
BN
KILOWATT HOURS

In the first three quarters of 2023, the production of electricity stood at **373** billion kilowatt hours (bn kWh), of which **199** bn kWh was generated from the sun, wind and other sources of regenerative energy and 174 bn kWh from conventional sources and nuclear power.

Ports as initiators of the energy transition

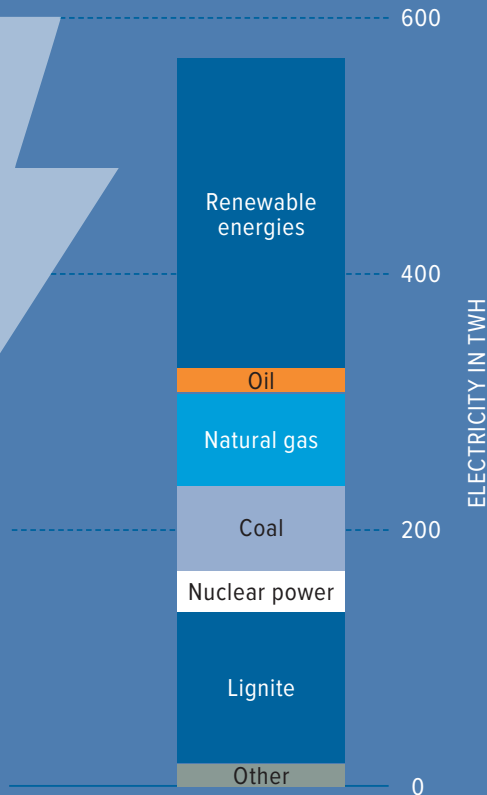


Breakdown of electricity production from renewable energy sources in Germany in 2022



ICONS: FLATICON.COM; SOURCES: ZENTRUM FÜR SONNENERGIE- UND WASSERSTOFF-FORSCHUNG BADEN-WÜRTTEMBERG (ZSW) UND BUNDESVERBAND DER ENERGIE UND WASSERWIRTSCHAFT (BDEW), 2023; BDEW, STATISTISCHES BUNDESAMT, ZSW, BMWK, STATISTIK DER KOHLENWIRTSCHAFT, STATISTA, 2023; BDEW, STATISTISCHES BUNDESAMT, AGE, BMWK, ZSW, STATISTIK DER KOHLENWIRTSCHAFT, STATISTA, 2023; DESTATIS 2023, ZDF POLITBAROMETER, STATISTA, 2023

Gross production of electricity in Germany according to energy sources in 2022



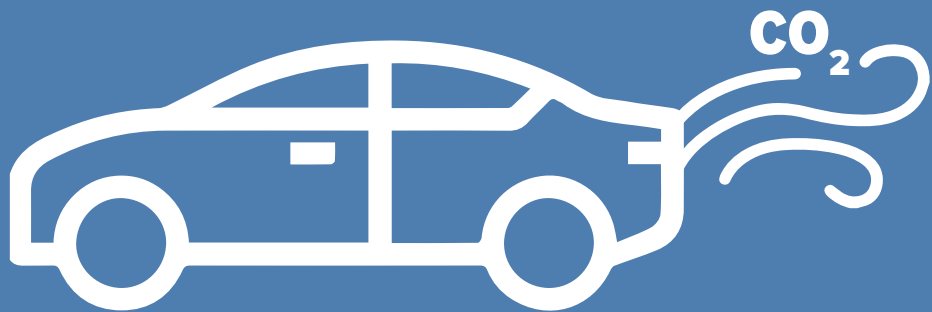
A record!

For every 1000 inhabitants, there were 583 cars on German roads in 2022.



Germany ranks **8th** in the EU. The highest densities of cars in relation to a country's population in the EU is Poland (687), followed by Luxembourg (681) and Italy (675).

According to the Federal Motor Transport Authority (KBA), 48.8 million cars were registered in Germany as at 1 January 2023 – **there have never been so many**. In 2022, **78 per cent** of all German households had at least one car.



WILL THE WORLD MANAGE TO COMBAT CLIMATE CHANGE EFFECTIVELY OVER THE COMING DECADES?

- 4%: Don't know
- 74%: No
- 22%: Yes





WINDS OF CHANGE

EMS Maritime Offshore is considered to be a German pioneer in transferring people to offshore wind turbines and has its own fleet of service vessels for its activities in the North Sea and Baltic Sea. In addition to offering port services, the company is also in charge of maritime coordination on the high seas and provides wind farm operators with a variety of service packages.

