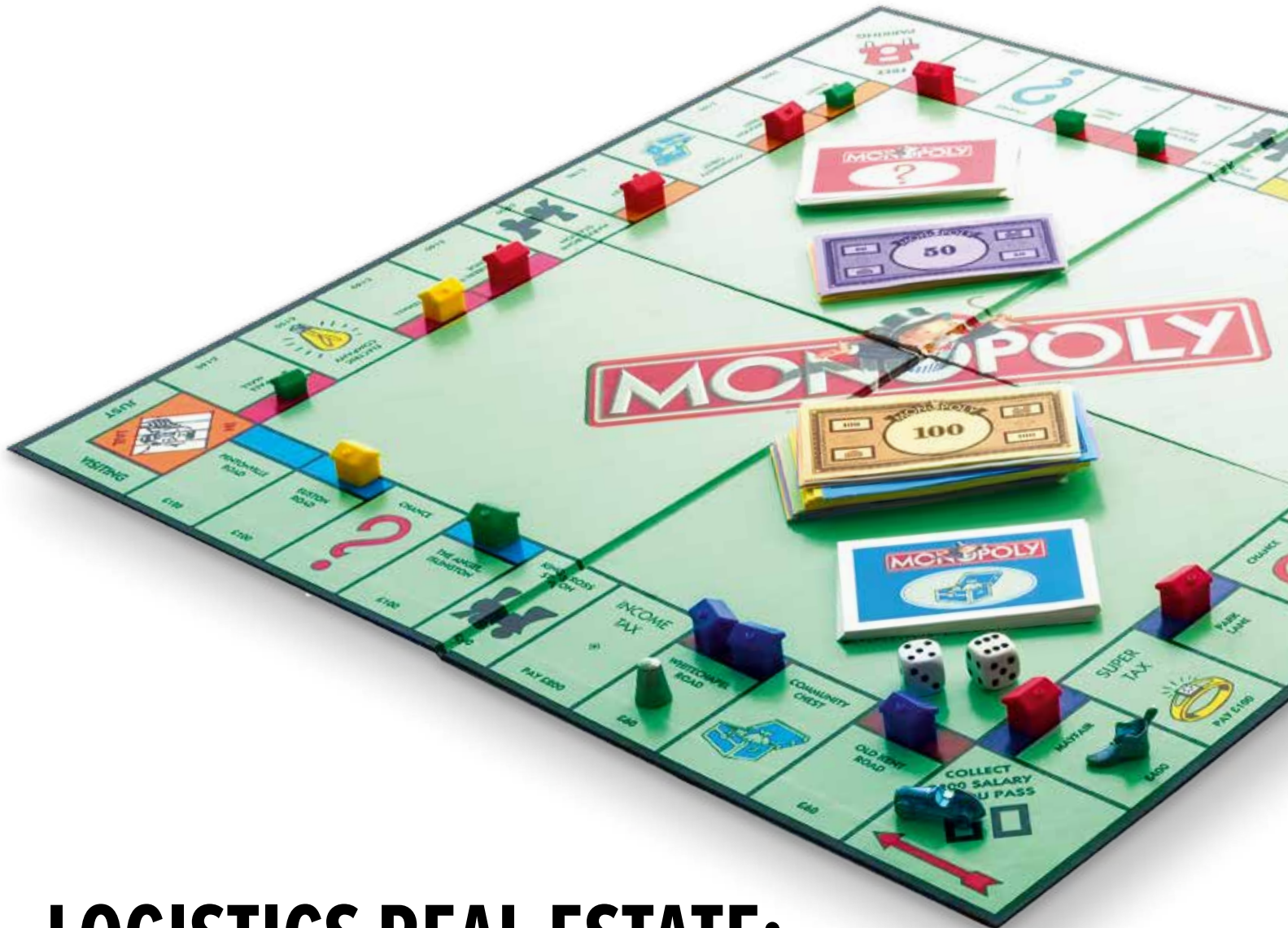


LOGISTICS PILOT

EDITION
OCTOBER 2023



LOGISTICS REAL ESTATE: BATTLE FOR THE BEST SPACE

ECONOMIC DOWNTURN

Professor A. Nehm and Francisco J. Bähr on the current situation

Page 12

A SUSTAINABLE MILESTONE

With C3 Bremen, BLG LOGISTICS sets a blueprint for the future

Page 14

A WOMAN'S VISION

As Head of the Port Office Wilhelmshaven, Ilka Frerichs embodies many qualities

Page 18

Focus on:
Logistics real estate:

CONTENT

Edition:
October 2023



04

Big Picture

The industry is investigating innovative ideas in future construction.



14

Sustainability

Praise from Robert Habeck at C3 Bremen's inauguration: "A strong project".



18

Logistics Story

Ilka Frerichs manages the Port Office in Wilhelmshaven with vision.



06

Main topic

Grey areas, brownfields or a growing demand for sustainability solutions – challenges for the logistics real estate market.



03 Editorial

12 Point of View
Problem source to solution?

16 Facts & Figures
Did you know?

22 Portrait
Off to new shores!

24 Community
News from the industry

26 Start-up
Detailed aerial site investigation

30 Events & Imprint

LOGISTICS PILOT digital!

Visit us online at www.logistics-pilot.com

BACK TO THE TOP

Dear readers,

Germany has lost its top position in the world rankings. According to the “Logistics Performance Index”, our country now ranks third in terms of logistics performance. But we have a chance to turn this around – our ports. As international freight transport hubs, they are crucial to the competitiveness of our logistics industry.

Smooth operation at the borders is essential, especially as global trade is shifting. Bottlenecks and delays can affect trade and jeopardise the competitiveness of the German logistics industry. Investments in automated customs procedures and improved cooperation between all those involved are necessary to increase efficiency. Recent deterioration in international terminal productivity performance, in particular, has led to our lower ranking in the “Container Port Performance Index”.

Nevertheless, the German logistics real estate market can also offer promising opportunities. The growing e-commerce sector and the increasing demand for efficient distribution centres are driving the development of modern logistics real estate, especially in port areas. We must create the right conditions if we are to exploit these opportunities and strengthen Germany’s competitiveness as a leading logistics location.

The tasks ahead include optimising handling processes, implementing advanced digital technologies and creating incentives for environmentally friendly logistics. Close cooperation between everyone involved is crucial so we can develop solutions and meet the logistics requirements of the future – the logistics centre currently under construction at the JadeWeserPort in Wilhelmshaven is a good example of this.

The German logistics market is indeed facing challenges, but there are also great opportunities ahead. With a rigorously implemented forward-thinking strategy, we can chart a course for a successful future and further expand our position in the global logistics landscape.

Best wishes, Sönke Kewitz

Sönke Kewitz, Managing Director, P3 Logistic Parks Germany

NO SPACE

Inhabitants of many big cities are having to deal with lack of space to various degrees – not only in terms of cramped living conditions and daily road traffic. Indeed, these latter problems were visualised quite impressively in the scene from Luc Besson’s 1997 sci-fi film, “The Fifth Element”, depicted here. Many things in this film, though, that could be considered pipe dreams have already become part of our lives.

Those involved in the logistics and commercial property market are also no strangers to a lack of space. A wealth of innovative ideas and projects have emerged as a result. For example, Four Parx have built “Mach 2”, the first double-storey commercial and logistics property of its kind in the German-speaking world. Plus, since new logistics activities are becoming increasingly difficult to achieve on what are known as greenfield sites, many experts see the revitalisation of existing properties and disused areas – the brownfields – as the construction strategies of the future. (bre) ■



PHOTOS: PICTURE ALLIANCE/SAMMLUNG RICHTER

GREY AREAS, BROWN-FIELDS AND GREEN PROSPECTS

After a boom phase last year, the development of the global financial markets, the steep rise in inflation and the resulting uncertainties, among other things, have ensured that the key players on the logistics real estate market are acting rather cautiously at present. They do, however, have complex ideas on how to proceed – especially with a stronger focus on sustainability, digitalisation and increased attractiveness.



According to CBRE, the German investment market for industrial and logistics properties recorded a transaction volume of EUR 2.37 billion in the first half of 2023 – 62 per cent lower than in the same period last year. “The hesitancy in the market is primarily related to the rise in interest rates last year and the ensuing increase in real estate rental prices,” explains Rainer Koepke, Head of Industrial & Logistics Germany at CBRE. “In addition, the number of international investors involved in the amount of transactions has declined, and deals have increasingly concentrated on smaller and medium-sized transactions below 100 million euros.”

Koepke’s company is one of the leading providers of integrated services across the entire real estate life cycle and, in a co-mandate with Robert C. Spies, is also responsible for marketing the new 140,000m² P3 Logistic Parks logistics centre at the JadeWeserPort Freight Village, due for completion in early 2025.

