Bremerhaven is one of Europe's leading locations for the transhipment of fruit and vegetables, fish and seafood, frozen poultry and meat. Every year, more than 250,000 tonnes of temperature-controlled food products are loaded and discharged at two dedicated fruit terminals. Diverse frozen-storage warehouses are available at the terminals.

www.bremenports.de/en/location
Dear readers,

Close links with the logistics sector are essential to the future of northern Germany’s agricultural and food industry. Both sectors play key roles in the national economy. Food is in demand worldwide – as are products from the fields of agricultural and animal housing technology. This benefits the entire agricultural and food industry, but particularly the animal rearing region of Oldenburg-Münsterland, with its upstream and downstream market segments. The logistics sector has reacted accordingly, and is offering customised concepts for secure transport of food and other agricultural goods from the production site to the port – by rail, road or combined transport. This means that the sea and inland ports of Bremen and Bremerhaven, Wilhelmshaven, Oldenburg, Nordenham, Sedelsberg and Brake are central logistics hubs in the north-west.

The two industries’ big challenge for the future lies in working together to meet the needs of the world market in a flexible, innovative, cost-effective and sustainable way.

I hope you enjoy reading!

Uwe Bartels

“Combatting challenges in agricultural and food logistics in a cost-effective and sustainable way”

Uwe Bartels, retired Minister and Chair of the agriculture and nutrition forum for the Oldenburg Münsterland, headquartered in Vechta
Grain and feed handling

The loading and unloading of lorries, inland vessels and sea-going ships requires efficient systems as well as special expertise and equipment.
CUXHAVEN. The new refrigeration system at refrigerated warehouse III in Cuxhaven has been completed and was officially handed over to the operator, Cuxhavener Kühlhaus, in October 2015. The system is state-of-the-art and consumes around a third less electricity than its predecessor. Niedersachsen Ports has invested a total of 1.6 million euros in the modernisation.

BREMEN/BREMERHAVEN. The senior water authority with the Senator for the Environment, Construction and Transport in Bremen granted the planning permission for the construction of an offshore terminal (OTB) in Bremerhaven at the end of November 2015. The permission had been applied for by bremenports in December 2012, on behalf of the Senator for Economics, Labour and Ports.

HAMBURG. The chamber of industry and commerce for northern Germany (IHK Nord) has quantified the importance of seaports for all districts for the first time. For example, over 90 per cent of foreign trade by sea, particularly machinery and vehicles, from the district of Böblingen in Baden-Württemberg is handled at German seaports – representing a value of around 19 billion euros a year up to 2030.

Austria has a seaport

BREMERHAVEN. In 2015 the 1,000,000th railway container from the seaport of Bremerhaven went to Austria. It was sent by forwarder Kühne + Nagel Österreich, which welcomed the container from shipping company CMA CGM in Bremerhaven as part of a celebration shared with representatives of the Eurogate terminals and the container freight station (CFS). The symbolic event emphasised the importance of the seaport for the Alpine country. Austria has been an important market for Bremerhaven for years now. It offers a lot of potential and can be reached by train daily within 24 hours, more or less overnight. Rail connections are offered by various operators. The rail routes to the four biggest Austrian train stations – Vienna, Linz, Enns and Salzbur – are well developed, can be reached easily from Bremerhaven, and have large capacities. Image (from l.): Georg Wurz (WienCont), Wolfgang Schiemann (Eurogate), Franz Braunsberger (Kühne + Nagel), Michael Albers (Eurogate), Andreas Stepan (CMA CGM), Michael Skiba (bremenports), Alfred Wolfram (bremenports), Robert Grois (WienCont), Michael Hoffmann (Kühne + Nagel).

Quay in Bremerhaven’s Kaiserhafen undergoes reconstruction

BREMEN/BREMERHAVEN. At its meeting at the start of December 2015 Bremen’s Senate resolved to renovate the west quay in the Kaiserhafen. The construction of the required replacement is expected to be completed by the end of 2017. 440 metres of quay will be renewed in the first phase of construction. The renovation, which is estimated to cost 32.7 million euros, is being financed from central investment funds for the year 2016/2017.

Ems ships flue gas filter from Emden to Dublin

PAPENBURG/EMDEN. Ems Chartering from Leer and EMS Log from Bremen shipped a flue gas filter in December 2015. First, two 39-tonne reactors were loaded onto an inland vessel in the port of Papenburg. The two heavy pieces are over 20 metres long and just under six metres tall and wide. Together with other parts, including filters and converters, they were moved onto a sea-going vessel in Emden by port services provider EPAS, then shipped to Dublin and taken to the construction site there. The whole system comprises 54 parts, which were transported in two lots.
New dolphin berth at the Emspier opened

EMDEN. The new dolphin berth with ro-ro facility was officially opened at the Emspier in Emden’s Außenhafen a few days before Christmas. This will allow additional feeder ships for vehicle transport measuring up to 150 metres in length to be handled. A 47 metre-long, 23 metre-wide steel ramp weighing 210 tonnes was manufactured in Papenburg and installed for this purpose. A mooring jetty approx. 220 metres long was also set up, and access and berthing pools created using the dredger, as part of the overall construction measure.

BMVI funds upgrade of a container ship to LNG

BERLIN. As part of the German government’s mobility and fuel strategy, the Federal Ministry of Transport and Digital Infrastructure (BMVI) is supporting Wessels Reederei with a seven-figure grant to help upgrade its container ship “Wes Amelie” from heavy oil to LNG (liquefied natural gas). It is the first container ship in the world to be upgraded to LNG operation. This will significantly reduce the ship’s emission of harmful substances: over 99 per cent less sulphur dioxide, 90 per cent less nitrogen oxide, and 20 per cent less carbon dioxide.

New BLG vehicle shelving system opened in Bremerhaven

BREMERHAVEN. BLG Logistics has put the new N3 vehicle shelving system into operation at its car terminal in Bremerhaven six weeks earlier than planned. The official opening took place at the start of November 2015 in the presence of the Senator for Economics, Labour and Ports Martin Günthner and Bremerhaven’s Mayor Melf Grantz. The new vehicle shelving system is the eighth on BLG’s premises, and its capacity makes it one of the largest car parks in Germany. There is space for a total of 7050 vehicles over five levels – that’s more than 6,000 additional parking spaces.

Fednav changes over to winter schedule

BRAKE. December 2015 saw the end of shipping company Fednav’s summer schedule for the North Atlantic link between Brake and the Great Lakes for bulk and piece goods. Fednav will be offering departures to ports on the St. Lawrence River, depending on volume, until the Great Lakes are freed up in March. Fednav’s ships are looked after by J. Müller Stahl + Projekt Terminal in Brake.

TFG Transfracht expands its connections

BREMERHAVEN/HAMBURG. TFG Transfracht, the specialist for seaport hinterland transport, has been expanding links between the German seaports and Kombi-Terminal Ludwigshafen (KTL) since mid-November 2015. The Albatros Express now runs between Ludwigshafen and the various containers terminals in Bremerhaven and Hamburg three times a week.

