

LOGISTICS PILOT

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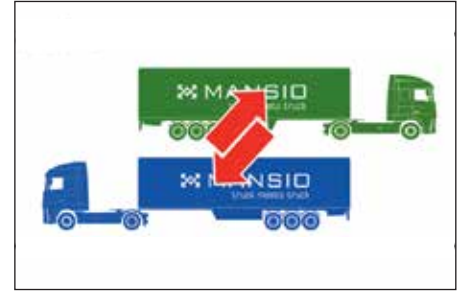
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“THERE ARE HUGE ECONOMIC OPPORTUNITIES”

Dear readers,

Investing in the green transformation creates enormous economic opportunities. I can't count how many times I've said and written this sentence over the past 20 years and it's even more true today. Transitioning away from fossil fuels is not only of tremendous strategic importance, it will also foster peace and freedom, reducing dangerous dependencies and, above all, costs. This is why investing in the green transformation is so important. Other countries have recognised this and are now leading the way, whereas Germany's industry has been in need of modernisation for a while now. Not only does the use of renewable energy play a key role in this, improving energy efficiency and, above all, conserving energy do too. The use of green hydrogen is essential for heavy industry. Only green hydrogen, i.e. hydrogen produced from renewable energy, is truly emission-free and sustainable. As the production of green hydrogen requires large amounts of green electricity, it's not only Germany that needs to accelerate the expansion of renewable energy. Offshore wind farms, in particular, produce large amounts of green electricity, which can be used to generate green hydrogen that can be stored for use in periods when there is little wind and sun. The maritime industry can benefit from the expansion of offshore wind energy and the domestic production of green hydrogen. Added value and jobs can be generated. Green hydrogen will also have to be imported, which will require infrastructure. Instead of focussing on the excessive expansion of liquid gas terminals today, it would make more sense to develop, immediately, a suitable infrastructure for importing green hydrogen. However, green hydrogen production plants are in their infancy – they are still being built. Ships and infrastructure are still lacking.


It would be possible to gain so much: economic resilience, added value, jobs. There are huge economic opportunities associated with a globally booming climate industry.

Best wishes, Claudia Kemfert



Claudia Kemfert has been heading the Energy, Transport and Environment Department at the German Institute for Economic Research (DIW Berlin) since April 2004 and is Professor of Energy Economics and Energy Policy at Leuphana University.

A PRECARIOUS SITUATION

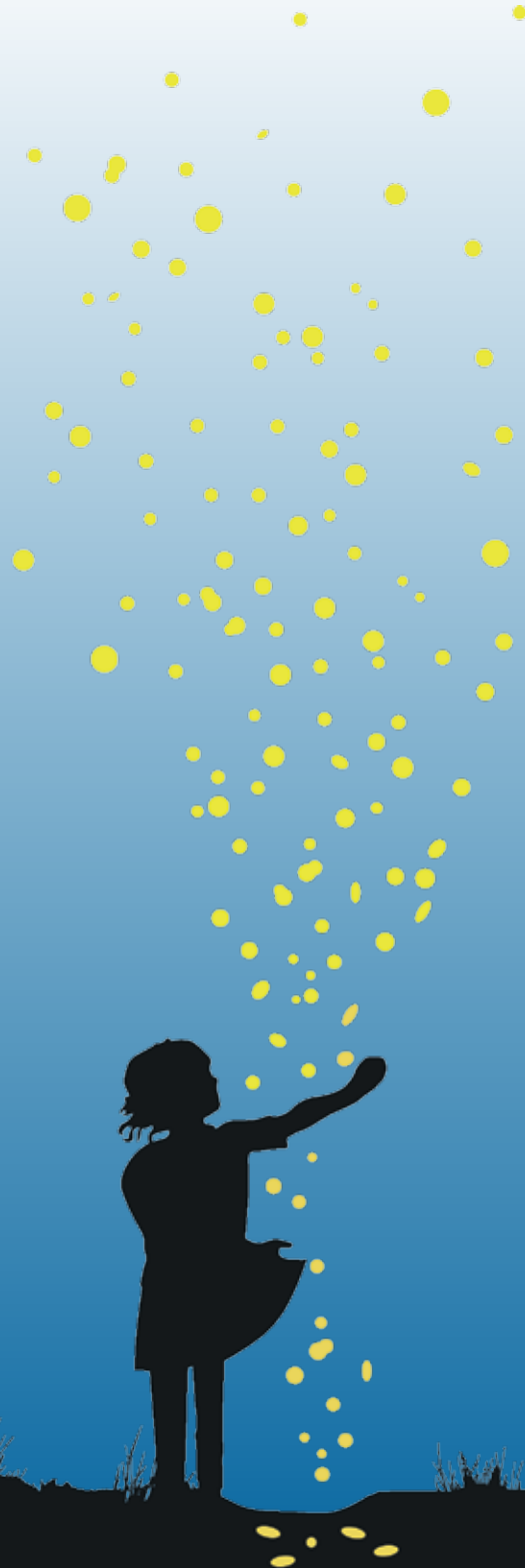
Whether forest fires (as seen here in California), floods or storms ... the effects of climate change are evident and visible across the globe. This is why around 80,000 participants took part in the 28th UN Climate Change Conference (COP28) in Dubai in late 2023. Their goal? To identify the best strategy for combating climate change and for charting the necessary financial course. At the beginning of the conference, the agreement on a new fund to deal with climate damage and loss was heralded as a major breakthrough. However, many experts believe that COP28's most notable achievement was the agreement by the world community on a text calling for a "transition away from fossil fuels". This, however, will also come at a price ... [\(bre\)](#) 

PHOTOS: ISTOCK/DAVID AUGHENBAUGH



TRANSFORMING THE MARITIME ECONOMY WHO FINANCES IT?

According to the “Economic Costs of Climate Change” study, commissioned by the Federal Ministry for Economic Affairs and Climate Action, Germany could face costs of up to 900 billion euros by the middle of the century. There are a wide range of reasons for this, including product and raw material supply bottlenecks, damage to buildings and infrastructure and the implementation of environmental and climate protection measures. The industry is tackling the latter challenge in very different ways, including with subsidies.



Challenging years lie ahead for the maritime industry. The “European Green Deal” presented by the EU Commission in 2019 and the “Fit for 55” climate protection package adopted in 2021 will affect market participants in many areas. Their task is to drive forward new technological developments in the interests of climate and environmental protection and to implement the innovations required for transforming the maritime industry. This is achieved partly through companies’ own financing concepts, but also with the help of European and national funding programmes.

“The funding makes an important contribution to strengthening the level of innovation and competitiveness of European and German industry, to facilitating transformation processes and to closely integrating the stakeholders involved,” explains Helena Rapp, Advisor, European Initiatives and Funding Programmes in the Maritime Industry at the German Maritime Centre (DMZ), emphasising that a wide range of EU funding and financial resources are available, especially for small and medium-sized enterprises. The DMZ sees itself as a link between politics, administration, business and science for these companies. “We’re looking to offer all those involved guidance in the EU funding cosmos and increase the visibility of funding programmes,” she adds. This is because the number of programmes has grown steadily in recent years and the corresponding associated responsibilities are broadly distributed.

Diversity at national and European level

At European level, Rapp highlights seven funding programmes that are significant for the maritime industry in a wide variety of market segments. For projects focussing on research and innovation, this is primarily Horizon Europe (with a funding amounting to 95.5 billion euros between 2021 and 2027). Environmental and climate protection projects



“Funding makes an important contribution to strengthening the level of innovation and competitiveness.”

Helena Rapp, Advisor, European Initiatives and Funding Programmes in the Maritime Industry at the German Maritime Centre

fall under the EU Innovation Fund and the “LIFE” environmental programme. Financial support for infrastructure measures and mobility is provided by the Connecting Europe Facility programme, the European EMFAF and ERDF (Interreg) funds and the Erasmus+ programme. “The range of EU funding topics is just as broad as the range of contacts,” Rapp continues. “It stretches from alternative fuels and drive systems, storage technologies and green digitalisation to secure infrastructure and sector coupling.”

A large number of funding programmes are also available at national level. For example, the Federal Ministry of Economics and Climate Action’s (BMWK) “Maritime Research Programme” can be used when it comes to ship technology, shipping and marine technology. The Federal Ministry for Digital and Transport Affairs’ (BMDV) “Innovative Port Technologies (IHATEC II)” funding programme supports research and development projects that contribute to the development or adaptation of innovative technologies in German sea and inland ports. At the same time, the Federal Ministry of Education and Research (BMBF) supports innovative research projects and ideas on a broader level.

Where the current situation is concerned, Rapp confirms that the maritime industry is on the right track towards climate and environmental protection. “All those involved are addressing the challenges with a great deal of scope for transformation with a view to realising the political goals,” she acknowledges. She believes that a lot will happen in the maritime industry over the next few years, even if some parameters will take time and cannot be changed overnight, and that there is no need to fear green-washing. “It doesn’t work like that in our industry as companies have legal requirements and consumer demands to fulfil. If they don’t, they’ll not only have competitive disadvantages and customer losses to contend with, but also sanctions.”