For Koepke, the 2023 real estate year has been characterised by three specific factors – a growing shortage of space, rising rents and a wide range of measures intended to reduce energy consumption. “Space for new logistics properties is scarce, and the vacancy rate in the top five locations is just one per cent,” adds Koepke. “However, the situation is still much more relaxed in northern Germany than it is in the south.” As far as energy conservation is concerned, Koepke has noticed a clear trend away from heating properties with gas and towards the use of electronic solutions, such as heat pumps. “But other sustainable concepts also exist,” Koepke continues. “For example, the managers at C3 Bremen opted to install an XXL photovoltaic system on the roof of the logistics centre to supply their electricity.” (see p. 14) In addition, the call for what are known as Environmental Social Governance (ESG) concepts, which take environmental, sustainability and social issues in corporate governance into account, is becoming louder in the industry. “This is good for the environment, but there are many new requirements for developers and increased costs associated with it,” Koepke explains.

“Logistics is unwelcome in many places”

Similar to Koepke, Björn Sundermann, Managing Director of Robert C. Spies Industrial Real Estate, also recognises the reason for the current state of the market in an “overall conglomerate of increased financing costs and low willingness to finance”, pointing out that, among other things, rents for logistics and industrial properties have increased by up to 30 per cent in the past 18 months due to rising yields. Amid this mixed situation, however, he has identified that Germany’s



“Space for new logistics properties is scarce.”

Rainer Koepke, Head of Industrial & Logistics Germany at CBRE

city-state of Bremen finds itself in a special position. “Even though Bremen has always lived from logistics,” Sundermann explains, “we simply can’t expand endlessly here. Instead, we need to consider appropriate solutions for counteracting the shortage of space.” Two options Sundermann suggests are constructing the Achim-West industrial estate, which has been planned for a while, but has not yet begun, and an expansion of the Cargo Distribution Centre (GVZ) in Bremen. However, he also sees a shift to neighbouring federal states as an unavoidable, yet realistic scenario and refers, for example, to projects involving Robert C. Spies Industrial Real Estate.

For example, his team of eight not only markets the logistics space of P3 Logistic Parks at



P3 Logistic Parks is developing a 140,000m² logistics area at JadeWeserPort, to be finished by early 2025.





“We could learn a thing or two from the Dutch.”

Björn Sundermann, Managing Director of Robert C. Spies Industrial Real Estate

JadeWeserPort in cooperation with CBRE, they have also recently been advising on and brokering two projects in the greater Oldenburg area, each with 30,000m² and 20,000m² of logistics space respectively. Likewise, Robert C. Spies was commissioned to market a new 50,000m² multifunctional logistics building in Rheine, Westphalia, in early 2023. However, no matter where in Germany, Sundermann is constantly battling an image problem in the sector. “Although a lot has happened in terms of architecture and the sustainability of logistics properties in recent years,” he laments, “logistics is unwelcome in many places. Here, not only project developers and investors, but also politicians and users alike, are challenged with significantly improving the attractiveness of logistics real estate.” Indeed, Sundermann believes the solution may lie with our neighbours to the west. “We could learn a thing or two from the Dutch,” he adds. “They have a different building code – the architectural requirements for logistics properties are much higher there than Germany.”

“Those in charge need to factor reliability into their calculations, which they just can’t do at the moment.”

Fred-Markus Bohne, Managing Partner at Panattoni Germany and Austria



Many former industrial sites in excellent locations

Fred-Markus Bohne, Managing Partner at Panattoni Germany and Austria, attributes the current reluctance shown by many players in the market to how hard it is to foresee further developments. “Those in charge need to know where things are heading and to factor reliability into their calculations, which they just can’t do at the moment,” states Bohne. At the same time, he points out that Panattoni, as Europe’s leading project developer for industrial and logistics real estate, has brokered more than 500,000m² of usable space to clients in Germany in the first half of 2023, despite this hesitancy. In June, for example, his company broke ground on the City Dock in the metropolitan region of Hanover. The 47,000m² brownfield, which has been extensively refurbished and revitalised after many years of use as a chemical site, is set to provide around 24,000m² of new commercial space by February 2024. “Although the development of logistics real estate in the industrial sector is our core business,” Bohne explains, “the smaller secondary City Dock project is also doing well. Here, customers – from e-scooter suppliers, to e-commerce specialists, to carpenters – can manage their between 800m² and 2,000m² space, sometimes across several contiguous units, completely how they wish.” More than a dozen projects similar to the City Dock have already been completed in Germany.

Panattoni places particular emphasis on the sustainability aspect of the Hanover project. The roof, for example, is pre-equipped to take a photovoltaic system. Fossil-free heating of the property using an air-source heat pump and a sustainable greening concept for the outdoor facilities are also planned. “These should no longer be considered highlights, rather as standard requirements that the market demands of us,” Bohne clarifies. He also outlines the brownfield strategy, currently accounting for more than 80 per cent of Panattoni’s business volume, with similar clarity. “Germany is an industrial nation,” he acknowledges, “which is why we have so many former industrial sites in excellent locations here. As long as the damage from the past is documented and the projects are feasible, from my point of view it makes more sense to focus on brownfields than greenfields.”

Leasehold – sensible but not without its problems

Malte Wilkens, Managing Partner of the Peper & Söhne consortium, also sees a clear trend towards using more brownfield than greenfield

areas. Furthermore, the manager of the Bremen-based company, whose core businesses are project development and real estate management, has identified an increased focus on digitalisation and more sustainability in the market. “The industry is still dominated by a very analogue structure where, for example, building applications have to be printed out seven times,” he explains. “However, we’re already well positioned in terms of digitalisation, also thanks to the use of Proptech tools such as ‘Cloud-brixx’, which help us in our work with our project partners.” Likewise, both modern software solutions and intelligent sensor technology that, in conjunction with digital sensors and the consumers, provide important data about the property, including gas and electricity consumption and floor and impact loads, have been in use within the properties for some time. In terms of sustainability, Wilkens draws our attention to the



“The industry is still dominated by a very analogue structure.”

Malte Wilkens, Managing Partner of the Peper & Söhne consortium

logistics centre in Langwedel, Lower Saxony, which Peper & Söhne is currently working to complete and which will be the first logistics centre in →

FROM THE PORT COMPANY’S PERSPECTIVE

Two NPorts experts and their experiences of space shortages, customer requirements, sustainability and the importance of location profiles

With 15 port locations, NPorts is the largest operator of public seaports in Germany, making it a true expert in matters of logistics and special real estate. “Port space is finite, it can’t just be increased at will,” says Dirk Leibfried, Senior Manager Marketing and Sales at NPorts, commenting on the current lack of space. “Development has natural and financial limits.” This is why it is reportedly necessary for companies wishing to locate here to have a direct link to the port. “It is a simple equation,” he adds. “More transshipment and additional jobs mean more added value.” The port of Cuxhaven is a good example of this – this multi-purpose port is expanding, especially in the offshore sector. Moreover, the increasing requirements of various other sectors, such as car handling or the

wind power industry, are making expansions like the construction of berths 5 to 7 necessary. “We have building permission,” Leibfried adds, looking ahead. “As soon as the financing is there, these areas will help to enable the temporary storage of wind power components and relieve burden elsewhere in the port.”

Hanne Hollander, Head of Real Estate at NPorts in Emden, believes it is no longer possible these days to allocate port land without having sustainability in mind. In addition, any projects must have a clear connection to the profile of the location and fit in with the surroundings, the municipality and the entire region. In Emden, the areas in the eastern part of the Wybelsumer Polder and at the Rysumer Nacken were put out to

tender for port-related renewable energy clusters at the end of 2022 under precisely these conditions. “We have put a sustainable focus on the entire area in order to create lighthouse projects for sustainable commercial and industrial developments,” Hollander explains. This approach is well received on the market – there were more interested parties than spaces available. For Hollander and her colleagues at the 15 locations, however, the search for suitable customers is a real challenge in which leasehold plays a decisive role. Essentially, these are leases that grant customers long-term use, while the port company NPorts remains the owner. This allows the ports to control long-term development and to embrace their special responsibility for the development of the region. (bre) □



Dirk Leibfried, Senior Manager Marketing and Sales at NPorts and Hanne Hollander, Head of Real Estate at NPorts in Emden.



logistics hall, which has been used by VW supplier Grupo Sesé since 2022. In addition, Wilkens explains that several projects, for example in the automotive sector, are currently being implemented at the Hansalinie industrial park. Despite these successes, however, he adds that Peper & Söhne is not looking to complete any more projects in the ports in the future. “Leasehold and the bureaucracy associated with it is the reason for this,” says Wilkens. “In principle, we do not have a problem with leasehold property,” he adds, “in fact, we think it is absolutely right that the state should retain control where strategically important areas are concerned. However, the way it’s being exercised at present is totally hostile to project developers and investors.”