Digital business directory for shipping

EMDEN. A free maritime business directory for shipping companies and service providers is being run in the format of an online platform by AIS Agency and Independent Shipmanagement in Emden. Visiting www.portlogs.com, users can use a search function to find ports, as well as agencies and sectors working there. An internal messenger also allows users to send enquiries. The company states that the platform currently has users from 35 countries throughout the world.
SUMMARY NEWS

BREMERHAVEN. The Saudi Arabian state shipping company Bahri General Cargo has been operating a new monthly ro-ro liner service between Northern Europe – primarily Bremerhaven, Hamburg, Antwerp and Bilbao – and the Persian Gulf (Jeddah and Dammam in Saudi Arabia and Jebel Ali in the United Arab Emirates) since autumn 2015. To do this it uses six RoCon ships, all built in 2013 and 2014 and with a ramp capacity of up to 250 tonnes, an entry height of 6.80 metres and a combined crane load of 2 x 120 tonnes. Independent ship broker Transport Overseas Chartering from Bremen is representing Bahri as its agent and is responsible for port clearance.

BREMERHAVEN. The Department for Economics, Labour and Ports agreed to Bremen’s participation in the European Maritime and Fisheries Fund in November 2015. This means that 13.3 million euros will be invested in the further development of tourist attractions in Bremerhaven’s Fischereihafen and in promoting the fisheries sector and associated industries between 2016 and 2020. Participation requires co-financing of 25 per cent. Bremen’s share is 3.3 million euros. A total of 157 projects were approved and implemented in Bremen’s fishery port under the 2007 to 2014 programme.

BREMERHAVEN. For the second time since 2010, Deutsche GVZ-Gesellschaft (DGG) carried out a study to position and compare freight villages (GVZ) throughout Europe and drafted a European ranking last year. The German freight villages did very well: Bremen took second place after Interporto Verona, followed by Nuremberg. Both managed to hold onto their positions.

NORTHERN GERMANY. Northern Germany’s railway forum “Dialogforum Schiene Nord” decided on the “Alpha option” at the start of November, by a large majority. The aim is to get the rail links in the Hamburg–Bremen–Hanover triangle ready for increasing goods transport. Lower Saxony’s Transport Minister Olaf Lies (left) handed the final report over to Enak Ferlemann (centre), Parliamentary State Secretary to the Federal Ministry for Transport and government representative, and Vice-Chairman of Deutsche Bahn, Volker Kefer (right).

New logistics centre in Bremen

BREMEM/HEDDESHEIM. The group Pfenning Logistics from Heddesheim has opened a new branch in Bremen’s Hansalinie business park. Around six million euros have been invested in the new site. The property, which sits on an area of 15,000 square metres, is the new headquarters of the logistics firm’s 230 Bremen-based employees. Pfenning Logistics plans to create at least 60 more jobs over the coming year – mostly for lorry drivers.

GVZ Bremen ranks in second place

BREMEM. For the second time since 2010, Deutsche GVZ-Gesellschaft (OGG) carried out a study to position and compare freight villages (GVZ) throughout Europe and drafted a European ranking last year. The German freight villages did very well: Bremen took second place after Interporto Verona, followed by Nuremberg. Both managed to hold onto their positions.
**Doubled frequency**

**BREMERHAVEN.** Shipping company Wallenius Wilhelmsen Logistics (WWL) has increased its frequency and capacity on the ro-ro service between Europe and the west coast of the USA. Since the start of this year it has been running a weekly liner service from Bremerhaven, Zeebrugge (Belgium) and Southampton (UK) to Baltimore (USA). Transhipment traffic is to be extended to Latin America, the Caribbean and Asia via the hub in Manzanillo (Panama). WWL uses the latest generation of ships on this route.

**Moroccan delegation visits Cuxhaven**

**CUXHAVEN.** In October 2015, 28 marketing and operations representatives from the largest Moroccan port operator Mars Maroc, ESSEC Business School in Paris and the Institut supérieur d’économie maritime in Saint-Nazaire, France, came to visit the port of Cuxhaven as part of the 8th ShortSea Euro Conference. Captain Arne Ehlers, Managing Director of Bremer Reederei E & B, and Oliver Fuhljahn, Head of Automobile Logistics at Cuxport, gave presentations on handling options in Cuxhaven.

“The multi-purpose terminal and the offshore terminal attracted particularly great attention. It was an excellent initiative that was received with great interest and positivity by the guests,” explained Fuhljahn. The head of the delegation extended an invitation in return.

**Bremen invests in rail**

**BREMN.** The Senate of the Free Hanseatic City of Bremen is drumming up around 40 million euros this decade in order to expand the port railway network in Bremerhaven, bringing more goods trains to the rails. The biggest individual project under this investment package is being realised at the edge of the container terminal.

**Port company bremenports is having the port railway station, Imsumer Deich, expanded at a total cost of 29.5 million euros.** Instead of its current eight train-length tracks, in future the rail company will have 16 tracks at its disposal, alongside Senator-Borttscheller-Straße.

**Keel laying for “Genting Dream” at Meyer Werft**

**PAPENBURG.** The Meyer Werft shipyard in Papenburg laid down the keel for cruise ship “Genting Dream” in covered building dock II at the start of December 2015. Tan Sri Lim, Chairman and Chief Executive of the Genting Group, and Bernard Meyer placed the lucky penny on the supporting blocks before the 800-tonne crane laid down the first block of the second phase of construction for the new ship. With 151,300 GT and space for around 3,300 guests, the 335 metre-long, 39.7 metre-wide “Genting Dream” will be the largest cruise liner in Dream Cruises’ fleet.

**Kaiserschleuse available again**

**BREMERHAVEN.** The repair work to Bremerhaven’s Kaiserschleuse was successfully completed in December 2015. The fact that the international port has two efficient lock entrances again is good news for the port and its customers, says bremenports’ Managing Director Robert Howe. “The two lock heads were repaired as quickly as possible.” However, “The lock that we got is unfortunately not the lock that we ordered. We believe that this is clearly a warranty issue.”
Utmost quality

Quality, safety and transparency are playing an increasingly large role in agricultural and food logistics. This specifically includes compliance with hygiene standards and required temperatures in transit and in the warehouse, as well as the traceability of the goods flow.

More transparency along the food supply chain has become a significant trend over recent years. This has an impact on networks, technologies, processes and employees. Food is extremely sensitive, and requires specific expertise – particularly when it comes to handling, storing and distributing it. Only careful handling on the route from the producer to the consumer can ensure freshness and prevent bacteria from developing. One important aspect of this is constant temperature compliance. Just a few degrees’ difference can lead to products ripening more quickly, or even spoiling.

Just like other European countries, Germany depends heavily on imports for fruit, vegetables and fish. In fact, it exports around 41 million tonnes of food per year, but still imports some 34 million tonnes. Imports from overseas generally get here in refrigerated containers or on refrigerated ships.

Refrigeration logistics conference

The event “Cool Logistics Global”, which will take place at Dorint Park Hotel in Bremen from 26 to 28 September 2016, is all about temperature-controlled goods. Port management company bremenports has brought the annual conference and exhibition to the Weser. The focus topic is temperature-controlled goods, as well as their storage, transport, handling, and particular technical challenges. This is an area that the site of Bremen/Bremerhaven is able to cover perfectly in terms of content and general site presentation, with a range of companies such as Eurogate, BLG Coldstore, Heuer Frucht-Spedition, Kühne + Nagel and the fish processing industry in...
Clearance of fresh fruit at Bremen’s main customs office

Why do goods have to be cleared by customs?
Importation of goods into the customs territory of the European Union from third countries is an event that gives rise to taxation. Two taxes are incurred. The “customs duty” tax essentially has various functions. The fact that the customs duty causes the goods to become more expensive protects the domestic economy against foreign competition (protective tax). The customs duty also serves to generate public revenue (fiscal tax), and largely goes to the European Union. The second tax is import sales tax. This corresponds to value added tax and is deductible as an input tax.

