LOGISTICS PILOT

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GERMAN PORTS

SUSTAINABILITY MEETS STRATEGY:
HIGH TIME FOR A MARITIME GREEN DEAL

Focus on:
Sustainability meets Strategy

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November 2024

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As the volume of global trade grows, so do the demands for climate protection. Can the National Ports Strategy contribute towards paving the way to a more sustainable future for ports?

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Daniel Haag, Director at PwC Strategy & Germany

ALL HANDS TO THE PUMPS!

Dear readers,

Last summer, I cycled from Venice to Stuttgart – it was a wonderfully relaxed and sustainable way to travel. This tour also opened my eyes to a number of things, though, such as the extent to which traffic and infrastructure have shaped some Alpine valleys, how extreme weather events affect infrastructure, and how global warming is causing the once-proud glaciers of the Alps to melt away.

The industry is clearly responding, as transport and logistics' greenhouse gas emissions equate to 20 per cent of global emissions. The International Maritime Organisation (IMO), for example, is looking to reduce emissions from maritime transport to zero by 2050, in part by using the Energy Efficiency Existing Ship Index (EEXI). At the same time, the EU has extended its emissions trading system to include the shipping industry. While the hidden carbon costs in ocean freight currently account for 0.9 per cent of total costs, in a net-zero scenario we expect this share to rise to more than four per cent by 2030.

The challenges of decarbonising the shipping industry are immense. The industry is agile. We estimate that 15 per cent of all new ships could already be powered by hydrogen or e-fuels such as ammonia and e-methanol by 2028. However, there are still too few facilities for manufacturing these sustainable fuels. This is particularly evident where hydrogen is concerned as around 20 gigawatts of electrolysis capacity would have to be added each year to achieve the EU's targets. Since 2022, investment has only been made for two gigawatts. What we need here are strategic partnerships, for example between ports and energy companies. Massive investment in a sustainable net-zero infrastructure, such as developing a hydrogen pipeline network or more charging stations for e-lorries in the ports, is crucial. If the green transition is going to work, we need "all hands to the pumps"!

When out alone, a headwind saps energy over long distances. I know this all too well from cycling!

Best wishes, Daniel Haag

EVERYTHING UNDER CONTROL

Germany is Europe's number one beer consumer, followed by the UK and Spain. Indeed, Germans drank around 88 litres of beer per capita in 2023. However, climate change is threatening hops and, in turn, our enjoyment of this malt beverage. The bitter substances and oils in the hop, a basic ingredient of beer, influence the flavour, ensure a stable head and naturally extend its shelf life. However, the hop is a sensitive plant. It does not like excessive heat or extreme cold, too little or too much rain, and it is susceptible to fungi, bacteria and other pests. Besides, the climbing perennial can only thrive in the temperate climates of the northern and southern hemispheres, between 35° and 55° latitude. However, global warming means that the climate zone in Germany, the world's leading hop-growing country, is no longer quite so moderate, causing the yield to decline steadily. This inspired Spanish start-up Ekonoke to develop a pilot project for producing hops regardless of the climate. Through LED lighting that simulates sunlight, controlled temperatures and irrigation with a nutrient solution, the founders have implemented a vertical indoor farming concept inside a 1,000m² factory hall that can only be accessed through an airlock. The plants climb ropes that are up to seven metres high and are expected to allow for weekly harvests, rather than the yearly outdoor harvests, starting in 2025. Here's to innovation! (bre/men)

PHOTO: EKONOKE

HOW SUSTAINABLE IS THE NATIONAL PORTS STRATEGY?

The global volume of trade is growing, as is the demand for increased climate protection. The intention behind the National Ports Strategy adopted by the German government is to facilitate a more sustainable future for our ports. Can it succeed?

The National Ports Strategy (NPS) has been a long time coming. Although the document, which is classified as a political concept, is not legally binding, as a framework it sets out the direction the German government intends to take in strengthening German ports and making them fit for the future.

The NPS framework identifies five areas of operation. Sustainability comes in second place – after strengthening Germany's competitiveness as a port location. According to the paper: "Make ports sustainable hubs for the transition of the energy system, climate-neutral shipping and industry as well as for modal shift".

The Federal Ministry of Digital and Transport (BMDV) has underpinned strategic goals by operational measures that are to be implemented in national, state and local government, as well as by industry and infrastructure operators. "In particular, this involves providing sufficient space for companies relevant to the energy and transport transition as well as for warehouses and tank farms where energy sources are stored, the early expansion of storage and bunkering capacities, and the participation of ports in green shipping corridors," a BMDV spokesperson explained.

To determine the port infrastructure necessary for the energy transition, the BMDV and the Federal Ministry for Economic Affairs and Climate Action (BMWK) commissioned studies on the energy ports of the future. "The studies will examine the seaports' potential and need for expansion as well as the need for financing," the BMDV announced. Initial results are expected by the end of 2024. Plus, the Ministry of Transport is working with the Ministry of Economic Affairs on an action plan for climate-friendly shipping as a strategic framework for the sustainable decarbonisation of national maritime and inland shipping. This should be available in the second quarter of 2025.

Howe expects NPS measures and goals to be supported financially

Whatever happens, it is already clear to Robert Howe, Managing Director of bremenports, that the German seaports need to be expanded to accommodate the energy transition. "This is the clear commitment that's reflected in the port strategy," he explained. "And this is precisely what's giving us momentum, particularly for planning the energy port here in Bremerhaven – wind energy transshipment, plant recycling, quayside manufacturing and storage of new facilities for offshore expansion, as well as the import and processing of renewable energy sources, are core components of the plans here on site. All of this is reflected one-to-one in the National Ports Strategy."

WORKING GROUPS TO FLESH THE NPS OUT WITH SPECIFIC MEASURES

Working groups have been formed for the National Ports Strategy's five fields of action to develop and flesh the guidelines out with specific measures. These include Working Group 1, "Ports as sustainable energy transition hubs". Representatives (at working level) from the government (departments), coastal states, landlocked states, business and environmental associations, and the trade union Verdi belong to all working groups.

At national level, the Federal Ministry of Digital and Transport (BMDV), the Federal Ministry of the Environment, Nature Conservation, Nuclear Safety and Consumer Protection (BMU), the Federal Minister for Economic Affairs and Climate Action (BMWK) and the Federal Ministry of Food and Agriculture (BMEL) are represented in this working group.

At state level, Schleswig-Holstein, Lower Saxony and Baden-Württemberg are taking on a coordinating role for all federal states. The following associations are also represented: the Association of German Seaport Operators (ZDS), the Federal Association of Public Inland Ports (BÖB), the German Shipowners' Association (VDR), the German Transport Forum (DVF), northern Chamber of Commerce (IHK Nord), the National Organisation for Hydrogen and Fuel Cell Technology (NOW), the German Maritime Centre (DMZ) and the trade union Verdi.

The German government's strategy, including its five fields of action and the corresponding packages of measures, is fundamentally a good step towards future-proofing. The focus is on strengthening the ports' competitiveness and resilience. "This prioritisation is absolutely the right approach," Howe continued. "It underlines how indispensable and significant Germany's ports are for the supply of goods and energy."

There is a catch, however – the funding. "This is basically the main problem and the fundamental flaw in the strategy," emphasised Howe. The target formulations make it clear that the German government is aware of the ports' national importance – but precisely this is thwarted by the fact that no funding commitments have been made or concrete funding scenarios promised.

"If ports are a national responsibility, you can't just claim that the individual federal states ↦

"If ports are a national responsibility, the individual states can't be solely responsible for financing them."

Robert Howe, Managing Director, bremenports

PHOTOS: ADOBESTOCK/SERZ72, ISTOCKPHOTOS/SAXLERB, BREMENPORTS

"We'd like to have seen more concrete statements on the necessary acceleration of approval procedures."

Holger Banik, Managing Director of NPorts and JadeWeserPort Realisierungsgesellschaft

are responsible for funding them. Given the challenges facing the ports, this simply isn't enough, as positive as it is that a port strategy has finally been presented," he added. "Without a clear commitment to financially support the strategy's measures and objectives, it all looks good on paper – but this alone won't get us anywhere. We can't implement the National Ports Strategy like this."

For Banik, infrastructural adjustments are the biggest challenge

Holger Banik, Managing Director of Niedersachsen Ports (NPorts) and JadeWeserPort Realisierungsgesellschaft, also sees the National Ports Strategy as a positive step towards strengthening the role of ports in the energy transition. "Lower Saxony's seaports, especially those in Wilhelmshaven, Cuxhaven and Stade, are central hubs for hydrogen production and wind energy due to their infrastructure and geographical location," he stated.