Brownfields – the “construction sites of the future”

“Even if investors are currently holding back on capital investments in new commercial real estate, there is still demand for innovative, sustainable logistics properties,” says René Kaldenhoven, Managing Director of Goldbeck Nord, a Hamburg company that boasts the planning and realisation of logistics and industrial halls in its service portfolio. Goldbeck is currently active in over 40 locations in Germany, including the aforementioned P3 Logistic Parks and Atlantic One projects at JadeWeserPort and Hansalinie 3 in Bremen. “Ecology and economy don’t contradict each other,” says Kaldenhoven about the industry’s increased focus on sustainability. “Even if many of us consider environmental protection to be bad for business, the consensus that Net Zero must be achieved does, indeed, exist.” To realise this, however, the industry must deliver innovative, future-proof concepts that can be applied in a scalable manner. In these efforts, similar to some of Peper & Söhne’s projects, Goldbeck has installed numerous sensors in the Atlantic One multi-user hall, in order to learn as much as possible about the load on the floors and dock levellers, and to generate a great deal of data about the property. “We can use the sensor data to interpret real estate even better and to develop the sustainable building operation of the future,” Kaldenhoven adds, emphasising that, at Goldbeck, even the planning of a building is performed completely digitally so as to generate important information about the whole life cycle of the property. “One of our aims is to become the electromobility real estate expert.” With all this in mind, he sees the brownfields as the ‘construction sites of the future’. “It’s more sustainable to use the existing infrastructure,” he explains. “This is why we’re in favour of building on brownfields, especially since greenfields are becoming increasingly rarer.”



More than 120 companies from various sectors, such as the automotive industry, benefit from the transport links in the Hansalinie business park – located directly on the A1 and in the immediate vicinity of the Bremer Kreuz transport hub.

northwest Germany to operate without fossil fuels. “We’re aiming for our first DGNB platinum certificate here. We’ll find out whether we’ve got it in this year’s fourth quarter,” he tells us.

Other projects in which Peper & Söhne is playing or has played a significant role include the 13,000m² Atlantic One multi-user hall, which was completed at JadeWeserPort in 2021 and taken over by P3 Logistic Parks this year, and a 15,000m² industrial and



“There is still demand for innovative, sustainable logistics properties.”

René Kaldenhoven, Managing Director, Goldbeck Nord

Our Ports. Your Future.

www.nports.de

Follow us on



PROBLEM SOURCE TO SOLUTION?

The logistics real estate market is currently experiencing a downturn. LOGISTICS PILOT spoke to Professor Alexander Nehm from the Baden-Württemberg Cooperative State University and Francisco J. Bähr, Managing Partner at Four Parx, about the reasons for this and its impact.

“Uncertainty is what investors like least.”

LOGISTICS PILOT: Why is the logistics real estate market not performing as well this year as it did in 2022? Is it solely due to fewer larger transactions and the fact that foreign investors are hesitant?



NEHM: The logistics asset class may be performing less strongly this year compared to last, but it's still experiencing comparatively stable user demand. Accordingly, what I've just said relates more to the investor side than to that of the user, and there are many reasons for the restraint we're seeing at the moment. A cocktail of high construction prices, interest rate developments, inflation, the war in Ukraine and the energy crisis has unsettled the market. Such uncertainty is what investors like least and is what has ultimately led to the current reluctance to invest.

BÄHR: This is due to numerous factors, first and foremost among them are the interest rate hikes by the European Central Bank, which have brought much uncertainty to the market. This has changed some investors' purchasing behaviour; large institutional investors have even suspended purchases almost completely because, at the same time, sales prices have fallen by up to 40 per cent, but both land purchase prices and construction prices haven't fallen to the same degree, so only a lower margin remains for the development of projects.

This means a higher risk. Increasing rent can make up for some of this, but not at the rate at which margins have fallen.

LOGISTICS PILOT: Are land scarcity, the simplification of building law and the need to reconcile environmental and economic considerations the issues of 2023?

NEHM: All these issues place a lot of pressure on logistics properties. In terms of their design, energy balance, choice of location and sustainability, this is initially positive – but also overdue. The golden age of building as cheaply as possible and selling as expensively as possible is over for now. Both the lack of space and the ESG and sustainability requirements are forcing innovations in the logistics property field. In my opinion, however, this is also an opportunity for the industry to reposition itself and fundamentally revise its battered image. I'll give you an example – when competing for attractive space, it's becoming much harder to win over local authorities that, for their part, are forced to contribute to the energy supply. If we could quickly develop concepts in which the real estate can generate renewable energy – so, solar, wind, geothermal – for the community in the form of a local power plant, things would probably change, especially in terms of acceptance

PROF. ALEXANDER NEHM

has been teaching at the Baden-Württemberg Cooperative State University in Mannheim since 2020 and is a Business Administration expert focussing on logistics real estate.

and image. The property wouldn't be the source of the problem, it'd be the solution!

BÄHR: Two types of land shortage are currently prominent. The first is the fact that there are only a few suitable plots of land left in urban areas that still have the building rights required for logistics real estate. The second is that logistics real estate lacks acceptance among citizens, local authorities and councils.

This makes it increasingly difficult to find new project sites and more time-consuming to obtain the corresponding building rights or planning permission. Another issue is digitalisation within logistics real estate. The industry is in the digital stone age here, and relevant data beyond that gained by electricity and water meters is rarely collected. In the future, though, it won't be possible to implement the EU taxonomy or the ESG requirements without digitalisation, nor will we be able to operate efficiently without it.

LOGISTICS PILOT: What are Germany's most significant logistics real estate markets?

NEHM: You can probably really only talk about the "Big 7" – after Hamburg, Duisburg/Lower Rhine and Rhine-Main, these include Rhine-Neckar, Cologne, Berlin and the eastern Ruhr area. Bremen/Bremerhaven and the Hanover region are also in the top ten, though. In general, the north has two decisive advantages over the south – the topography and its large seaports. The theoretical land potential is significantly greater here than in mountainous areas. Although it's becoming harder to find good sites in the north's prime areas, a lot's happening at the moment. For example, VW is building a battery cell manufacturing gigafactory in Salzgitter, which is also expected to generate strong demand for logistics. The JadeWeserPort is also growing – the project developer P3 has started building a total of 140,000m² of warehouse space there. This lighthouse project is an important signal for the location. Plus, Bremen's freight transport centre has been regarded as a showcase model in Germany and Europe for years. There seems to be no room for stagnation here – innovation is part of our DNA. The current BLG new-build C3 made headlines in the Nordsee-Zeitung. "Logistics hall as power station: BLG impresses Economics Minister Habeck". The energy generation methods used in the new hall are extraordinary and provide a good link to the examples I just described.

BÄHR: Certainly, the "Big 5", so, the metropolitan areas around Düsseldorf, Berlin, Munich, Hamburg and Frankfurt am Main, remain the most important markets. In contrast, other regions that haven't been so strong so far are constantly developing, such as around Leipzig Airport, Erfurt and Magdeburg,



FRANCISCO J. BÄHR

is managing partner at Four Parx, an innovator in the development of commercial and logistics real estate.

“The industry's in the digital stone age.”

and the regions surrounding Berlin and Bremen. As far as Lower Saxony is concerned, I see strong development at the JadeWeserPort and the hinterland there that'll impact the area between Oldenburg, the A1/A29 motorway junction and Bremen.

LOGISTICS PILOT: So, are "brownfields" or "greenfields" the future?

NEHM: That's easy. Firstly, the usage of undeveloped land is simply no longer acceptable from a sustainability point of view. Plus, the German government is aiming to reduce land consumption to less than 30 hectares per day by 2030. For the logistics real estate industry, this means that competition for commercial land allocations will become more intense. The result is that brownfield developments have become the "in thing" in logistics.

BÄHR: Brownfields embrace the challenges of the future as they make efficient use of limited space and don't encroach on more "greenfield" sites. Our multi-storey "Mach2" project in Hamburg is a pioneering example of how space-efficient brownfield development works. We've created around 120,000m² of logistics floor space on a 100,000m² site. Before, only a maximum of 50 to 60 per cent development, so up to 60,000m² was possible on such a plot. (bre) □

BLG SETS SUSTAINABILITY MILESTONE

The C3 Bremen is not only a logistics centre, it is also a groundbreaking project that sets high standards in environmental protection and equipment. Consequently, it serves as a blueprint for the future design of logistics properties.



C3 Bremen launch with (from left): Frank Dreeke, Chairman of the BLG LOGISTIC Group Management Board; Andreas Bovenschulte, Mayor of Bremen; Robert Habeck, Vice Chancellor and Federal Minister of Economics and Climate Action; Maika Schaefer, then Senator for Climate Protection, Environment, Mobility, Urban Development and Housing; and Jörg Burzer, Member of the Mercedes-Benz Group Management Board.