What else do customs check with fresh fruit?
In the EU there are marketing standards for bananas and other types of fruit, which have to be checked by the Federal Office for Agriculture and Food (BLE) at the point at which they are released into free circulation. Customs check whether a conformity check has been carried out, or whether the BLE has issued an exemption for the relevant consignment.

Does fresh fruit always have to pass through customs or are there exceptions?
Every import of goods into the European Union from a third country essentially incurs customs debt. For example, when crossing over the free port boundary out of the port’s territory in Bremerhaven. In addition, bananas may also undergo the customs warehousing procedure. Only when they are removed from the warehouse and released into free circulation does the customs duty have to be paid. Customs duty also does not have to be paid in the case of direct or re-export out of the EU’s customs territory following the customs procedure.

What do customs do?
Fresh fruit is generally registered electronically. As the responsible customs officers on site generally have the corresponding approval, the fruit is either released into free circulation – levying customs duty and import sales tax – through the simplified registration procedure and/or transferred on to other customs procedures, such as dispatch or the warehousing. As these are sensitive goods and special inspection certificates are required, for example for the currently increasing number of organic goods, the fruit is subject to special monitoring upon import.

What does customs clearance cost?
The third country customs duty rate for fresh bananas is currently 132 euros per tonne. For example, if you import 2,000 kilograms of bananas (net weight) you will have to pay a customs duty of 264 euros. Preferences are granted – upon presentation of corresponding evidence – based on mutual agreements with the bananas’ countries of origin, or unilaterally for reasons of developmental aid. This may cause the customs duty rate to be reduced to zero. In addition, import sales tax of seven per cent is charged. For this, the bananas’ sales price, the cost of transport to Bremerhaven and the amount of customs duty are added together.

Are there other risks?
As the countries of origin for fresh fruit – primarily countries in central and south America – are known for production of and trade in narcotics, the goods cycle and distribution channel are subject to a special risk analysis. Press releases published recently – for example concerning drugs found in banana boxes – and increased seizure of narcotics over recent years show that stricter checks on imports are essential.
Bremerhaven. For example, two terminals in Bremerhaven’s Kaiserhafen specialise in handling fresh fruit. Around 250,000 tonnes of temperature-controlled goods are loaded and unloaded at the Columbuskaje every year. This makes Bremerhaven one of the most important European seaports for the import of temperature-controlled food; other important players in Lower Saxony are the sites of Cuxhaven and Wilhelmshaven.

"Alongside various effects on the regional economy, holding 'Cool Logistics Global' gives us an excellent platform for providing expert participants and visitors with an insight into what Bremen’s ports can do and what the companies that work here have to offer in this special sector," says Michael Skiba, Head of Marketing at bremenports, regarding the organiser’s decision to opt for Bremen.

Quality scheme for food

The QS (Qualität und Sicherheit (quality and safety)) Standard for Logistics has been binding for logistics service providers working in the wholesale of fruit, vegetables and potatoes in Germany since 2015. The requirements focus on the traceability of goods and on hygiene during transport by road and short-term storage. Transport from the supplier to the food shop and agricultural transport are excepted from this regulation. The certification confirms that processes are regularly checked by independent auditors. If a logistics company already has an IFS Logistic certificate, they can participate in the QS system on this basis.

There are already 206 logistics service providers registered as QS system partners, with 123 companies being from Germany and 83 from abroad. Wilfried Kamp-hausen, who is responsible for the Fruit, Vegetables and Potatoes Division at QS, says he is happy with the figures: “By making participation obligatory for transport companies we have made an important contribution to ensuring further improvements in quality assurance at all stages from the producer to the food retailer, as well as in consistent traceability of goods and hygiene practices during transport.”

Food and feed monitoring

However, it is not just private companies that are responsible for the safety and inspection of food and agricultural products. Around 900 employees are involved in consumer protection within the Lower Saxony State Office for Consumer Protection and Food Safety (LAVES) alone. They take care of food and utensil inspection, feed inspection and veterinary drug monitoring, meat hygiene, eradication of animal diseases, disposal of animal by-products, market surveillance and technical process monitoring – among other things. Their aim: safe foodstuffs in all stages of production “from the stable to the table”.

LAVES has six testing institutes in the whole of Lower Saxony (Food Institute, Veterinary Institute, Institute for Fish and Fishery Products, Institute for Commodities, Feed Institute, Institute for Apiculture). Furthermore, the specialised departments state-wide are entrusted with the duties of operative and competent consultancy for the local authorities. Likewise, the State Office has Technical Experts and the Animal Welfare Service who, with their expertise on issues of animal husbandry and technology in all areas of veterinary service, contribute to preventive consumer protection.

Feed quality

High-quality, safe feed is not only important in order to ensure optimum nutrition for animals, but is also relevant to the food chain, for example in the production of meat and sausages. As such, this sector is subject to high standards, such as the QS system. Here every business
that manufactures or trades in feed is obligated to participate in feed monitoring. This concerns around 3,700 feed manufacturers and retailers, as well as some 50,000 farms that grow and mix feed themselves. All samples and analysis results are entered into the QS database. Critical values and exceedance are displayed straight away, and quality assurance measures are agreed and introduced.

The current report from the company, QS Qualität und Sicherheit, provides a more detailed insight into feed monitoring. When it was drawn up the writers had access to more than two million pieces of analysis data. The statutory maximum values, intervention levels or guide levels were found to have been exceeded in less than one per cent of the feed samples checked for unwanted substances. "The results of the monitoring report are evidence of the fact that our system partners in the feed industry and agriculture are working cleanly. They show that seamless interweaving of checks along the value chain works," says Hermann-Josef Nienhoff, Executive Director of QS Qualität und Sicherheit. (cb)

The importance of Bremerhaven's Fischereihafen

It was once the largest fishing port on the continent. Today fresh fish comes into this part of Bremerhaven’s port on fishing boats less often. Nevertheless, the Fischereihafen hasn’t lost its importance: it is home to the largest and most important commercial zone in Bremerhaven and the region, with a current tally of over 400 companies and nearly 9,000 employees in the food and fisheries industry, among others. These include, for example, the company Frozen Fish International, which produces around 49,000 tonnes of “Iglo” fish sticks in the Fischereihafen alone each year. It is also home to fish factory Deutsche See and frozen food producer Frosta, which produces around 95,000 tonnes of frozen fish a year at the Bremerhaven site. Another special feature of the Fischereihafen is its links between science and industry, such as between the Technologie-Transfer-Zentrum and the Alfred Wegener Institute for Polar und Marine Research. The institutes for sea fisheries and fisheries ecology, which are part of the federal Johann Heinrich von Thünen Institute for Rural Areas, Forestry and Fisheries, will also be moving from Hamburg to Bremerhaven’s Fischereihafen by the end of 2017. This is leading to a new building of 6,000 square metres and space for up to 150 employees being created at a cost of 35 million euros.

Handing of bananas is still your company’s mainstay. What sets transport of bananas apart from that of other fruits and foodstuffs?

ZOBEL: Bananas are harvested when they are green and unripe, and represent a particularly complicated and sensitive load. Ripening is stopped during transport by means of refrigeration – we call it “putting the bananas to sleep” – and then started again at ripening centres here in Germany. To achieve this, the temperature must be kept at between precisely 13.3 and 14.5 degrees Celsius during transport. In addition, the air needs to be changed 80 to 90 times an hour. The supply of fresh air also helps to prevent the ripening process.

What happens if this temperature is not complied with?

HASSELDENR: There are two answers to that: if the transit temperature is too high, the bananas themselves develop the ripening gas ethylene. This means that a ripe banana will cause another banana that is still green to ripen within

Interview with Matthias Hasselder, Managing Director for Forwarding and Sales, and Jan Zobel, Head of the Hamburg Branch, both at Heuer Logistics.
a very short time. Ripening essentially means conversion of starch into sugar. When the banana goes brown, it’s just flecks of sugar. This makes it very sweet and enjoyable – but unfortunately unsellable. The problem is that the ripening process, once started, cannot be stopped again. If the transit temperature is too low, the fruit can suffer frost damage. The ultimate result is that the bananas are no longer able to ripen properly, develop a grey sheen and can no longer be sold.

Following a brief break in 2012 you have been receiving a weekly banana freighter service in Bremerhaven again since 2013. Why?

HASSLENDER: Producers are constantly thinking about how the transport of bananas by ship can be optimised. Containers used to be the most popular choice. But refrigerated vessels offer many advantages! Over 300,000 tonnes of bananas in total were handled at our terminal in 2014; the proportion of container goods was around 50 per cent.

What advantages does transport by refrigerated ship offer?

ZOBEL: The spaces are much larger than in containers. This facilitates better through-flow of air. For example, if the bananas have been harvested too late or spent too long in the outward port, continual adjustment of the temperature and ventilation during transport can mean that “healthy” bananas still reach the receiving port. Another benefit is the ability to influence the schedule, and the availability.

And all of this isn’t possible with a reefer?

ZOBEL: Exactly. The bill of lading (B/L) specifies a certain temperature that must be complied with throughout the entire transport process. On a refrigerated ship each deck can be operated separately, and the goods can even be monitored during the journey by means of visual checks. If necessary, the crew can alter the conditions on board, for example feeding in more fresh air, or lowering or raising the temperature. In the case of container transport it is only possible to check the goods again at the unloading port. They may have already spoiled or no longer be sellable as food. In addition, containers have to comply with their schedule, which makes them considerably less flexible.

So why is there a trend towards containers and away from conventional banana freighters?

HASSELDNER: Containers are usually cheaper. In addition, they can be brought right into the plantations in the tropics, making handling simpler. Plus there are no longer many ports that handle conventional refrigerated ships with fruit. Bremerhaven and Hamburg are the only places in Germany that currently offer this.

And who’s prepared to pay more for the quality advantage?

ZOBEL: Organic and/or fair trade goods are generally transported using refrigerated ships. Firstly, the sales price for these goods is higher, meaning that it is possible to pay greater transport costs. Secondly, considerably fewer, or no, pesticides and herbicides are used on these bananas, which makes them much more sensitive.

How is the transport of bananas going to develop from here?

HASSELDNER: The trend towards containers is inexorable. For example, I’m not aware of any new builds or new build projects for refrigerated vessels. The economy relies on containers.

ZOBEL: There are, however, still price-intensive markets and products for which conventional loading is worthwhile. Refrigerated ships are no longer worth it for the masses, but there’s still a market for quality.
Cool logistics

Frozen fish has been extremely popular with consumers for many years. Directly at the container terminal in Bremerhaven, at the interface between land and sea, lies a large refrigerated warehouse for handling temperature-controlled products, particularly frozen fish. A visit to logistics service provider BLG Coldstore Logistics.
If you ever enter BLG’s refrigerated warehouse, make sure you wrap up warm: the temperature in the cold store is 0 to +12 degrees Celsius; in the six freezer chambers it is as low as -20 to -22 degrees. The whole warehouse holds just under 30,000 pallets in an area of almost 14,000 square metres. Around 15 per cent of the stored goods are poultry; around 80 per cent are fish – primarily raw goods in the form of filleted fish for the German fish industry. The producers abroad generally heap the fillets into enormous blocks weighing around 7.5 kilograms, some handled manually, and then they are frozen. All you can see in the refrigerated warehouse, however, is master boxes, which contain three or four such blocks within inner boxes. They are stacked on top of one another, on pallets, in the bulk warehouses, or sit in individual bays, up to eleven metres high, in the mobile racks.

Flexible logistics

“The warehouse is currently completely full, as now – November – is when fish from the recently closed B fishing season for pollack is brought in,” reports Lüder Korff, Managing Director of BLG Coldstore Logistics. “The season begins in August and ends in October.” This is followed by the A season after around two months (from January to April). The majority of the fish comes from Alaska and Russia. “Filleting doesn’t necessarily take place at sea. It may be done in places like China, for example,” says Korff.

Despite the clearly defined peak times, logistical planning is a big challenge. Generally speaking, fixed quantities are not agreed with the customers – who either come from the international fish industry or are internationally active retailers – as the quantities depend on the fishing quotas, actual quantities caught and trade relations between producers. This means that planning has to take place at very short notice. Many customers also require a buffer warehouse, which they can use up if required. However, a warehouse pays best if its capacity is used up. “We have just under 30,000 pallet bays that we want to fill,” says Korff. But it’s a balancing act: “There’s no such word as ‘no.’” Even if a customer requests warehouse space for larger quantities at short notice and the warehouse at the container terminal is full, he doesn’t reject the order. “Then he’d go to our competition.” This is why BLG Coldstore sometimes rents bays in external
The refrigerated warehouse borders directly onto Bremerhaven’s container terminal.

Korff: “The customer pays the same price; we remain their partner, assume the guarantee and billing and are the sole point of contact.”

**Services on offer**

The customer is offered a broad range of services, from storage – with all of the peripheral services – to handling of import and export procedures – including customs and veterinary clearance – to execution of just-in-time deliveries. Transit handling for export to non-EU countries, distribution management and packing of containers are also offered. One special feature is the free port warehouse, which offers customs benefits for goods imported from third countries. “Another plus point is our location directly at the container terminal,” reports Korff. “Our closeness means that lorry transfer costs are very low. And because the border inspection point and the official plant inspection are right in the building, meaning that every imported container with goods subject to inspection that is discharged in Bremerhaven physically has to be taken onto our premises anyway, we also contribute towards preventing traffic jams and making CO2 savings if the container is unloaded by us.” Added to this is the firm’s special permission to transport lorry units weighing up to 50 tonnes on certain roads between the terminal and refrigerated warehouse. By comparison, the limit is normally just 40 tonnes, or 44 tonnes for combined transport with a radius of less than 150 kilometres. “This is a great benefit for import and export customers as it allows them to fully utilise the maximum payload per container,” says Korff.
Customers include internationally active producers, trading companies and the manufacturing industry in Europe. “An important criterion in opting for our service is effectiveness and speed,” reports Korff, who is also the Deputy Chair of the association of German refrigerated warehouses and refrigerated logistics firms (Verband Deutscher Kühlhäuser und Kühllogistikunternehmen, VDKL). And, of course, the service and price must be right. “However, acquiring new customers is only possible in conjunction with handling firms, authorities and forwarders, as customers’ decisions depend on a wide variety of factors.” This actually describes the complex situation in shipping overall: which ship comes into Bremerhaven with which service is decided by the ship owner, but customers, forwarders and ports – with their terminals and handling firms – also have significant influence. And this is the big challenge: “I can’t influence all of the factors,” says Korff, “so that’s why we maintain good links with handling firms, authorities and forwarders.” He says that they are all important partners, without whom it wouldn’t be possible to win over new customers. As such, recently he has been marketing the shipping hub of Bremerhaven in addition to the company’s own services. “Customer care is also very important.” He has travelled to China around 20 times with this aim in the last few years alone. Korff says that he really enjoys his work, particularly building relationships with a variety of customers and dealing with a variety of sales matters. The managing director is also pretty proud of the fact that some customers have remained loyal to the company in the 27 years that he has been working there.