Concerning the energy transition, the seaports of Lower Saxony are well integrated into the strategy. "However, we'd like to have seen more concrete

Since December 2022, the FSRU *Höegh Esperanza* has been regasifying LNG in Wilhelmshaven. This is then fed into the German grid as gaseous natural gas.

statements on things such as the necessary acceleration of approval procedures and securing long-term funding," said Banik, continuing to state his opinion that the infrastructural adjustments required to implement the energy transition require considerable investment, which is one of the biggest challenges.

"The private sector can't finance these exclusively," he emphasised. "As the energy transition projects involve the implementation of national goals, we believe that the German government has a clear responsibility to co-finance them." There is also the need for closer cooperation between various stakeholders, including the federal and state governments, port operators and industry, which requires greater coordination.

The transition to climate neutrality clearly requires high investment levels from all market participants. "The consequence is that large public subsidies are required for the transition process, so as not to jeopardise the competitiveness of German products and so that the manufacturing processes can be converted with the lowest possible additional costs for the goods," continued Banik. "That both public and private funds are used efficiently will be crucial."

Dreeke believes prioritisation could be improved

BLG CEO Frank Dreeke also sees the adoption of the NPS in March as a fundamentally positive sign. "The National Ports Strategy is late coming, though," he criticised. After all, the strategy envisages that German ports will be climate-neutral by 2045 and, to achieve this goal, considerable investments in infrastructure and the digital transition of the port locations are necessary.

"Germany's seaports play a central role in the energy transition," emphasised Dreeke. "If we're serious about climate protection and expansion goals, we have to act quickly to create the necessary capacities in the ports. The ports need at least 400 million euros per year to make the necessary investments." So far, these funds have not been provided sufficiently, which jeopardises the implementation of the strategy.

Besides, delays and a lack of commitment on the part of the German government are causing frustration in the federal states where the ports are located. "Our impression is that the government is shirking its responsibility and not providing sufficient funds to support the transition of seaports into energy locations. That's how I see it."

He also feels prioritisation could be improved. The NPS takes many relevant concepts into account in terms of content, yet despite efforts to standardise many planning and approval procedures, there are still bureaucratic hurdles that, alongside the insufficient financial support, affect the efficiency and competitiveness of the ports. "Decisive, long-term support from the German government is lacking," explained Dreeke.

The government's lack of commitment is also evident in other areas. While German ports are often confronted with bureaucratic hurdles and insufficient financial support, the Belgian and Dutch governments are setting clear priorities and providing comprehensive support for their ports. "These countries have long since recognised that ports also act as central hubs for the energy transition and have begun providing the appropriate resources to strengthen this position," highlighted Dreeke.

In Germany, however, the lack of decisive and long-term support is palpable. "The result is that German ports are unable to exploit their role as key players in the energy transition fully, which will have long-term adverse effects on our economic and ecological development,' the CEO continued.

Dreeke would also like to see more urgency and vision. "It's important to think beyond legislative periods and I don't see that in today's politics. The industry had high expectations that haven't been met so far, which has led to noticeable disappointment."

Titzrath calls for financial support from the German government

Angela Titzrath, President of the Association of German Seaport Operators (ZDS), believes that the strategy rightly emphasises the core importance of German ports as hubs for the energy transition. It formulates appropriate strategic goals and contains a comprehensive catalogue of measures. "Particularly with regard to the energy transition, though" she added, "it's obvious that major investments in port infrastructure are needed for the shipment of wind turbines, hydrogen transshipment and many other contributions to the transition. The government must support the individual states in financing these investments." ↪

"It's important to think beyond legislative periods."

Frank Dreeke, Chairman of BLG LOGISTICS

PHOTOS: NPORTS/SCHEER, NPORTS/BONNIE BARTUSCH, BLG LOGISTICS GROUP

"Money for port infrastructure is an investment in Germany's future."

Angela Titzrath, President of the Association of German Seaport Operators (ZDS)

Above all, there is no specific and reliable timeframe for implementing the catalogue of measures. "Paper doesn't blush, but swift action is required," emphasised Titzrath. "The key question is how to finance new construction and refurbishment. The states can't do it alone. The government is rewriting its responsibilities but making no promises. The National Ports Strategy hasn't changed this yet, either."

Titzrath criticises the government for lacking the political will to act. Expansion targets have been set, but how to achieve them has not been made viable. "We need more than just the extra berths in Cuxhaven. We'll support the government in its initial efforts to systematically quantify requirements, but the German and individual state governments can begin work on financing right now."

"Proposals for how to finance the strategic goals have been on the table for some time," said Titzrath. "This is a political decision. Money for port infrastructure is an investment in Germany's future. It helps to keep industries and future technologies in the country, secure jobs and maintain prosperity. However, as private-sector seaport operators, we need adequate public infrastructure to achieve this."

National Ports Strategy addresses cooperation

The National Ports Strategy (NPS) also addresses cooperation between ports. One strategic goal is to promote cooperation between the potential German port locations in the core network of the EU's Trans-European Transport Network (TEN-T) for energy and raw materials imports. This applies, in particular, to the terminals and infrastructure. For context, TEN-T comprises nine core network corridors that connect strategically significant regions of the EU. This means that the actual short and long-term market demand must both be taken into account, along with other developments.

What do the port stakeholders think?

"Ultimately, it's got to be about exploiting the advantages of the individual port locations – and not cannibalising each other," said Howe. "Of course it makes sense, for example, to expand the ports, where this is possible with comparatively little environmental intervention, to accommodate the new 24,000 TEU Megamax 24 class ships and to operate them sustainably in terms of economic and ecological maintenance work."

There are site-related differences here, and the length of access to the quays is different. Public expenditure for the required water depths also varies significantly. "There's nothing dishonourable about considering these port profiles, including the predicted market developments, for investments. However, such collaborations primarily require investment – which brings us back to the strategy's main issue."

"In our experience, market demand, particularly for energy projects, is based less on whether a port is part of the TEN-T core network and more on criteria that are crucial for energy transition projects," added Banik. "Location criteria here include, for example, the distances to the gas and hydrogen distribution networks, the availability of space, an offshore electricity landing point, the ability to obtain approval for industrial energy plants and, where applicable, the water depth."

In this respect, German and EU funding of energy projects should not be geared solely to the ports on the TEN-T core network. Nevertheless, cooperation between the port locations within this network could be seen as an opportunity to share expertise in the design and further development of the infrastructure.