Review: The C3 Bremen was opened on 2 May 2023 in Germany's largest freight transport centre, the GVZ Bremen, with Robert Habeck, the German Minister for Economic Affairs and Climate Action, and Andreas Bovenschulte, Mayor of Bremen, in attendance. Since then, around 550 employees have been preparing the worldwide shipment of Mercedes-Benz vehicle parts via the major German seaports in the logistics centre, which covers an area of around 80,000m², using the "Completely Knocked Down" (CKD)* method. According to Matthias

Klawitter, Head of Mobility at BLG LOGISTICS and project manager of the C3 Bremen, which is run by his company, three qualities merge in the property. "At the C3, we have brought together the customer's high demands on us as a logistics service provider, environmental protection and sustainability, as well as an attractive environment for our employees." This is also reflected in the property's name – the three Cs

* INFO

The term **Completely Knocked Down** comes from the automobile industry. It refers to a method of manufacturing motor vehicles in which the components are delivered individually and assembled into a finished vehicle.



Using the “Completely Knocked Down” method, the C3 Bremen prepares Mercedes-Benz vehicle parts for worldwide shipment via the German seaports.

stand for Customer, Climate and Comfort.

Customer means the best possible inventory management according to the customer’s requirements. In this specific case, it applies to the needs of Mercedes-Benz. This also includes an array of technologies that feature a high degree of modular automation and digitalisation, such as a driverless transport system, automatic pallet preparation, smart conveyor technology and a put-to-light system to avoid incorrect packaging. Climate, meanwhile, refers to the fact that there is a sophisticated sustainability strategy behind the logistics centre, at the heart of which is Germany’s largest uninterrupted rooftop photovoltaic system that extends over the entire logistics centre roof and generates 8.4 million kilowatt hours of solar power annually. This could supply 2,400 households with energy over this period. A holistic heating, hot water and ventilation concept, as well as comprehensive thermal insulation and smart lighting control, complement this environmentally friendly system. Behind the third C – Comfort – is the goal of creating the most pleasant working environment possible for the employees. This is achieved, for example, with an orchard containing native trees and a park with a pond designed as a dune landscape. Generous window elements and roof light strips,

Driverless transport vehicles and industrial robots are used alongside employees in intralogistics at C3 Bremen.



as well as moss walls and elements within the interior, also ensure a real feel-good climate.

“A strong project,” says Habeck

“Large-scale and holistic projects like this are exactly what we need to achieve our climate goals and lead Germany towards greenhouse gas neutrality,” said Habeck at the launch. “A strong project that shows how future-oriented business and environmental protection go hand in hand.” “The logistics centre is a visible component of BLG’s sustainability strategy, namely to become climate-neutral by 2030,” adds Matthias Magnor, Member of the Board of Management and Chief Operating Officer (COO) of the BLG Group. “Our targets for the total reduction of greenhouse gas emissions were acknowledged by the Science Based Targets Initiative 2020. This made us the first German logistics service provider with a scientifically recognised climate protection target.”

The Mercedes-Benz Group likes the logistics centre’s holistic concept so much that it presented BLG and C3 Bremen with its “Supplier Award 2023” in the “Sustainability” category in July. Magnor accepted the award in front of around 500 participants at the Mercedes-Benz Customer Centre in Sindelfingen. “This award means a lot to us,” he said, “because the C3 Bremen is the outstanding result of our 30-year collaboration with the Mercedes-Benz Group. We’re honoured to provide our services to a partner with whom we can complete such ambitious and pioneering projects for the future.”

The experience gained from building the C3 Bremen will allow further such projects and logistics properties to be initiated in the future. However, BLG LOGISTICS is being tight-lipped about just how and where this will happen. “We’ve got various ideas but we’re not ready to go public yet,” says Klawitter.

(bre) □

FACTS

C3 BREMEN

FOUNDATION LAID

14 October 2021

OFFICIAL LAUNCH

2 May 2023

SITE AREA

150,000 m²

TECHNICAL FEATURES

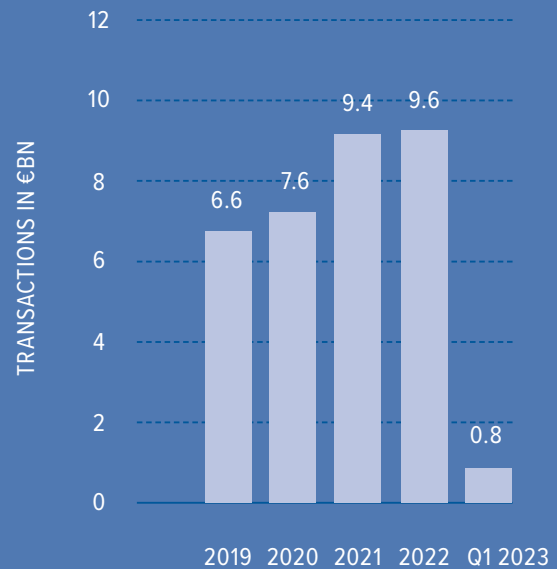
24 driverless transport systems, automated measuring and weighing, narrow-aisle racking with 12 aisles and 23 rows of shelves, put-to-light order picking, moving-floor technology for truck loading and unloading, automatic packaging alignment system, 23,000 installed PV modules and 52 inverters.

BIG PLAYERS & BOOMTOWNS

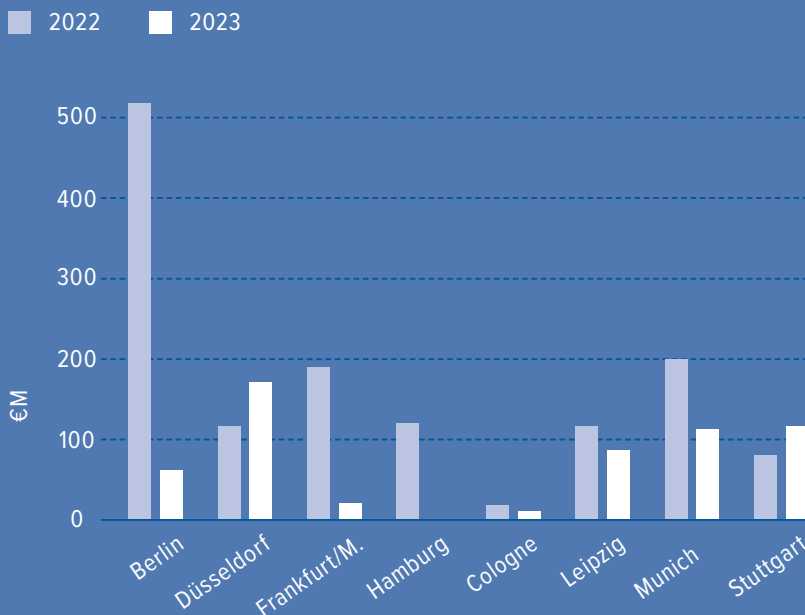
Even without the aid of drone technology, we have taken an entertaining flight over Germany to take a closer look at the logistics sector – plus facts and figures on current developments in the logistics real estate market. We have also included details on the size of individual federal states, numbers employed in the logistics sector and other interesting facts about Germany and neighbouring countries.

Transactions in the investment market for logistics properties in Germany

FROM 2019 TO Q1 2023



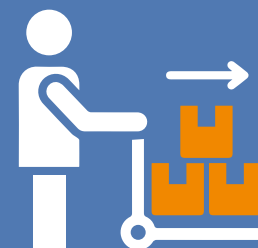
Investment in logistics in key logistics markets in the first half-year



Employees in the logistics industry in Germany

3.30 m
2021

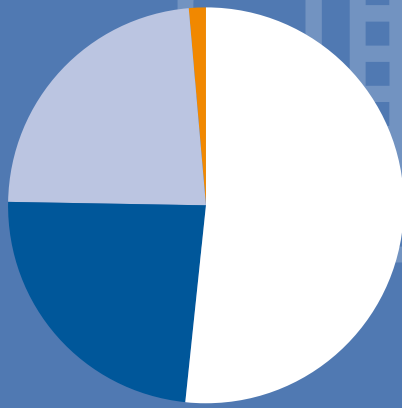
3.35 m
2023*
(*prognosis)



Logistics real estate investment in Germany

IN 2022 BASED ON ORIGIN OF CAPITAL

- Germany 51.5%
- North America 23.5%
- Europe 23.1%
- Asia 1.2%



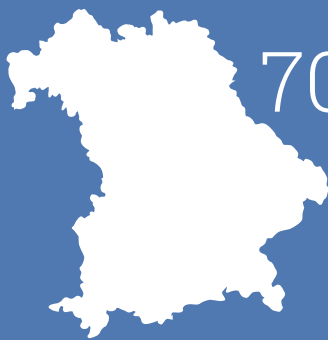
Breakdown of turnover in warehouse and logistics space in Germany

IN 2022 BASED ON SECTORS

- Logistics providers 32.6%
- Industry/production 31.2%
- Trading companies 29.6%
- Other 6.6%



Comparison of German states based on area

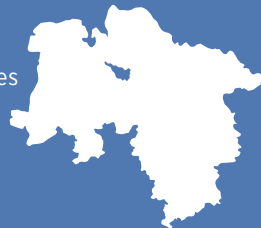


70,542

Spanning an area of 70,542 square kilometres, Bavaria is the largest state in Germany,

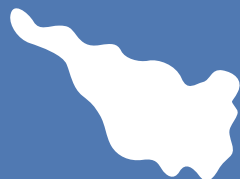
47,710

followed by Lower Saxony with 47,710 square kilometres



419

Bremen is the smallest of all federal states with 419 square kilometres.