Many companies walk a fine line between tradition and modernity. Founded in 1889 as the Aktiengesellschaft “EMS”, the company demonstrates how to successfully combine the two, as the parent company is well established in the field of ferry traffic. Even the subsidiary EMS Maritime Offshore (EMO) has made a name for itself with its range of services for offshore wind turbines since it was founded in 2010.

But all that has very humble beginnings. “We at AG EMS began looking at offshore wind turbines in 2002,” reports Marcel Diekmann, one of the EMO managing directors. It started out as more of a theoretical conversation. But when the industry, which was still young at that time, began to take off, the company decided to create a small department and purchase two ships – two former rescue cruisers of the German Maritime Search and Rescue Service (DGzR).

PHOTOS: EMS MARITIME OFFSHORE



The EMS Maritime Offshore company maintains a fleet of specially manufactured offshore ships, including the offshore catamaran, “Windea Four”.

“We used those to ferry technicians to wind farm construction sites like ‘Alpha Ventus’ and ‘Bard Offshore 1’ for the day,” recalls the managing director.

At that time, there were no dedicated standards for crew transfer vessels (CTVs). But the rescue cruisers were very seaworthy – an important requirement for use on the high seas. Converted fishing trawlers offer something similar, which is why many of them have spent their second life in the oil and gas industry and installing cables and pipelines out at sea as so-called traffic control ships.

“When the market began growing, we joined up with a Dutch partner and converted and commissioned two of these ships – the ‘Osprey’ and the ‘Eagle’ – for use at offshore wind farms,” says Diekmann. As this line of business no longer had anything to do with AG EMS’s ferry business, the company founded EMS Maritime Offshore, initially with three employees, though they were soon joined by others.

What developed well at the beginning was soon hampered by the then German government and, more specifically, Federal Minister for the Environment Peter Altmaier (CDU), when support in line with the Renewable Energy Sources Act (EEG) was, in effect, slashed. “Since the company foundation, we’d expanded our fleet to include six CTVs and three traffic control ships,” recalls managing director Jan Heyenga. “Due to the collapse in the market and changing ship designs, we ultimately decided to get rid of five ships.”

Ambitious expansion aims increase the demand for service vessels

But that is ancient history. When the Offshore Wind Energy Act (WindSeeG) went into effect in January of this year, Germany’s expansion aims were there for all to see. The plan is to increase the installed capacity of offshore wind energy to at least 30 gigawatts by the year 2030, at least 40 gigawatts by 2035 and at least 70 gigawatts by 2045. It is clear to see that the demand for CTVs will increase accordingly.

Even technologically speaking, this marks a new era that dawned six months ago at EMO when the company christened its first CTV with hybrid drive, “Windea One”. This CTV is truly unique, as its energy storage system, (ESS) can cover roughly 20 per cent of its energy requirements. The drive system comprises four drivetrains, which are operated with diesel alone, with a combination of electricity and diesel, and with



Marcel Diekmann,
Managing Director,
EMS Maritime Offshore

electricity and ESS with permanent magnet motors (PMMs). With potential offshore charging stations at the wind farms, the hybrid drive could one day provide up to 80 per cent of the energy required.

Besides “Windea One”, the company is serving the growing market with three more of its own CTVs – “Windea Three”, “Windea Four” and “Windea Six” – as well as several chartered ships. A majority of our competitors are based in Norway, Denmark and the UK, which comes with its own set of challenges. “Quality and safety standards vary internationally, though we’re proud of the fact that our ships that sail under the German flag fulfil very high standards. These standards can be different in other European regions, including the UK,” explains Diekmann.

But the market is also demanding in other ways during this economic boom. “Advancements in drive technology are occurring so quickly that ships are outdated before they’re even paid off,” explains Diekmann. And even though the managing director generally considers the battery technology to be a key component of the main drive in CTVs, their weight is still too high for the required performance. EMO is therefore going to wait before making →

EMO’s service portfolio also encompasses maritime coordination. The company’s own control centre, “Ventusmarine”, is responsible for the associated management of logistics processes and marine surveillance.





Christened in June 2023, “Windea one” is 31.80 metres long and ten metres wide, and has a draught of 1.80 metres. Manned by three crew members, the CTV can maintain all-electric operation for up to six hours and transfer up to 24 service employees to offshore farms.

any more investments. “But wind farm operators are just now getting started with new tenders,” says Diekmann.