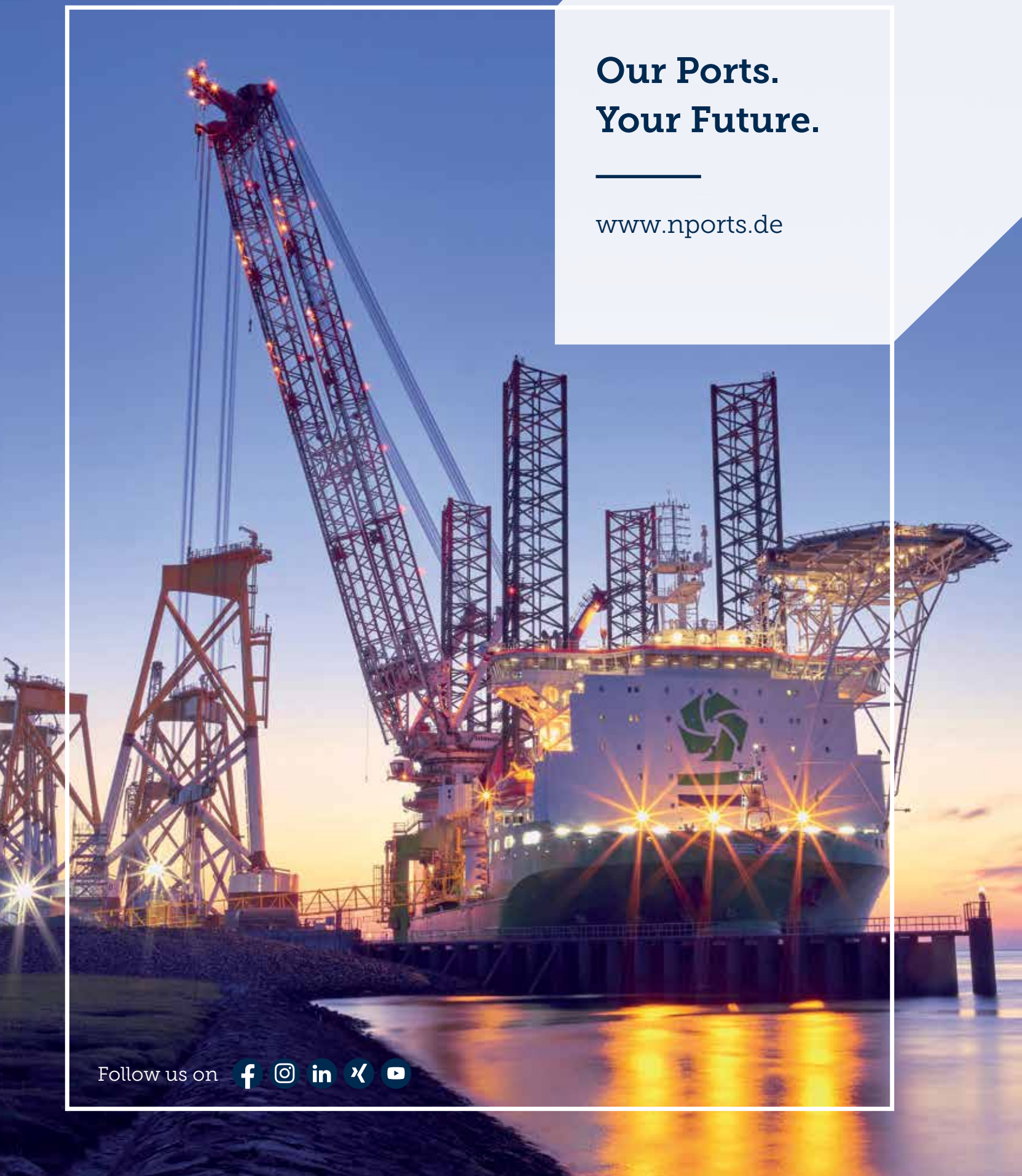
"From our point of view, it's about bringing the players together, introducing them to each other, interlinking technical approaches from different industries, developing a marketplace, creating space and incentives for innovations and projects," Titzrath continued. "Apart from that, healthy competition between companies and locations makes sense in order to maximise progress, efficiency and resilience." (cb)

PHOTOS: HHLA/NELE MARTENSEN

Niedersachsen Ports

Our Ports.
Your Future.

www.nports.de



Follow us on

MORE COORDINATION, PLEASE!

How well do Brussels, Berlin and Germany's federal states work together on climate and environmental protection? Kristina Vogt, Bremen's Senator for Economic Affairs, Ports and Transformation, and Mathias Krage, President of the Lower Saxony Transport Association, give their views on what is going well and where they see room for improvement.

> "Europe must not lose sight of global competitiveness."

LOGISTICS PILOT: How do you perceive the cooperation between the three levels of government?
KRISTINA VOGT: Cooperation between the levels of government remains difficult, particularly due to the disagreements within our coalition government. This is also having an impact in Brussels, where Germany is abstaining in the Council of Ministers in cases where we should be taking clear positions. One example of this is the debates surrounding the "German vote". Questions regarding the financing of ports also remain unanswered. In approving EU regulations, our government has recently caused extra burdens for the federal states, such as regarding shoreside power, but without continuing the related funding programmes. There has been isolated progress, though, like the Cuxhaven port expansion and the planned guarantee programme for constructing the converter.

MATHIAS KRAGE: At national level, there's a growing awareness of the importance of logistics. We appreciate the efforts, particularly concerning infrastructure modernisation. But there's room for improvement, including in the coordination between levels of government. Different regulatory approaches in the individual states make it hard to implement measures consistently, like where port connections and infrastructure projects are concerned. This often leads to delays, which can affect the logistics industry's competitiveness.

LOGISTICS PILOT: Climate protection regulations are increasing greatly, particularly for the maritime industry and logistics. How do you rate this?
KRAGE: We generally support climate protection, including for the maritime industry and logistics, as we recognise the industry's responsibility to reduce emissions. The transition to more sustainable business models and technologies is necessary to remain competitive in the long term and to achieve the climate targets. At the same time, though, this must be done realistically and practically. Extensive investments are needed to make the transition to lower-emission technologies, especially for small and medium-sized companies. These companies need enough time to adapt and prepare targeted support measures to ensure that the German logistics industry remains competitive at a global level.

KRISTINA VOGT

Born in Münster and a member of the *Die Linke* political party since 2008, Vogt was Senator for Economic Affairs, Labour and Europe from 2019-2023 and has been Bremen's Senator for Economics, Ports and Transformation since July 2023.

PHOTOS: BREMEN'S SENATO FOR ECONOMIC AFFAIRS, PORTS AND TRANSFORMATION, MATHIAS KRAGE

MATHIAS KRAGE

The Hanover-based freight forwarder is President of the Lower Saxony Transport Association (GVN) and served as President of the German Association for Freight Forwarding and Logistics (DSLV) for nine years.

VOGT: The maritime industry is playing its part in decarbonisation and recognises the need for climate protection measures. However, it's important that Europe does not lose sight of global competitiveness. There's a risk that over-regulated industries will migrate to Asian and North American markets, which would ultimately not serve the interests of climate protection either.

LOGISTICS PILOT: What role should Germany play within the EU in promoting environmentally friendly practices in the maritime industry and logistics?
VOGT: Germany has a strong maritime industry and should use its pioneering role in the EU to promote uniform environmental standards and encourage innovation in the field of environmentally friendly technologies. This includes, in particular, the promotion of research and the introduction of sustainable technologies that not only strengthen competitiveness but also contribute to climate change.

KRAGE: Germany must take a leading role within the EU when it comes to promoting environmentally friendly practices in the maritime industry and logistics. As one of the largest in Europe, the logistics industry plays a major role in organising and implementing the international flow of goods. In this respect, Germany not only has the duty but also the potential to be a pioneer in the development and implementation of sustainable technologies and practices.

LOGISTICS PILOT: Where is improvement in environmental policy interaction between the national and state governments needed most?
KRAGE: This lies in harmonising measures and implementing projects quickly. For the logistics industry, especially in the maritime sector, uniform legislation and clear regulations are essential for long-term planning. Currently, different priorities and approaches in the individual states are leading to delays in implementing major infrastructure projects that are crucial for the sustainability of the industry. Closer cooperation and a clear framework are needed to create uniform standards nationwide, particularly in port logistics and in the promotion of zero-emission technologies.

> "For the logistics industry, clear regulations are essential."

VOGT: There is a lack of continuity on the part of the national government regarding the financing and funding of projects for the decarbonisation of the economy and transport. The cut in funding in the Climate and Transformation Fund Act, for example, is having an adverse impact on the ramp-up of hydrogen in the transport sector. It's also still completely unclear how the government intends to support the projects in the ports, which are urgently needed and key to achieving a national climate turnaround. The NPS is also causing disillusionment in the individual states, as targets and measures have been identified but how their implementation will be financed remains unclear. (cb)

DEALING WITH SEVERE WEATHER

As part of their strategic planning, companies are increasingly having to deal with the effects of climate change. What does this mean for wind turbine manufacturer Enercon?

Whether a hurricane or flooding, the effects of climate change are being felt increasingly frequently. This also applies to companies like Enercon – a pioneer in wind energy technology that specialises in the development, manufacture, distribution and servicing of onshore wind turbines. "As a company, we're no different to any other citizen, as climate change is affecting our daily lives, our actions and our business model," explains Enercon Group spokesperson Felix Rehwald.

This also has a political dimension that influences Enercon's business. "The ambitious targets set by politicians for the expansion of renewable energies, wind and onshore are leading to the designation of more new areas and to easier repowering. This, in turn, is boosting the wind industry and increasing our incoming orders," he continues. "It's an issue for our product development, too, as we might have to adapt the design or configuration of certain turbine types in the medium and long term."

The company receives the data required for this from service providers, or it collects it – such as wind direction, strength, gust intensity, precipitation and humidity – via its own turbines. Enercon also takes wind and weather forecasts into account when planning new wind farm locations and then works with additional simulation tools and software to optimise the design of the wind farms to the local conditions.

Extreme winds are already being taken into account in standard safety tests

"Climate change has long since influenced wind farm planning," Rehwald states. For example, stability tests in northern Germany are now set higher than was usual in the past due to extreme winds (gusts). "This is due to the increase in extreme wind events," he emphasises. Consequently, the German Institute for Construction Technology's (DIBt) wind zones have also shifted with the boundary of wind zone 4, which has the highest wind speed, now running further south than before. The certifiers have also adapted their guidelines accordingly.