Most expensive European cities based on cost of living index

01 Basel	127.0
02 Zürich	120.8
03 Lausanne	119.7
22 Paris	76.1
26 London	74.2
Munich	73.1
Hamburg	70.4
37 Frankfurt/M.	70.1
Berlin	69.7



A WOMAN'S VISION FOR WILHELMSHAVEN

As Head of the NPorts Wilhelmshaven Port Office, Ilka Frerichs requires a completely different style of port expertise. After all, Jade Bay handles an extensive range of goods, from containers of LNG and chemicals to RoRo cargo.



As Ilka Frerichs, Head of the Port Office, explains the different areas of the aerial photo hanging in her office, it soon becomes clear that she not only keeps an eye on the entire Wilhelmshaven port, but also knows exactly what is going on in each of the different sections. And the port at Jade Bay is much bigger and diverse than you might think.

“The Hooksiel outer port is located all the way up north,” explains Frerichs, who has overseen the port office since September 2022 and is the youngest manager at NPorts. She and her team of 18 are responsible for the wide variety of port activities, which begin with the smaller fishing boats and cutters so popular with tourists. And that is exactly where her most exciting day at NPorts ever started in December.

“It was a cold winter day when we boarded Argus, our multi-purpose vessel, with our branch manager, Mathias Lüdicke, and headed for the berth of LNG carrier Höegh Esperanza,” she recalls. “It was quite impressive to see a special ship like that guided to the pier berth at the Voslapper Groden transshipment facility and Germany’s first LNG terminal, monitored by ten police and SEK speedboats,” says the department head, who first studied maritime transport and port management at the Jade University of Applied Sciences in Elsfleth and then acquired her Master’s degree in maritime management.

Well-coordinated processes at the LNG terminal

LNG delivery has continued without a hitch ever since. “Once a week, a tanker arrives to supply ‘Höegh Esperanza’ with liquefied natural gas. The processes are well coordinated.” But as Head of the Port Office, she is also in charge of the other berth at the Voslapper Groden transshipment facility (UVG), which is used

Ilka Frerichs is one of the youngest managers at NPorts and oversees the port office in Wilhelmshaven.



Wilhelmshaven handles a wide range of goods and welcomes an extensive array of ship types.

by chemical company Vynova and designed to handle ethylene and other chemical products.

The section of the port a little further south will soon make a name for itself nationally, as the Belgian operator Tree Energy Solutions (TES) has already begun constructing the second floating LNG terminal there, says Frerichs. Unlike UVG with its permanent sea bridge, this terminal will feature technology with a pipeline that is around 1,800 metres in length and secured both on and below the sea floor.

Further south, the recently delivered container cranes tower high above the approximately 130-hectare JadeWeserPort (JWP) operated by EUROGATE Container Terminal Wilhelmshaven. Germany’s newest container port and only deep-water port, which handled 683,403 standard containers (TEU) last year, is located here at the outer port. Right next door, Bulk Terminal Wilhelmshaven (BTW) features three berths, one of which processes ultra-large bulk carriers (ULBC).

The NWO pier is of national importance

Also located at the outer port, the Nord-West Oelleitung (NWO) pier with tank farm and a transshipment volume currently at around 20 million tonnes a year has been Germany’s most important berth for the import of mineral oil since 1958. However, it is only managed by on-duty nautical officers as required by the authorities. Commander Robert Uebe is also responsible for Neuer Vorhafen with the Heppenser Groden naval base. But Frerichs’s areas of responsibility also include Fluthafen and Pontonhafen with the Nassaponton, Mittelbrücke, Wangeroogkai and Helgolandkai berths, which are mooring locations particularly for supply and company vessels such as toll boats, pilot boats and the Peter Habig SAR vessel of the German Maritime Search and Rescue Service (DGzRS). →

LOGISTICS STORY

Bulk, refrigerated, project and rolling cargo, in particular, is loaded onto and unloaded off of car carriers at Lüneburgkai and Braunschweigkai in the inner port, which is accessible via two lock chambers. And even the offshore industry uses the non-tidal port area as a base and service port. Also located close to Hannoverkai, the Neue Jadewerft was established in 1947 and has belonged to the Naval Vessels Lürssen Group since 2021.

The position of Head of the Port Office was only recently created when the port captain's responsibilities were redistributed to NPorts and the state of Lower Saxony. According to Frerichs, it is nearly 20 kilometres from one border of the port area under her purview to the other. Whilst all statutory tasks such as port authority authorisations and port authority representation for construction projects like the new LNG jetty are now the responsibility of the state of Lower Saxony, the Head of the Port Office is in charge of tasks subject to private law. Six office workers in Frerichs's team deal with matters such as coast radio, billing and customer queries. Her six colleagues out in the field oversee port operations, which include port authority ship inspections, port facility assessments, and port surveillance. Three additional employees

“Once a week, a tanker arrives to supply Höegh Esperanza with liquefied natural gas.”

The LNG jetty in the background is the first of six liquefied gas terminals in Germany and was built in just 194 days.



Wilhelmshaven's eight container bridges will be raised by eleven metres to accommodate the growing number of large container ships that dock at the port.

are responsible for inspecting hazardous goods, and another is in charge of issues on-site at Fluthafen and Pontonhafen. In future, a Port Facility Security Officer will also monitor compliance with ISPS codes at Hannoverkai and the UVG sea bridge.

Lots of coordination and communication

One of Frerichs's key areas of responsibility is coordinating shifts. "All the employees are motivated, complete their work and know what to do," she emphasises. "But I need to keep an eye on things and, for example, assign new tasks." She also deals with customer queries about non-standardised cargo, for example, as well as longer-term use of berths. "I'm also the initial point of contact for primary operations." In addition, Frerichs is responsible for the budget and statistics and is the contact for external parties such as the Central Command for Maritime Emergencies.

Handling the high volume of work is one of the biggest challenges for Frerichs in her new position. "For that, I need to develop different structures." Gaining a better understanding of departmental procedures and the site's unique qualities and culture is a learning process. Also new for her is dealing with the team's shiftwork, for which she needs to find her own forms of communication. Additionally, there is a shortage of skilled staff, which has made it even more difficult to fill two vacancies resulting from retirement and internal changes.

Frerichs has had a deputy, Marc Hoffmann, since 15 September, which will hopefully make it easier to find the time to inspect the port facilities and meet with captains and crew members. The team regularly tours the port facilities aboard the Argus. "I'd like to go out more often in the future." But Frerichs always has a good overview of the port regardless.

More information:

www.nports.de

VOLLE KRAFT VORAUSS

**WERDEN SIE TEIL UNSERER
GEMEINSCHAFTSSTÄNDE**

- 
- 01.-03.11.2023** transport logistic South East Asia
in Singapore
 - 28.-30.11.2023** Antwerp XL in Antwerpen
 - 07.-09.02.2024** Fruit logistica in Berlin
 - 05.-07.03.2024** Intermodal South America
in São Paulo
 - 21.-23.05.2024** Breakbulk Europe in Rotterdam
 - 25.-27.06.2024** transport logistic China
in Shanghai



**BREMEN
BREMERHAVEN**
TWO CITIES. ONE PORT.

BREMENPORTS.DE



OFF TO NEW SHORES!

Automotive logistics company MOSOLF is tapping into a new field of business, port logistics, with a particular focus on Wilhelmshaven and Cuxhaven.

The story begins with the purchase of the premises and land at JadeWeserPort Freight Village. Three years ago, automotive logistics company MOSOLF acquired a 10,000-square-metre space there with multi-functional hall and office building. Since then, the idea has been to establish automobile port handling in Wilhelmshaven and thus fulfil the demand for logistics services that are located near the port, but also extend beyond European borders.

The business with new vehicles kicked off in 2022. “Since the first ship of a large European car manufacturer docked in December, demand has increased significantly,” says Kai Wenhold, Branch

Manager for Wilhelmshaven and Cuxhaven. “As a temporary solution, we’re using Lüneburgkai and Braunschweigkai in the inner port for handling vehicles from RoRo ships.”

These days, many cars are being imported in containers. “Our Asian customers – OEMs and importers – are currently using more containers due to capacity shortages on RoRo ships,” explains the branch manager. Large shipping companies are transporting hundreds of cars overseas and to Germany in this way, especially from the Chinese ports Qingdao and Shanghai. Depending on the vehicle type and requirements, two to four vehicles fit inside a 40-foot container.

More and more electric vehicles exported from China

Import is the fastest-growing business. “The three leading Chinese car manufacturers, including the largest manufacturer of electric vehicles and the market leader in China, deliver cars to us,” explains Wenhold. With many vehicles produced in Asia, Turkey and Spain, the German automotive market as a whole has recently developed into an import market. However, the demand for export is also on the rise. “When shipowners import vehicles like these through Wilhelmshaven, they’re also interested in taking cargo back with them, which is why we’ll, hopefully, see more export customers in the near future,” he adds.