TWO CLIMATE FUNDS, MANY UNANSWERED QUESTIONS

At the World Climate Change Conference (COP28) held in Dubai in late 2023, the nations present agreed on a new investment fund amounting to 30 billion U.S. dollars to channel more capital into climate protection projects in poorer countries. Presiding over the COP28 conference, Sultan Ahmed Al Jaber described this step as a “historic decision” and announced that the United Arab Emirates would contribute 100 million U.S. dollars to the fund. Development Minister Svenja Schulze pledged the same amount on behalf of the German government. At the same time, she called on all countries – that are willing and able – to contribute to the new fund against

climate damage. This is a major sticking point in the eyes of critics, as the fund’s donor base has been kept open, with payment being made on a voluntary basis.

At national level, in August 2023 the German Federal Cabinet adopted a plan that would remain in place until 2027 to finance the Climate and Transformation Fund (KTF). The intention is to make a significant contribution to achieving Germany’s energy and climate policy goals. The funding priorities defined within it are the energy-efficient refurbishment of buildings, the decarbonisation of industry and the expansion of renewable energy, electromobility and

charging infrastructure. Reportedly, a total of 211.8 billion euros were to be made available between 2024 and 2027 to promote the energy transition, climate protection and transformation. At least, that was the plan until recently. In November 2023, the Federal Constitutional Court ruled that the 60 billion euros in ultimately unneeded loans taken out to tackle the Covid-19 pandemic could not be transferred over to the KTF. What this means exactly was still unclear at the time of going to press. Until now, all the government has said is that the judgement will also have an impact on the Climate and Transformation Fund.

(bre) 

INFO

* The Poseidon Principles are the world's first sector-specific climate agreement between financial institutions. They create a common framework for quantitatively assessing and disclosing whether financial institutions' credit portfolios are in line with the climate targets set by the IMO.

Going green with five “Orcas” and a “Thor”

What measures do local companies intend to take to contribute to environmental and climate protection and, above all, how will these be financed? LOGISTICS PILOT spoke with four industry insiders.

As part of its climate and environmental protection activities, the Bremen-based Harren Group is focussing not only on a range of measures within its existing shipping fleet, but also on constructing new, modern and environmentally friendly entities. To this end, its newly developed “Orca” Class heavy lift vessels are being financed with a green loan that fulfils the

requirements of the Poseidon Principles* and has been certified by the DNV classification society. In addition, the BMDV has pledged funding from the “Sustainable Modernisation of Coastal Vessels” (NaMKü) programme via the TÜV Rheinland project management agency. This financial backing has enabled the Harren Group to order five “Orcas” from the Wuhu shipyard in China, with the main environmental technologies being provided by European suppliers. On a six-year charter, the first two vessels in the series will be operated exclusively by Siemens Gamesa Renewable Energy to transport components for new offshore wind farms, thereby contributing to global decarbonisation.

Furthermore, the Harren Group has responded to the strong demand in the offshore wind repair business in the North Sea and acquired the “Thor” installation vessel in 2022. The purchase was financed as part of the European ESG Shipping Fund and was the first transaction of the Eurazeo Sustainable Maritime Infrastructure Fund (ESMI), which focusses on green leasing and aims to support operators and owners of small and medium-sized vessels in Europe with customised financing solutions for innovative investments and sustainable fleet development. Since its acquisition, the “Thor” has been used to repair European offshore wind turbines.



The Harren Group has ordered five “Orcas” from the Wuhu shipyard in China. The required environmental technologies are being provided by European suppliers.

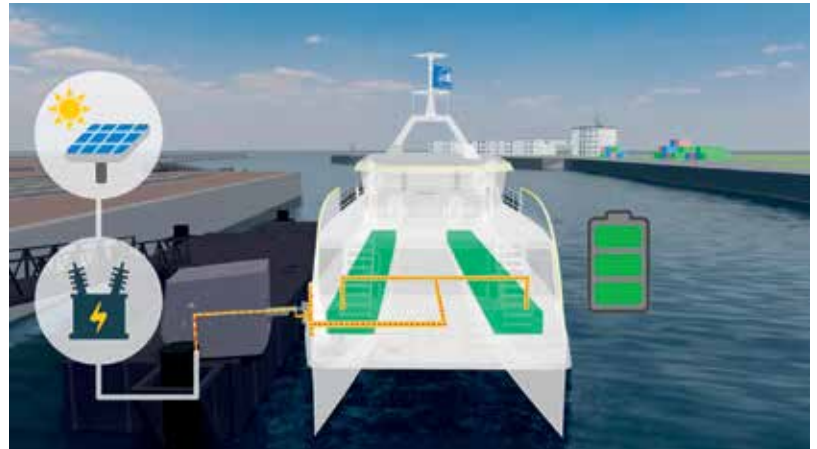
18 partners – one climate change project

As part of the “HYPOBATT” (Hyper powered vessel battery charging system) pilot project, 18 key players from the European maritime sector – including Norden-Frisia, a Norderney-based shipping company – have joined forces to develop a rapid-charging system for electric ships and new business models for battery-powered boats. The aim is to make ferry operations faster and more sustainable. Furthermore, the charging stations are intended to be modular, which will enable electric port vehicles to make use of this infrastructure at a later date, thereby reducing a port’s overall carbon footprint. “Companies that don’t want to be left behind where climate and environmental protection are concerned can have the opportunity to play an active role in such projects,” explains Maraike Pommer, Project Manager Energy & E-Mobility at Norden-Frisia, outlining the advantages of the European joint project. “Even without their own development department, they gain first-hand knowledge of new technologies.”

A fully electric ship was urgently needed for the project. “This coincided perfectly with our order for the first fully electric catamaran for the Norderney ferry service – its battery capacity of 1,800 kilowatt hours is just enough for the return journey from Norddeich to Norderney,” continues Pommer. The ship is currently being built at the Damen shipyard in the Netherlands and is expected to enter service from June 2024. Norden-Frisia is partly financing the “HYPOBATT” but can also expect to receive up to 70 per cent funding from the EU, which is supporting the project with 9.35 million euros as part of the “Horizon 2020” programme.

Automation and reduction of emissions on the railways

In Wilhelmshaven, the IHATEC “Shunting Terminal 4.0” project, funded to the tune of 2.35 million euros by the BMDV, concluded at the end of November 2023. Its aim was to automate the railway shunting processes in the JadeWeserPort’s pre-routing group and to reduce noise and emissions there. Indeed, when those involved reflected on its achievements, Oliver Hauswald, Managing Director of Container Terminal Wilhelmshafen JadeWeserPort Marketing GmbH, emphasised that the research project had revealed major potential for increasing rail-side process efficiency at JadeWeserPort. “We’re delighted that the only deep-water container port with rail-side infrastructure here in Germany provides an ideal environment for testing this pioneering and climate-friendly shunting method,” he said. “We would very much welcome opportunities for a follow-up project at



the JadeWeserPort that might explore how the system could be incorporated into how we actually operate, should they arise.” In this context, environmentally speaking, the use of a hydrogen-powered locomotive and fuel-saving systems is also conceivable. In the latter case, the IT system would send a command to the automated locomotive instructing it to coast or to drive in a manner that saves energy.

Clean electricity from above

Port services provider J. MÜLLER has opted for a different kind of climate protection – September last year saw them install photovoltaic systems covering around 60,000 m² on nine of their Brake seaport warehouses. With an output of 12.8 megawatts peak (MWp), this enables the company to produce around 30 per cent of its electricity requirements itself. Public subsidies were not required for this construction project, instead they were able to provide investment amounting to 11 million euros from their own funds, thanks to the long-standing cooperation they enjoy with their primary bank. “The installation of this system had been on our agenda for a long time,” explained Cedric Witten, Head of Technology/IT at J.

This is what the “HYPOBATT” concept will look like, which aims to develop a rapid-charging system for electric ships and new business models for battery-powered boats.

Wilhelmshaven is delighted to have successfully struck a balance between automation and reducing emissions with the “Shunting Terminal 4.0” project.



Bird's eye view of the nine J. MÜLLER warehouses in Brake, on which photovoltaic systems covering around 60,000 m² have been installed.



MÜLLER, outlining the decisive motivating factor behind the project. “However, the idea of working sustainably with renewable energy and, in doing so, reducing long-term costs only gained massive momentum due to last year’s energy crisis.”

Customers and consumers are probably paying too

Although both the EU and the German government have launched numerous funding programmes to reduce the costs of climate and environmental protection, Dr André Wortmann, Head of the Maritime Competence Centre at PwC Germany, explains that the maritime industry is currently bearing the financial responsibility for implementing them. “Of course, it’s to be expected that companies will try to pass these costs on to their customers as much as they can,” he states. As regards funding programmes available to the maritime industry, he adds that many have not been used extensively yet. The reasons often given for this are that the funding criteria are very strict or that the application process is too complicated for many of the smaller participants in the market.

Numerous companies surveyed by PwC as part of its 15th shipping company study also expressed their expectation that it will take longer than planned to implement many of the climate protection measures. “There are several reasons for this,” continues Wortmann. “These are, above all, the high capital requirements and uncertainties with regard to future legislation and future-proof technologies.” He cites fuel as a concrete example of this. “So far, there is no consensus on

“Many funding programmes have not been used extensively yet.”