Certification

The running of refrigerated warehouses is subject to strict requirements. Among other things, BLG Coldstore is approved for the storage of fish and meat products and for the labelling and repacking of packaged foods of animal origin. The logistics service provider also has permission to store goods of animal origin from third countries that do not meet the Community requirements for import into the EU, and certification for the storage of organic products. BLG Coldstore is even registered in China for the storage of fish and seafood for China. This corresponds to the EU’s requirement for Chinese businesses that export products of animal origin to Europe and refrigerated warehouses in which these products are temporarily stored to have EU approval. “In 2016 we will be striving towards certification in accordance with IFS Logistics,” says Korff, explaining the company’s next certification measures. “This is a demand of our customers.”

Efficient operation

After staff costs, energy costs are the second-biggest cost factor in the refrigerated warehouse sector. The warehouse, whose ammonia refrigeration system is equipped with five piston compressors, used around 3.2 million kilowatt hours in 2014. “As such, the energy saving is a very important economic – and of course ecological – factor for us,” says Korff. He calculates consumption monthly and relates it to the input quantity, occupancy rate and outside temperature. Should the analysis throw up consumption values that are too high, Korff works with the technicians to ascertain the reasons and fix any inappropriate settings immediately.

“We measure ourselves based on the consumption values that the VDKL has determined, and can say that we have relatively low electricity consumption per cubic metre refrigerated.” (cb)
The inspectors from the four authorities have an overview of the entire port from their work stations right at the seaport terminal run by fruit and veg logistics company Nordfrost. Especially the giant cranes, which are still among the biggest in the world, and the mega carriers that come into Wilhelmshaven on a regular basis. JadeWeserPort Wilhelmshaven border inspection also commenced its work right in time for the launch of the container terminal on 21 September 2012. The new container terminal has now become established, and the inspectors from the federal and state governments have plenty to do since the large container ships have arrived. The tasks are clearly distributed: employees from the BLE take care of grade checks for fruit and vegetables, the chamber of agriculture maintains pesticide monitoring, LAVES is responsible for inspecting certain feeds, and employees from the border inspection point of the veterinary office ensure hygiene and food safety. However, the majority of containers don’t have to be checked by all of the inspection offices. If they do, the dates and times are coordinated.

The border inspection point

Imke Pfeifer, who has a PhD in veterinary medicine, is the Head of the veterinary border inspection point. Together with Norbert Heising, Managing Director of the special purpose association of the JadeWeser veterinary office, and other colleagues, she is responsible for import and transit checks on containers. This includes foods of animal origin (such as meat, fish, dairy products and honey), other products of animal origin (for example meat for producing feed, chew bones and untreated animal hair) and foods of plant origin (such as fruit and vegetables). The aim of the checks is to examine goods in terms of compliance with qualitative and legal provisions and prevent health risks arising for consumers or animal epidemics being introduced into Europe. The importation and transit of products of animal origin from third countries – i.e. countries outside the territory of the European Union (EU) – are subject to particularly strict monitoring.

Document inspection

As a first step, the prescribed import documents are checked – for example, the original of the veterinary certificate from the country of origin. “In addition, businesses
have to be approved for the EU for most products of animal origin,” explains Pfeifer. She checks this using various databases. The bill of lading (B/L) also has to be presented to the border inspection point.

**Identity check**

If no irregularities are identified during the document check, this is followed by the identity check. This is when consistency of the details in the import documents, the details on the packaging and the box contents are checked and seals are inspected. This check generally has to be carried out, and takes place when the container is on the ramp with the goods. The forwarder must report arrival of the goods to the border inspection point at least one working day in advance.

**Goods inspection**

“Whether and how intensively we physically examine the goods depends on the risk assessment,” says Pfeifer. This is based on EU law, and considers the type of good and country of origin. For fish this is around 20 per cent of goods. The EU also specifies how many samples have to be taken. When goods are being checked only official personnel are given access to the painstakingly cleaned inspection room. Even when there isn’t a goods inspection being carried out, visitors can only access the area in a smock, shoe covers and hair net for hygiene reasons.

“Fish is often brought in frozen in ten kilogram blocks,” reports Pfeifer. “So we saw a piece off and inspect it in sensory terms, i.e. in terms of appearance, smell and taste.” The fish is thawed out and filleted white fish is inspected for parasites under a lamp. “Sometimes we heat the fish up in a sealed jar, which makes the smell even more pronounced than in its raw state,” says Pfeifer. “In this case it’s also possible to do a taste test.” On occasion, for example in suspicious cases, samples are also taken and sent to the official lab for further investigation. A special room is available for seized goods.

**The chamber of agriculture**

In order to protect local plants, Johan Scholtalbers, Head of Plant Health Inspection at Lower Saxony’s chamber of agriculture, checks incoming containers for pests and diseases. This also includes inspecting wooden pallets. For example, Scholtalbers looks for fruit flies and the three-centimetre Asian long-horned beetle. It can be recognised by the fact that it digs holes in the wood and leaves sawdust behind. He usually finds other pests on the bottom of the box, which is why he empties it completely for inspection purposes.

**The BLE**

When fruit and vegetables are imported into the EU from non-EU countries via Wilhelmshaven, Klaus Böhme and his colleagues ensure the goods’ quality and compliance with their grade. To do this, he takes random samples from five to six boxes per container, for example grapes, lemons and apples. Are there pressure points, are the goods spoiled? Evaluating the samples, for which the fruit is cut up, is Böhme’s responsibility. Anything above the tolerance limit is reported, rejected and has to be destroyed. Firms’ quality measures have increased over recent years, reports Böhme. In the best-case scenario the outcome is: “Goods healthy.” (cb)
The district seat and seaport city of Brake, with its almost 15,000 inhabitants, is located around 26 kilometres away from the mouth of the river Weser. The fact that one of the largest connected silo plants in Europe and Germany’s largest port for imported grain and feed are located here may seem surprising at first glance. However, the nearby Oldenburg Münsterland is home to the largest centre for processing of agricultural products in Europe. The seaport is also easily accessible by road, rail and waterway – therefore trimodally.

Grain and feed

Brake is also the headquarters of port and logistics service provider J. Müller, which was founded in 1821. In 2014 the company handled over three million tonnes of grain and feed – up 24 per cent on the year before. The focus is on importing. Up to 20,000 tonnes can be unloaded each day. Work is carried out around the clock if required.

“In order to drive the positive development further forward, further expand business and meet the increasing requirements of the market in terms of handling speed and quality for grain and feed, we commissioned a 90 metre-tall new silo for grain and feed in December 2013,” reports Managing Director Uwe Schiemann. “At around 22.5 million euros, this was the greatest single investment in the group’s history.” The new silo means that there are now 38 additional silo cells available as grain and feed storage space – 13 of which are lorry self-service cells. The total storage capacity across all silos and halls at J. Müller is now 512,000 tonnes. “Large storage capacities are the basis for customers’ constantly increasing quality and separation requirements,” says Schiemann.