MOSOLF currently has space for several thousand vehicles in Wilhelmshaven. But the new field of business is not restricted to this site. The company is planning additional business in collaboration with port operator Cuxport.

MOSOLF does not believe that its business in Wilhelmshaven and Cuxhaven will compete with the German ports Emden and Bremerhaven, which are already established in automobile port handling. “It’s more likely to compete with Belgium and the Netherlands,” Wenhold explains. “Cargo has moved to Antwerp, Zeebrugge and Rotterdam.” There is also a high demand for additional port capacities.

Excelling with personal advice

The electric car market, which is currently under development, promotes progress in the new field of business. “Particularly when it comes to electric vehicles produced in Asia, no customer relationships have been established yet for overseas export,” says the branch manager. Due to capacity shortages on RoRo ships, there is a high demand for good alternatives to the established transport options. “And that’s exactly what we can offer, with a great deal of flexibility and personal advice.”

MOSOLF has space for several thousand vehicles in Wilhelmshaven.



Much has happened since Bernd Althusmann, then Minister of Economic Affairs for Lower Saxony, (right) and Jörg Mosolf, Chairman of the MOSOLF Group Executive Board, (left) inaugurated the Wilhelmshaven car terminal in 2020.

But business in the field of automotive logistics is very volatile. “The demand for storage capacities increased drastically during the COVID-19 pandemic, as vehicles could not be delivered to end customers. Logistical needs fell again considerably due to a significant drop in production resulting from a semiconductor shortage.” But the level of production has been solid again since the middle of last year.

In addition, special transports are currently in very high demand. As no investments were made during the pandemic, there is a lack of capacity on the rails for hinterland transport, which are important for the automotive industry, as well as on the road. That is why MOSOLF is investing in lorry capacity in Germany as a whole and in northern Germany. “Our advantage is that we’re positioned to be very flexible,” says Wenhold. “For example, our workshop is mobile, meaning we can use it in Wilhelmshaven and Cuxhaven.”

At the beginning, for instance, the company performed delivery inspections, including a light test and charging level check, and equipped all the vehicles with winter tyres for a renowned car rental company that had imported 1,200 electric vehicles from China. “With this spot deal, we were able to prove that it works, as well as acquire long-term business,” emphasises Wenhold.

MOSOLF handled nearly 4,000 TEU in Wilhelmshaven in August, with a medium-term goal of around 50,000 vehicles a year. But that will not be the end of the story by any means. According to estimates, the number of vehicles produced in China, which are then sold and transported to Europe are likely to nearly double by 2025 compared to 2022. That is a lot more potential for MOSOLF. (cb) □

FACTS

**MOSOLF
PORT LOGISTICS**
ESTABLISHED
2020

LOCATIONS

Wilhelmshaven and
Cuxhaven

AREA OF BUSINESS:

Port transshipment and
technical services for
vehicles

EMPLOYEES

13

More
information:

www.mosolf.com

COMMUNITY



BLG HAS RENTED SPACE AT LUNEORT AIRPORT

BREMERHAVEN BLG AutoTerminal Bremerhaven has been temporarily renting the closed Luneort airport from Fishery Harbour Bremerhaven (FBG) since August. Four areas with a combined space of just under 186,000 square metres, including one area with nearly 24,000 square metres suitable for heavy-load traffic, should provide BLG with additional parking spaces for around 2,000 cars and help reduce the high number of vehicles in the terminal's core space. The vehicles are transported over the nearly 13-kilometre distance by lorry.

EXCHANGE PROGRAMME FOR NEW APPRENTICES

OLDENBURG In August, 15 apprentices embarked on their career at the NPorts branches in Brake, Cuxhaven, Emden and Wilhelmshaven. NPorts offers seven different traineeships, including a real-estate agent training programme in Wilhelmshaven and one for skilled metal workers in Brake, both of which were added in 2023. Also new this year is the fact that apprentices in industrial fields can participate in an exchange programme, which offers the benefit of learning exciting things at another site and gaining insight into a different field of activity.



STADE ADVANCES AS AN ENERGY HUB

STADE At an event for the media in Stade on 23 August, NPorts Managing Director Holger Banik outlined the progress made at the Stade jetty for liquefied gases (AVG). The jetty, due for completion in winter 2023/24, the 650-metre-long berth wall and the integrated terminal platform south of the existing port are already recognisable. "But there's still lots to do. Bollards, fenders, access bridges and lighting all need to be installed, and our team is working 24 hours a day," said Banik. Stade is another component in Germany's energy security efforts.



CHANGE IN MANAGEMENT AT HELLMANN

OSNABRÜCK The Supervisory Board of Hellmann Worldwide Logistics appointed Jens Drewes Chief Executive Officer (CEO), with effect from August 2024. Drewes will therefore succeed Reiner Heiken, who has decided to retire in the coming year. Drewes has been in the logistics industry for more than 30 years, particularly in Asia-Pacific and Europe. With his arrival at Hellmann, Drewes will be managing the company's five regions as well as the HR, Sales & Marketing, Corporate Development and Communications departments as CEO from August 2024.



BLG: DIRKS APPOINTED OPERATIVE MANAGING DIRECTOR

BREMERHAVEN Karsten Dirks assumed the role of Operative Managing Director of BLG AutoTerminal Bremerhaven on 1 August and is therefore responsible for the site alongside Commercial Managing Director Jan Bellendorf. Dirks was the managing director of EVAG/ELAG Emden Verkehrs und Automotive Gesellschaft for many years. "We're absolutely delighted to have an experienced manager and proven expert in Mr Dirks and are confident that he will make a valuable contribution to the future of our team," said Matthias Magnor, Chief Operating Officer of the BLG Group.



USED CTVS FOR NEW SUBSIDIARY

WILHELMSHAVEN Since July, Jade-Dienst GmbH has bundled its maritime services at its new subsidiary JD Offshore, based in Wilhelmshaven and established by the parent company with the principal shareholders J. Johannsen & Sohn and Hamburg Lines Men. Among other things, JD Offshore offers so-called crew transfer vessels (CTVs) for transfer services to offshore wind farms. The company recently purchased and christened three used CTVs for these activities and now aims to develop a fleet of suitable watercraft and operate as a ship manager.

CAPTAIN'S DAY IN BREMEN: MORE THAN TRADITION

BREMEN On behalf of the Bremen Senate, Bremische Hafen- und Logistikvertretung hosted the 56th Captain's Day, a long-standing tradition, on 1 September. Around 300 captains, maritime industry staff and politicians attended the event in the Upper Hall. Highlights included speeches by Volker Wissing (5th from right), Federal Minister for Digital and Transport, Andreas Bovenschulte (6th from right), Mayor of Bremen and President of the Bremen Senate, and Stephan Berger (right), Harbour Master and Head of Port Authority Bremen. During his welcome speech, Christoph Bruns (3rd from right), spokesman for the BHV executive committee, pointed out that around 40,000 people are active in logistics and the port industry in Bremen and Bremerhaven alone. "That's why Captain's Day is one of the major social events in our state, and rightfully so, as the maritime industry has shaped this region more than just about any other in Germany," he emphasised.



EXCITING INSIGHTS INTO THE UNDER-WATER WORLD

BREMERHAVEN For nearly a week in August, Maritime Days took centre stage in Bremerhaven, with a colourful and entertaining programme for all ages and many events associated with the maritime world of ships and seas. In attendance again this year, the bremenports divers showed a large audience how they prepare for their work in the murky depths of the Bremen ports, whether it is repairing quays and locks, taking measurements or recovering cars and damaged ships.



MOHRS VISITS JADE UNIVERSITY

ELSFLETH In August, Falko Mohrs (5th from right), Lower Saxony's Minister for Science and Culture, visited the Department of Maritime Studies and Logistics at Jade University. There he had the opportunity to learn about the departmental courses, which originated with the foundation of the Elsfleth maritime school in 1832. Professor Manfred Weisensee, University President, (right) and Professor Barbara Brucke, Dean, (3rd from left) emphasised that the graduates are not only employed at sea and at companies near a port but are also employed in the maritime and logistics value chain.

HAUSWALD SUCCEEDS BULLWINKEL

WILHELMSHAVEN In early August, Marc-Oliver Hauswald was appointed Managing Director of Container Terminal Wilhelmshaven JadeWeserPort-Marketing GmbH, and will succeed Andreas Bullwinkel, who plans to retire after the transition phase. Bullwinkel has been managing the marketing company on behalf of JadeWeserPort since 2013. Born in Bremen, Hauswald has a degree in economics, focussing on corporate accounting, controlling and project management. He has 20 years of experience in operational and strategic management in the international logistics industry.