However, climate change poses no new risks to existing facilities. "They're generally designed to be robust and have the appropriate reserves," says Rehwald. Plus, facility monitoring and control ensure

PHOTOS: ISTOCKPHOTO/FRANCIS LAVIGNE-THERIAULT, ENERCON GMBH

that they are automatically throttled back during extreme weather.

All the company's wind turbines are equipped with a storm control system as standard. "When the wind picks up, the turbine continuously regulates this by reducing the angle at which the rotor blades are set to the wind. This can go as far as the blades being fully retracted from the wind – referred to as the 'feathered position', where the rotor blades no longer experience any lift and the turbine only spins."

The wind speed at which the turbine is down-regulated depends on its type. "For our new top model, the 'E-175 EP5', which has a rated output of 6 to 6.3 megawatts, the cut-out speed is 25 metres per second, for example," explains Rehwald. "The extreme wind speed at hub height – a three-second gust – is 59.5 metres per second for this type of turbine."

According to the company, quantifying how much the work of the service and project planning teams has increased due to more severe and frequent gales and strong wind events is not possible. What is certain, however, is that the increase in strong-wind days has not impacted the product portfolio, for example the size of the turbines. "We offer our customers products for all wind situations, i.e. for strong-wind locations, such as on the Mediterranean islands of Greece, for medium-wind locations such as in northern and central Germany, and for weak-wind locations in southern Germany," Rehwald continues. Accordingly, the range of products, tower variants and hub heights are extensive.

Challenging difficult weather conditions

One thing is also clear – climate change is making installation planning more complex for the construction teams. "With more windy days during the installation phase, 'wind windows' with little wind or no wind at all have to be used very effectively in order to install wind-prone components, such as rotor blades, without delay," Rehwald explains. After all, costs are still incurred if the weather prevents installation work from being carried out.

More frequent storms put a considerable additional strain on the plant and challenge service and project planning teams.

A new lifting device is used to install the rotor blades. This device uses two propellers to grip the rotor blades and automatically holds them in position during the installation process.

The wind speed up to which work can be carried out on the construction site depends on the type of work and the technology used, in particular the available crane technology. "Ultimately, it's up to the on-site site manager to decide at what wind speed work must be stopped," reports Rehwald.

Enercon relies on the use of new technologies on construction sites. "For example, a new lifting device is used to install the rotor blades. This device uses two propellers to grip the rotor blades and automatically holds them in position during the installation process," Rehwald continues. These propellers can compensate for higher wind speeds and stabilise the rotor blades better than was previously possible using the guide ropes guided from the ground. This allows the rotor blades to be installed at wind speeds of up to ten metres per second – previously, the limit was usually eight metres per second.

Moreover, adapting to climate change is part of the company's sustainability strategy. "We're working on this strategy because climate change is real," Rehwald explains. "We don't just want to develop green products, but also use them in order to conserve the environment and resources as far as possible." (cb) □

FACTS

ENERCON

ESTABLISHED
1984

AREA OF BUSINESS
Wind turbines with rated outputs from 2,000 to 7,000 kilowatts

TOTAL INSTALLED OUTPUT
over 62 gigawatts

HEADQUARTERS
Aurich

EMPLOYEES
13,000 globally

More information:

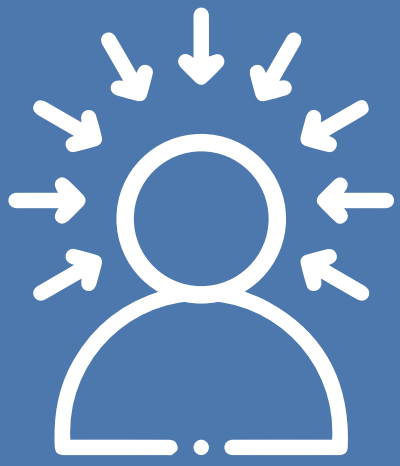
www.enercon.de

“PUT THE FOOT DOWN”

No businessman, who claims to act responsibly, can avoid the issue of sustainability nowadays. Consequently, it is not surprising that the Bertelsmann Foundation concluded in its study on “Value Creation in the 21st Century” that sustainability represents a major driving force for roughly 60 per cent of companies concerning the strategic realignment of their business models. We have compiled some exciting facts and figures that shed light on the topic from more than just one angle. As Sarah Ryglewski, a minister of state, who is the face of the German government for sustainable development, so aptly puts it: “Sustainability is the topic of our time. From a political perspective, we’ve got to put the foot down”.

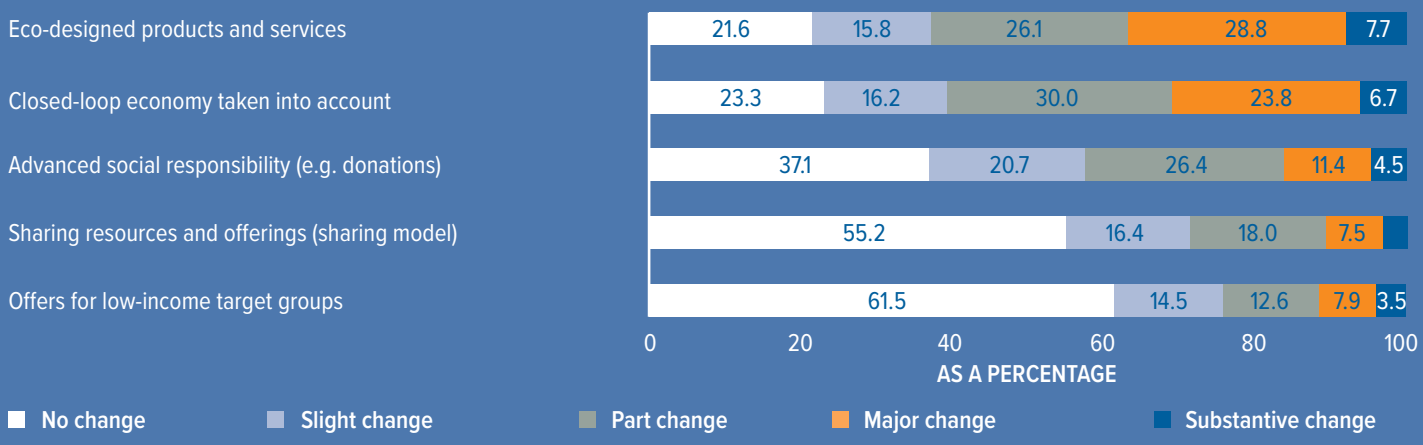
(bre)

To what extent does your company feel that stakeholders put pressure on doing something for climate change?



Regulation/government	77%
Board members/management	75%
Consumers/customers	75%
Civil society (e.g. media activists)	72%
Investors	71%
Competitors	66%

How important has the topic of sustainability become in your company over the past few years?



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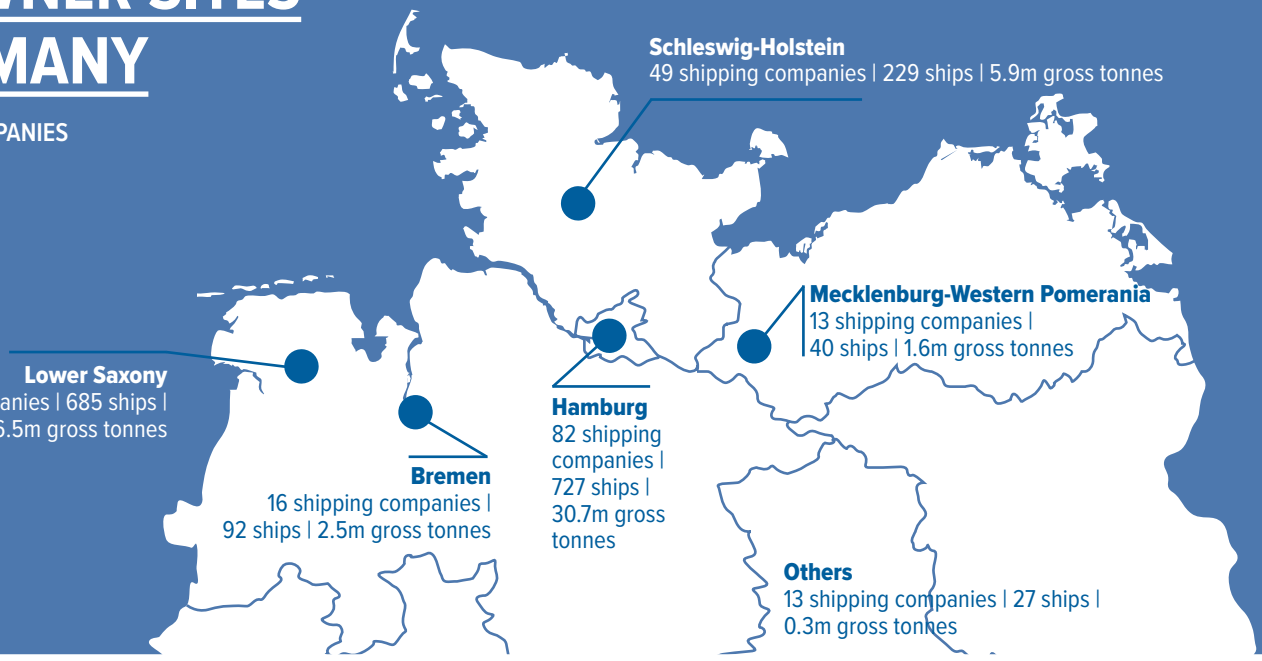
SHIPOWNER SITES IN GERMANY