Dr André Wortmann, Head of the Maritime Competence Centre at PwC Germany



“Climate and environmental protection don’t come for free.”

Thorsten Dornia, Chairman of the Bremen Freight Forwarders’ Association

which alternative fuels will prevail, with the result that 70 per cent of the shipping companies we surveyed stated that this would result in significantly fewer new ship orders. Yet, these would potentially be more environmentally friendly than the fleets currently travelling the seas.”

Politicians must create the framework

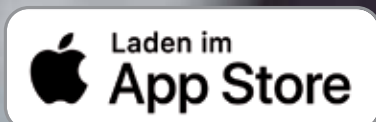
Thorsten Dornia, who has been Chairman of the Bremen Freight Forwarders’ Association since last April, has a similar view. He believes that the higher costs for climate and environmental protection will be passed on to consumers in the vertical value chain sooner or later. He also expresses sharp criticism towards politicians. “Climate and environmental protection don’t come for free,” he says. “This must and will be at the expense of purchasing power. It would be dishonest of politicians to pretend that this can be achieved without restrictions.”

Just like Wortmann, Dornia considers the funding programmes, especially EU ones, to be exceedingly bureaucratic. He feels that large firms, shipping companies and internationally active port handling operators have easier access to these funds than small and medium-sized enterprises (SMEs). “Apparently, it’s an enormous administrative effort and you need a great deal of expertise to obtain funding from these programmes,” he says. “As a rule, SMEs don’t have the necessary capacity for this.” In addition, the German government’s “Climate-friendly Commercial Vehicles and Infrastructure” (KsNI) national funding programme may indeed be suitable for SMEs, but it is hopelessly underfunded. Despite such problems, he remains optimistic about the future and rates the maritime industry and logistics sector’s climate protection efforts highly. “I assume that most of those involved are well aware of the seriousness of the situation and that many steps are being taken not only because the law dictates it, but because they want to. It’s now up to national and international policymakers to provide a framework that results in a level playing field to prevent people from gaining economic advantages by refusing to transition.”

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With our free NPorts-App you are always up to date and know, what happens in our ports.



HGV TOLL: CLIMATE PROTECTION – MOTIVATOR AND COST DRIVER?

The heavy goods vehicle toll, imposed as a means to accelerate the transition to climate-neutral drive systems, has been linked to CO₂ emission levels since 1 December 2023. Jürgen Resch, Federal Managing Director of Environmental Action Germany (DUH), and Simeon Breuer, Managing Director of L.I.T Spedition GmbH, assess this plan from different perspectives.

“Road transport contributes significantly to climate-damaging emissions.”



In your opinion, is the new toll regulation the right move towards reducing greenhouse gas emissions in road transport and for achieving climate protection targets?

RESCH: Alongside other initiatives, the expansion of the HGV toll is an important first step in driving forward the decarbonisation of road freight transport and a greater shift towards rail. Adding the CO₂ element to the toll is a response to the fact that freight transport must also play its part in achieving binding climate protection targets in the transport sector. At the same time, it's clear that this measure alone won't be enough to overcome the climate protection shortfall in the industry.

BREUER: No. There are no real incentives to invest in intermodal transport or alternative engine types. Of course, we ourselves are looking at how we can promote intermodal transport, i.e. getting more freight onto the railway. Indeed, we already operate two entire trains

ourselves, which take 100 lorries off the road every day. In future, we'd also like to be more active in this sector by loading individual trailers by train. Germany's deteriorating rail infrastructure is a limiting factor here, though. There's no question that the issue of decarbonisation must be promoted, but we feel that the German government isn't creating any incentive with this toll increase.

Does linking the toll to CO₂ emissions create an incentive for the industry to switch to eco-friendly vehicles?

RESCH: It constitutes an additional incentive to switch to battery-electric drives and to shift to rail transport. The cost advantage of e-trucks currently lies in the operating costs. Over the next few years, their cost advantage will increase, and from around 2025 – purchase premiums notwithstanding – they'll reach cost parity with internal combustion engine lorries. A study by our umbrella organisation Transport & Environment suggests that electric lorries will have lower overall costs in 99.6 per cent of applications in European road freight transport from 2030, while meeting the same requirements in terms of range, running time and payload. This applies from 16-tonne distribution lorries to

JÜRGEN RESCH

has been Federal Managing Director of Environmental Action Germany (DUH) since 1988 and was instrumental in uncovering the emissions scandal.

40-tonne long-distance lorries. The toll extension increases the cost advantage for e-trucks and can therefore be an additional incentive. However, we believe that permanently exempting e-trucks from all toll components isn't the way to go, as battery-powered lorries can also have a negative impact on the environment and place a burden on infrastructure.

BREUER: In principle, yes, even if there are no real alternatives that can be universally implemented. LNG lorries are already a first step. There is also a good network of refuelling stations, but the war in Ukraine has sent LNG prices through the roof. LNG lorries were previously exempt from the toll, but they will also have to pay it in full from January. I think that's unfair because the war has made conditions very difficult. LNG lorries contribute to decarbonisation, at least as a first step. The German government should at least take this into account when implementing tolls. We now have a subsidised project for two hydrogen trucks, but when you look at the current hydrogen prices, you'll see they're off the charts. I currently pay between eight and twelve euros for a kilo of hydrogen. We intend to do something about that, but even that's difficult to achieve economically.

Who do you see as the winners and losers under the new regulation? Will the new HGV toll also have an impact on consumers?

RESCH: The introduction of a CO₂ element is a response to the fact that road freight transport accounts for a significant proportion of the sector's climate-damaging emissions. So far, the sector hasn't been able to meet climate protection targets, which is why we submitted a successful case for a climate protection programme for immediate implementation before the Berlin-Brandenburg administrative appeals tribunal. Accordingly, the CO₂ element is also part of the German government's climate protection programme, which makes the climate the most likely winner. At the same time, the CO₂ element is a step towards ending road transportation as the favoured method. The HGV toll applies to motorways and major national roads – in rail transport, the network charge must be paid on all routes. The transport costs of goods, and the toll is only part of it, generally only account for a low single-digit percentage of the selling price. I don't think the toll increase will have any impact on the prices of consumer goods.

BREUER: E-mobility and intermodal transport are certainly seeing increased demand, even if they can't be used for many transport operations. This will definitely have an impact on the end consumer. Many companies are downsizing their vehicle fleets or are even considering stopping altogether because optimising their truck capacity, including drivers, is a battle they're fighting daily. Some are unable to cope with this additional cost increase. If this happens, we'll also see it on supermarket shelves, either through reduced product availability or rising prices.



**SIMEON
BREUER**

has been Managing Director of L.I.T.-peditions GmbH and member of the L.I.T. AG Executive Board since 2020.

“The German government isn't creating any incentive with this toll increase.”

What further steps do you see as essential for climate protection and the transformation of the transport sector?

RESCH: As regards freight transport, of course, the development of an adequate and efficient charging infrastructure is an important element when switching to battery-electric drives. However, expanding and electrifying rail transport is also crucial to create additional capacity. For this purpose, a rail freight transport master plan, which has been agreed with the relevant associations, has been drawn up and must now be implemented. We mustn't delay any more.

BREUER: The railway infrastructure and e-truck charging facilities are urgently needed and must be made quickly. The shift must be worthwhile for freight forwarders, which is why all types of traffic that results in lower CO₂ emissions should be cheaper to undertake. Forwarders must also be held accountable here. At the moment, however, only the price seems to play a role.

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LOW-PRESSURE SYSTEM BERND CAUSED EXTENSIVE DAMAGE

Global warming has been causing more and more natural disasters over the years, resulting in insurers and reinsurers facing mounting costs. As a result of this development, Allianz – a German multinational financial services company – is increasingly focussing on risk advice as well as on a more appropriate distribution of costs.



Flooded roads, collapsed houses and towns that were cut off: storm "Bernd" left a trail of destruction in parts of Germany.

The consequences of climate change are obvious: global warming and sea levels are rising and the ice in the Arctic is melting. Moreover, natural disasters such as heatwaves, floods and storms are on the increase. According to details published by the world's leading reinsurer, Munich Re, such events caused damage to the economy to the tune of 270 billion U.S. dollars in 2022, of which around 120 billion dollars were apparently insured. This amount roughly corresponds to the figures and experience of Allianz, one of Europe's biggest insurers. "At the beginning of the millennium, the insurance industry was settling claims of between 77 and 80

billion a year. However, in the past few years, this sum has risen to more than 100 billion per annum and has become the norm," stated Jürgen Wiemann, Head of Property Underwriting at Allianz Commercial, the arm of Allianz dealing with industry and corporate insurance.

This year, according to Swiss Re, the large number of tornadoes in the USA alone caused a worldwide insurance loss of a record 60 billion dollars. "We are less prone to tornadoes in Germany. Nevertheless, there has been a rising trend in the number of extreme weather events, which result in extensive damage to buildings and infrastructure," continued Wiemann. The largest insured loss that the German insurers have covered to date resulted from storm "Bernd" and was around eight billion euros. In the summer of 2021, this led to severe flooding, especially in the states of North Rhine-Westphalia and Rhineland-Palatinate. Many will have bad memories of "Bernd", primarily the flash flood in the Ahr valley, which resulted in many deaths and devastated residential areas and factories.

However, the range of so-called secondary dangers, in which Allianz has seen a significant increase over the past few years, is not limited to floods and tornadoes. "There has also been a significant rise in the amount of

"Here in Germany, too, the number of extreme weather events is on the rise."

Jürgen Wiemann, Head of Property Underwriting at Allianz Commercial





damage caused by hailstorms, forest fires and droughts recently”, said Wiemann.

From an insurer’s perspective, it is extremely important “not to simply follow the trend in losses,



Tornadoes cause havoc, especially in the USA. They can occur anywhere in the world where torrential rain and heavy thunderstorms occur.

but rather to put a package of measures in place, comprising prevention and adapting to climate change, as well as in distributing the ensuing costs fairly”. As regards the first point, Allianz Commercial has been focussing for several years on risk counselling, i.e. providing its customers with advice on risks. This means, for example, discussions on what construction measures should be adopted in advance by companies and factories to protect their property effectively against possible natural disasters. “Very topical is the question of the best possible type of roof to put on company buildings to protect against damage caused by extreme rainfall or the weight of snow,” reported Wiemann. The term business continuity management is particularly relevant in this respect and involves preparing company-specific emergency plans and checking, on a regular basis, that they work. The insurer has its own network of more than 100 risk advisors. They provide abundant support to policyholders who have questions on all related topics. This covers a vast range of technical and scientific aspects and analyses how the risk situation changes due to climate change and what countermeasures can be adopted.

However, to what extent can these risks actually be planned and financed? Numerous German insurers have been warning for quite some time that climate change could result in higher premiums for insurance policies. Some insurance companies even see the risk of having to shut down in the long term because the climate risks will simply be too high. Against this background, insurance experts are calling, for example, for climate-related developments to play a greater role during the planning and building phases, and for a ban to be imposed on construction projects in flood plains. Wiemann is also in favour of this idea and commented on the financial situation, as follows: “We, too, are a commercial operation, hence insurance premiums must be adequate to pay for any losses incurred. In this respect, it is up to us, along with the reinsurers, to find joint solutions and to manage everything in our portfolio well. Nevertheless, we need to speak openly about spreading the costs fairly that takes the policyholder into account.” He doesn’t see Allianz’s withdrawal from parts of industrial insurance as an issue. “However, we expect that there will be fewer policies covering natural disasters in the long term,” Wiemann concluded.

FACTS

ALLIANZ GROUP COMMERCIAL

TRADING

in Germany since 1890

EMPLOYEES

Approx. 160,000 worldwide

MAIN BUSINESS

Property, life and health insurance as well as industrial insurance and reinsurance, investments

TURNOVER IN 2022

approx. 153 billion euros

More information:

www.allianz.com/en

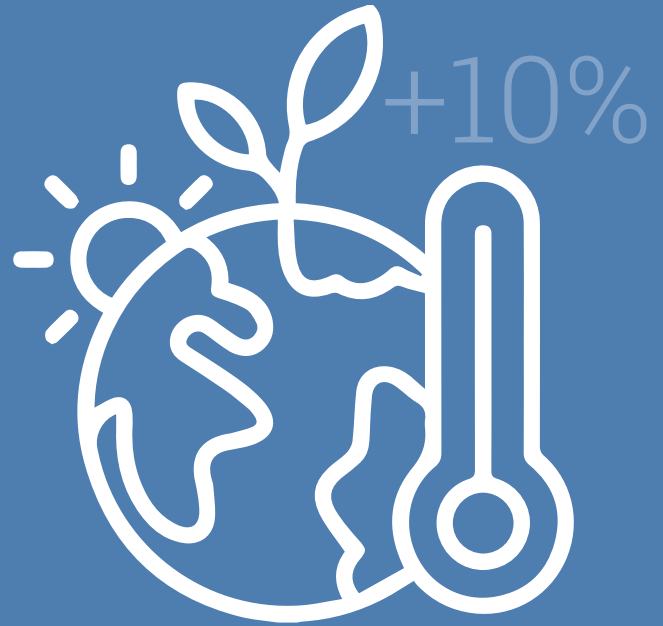
IS CLIMATE AWARENESS ON THE RISE?

To mitigate the effects of climate change, the UN member states signed the Paris Agreement in 2016 (UNFCCC), which stipulated that global warming is to be limited to 1.5 degrees Celsius compared to the pre-industrial era. At the same time, it was agreed that financial flows should be channelled in line with climate protection goals. But will this suffice? Indeed, global warming is on the rise – and this involves weather extremes such as floods, heatwaves and droughts. Against this background, figures published by the EU Commission are shocking, showing that just ten countries are responsible for two-thirds of CO₂ emissions worldwide. In Europe, at least, there is an ever-increasing number of companies that are investing in climate protection – and in Germany the sums invested are growing.

€145 billion damages

At least **145 BILLION EUROS IN DAMAGES** were recorded between 2000 and 2021 due to the effects of climate change. Depending on how climate change continues, **FUTURE COSTS ARE ESTIMATED TO BE BETWEEN 280 AND 900 BILLION EUROS BY 2050.**

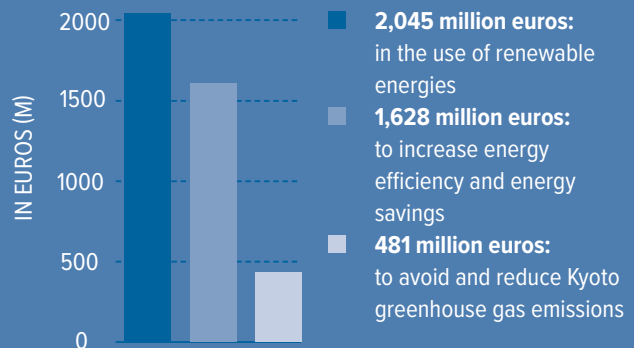
Investments in climate protection in Europe



53%

- ▶ 53 per cent of European companies, on average, are investing in climate protection projects.
- ▶ This means an increase of ten per cent compared with 2021.
- ▶ The rise in investment is particularly high in both Central and Eastern Europe and among small and medium-sized companies.

Investment in climate protection in Germany in 2021



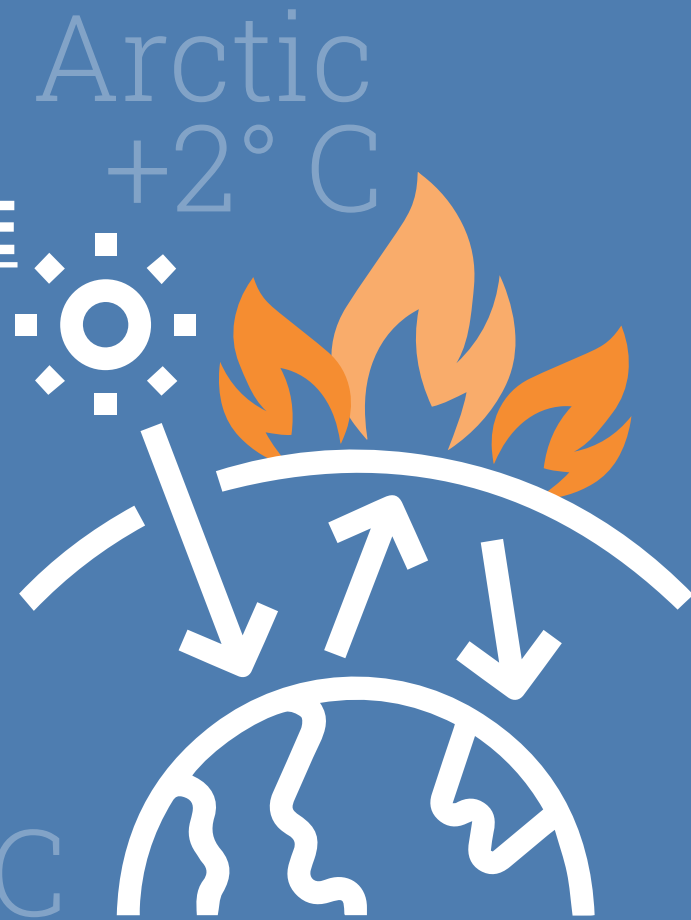
ICONS: FIATCON.COM. SOURCES: EUROPÄISCHE INVESTITIONSBANK (EIB), KLIMASCHUTZBERICHT 2022-2023, GERMAN FEDERAL STATISTICAL OFFICE (DESTATIS) 2023, FEDERAL MINISTRY FOR ECONOMIC AFFAIRS AND CLIMATE ACTION: *KOSTEN DURCH KLIMAWANDELFOLGEN IN DEUTSCHLAND* STUDY (MAY 2023), ZDF/DE: EU COMMISSION/STATISTA, GERMAN FEDERAL ENVIRONMENT AGENCY, (UBA) CARBON CALCULATOR (2023)

THE EARTH IS CHANGING DUE TO CLIMATE CHANGE

Europe is the continent that is heating up the most. Over the past 30 years, the temperature has risen, on average, by around 1.45 degrees Celsius.

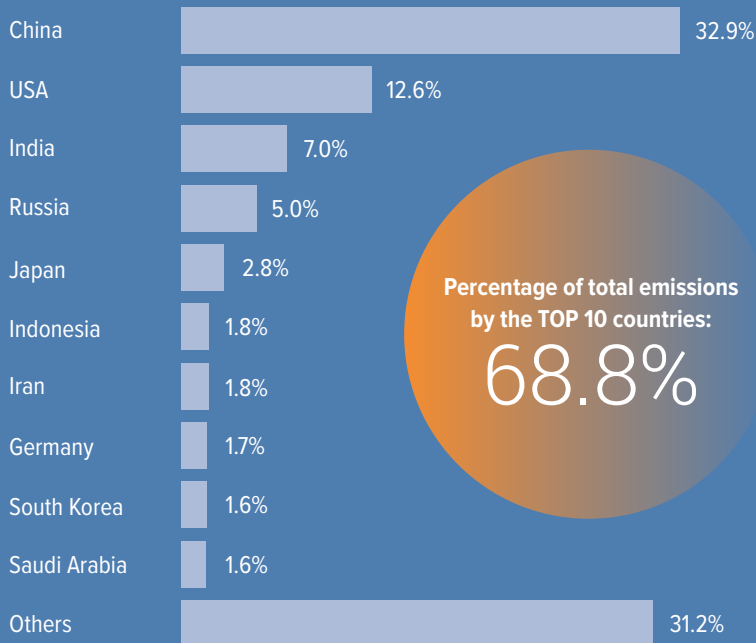
Many people, in Asia in particular, are under threat of the effects of global warming – some 2.5 billion people.

Climate change is most evident in the Arctic. The average temperature there has increased by around 2 degrees Celsius over the past 30 years.



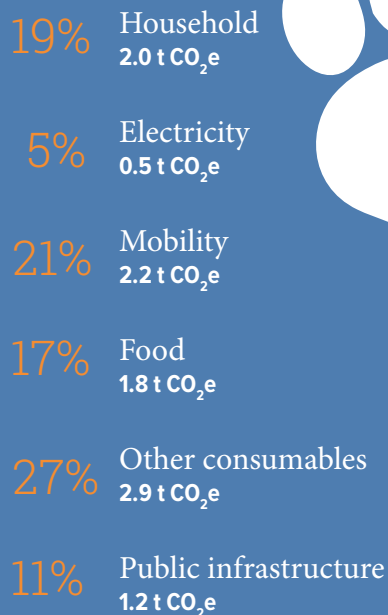
Percentage of worldwide CO₂ emissions in 2022 by country

In 2022, ten countries, including Germany, were responsible for two-thirds of all CO₂ emissions worldwide. Heading the list with almost 33 per cent was China, followed by the USA (12.6 per cent) and India (7 per cent).



CO₂ footprint in Germany

The average CO₂ footprint per capita in Germany was 10.5 tonnes and comprises:

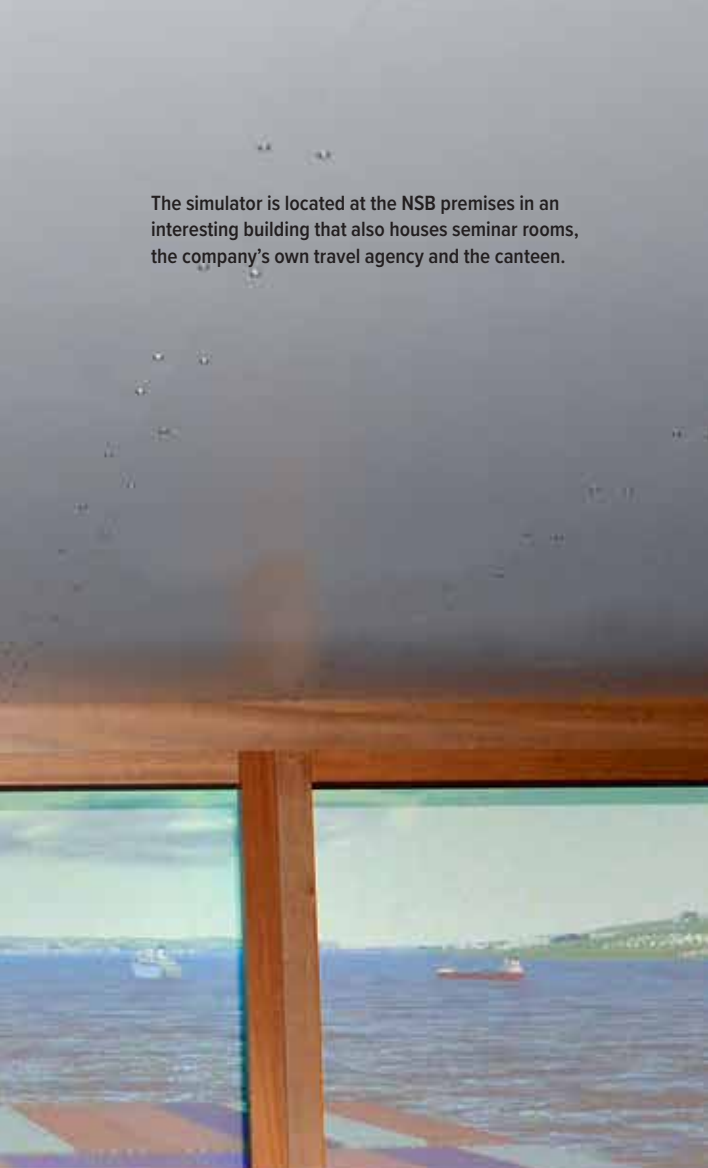


BETTER TRAINING IN BUXTEHUDE

The NSB Group has two new ship navigation simulators, with which the ship management company plans to train the crews of the freighters it manages itself as well as those of other shipping companies. It is based in Buxtehude in the state of Lower Saxony, close to Hamburg.



The simulator is located at the NSB premises in an interesting building that also houses seminar rooms, the company's own travel agency and the canteen.



Instructor at the NSB Academy. He is right, as the few seconds of conversation are enough to distract us from the ferry that suddenly appeared and plans to cross the strait, which we now have to contend with in addition to the two freighters on the sides. And wasn't that cruise ship up ahead going much slower and heading in a different direction?

Unlike laypeople, pilots who navigate the real Strait of Messina are well aware that the nautical conditions here are complex, which is made all the more difficult by the heavy traffic. "Even in good weather with minimal waves, the current, undercurrent and tides can be quite a challenge – even for experienced officers," says Magnil. "We always train here at a higher level of difficulty than you're likely to encounter in real life." There is also the fact that poor visibility and high waves can make manoeuvring more difficult.

Changes in weather at the touch of a button

The simulator can change the weather in mere seconds at the touch of a button. The sea and sky go from blue to a cloudy grey as the waves grow larger and form whitecaps, and sleet lashes against the windows, reducing visibility significantly.

"Last year, we realised we needed to update the simulator that the nautical officers had been training with at the company's maritime training centre since 2007," explains Magnil. "But first we needed to come up with a concept and a catalogue of requirements." They started planning in 2022 and began retrofitting the system for the technical update in May 2023, which took around five months.

The system has been fully operational since December and has been thoroughly tested since. NSB invested approximately 600,000 euros to improve the nautical officers' situational awareness.



Bad weather at the touch of a button.

And the bridge feels like the real thing, as it comes from a container ship that was never delivered. Once at the helm, you soon forget that it is just the NSB shipping company's new ship simulator in Buxtehude. The nautical exercise is demanding and therefore requires focus. The mission is to navigate the CMA CGM shipping company's container ship, the "Buxtehude", safely through the Strait of Messina, which measures 32 kilometres in length and eight kilometres in width and connects the Tyrrhenian Sea with the Ionian Sea. The Strait of Messina was selected for this exercise scenario because it is known for its heavy shipping traffic. The simulator has therefore programmed a few other ships. A smaller freight ship suddenly appears on the port side, and a barge on the starboard, as the "Buxtehude" maintains a relatively high speed of 21 knots.

But the main engine cannot be throttled. "The fast manoeuvres necessary here are only possible at high speeds like these," explains Morten Magnil, Lead



LOGISTICS STORY

The two ship navigation simulators offer a field of vision of 270 or 180 degrees and are equipped with state-of-the-art IT like that found on board, including the Electronic Chart Display and Information System (ECDIS) as well as radar and location applications. There is also a new sound system available. The simulator can reproduce any shipping region in the world.

Besides different types of ship, the system currently features around 50 container carriers of different sizes, as the size of the carrier can impact manoeuvrability significantly. “The program needs to contain the specific underwater model and the hydrodynamic characteristics to ensure the simulation reflects reality,” explains Magnil. For example, a ship with a capacity of 1,868 boxes responds very differently from an enormous container carrier with space for up to 24,000 TEU.

Training officers and cadets

In the future, the ships managed by the company itself will be joined by those of different shipping companies, creating another field of business. When you provide the NSB Academy team with the specifications for a certain ship, you need to allow approximately two months for programming before any training can take place. The simulator is used for training officers, for briefings and instructions, and for testing for promotion to new positions such as captain. The courses are developed for NSB’s maritime personnel as well as for the officers of other companies.

For the first time, the two new simulators can now connect different training centres in a way that was never possible before. “One of the exercise scenarios developed in-house allows participants to take part at different locations and in varying roles. In other words, we offer training units in real time,” explains the instructor. For example, cadets can be trained in

Perfect illusion on the bridge



Left to right: Lead Instructor Morten Magnil, Marine Instructor Ankit Archarya, Trainee Melanie Vidal Maia and Vice President People & Talent Development Caroline Baumgärtner

Buxtehude and taught by training partners in their home countries, like the Philippines.

“For us, it’s important to agree on concrete aims in advance, so we can develop a suitable learning concept,” says Caroline Baumgärtner, Manager of the Academy. “Our training courses are usually three to five days long and consist of ten different practical scenarios such as near-collision and demanding coastal routes – always with a focus on well-founded decision-making in complex situations.”

In addition to nautical skills, our courses also teach communication, in particular, both on the bridge and with different actors in the connected simulators. After all, analyses have shown that many dangerous situations on board are the result of insufficient communication and coordination, rather than technical failure or a lack of abilities.

It is not just about safety standards but also the cultural values at NSB such as teamwork as well as community and social responsibility. Training courses are video-recorded, so that they can be played back at the desired speed for discussion afterwards. The staff in Buxtehude are especially proud of the fact that the new simulators fulfil the DNV-ST-0029 standard of the DNV classification society for maritime training centres – which an audit in December successfully confirmed for another year.

(cb) □

FACTS

NSB GROUP

ESTABLISHED

1982

HEADQUARTERS

Buxtehude near Hamburg

LOCATIONS

Singapore, The Philippines, South Korea and China

AREA(S) OF BUSINESS

Traditional technical management, including commercial management, crew management and training, insurance services, engineering services and new construction

VESSELS

Currently 49 – 46 container carriers between 1,000 and 8,500 TEU and three tankers

EMPLOYEES

Around 1,100 at sea and 160 on land

More information:

www.nsb-group.com
www.nsb-academy.com

VOLLE KRAFT VORAUSS

HIER TREFFEN SIE UNS 2024
SAVE THE DATES!

05.03. | SAO PAULO
Intermodal, South America

13.03. | LEIPZIG
Hafenfrühstück

11.04. | LEUNA
Logistics Talk

21.05. | ROTTERDAM
Breakbulk Europe

04.06. | BERLIN
German Ports
Empfang

13.06. | NEUSS
Logistics Talk

25.06. | SHANGHAI
transport logistic, China

12.09. | WIEN
Logistics Talk

19.09. | BREMERHAVEN
ENVOCONNECT

24.09. | HAMBURG
WindEnergy

08.10. | ANTWERPEN
Antwerp XL

10.10. | STUTTGART
Logistics Talk

15.10. | HOUSTON
Breakbulk Americas

23.10. | HAMBURG
H2Expo & Conference

23.10. | DRESDEN
Hafenfrühstück

07.11. | PRAG
Logistics Talk



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

BREMENPORTS.DE

WHY TRUCKS SHOULD MEET MORE OFTEN

1. Meet



2. Swap Trailers



3. Drive back



Start-up MANSIO plans to reinvent road transport with the help of AI. Longer transport routes are divided into legs on which regional transport companies operate and work together in a network with relay transports. Semi-trailers are handed over to the next driver at the relay locations. This is intended to solve numerous issues at once.

Maik Schürmeyer, who has a PhD in mechanical engineering, came up with the idea for the start-up while behind the wheel. As a former company consultant, he spent much of his time thinking about all the trucks and how to improve poor vehicle utilisation. “Transport trucks are usually less than half a day on the road,” said Schürmeyer. “This only improves in multi-shift operation, on ferries and in intermodal transport.”

Could this principle not be applied to road transport too? Schürmeyer took this idea and founded the start-up MANSIO in 2022. He conducted studies, delved deep into the subject and conducted many interviews with truck drivers, managing directors and heads of shipping, as well as with employer associations, trade unions and lawyers. “Of course, I only interviewed people who wouldn’t steal the idea,” he emphasised.

Humble beginnings as a lean start-up

The founder did not have any financial support during this phase. “One problem was that it was such a big vision, for which you’d have to spend years developing a suitable product.” The lean start-up began by developing a small marketable component which digitalises existing relay transports using the first software component, initially focusing on medium-sized freight forwarding companies. Longer routes from hub to hub or from parcel centre to parcel centre, in particular, are a typical form of transport and are covered by CEP service providers, which efficiently organise the drivers and their own tractor units of medium-sized companies. “The scheduled procedure is the same every day, and the swap body belongs to the CEP company, which is ideal for multi-shift operation,” reported Schürmeyer.

Process optimisation as the first step

The complexity lies in communication, as many different parties, each with their own IT systems, are already involved in existing relay transports. For example, the dispatcher and the truck driver need to contact other carriers. If there are delays, the depot needs to be informed. “Not all communication processes are digitalised and automated. To start with, we focused our efforts exclusively on process optimisation,” explained the founder.

“Innovation then came in the second step. Once we realised how it works, we began to think about where relay transports could be created,” said Schürmeyer. “And not just for freight forwarding, but also as part of a network – in other words, with the corresponding temporal dynamics throughout the company.”

A complex optimisation algorithm forms the core of the self-developed transport system and incorporates freight-forwarding master data as well as data about the vehicle, locations, shipment and transport orders. In addition, target functions such as minimising detours, total costs and waiting times are also defined. Other factors need to be considered too, such as loading windows, the technical compatibility of vehicles and the qualifications of drivers for a potential relay.

The AI ultimately assesses potential locations for relay transports like these and links two or more suitable transport orders. “It’s not restricted to two-shipment relay transports, but could also include three or four shipments,” continued the CEO. “And a group exchange, comprising several vehicles, is also possible, with tractor units meeting at a specified location to switch trailers.”

The potential for MANSIO is threefold, the first being economical. “We can cut fixed costs in half with

two-shift operation or generate double the sales with the same number of vehicles, which will be all the more important with the investment in clean vehicles increasing to around half a million euros,” highlighted Schürmeyer.

Rather than delaying the trip with a resting period of 14 hours, the trailer can be switched in 20 minutes and resume its journey. “As our matching eliminates the journey to pick up cargo for a return trip, we can also prevent empty runs.” Two connected routes – for example, to southern Spain – can be completed without being interrupted by resting periods, thereby also speeding up delivery.

Vehicle handover rather than a search for parking

There are also social benefits such as a better balance between family and career if the driver can exchange vehicles after four and a half hours and then turn back. “That will also make the career much more attractive to women, who now only account for two per cent of all drivers,” reckoned Schürmeyer. Moreover, drivers no longer need to search for a parking space, which is often difficult to find.

The concept also offers environmental benefits. Whilst many electric vehicles are used for the last mile, the charging infrastructure and range necessary for longer routes are insufficient. “But it will work if we transform longer routes into shorter ones,” stated the CEO.

“Routes between 300 and 1,500 kilometres are especially suitable,” he added. “And there shouldn’t be too many relays in a row.” That corresponds with actual transport volumes in European road transport. “The majority are short routes between 300 and 1,000 kilometres, which means the market is huge for us.”

Now financed through a mix of purely financial investors, a funding project and sales, the start-up has already won the Digital Logistics Award for its concept. MANSIO has been collaborating with the ELVIS transport network since summer 2023, and the pilot phase of the new cross-load network kicked off in January with 17 partners. The start-up has also been working with L.OS, the Bosch logistics platform, since December. The defined aim is to become Europe’s no. 1 in relay trucking. (cb) 

FACTS

MANSIO

FOUNDED
2022

LOCATION
Aachen

AREA OF BUSINESS
Intelligent technology for
road transport

EMPLOYEES
10



The MANSIO start-up currently has ten employees, who are committed to making road transport out of Aachen more efficient, social and eco-friendly.

More information:

www.mansio-logistics.com



STADE JETTY COMPLETED IN RECORD TIME

STADE After only 330 construction days, NPorts handed over the jetty for liquefied gas in Stade (AVG Stade) to the operators just before Christmas. The jetty is FSRU-ready and can thus provide floating storage and regasification units (FSRUs) with an interim solution for landing liquefied natural gas. The ceremony took place in the presence of Stefan Wenzel MdB (Parliamentary State Secretary, Federal Ministry for Economic Affairs and Climate Action), Olaf Lies (Lower Saxony's Minister for Economic Affairs, Transport, Construction and Digitalisation), Christian Meyer (Lower Saxony's Minister for the Environment, Climate Protection and Energy), Holger Banik (Managing Director of NPorts and JadeWeserPort Realisierungs GmbH) and around 200 other guests from business, politics and administration. With an investment of 300 million euros, it is the largest project in NPorts' history.



RÖHLIG HELPS WITH THIRD GLOBAL CHARITY INITIATIVE

BREMEN Röhlig Logistics held its third global charity initiative at the end of 2023, with branches in around 30 countries donating to aid projects for people as well as environmental action and animal welfare projects, including the Paul Harris School in Chile, the Cancer Society in New Zealand and the Jakarta Animal Aid Network in Indonesia. "Röhlig Logistics operates on a national scale but aims to have a positive impact on a local level," said Philip W. Herwig, Managing Partner of Röhlig Logistics.