DREWES EXPANDS INTERNATIONALLY

BREMEN Bremen-based Drewes Logistics announced in August that it plans to open two more branches – one in Dornbirn, Austria, and one in Savannah, USA. "This brings us closer as a company to our customers," said MD Patric Drewes. Whilst Fabio Buzzi (left) is developing the new branch in Dornbirn, with the aim of expanding the Drewes customer base in Austria and Switzerland, Lisa Beerens (right) will manage the Savannah site. Besides project cargo, the logistics company will be managing container and breakbulk business from Savannah.



DETAILED, AERIAL SITE INVESTIGATION

Established in 2019, Advanced & Specialized Drone Solutions (ASDRO) is a start-up in Essen that specialises in the measurement, inspection and evaluation of surfaces and subsurfaces using modern technology.



In line with the motto “The high-flyer with perspective”, the team combines autonomous data acquisition with automated data processing to visualise weapons, pipelines, archaeological structures and other anomalies in and on the ground.

“We get started where conventional methods reach their limits, and deliver reliable data, regardless of the terrain, the location or the inclination of the region inspected,” explained Julian Beutemps, CEO of ASDRO. Depending on what the customer is looking for, he and his employees offer three different drone solutions: the Surface Scan, the Precision Scan and the Fast Scan. Highly sophisticated drone systems are used in all three

cases and investigate the land from an altitude of up to 100 metres. The resulting data are reconstructed into a three-dimensional image of the surface using complex mathematical processes and modern computer algorithms. Internally developed software with AI integration is then used to analyse data and provide information about potential dangers underground and their locations with a high degree of precision. How detailed the analysis ultimately is depends on the drone solution variant selected. With the Surface Scan, for example, ASDRO promises precision of one to two centimetres in terms of location and two to three centimetres in terms of height. “Our drone-based measurement significantly reduces time requirements and costs, in particular,” stated Beutemps. Another benefit is non-destructive measurement regardless of the region, which even includes damp or agricultural surfaces.

Established as a spin-off of the University of Münster, ASDRO is based in Essen – and therefore in a region in which site investigations are important to companies, particularly due to mine reclamation and the Second World War. There are currently 15 employees at the site, with areas of speciality ranging from earth science and drone technology to software development. They ensure that any questions they receive from companies in the fields of renewable energies, energy infrastructure and commercial properties are answered in a professional manner. As a reference letter for their drone technology, they have, among other things, the German Innovation Award 2020 and the Brownfield24 Award 2021 in the imaginary luggage of the unmanned aircraft. (bre) □



“Time and costs are significantly reduced.”

Julian Beutemps,
CEO of ASDRO



HISTORIC COLUMBUS CRUISE CENTRE TO BE REVITALISED

BREMERHAVEN Thousands embarked on their voyages from the Columbus Cruise Centre, as did emigrants hoping for a better future. However, the middle section, built between 1958 and 1962, has stood vacant for years. The architectural services company gmp International won the

tender for the revitalisation of this section in August. Besides being used as a cruise centre with baggage handling and office space, other uses might include art and cultural events to hotel, food and beverage outlets as well as conference and event facilities.



NPORTS: OPENING OF NEW BUILDING

CUXHAVEN In late August, Frank Doods (centre), State Secretary in Lower Saxony's Ministry for Economic Affairs, Transport, Construction and Digitalisation, formally opened a new building for the NPorts branch office in Cuxhaven. A two-storey building was built there last year which contains workshops, material storerooms as well as office and social spaces. The workshops will house an electrical workshop, a metalworking shop and a builder's yard. Afterwards, Doods visited the modern building together with NPorts MD Holger Banik (4th from right) and numerous members of the media.



SDN PRAISES EMERGENCY SERVICES

VAREL-DANGAST The German North Sea Coastal Protection Association (SDN) praised the cautious actions of the emergency services after a fire broke out aboard the car carrier "Fremantle Highway" off the coast of West Frisia in late July. "We would like to sincerely thank the Netherlands Coastguard and German Central Command for Maritime Emergencies (CCME) for their rapid and cross-border assistance in averting a major environmental disaster. This also included the emergency tug Nordic," said Gerd-Christian Wagner, SDN chairman. The carrier has now been towed to the Port of Eemshaven for salvage.



LOWER SAXONY PORT DAY ILLUMINATES "ENERGY WORLD OF TOMORROW"

STADE Representatives from the port industry, politics and press meet up annually to discuss the latest developments and prospects for the seaports of Lower Saxony. This year, the meeting was held in the Stadeum in Stade. André Heim, Managing Director of Seaports of Niedersachsen, officially opened the event and Sönke Hartief, Mayor of Stade, welcomed the guests before handing over to Olaf Lies, Lower Saxony's Minister for Economic Affairs, Transport, Construction and Digitalisation, who gave a keynote speech, highlighting the possibilities of the state's seaports regarding wind energy. Afterwards, Oliver Detje (DVV Media Group) hosted a gripping panel debate entitled "Lower Saxony's Seaports – for the Energy World of Tomorrow". The panel included Olaf Lies, Dr Neldes Hovestad (Dow Deutschland), Michael de Reese (Niedersächsische Hafenvertretung e.V.), Dr Johann Killinger (Hanseatic Energy Hub), Holger Bär (German Chemical Industry Association – North) and Dr Dennis Kruse (Deutsche WindGuard). Prior to a tour of the quayside by coach, the guests enjoyed a buffet, which gave them the opportunity to discuss numerous aspects from the previous debate.



A NEW TAKE ON SUSTAINABILITY

BREMERHAVEN A new chapter in sustainability communication was launched at “ENVOCONNECT” in Bremerhaven in September. As part of the revised congress programme, comprising keynote speeches, best-case scenarios and panel debates, numerous experts spoke on topics such as “Energy Transition in the Port” and “Climate Protection within the Infrastructure”. Speakers included Dr Kira Vinke, Head of the Centre for Climate and Foreign Policy at the German Council on Foreign Relations (DGAP) at the Potsdam Institute for Climate Impact Research (PIK), Uli Mayer-Johanssen, member of the German Chapter of the Club of Rome and expert in vision and transformation processes, and Sara Ryglewski, Minister of State for Federal-State Relations and Head of the State Secretaries’ Committee for Sustainable Development in the German Chancellery. The event was opened by Kristina Vogt, Bremen’s Senator for Economics, Ports and Transformation. “With “ENVOCONNECT”, we intend to create a platform where science and business interact, in order to discuss strategies to overcome the numerous challenges we face today”, stated Robert Howe, MD bremenports.

EMS CHARTERING: ACAR APPOINTED MD

LEER In August, Agnieszka Acar was appointed managing director of the shipping company EMS Chartering, a member of the EMS-Fehn-Group. In recent years, the qualified shipping broker has specialised, primarily, in project cargo and was previously a member of the extended management team at EMS Chartering. The company, set up in 1984, provides tailored short-sea and deep-sea shipping solutions for bulk, breakbulk and project cargo. EMS Chartering is the exclusive broker of EMS-Fehn-Group’s own fleet of general cargo vessels.



DOCKYARD RELOCATES TO JAMAICA

BREMERHAVEN In July, “Dock V”, a floating dock, left Bremerhaven and began its journey across the Atlantic to Kingston towed by the ocean-going tug “Titan”. It has since reached its destination and is scheduled to open as a ship repair yard at the end of 2023. This project is a joint venture of German Ship Repair Jamaica, comprising Harren & Partner, Kloska Group, Hat-San Shipyard and Jamaica Dry Dock, with a view to setting up a dockyard on the island of Jamaica. The project was initiated by Bremen-based shipowner and honorary consul of Jamaica, Peter Harren.



BRAKE CELEBRATES ITS SEAPORT

BRAKE To crown the end of the “Brake Inland Port Festival”, the local port companies organised an “Open Day” in early August. More than 650 visitors took part in the 1-hour coach tour sponsored by J. MÜLLER in order to get an insight into the developments that have taken place in the Brake Port during the course of the past few years. The tour was guided by people either currently employed at the port or who work for the Brake Tourism and Marketing Service as regional guides, providing the participants with interesting background information.



BREMENPORTS: BRUNS HANDS OVER TO KOCH

BREMEN bremenports has had a new press spokesperson since early October. Holger Bruns, due to retire at the end of September, is succeeded by Matthias Koch. “I am very pleased that Matthias Koch will be responsible for our PR activities in the future”, said bremenports MD Robert Howe. After editor posts at various newspapers, Koch, an experienced journalist, was in charge of press and public relations for the SPD parliamentary group for many years. He has served as spokesperson for the Justice Dept. of the Bremen Senate for the past four years.

BREMEN AND MSC AGREE ON THE USE OF SHORE POWER

BREMERHAVEN There were two reasons to celebrate in Bremerhaven in July. Firstly, “MSC Michel Cappellini”, the largest container ship in the world with up to 24,346 containers, was officially christened at the Stromkaje Terminal. Secondly, Søren Toft (CEO of MSC), Kai Stühnenberg (State Councillor to the Senator for Economics, Ports and Transformation) and bremenports Managing Director Robert Howe signed a memorandum of understanding that sends an important signal for the avoidance of CO₂ emissions in the port. The event was described as follows: “The parties agree to cooperate with regard to the use of shore-side electricity for MSC container ships docking in the Port of Bremerhaven. This is the first step towards emissions-free shipping and the decarbonisation of MSC companies’ operations.”