266 SHIPPING COMPANIES



What were major sustainability aspects for German consumers in 2023?

Animal welfare	57%
Consumption awareness	49%
Environmentally friendly packaging	49%
Fair production and fair trade	45%
Regionality	41%

Targeted reduction of greenhouse gas emissions in global shipping according to the IMO Strategy on the Reduction of GHG Emissions

IN RELATION TO 2008 (BASE YEAR)

2030: -20%

2040: -70%

2050: -100%

European countries with the lowest predicted contributions to climate change due to their climate policy objectives

ACCORDING TO "ENVIRONMENTAL PERFORMANCE INDEX" (EPI) IN 2024

1. Estonia	82.8%
2. Finland	71.8%
3. Greece	71.3%
⋮	
6. Germany	64.9%

Located around 26 kilometres upstream at the mouth of River Weser, the multifunctional Brake seaport has a riverside quay some 2.5 kilometres in length with eight berths.

TIME TO GO GREEN

Brake Port is a hive of activity for both transshipment and sustainability, with projects ranging from fields of flowers and the recently completed full transition to LED lights at NPorts, to construction of Lower Saxony's largest rooftop photovoltaic system at port logistics specialist J. MÜLLER.

If the entrance serves as a calling card, so too should the front garden. The change is already visible here at NPorts in Brake. Since 2022, visitors to the port building have been greeted by yellow flowers and other greenery, rather than gravel and boxwood. Many other types of plant from rosemary to hibiscus grow next to and behind the office building.

A large field of flowers was also planted in collaboration with NABU, a nature conservation union. Pupils involved in Umwelt-AG at the secondary school in Brake have built and colourfully painted nesting boxes for starlings and tits, which now hang in the trees there. Insects can enjoy deadwood hedges

PHOTOS: J. MÜLLER, CLAUDIA BEHREND (2X)

and even a specially built "hotel". But the idea to make the entire area greener and friendlier to insects did not come from the public port operator's boardroom, but rather the workforce, reports Franziska Walther, Deputy Manager of the NPorts branch in Brake. That includes some employees who have donated cuttings from their own gardens. For larger events such as the official opening of the large berth last year, the tables are adorned with green plants, which are then planted in the garden, rather than with cut flowers.

The vegetation is watered with rainwater from the company's water butt. "The greenery project is ongoing," emphasises Walther. The project should make sustainability and development more visible and tangible – also for the sake of the local residents who use the garden as a public park. The space also provides employees with a green environment for breaks and meetings.

Groundwater friendly sweeper

There are also numerous sustainability projects underway in the port area itself. One such example is the sweeper, which cleans the grounds, including the rails, to keep particles out of the Weser. Rather than using drinking water as in the past, the sweeper relies on water which has been used to rinse the pipes that deliver fresh water to the ships.

Elfi Bargmann from the Technical Department is in charge of looking after green spaces in the port area. "We have 11.2 hectares of lawn here, but now only mow 17 per cent of that – just once or twice a year," she explains. Spaces are gradually being transformed, and even vertical surfaces like noise barriers are being planted with climbing hydrangeas and grape ivy. This is also the case with new premises by port customers, which is subject to the same requirements.

Since the West port expansion in 2006, the containers stacked in Brake, which used to belong to the navy, serve as a noise barrier and may also be covered in greenery in the future. Left to right: Franziska Walther, Deputy Branch Manager, Dörte Schmitz, Head of Communications, Prassila Tamizuddin, a trainee, and Elfi Bargmann from the Technical Department.

To ensure that NPorts and its customers in Brake are not working independently on similar ideas potentially with comparable challenges, Walther has established a regular port event with a focus on sustainability. Though external parties are occasionally invited to attend, the primary purpose of the event is to provide NPorts and companies connected to Brake Port with the opportunity to share information.

Rooftop photovoltaic system

The group would have never been able to complete the project that J. MÜLLER is so proud of without the support of partners such as Commerzbank, construction company Björn & Peter Renken, the developer of the automation concept SCHULZ Systemtechnik and supply company EWE NETZ. This project is the photovoltaic (PV) system spread out across ten hall roofs, which was activated last April.

With a total surface area of of 62,100 square metres and the modules' peak power of 12.8 megawatts peak, it is the largest rooftop system in Lower Saxony. "The solar yield of 959 kilowatt hours per kilowatt ↦

Kevin Klahr from the Technical Department planting a hibiscus at the NPorts port garden in Brake as part of an employee group initiative.

Franziska Walther, Deputy Manager of the NPorts branch in Brake, showing off the insect hotel built by her colleagues in the port building's garden.

From down on the ground, only the multifunctional storage halls are visible. It's the view from above that reveals the 31,000 modules installed in different directions, which J. MÜLLER now uses to generate 31 per cent of in-house electricity.

The process for counting the approximately 50,000 wagons a year has been digitalised as part of the Radar Project 4.0, which not only reduces the amount of work and improves capacity planning, but also saves energy and therefore reduces emissions. Left to right: Olaf Eden, in charge of electrical engineering in Brake, and Romina Hanisch, Radar Project Manager)

peak installed should reduce annual CO_2 emissions by 5,804,000 kilograms," reports Cedric Witten, Head of Technology and IT at J. MÜLLER. A total of eleven million euros was invested.

"The idea behind it came about six years ago, but was further established with the attack on Ukraine, when energy was difficult to obtain and became increasingly expensive," recalls Witten. "We now produce more than 31 per cent of the electricity we need in-house." And the next project is already in the pipeline. "Excess electricity fed into the public grid will be used by ourselves from 2025, using a storage battery with one to four megawatts," says Witten.

Siding track radar project

With the support of the Federal Ministry for Digital and Transport through the "Digital Test Beds at Ports" (Digi-Test) funding guidelines, a project for digitalising the wagon counting process was completed at NPorts in late September. Due to the sheer size of the port infrastructure, with 33 kilometres of track and 100 railway points, NPorts was always dependent on figures provided by the railway companies. "Ideally, the companies would provide this information in Excel," says Romina Hanisch, Radar Project Manager. "Checks could only be performed at random. But we need reliable data."

Rather than expensive standard systems with optical character recognition (OCR), NPorts now relies on conventional camera technology. Down-stream OCR can then read the number on containers and hazardous goods seals when trains pass by at 15 to 25 kilometres per hour. That not only increases invoice precision, efficiency in infrastructure use, and savings through fewer dispatcher checks, but also boosts synergy effects such as shorter standing times and reduced energy consumption and emissions.

Reducing electricity consumption is also high up on the agenda for Olaf Eden, who is responsible for electrical engineering in Brake. For example, all medium-voltage switchgears and 20-kilovolt oil transformers were either built new or renovated between 2019 and 2021. The substantial increase in efficiency resulted in energy savings of around twelve per cent. Launched in 2015, the project for replacing the 1,040 exterior lights with LEDs was successfully completed in 2024 with an investment of 500,000 euros. That and the introduction of motion sensor control reduced energy consumption by around 41 per cent – also good for the company's reputation. (cb)

More information:

www.nports.de
www.jmueller.de

In partnership with the nature conservation union NABU, a large field of flowers was planted in the NPorts garden in Brake, offering insects and birds a source of food until the autumn.