The ship design needs to reflect the application

It will be quite difficult to expand internationally into new markets such as the American East and West Coasts, where wind turbines will need to be installed on the floating foundations of the future due to the sheer depths of the water. The EMO fleet is optimised for use at existing offshore wind farms in the North Sea and Baltic Sea and especially for the operating phase. “Depending on conditions such as wavelength, you may need CTVs with a different design,” says Heyenga.

For that reason too, smaller and older ships could sail to older wind farms and ones located closer to the coast in Germany, whilst more modern,

larger and more weather-resistant vessels could sail to the newer farms further out at sea. Logistics have also changed. For example, modern CTVs, which can safely transfer people to wind turbines even in rougher seas, now serve offshore wind farms 24 hours a day, which poses different challenges in terms of ship design and drive technology.

Apart from managing its own and chartered CTVs as a certified shipping company, EMO offers maritime coordination services for the “Trianel” and “Iberdrola” wind farms. Much like at a traffic control centre, the employers here are responsible for marine surveillance using automatic identification system (AIS) and radar data as well as camera images. The third pillar is comprehensive port services at a variety of service ports near the wind farm clusters. These include offices, warehouses and outdoor storage capacities as well as the provision of berths for service vessels and agency services, such as those for GE Renewable Energy and Siemens at Eemshaven, where EMO operates a helicopter and drone port.

As much of the energy of the future will be generated at sea, EMO plans to offer tailored service solutions alone and in packages as well as coordinate the full range of logistics services at the interface between wind farm, shipping company and port. This is just one of the many reasons the managing directors are optimistic about the future. Heyenga: “The future is bright.” (cb) □

Jan Heyenga,
Managing Director,
EMS Maritime Offshore



FACTS

EMS MARITIME OFFSHORE

ESTABLISHED
2010

AREA(S) OF BUSINESS

Maritime services, port and logistics services, and technical and engineering services

HEADQUARTERS

Emden

BRANCHES

Eemshaven and Mukran

ASSETS

Four of its own CTVs, buildings and warehouse space at various ports

EMPLOYEES

90, including 33 sailors

More information:

www.offshoreservice.de

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Hafen

Net-zero
future

Nachhaltig
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19. – 20. September 2024



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MORE COORDINATION AND FEWER EMISSIONS

Through the “Digital Weser” project, a shared platform will be developed to improve management of ship calls over the distance of the 35 river kilometres to the North Sea.

Anyone interested in using terminal capacity efficiently and planning and coordinating ship calls in advance can rely on the bundling of all the necessary information across all companies. That was also the case in Hamburg, where the Hamburg Vessel Coordination Center (HVCC) opened its doors in 2009 and has coordinated large-ship and feeder traffic ever since as well as inland vessel traffic since 2015.

bremenports, EUROGATE and the HVCC launched the joint project “Digital Weser” last year to create a comparable smart solution for Bremerhaven and the Outer Weser. The aim is to better exploit existing terminal capacity with transparent, continuously updated information, optimise resource planning, plan ship calls in advance and thus also reduce fuel consumption.

The idea is ultimately to develop a comprehensive platform. “The data collected at the ports such as berths and processing times will be combined with environmental information – from water levels to wind speeds – and traffic data provided by the ports and used for different purposes, including intelligent management and coordination of ship calls,” explains Daniel Becker, Head of IT at bremenports. “For example, it would be possible to inform an approaching

ship early on that they have the option to reduce their speed by two knots on the open North Sea to avoid a wait before berthing. This would reduce fuel consumption and therefore emissions.”

Navigators, shipowners, terminals, Bremer Schiffsmeldedienst, Wasserstraßen- und Schifffahrtsamt (WAS) Weser-Jade-Nordsee, Hansestadt Bremisches Hafenamts and a variety of maritime service providers worked together for a period of one and a half years to develop optimisation potential for ship calls on the Outer Weser. The preliminary study was completed with an operating concept in May.

“Originally, the project was only supposed to include the Outer Weser, but has since been expanded to Bremen,” reports Becker. The preliminary study was then expanded to include control of shipping traffic up to Bremen, and the participants based in Nordenham, Brake and Bremen more intensively incorporated. For that reason, the project has since been dubbed “Digital Weser”.