RHENUS CUXPORT EXPANDS INTO THE HINTERLAND

CUXHAVEN Rhenus Cuxport is enlarging its premises by around one third and is opening up a further terminal in the rear port area. Further infrastructure on roughly 11 hectares includes an additional import area and 4,500 parking spaces to provide sufficient space for intermediate storage of vehicles for transshipment. This area is also interesting for sectors like the onshore and offshore wind industries, owing to the fact that it can cope with heavy loads. Construction is due to start in April, and Rhenus Cuxport expects operations to begin in late September 2024.



COSCO: INITIAL TRIAL RUN VIA BREMERHAVEN

In August, the ro-ro car carrier “Cosco Shengshi” moored in the Nordhafen and started its first trial run to expand the service of the Cosco Shipping Car Carriers to Europe. During this trial run, the BLG car terminal team in Bremerhaven was responsible for unloading, handling and allocating 530 import vehicles. “Bremerhaven is becoming an important port for Cosco Shipping Car Carriers in Europe, and we are looking forward to a successful partnership with local partners such as BLG”, said Vincent Xu, managing director of the Chinese company.

DUNSE LEAVES DETTMER GROUP

BREMEN At the end of the reorganisation process of the Dettmer Group, which began in 2019 and was completed in the 2022 financial year, Arnd Dunse stepped down from the Group’s board of management, as planned. Nevertheless, he will continue to act as a consultant to the Group. “With his dedication and expertise, Mr Dunse has played a major part in the company successfully completing its transformation”, said Heiner Dettmer, Managing Partner of Dettmer Group.



NORDFROST: KICK-OFF EVENT FOR 88 TRAINEES

SCHORTENS On 1st August, 88 trainees began their vocational training at Nordfrost. It commenced with a personal welcome by the HR department and senior management at the Jever youth hostel. This was followed by a four-day event that consisted of a lively programme of workshops, visits to several company sites in the region as well as various team activities, including water-skiing. A total of around 180 trainees are currently participating in the dual traineeship programme at Nordfrost – spread over the different training years.

2023		 GERMAN PORTS
SAVE THE DATE	OCT	10.10.2023 BHV-Hafenclub www.bhv-bremen.de Bremen, Germany
		11.10.2023 Hafen trifft Festland www.jadeweserport.de Mannheim, Germany
		15.10.2023 Excursion to Lune Plate www.bremenports.de/en/events Bremerhaven, Germany
		19.10.2023 Logistics Talk www.bremenports.de/en/events Stuttgart, Germany
		31.10. – 2. 11. 2023 IAPH World Ports Conference www.worldportsconference.com Abu Dhabi, United Arab Emirates
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/	NOV	1. – 3. 11. 2023 Transport Logistic Southeast Asia www.transportlogisticsea.com Singapore, Singapore
		1. – 3. 11. 2023 HTG Congress www.bremenports.de Bremen, Germany
		9.11.2023 Logistics Talk www.bremenports.de Prague, Czech Republic
		12.11.2023 Excursion to Lune Plate www.bremenports.de/en/events Bremerhaven, Germany
		14.11.2023 BHV-Hafenclub www.bhv-bremen.de Bremen, Germany
		15.11.2023 Hafen trifft Festland www.jadeweserport.de Nuremberg, Germany
		28. – 30. 11. 2023 AntwerpXL www.antwerpXL.com Antwerp, Belgium
DEC	12.12.2023 13th BHV-Schlachtfest www.bhv-bremen.de Bremen, Germany	



IMPRINT

LOGISTICS PILOT
ISSN 2195-8548

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

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

Advertisement price list of 11.2023
www.bremenports.de/logistics-pilot

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

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

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

Layout: Monique Dobrzelak

Translation: translektion GmbH

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

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

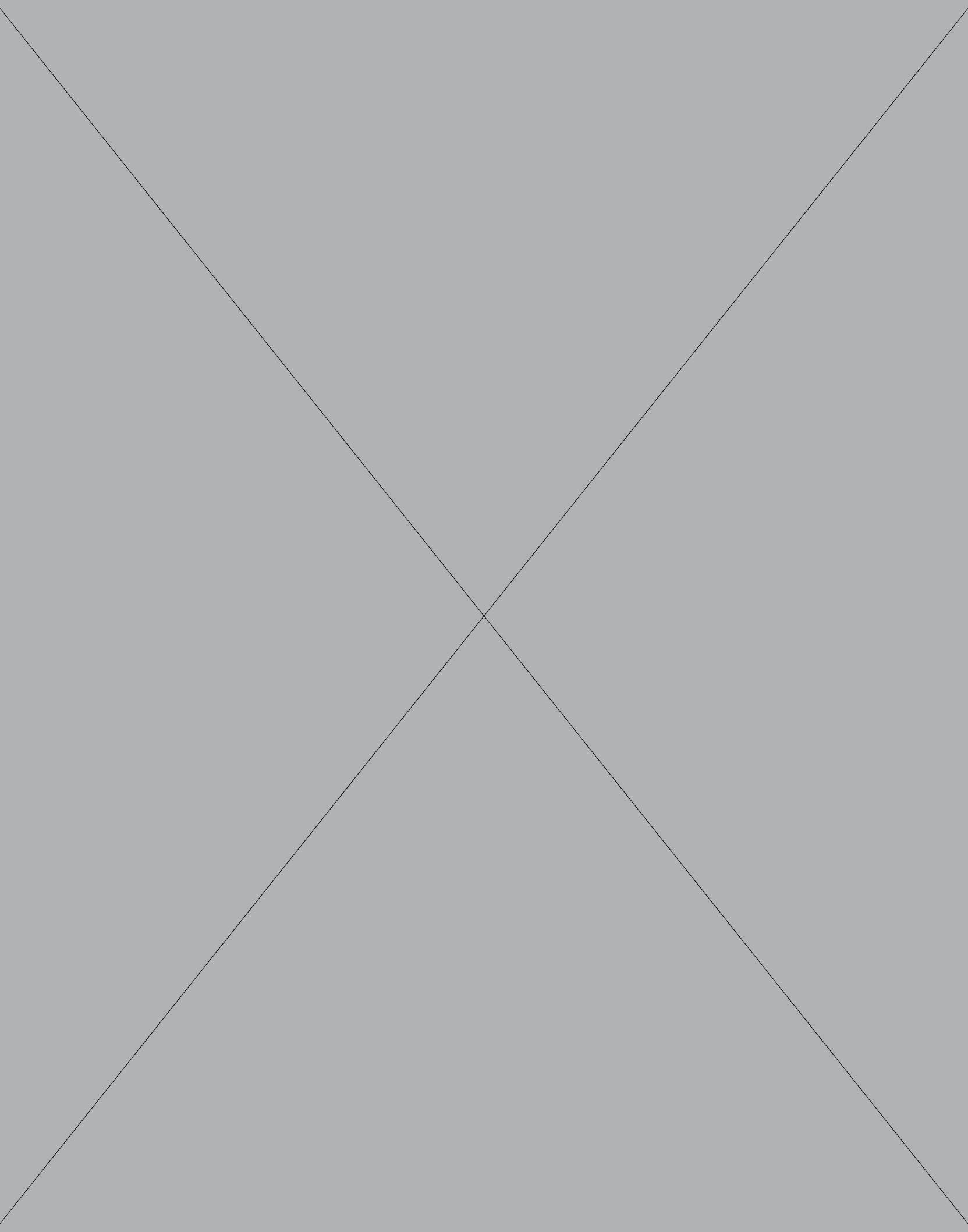
The publication, its articles and its illustrations are protected by copyright. Any copying or distribution must be approved by the publishing house or publisher. This shall also apply to electronic use or transfer into databases, online media (Internet), intranet or other electronic storage media. The publisher and publishing house decline any liability for photos, manuscripts and other data media submitted without request.

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



**THIS MAGAZINE IS A
JOINT PROJECT OF**

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



LOGISTICS PILOT

AUSGABE
OKTOBER 2023

GERMAN PORTS



LOGISTIKIMMOBILI KAMPF UM DIE BES

KONJUNKTURDELLE
Professor Alexander Weber and Francisco
J. Balle betrachten die aktuelle Lage
Seite 12

NACHHALTIGER M
Mit dem C3 Bremen setzt
eine Innovationen
Seite 9



LEAF. CLICK. SWIPE.

Read LOGISTICS PILOT on paper, on your computer or on your smartphone. Please also visit our website to read selected articles from our magazine and to delve more deeply into different topics and regions of the world.

www.logistics-pilot.com

FOR IOS:



FOR ANDROID:

