



# TIEFGANG#20

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## SITE

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## REACHING MORE DESTINATIONS

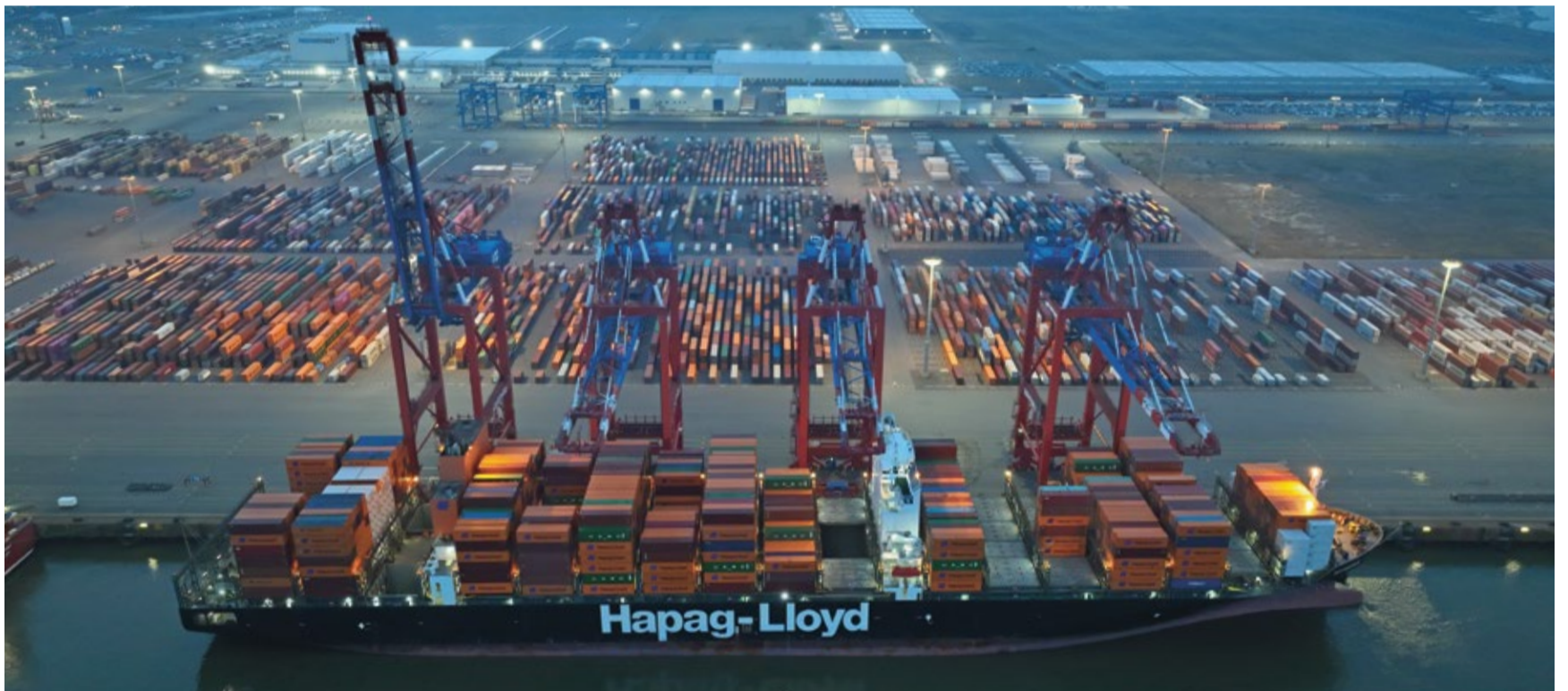


PHOTO: JADEWESERPORT / BJÖRN LÜBBE

Container Terminal Wilhelmshaven is growing. After increases in volume in the first six months of 2024, next year will see the start of the Gemini Cooperation between Hapag-Lloyd and Maersk – and significant increases in cargo. At the same time, the number of connections available from Germany's only deepwater port is on the rise

In the new Gemini Cooperation, the Container Terminal Wilhelmshaven is one of three northern European ports selected to handle particularly large amounts of cargo, acting as a transshipment hub at the centre of a network of shuttles. One scheduled service is already confirmed: the NE1 from Shanghai and Ningbo will be calling at Wilhelmshaven – importantly, as the first port in northern Europe on the route.

Since the beginning of this year, Hapag-Lloyd has had Germany's only deepwater port timetabled in its Atlantic Loop 4 rotation. The service connects northern Europe with the Gulf Coast of the United States, running via Le Havre, London, Antwerp, Hamburg, and Wilhelmshaven over to Veracruz and Altamira in Mexico and Houston, USA. Whether in North or Central America, Asia or North Africa, there are currently direct services from

Wilhelmshaven to over 40 ports in 19 countries – with more to come in the near future. Already, existing routes connect the Jade Bight with the biggest port in the USA by tonnage, Mexico's most important port, and the world's largest container port, too.

TURN TO PAGES 4 AND 5 TO FIND OUT MORE ABOUT THE MOST IMPORTANT DESTINATIONS.



*“Among the North European range ports, Wilhelmshaven is set to become considerably more important in the coming years.”*

Marc-Oliver Hauswald, Managing Director of Container Terminal Wilhelmshaven JadeWeserPort-Marketing GmbH & Co. KG  
PHOTO: JADEWESERPORT / BJÖRN LÜBBE

# THREE QUESTIONS FOR ...

*Thomas Gerstgrasser – A shipping and logistics expert is the new Freight Village Wilhelmshaven representative in Switzerland, Austria, and southern Germany.*

*“My role is to help and connect people!”*

**As the new Wilhelmshaven representative in the German-speaking countries (DACH region), what objectives have you set yourself?**

Switzerland, Austria, and Southern Germany are dynamic economic regions and I see myself as someone who can inform people there about what Freight Village and Container Terminal Wilhelmshaven have to offer. There are lots of innovative, successful businesses in the southern part of German-speaking Europe who are interested in CTW and the connections it offers. My role is to help and connect people, so I am particularly happy that this year's "Hafen tritt Festland" ("Port meets land") will be taking place, at Wolfurt in Austria; usually, it's held in Germany, so this will make a welcome change. We are also planning a big event in my home city, Linz, but I'm keeping details under wraps for now. Watch out for something exciting soon...!

**Recently, there has been a notable increase in rail freight coming up to Wilhelmshaven from Austria. In your view, what is behind this positive development?**

Yes, there have been real increases, with volumes from and to Upper Austria, for instance, tripling in under twelve months! This is great news – especially since I am personally very much in favour of multi-modal freight and see the railway as a key plank here. From my perspective, CTW's reliability and its attractive inland connections are the drivers behind this growth, and I would like to take this opportunity to thank our logistics partners for the seamless way in which they have handled these increased volumes!

**In general, what feedback are you hearing from companies at CTW? Are there big differences between countries?**

At the moment, I'm just starting to speak to companies directly – and what I've already noticed is that, whether at major industrials, freight forwarders, inland terminal operators, or shipping lines, people are grateful for the information I can offer about CTW. In view of this, I will be using the coming months to talk to all the key players to further expand the Wilhelmshaven logistics network in my region, whose strength and stability offer solid foundations for long-term business relationships and investments.



PHOTO: NADYA GERSTGRASSER

With immediate effect, logistics professional Thomas Gerstgrasser will be representing Container Terminal Wilhelmshaven JadeWeserPort-Marketing GmbH in southern Germany, Austria, and Switzerland. He has 34 years of experience in shipping and logistics, having spent two decades in leading roles in rail and multi-modal freight. In his most recent role, Thomas Gerstgrasser was head of sales at a regional freight forwarder in Tyrol (Austria).







# FROM 23 TO 45 MOVES PER HOUR

*On opening twelve years ago, the Container Terminal Wilhelmshaven gantry cranes were Germany's largest and most advanced. Now, two recent additions are once again setting new standards*



PHOTO: DIRK GABRIEL-JÜRGENS

Standing almost 300 feet high with gantries of more than 240 feet, they offer over 150 feet clearance under their spreaders, meaning that CTW's two newest cranes are able to accommodate the largest ships afloat on the world's seas today.