The collaboration could potentially expand even beyond that. A collaboration project between seaports in northern Germany could ultimately expand approach management to include Wilhelmshaven and Hamburg. (cb) □

HYDROGEN TAKES CENTRE STAGE

Cuxhaven's aim is to be a "climate and energy transition city", which is why it has opted for one of the most hyped energy sources. With its concrete recommendations, the "hydrogen master plan" should serve as guidelines and a working paper for the local economy.

“Green hydrogen will play an essential role in creating a sustainable economy and making our economy sufficiently competitive,” emphasises Marc Itgen, Head of the Cuxhaven Agency for Economic Development.

That is more than enough reason for the city of Cuxhaven, which refers to itself as the “climate and energy transition city”, to further accelerate the transition to green hydrogen. An important step was developing the “hydrogen master plan – city of Cuxhaven”, which is a collection of guidelines that not only reveals opportunities but also outlines the necessary measures and recommendations.

German Offshore Industry Centre Cuxhaven needs to be expanded

This should, for example, ensure political support in the region on both a municipal and district level. It is also essential to further promote green energy at the location, which goes by the name German Offshore Industry Centre Cuxhaven (DOIZ), due to the offshore manufacturing and installation port with the corresponding companies.

“The green transformation in the Cuxhaven port infrastructure and suprastructure is a groundbreaking project that not only promotes green logistics but also consolidates the region's position as a central hub for the ‘green power plant’ that is the North Sea,” emphasises business developer Itgen. “These investments in sustainable technologies and renewable energies will not only create new jobs, they will also increase the region's competitiveness in the global market.”

Land-based supply of DOIZ with hydrogen-powered vehicles

The guidelines also recommend promoting the regional hydrogen economy in Cuxhaven – with mobility solutions such as hydrogen-powered public transport, more hydrogen-powered trains on non-electric sections of railway and the first ferries to be powered by compressed hydrogen. For the land-based supply of DOIZ, logistics could transition to hydrogen-powered vehicles and carbon-neutral logistics.

It is also important to attract industrial companies that further process hydrogen and could supply hydrogen-based synthetic products, most notably in the form of maritime fuel. In addition, temporary hydrogen storage – for on-demand use sometime after production and delivery – requires greater storage capacities for hydrogen or a bunker station for hydrogen and its synthetic products.

(cb) 

Cuxhaven is more than just an essential port for RoRo traffic and the transhipment of breakbulk goods, steel products, project cargo and cars. It has also established itself as German Offshore Industry Centre Cuxhaven (DOIZ) in recent years.





THE “BREMEN EXPLANATION” REQUIRES MORE FUNDING

BREMERHAVEN In the run-up to the 13th National Maritime Conference, the ministers and senators for economic affairs and transport of the coastal states as well as representatives of the German seaport industry penned a letter entitled “Bremen Explanation”, calling for the federal government to increase seaport funding, which had been static for more than 20 years. The EUR 38 million that the federal government has contributed annually since 2005 would not even be enough to build a larger nursery or school today, said Andreas Bovenschulte (left), Mayor of Bremen. “That’s nowhere near enough for a national port strategy.”



TWICE THE STRENGTH FOR THE TO GROUP

BREMEN The Transport Overseas (TO) Group was fortunate enough to acquire two experienced logistics experts, Corinna Seemann and Christine Schmidt, for the Bremen site in October. The two joined the Group’s Logistics Services & Solutions department. Seemann has been involved in project logistics in the field of oil and gas for more than 20 years and has years of international experience from her time abroad in Dubai and Tokyo. Schmidt is a trained shipping agent and, according to the TO management, knows the ins and outs of the import and export business. Her last position was Head of the Import Team.

MORE LOGISTICS SPACE FOR CUXHAVEN

CUXHAVEN During the inauguration ceremony for the new logistics space in Neufelder Strasse in October, Cuxport Managing Director Claudius Schumacher welcomed many representatives of Cuxport partners and the port industry. “The operating space at Cuxport is expanding by a third, and the Cuxhafen port by eleven hectares,” said Schumacher during the festivities. Just a few days later, the first cars rolled into the space, which was built within a period of five months and offers parking for 4,500 cars. There is even space for storing heavy loads there.



OPERATOR SWITCH AT COLUMBUS QUAY

BREMERHAVEN From 2025, Global Ports Holding (GPH) will be in charge of operating the cruise terminal at Columbus Quay in Bremerhaven. According to company information, GPH is the world’s largest cruise port operator, with 27 cruise ports in 14 countries. The company is taking over management of the terminal in Bremerhaven initially for ten years, with the option to extend for another five years. Kristina Vogt, Bremen Senator for Economic Affairs, Ports and Transformation, said that GPH had high expectations to live up to and that the partnership would likely breathe new life into cruise business and the location.

THE EMDEN PORT INDUSTRY MEETS POLITICAL DECISION-MAKERS

EMDEN With Emden Hafenförderungsgesellschaft (EHFG) and a highly diverse delegation of IHK representatives for East Frisia and Papenburg, the Emden port industry took part in the 13th National Maritime Conference in Bremen last September. In a conversation with Lower Saxony’s Minister for Economic Affairs, Olaf Lies, and the federal government’s Maritime Coordinator, Dieter Janecek, participants once again emphasised the importance of their seaports as central transshipment centres in north-western Germany for import and export goods. “The Port of Emden’s role in the energy transition should not be underestimated,” says Reinhard Hegewald, Chairman of EHFG. The Emden delegation was visibly sobered by the speeches of Chancellor Olaf Scholz and Federal Minister for Economic Affairs Dr Robert Habeck. Unexpectedly, neither of them agreed to increase government funding for the port infrastructure.



WORKING AND TESTING IN THE NAME OF FLOOD PROTECTION

BREMERHAVEN Since spring, around 900 metres of revetment – which is about 200 metres more than originally planned – has been completed along the still unreinforced 1.4-kilometre middle section of the dyke in Bremerhaven. Construction halted for the winter in October and will resume with the rest of the section in April next year. Independent of the pause in construction, bremenports started a one-day test run shortly thereafter to prepare for the flood season and set up a flood protection situation room on the twelfth floor of Atlantic Hotel Sail City in Bremerhaven, which would activate at alarm level 2 and a water level of more than 2.50 metres above the mean high tide. “Everything went quickly and smoothly with the organisation and setup of the situation centre. And everything works, which is a really good feeling. Being well prepared is everything in emergency situations,” said Christian von Deetzen, who is responsible for flood protection at bremenports, after the test.



Interreg
North Sea
Co-funded by
the European Union
DARKER SKY

NEW RESEARCH PROJECT FOR SMART LIGHTING CONTROL

BREST/NORDDEICH The aim of the EU-funded “Darker Sky” project is to reduce the impact of artificial light on the North Sea region. NPorts and ten other project partners got together in Brest in September to discuss which measures to implement. NPorts is primarily focused on the Port of Norddeich, where in 2024 the lighting will be replaced with smart LED technology for this project. Comprehensive, intelligent control will also be introduced, so that lighting can be dimmed when it is not needed.



RÖHLIG FILLS NEW POSITION WITH HENSCHEN

BREMEN On 1 September, Röhlig Logistics appointed Marisol Henschen as Global Head of Industry Verticals. The 39-year-old has an MBA and extensive international experience through her work in Switzerland, Singapore and Spain. Henschen launched her career at Lufthansa and has held management positions at DB Schenker and IATA. Before joining Röhlig Logistics, she spent some time with the Forward Air Corporation. In her newly created position, she reports to Andreas Polychronakos, Global Sales & Air Freight Director at Röhlig Logistics.

MARITIME INDUSTRY DEVELOPS NEW PERSONNEL STRATEGIES

BREMEN Creative ideas and unconventional methods can eliminate specialist and staff shortages in the maritime industry, which can be increasingly felt at sea and on land. This year’s Bremen Shipping Congress came to an end with this message in October. Initiated by the City University of Applied Sciences in Bremen, the event is organised in collaboration with Maritime Cluster Northern Germany (MCN) and many other maritime institutions and associations and, for 17 years, has had a reputation for being one of the most important HR industry events. Thanks to practical keynote speeches by figures in the shipping and port industries as well as from institutions indirectly involved in the shipping industry, the discussion moderated by Dr Susanne Neumann (right), Head of MCN’s Lower Saxony Office, and Sabine Zeller (left), Managing Director of Berufsbildungsstelle Seeschifffahrt, also proved to be a great source of ideas.



A PUBLIC START-UP TO ENSURE SUPPLY

Deutsche Energy Terminal (DET) was established as a state-owned company to operate government-leased floating LNG terminals in Wilhelmshaven, Brunsbüttel and Stade.