THREE NEW BOARD MEMBERS FOR OFFSHORE WIND ENERGY

BERLIN The Offshore Wind Energy Foundation announced the newly appointed members of its executive board – Tim Meyerjürgens (TenneT), Dr Joyce von Marschall (RWE Offshore Wind) and Martin Gerhardt (Siemens Gamesa) – at its board meeting in December and began operating in its new configuration on 1 January. The well-known energy lawyer Dr Ursula Prall remains chairwoman of the executive board. Long-standing board members Dr Knud Rehfeldt, Professor Martin Skiba and Norbert Giese will continue to manage the foundation established in 2005.



AUTOMATIC IDENTIFICATION OF CONTAINER DISASTERS

WILHELMSHAVEN, OLDENBURG, ELSFLETH "Lost freight poses a high risk for the environment," says Professor Christian Denker of Jade University's Department of Maritime Studies and Logistics in Elsfleth. That is why a tracking unit and a communication platform for sea freight containers was developed in collaboration with partners as part of the "ContAD" (Smart Container Tracking And Accident Detection) research project. Much like the principle of a smartwatch, the system uses sensors to detect the "container overboard" status and thus prevent other ships from colliding with the floating box.

TO GROUP PAVES THE WAY FOR THE FUTURE

BREMEN Matthias Wagner (centre) joined the Transport Overseas (TO) Group as Managing Director on 1 December, taking over from Christian Weber (left), who was appointed Managing Director of TO Global Holding as from 1 January 2024. These personnel changes were accompanied by the merging of the subsidiaries Transport Overseas Shipping GmbH and Transport Overseas Logistics GmbH to form the Transport Overseas Group under corporate law.



PHOTOS: ANDREAS BURMANN/NPORTS, RÖHLIG LOGISTICS, JADE UNIVERSITY, OFFSHORE WIND ENERGY FOUNDATION, TO GROUP, CLUSTERAGENTUR GMBH, GDWS, LESCHACO, ECKHARD ARNDT



NORTHERN GERMANY'S KEY ROLE IN THE HYDROGEN ECONOMY

CUXHAVEN More than 200 participants, including representatives of the five state governments of northern Germany and the energy and port industries, got together at the Cuxhaven HAPAG Hall in November for the first northern German hydrogen conference, where the importance of coastal states was discussed when it comes to ramping up Germany's hydrogen economy as well as the seaports' role in importing green and other fuels. "Northern German states need to collaborate across all levels to ensure the future of the hydrogen economy in the north. This conference will play an important role in pooling our potential and ensuring a sustainable future," said Olaf Lies, Lower Saxony's Minister for Economic Affairs, Construction, Transport and Digitalisation (third from left). The event organisers were the Cuxhaven Agency for Economic Development, BIS Bremerhavener Gesellschaft für Investitionsförderung und Stadtentwicklung, the Renewable Energy Hamburg (REH) cluster, Schleswig-Holstein Renewable Energy, WAB, the Mecklenburg-Vorpommern Hydrogen Energy Cluster, the WindEnergy Network and the Hydrogen Network of Lower Saxony.

TWO NEW GLOBAL HEADS AT LESCHACO

BREMEN With effect from 1 January, the Leschaco Group appointed David Williams (left) Global Head of Tank Containers. His predecessor, Maximilian Nause (right), has been named Global Head of Sales. Before joining Leschaco, Williams held a number of management posts in the A. P. Møller-Mærsk Group. As Global Head of Tank Containers, he is now responsible for managing Leschaco's tank container activities on a global scale, whilst Nause will be overseeing the Group's global sales organisation and promoting the new sales strategy.



OEHLMANN TAKES THE HELM AT GDWS

BONN The start of 2024 saw a change in top management at the Federal Waterways and Shipping Agency (GDWS). Lawyer Eric Oehlmann took over from Hans-Heinrich Witte as President. Oehlmann was formerly President of Lower Saxony's State Authority for Road Construction and Transport. His new area of responsibility comprises 7,300 kilometres of inland waterways and 23,000 square kilometres of sea waterways. Oehlmann also oversees 17 waterway and shipping offices as well as eight waterway construction offices at the State Authority, which reports to the Federal Ministry for Digital and Transport.



CERTAINTY IN UNCERTAIN TIMES

BREMEN The eleventh BHV Project Logistics Expert Forum was held at the Parliament House on 15 January in line with the motto "Ready for uncertain times". Around 150 industry representatives discussed the current market situation as well as trends and future prospects again at this year's event. "The wonderful response demonstrates that the Project Logistics Expert Forum has become *the* national industry event early in the year," summed up Petra Lüdeke, Managing Director of BHV – Bremische Hafen- und Logistikvertretung. One of the highlights was the "Second BHV Project Logistics Award", which went to Hansa Meyer Global Transport, a freight-forwarding company based in Bremen, for its "Engineering Sustainable Transports of Tomorrow" concept.

CARBON DIOXIDE VACUUM CLEANER WITH ADDITIONAL BENEFITS

For Florian Hildebrand, co-founder and managing director of the start-up Greenlyte Carbon Technologies (GCT), one thing is certain: “With Germany’s largest direct air capture system and its further development, we aim to make an active contribution to overcoming the climate crisis.”



The DAC demonstration system in Essen boasts an annual capacity of 100 tonnes of carbon dioxide.

Direct air capture (DAC) is a special carbon capture process which not only filters CO₂ directly from the air, but also generates hydrogen as a by-product. In three process steps, CO₂ is collected in something like a self-cleaning vacuum cleaner bag, where it reacts in a solution and forms a deposit of hydrogen carbonate on the system floor. Once dissolved in water, the chemical compound can be separated by means of alkaline electrolysis and, following process completion,

permanently stored or used for another purpose. “Synthetic fuel is also an option for shipping and aviation,” stated Hildebrand.

The first DAC demonstration system, which is located next door to the start-up’s office in Essen and based on 15 years of research, measures seven metres in height, weighs five tonnes and boasts an annual capacity of 100 tonnes of carbon dioxide, which corresponds to the photosynthesis capacity of 10,000 trees in the same period of time. But for GCT, this system is just the first step on the path to optimising this technology to such a degree that even larger and more powerful systems can be built. “At the moment, it costs between USD 400 and 500 to capture each tonne of CO₂. We intend to eventually get that down to below 100 dollars per tonne, which is only possible with larger systems,” said Hildebrand. The first of these will be built in Canada this year, and negotiations are ongoing with other interested parties in Europe and beyond. By 2050, GCT hopes to be able to remove a gigatonne of CO₂ from the air per year with its technology operating at a professional level. “The climate crisis is already well underway, which is why speed is everything,” continued Hildebrand, emphasising the project’s urgency.

At present, GCT can rely on 24 employees. Founded in September 2022 by Hildebrand and his partners Dr Peter Behr and Dr Niklas Friederichsen as a spin-off of the University of Duisburg-Essen, the start-up has access to 8 million euros of venture capital as well as 3 million in grants for its climate activities, thus breathing new life into the climate discussion.

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“The climate crisis is already well underway.”

Florian Hildebrand, co-founder and managing director of Greenlyte Carbon Technologies (GCT)



NEW LINER SERVICE FOR JADEWESERPORT

WILHELMSHAVEN Hapag-Lloyd added Wilhelmshaven to its Atlantic Loop 4 service in mid-January, which connects Northern Europe (Le Havre, London, Antwerp, Hamburg and JadeWeserPort) with the Gulf Coast (Veracruz, Altamira and Houston). Marc-Oliver Hauswald, Managing Director

of JadeWeserPort-Marketing, emphasises that it is an important component for Wilhelmshaven and offers new prospects for customers at the Freight Village. According to information found in the Alphaliner database, six ships with a capacity between 5,500 and 6,660 TEU are used in Atlantic Loop 4.

PORT HISTORY IN ANALOGUE AND DIGITAL FORM

EMDEN In late 2023, NPorts set up information boards featuring interesting facts about the seaport's history at nine different locations at the Port of Emden, including the pumping station and the Outer Port. The project was initiated by Harald Frühling (centre), who was chairman of the works council at the port company for many years before retiring in November. He spent a year researching the port's history and preparing the information himself. Besides photos and text, each board also provides a QR code to a website that offers more in-depth information about each structure.



DB SCHENKER WITH NEW CONTRACT LOGISTICS BOARD

ESSEN DB Schenker has appointed Dr Niklas Wilmking as Global Board Member for Contract Logistics and Supply Chain Management. Wilmking assumed his role on 1 January 2024, taking over from Hessel Verhage, who left the company for personal reason. Wilmking has over 20 years of management experience at DB Schenker, Deutsche Bahn's logistics subsidiary, where he was most recently CEO of the Asia-Pacific region. He was formerly Global Head of Air Freight and held key positions in Germany and the Asia-Pacific region – also at DB Schenker.