PHOTOS: J. MÜLLER, CLAUDIA BEHREND, NPORTS

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PIONEERS TOGETHER

Hydrogen plays a key role in the energy transition as an energy source, as a storage medium and as a replacement for fossil fuels, which is why Robert Habeck, the Federal Minister for Economic Affairs, and several state ministers for economic affairs issued grants for 23 extraordinary, forward-looking hydrogen projects in Germany in July. Twelve of those are based in Lower Saxony and Bremen.

These infrastructure projects are so-called Important Projects of Common European Interest (IPCEI), which the German government and states support with approximately 4.6 billion euros. As around half of these 23 projects are based in Lower Saxony (ten) and Bremen (two), the two German states will receive 1.28 billion euros and 65 million euros respectively.

"With this major investment in climate action, we're taking an important step in accelerating development of a sustainable hydrogen economy and therefore securing the future of green hydrogen in Lower Saxony," says Christian Meyer, Lower Saxony's Minister for the Environment and Energy. And Kristina Vogt,

PHOTOS: ISTOCK/AUDIOUNDWERBUNG

Bremen Senator for Economic Affairs, Ports and Transformation, adds: "This investment will boost Bremen's role as an industrial hub. Climate-friendly energy infrastructures are under construction and will be accessible to other industries in the state of Bremen.

The activities of both states described here are embedded in northern Germany's hydrogen strategy. Besides the generation of green hydrogen on an industrial scale, the development of a sufficient number of "hydrogen motorways" for transporting the fuel, and the establishment of the corresponding storage capacities, there are other projects that focus on the use of green hydrogen as well as technical development projects for innovations like green flying.

Becoming "the no. 1 green hydrogen state"

The ten infrastructure projects in Lower Saxony can be broken down into three large-scale electrolysis projects, six hydrogen pipeline projects and a project for renovating a storage cavern for hydrogen. "We're well on our way to becoming an important hydrogen generation and storage centre as well as a hub for the import and distribution of green hydrogen in Germany," says Christian Meyer. "Lower Saxony will be the no. 1 green hydrogen state."

Of the three aforementioned large-scale electrolysers for use in the production of hydrogen, two are being built in Lingen and one in Emden. "Emden is already a hotspot for renewable energies in Lower Saxony," says Meyer. "That reputation will be further reinforced by the IPCEI project 'Clean Hydrogen Coastline' with the 320-megawatt electrolyser." Through the two electrolyser projects in Lingen – "LGH2 Lingen Green Hydrogen" and "GET H2 Nukleus" – four production units will be built for green hydrogen, with a combined total of around 400 megawatts.

Lower Saxony's second pillar is the six pipeline projects – "Clean Hydrogen Coastline", "Hy Per Link Niedersachsen", "Green Octopus Mitteldeutschland", "GET H2 OGE NI", "GET H2 Nowega NI" and "GET H2 Thyssengas NI" – with many kilometres of hydrogen pipelines planned across Germany. The projects for promoting the use of green hydrogen will be rounded off with a large-scale development of storage options, which is why the storage salt cavern in Huntorf (Elsfleth) is being converted. The "H2S Huntorf" storage facility there should offer space for up to 70 gigawatt hours of hydrogen from 2027.

"Half of the electrolysis capacity now funded throughout Germany – 720 megawatts – and 40 per cent of the hydrogen pipeline length – around 800 kilometres – will be based in Lower Saxony," says Meyer. "Sufficient availability and the use of green hydrogen are absolutely essential for achieving climate targets and transforming the energy supply and industry." And that makes it even more fitting that "Aqua Ductus", another IPCEI pipeline project implemented in collaboration with Lower Saxony, is in the planning stage. This project, too, is likely to receive funding from the German government and the state. The plan is to build a hydrogen pipeline some 300 kilometres in length in the North Sea, with a landing in Lower Saxony and a connection to the future hydrogen core network. That would also enable integration of hydrogen generated at sea in the future as well as potential hydrogen imports from neighbouring countries in the North Sea.

Versatility beyond IPCEI

Also in July, Habeck and Maike Frese, Bremen's State Councillor for Economic Affairs, issued grants to participating companies EWE and Gasunie for the Bremen projects "Clean Hydrogen Coastline" and "Hy Per Link". The two projects call for the development of a sustainable hydrogen infrastructure in Bremen – much like the corresponding subprojects in Lower Saxony. In the Bremen stretch of "Clean Hydrogen Coastline", the idea is to establish hydrogen electrolysis at a scale of 50 megawatts at the Mittelsbüren location, close to the steelworks there. And through the "Hy Per Link" project, a pipeline infrastructure will be built in Bremen to connect the city to the national hydrogen network currently under development.

"Even beyond the IPCEI projects approved in July, we have lots of other hydrogen activities going on in the state of Bremen," adds Vogt, referring to two other IPCEI projects, among other things. Approved at the end of May, "DRIBE 2" will receive hundreds of millions of euros in funding and aims to make the switch to hydrogen in operations at the ArcelorMittal steelworks in Bremen. This measure should reduce all the CO_2 emissions in Bremen by around 50 per cent. "WOPLIN" is a joint project of the Airbus locations in Bremen, Hamburg and Stade dedicated to establishing a foundation for the use of hydrogen and fuel cell technologies to produce a climate-friendly aircraft. The project has already received state aid approval from the European Commission but is still waiting for the grant.

Other large-scale projects in Bremen include the planned "Energy Port" in Bremerhaven, which can contribute to the national supply of green energy sources once financing has been secured and legal feasibility confirmed. The plan is to connect Bremerhaven to the hydrogen core network. "Hydrogen Lab Bremerhaven" and the "Ecomat Hydrogen Campus" in Bremen are two additional keywords that represent research, development, services and products sourced from the state of Bremen. (bre) ◻

POOLED EXPERTISE WITH “ECO POWER PORT”

BREMERHAVEN In September, BLG LOGISTICS and EUROGATE announced their future collaboration under the new “Eco Power Port” brand based in Bremerhaven. “By using spaces together at the container terminal and, in the future, at the “Roter Sand” southern port, we can create synergies the benefit both our customers and the entire wind energy industry,” explains Matthias Magnor, board member and COO of the BLG Group. Both companies can look back on many years of experience in the transshipment of heavy-load and wind energy components.

DOCKING OF NEW VESSELS – KEY STRATEGIC INCENTIVE

BREMERHAVEN “Liao He Kou”, a new COSCO SHIPPING Lines vessel, docked at BLG AutoTerminal Bremerhaven in September, and that is after the shipping company’s new vessel, “Cosco Shengshi”, docked at the terminal in August 2023. “After the successful test run last year, we’re now creating another key strategic incentive to further strengthen and expand our collaboration,” says Karsten Dirks, Operative Managing Director of BLG AutoTerminal Bremerhaven. “Chinese imports also play a key role for us as an important hub for the international automotive industry.”

ENVOCONNECT: SUSTAINABILITY AS A PARTICIPANT MAGNET

BREMERHAVEN There’s no other sustainability conference for ports and logistics anywhere in Germany that comes even close to ENVOCONNECT, which was held at Hotel Sail City in Bremerhaven in September. At the invitation of bremenports, around 150 participants spent two days discussing ideas and projects that could make the port industry and logistics even more eco-friendly. The programme included two political presentations and four keynotes. Kristina Vogt, Bremen Senator for Economic Affairs, Ports and Transformation, and Daniela Kluckert, Parliamentary State Secretary to the Federal Minister for Digital and Transport, provided exciting insights into the strategic work of political decision makers, whilst Isabelle Ryckbost, Secretary General of the European Sea Ports Organisation (ESPO), shared her visions for the future of European seaports. The event then continued with a host of fascinating presentations, panels, sessions and discussions. “If we continue to increase participation at this rate, we’ll be able to fill the Weser Stadium in 15 years,” joked Robert Howe, Managing Director of bremenports, at the second ENVOCONNECT.

SUSTAINABLE TRANSPORT

EMDEN Swedish shipping company Wallenius Marine christened its new 200-metre car carrier, “Future Way”, at the Emden seaport in September. Based on the Sleipner concept, the vessel is deemed a milestone in sustainable maritime transport between Europe and North America and is the first of two ships to be chartered for Volkswagen Group Logistics. The carrier transports around 4,500 vehicles from Emden to North America per journey. “We’ll probably see the ship in Emden every four to six weeks,” said Manfred de Vries, Managing Director of Autoport Emden.