With the loss of natural gas deliveries linked to the Russian pipeline, the German and European energy and gas infrastructure had to be restructured, which is why a terminal infrastructure is being developed for new import routes with the aid of floating storage regasification units (FSRUs).

Founded in January 2023 as a wholly owned government subsidiary, Deutsche Energy Terminal (DET) plays a key role in this process. “In these difficult times – with the upheaval in Europe’s energy supply – the German government commissioned us to make this important contribution to securing the supply,” says Dirk Lindgens, Head of Communications at DET. The managing director is Peter Röttgen, who has been involved in different energy supply companies, public services and associations.

A wide range of operations associated with the floating LNG terminals

To restore supply security in Germany, the company is working to ensure seamless operation and full utilisation of the government-owned FSRUs – two in Wilhelmshaven, one in Stade and one in Brunsbüttel – as well as the successful sale of regasification

capacities. In addition to managing charter contracts, start-up DET also supports development of the infrastructure on land and is involved in further developing the import infrastructure, with the ultimate aim of using green gases.

DET has also been implementing auctioning rounds since mid-October, which offer traders discrimination-free market access, conform with the LNG Ordinance (LNGV) and are approved by The Federal Network Agency. In contrast, the procurement and delivery of liquefied natural gas is the responsibility of gas traders, who buy natural gas on the global market and ensure transport to the terminals. As the terminal operator, the company is also the contact for the general public and coordinates services locally.

Headquarters with six employees in Düsseldorf

Whilst all the terminals are at home in northern Germany, the headquarters with its six employees are located in Düsseldorf, for which there is a very practical reason according to DEZ. Many partners like Uniper (Düsseldorf), RWE (Essen) and an engineering firm that specialises in LNG (Bonn) are also located in the state of North Rhine-Westphalia.

The federal government estimates that the FSRU projects designed to secure the supply will cost around EUR 9.8 billion. The income that the start-up generates from selling regasification capacities will go back into the national budget. (cb)



“The federal government commissioned us to make this important contribution.”

Dirk Lindgens,
Head of Communications at DET



INNOVATIVE PROJECT AND BREAKBULK SOLUTIONS IN DEMAND

BREMEN Until 5th January 2024, interested companies that have developed innovative solutions in project and breakbulk logistics this year can apply for the “2nd BHV Project Logistics Award”. The award ceremony will be held at the 11th Project Logistics Expert Forum, hosted by BHV – Bremische Hafen- und Logistikvertretung, at the Parliament House in Bremen on 15 January and

traditionally attracts the national and project logistics community to the Weser. For terms of participation and full details about the award and the expert forum, please visit www.bhv-bremen.de. OHB Digital Services, based in Bremen, received the “1st BHV Project Logistics Award” in January 2023 for its development of “LogTwin”, a digital twin (see photo).



SPECIAL “ENERGY EFFICIENCY” AWARD FOR C3 BREMEN

BREMEN For its sustainable C3 Bremen logistics centre, BLG LOGISTICS received the German mobility industry’s special “Energy Efficiency” award this November at St Paul’s Church in Frankfurt. The award from "Deutsche Verkehrswissenschaftliche Gesellschaft" acknowledges successful projects and solutions which, in measurable and verifiable ways, significantly reduce energy consumption and climate-relevant emissions in the transport sector. “We’re absolutely delighted that our lighthouse project C3 Bremen won this award this year,” stated Matthias Magnor, COO of BLG Group.



HAPAG-LLOYD APPOINTS A TERMINAL BOARD MEMBER

HAMBURG The Hapag-Lloyd Supervisory Board appointed Dheeraj Bhatia as a member of the company’s executive board as from 1 January 2024. Bhatia will also be CEO of the new Hapag-Lloyd Terminal Holding company based in Rotterdam, which bundles infrastructure investments. Bhatia has over 20 years of experience in container shipping, including international management positions at Norasia Container Lines and CSAV. He was the Hapag-Lloyd MD of the India region from 2014 and managed the Middle East region from Dubai as Senior Managing Director from 2018.



SUCCESSFUL TRAINING FOR EMERGENCY SITUATIONS

BREMEN When it comes to flood protection, only regular training and teamwork can prepare you for worst-case scenarios. In September, this realisation resulted in a special collaboration between bremenports and Technisches Hilfswerk (THW). As a test,

around 30 THW volunteers used some shovels and heavy equipment to fill as many sandbags as possible as quickly as possible. And they were successful. “The team was able to fill a good 1,500 bags per hour,” says THW spokesperson Julian Büchel.