The majority of goods come into the port from North and South America, as well as Southeast Asia and Eastern Europe, by sea-going vessel. This can be around 60,000 tonnes or more per ship. With the help of specially equipped bulldozers, which push the goods against a grain
elevator – a type of over-dimensioned vacuum cleaner – in the hatches, the load is removed, and generally temporarily stored in a silo or hall. An elevator can move up to 800 tonnes of feed per hour. In addition, a mobile ship loader is currently being set up; this will not only replace an existing one, but also considerably increase handling capacity. In future this will make it possible to load 1,200 tonnes per hour. Alongside its own handling, J. Müller also organises transport of goods by lorry, rail or ship.

**Quality assurance**

“Top quality has utmost priority when it comes to agricultural goods and feed,” says Schiemann. “We are aware of our responsibility towards people, animals and the environment.” The company is regularly inspected by authorities and institutes, and is also certified, for example in accordance with GMP (Good Manufacturing Practice), QS (Qualität und Sicherheit) and the IFS Logistics Standard, in the handling of GMO-free soya and organic grain, and in accordance with DIN standards ISO 14001 and 50001 for its environmental and energy management.

**Restructuring**

Up until 30 October last year, J. Müller Agri Terminal was responsible for agricultural and bulk goods business. It has now been renamed J. Müller Agri + Breakbulk Terminals as part of the restructuring of the entire group. Management of the company lies with Thomas Bielefeld, as Spokesman, and Uwe Schiemann, who was newly appointed as Managing Director. J. Müller Agri + Breakbulk has taken over agricultural and bulk goods business, which used to be the responsibility of J. Müller Agri Terminal, and piece goods business, which will remain in the Althafen and used to be dealt with by J. Müller Breakbulk, with a focus on forestry products. “In line with the sea transport forecast within the new Federal Transport Infrastructure Plan (Bundesverkehrswegeplan) (2015–2030), we are expecting an annual increase in handling volumes of 4.1 per cent for Brake between now and 2030,” says Schiemann. (cb)
Safety and transparency

The International Featured Standard – IFS – has been in existence since 2003. Working independently of the applicable industry standards, the German trade association (Handelsverband Deutschland, HDE) developed a quality standard to help bring goods of guaranteed quality from the manufacturer to the customer. What used to only apply to food now comes in different formats – including the IFS Logistics Standard.

Estimates state that around 1,500 companies hold the certificate in Germany; it aims to ensure transparency and trust throughout the entire supply process. Whether it be transport or storage of goods, food or non-food items, IFS Logistics is always used when it comes to transparency, product quality and product safety in the transport sector. "The standard applies generally to lorries, trains, ships, aeroplanes and other temperature-controlled transport, or transport under ambient conditions. It encompasses all logistical activities, such as loading, transport, unloading, storage, handling and further distribution. Essentially it’s about optimising processes," says Oliver Eck, Head of Food Safety at TÜV Nord, which visits companies as an auditor for this sector.

The benefits are obvious: all those involved are speaking the same language. The requirements for the individual processes are clearly defined. It’s no wonder, then, that numerous producers, retailers and suppliers place value on their partners in the commercial chain being able to present the applicable certificate as evidence of quality – confirmed and monitored by an auditor as a neutral third party. "To a certain extent, the certificate is the ticket into German commerce. Every food manufacturer that is looking for a logistics service will pay attention to whether the standard is met when commissioning external forwarders."
First step

The certification process begins with an assessment of the situation. What goods will the certificate concern? What disadvantageous effects need to be avoided? What requirements do customers or suppliers have? "Generally speaking, some processes are already documented. Sensitive topics, such as refrigeration, are subject to mandatory documentation regardless of IFS. This is a starting point that can be expanded upon," says Eck. The standards of IFS are freely accessible and can be downloaded from the HDE website free of charge.

Audit

Around 200 requirements under six chapters are considered as part of the certification. In order to establish whether the various components of the quality management and product safety system are documented, implemented, complied with and continually improved within the firm, the inspection involves accompanying a batch on its route through the company. "This is the only way to find out where there is a need for action," says Eck. An IFS Logistics audit takes one to one and a half working days – depending on the extent of the processes.

Inspections are carried out within the themed areas of corporate responsibility, quality and product safety management system, resource management, service provision, measurements, analyses and improvements, as well as product protection and external checks. If there are any deviations from the specifications, these are set out using a points system, which makes it possible to evaluate the company at the end of the process. "The audit is basically also there to uncover potential for improvement and develop suitable measures," says Eck. If, after the audit, the company is achieving more than three quarters of the possible points, the audit is considered passed. Regardless of the other values, those that do not meet essential requirements may be denied the certificate or have their certificate revoked. Eck: "If, for example, important internal audits are not carried out, the upper management does not have sufficient responsibility or no corrective measures are defined, or if there are faults in the delivery or storage process, it cannot be guaranteed that the quality of the service will be complied with."

Advantages

If a company is in possession of the IFS Logistics certificate, this will have an effect both internally and externally. A guaranteed quality standard ensures smooth processes in operations, effective use of resources and clear communication between management and employees. It can, of course, also be a key competitive advantage – for example higher customer satisfaction, which arises through transparent processes and a lesser need for customer inspections, or through use of the IFS logo to show that the company meets a high standard.

Practical test

Andreas Kühne, Managing Partner of Thomsen & Kühne Logistics in Cloppenburg, is currently working towards IFS Logistics certification. He sees the certificate as a ticket into the food industry. "The hurdles involved in getting into the market have increased considerably over recent years. All companies that want to participate in the value creation process have to set out their processes and handling of foodstuffs transparently," says Kühne.

Kühne, who has been working in quality management within the firm for many years, believes that implementing requirements is always exciting: "Introducing a quality management system highlights a weak point that you hadn’t recognised as such in your work so far. In concrete terms, we managed to eliminate sub-processes, and even generate a benefit for the company."

Thomsen & Kühne’s certification audit will take place at the start of the year, when Oliver Eck will be putting the Cloppenburg-based company through its paces. Andreas Kühne isn’t worried: "Ultimately we can’t lose."

“To a certain extent, the certificate is the ticket into German commerce.”

Oliver Eck
Head of Food Safety at TÜV Nord
**PRIZE-GIVING.** The professional association for trade and goods logistics (Berufsgenossenschaft Handel und Warenlogistik, BGHW) awards a “prevention prize” for innovative contributions to in-house health and safety each year. In 2015 J. Müller’s employees managed to stand out – along with seven other prize-winners – with their idea for how release of soot particles into the surrounding air can be prevented while cleaning forklift filters. Inventors Folko Hellmers, Nils Kube, Sebastian Peters-hagen and Martin Krahl (from l.) were honoured by BGHW bosses Rainhardt von Leoprechting (left) and Manfred Wirsch (right) at a celebratory prize-giving ceremony in Bamberg.

**Successor for Uwe Will at BHV and VIA BREMEN**

**CHANGE OF LEADERSHIP.** The new Managing Director of Bremische Hafenver-tretung and the VIA BREMEN Foundation is Günther Hörbst. He will be replacing Uwe Will, who is retiring, from 1 April 2016 (BHV) and 1 July 2016 (VIA BREMEN). Up until September 2015 Hörbst was Editor-in-Chief at German transport-based newspaper DVZ, and before that he was Head of the Commercial Division at Bremen’s daily newspaper Weser-Kurier.

