



JADEWESERPORT
WILHELMSHAVEN

PERS Environmental Report 2024



**JadeWeserPort Realisierungs
GmbH & Co. KG
(JWPR)**



EUROPEAN SEA PORTS ORGANISATION ASBL / VZW
ORGANISATION DES PORTS MARITIMES EUROPEENS ASBL / VZW



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| ESI | Environmental Ship Index |
| GVZ..... | Güterverkehrszentrum (Cargo Transport Center) |
| IAPH..... | International Association of Ports and Harbors |
| ISPS..... | International Ship and Port Facility Security (Danger Prevention and Defense) |
| JWP | JadeWeserPort |
| JWPM | Container Terminal Wilhelmshaven JadeWeserPort-Marketing GmbH & Co. KG |
| JWPR..... | JadeWeserPort Realisierungs GmbH & Co. KG |
| KV Facility: | Transshipment Facility for Multi-Modal Transport |
| LNG..... | Liquefied Natural Gas |
| MARPOL..... | Convention for the Prevention of Marine Pollution from Ships |
| NPorts | Niedersachsen Ports GmbH & Co. KG |
| OPS | Onshore Power Supply |
| QM | Quality Management |
| TEU..... | Twenty-Foot Equivalent Unit |
| TSC..... | Truck Service Center |
| WHV..... | Wilhelmshavener Hafenwirtschafts-Vereinigung |
| WPCI..... | World Ports Climate Initiative |

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1 Company Profile

1.1 Company Structure

The JadeWeserPort is under the administration of the JadeWeserPort Realisierungs GmbH & Co. KG (hereafter referred to as "JWPR") with their place of business in Wilhelmshaven. Aside from that, there is the Container Terminal Wilhelmshaven JadeWeserPort-Marketing GmbH & Co. KG (hereafter referred to as JWPM), which, as a 100% subsidiary of the State of Niedersachsen, is responsible for the marketing and the management of the industrial and logistics areas located inside the Güterverkehrszentrum

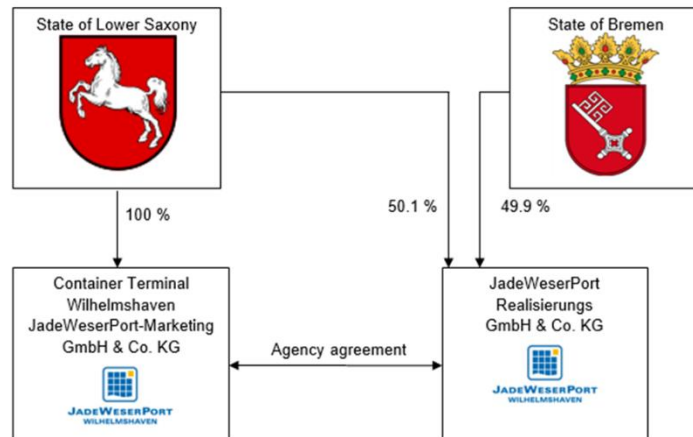


Image 1 Ownership Structure of the Shareholders

(Cargo Transport Center). The Port Railroad and the Truck Service Center (TSC) are important performance assets of the Güterverkehrszentrum (GVZ) and, together with the surface areas of the Güterverkehrszentrum and other real estate of JWPM, are managed by JWPR within the realm of the Contract of Agency. The company structure is schematically depicted in Image 1. Solely for this section and for organizational purposes we are making a distinction between the JWPM and the JWPR. For any other section, the JadeWeserPort companies will be viewed as one entity.

The Container Terminal is operated by EUROGATE Container Terminal Wilhelmshaven GmbH & Co. KG (hereafter referred to as EUROGATE).

JWPR is the entity responsible for the operation of the port infrastructure and its shares are held by the States of Niedersachsen at 50.1%, and Bremen at 49.9%.

As port operator of the JadeWeserPort, JWPR takes on the typical tasks of a port infrastructure company. This entails, among other things, the levying of port usage fees, the management of the own surfaces, calls for bids and award of concessions for maritime services, as well as maintenance and monitoring of the port facilities, including the nautical measuring devices.

In addition, the field of tasks encompasses the rule making and enforcement of the rules of use in the shape of a Port Usage Regulation, General Terms of Use, a Ships' Waste Management Plan, and an Alarm and Emergency Plan. In the course of implementing the plan approval notice, JWPR has also established a Port Management Plan, which delineates the port management from the authorities' standpoint and which ensures a safe and functioning port operation in line with the above-named rules and regulations.

1.2 Historical Development

There had already been a first push to build a container deep water port on the Jade and it was initiated in 1993 by the Wilhelmshavener Hafenwirtschafts-Vereinigung (Wilhelmshaven Port Business Association/WHV). In the years 1998 and 2000, an analysis for potential, and a feasibility study were drawn up.

In order to implement the project JadeWeserPort and after submitting the applications for plan approval, the heads of state of the States of Niedersachsen and Bremen founded the JWPR in January of 2003.

In April of 2006, the EUROGATE Group was awarded the contract for the operation of the JadeWeserPort.

The plan approval notice required for construction of the first section was granted in March of 2007. In May of 2008, the hydraulic sand fill operation commenced and it took two years to complete. From August of 2008 on, the ramming of the pile moorings occurred.

In January of 2011, the first construction segment of the quay with a length of 1,000 meters was handed over to the operator, EUROGATE.

Starting in April of 2012, the port went into trial operation mode. Celebratory commencement of business for the JadeWeserPort took place on September 21, 2012.

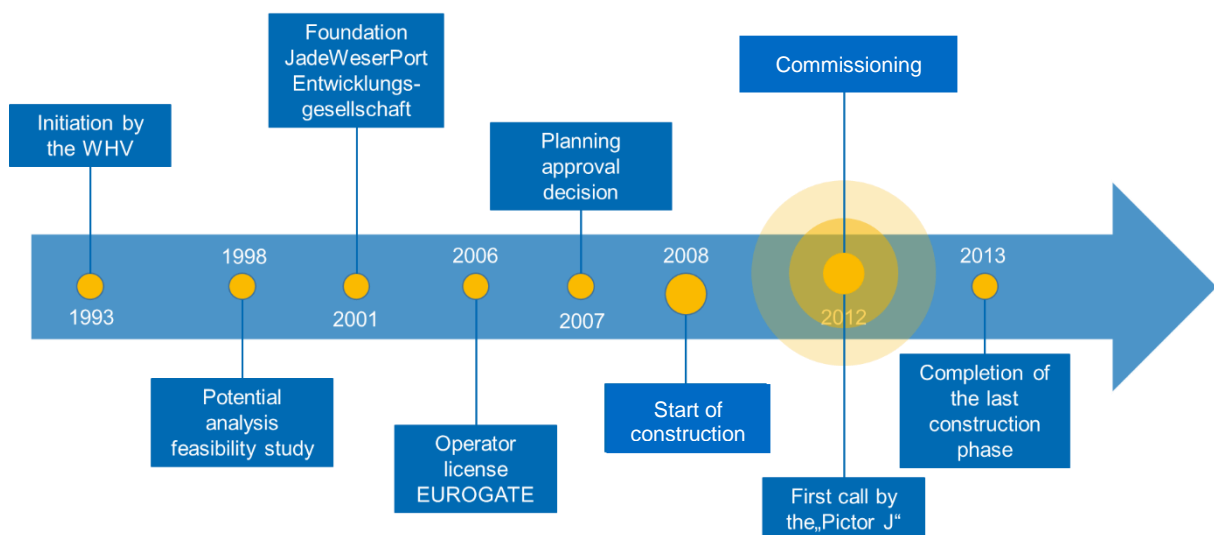


Image 2 Historic Development of the JadeWeserPort

Nowadays, the JadeWeserPort is Germany's only deep-water container port. Due to its short approach travel and an excellent hinterland connection, the port is ideally positioned for container ships, which keep growing in size.

In comparison with the first year of operation, the number of containers handled was increased by more than 700%.

1.3 Description of the Port Areas and Facilities

The total surface area of the JadeWeserPort measures 340 hectares (~840 acres). That surface is divided into various port areas. These port areas are hereafter explained by numbering in Image 1.

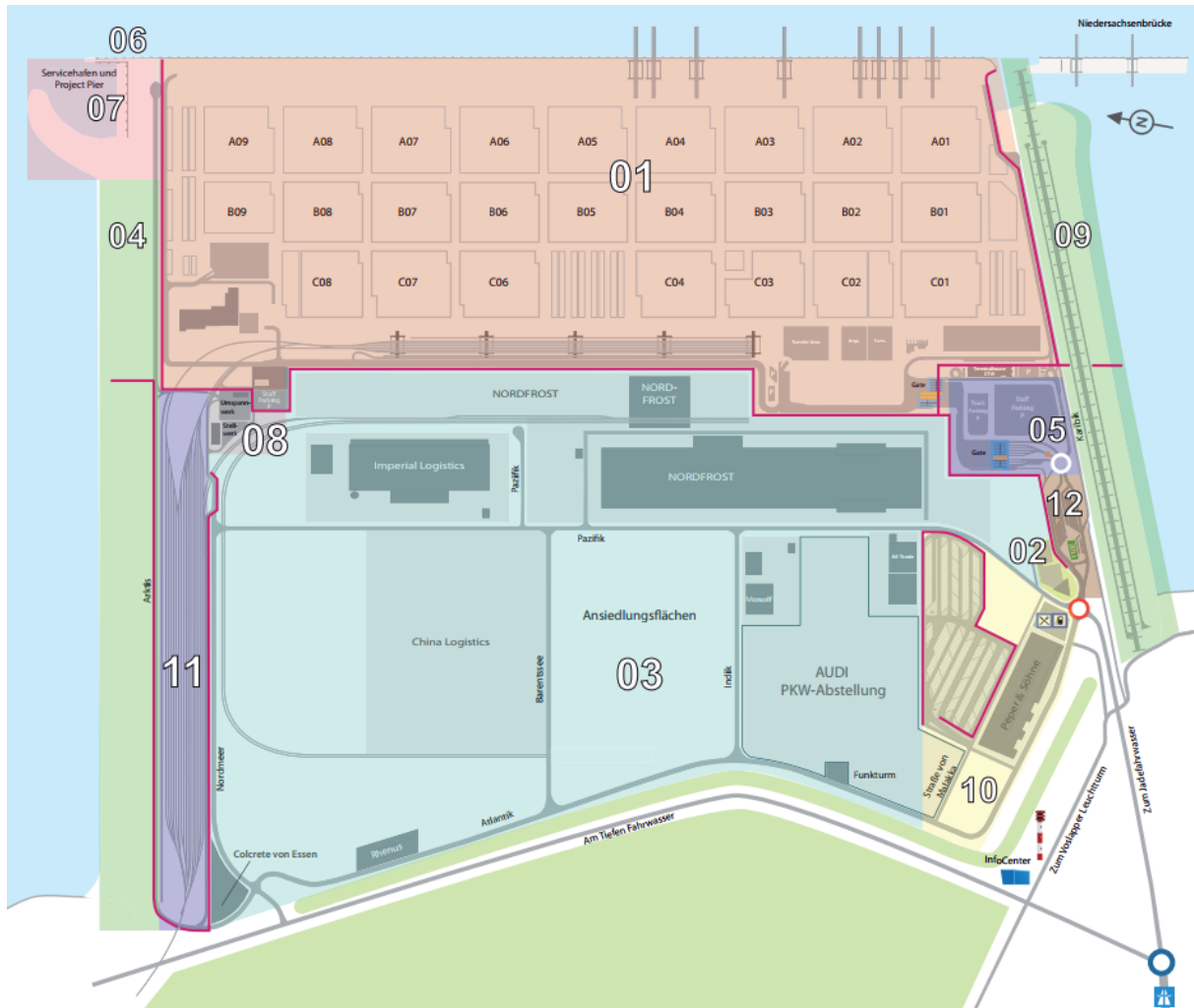


Image 1 Overview Site Map of the Total Area JadeWeserPort

- 01 **Terminal Area:** The terminal area measures 130 hectares (~321 acres). This is, where the containers are transhipped and stored for ontransport. This is ensured by the terminal operator EUROGATE.
This port area is also home to the KV Facility (multi-modal facility) for the transshipment of containers onto and off the rail. The KV Facility features six rail tracks and five gantry bridges for multi-modal transport.
The quay has a length of 1,725m (~1.1 miles) and can accommodate four large container ships or 12 feeder vessels at the same time. There are eight container bridges for the container transshipment.
- 02 **Port Services Center:** This is where the administration of JWP, the Port Office and the Port Captain, among others, have their primary office.

- 03 Settlement Areas: The commercial settlement areas offer room for logistics companies and companies with an affinity to the port. There are a total of 150 hectares (~371 acres) of surface areas available here, divided into commercial and industrial classifications. There is also a one-track rail connection that leads from the staging/shunting yard to the settlement areas.
- 04 & 09 Flood Water Protection Dams: Both on the north and south end, the port area is protected by a dam or a seawall, respectively.
- 05 Pre-Gate: In this part of the port there is the gate towards the Container Terminal as well as the ISPS headquarters and the administration building of EUROGATE.
- 06 Project Pier: The Project Pier has a length of 65m, supports a transport load weight of 2000 metric tons, and features a transshipment area of 1,200m² (~12,900 sqft). It is designed for the handling of oversized and heavy loads.
- 07 Service Port: At the northern end of the port, you will find the Service Port, featuring several berths for water crafts of nautical service providers.
- 08 Rail Switch Tower: The rail switch tower is manned year-round, 24/7. At JadeWeser-Port, there is an electronic rail switch system in use that controls the track and signal technology.
- 10 Truck Service Center: The Truck Service Center is a fenced-in area for parking trucks. There are some 311 parking slots, washrooms and disposal possibilities available. Reefer containers can be supplied with electricity through retractable power supply modules on the ground, free of charge and low in emissions.
- 11 Staging/Shunting Rail Yard: The 16-track staging/shunting yard takes on a buffering function between the container port and the hinterland. Container trains up to the max. permissible train length of a completed container cargo train can be assembled here and picked up for their trip. Locomotives can be supplied with electricity in a low-emission way through power supply modules.
- 12 Customs: German Customs are housed in this area, with a check point and office buildings.

2 Environmental Strategy of JadeWeserPort

2.1 Policy Statement of JWPR

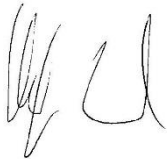
We, JWPR, commit to avoiding damage to the environment and to acting in any and all areas of the company according to the principle of sustainability. With this in mind, our environmental policies have already been implemented in all business areas of our company and are practiced by our employees in their respective job fields.

As a port operator, JadeWeserPort Realisierungs GmbH & Co. KG's primary focus is on the port management and on the management of planning and development. On behalf of the Container Terminal Wilhelmshaven JadeWeserPort-Marketing GmbH & Co. KG, we are performing business services, including, but not limited to the implementation of the environmental compensation measures and the operational activity areas Rail, Truck Service Center, and Güterverkehrszentrum (GVZ/Cargo Transport Center).

In order to minimize the burden on the environment and to improve the quality of the environment, we take the following steps:

1. Efficient utilization of our site advantages, such as the short approach travel from sea and the direct and uncomplicated hinterland connection
2. Introduction of environmental controlling to gain information, so that we can continually improve the environmental protection and increase the energy efficiency
3. Dedication to the development of innovative and environmentally friendly solutions in the maritime navigation industry, with a focus on saving resources and energy, and on reducing emissions
4. Avoidance and diligent handling of the occurring waste amounts that are regulated by our Ships' Waste Management Plan
5. Informing about and adhering to the latest and most relevant environmental laws and standards and taking steps to maintain such compliance and putting an emphasis on making the protection of nature a key indicator for the operation of the port and its development
6. Ensuring a high security standard through a Port Office, which is manned 24/7, and through an Alarm and Emergency Plan to minimize the risk of accidents and their potential consequences for the environment, but also to ensure safe port operation; proper maintenance of the port facilities for the same, aforementioned reasons

-
7. Publication of an Environmental Report, which transparently documents the long-term progress and developments of the port with the help of designated defined performance indicators, and updating of this report and the information contained therein on a regular basis
 8. Expansion and solidification of the networks with cooperating partners, such as Niedersachsen Ports GmbH & Co. KG and bremenports GmbH & Co. KG
 9. Ensuring the availability of necessary resources for the realization of this Policy Statement.



Mr. Holger Banik
Managing Director



Ms. Silke Lüders
Environmental Coordinator

2.2 Environmental Goals

With their sustainability strategy, the European Union charts a clear and unmistakable environmental policy course. There are directives packages and standards, e.g. for increasing the energy efficiency, or for the reduction of emissions, which outline a definite scope of actions that must be followed. In order to meet these requirements and to support the global implementation of goals, the JadeWeserPort has derived their own environmental goals from the EU's four environmental policy focal points below:

- Climate Protection
- Nature and Biological Diversity
- Environment and Health
- Natural Resources and Wastes

Devising the environmental goals and their active implementation occurs within JWPR's own realm of influence throughout every corporate area. For JadeWeserPort (JWP), sustainability means harmonizing ecological, economical, and social interests.

Furthermore, JadeWeserPort is dedicated to the implementation and the ongoing development of the environmental strategy with the following environmental goals (see Table 1), focusing on emission reduction and the management of green spaces, which was conceptualized in cooperation with Niedersachsen Ports GmbH & Co. KG (NPorts). NPorts manages the state-owned seaports of Niedersachsen and is a cooperation partner of JWPR in many areas.

Table 1 Environmental Goals of JWPR

| Business Area | Goal | Implementation |
|--------------------------|--|--|
| Operation | Reduction of CO ₂ Emissions | ESI, electrical connections for reefers (refrig. containers) at the TSC, prep work for LNG, Onshore Power Supply (OPS), vehicle fleet, IT solutions, energy overhaul |
| Planning and Development | Planning and management of new and existing infrastructure, taking into account environmental points of view | Avoidance and reduction of traffic routes, efficient utilization of the infrastructure |
| Planning and Development | Management of Green Spaces | Long-term planning of coherence and compensation measures |

| | | |
|-------------|--|--|
| Cooperation | Collaboration with stakeholders of the port economy for environmental protection | Consideration of ecological aspects during the cooperation with partners |
| Marketing | Environmental protection inside and outside of the company | Communicating the environmental protection measures with internal and external stakeholders in the form of environmental reports, brochures, and employee training |
| Finance | Environmental controlling | Generating input/output balance sheets to obtain information for better environmental protection |

Beyond that, the continued certification of the port pursuant to the Environmental Management System PERS is part of our Environmental Strategy. One of the aspects of the certification is to investigate the ecological effects of the JadeWeserPort and to reduce the environmental impact through environmental management and thus obtain a measuring basis for reaching the environmental goals. Here, the identification of substantial environmental aspects is a key step to discovering the impact on the environment and to formulate environmental goals and solutions. Of utmost importance at the JadeWeserPort are the following environmental aspects, which are included as an integral part of the port's environmental strategy:

- Emission of Airborne Pollutants,
- Water Emission and Water Quality,
- Waste Management,
- Soil Contamination,
- Effects on Habitats and Biotopes,
- Noise Emission.

3 Environmental Aspects, Legal Bases, and Environmental Parameters

3.1 Responsibility for the Determination of Environmental Aspects

Various different individuals, authorities, and companies are responsible for the activities, which have an impact on the environment. The individual responsibilities are clearly summarized in Table 2, which can be found on the following pages.

Any operational activities of cargo handling are the responsibility of EUROGATE. The only exceptions can be found at the Project Pier, where heavy load projects are transhipped and stored, and in the Service Port, where the bunkering of fresh water and fuel is carried out.

The Project Pier, the Service Port, and also the Port Office are the sole responsibility of JWPR. Moreover, the Port Office is the first point of contact at the JadeWeserPort for the area of port operation, as it supports the smooth ships' operation at the quay. Management is responsible for various activities, which also includes the Environmental Management. Since many strategic decisions are made here, for instance with regard to the port operation or the port railroad, and many long-term concepts are drawn up, there is a clear emphasis on the importance of the environmental protection in all areas of the JadeWeserPort.

Table 2 Responsibilities and Competencies of the Activities at Port

| Environmental Responsibility of Key Positions | | |
|---|-----------------------------|---|
| Activity | JWP Department | External Company |
| Dredging | Engineering and Consulting | |
| Nautical Affairs | Port Management/Port Office | Port Authority Wasserstraßen- und Schifffahrtsamt (Waterways and Shipping Office) Weser-Jade-North Sea Transport Control Center Wilhelmshaven Lotsenbrüderschaft (Brotherhood of Pilots) Weser II/Jade |
| Loading | | |
| Terminals | | EUROGATE |
| Mooring | | Jade-Dienst |
| Quay Management | | EUROGATE |

| Environmental Responsibility of Key Positions | | |
|---|--|---|
| Activity | JWP Department | External Company |
| Strategic Planning | Corporate Management | |
| Approvals | Proxy Holder/Legal | |
| Contract Management | Real Estate and Commercial Settlement Management | |
| Emergency Planning | Port Management/Port Office | Port Authority Wasserstraßen- und Schifffahrtsamt (Waterways and Shipping Office) Weser-Jade-North Sea Central Command for Maritime Emergencies |
| Waste Management | Port Management | Gewerbeaufsichtsamt (Trade and Industry Control Office) |
| Sustainability Commissioner | | |
| Energy Monitoring | Environmental Coordinator (f) | |
| Measurement of Water Currents | Engineering and Consulting | |
| Water Supply | Port Management | GEW Wilhelmshaven EUROGATE |
| Port Railroad | Port Management | Niedersachsen Ports GmbH & Co. KG Eisenbahn- und Verkehrsbetriebe Elbe-Weser GmbH |
| Floodwater Protection | Port Management | Oldenburgischer Deichbund |
| Introduction of Surface Water | Real Estate and Commercial Settlement Management | |
| Road System Within the Port Area | Real Estate and Commercial Settlement Management | |
| Real Estate | Real Estate and Commercial Settlement Management | |

| Environmental Responsibility of Key Positions | | |
|---|--|--|
| Activity | JWP Department | External Company |
| Compensation Areas | Proxy Holder/Legal | |
| Maintenance of Green Areas | Real Estate and Commercial Settlement Management | Shepherds for Grazing Sheep Various Other Service Providers |

3.2 Environmental Aspects and Their Legal Bases

Within the scope of the environmental management, it is crucial to know, which of the port's activities have an impact on the environment. In addition, it has to be clearly defined, which individual, department or organization is responsible for which activity, and which regulatory directives and guidelines apply to the respective activity.

This information was comprehensively summarized in

Table 4. For transparency's sake, we created an additional directory (Table 3), outlining the used abbreviations, the title of the regulatory directive and its current legal status.

For a better understanding and to distinguish the contents in a more logical way, the abbreviations mentioned in this section are not mentioned in the Schedule of Abbreviations listed at the beginning of this report.

JadeWeserPort is in close contact with the Port Captains, who communicate any current statutory changes and developments. The Port Captains' functions encompass both governmental and commercial portions and they are kept informed about changing laws on a regular basis.

On top of that, the existing law and regulation roster has been updated and added on to by co-workers from the environmental management task force and by in-house lawyers, as needed. In addition, the law and regulation roster is reconciled on an annual basis with the Port Captain.

Table 3 shows the most important international, national, and private-law stipulations.

Table 4 refers to just such laws by reference. Each respective reference number can be found in the second column in Table 3. The logic depends on the level of legislature. International

laws are abbreviated as an “I”, followed by national laws with an “N”, and the private-law stipulations with a “P”.

The cadastre of laws has been checked and confirmed by a law firm. This confirmation was inserted on the next page.



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Sachbearbeiter: RAin Friederike Berg-Packhäuser
Ihr Zeichen:

Worpswede, den 14.11.2024

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Declaration of Conformity

I confirm that the laws and further legally binding provisions mentioned in section 3.2 of the PERS application dated November 11th 2024 are relevant for the activities of JadeWeserPort Realisierungs GmbH & Co. KG and Container Terminal Wilhelmshaven JadeWeserPort-Marketing GmbH & Co. KG. This refers to internationally applicable provisions, such as those of the European Union, laws of the Federal Republic of Germany, as well as laws of the State of Niedersachsen (Lower Saxony), and the self-imposed provisions of JadeWeserPort Realisierungs GmbH & Co. KG and Container Terminal Wilhelmshaven JadeWeserPort-Marketing GmbH & Co. KG and co-operating companies.



Friederike Berg-Packhäuser
Rechtsanwältin & Mediatorin
Fachanwältin für Vergaberecht

Table 3 Important International, National, and Private-Law Regulations for the Port

| Abbreviation | Ref. | Latest Version | Last Amended | Title of the Law/Ordinance |
|--------------------------------------|------|----------------|--------------|---|
| International Statutory Bases | | | | |
| EU Directive 92/43/EEC | I1 | 05.1992 | 05.2013 | Directive 92/43/EEC of the European Council dd. May 21, 1992 for the Conservation of Natural Habitats and Wild Animals and Plants (Fauna-Flora-Habitat Directive) |
| EU Directive 2000/60/EC | I2 | 10.2000 | 10.2014 | Directive 2000/60/EC of the European Parliament and of the Council dd. October 23, 2000 for the creation of a regulation framework for measures of the Community in the area of water politics (European Water Framework Directive) |
| EU Directive 2001/96/EC | I3 | 12.2001 | 11.2008 | Directive 2001/96/EC of the European Parliament and of the Council dd. December 4, 2001 for the establishment of harmonized regulations and codes of practice for the safe loading and unloading of bulk vessels |
| EU Directive 2002/49/EC | I4 | 06.2002 | 12.2020 | Directive 2002/49/EC of the European Parliament and of the Council dd. June 25, 2002 about the assessment and combating of ambient noise (Ambient Noise Directive) |
| EU Ordinance 782/2003 | I5 | 04.2003 | 04.2009 | Ordinance (EC) No. 782/2003 of the European Parliament and the Council dd. April 14, 2003 about the prohibition of organotin compounds aboard ships |

| Abbreviation | Ref. | Latest Version | Last Amended | Title of the Law/Ordinance |
|--------------------------|------|----------------|--------------|---|
| EU Ordinance 1013/2006 | I6 | 06.2006 | 12.2020 | Ordinance (EC) No. 1013/2006 of the European Parliament and Council dd. (June 14, 2006) about the disposal of waste(s) |
| EU Directive 2008/50/EC | I7 | 05.2008 | 08.2015 | Directive 2008/50/EC of the European Parliament and the Council dd. May 22, 2008 about air quality and clean air for Europe (Directive about air quality and clean air for Europe) |
| EU Directive 2008/56/EC | I8 | 06.2008 | 05.2017 | Directive 2008/56/EC of the European Parliament and of the Council dd. June 17, 2008 for the creation of a regulation framework for measures of the Community in the area of the marine environment (Marine Strategy Framework Directive) |
| EU Directive 2008/98/EC | I9 | 11.2008 | 07.2023 | Directive 2008/98/EC of the European Parliament and Council dd. November 19, 2008 about waste and for the repeal of certain directives (Waste Framework Directive) |
| EU Directive 2009/147/EC | I10 | 11.2009 | 06.2019 | Directive 2009/147/EC of the European Parliament and the Council dd. November 30, 2009 about the preservation of wild bird species (Bird Protection Directive) |
| EU Directive 2014/23/EC | I11 | 02/2014 | 11.2023 | Directive 2014/23/EU of the European Parliament and Council dd. 2/26/2014 about the awarding concessions (Concession Award Directive) |
| EU Directive 2014/25/EC | I12 | 02.2014 | 11.2023 | Directive 2014/25/EU of the European Parliament and the Council dated February 26th, 2014 about |

| Abbreviation | Ref. | Latest Version | Last Amended | Title of the Law/Ordinance |
|--------------------------|------|----------------|--------------|---|
| | | | | the public procurement and award of contracts by contracting entities in the water, energy, as well as transport and postal sectors, and for the repeal of the directive 2004/17/EC (Utilities Directive) |
| EU Directive 2014/95/EC | I13 | 10.2014 | 12.2014 | Directive for the Amendment of Directive 2013/34/EU regarding the statement of non-financial information and information regarding diversity from certain large corporations and groups (NFRD) |
| EU Directive 2016/802/EC | I14 | 05.2016 | | Directive (EU) 2016/802 of the European Parliament and Council dd. May 11, 2016 about the reduction of the sulfur contents in certain liquid fuels and/or heating fuels |
| EU Ordinance 2017/997 | I15 | 06.2017 | | Ordinance (EU) 2017/997 of the European Council dd. June 8, 2017 for the amendment of Annex III of Directive 2008/98/EC of the European Parliament and of the Council regarding the hazardous property HP 14 "Eco Toxic" |
| EU Directive 2019/883/EC | I16 | 04.2019 | | Directive (EU) 2019/883 of the European Parliament and the Council dd. April 17, 2019 about port receptacle facilities for the unloading of waste from ships, for the amendment of Directive 2010/65/EU, and for the repeal of Directive 2000/59/EC |
| EU Directive 2019/904 | I17 | 06.2019 | | Directive (EU) 2019/904 of the European Parliament and Council dd. June 5, 2019 about the reduction of effects of certain plastics on the environment |

| Abbreviation | Ref. | Latest Version | Last Amended | Title of the Law/Ordinance |
|------------------------|------|----------------|--------------|---|
| EU Ordinance 2023/1804 | I18 | 09.2023 | | Ordinance (EU) 2023/1804 of the European Parliament and the Council dd. September 13, 2023 about the construction of infrastructure for alternative fuels, and for the repeal of Directive 2014/94/EC |
| EU Ordinance 2023/1805 | I19 | 09.2023 | | Ordinance (EU) 2023/1805 of the European Parliament and Council dd. September 13, 2023 about the use of renewable and low-carbon fuels in maritime navigation and for the amendment of Directive 2009/16/EC Currently only partially in force (will be entirely effective on 1/1/2025; article 8 & 9 have already been in force as of 8/31/2024) |
| EU Ordinance 1257/2013 | I20 | 11.2023 | 04.2024 | Ordinance (EU) No. 1257/2013 of the European Parliament and Council dd. November 20, 2013 about the recycling of ships and for the amendment of Ordinance (EC) No. 1013/2006 and Directive 2009/16/EC |
| EU Directive 2024/1760 | I21 | 06.2024 | | Directive (EU) 2024/1760 of the European Parliament and Council dd. June 13, 2024 about the due diligence obligations of companies regarding sustainability and for the amendment of Directive (EU) 2019/1937 and Ordinance (EU) 2023/2859 |
| AFS Convention | I22 | 10.2001 | 01.2024 | International Convention from 2001 about the limitation of deployment of detrimental Anti-Fouling Systems on ships |

| Abbreviation | Ref. | Latest Version | Last Amended | Title of the Law/Ordinance |
|---------------------------------|------|----------------|--------------|---|
| Ballast Water Convention | I23 | 02.2004 | 03.2022 | International Convention from 2004 for the management and treatment of ballast water and sediments of ships |
| ISPS Code | I24 | 07/2004 | 03.2009 | Ordinance (EC) No. 725/2004 of the European Parliament and Council dd. March 31, 2004 for the Improvement of Danger Prevention & Defense on Ships and in Port Facilities; International Code for Danger Prevention & Defense on Ships and in Port Facilities |
| MARPOL 73/78 | I25 | 11.1973 | 03.2022 | International Convention for the Prevention of Marine Pollution From Ships From 1973 |
| OSPAR | I26 | 08.1994 | 08.2010 | Convention on the Protection of the Marine Environment of the North Atlantic (International Treaty for the Protection of the North Sea and the North Atlantic) |
| National Statutory Bases | | | | |
| AbfBeauftrV | N1 | 12.2016 | 04.2022 | Ordinance about officers for waste management |
| AbfVerbrG | N2 | 07.2007 | 03.2023 | Act for the execution of Ordinance (EC) No. 1013/2006 of the European Parliament and Council dd. June 14, 2006 about the disposal of wastes and of the Basel Convention dd. March 22, 1989 about the control of trans-border disposal of dangerous wastes and their disposal (Waste Disposal Act – AbfVerbrG) |

| Abbreviation | Ref. | Latest Version | Last Amended | Title of the Law/Ordinance |
|--------------|------|----------------|--------------|---|
| AEG | N3 | 12.1993 | 12.2023 | General Railroad Act |
| AFSG | N4 | 06.2008 | 08.2015 | Act regarding the International Convention from 2001 about the limitation of deployment of detrimental Anti-Fouling Systems on ships (AFS Act) |
| AltholzV | N5 | 08.2002 | 06.2020 | Altholzverordnung - Ordinance for the Management and Disposal of Waste Wood |
| AltöIV | N6 | 04.2002 | 06.2020 | Ordinance on Waste Oils |
| ArbschG | N7 | 08.1996 | 07.2024 | Arbeitsschutzgesetz - Act for the execution of occupational safety measures for the improvement of safety and the protection of health of employees during work (Occupational Safety Act) |
| AVV | N8 | 12.2001 | 06.2020 | Ordinance about the European List of Wastes |
| AwSV | N9 | 04.2017 | 06.2020 | Model Ordinance on Installations for Handling for Substances Hazardous to Water |
| BallWG | N10 | 02.2013 | | Act regarding the International Convention from 2004 for the management and treatment of ballast water and sediments of ships (Ballast Water Act) |
| BBodSchG | N11 | 03.1998 | 02.2021 | Fed. Soil Protection Act |
| BBodSchV | N12 | 07.2021 | | Bundes-Bodenschutz- und Altlastenverordnung - Ordinance about Legacy Contaminations and for |

| Abbreviation | Ref. | Latest Version | Last Amended | Title of the Law/Ordinance |
|--|------|----------------|--------------|--|
| | | | | the Protection of Soil (replaces since Juli 2021 the old BBodSchV from 1999) |
| BetrSichV | N13 | 02.2015 | 07.2021 | Industrial Safety Regulation |
| BImSchG | N14 | 05.2013 | 07.2024 | Federal Emission Control Act |
| 39. BImSchV | N15 | 08.2010 | 06.2020 | Verordnung über Luftqualitätsstandards und Emissionshöchstmengen - Ordinance for Air Quality Standards and Maximum Emission Amounts - 39th Ordinance for the Implementation of the Federal Immissions Act |
| BNatSchG | N16 | 07.2009 | 10.2024 | Bundesnaturschutzgesetz - Federal Nature Preservation Act (Act for the Protection of Nature and Conservation of the Countryside) |
| CSR Directive Implementation Act (CSRRLUmsG) | N17 | 04.2017 | | Gesetz zur Stärkung der nichtfinanziellen Berichterstattung der Unternehmen in ihren Lage- und Konzernlageberichten - Act for strengthening the non-financial reporting of corporations in their situation and corporate situation reports (CSR-Richtlinie-Umsetzungsgesetz) |
| EBV | N18 | 07.2000 | 10.2016 | Verordnung über die Bestellung und Bestätigung sowie die Aufgaben und Befugnisse von Betriebsleitern für Eisenbahnen (Railroad Operator's Ordinance) |
| EDL-G | N19 | 11.2010 | 11.2023 | Energy Services and Other Energy Efficiency Measures Act |