IN THE SPIRIT OF TRANSFORMATION

HAMBURG A highlight at this year’s SMM trade fair was the minister and senator reception at the stand of Maritime Cluster Northern Germany (MCN), the theme of which was “Maritime Transformation”. Kristina Vogt (Bremen), Melanie Leonhard (Hamburg), Jochen Schulte (Mecklenburg-Western Pomerania), Olaf Lies (Lower Saxony) and Claus Ruhe Madsen (Schleswig-Holstein) attended the trade fair at the invitation of MCN in September. “Especially for small and medium-sized companies, MCN represents a valuable platform for promoting new projects and partnerships,” said Vogt.

STATE SUPPORT APPROVED FOR MEYER WERFT

PAPENBURG During their visit to MEYER WERFT in September, Chancellor Olaf Scholz and Lower Saxony's Minister President Stephan Weil reiterated their intention to support the company as part of a restructuring and future concept. A few days later, the German Bundestag and the state parliament of Lower Saxony approved a rescue package that includes the purchase of 80.7 per cent of company shares for 400 million euros as well as sureties for debts amounting to two billion euros. The package should last until late 2027 / early 2028.

JADE-DIENST OPERATES WITH MANAGEMENT TRIO

WILHELMSHAVEN The Jade-Dienst GmbH management board has comprised three members since September. Besides Anita Oestmann and Hans Oestmann, Torsten Meinke is yet another executive director. According to press information released by the maritime service provider, he "will work with the other executive directors to promote and assume responsibility for company interests in operations". Meinke also has "plenty of experience in various management roles" at a variety of companies such as Weert and EVAG Emder Verkehrs und Automotive Gesellschaft.

SOUTHERN PORT HARD AT WORK

BREMERHAVEN BLG LOGISTICS offers the best conditions for extraordinary projects with the new 60,000-square-metre expansion featuring hall capacity at the so-called "Roter Sand" southern port – in close proximity to BLG AutoTerminal Bremerhaven. The transshipment and assembly of two power plant modules from Siemens Energy in August marked the successful launch of the recently commissioned space. At the deep-water southern port, BLG LOGISTICS assembles systems and machines which, due to their weight and size, can no longer be transported by road.

GREEN LIGHT FOR PORT EXPANSION

CUXHAVEN In September, the European Commission approved the public partial financing of berths 5 to 7 in Cuxhaven, where 38 hectares of additional logistics space approved for heavy loads will be developed over several years for the transshipment and storage of on- and offshore wind turbines. An investment of 300 million euros has been planned for the project. The state of Lower Saxony has approved state funds of 100 million euros for port expansion, which will support the German government's climate targets. The German government will cover one-third of the construction costs.

GREEN FOCUS AWARD 2024: AND THE AWARD GOES TO ...

BREMERHAVEN The winners of this year's "Green Focus Awards" were selected at the ENVOCONNECT sustainability conference in September. The ro-ro transporter "Auto Advance" of the Norwegian shipping company United European Car Carriers (UECC) won in the "Cleanest Vessel" category. As in the previous year, the title "Cleanest Fleet" went to the CMA CGM Group. For the first time ever, the newly introduced "Engagement" category honoured someone who has distinguished themself in the area of ports and sustainability. This award went to Professor Benjamin Wagner vom Berg (left), who has been active in Bremerhaven, Bremen and the region for many years and, due to his professorship at Bremerhaven University of Applied Sciences, has close ties to the ports of Bremen. Robert Howe, Managing Director of bremenports, (right) confirmed the jury's decision for Wagner vom Berg as an outstanding choice and added: "In particular, he's personally committed to reducing emissions in logistical processes, supervises theses on this topic, and initiates and takes part in relevant research and development projects."

PHOTOS: BLG LOGISTICS (3X), BREMENPORTS (2X), SEAPORT EMDEN, MARITIME CLUSTER NORTHERN GERMANY/MARC MATTHAEI, MEYER WERFT, JADE-DIENST, NPORTS

BREAKING NEW GROUND WITH ROBOTS AND HIGH PRESSURE

Karsten Schumacher and Simeon Hiertz founded Leviathan in Bremen in September 2021 and are now working with Thorsten Labrenz, Bryce Lawrence and a host of robots to establish the first automated and nearly emission-free ship recycling company in Germany and the rest of Europe.

Robots in action: here a section of the ship is being cut away using high pressure and a jet of water and sand.

PHOTOS: LEVIATHAN (2X)

"We intend revolutionising ship recycling," is the Leviathan crew's maxim. However, now is the time for the team to exercise patience, as the German authorities have not yet issued the necessary approvals. But now that they have their business concept, equipment and a suitable site for sustainable ship recycling, the quartet is champing at the bit. For the site, a lease for sections of MV Werften's shipyard was signed with the Hanseatic city of Stralsund in 2023. "The moment we get a green light from the authorities, we'll begin taking apart ships up to 140 metres in length in Stralsund for proper recycling," says Thorsten Labrenz, Chief Financial Officer of Leviathan.

The company successfully demonstrated the feasibility of its plan when it took apart the 38-metre construction vessel "Hagemann 1" at the German Naval Yards site in Kiel in 2022. And rather than using cutting torches for the job, they rely on a technology developed in-house which employs automated robots to "blast" a jet of water and sand at the ship at 2,500 bar of pressure, cutting its components into standard scrap sizes. Unlike with traditional ship recycling, there's no need for staff to work in a dangerous environment. The raw materials are then sorted, cleaned and returned to the production cycle. "Our method not only fulfils the EU's Ship Recycling Regulation and the Hong Kong Convention, but also takes into account the expected tightening of regulations and industry-wide decarbonisation efforts," says Labrenz, who already has more concrete ideas for the future.

"We receive a lot of requests for our technology from Europe, Japan and Dubai. Consequently, I anticipate that we'll have another location outside of Germany by 2027, where we'll be able to sustainably recycle even larger ships." He has long been getting clear signals from the industry that solutions like those used every day in Southeast Asia are no longer desired. "The idea is to free ship recycling of its unsavoury reputation and lead it to a world of transparency and sustainability," says Labrenz, explaining the strategy. (bre)

"The idea is to free ship recycling of its unsavoury reputation."

Thorsten Labrenz, Chief Financial Officer of Leviathan

BACK TO THE START IN LOWER SAXONY

EMDEN The location of next year's National Maritime Conference has been set. According to the Federal Ministry of Economy, the biggest meeting of the national maritime industry will take place for the 14th time in Emden, Germany's most western universal port, on 12th and 13th May 2025 The decision was welcomed by Lower Saxony's Minister for Economics, Olaf Lies, as he deemed it a signal of significance regarding northern German port locations. The motto of the event could even be "It's coming home," said Lies. After all, the first National Maritime Conference took place in Emden back in 2000.

WORKING TIMES MANIPULATED IN THE SHIPPING INDUSTRY

BERLIN As part of the Baltic Week of Action, Verdi inspected around 50 seagoing vessels in German ports along with the International Transport Workers' Federation (ITF) in September and recorded massive abuses. "As expected, virtually all inspections revealed violations concerning working hours, periods of rest and overtime," said Susana Ventura from the International Maritime Industry Division of the German trade union Verdi. Some of the ships did not even bother to record overtime, whilst the crews of other ships were forced to manipulate their working hours and periods of rest in order to comply with regulations.

KRICHEL IS NEW COO AT BLG

BREMEN The BLG Supervisory Board has appointed Axel Krichel to the group's management board as from 1 January 2025. He will serve as COO for the Automobile and Contract divisions. The 57-year-old succeeds Matthias Magnor, who will become Chairman of the Board of the BLG Group. Krichel, who has a degree in computer science, was most recently a member of the management board at Kuehne+Nagel, responsible for all contract logistics in the DACH region. Other important career posts include manage-ment positions at Schenker and DHL.

BREB SETS UP NEW DIVISION

CUXHAVEN BREB, a highly diversified shipping company, expanded its portfolio once again in September to include the new Port & Offshore Services division. As a port agent for ships that transport wind turbines, the Cuxhaven-based company says "it is taking an important step towards meeting the growing demands of the maritime industry". The new division's services include handling the entire logistics chain for port and offshore logistics as well as wind farm services in the planning, construction and operation phases.