**Change in operational management at Cuxport**

**CONTINUATION.** Cuxport has repositioned its operative management under the leadership of Managing Director Michael de Reese (right): 38-year-old Julian Brütt (2nd from l.), who was previously responsible for vehicle logistics, has been responsible for operative management along with Marc von Riegen (3rd from l.) since the start of the year. They are succeeding Holger Meyer, who has retired. Sven-Oliver Rollewagen (left) has taken over Brütt’s former role of operative Head of Vehicle Logistics; he is coming to this role from this division of Cuxport and has been with the company for four and a half years.

**Workshop team from J. Müller wins 2015 prevention prize**

**PRIZE-GIVING.** The professional association for trade and goods logistics (Berufsgenossenschaft Handel und Warenlogistik, BGHW) awards a “prevention prize” for innovative contributions to in-house health and safety each year. In 2015 J. Müller’s employees managed to stand out – along with seven other prize-winners – with their idea for how release of soot particles into the surrounding air can be prevented while cleaning forklift filters. Inventors Folko Hellmers, Nils Kube, Sebastian Peters-hagen and Martin Krahl (from l.) were honoured by BGHW bosses Rainhardt von Leoprechting (left) and Manfred Wirsch (right) at a celebratory prize-giving ceremony in Bamberg.

**BVL Thesis Award for Leschaco**

**AWARD.** Christian Meyer from Leschaco (Lexzau, Scharbau) was awarded the BVL Thesis Award for his Bachelor’s thesis on CO₂ emissions within logistics centres at a celebration held as part of the 32nd German Logistics Conference at the end of October in Berlin. Meyer completed the work as part of his dual degree at the School of International Business and Supply Chain Management (HIWL) in Bremen, finishing top in the year.
Third generation of Logistics Ambassadors chosen at VIA BREMEN

HONOUR. Well-equipped to promote the logistics hub and port of Bremen on the international stage, ten VIA BREMEN Logistics Ambassadors were delighted to receive their new status at the start of November 2015. President of the Chamber of Commerce Christoph Weiss handed over the certificates, which were also signed by Senator for Economics Martin Günthner, to the students from Jacobs University at a celebratory ceremony. The young ambassadors, which come from six different countries, successfully completed the “VIA BREMEN Logistics Ambassador” programme launched by the VIA BREMEN Foundation and the International Logistics faculty of Jacobs University within a year. In future the programme is to be expanded to the University of Bremen.

Mathias Krage is the new President of GVN

SUCCESSION. At the annual general meeting of Lower Saxony’s transport industry association (GVN) in November 2015 Adalbert Wandt (67), GVN’s President since 2001, announced that he wanted to step down and act as Vice-President until he leaves the Select Board in 2016. Previous Vice-President Mathias Krage (58) took on the role at the suggestion of the Select Board.

Daniel Hensel elected as new Chair

ELECTION. The new Chair of the specialist committee for land transport within the German association for forwarding and logistics (DSLV) is Daniel Hensel. The body elected the Managing Partner of Spedition Albert Hensel in Mainz at its meeting in Frankfurt am Main on 2 December 2015. The 46-year-old is taking over the post from DSLV President Mathias Krage, who jointly managed the specialist committee for over three years. Roland Rüdinger was elected as the Second Chair.

The free app for the logistics magazine for German seaports

Quick and easy: Download the LOGISTICS PILOT app from the store for free.

Any time, anywhere: You can access all of the information at any time using your smartphone or tablet.

Convenient and functional: With a practical text mode and efficient text search function for all downloaded editions.

Current and comprehensive: In every edition you will find information from the different ports involved in our specialist port and logistics magazine.

Now available in the Apple App Store and in Google Play.
Once again in 2016, the port group of Bremen/Bremerhaven and the seaports of Lower Saxony will be exhibiting to their existing and new customers at numerous specialist trade fairs and information events in Europe, Asia, North America and South America, continuing the close collaboration with the neighbouring states in the north of Germany.

Michael Skiba, Head of Marketing at bremenports, is looking forward to this year’s events and conferences: “Our trade fair calendar is full to bursting.” Inke Onnen-Lübben, Managing Director of Seaports of Niedersachsen, also has a positive outlook: “We will be represented at numerous important international and national events with our own stand or on a shared stand.”

At “Intermodal South America” from 5 to 7 April in São Paulo Bremen and Lower Saxony will be aiming for northern Germany to work together: the two port groups will once again be presenting on a joint stand under the label “German Ports”.

23 to 26 May will see the piece goods trade fair “Breakbulk Europe” taking place in Antwerp, Belgium, where the ports of Bremen/Bremerhaven, Lower Saxony and Hamburg will be represented with their own stands right next to one another. The conference draws in a specialist international audience every year and offers a great forum for discussion on trends and news in the piece goods and project loading sector.

At “transport logistic China” from 14 to 16 June in Shanghai there will be a joint, cross-state appearance under the brand “German Ports”. The event has developed into the most important trade fair for the transport and logistics sector over recent years. In 2014 the national and international exhibitors’ varied offering managed to win over more than 16,000 visitors.

Selection of events 2016 (subject to change)

<table>
<thead>
<tr>
<th>Event Name</th>
<th>Dates</th>
<th>Location</th>
<th>Website/Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>fruit logistica</td>
<td>3 – 5.2.2016</td>
<td>Berlin, Germany</td>
<td><a href="http://www.fruitlogistica.de">www.fruitlogistica.de</a></td>
</tr>
<tr>
<td>logistics talk</td>
<td>10.3.2016</td>
<td>Düsseldorf, Germany</td>
<td><a href="http://www.bremenports.de/veranstaltungskalender">www.bremenports.de/veranstaltungskalender</a></td>
</tr>
<tr>
<td>Automotive Logistics Europe Conference</td>
<td>15. – 17.3.2016</td>
<td>Bonn, Germany</td>
<td><a href="http://www.automotivelogistics.media/events">www.automotivelogistics.media/events</a></td>
</tr>
<tr>
<td>Intermodal South America</td>
<td>5. – 7.4.2016</td>
<td>São Paulo, Brazil</td>
<td><a href="http://www.intermodal.com.br">www.intermodal.com.br</a></td>
</tr>
<tr>
<td>transrussia</td>
<td>19. – 22.4.2016</td>
<td>Moscow, Russia</td>
<td><a href="http://www.transrussia.ru/en-GB">www.transrussia.ru/en-GB</a></td>
</tr>
<tr>
<td>Tag der Logistik (Supply Chain Day)</td>
<td>21.4.2016</td>
<td>In Germany and abroad</td>
<td><a href="http://www.tag-der-logistik.de">www.tag-der-logistik.de</a></td>
</tr>
<tr>
<td>Breakbulk Europe</td>
<td>23. – 26.5.2016</td>
<td>Antwerp, Belgium</td>
<td><a href="http://www.breakbulk.com">www.breakbulk.com</a></td>
</tr>
<tr>
<td>logistics talk</td>
<td>9.6.2016</td>
<td>Enns, Austria</td>
<td><a href="http://www.bremenports.de/veranstaltungskalender">www.bremenports.de/veranstaltungskalender</a></td>
</tr>
<tr>
<td>Short Sea Shipping Days</td>
<td>22. – 23.6.2016</td>
<td>Lübeck, Germany</td>
<td><a href="http://www.shortseashipping.de">www.shortseashipping.de</a></td>
</tr>
<tr>
<td>Bremer Logistiktag (Bremen logistics day)</td>
<td>9.8.2016</td>
<td>Bremen, Germany</td>
<td><a href="http://www.bremenports.de/veranstaltungskalender">www.bremenports.de/veranstaltungskalender</a></td>
</tr>
<tr>
<td>26th Niedersächsischer Hafentag (Lower Saxony port day)</td>
<td>2.9.2016</td>
<td>Brake, Germany</td>
<td><a href="http://www.seaports.de">www.seaports.de</a></td>
</tr>
<tr>
<td>Kapitänstag (Captains’ Day)</td>
<td>2.9.2016</td>
<td>Bremen, Germany</td>
<td><a href="http://www.bhv-bremen.de">www.bhv-bremen.de</a></td>
</tr>
<tr>
<td>Maritime Woche (maritime week)</td>
<td>9. – 18.9.2016</td>
<td>Bremen/Bremerhaven, Germany</td>
<td><a href="http://www.maritimewoche.de">www.maritimewoche.de</a></td>
</tr>
<tr>
<td>logistics talk</td>
<td>12.10.2016</td>
<td>Graz and Vienna, Austria</td>
<td><a href="http://www.bremenports.de/veranstaltungskalender">www.bremenports.de/veranstaltungskalender</a></td>
</tr>
</tbody>
</table>
Review of events