| Abbreviation | Ref. | Latest Version | Last Amended | Title of the Law/Ordinance |
|-----------------|------|----------------|--------------|---|
| EEG | N20 | 07.2014 | 10.2024 | Act for the Expansion of Renewable Energies (Erneuerbare Energien-Gesetz - EEG 2023) |
| EnEfG | N21 | 11.2023 | | Gesetz zur Steigerung der Energieeffizienz in Deutschland - Act for the Increase of Energy Efficiency in Germany (Energieeffizienzgesetz) |
| ErsatzbaustoffV | N22 | 07.2021 | 07.2023 | Ordinance laying down requirements on the use of mineral secondary construction material in technical edifices |
| GefStoffV | N23 | 11.2010 | 07.2021 | Verordnung zum Schutz vor Gefahrstoffen (Hazardous Goods Ordinance) |
| GEG | N24 | 08.2020 | 10.2023 | Building Energy Act |
| GewAbfV | N25 | 04.2017 | 04.2022 | Verordnung über die Bewirtschaftung von gewerblichen Siedlungsabfällen und von bestimmten Bau- und Abbruchabfällen - Ordinance about the Management of Waste from Commercial Settlements and of Certain Demolition Wastes (Gewerbeabfallverordnung) |
| GGBefG | N26 | 07.2009 | 03.2023 | Carriage of Hazardous Goods Act |
| GGVSEB | N27 | 06.2009 | 8.2023 | Verordnung über die innerstaatliche und grenzüberschreitende Beförderung gefährlicher Güter auf der Straße, mit Eisenbahnen und auf Binnengewässern (Dangerous Goods Ordinance Road, Rail, and Barge – GGVSEB) |

| Abbreviation | Ref. | Latest Version | Last Amended | Title of the Law/Ordinance |
|--------------|------|----------------|--------------|---|
| GGVSee | N28 | 10.2019 | 12.2019 | Verordnung über die Beförderung gefährlicher Güter mit Seeschiffen - Ordinance for the Transport of Dangerous Goods on Sea Ships (Gefahrgutverordnung See) |
| GrwV | N29 | 11.2010 | 10.2022 | Ordinance for the Protection of Ground Water (Grundwasserverordnung – GrwV) |
| GÜBAK 2009 | N30 | 08.2009 | | Joint transitional arrangements between the Federal Republic of Germany and the coastal states, represented by the Federal Ministry of Transport, Construction and Urban Development of the Free Hanseatic City of Bremen, and represented by the Senator for the Environment, Construction of the Free and Hanseatic City of Hamburg, and represented by the Authority for Urban Development and Environment of the State of Mecklenburg-Vorpommern, and represented by the Ministry of Agriculture, Environment and Consumer Protection of the State of Niedersachsen, and represented by the Ministry of Environment, Energy, and Climate Protection of the State of Schleswig-Holstein, and represented by the Ministry for Energy Transition, Agriculture, Environment, and Rural Spaces for the management of dredge spoil in coastal waters (Admin. Directive) |
| GWB | N31 | 06.2013 | 07.2024 | Gesetz gegen Wettbewerbsbeschränkungen (GWB) - Teil 4 - Act Against Restrictions in Competition (GWB) - Part 4 |

| Abbreviation | Ref. | Latest Version | Last Amended | Title of the Law/Ordinance |
|-----------------|------|----------------|--------------|---|
| HABAB-WSV 2017 | N32 | 12.2017 | | Guideline for the Inland Handling of Dredge Spoil (HABAB-WSV) – Purely an Admin. Directive |
| KonzVgV | N33 | 04.2016 | 08.2023 | License Award Ordinance |
| KrWG | N34 | 02.2012 | 03.2023 | Act on the Advancement of the Recycling Economy and Securing Eco-Friendly Waste Disposal Management (Kreislaufwirtschaftsgesetz) |
| KSG | N35 | 12.2019 | 07.2024 | Bundes-Klimaschutzgesetz - Federal Climate Protection Act |
| LAGA M25 | N36 | 05.2017 | | Implementation guideline for Ordinance (EC) No. 1013/2006 of the European Parliament and Council dd. June 14, 2006 about the disposal of waste (VVA) and for the Waste Disposal Act dd. July 19, 2007 (AbfVerbrG) |
| LHO | N37 | 04.2001 | 12.2023 | Niedersächsische Landeshaushaltsordnung - State Budget Code of the State of Niedersachsen |
| NAbfG | N38 | 07.2003 | 03.2022 | Niedersachsen's Waste Disposal Act |
| NBodSchG | N39 | 02.1999 | 05.2018 | Niedersächsisches Bodenschutzgesetz - Niedersachsen's Soil Protection Act |
| NdsSchiffsabfVO | N40 | 02.2003 | 09.2024 | Niedersachsen's Ordinance on the Unloading of Ships' Wastes and Cargo Residues in Seaports - Schiffsabfallverordnung |
| NHafenO | N41 | 01.2007 | 10.2022 | Niedersachsen's Port Ordinance |
| NHafenSG | N42 | 02.2009 | 05.2019 | Niedersachsen's Port Safety Act |

| Abbreviation | Ref. | Latest Version | Last Amended | Title of the Law/Ordinance |
|--------------------|------|----------------|--------------|---|
| NKernVO | N43 | 04.2015 | | Niedersachsen's Ordinance on the Compliance With Core Labor Standards of the International Labor Organization During the Public Procurement and Award of Public Contracts (Kernarbeitsnormenverordnung) |
| NKlimaG | N44 | 12.2020 | 12.2023 | Niedersachsen's Act for the Promotion of Climate Protection and for Reducing the Impacts from Climate Change (Niedersachsen's Climate Act) |
| NNatSchG | N45 | 02.2010 | 12.2023 | Niedersachsen's Nature Protection Act |
| NTVergG | N46 | 10.2013 | 11.2019 | Niedersachsen's Act for Securing Compliance With Collective Agreements and Competition During the Award from Public Procurement Contracts (Niedersächsisches Tariftreue- und Vergabegesetz) |
| NUVPG | N47 | 12.2019 | 09.2022 | Niedersachsen's Environmental Impact Assessment Act |
| NWG | N48 | 02.2010 | 09.2024 | Niedersachsen's Water Act |
| OGewV | N49 | 06.2016 | 12.2020 | Ordinance for the Protection of Surface Bodies of Water ¹ (Oberflächengewässerverordnung - OGewV) |
| PfISchG | N50 | 02.2012 | 12.2022 | Gesetz zum Schutz der Kulturpflanzen - Act for the Protection of Crop Plants |
| SaubFahrzeugBeschG | N51 | 06.2021 | 05.2024 | Gesetz über die Beschaffung sauberer Straßenfahrzeuge - Act for the Procurement of Clean Street Vehicles |

| Abbreviation | Ref. | Latest Version | Last Amended | Title of the Law/Ordinance |
|--|------|----------------|--------------|---|
| | | | | (Saubere-Fahrzeuge-Beschaffungs-Gesetz) |
| SeeUmWVerhV | N52 | 08.2014 | 12.2019 | Verordnung über das umweltgerechte Verhalten in der Seeschifffahrt - Ordinance About Environmentally-Conscious Conduct in Maritime Navigation |
| SektVO | N53 | 04.2016 | 02.2024 | Ordinance for the Awarding of Public Procurement Contracts in the Areas Transport, Potable Water Supply, and Energy Supply (Sektorenverordnung - Utilities Award Ordinance) |
| SprengG | N54 | 09.2002 | 03.2023 | Explosives Act - Act About Materials Prone to Explode (Sprengstoffgesetz) |
| TA Lärm (Noise Control Guidelines) | N55 | 08.1998 | 06.2017 | Sixth General Admin. Directive for the Federal Emissions Control Act; Technical Instruction for the Protection Against Noise |
| TA Luft (Air Pollution Control Tech. Guidelines) | N56 | 08.2021 | | New Draft of the First General Admin. Directive for the Federal Emissions Control Act; Technical Instruction for the Prevention of Air Pollution |
| UIG | N57 | 10/2014 | 02.2021 | Environmental Information Act (Umweltinformationsgesetz) |
| UVPG (Environmental Impact Assessment) | N58 | 03.2021 | 05.2024 | Environmental Impact Assessment Act |
| VerpackG | N59 | 07.2017 | 10.2023 | Verpackungsgesetz - Act About Bringing into Circulation, Return, and High-Quality Recycling of Packaging |