A STRONG STATEMENT AT THE 57TH CAPTAIN'S DAY IN BREMEN

BREMEN Around 300 captains, members of the maritime industry and politicians met up at the 57th Captain's Day in Bremen. Bremen's Senator for Economic Affairs, Ports and Transformation, Kristina Vogt, her counterpart for Lower Saxony and this year's keynote speaker, Olaf Lies, the port captain and head of the Port Authority Bremen, Stephan Berger, and Christoph Bruns, member of the executive board of BHV – Bremische Hafen- und Logistikvertretung, took the opportunity during the event to remind the government of its responsibility regarding port financing. They all made it quite clear: "As a result of their core role, the ports are not only of national importance for the trading of goods but also as energy hubs, their preservation and expansion are also a national task." The traditional event that dates back to 1965 and honours the captains and chief engineers of ships and aircraft was hosted by BHV on behalf of the Bremen Senate in Bremen's City Hall.

PHOTOS: MARTIN ELSEN, ELBREKLAME/KEVIN LAMMERS, ADOBE STOCK/ANADEL, BLG LOGISTICS, BHV

PARTNERSHIP FOR A CARBON-NEUTRAL PORT

BREMERHAVEN In 2023, bremenports launched the “carbon-neutral international port” project along with local members of the port community. The intention is to develop a joint decarbonisation strategy for Bremerhaven. It was clear that there is need for a significant change in the port’s supply, which fossil fuels still predominate. At the same time, it is also clear that the current legal framework is economically advantageous to the individual but not for the collective, self-sufficiency of the port neighbours with renewable energy. To achieve synergies across the board, the project participants drew up a joint statement in September. It included the following: “We intend to identify common goals within the context of decarbonisation of the port and are aiming to – wherever possible – harmonise the interests of the port neighbours and users. The goal is to speak with one voice. We deem this to be imperative, not only for decarbonisation but also to guarantee the competitiveness of the port as well as the individual companies involved.”

NPORTS WELCOMES EXPERTS TO CUXHAVEN

CUXHAVEN As part of the “Develop Innovative Offshore Logistic” (DIOL) research project, NPorts welcomed a delegation of international experts to Cuxhaven. Dirk Leibfried, the person responsible for the DIOL project at NPorts, introduced the site with its German Offshore Industry Centre (DOIZ) and expertise in renewable energies. DIOL supports the international project to transform the North Sea into Europe’s green power plant. The use of drones for offshore wind farms is a major aspect of the project.

EXPERTS MEET UP IN THE JUWEL, VIENNA

VIENNA On 12 September, numerous guests were thrilled by the location chosen by Logistics Talk, notably the event location Juwel in Vienna. Topics on the agenda of the panel discussion included CTB fit for Future and standardised processes in truck clearance as well as cooperation projects between bremenports and Austrian partners. Experts – Stefan Färber (bremenports), Oliver Spiller (BLG LOGISTICS), Oliver Bergk (EUROGATE) and Nikolaus Hirnschall (Roland Spedition) – put some spice into the topics. Hilke Theessen (Radio Bremen) hosted the session.

TOG TAKEN OVER BY MOSOLF

KIRCHHEIM TECK/BREMEN Mosolf Port Logistics & Services (MPLS) will take over complete control of the Transport Overseas Group (TOG), including the sites in Belgium, Spain, Poland and the United Arab Emirates by the end of the year. Tim Oltmann, CEO of TOG, remarked: "We complement each other perfectly. Each group has qualities that the other group was missing. With 800 vehicle transporters and over 60 special trucks for high and heavy goods, the Mosolf Group contributes powerful assets; the TO Group has direct access to shipping companies and customers from the break bulk, project cargo and RoRo segments."

HARREN GROUP IS PART OF JOINT VENTURE IN ITALY

BREMEN Along with Kestrel Italia and Intermare, the Bremen-based Harren Group has set up the new joint venture KestrelMare. The partnership is aiming to strengthen joint activities in Italy as well as expand business in project cargo and heavy goods logistics. The new company is headquartered in Genoa. It will take over the business activities of Intermare and Kestrel Italia and unite them under one brand. In this context, KestrelMare will act as the representative for the Harren Group in Italy as well as represent its “SAL Heavy Lift”, “Intermarine” and “Combi Lift” brands.

LOWER SAXONY'S SEAPORTS ARE PROVING RESILIENT

NORDENHAM In September, Seaports of Niedersachsen welcomed over 200 guests from the port industry, politics and local government to the 32nd Port Day in Nordenham. Seaports MD Andreas Bullwinkel (2nd from left) presented the current developments in the nine Lower Saxony seaports and announced transshipment volume in maritime transport of roughly 20,824 million tonnes for the first half of 2024. This corresponds to a one per cent rise year-on-year. "Taking into account the special circumstances on the Huntebrücke, which seriously limited the strong Weser ports, this is a remarkable result," said Bullwinkel. During the event, the mayor of Nordenham, Nils Siemen (right) also pointed out the growing importance of the port for Nordenham's industrial base and thanked everyone involved for the swift repair of the auxiliary bridge over River Hunte.

SUCCESSFUL LOCK GATE MAINTENANCE

CUXHAVEN After five months of intensive work, NPorts completed the maintenance work carried out on the central gate of the sea lock in Cuxhaven in October. Every six years, the port operator has to drain and thoroughly overhaul each of the three lock gates there. The costs involved are roughly 700,000 euros for each gate. These investments ensure that the structure can continue to fulfil its function reliably in the future. "The flooding of the gate is always an emotional moment," explained Knut Kokkelink, head of the NPorts Cuxhaven site, as masses of water flowed out again for the first time.

SETTING THE COURSE FOR THE FUTURE OF SHUNTING

BREMEN "sH2unter@ports" - behind this cryptic name lies a completed project with the question: can the shunting of locomotives also be done in a climate-friendly way? Robert Howe, MD of bremenports, said: "The 'SH2unter@ports' project conducted valuable and practical basic research and established what is actually possible. One thing is clear, whether hydrogen- or electric/battery-powered: both versions require enormous investment in converting or building corresponding locomotives." The final report by the six partners will provide further details shortly.

ONNEN-LÜBBEN TAKES THE HELM AGAIN

OLDENBURG Inke Onnen-Lübben will return to the port marketing company Seaports of Niedersachsen as Managing Director on 1 January 2025. She left the position at her own request in 2018 and has since developed her expertise in various roles in the port and logistics industry. Until the handover in January, Andreas Bullwinkel will continue to manage the company on an interim basis. This public-private partnership between the state of Lower Saxony and the private port industry in Lower Saxony has existed for 20 years.

"WILHELMSHAVEN WILL BENEFIT NOTICEABLY"

WILHELMSHAVEN The JadeWeserPort is optimistic about 2025: the Gemini cooperation between Hapag-Lloyd and Maersk, which was launched in February, has selected Germany's only deep-water port as one of three North European hubs at which a large amount of cargo is to be handled and transported onwards. "As one of our future northern hubs, Wilhelmshaven will benefit noticeably from the Gemini Cooperation. With its Container Terminal Wilhelmshaven, JadeWeserPort is an integral part of the network," stated Rolf Habben Jansen, Chairman of the Board at Hapag-Lloyd.

PHOTOS: BREMENPORTS (3X), NPORTS (2X), MOSOLF, HARREN-GROUP, SEAPORTS OF NIEDERSACHSEN (2X), JADEWESERPORT

2024/25

SAVE THE DATE

Numerous exciting events have been announced and are planned. However, there may still be short-term postponements after the editorial deadline. The information published here is subject to change. We would recommend that you check again shortly before the event is due to take place, for instance on our website www.logistics-pilot.com/event-kalender/

GERMAN PORTS

NOV	7.11.2024	**LOGISTICS TALK** www.bremenports.de Prague, Czech Republic
	10.11.2024	**Excursion to Lune Plate** www.bremenports.de Bremerhaven, Germany
	12.11.2024	**BHV-Hafenclub** www.bhv-bremen.de Bremen, Germany
FEB	11.02.2024	**BHV Hafenclub** www.bhv-bremen.de Bremen, Germany
	19.–21.02.2025	**Transport Logistic Africa** www.aircargoafrica.aero/en/ Nairobi, Kenya
MAR	6.–7.03.2025	**LogisticsConnect** www.logistics-connect.de Bremen, Germany

LOGISTICS CONNECT

LogisticsConnect is a new congress and trade fair for the port and logistics industry. It focuses on breakbulk and project logistics. The event also includes the long-standing specialist forum on project logistics organised by BHV - Bremische Hafen- und Logistikvertretung, which is also responsible for planning the programme. The organiser of the new format is CONGRESS BREMEN. BHV and bremenports also came aboard as further partners in the development and planning.

More in the February issue of LOGISTICS PILOT, which deals with the topic of breakbulk.

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

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