At the beginning of August, terminal operator Eurogate's Chairman Michael Blach and CTW Managing Director Holger Bomm were on hand to welcome Olaf Lies, Lower Saxony's Minister for Economic Affairs to Wilhelmshaven to mark the start of a new era: for beyond their size, these two new cranes are also notable for their innovative

technology. For one, the operator is no longer situated in a cabin on the crane itself, but loads and unloads the ships from a remote operating post in the port offices.

Each of the two new cranes has a pair of trolley hoists which can simultaneously load or unload two 40-foot containers. This means that, in good conditions, they can reach a rate of 45 moves per hour per crane – far higher than the average performance of conventional cranes, which varies from 22 to 32 moves an hour. Currently, both models are being thoroughly tested and are due to enter into operational service early next year.

## DEAR READERS,

As you begin to leaf through this new issue of TIEFGANG, we at Eurogate Container Terminal Wilhelmshaven (CTW) are also at the beginning of something exciting: a period of growth. The second quarter 2024 saw a rise in the amount of cargo we are handling and we are pleased with how the rest of the year is shaping up.

We've been preparing for this growth for a long time – and are now working with our partner Hapag Lloyd to make sure we are ready for the next phase. In February 2025, Hapag Lloyd and Maersk's Gemini Cooperation will go operational with a schedule featuring CTW as one of three northern European terminal hubs for high-volume Far East and Atlantic routes. Other shipping companies, too, will continue calling at Wilhelmshaven, and so we will soon be getting used to the sight of the Jade Bight bustling with heavily-laden container ships and flotillas of feeders. Our job will be to load and unload them as quickly and efficiently as possible.

To make sure that we are able to do that, we have spent over €100 million in recent years, investing in new super-size facilities and employing new staff. And we're not going to stop there, either, as we keep up our automation programme in a sustained effort to reach our full operational potential. We have already taken some important first steps on this path.

At Eurogate, we were always convinced that, as Germany's only deepwater port, CTW would one day find itself in a strong position. It would appear that this day has now dawned