| Abbreviation | Ref. | Latest Version | Last Amended | Title of the Law/Ordinance |
|---------------------------------|------|----------------|--------------|--|
| WaStrG | N60 | 05.2007 | 12.2023 | Federal Waterways Act |
| WHG | N61 | 07.2009 | 12.2023 | Water Resources Management Act (Wasserhaushaltsgesetz) |
| WRegG | N62 | 07.2017 | 06.2023 | Act on the Implementation and Operation of a Registry for Securing Competition for Public Procurement Contracts and Concessions (Wettbewerbsregistergesetz) |
| WRegV | N63 | 04.2021 | | Ordinance on the Operation of a Registry for Securing Competition for Public Procurement Contracts and Concessions (Wettbewerbsregisterverordnung) |
| Private-Law Stipulations | | | | |
| ANB-DE | P1 | 01.2021 | | Allgemeine Nutzungsbedingungen der JadeWeserPort Realisierungs GmbH & Co. KG (General Terms of Use of JadeWeserPort Realisierungs GmbH & Co. KG) |
| GVZ-Ordinance | P2 | 01.2019 | | Ordinance for the Güterverkehrszentrum (Cargo Transport Center) at JadeWeserPort |
| JWP-HBO de | P3 | 04.2020 | | Hafenbenutzungsordnung (Port Usage Regulation) of the JadeWeserPort Realisierungs GmbH & Co. KG |
| JWP-NBS-AT / JWP-NBS-BT | P4 | 01.2024 | | Conditions for the Usage of the Service Facilities of the Container Terminal Wilhelmshaven JadeWeserPort-Marketing GmbH & Co. KG (General Part and Special Part) |

| Abbreviation | Ref. | Latest Version | Last Amended | Title of the Law/Ordinance |
|----------------------------|------|----------------|--------------|---|
| JWP-NB-2018 | P5 | 06.2018 | | Terms of Use of the JWP Portal JadeWeserPort-Realisierungs GmbH & Co. KG |
| SABP | P6 | 08.2020 | | Ships' Waste Management Plan of the JadeWeser-Port Realisierungs GmbH & Co. KG |
| Information Leaflet MARPOL | P7 | 07.2024 | | JadeWeserPort – Container Terminal Wilhelmshaven Information - Handover of waste(s) pursuant to MARPOL V |

| Abbreviation | Ref. | Latest Version | Last Amended | Title of the Law/Ordinance |
|--|------|--|--------------|--|
| Upcoming Legislation(s) | | | | |
| Act on the Implementation of Directive (EU) 2022/2464 of the European Parliament and Council dd. December 14, 2022 for the amendment of Ordinance (EU) No. 537/2014 and Directives 2004/109/EC, 2006/43/EC, and 2013/34/EU regarding the sustainability reporting of companies | | 07.2024 (Synopsis of the Government Draft) | | Directive (EU) 2022/2464 of the European Parliament and Council dd. December 14, 2022 for the amendment of Ordinance (EU) No. 537/2014 and Directives 2004/109/EC, 2006/43/EC and 2013/34/EU regarding the sustainability reporting of companies Status of the Legislation Process(es): Parliamentary Process(es) |

Table 4 Register of Significant Environmental Aspects

| No. | Area | Impacts on | Responsible Department/External Organization | Applicable Legal Regulations/Laws (Ref.) | Purpose of the Laws | Controlling Measures of the JWP |
|--|--|--|---|--|--|---|
| Engineering and Consulting Department | | | | | | |
| 1 | Maintenance Dredging | Biotope Sea; Sea Floors; Water Quality; Ambient Noise, Air Quality | JWP: Engineering and Consulting Department Wasserstraßen- und Schifffahrtsamt (Waterways and Shipping Office) Weser-Jade-Nordsee | I1; I2; I4; I8; I9; I12; I15; I19; I26; N30; N32; N42; N45; N46; N48; N49; N50; N52; N53; N55; N58; N60; N61; | Regulation of Dredge Work Directive for the Maintenance of Water Depths | Monitoring of Dredge Amounts and Water Depths |
| 2 | Port Construction & Maintenance of the Existing Facility | All Parts of the Environment | JWP: Engineering and Consulting Department | I1; I2; I3; I4; I7; I8; I9; I10; I11; I12; I15; I18 N5; N6; N7; N11; N12; N13; N14; N15; N16; N19; N20; N21; N22; | Determination of the Options for Action During Port Operation | Adherence to Construction Permits Documentation of Construction Measures |

| No. | Area | Impacts on | Responsible Department/External Organization | Applicable Legal Regulations/Laws (Ref.) | Purpose of the Laws | Controlling Measures of the JWP |
|--|--|-------------------------|---|---|---|---|
| | | | | N25; N31; N33; N34; N35; N36; N37; N39; N42; N46; N47; N48; N50; N53; N57; N58; N60; N61; N62; N63 P1; P3, P4 | | |
| Real Estate and Commercial Settlement Management Department | | | | | | |
| 3 | Operation by the Settlers (on the Terminal & Inside the GVZ) | Air, Soil, Water, Noise | JWP: Real Estate and Commercial Settlement Management JWPM Gewerbeaufsichtsamt (Trade and Industry Control Office) The Niedersachsen Ministry for Economic Affairs, Labor and Transportation | I1; I3; I4; I7; I9; I11; I12; I15; I23; I24 N3; N6; N9; N11; N12; N14; N15; N16; N19; N20; N21; N22; N25; N29; N31; N33; N34; N36; N37; N38; N40; N41; N42; N44; N45; N46; N50; N53; N54; N55; N56; | Regulations in the Area of Air Pollution During Settlement and Usage of the JadeWeserPort | Port Supervision Documentation Adding External Entities in Areas Beyond the Own Expertise |

| No. | Area | Impacts on | Responsible Department/External Organization | Applicable Legal Regulations/Laws (Ref.) | Purpose of the Laws | Controlling Measures of the JWP |
|-----------------------------------|--------------------------------|-------------------|--|--|---|--|
| | | | | N57; N58; N59; N61; N62; N63; P1; P2; P3; P4; P5; P6; P7 | | |
| Port Management Department | | | | | | |
| 4 | Cargo Handling Dangerous Goods | Air, Soil, Water | EUROGATE Customs Port Authority Control Center for the Import and Export of Certain Goods | I1; I3; I4; I7; I10; N6, N7; N9; N11; N12; N13; N14; N15; N16; N23; N26; N27; N28; N29; N34; N35; N36; N38; N39; N40; N41; N42; N45; N48; N49; N54; N56; N57; N61; P3 | Regulation of the Transshipment of Dangerous Goods in Ports Regulation of the Transport of Dangerous Goods on Shipping Routes at Sea | Inclusion of External Dangerous Goods Inspectors |
| 5 | Ships' Calls | Water, Air, Noise | JWP: Port Operation Department (Local Port Office) | I4; I6; I9; I12; I14; I15; I16; I19, I20; I22; I23; I24; I25; | Determination of Regulations for Permission of a Port Call by a Ship | Inspection of Documents/Plausibility Check |

| No. | Area | Impacts on | Responsible Department/External Organization | Applicable Legal Regulations/Laws (Ref.) | Purpose of the Laws | Controlling Measures of the JWP |
|-----|-----------------------|------------------------------|--|--|---|---|
| | | | Port Authority WSA (Water and Shipping Authority) WSP (Waterways Police / Harbor Police) | N4; N6; N9; N11; N12; N14; N15; N16; N19; N20; N21; N22; N25; N29; N31; N33; N34; N36; N37; N38; N40; N41; N42; N43; N47; N48; N50; N53; N54; N55; N56; N57; N58; N59; N61; N62; N63; P1; P3 | | Random Checks Aboard Ships by the Port Supervision |
| 6 | Ships' Waste Disposal | All Parts of the Environment | JWP: Port Management Department (Local Port Office) Port Authority Gewerbeaufsichtsamt (Trade and Industry Control Office) | I1; I8; I9; I15; I16; I24; I25 N1; N2; N6; N8; N9; N11; N12; N14; N15; N34; N36; N38; N40; N41; N42; N44; N48 | Regulation of the Ships' Waste Handover Possibilities, the Proper Disposal, and Recycling | Inspection of Documents/Plausibility Checks of the Ships' Waste Documents Random Checks Aboard Ships by the Port Supervision |