JOURNEY TO THE PORT OF TOMORROW

BREMERHAVEN In late September, 75 representatives of the port industry met for the 3rd Smart Port Workshop in Bremerhaven. “Port digitalisation will only work if the processes are coordinated. It’s absolutely essential that the public sector and business work hand in hand and develop solutions, together,” explained Kristina Vogt, Bremen’s Senator for Economic Affairs, Ports and Transformation, during her welcome speech. On multiple occasions, the workshop demonstrated that the “smart port” evolved beyond the status of a mere idea long ago. Daniel Becker, Head of the IT Department at bremenports and responsible for the smart port project, presented the plans for “Digital Weser”. PRINOS, the new port railway information and operating system PRINOS has already gone live. Becker was pleased with the workshop results. “Together we were able to identify many processes we’ll need to consider as we continue to plan the smart port – especially the issue of cybersecurity and data exchange between companies and the public sector.” With so much interest and active participation, he pronounced the workshop a success.



AG SEEHÄFEN: STATE'S FINANCIAL PLANNING INSUFFICIENT

HANOVER The Lower Saxony Seaports Working Group (AG Seehäfen) was very concerned about September's budget discussions on the financial planning for the state of Lower Saxony in Hanover. "For 2024, the state is attempting to stabilise the funds for the state's own port infrastructure company, NPorts, at EUR 40 million. But this amount will be reduced by EUR 10 million from 2025," says Michael de Reese, AG Seehäfen spokesman. "Just recently at the National Maritime Conference, Lower Saxony and the other German states along the coast demanded, in no uncertain terms, that the federal government increase its funding significantly for the port infrastructure – and for good reason. It's very clear that Lower Saxony cannot cover these investments of national importance alone." At the same time, slashing investment funds by a quarter in its own financial planning would not be the right signal to send to Berlin, de Reese added. That would compromise the upkeep of NPorts' existing structure as well as its ability to operate.



2x LOGISTICS TALK

STUTTGART/PRAGUE Logistics Talk was held at Phoenixhalle im Römerkastell in Stuttgart on 19 October and at the German-Czech Chamber of Industry and Commerce in Prague on 9 November. Both events focused on the risks, opportunities and impacts of the climate crisis as well as essential measures that the port and transport sector can introduce on the path to climate neutrality. Host Hilke Theessen (Radio Bremen) welcomed Daniela Andreß (MGL Europa), Sandra Prang (bremenports) and others to the discussions in Stuttgart. In Prague, these same issues were discussed by experts Isabel Biedermann (DB Netz AG), John Böltz (A. Hartrodt CZ), Stefan Färber (bremenports) and Thomas Gaßmann (Geis Group CZ). On both evenings, guests had the opportunity to listen in on a conversation on a wide variety of topics and then chime in themselves at the get-together afterwards.



DSV TESTS SOLUTION FOR SUSTAINABLE LAST-MILE DELIVERY

BREMEN Pilot project at DSV Air & Sea: with its German branch in Bremen, the international logistics company tested an all-electric Volta Zero lorry for the first time in Germany in September and October. Featuring a battery capacity of 150 to 225 kWh, depending on specifications, the Volta Zero offers a real electric range of 150 to 200 kilometres with a single charge. From the two-week test, DSV expects results that will make decarbonisation of the last mile of land-based transport even more sustainable and safer.



NEW WATER HABITAT FOR AMPHIBIANS AND MORE

BREMERHAVEN On the banks of Lower Lune, another compensation measure was implemented for Columbus Quay in October. Several waterways were created with a total water surface of 6,600 square metres, which should serve as a spawning area for different species of fish. "Habitats are also improved for other animal species such as amphibians, reptiles, birds and otters," explains Thomas Wieland, who as a landscape architect and Head of the Compensation Team at bremenports is responsible for the project.

PHOTOS: PRIVATE, BREMENPORTS (3X), DSV, BERUFBILDUNGSSTELLE SEESCHIFFFAHRT E.V., BIG LOGISTICS, NORDFROST

“GERMAN PORTS” ON SHOW IN SINGAPORE

SINGAPORE In November, the ports of Bremen, Hamburg and Lower Saxony all shared an address in Singapore for a period of three days. Under the umbrella brand “German Ports”, they appeared at a shared stand at the transport logistic Southeast Asia trade fair. A first not only for active port collaboration among the northern German exhibitors, but also for the trade fair itself, which kicked off its new format for the first time in Singapore. “It’s extremely important that we stand united locally as German ports and bring our port collaboration to life,” says bremenports Managing Director Robert Howe. “The flow of goods from Southeast Asia to Europe continues to grow,” adds André Heim (3rd from right), Managing Director of Seaports of Niedersachsen. “That’s why our shared goal in Singapore was primarily to put the spotlight on our ports – the German ports.”