“Hafen trifft Festland” on 3 November 2015 in Göttingen

INFORMATION. Göttingen’s society for business and urban development (GWG), L.M.C Logistik and MobilitätsCluster Göttingen/Südniedersachsen, Container Terminal Wilhelmshaven JadeWeserPort-Marketing Gesellschaft (JWPM) and Seaports of Niedersachsen invited logistics-based and producing companies, trades and service firms in the economic region of Göttingen to a shared evening event with this title at Sartorius College. Around 80 company representatives took up the invitation and seized the opportunity to find out about the conditions that the site of the only German deep-water container port offers the logistics sector. Ursula Haufe, Managing Director of GWG, welcomed the guests and provided a brief overview of the development of Göttingen’s freight villages (GVZ) throughout the last 15 years. The Head of Department for Industry and the Maritime Economy at Lower Saxony’s Ministry for Economics, Labour and Transport, Ingelore Hering, took on overall leadership. Andreas Bullwinkel, Managing Director of JWPM, presented ports and freight villages with the right infrastructure, nautical conditions, hinterland connections through the modes of transport of road and rail, and regular scheduled services.

“logitrans” from 18 to 20 November 2015 in Istanbul

PARTICIPATION. The ports of Bremen and their co-exhibitors exhibited in the German pavilion at the international transport trade fair “logitrans” in Istanbul. The trade fair drew in over 15,000 visitors and presented a wide range of products and services in the fields of logistics, telematics and transport in two exhibition halls.

“HWG Wirtschaftstreff” on 4 December 2015 in Cuxhaven

EXCHANGE. Last year the industry meet of the Cuxhaven Port Business Community (HWG) took place under the banner of offshore wind power. The port has been preparing for the arrival of Siemens’ new turbine production facility since the project was announced in August. The project was presented to HWG’s members and a specialist audience at the informational event.

“Fachforum Projektlogistik” on 18 January 2016 in Bremen

NETWORKING. In times of volatile markets, increasing digitalisation and complexity, orientation and innovation are becoming increasingly important for long-term company and project success. The whole-day specialist forum organised by VIA BREMEN at the Atlantic Grand Hotel in Bremen provided expert presentations that offered the participants extensive insights into current developments in project logistics and an opportunity to engage in exchange and network.

“logistics talk new year reception” on 21 January 2016 in Berlin

MEETING. For the Hanseatic city on the Weser river, the year started off with the traditional “new year reception”, organised by bremenports. Numerous guests took up the invitation extended by bremenports, VIA BREMEN and TFG Transfracht to come to Bremen’s state offices. Uwe Will, Managing Director of VIA BREMEN, welcomed speakers Martin Günther, Senator for Economics, Labour and Ports in Bremen, Horst Rehberg, Managing Director of bremenports, and Berit Börke, Managing Director of TFG Transfracht. The main presentation was given by Christian Schultz, Senior Vice President of DB Schenkersportsevents on the topic “event logistics made by DB Schenker”.

Good attendance and exciting discussions on Bremen’s joint stand.

Around 80 participants from the logistics sector took up the invitation to the “Hafen trifft Festland” event.
Focus topic
offshore wind power
Trends and challenges for logistics and the maritime economy in the offshore wind industry

Save the Space
Secure a spot for your advertisement in the international logistics magazine for German ports: LOGISTICS PILOT. Media information can be found at www.bremenports.de/logisticspilot

Focus topics of the upcoming editions:
April 2016:
- Offshore wind power
  Closing date for submitting advertisements: 19.2.2016

June 2016:
- Container logistics
  Closing date for submitting advertisements: 29.4.2016

August 2016:
- Green logistics
  Closing date for submitting advertisements: 24.6.2016

Your contact:
Anastasia Lenz, Marketing – bremenports GmbH & Co. KG,
Phone: +49 421 30901-602, E-mail: marketing@bremenports.de

List of advertisements
BLG
bremenports
Seaports of Niedersachsen
Page 31
Page 2
Page 32

This magazine is a joint project of:
- bremenports GmbH & Co. KG
- JadeWeserPort Marketing GmbH & Co. KG
- VIA BREMEN Foundation

LOGISTICS PILOT
ISSN 2195-8548
Publisher:
bremenports GmbH & Co. KG
Hafenstraße 49, 28217 Bremen
www.bremenports.de
Phone: +49 421 30901-610
Fax: +49 421 30901-9624
E-mail: marketing@bremenports.de

Advertisement and project management:
Anastasia Lenz
Phone: +49 421 30901-602
Fax: +49 421 30901-9624
E-mail: marketing@bremenports.de

Advertisement price list no. 8 applies, valid from 21 January 2016
www.bremenports.de/logisticspilot

Publishing house:
DVV Kundenmagazine GmbH
Nordkanalstraße 36, 20097 Hamburg
www.dvv-kundenmagazine.de

Project management:
Karin Kennedy
Phone: +49 40 23714-338
E-mail: karin.kennedy@dvvmedia.com

Editor:
Claudia Behrend (cb) responsible
E-mail: redaktion.logisticspilot@dvvmedia.com

Layout, photos and illustrations:
design: Christine Zander,
www.artldesign.de
main image: shutterstock – Huanita Milutinovic
other images: see image credits

Print:
Müller Ditzen AG, Bremerhaven
www.muellerditzen.de

LOGISTICS PILOT is published six times a year in a run of 5,000 copies (German).
An English-language e-paper can be found at www.bremenports.de/logisticspilot

The publication, its articles and its illustrations are protected by copyright. Any copying or distribution must be approved by the publishing house or publisher. This shall also apply to electronic use or transfer into databases, online media (internet), intranet or other electronic storage media. The publisher and publishing house decline any liability for photos, manuscripts and other data media submitted without request.
Looking for a made-to-measure solution? Then you’ve come to the right place. Now you might ask – why this company? Because we prove it every single day – with our experience, passion and the tradition of Hanseatic integrity. Our word is our bond.

www.blg-logistics.com
Upgrade your cargo flow

Your partner for agricultural & reefer cargo

E-Mail info@seaports.de
Internet www.seaports.de