| No. | Area | Impacts on | Responsible Department/External Organization | Applicable Legal Regulations/Laws (Ref.) | Purpose of the Laws | Controlling Measures of the JWP |
|--|--|------------------------------|--|---|---|---|
| | | | Waste Removal Companies WSP (Waterways Police / Harbor Police) | P1; P3; P6; P7 | | |
| 7 | Operation of the Port Railway Facilities | All Parts of the Environment | Railway Operation Manager JWP JWP: Port Management Department EVU LEA | I12 N3; N18; N27; N53 P4 | Regulation of the Operation of Port Railways | Regular On-Site Inspections of the Rail Facilities Documentation |
| JWP Environmental Coordinator (f) | | | | | | |
| 8 | Energy Monitoring | All Parts of the Environment | JWP: Environmental Coordinator Energy Auditor | I13, I21 N17; N19; N20; N21; N24 | Rules & Regulations for the Energy Efficiency of Buildings and Other Energy Efficiency Measures | Documentation of the Energy Flows Execution of the Energy Audit |
| 9 | Sustainable Port Management | All Parts of the Environment | JWP Environmental Coordinator (f) Management | N1, N17, N19, N20, N21, N22, N43, N50, N51, N59 | Ensuring a Sustainable Port Management in All Areas | Environmental Report Certifications (PERS) |

| No. | Area | Impacts on | Responsible Department/External Organization | Applicable Legal Regulations/Laws (Ref.) | Purpose of the Laws | Controlling Measures of the JWP |
|-----|------|------------|--|--|---------------------|---------------------------------|
| | | | Environmental Strategy of JadeWeserPort | P1, P3, P4 | | |

3.3 Environmental Indicators

The impacts on the environment by the JadeWeserPort are measured with the help of various indicators. Those parameters were determined within the scope of a stakeholder dialog in 2019 and found to be meaningful.

To estimate the impacts on the environment, the following areas are considered:

- Coherence and Compensation Areas
- Mobility
- Overall Energy Consumption
- Overall CO₂ Output
- Number of Granted ESI Environmental Discounts for Ships
- The Quantity of Ships' Waste
- Rail Transshipment

The development of the parameters is presented and interpreted hereafter. Continued monitoring makes the assessment of progress from introduced measures possible.

Coherence and Compensation Areas

This environmental indicator demonstrates the relationship between compensation & coherence areas, relative to the entire area of the JadeWeserPort. In 2023, the total surface of the coherence areas measured some 243 hectares (~600 acres), in addition, there were some 143 hectares (~353 acres) in compensation areas. This is compared to 275 hectares (~680 acres) of operational areas of the JWP, not including the portion for roads.

The nature preserve area Voslapper Groden South, which is own property, has a size of 380 hectares (~940 acres). This area may potentially also be used industrially in the future. In light of this, we are already planning and building compensation areas.

Keeping in mind the size ratios, you end up with 41% of operational area versus 59% of areas dedicated to the protection of nature. If you picture this ratio with the nature protection area Voslapper Groden South (earmarked for future industrial use), you end up with 49.6% operational area versus 50.4% of areas dedicated to the protection of nature and the preservation of natural biotopes.

There is no reportable development for the years up until 2023, since the area sizes and proportional shares remain unchanged. In case the industrial utilization of Voslapper Groden South should receive a go-ahead, additional areas for the protection of nature will be set aside.

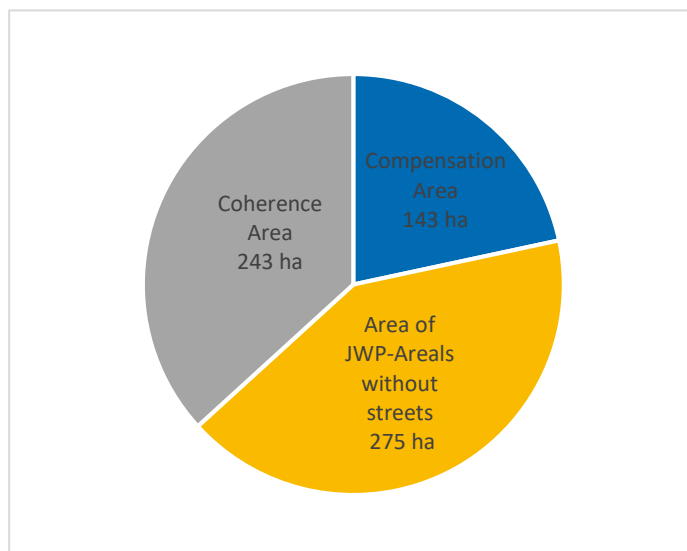


Image 4 Coherence and Compensation Area Shares

Mobility

Image demonstrates the development of the vehicle usage by driven kilometers. In addition, the output of CO₂ emissions is also indicated. The time frame from the last report was supplemented by the years 2021, 2022, and 2023. It starts with the year 2018. After the usage of vehicles had dropped (as early as 2018), the number of driven kilometers kept falling during 2019 to 55,776 kilometers. Caused in part by the Covid 19 pandemic and by the increased usage of video conferencing, only few kilometers were driven in those vehicles in 2020 and 2021, therefore, the CO₂ emissions were commensurately low. This positive trend was sustained post Covid.

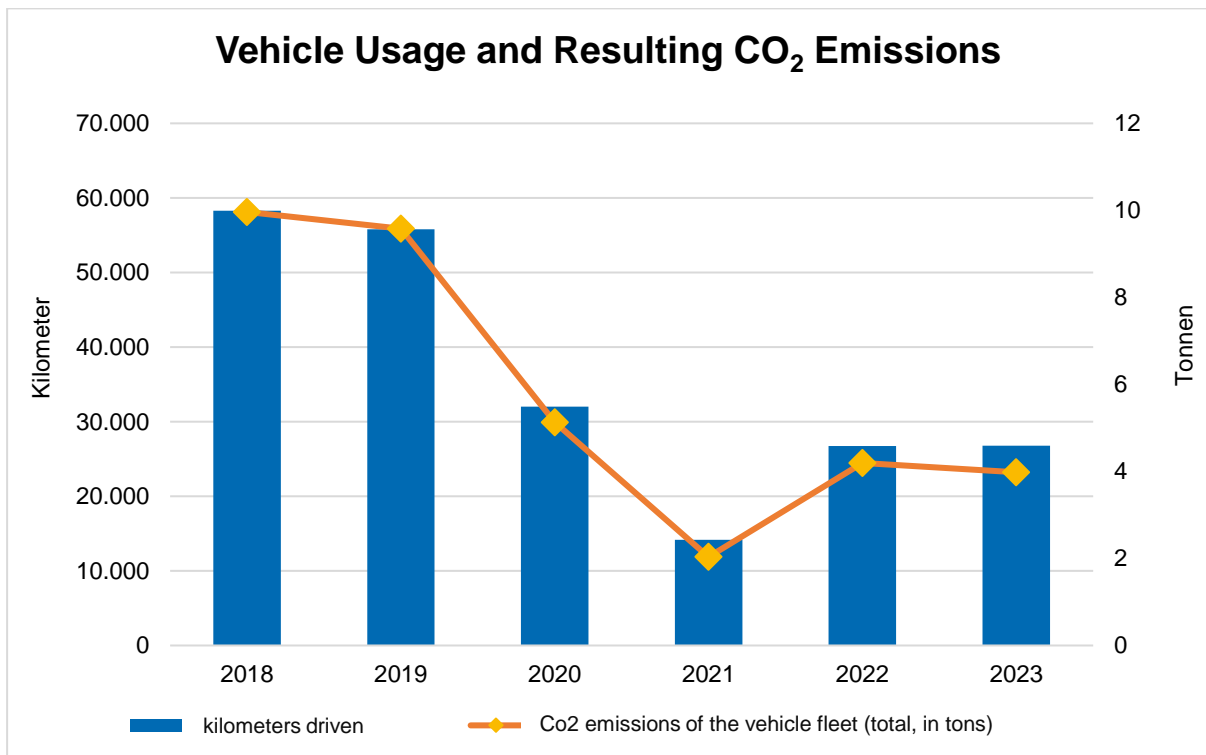


Image 5 Vehicle Usage and Resulting CO₂ Emissions

Overall Energy Consumption

The JadeWeserPort is constantly striving to reduce the energy consumption. The energy sources utilized by the JadeWeserPort companies are electricity, natural gas, and diesel. The recording and regular checks of the energy consumption data is accomplished through an energy monitoring system.

Table 5 List of the Energy Consumptions Between 2018 and 2023

| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|---------------------------------------|---------|---------|---------|---------|---------|---------|
| Energy Consumption Total [kWh] | 613.298 | 549.582 | 536.992 | 594.910 | 623.257 | 750.538 |
| Electricity Portion Thereof | 528.281 | 463.555 | 474.170 | 540.870 | 566.218 | 688.049 |

| | | | | | | |
|-------------------------------------|--------|--------|--------|--------|--------|--------|
| Natural Gas Portion Thereof | 47.511 | 49.893 | 43.544 | 46.390 | 41.284 | 47.523 |
| Diesel Portion Thereof | 37.506 | 36.134 | 19.277 | 7.650 | 15.755 | 14.966 |
| Change vs. Previous Year [%] | -2.7 | -10.4 | -2.3 | 10.8 | 4.8 | 20.4 |

We were able to continually improve our energy consumption since 2016 and the energy consumption trend developed regressively up until 2020. When you compare 2020 to 2015, we saved more than 100,000 kilowatt hours. This development can be traced back to the Covid 19 pandemic.