“GERMAN SEAPORTS ARE RELEVANT TO THE SYSTEM”

BREMEN German port policy needs to acknowledge the national and European importance of German seaports, stated Frank Dreeke, CEO of BLG LOGISTICS, in September, ahead of the 13th National Maritime Conference (NMK) in Bremen. He also clarified that German seaports are relevant to the system and, as transshipment centres for green energy, play a central role in the energy transition. As a seaport and logistics service provider with an international network and its headquarters in Bremen, the BLG LOGISTICS GROUP sponsored the NMC evening event.



NORDFROST INAUGURATES NEW CAPACITIES

SCHORTENS The sixth phase of construction on the NORDFROST Seaport Terminal kicked off at the Wilhelmshaven container port in November 2022. The new systems – a large container depot and a drying hall for project logistics – were officially inaugurated and commissioned at the 33-hectare site in November. Around 200 invited guests, including partners of many years, political, business and administration figures, representatives of shipping companies and shipping agents, and GVZ neighbours, attended the NORDFROST event.

THREE AWARDS FOR MARITIME TRAINING

BREMEN Berufsbildungsstelle Seeschifffahrt (BBS) presented three awards at the 17th Bremen Shipping Congress in October: “Excellent training company 2023”, “Excellent trainer 2023” and “Excellent instructor 2023”. Training shipping company AG EMS from Emden, trainer Tom Rüdiger from the Fairplay Towage Group in Hamburg and instructor Silvia Baumgartner from Berufsbildende Schulen Wesermarsch in Elsfleth were honoured in these categories for their extraordinary services. “This evening we have the opportunity to put the spotlight on maritime apprenticeships,” said Dieter Janecek, the federal government’s maritime coordinator, who had joined the festivities with a video message and highlighted the importance of apprentices and instructors.



REFRIGERATED LOGISTICS ARE ENERGY-INTENSIVE

Refrigerated logistics is facing increased pressure due to the high costs of energy. Indeed, energy costs make up an above-average proportion of total costs. Consequently, Lars von Glahn, Head of Energy and Sustainability at Nordfrost, complains: "In current debates concerning price subsidises of electricity not enough attention is being paid to energy-intensive refrigerated logistics. Dropping the tax on electricity to the European minimum of 0.05 cents per kilowatt hour would, on the other hand, provide non-bureaucratic and effective relief to all companies – this is echoed by our industry association." The main focus of the logistics company which, apart from its European headquarters in Schortens, Frisia, also runs 40 other deep-freeze locations in Germany, is thus on identifying the potential for further savings and on making its own energy consumption even more flexible. "We have already implemented a variety of measures to save CO₂ – from photovoltaic systems on all new

buildings and the partial retrofitting of existing properties through to the use of power purchase agreements for generating electricity from a hydroelectric power plant," said von Glahn. Furthermore, tests for the use of electric trucks and plans to set up a charging infrastructure are underway at two locations. "AI is also used to control our refrigeration systems, so that cold storage buffers are used as energy and flexible storage. A wind power project is also being planned by the authorities," said von Glahn, outlining the various measures to save energy that were taken at Nordfrost. Nevertheless, he warns: "Energy costs in the supply chain remain high and also impact end-user prices. Our goal should be to take the pressure off consumers." (bre) □



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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

JAN	15. 1. 2024		11th Project Logistics Expert Forum www.bhv-bremen.de Bremen, Germany
	17. 1. 2024		New Year Reception www.bremenports.de/en/events Berlin, Germany
FEB	7. – 9. 2. 2024		FRUIT LOGISTICA www.fruitlogistica.com Berlin, Germany
	13. 2. 2024		BHV-Hafenclub www.bhv-bremen.de Bremen, Germany
	19. 2. 2024		Annual Press Conference Seaports of Niedersachsen www.seaports.de Oldenburg (digital), Germany
MAR	5. – 7. 3. 2024		Intermodal South America www.intermodal.com.br São Paulo, Brazil



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