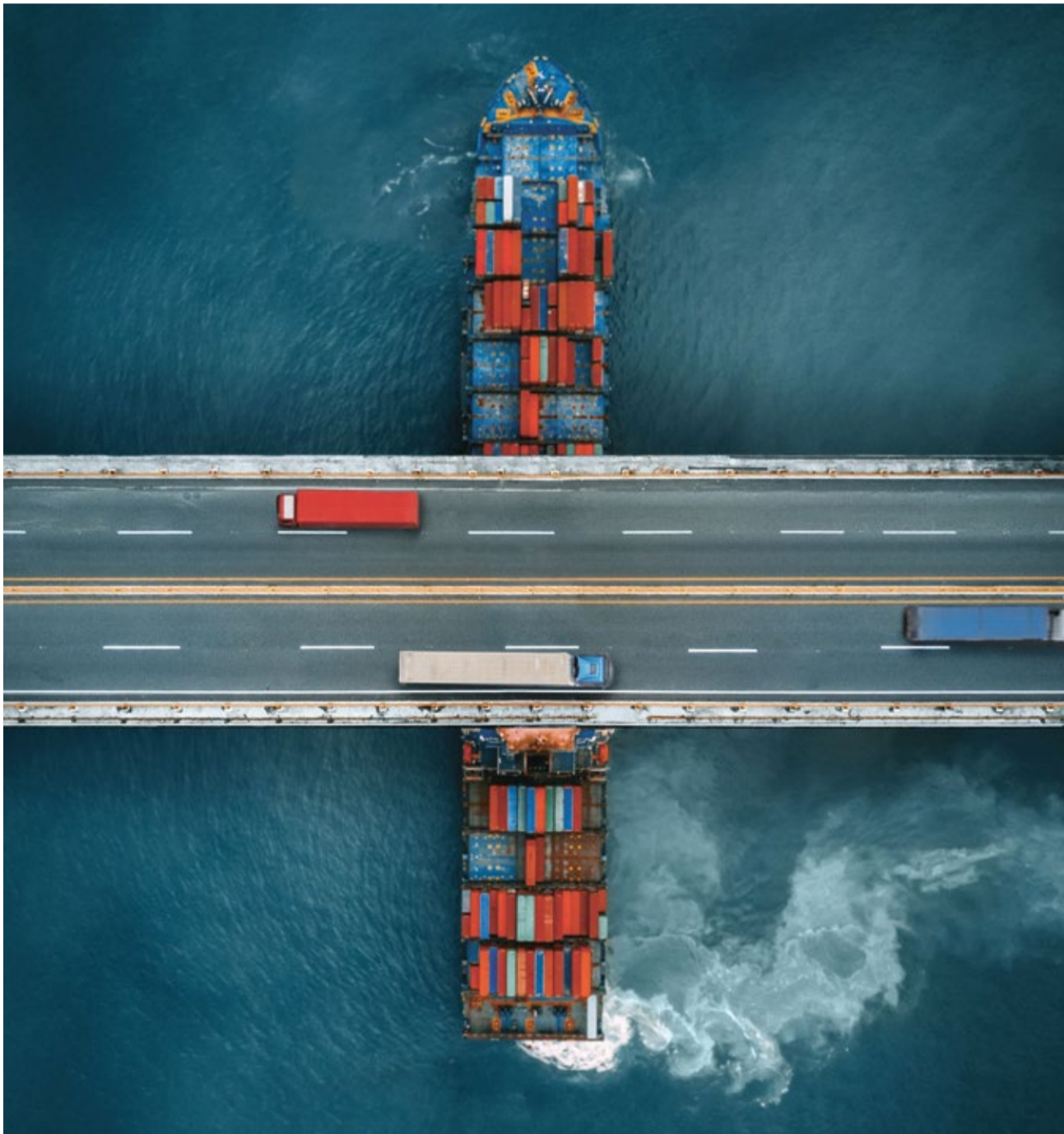
PHOTO: EUROGATE

## MICHAEL BLACH

Chairman of the Group Management Board  
Eurogate

# THE **HUB** FOR **WORLDWIDE TRADE**

*Wilhelmshaven has become a regular port of call for ships operated by the world's largest container lines, with scheduled services fanning out from the Jade Bight to a total of 42 ports in 19 countries encompassing the key transport nodes across Asia and North America.*







## HOUSTON

### US NUMBER ONE BY TONNAGE

With over 3.8 million TEU in 2023, the Port of Houston was close to the record for container volume it posted the previous year. The fifth-largest port in the USA by TEU, Houston's two terminals handle almost all freight traffic in the Gulf of Texas, giving it a critical role in supplying the whole region. In addition to box cargo, huge amounts of oil, chemicals, petro-chemicals, and industrial goods pass through Houston, making it the largest in the USA in terms of total tonnage with over 200 million tonnes annually.



## PHILADELPHIA

### LARGE-SCALE CAPACITY EXPANSION

Even if volume fell back slightly last year, Philaport has seen incredibly strong growth over the last decade: between 2012 and 2022, annual container volumes increased by 272% to reach 763,000 TEU. To deal with this surge, the port has expanded its transshipment, warehousing, and logistics capacity at scale in recent years. Key import cargo includes foodstuffs (fruit, meat) to which the port caters with refrigeration and specialised storage. Overall, Philadelphia is the country's 19<sup>th</sup> biggest port.



## SHANGHAI

### STILL ON TOP AFTER ALL THIS YEARS

For the 14th time in a row, the city on the Yangtze Delta with its ten docks has been crowned the world's biggest port – with two other Asian hubs in second and third place behind it. Last year saw Shanghai handle almost 50 million TEU, a plus of 3.6% as against 2022 which stands in impressive contrast to China's general post-Covid economic depression. Industry analysts Alphaliner forecast that it will retain the top spot in 2024, too, and perhaps even pass the 50-million-mark as it does so.



## NINGBO

### CHINA'S BUSIEST PORT

Only 100 miles south of Shanghai, Ningbo-Zhoushan is, like its neighbour and rival, a place of superlatives: with an annual tonnage of 35.3 million TEU, it took third place worldwide in 2023. Created in 2006 out of merger of the ports at Ningbo and Zhoushan, over the last decade, transshipment volumes have almost doubled and, with 300 container ship lines connecting to around 600 ports in 200 countries and regions, it is China's busiest sea-freight hub.

PHOTOS: ISTOCK, PORT HOUSTON, PHILAPORT, SHUTTERSTOCK, NINGBO ZHOUSHAN PORT



# NEW **ULTRA-LARGE** **CONTAINER SHIPS** CALLING AT WILHELMSHAVEN

*At Germany's only deepwater port, even the largest container ships can dock independently of tides – like OOCL Sweden and sister ships of her class, now regular visitors to the Jade Bight as they unload and load cargo at Container Terminal Wilhelmshaven.*



As well as OOCL Sweden, three other identical ships of its class will be calling at CTW on the LL1 route: OOCL Finland, OOCL Gdynia, and OOCL Valencia.

In terms of capacity, the new OOCL vessels are the second-largest container ships afloat in the world today. Short for Orient Overseas Container Line, OOCL is based in Hong Kong and, this summer, commissioned OOCL Sweden, the twelfth and last of its latest supersize class.

At 400 metres in length and 61.3 metres wide, each of the vessels can carry 24,188 TEU. Only Swiss carrier MSC's latest class, which includes MSC Irina, can take slightly more: 24,346 TEU.

OOCL Sweden will be in service on the LL1 route from Asia to Europe – and CTW is set as a regular port of call. Here is the full service schedule:

## **WESTBOUND**

Shanghai–Ningbo–Xiamen–Yantian–Singapore–Felixstowe–Zeebrügge–Gdańsk–Wilhelmshaven

## **EASTBOUND**

Felixstowe–Zeebrügge–Gdańsk–Wilhelmshaven–Rotterdam–Piräus–Singapore–Hongkong–Shanghai–Ningbo–Xiamen



PHOTO: JADEWESERPORT/WOLFHARD SCHEER

# GERMANY'S FIRST LADY VISITS CONTAINER TERMINAL WILHELMSHAVEN

*The wife of President Frank-Walter Steinmeier, Elke Büdenbender, is Germany's first lady - and also the honorary patron the German Seamen's Mission in Wilhelmshaven, a charity providing welfare for ships' crews. In late August, she stopped for a short visit to Germany's only deepwater port.*



Elke Büdenbender boards the Al Zubara.

During her visit on board, Elke Büdenbender meets Captain Maciej Szymanski and crew members.



PHOTOS: BJÖRN LÜBBE



“My husband’s schedule prevented him from joining me,” said Elke Büdenbender at the beginning of her visit to CTW, “and he’s quite jealous of me!” Her husband, of course, is none other than German President Frank-Walter Steinmeier – and even without him, the First Lady was clearly enjoying herself as she got a front-row seat for the quayside action.

A real highlight for Büdenbender was a visit on board the Hapag-Lloyd container ship Al Zubara – ‘high’ being the operative word on the towering bridge of this 400-metre-long colossus with a capacity of 20,000 TEU. As part of the FE2 service between Asia and Europe, ultra-large container ship Al Zubara is a regular at the Eurogate Container Terminal Wilhelmshaven, and the First Lady took the opportunity to

meet its crew, finding out about their everyday lives as she was shown around by a delegation including Silke Lehmköster, Manager Director Fleet at Hapag-Lloyd.

Büdenbender’s visit marked 65 years of support for seafarers on the Jade Bight provided by the German Seamen’s Mission charity. As the honorary patron of the Deutsche Seemannsmission Wilhelmshaven e. V., the First Lady spoke to thank the volunteers who have been offering seafarers “a home away from home” in Wilhelmshaven since 1959. To celebrate this anniversary, Marc-Oliver Hauswald, Managing Director of Container Terminal Wilhelmshaven JadeWeserPort-Marketing, and Holger Bomm, Managing Director Eurogate Container Terminal Wilhelmshaven, each presented the charity with a donation.



# THE WORLD'S BIGGEST PORT OPTS FOR JADEWESERPORT



Back row, left to right: Felix von Eichel-Streiber (P3 Logistic Parks), Timo Weihrauch (P3 Logistic Parks), Marc-Oliver Hauswald (JadeWeserPort-Marketing), Lingjun Wang (Zhejiang Portex Logistics Technology), Yan Zhang (Baker Tilly Law Firm). Front row, left to right: Tim Schützenhofer (P3 Logistic Parks), Qing Zhang (Zhejiang Portex Logistics Technology)

PHOTO: P3

*Measured on overall tonnage, Ningbo in Zhejiang province, China, is the world's biggest port – and is now making ties with Wilhelmshaven.*

The first tenant in the newly-opened logistics facility built by developer P3 in the CTW Freight Village will be Zhejiang Seaport (Germany) Supply Chain Management GmbH. The company moving into a 31,7000m<sup>2</sup> hall is a subsidiary of the Zhejiang Seaport Group, which also owns Ningbo Zhoushan Port Group Co. Ltd, the port operator in Ningbo.

This deal creates new employment opportunities at Container Terminal Wilhelmshaven and delivers an economic boost to the entire region. It also underscores Wilhelmshaven's potential as an important node in international shipping. Over the coming years, P3 will be investing in around 140,000m<sup>2</sup> of logistics capacity at Germany's only deepwater port, creating warehousing space featuring amenities such as 32 dock levellers and a dedicated access for oversized goods – and attracting companies from all over the world.

## BUILDINX

Taking place for the first time in Dortmund's Westfalenhalle from 19<sup>th</sup> to 21<sup>st</sup> November, BuildInx is a new business platform for innovative logistics and industrial real estate. Welcoming companies from up and down the value chain, BuildInx will be a forum for industry professionals to meet with leading experts in the field, discover the newest technologies, and learn about digital transformation and sustainability. The CTW team will also be taking part at this premier – and is looking forward to welcoming you at stand number 5.B66.

### Buildinx

Strobelallee 45  
44139 Dortmund | Germany

## CHINA INTERNATIONAL IMPORT EXPO (CIIE)

Since starting in 2018, China International Import Expo (CIIE) in Shanghai has become a key calendar date for people in the country's import logistics industry to network. This year's edition takes place from 5<sup>th</sup> to 10<sup>th</sup> November, and following successful appearances at recent CIIEs, CTW will once again be on hand to explain to visitors the benefits of using Germany's only deepwater port.

### National Exhibition and Convention Center

333 Songze Avenue  
Qingpu District  
Shanghai | China

## YOUR CONTACT FOR THE TURKISH MARKET

An internationally-known shipping and logistics expert and official partner of the Federal State of Lower Saxony in Turkey, Wolfgang Wanja has been working as a business consultant in Istanbul for over 25 years. Following a short break, he will now once again be the point of contact for companies and organisations looking to establish or optimise their supply chains between CTW and Turkey. Whether you've just got a question or need his services, with his strong network in the sector, Wolfgang Wanja is just the right person to talk to. Feel free to call him!



### Wolfgang Wanja

wwanja@gls-consulting.net  
T: +90 533 734 95 18  
M: +90 212 465 33 30

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### Publisher

Container Terminal Wilhelmshaven  
JadeWeserPort-Marketing GmbH & Co. KG  
Pazifik 1  
D-26388 Wilhelmshaven  
Phone: +49 (0) 44 21 409 800  
Fax: +49 (0) 44 21 409 8088  
info@jadeweserport.de  
www.jadeweserport.de

Managing Director: Marc-Oliver Hauswald

Registered Office: Wilhelmshaven  
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### Realisation

DVV Media Group GmbH  
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Project Leader & Editor: Ingo Neuling  
Editorial cooperation: Behrend Oldenburg  
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Fax: +49 (0) 40 - 23714-309  
info@dvvmedia.com  
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