NEW YEAR RECEPTION: "EXPANDING COMPETITIVENESS"

BREMEN/BERLIN Many invited guests from politics, business and administration attended bremenports' LOGISTICS TALK new year reception at the Bremen Representative Office in Berlin on 17 January to learn about projects associated with Bremen ports. "Interruptions in supply chains resulting from global upheavals such as Russia's war of aggression, cyberattacks and the general challenges of climate change will also have an impact on the Bremen ports," said Bremen's State Councillor for Ports, Kai Stührenberg, emphasising the challenges facing ports. However, the answer is not resignation, but rather consistent, ongoing development to maintain and expand competitiveness. Robert Howe, the MD of the port management company, then explained just how extensive bremenports' order book is, from the issue of deepening the Outer Weser to the development opportunities that the energy transition, in particular, offers the location.



J. MÜLLER PUBLISHES ITS FIRST SUSTAINABILITY REPORT

BRAKE Having embraced innovation for more than 200 years, J. MÜLLER published its first Sustainability Report in January in line with the company's credo, "Staying the Course – Through the Ages". "The primary aim is to create transparency throughout all the areas of operation," emphasised Uwe Schiemann, who oversees the sustainability project at J. MÜLLER. In a 66-page report, J. MÜLLER introduces three pillars of sustainability – environment, business and social affairs – as an integral part of its corporate policy and defines clear goals. The Sustainability Report, which was prepared by a team of dedicated employees across all company departments, is available at www.jmueller.de/en/.



PHOTOS: JADEWESERPORT, NPORTS, SCHENKER, BREMENPORTS (2X), J. MÜLLER



ARGAC IS NEW CCO GERMANY AT HELLMANN

OSNABRÜCK Early in the year, Hellmann Worldwide Logistics managed to secure Bora Argac (right) as new Chief Commercial Officer (CCO) Germany. He succeeds Kai Hasenpusch (left), who now serves as Sales Director for Road Freight West Europe at the logistics company. Argac, who has around 25 years of experience, including extensive experience in sales management and customer support, has been managing sales for Hellmann Germany since 1 January 2024. He was previously Head of Sales for all modes of transport at Kuehne+Nagel.



COLUMBUS QUAY: FULLY ON TRACK!

BREMERHAVEN Representatives of the project’s working group – Bremerhaven’s mayor Melf Grantz, the managing director of bremenports Robert Howe and Jens Diekmann of the Tagubau company – officially initiated the third and final phase of construction for the new Columbus Quay with the first pile at the end of November. Once completed, the quay will measure 800 metres in length. Just under 600 metres have been built since the start of construction in November 2021, with work on the final 217-metre section now underway. “Without a doubt, the quay is a good investment – not just because of the flood protection it will provide along this stretch, which would be reason enough alone, but also because the cruise ship industry, with its approximately 250,000 cruise ship passengers a year and estimated value of 20 million euros for Bremerhaven, represents a key component of our tourism concept,” said Mayor Grantz. This section of construction and thus the entire project, for which the Senate provided around 80 million euros, is due to be completed by late October 2024.



BBS CELEBRATES 40 YEARS OF TRAINING SHIP MECHANICS

BREMERHAVEN With an event on board the “Deutschland” training ship, Berufsbildungsstelle Seeschiffahrt (BBS) celebrated the 40th anniversary of its ship mechanic training programme in November. During his welcome speech, Kai Stührenberg, Bremen’s State Councillor for Ports, referred to the dual vocational training course as a successful model, after which Dr Martin Kröger, CEO of the German Shipowners’ Association, told the ship mechanics, “Your abilities and expertise are the anchor that secures our maritime tradition – and the sail that ensures our promising future.”

AWARDS FOR MARITIME INNOVATIONS FROM THE NORTH

HAMBURG In November, the winners of the “MCN Cups 2023” (four categories) accepted their awards for sustainable maritime projects and products in the Helmut Schmidt Auditorium of the Bucerius Law School in Hamburg. The German Maritime Museum of the Leibniz Institute for Maritime History in Bremerhaven won the “MCN Junior Cup”, which was presented for the first time as “Category D” (the maritime jobs of tomorrow) during the ceremony organised by Maritime Cluster Northern Germany (MCN). The museum is committed to inspiring young people to pursue careers in the maritime industry with innovative approaches.



TO GROUP EXPANDS IMPORT DEPARTMENT

BREMEN Lena Danisch joined the Transport Overseas (TO) Group’s import department on 1 November. “Lena has been active in the field of logistics since 2018 and has extensive experience in road transport customer service and sea freight import,” said Kristin Schulze, Head of the Import Team, TO Group. She continued that expanding the Group’s import department represents “another important step towards responding more quickly to the high demand for importing FCL, LCL, air freight and rail shipments to European destinations.”



VISION OF NEW LAGOON AND NORTHERN MOLE

BREMERHAVEN The design for the new northern mole and the new lagoon at the Weser lido beach is currently under review by the relevant department, after which planning approval documentation will be submitted. “We hope to be able to begin construction by autumn – if all goes to plan,” reported Robert Howe, MD of bremenports. In December, Bremerhaven’s mayor, Melf Grantz, (right) and Howe signed an agreement to develop and maintain the new swimming location together and thus laid the foundation for ensuring the earliest possible starting date for construction.



PORT DIRECTOR’S CONTRACT EXTENDED FOR FIVE YEARS

OLDENBURG Holger Banik will continue managing the NPorts company and JadeWeserPort-Realisierungsgesellschaft until 2029. The Supervisory Boards, the relevant bodies in Lower Saxony, JadeWeserPort-Realisierungsgesellschaft and the state of Bremen agreed to extend the contract in December. “As Port Director, Holger Banik will reliably and consistently develop the seaports in Lower Saxony,” stated Olaf Lies, Chairman of the Supervisory Board of both companies and Lower Saxony’s Minister for Economic Affairs, Transport, Construction and Digitalisation.

ORSEL IS THE FIRST WOMAN TO HEAD UP ECSA

BRUSSELS Early in the new year, Dutch national Karin Orsel (CEO of the MF Shipping Group) became the first woman to head up the European Community Ship-owners’ Associations (ECSA). The former vice president is taking over from the Cypriot Philippos Philis and has been elected for two years, which is the tradition at ECSA, as is the succession plan that the vice president is then appointed as president. Mikki Koskinen (Managing Director of ESL Shipping Oy) of Finland is the new ECSA vice president.



ALEXANDER GLOBAL LOGISTICS EXPANDS MANAGEMENT TEAM

BREMEN In an effort to consolidate its corporate management, Alexander Global Logistics appointed another three members to the management team on 1 January 2024. Monique Geisler (right) and Alexander Hellmers (centre) will now help Carsten Hellmers manage the daily operations of the logistics service provider based in Bremen. Like Carsten Hellmers and Monique Geisler, Alexander Hellmers is now a shareholder in the company. According to the management, this step should “pave the way for long-term, continual development of Alexander Global Logistics in the years to come.”



A CALL FOR POLITICAL CONSISTENCY AND INVESTMENT

BERLIN, HAMBURG, BREMEN, ROSTOCK According to an analysis conducted by the Offshore Wind Energy Foundation, which was published in December, the construction of new offshore wind farms could require up to 200 hectares of additional heavy-load-approved space at German seaports up through 2029 and billions in investment over the coming years. “As it can take up to seven years to build a new heavy-load-approved space along with the quay system, we’re at risk of running out of time,” warned Karina Würtz, the foundation’s managing director. And Jens Assheuer, Chairman of the WAB Board, added, “The German port locations from Lower Saxony and Bremerhaven to Schleswig-Holstein offer outstanding conditions for covering the wide range of requirements of offshore wind energy and would benefit from the offshore boom. In recent years, we’ve squandered plenty of regional added value and an impressive starting point in international competition as a result of political decisions. We now need political consistency and investment.”

2024		 GERMAN PORTS	
SAVE THE DATE	FEB	7. – 9. 2. 2024	FRUIT LOGISTICA 2024 www.fruitlogistica.com Berlin, Germany
		13. 2. 2024	BHV-Hafenclub www.bhv-bremen.de Bremen, Germany
		19. 2. 2024	Annual Press Conference Seaports of Niedersachsen www.seaports.de Oldenburg (digital), Germany
	MAR	5. – 7. 3. 2024	Intermodal South America www.intermodal.com.br São Paulo, Brazil
		12. 3. 2024	BHV-Hafenclub www.bhv-bremen.de Bremen, Germany
		13. 3. 2024	Hafenfrühstück www.bremenports.de Leipzig, Germany
		20. – 22. 3. 2024	WindEurope www.windeurope.org Bilbao, Spain
	APR	9. 4. 2024	BHV-Hafenclub www.bhv-bremen.de Bremen, Germany
		11. 4. 2024	LOGISTICS TALK www.bremenports.de Leuna, Germany
	MAY	7. 5. 2024	Hafen trifft Festland www.jadeweserport.de Duisburg, Germany
		14. 5. 2024	BHV-Hafenclub www.bhv-bremen.de Bremen, Germany
		21. – 23. 5. 2024	Breakbulk Europe www.europe.breakbulk.com Rotterdam, Netherlands
		25. 5. 2024	BHV Golf Tournament www.bhv-bremen.de Bremen, Germany
	JUN	4. 6. 2024	German Ports Reception www.bremenports.de Berlin, Germany

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/



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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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