From 2021 on, there is an increase of the energy consumption (particularly in electric power consumption) visible. This increase chiefly stems from demand-driven (manual) heating of the rail switches. In order to secure usability and functionality of the rail switches at the staging/shunting yard, the switches are heated at night, when there is frost in the forecast. This is done 'by hand' at JadeWeserPort through the colleagues from the rail switch tower. This ensures that heat is only applied to switches that are in use. Therefore, heating is applied only when needed so that energy is not wasted needlessly. In addition, and to make sure that the switch heaters are turned on only when needed, the individual switch heaters are monitored.

Image 6 shows the development of the CO₂ footprint during the past years.

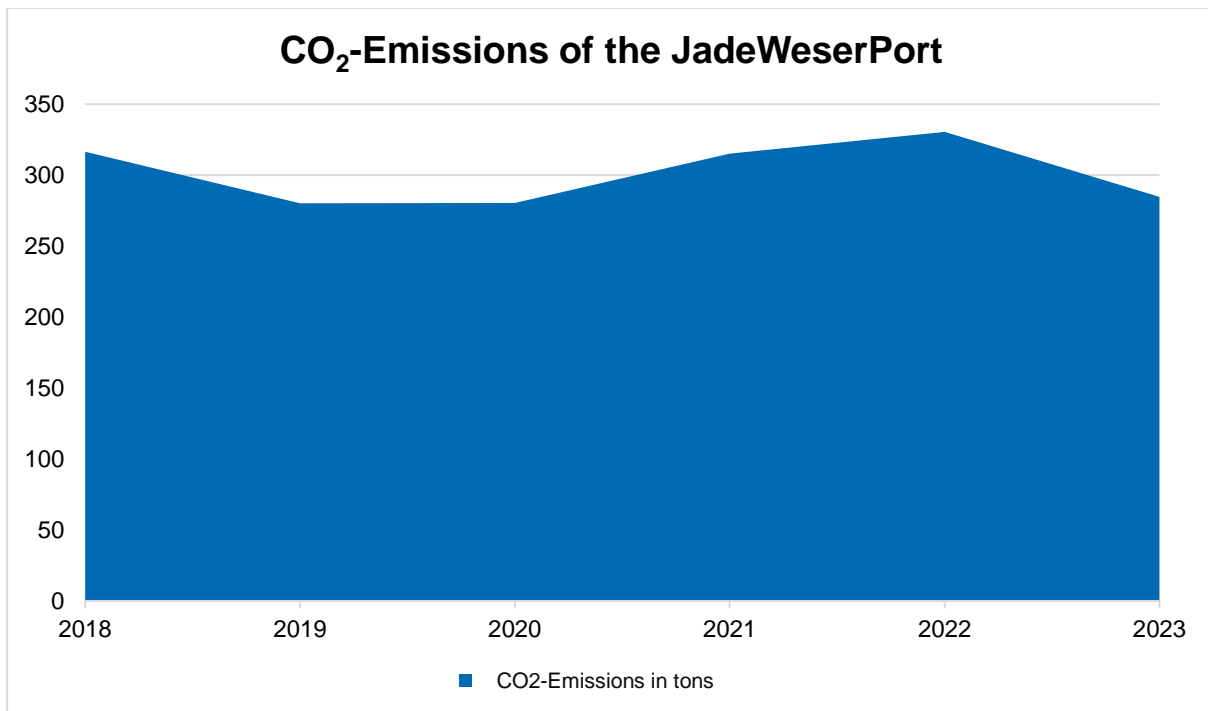


Image 6 CO₂ Emissions of the JadeWeserPort in metric tons

The reduction of the CO₂ emissions is a firm goal of JWP's Environmental Strategy. During the past few years, we were already able to observe a positive development. After a significant reduction of the CO₂ emissions from 420 metric tons in 2016 to some 320 tons in 2017, the level has since ranged between 280 and 320 tons. In order to reduce the CO₂ emissions and

energy consumptions even further in the future, we are determined to tweak some additional dials.

Environmental Discounts Granted (ESI)

JadeWeserPort is a member of the World Port Climate Initiative (WPCI) and grants a discount on the harbor dues to particularly low-emission water crafts, as long as (at the latest at the time of the incoming ship registration) the appropriate ESI Certificate is presented and the number of ESI points demanded by JWP is met. Current rebates are given to water crafts with an ESI value of 31 points or more (max. 100 points). The rebate amounts to 5% of the harbor dues, but is capped at max. €750.00.

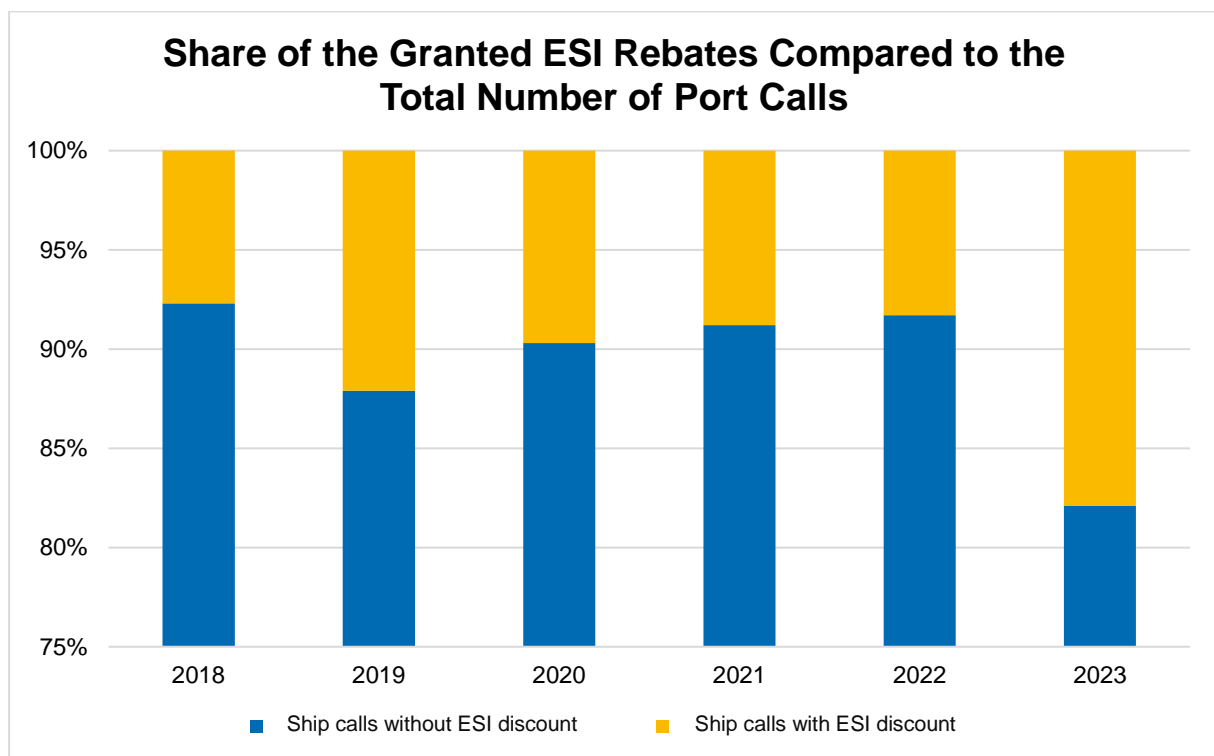


Image 7 Share of the Granted ESI Rebates Compared to the Total Number of Port Calls

Between 2019 and 2022, the share of the granted ESI rebates compared to the total number of port calls decreased by several percent points. Since 2023, the presentation of an ESI certificate is no longer required. As long as ships fulfill the minimum requirements and are listed in the ESI register, they are eligible for an ESI rebate. This has led to a significant spike in granted ESI rebates in 2023. With the increased dynamics around the topic “alternative methods of propulsion”, an increase in the number of granted ESI rebates can be expected. Alternative fuels, or the use of ships’ diesel vs. heavy fuel oil, increases the number of points a ship can score.

Ships' Waste (MARPOL)

Ships have the opportunity, in line with statutory stipulations, to dispose of ships’ waste at the JWP. For waste pursuant to MARPOL I (wastes containing oil) and MARPOL V (ships’ waste/waste similar to household waste), receptacle facilities are made available in cooperation with specialized disposal companies.

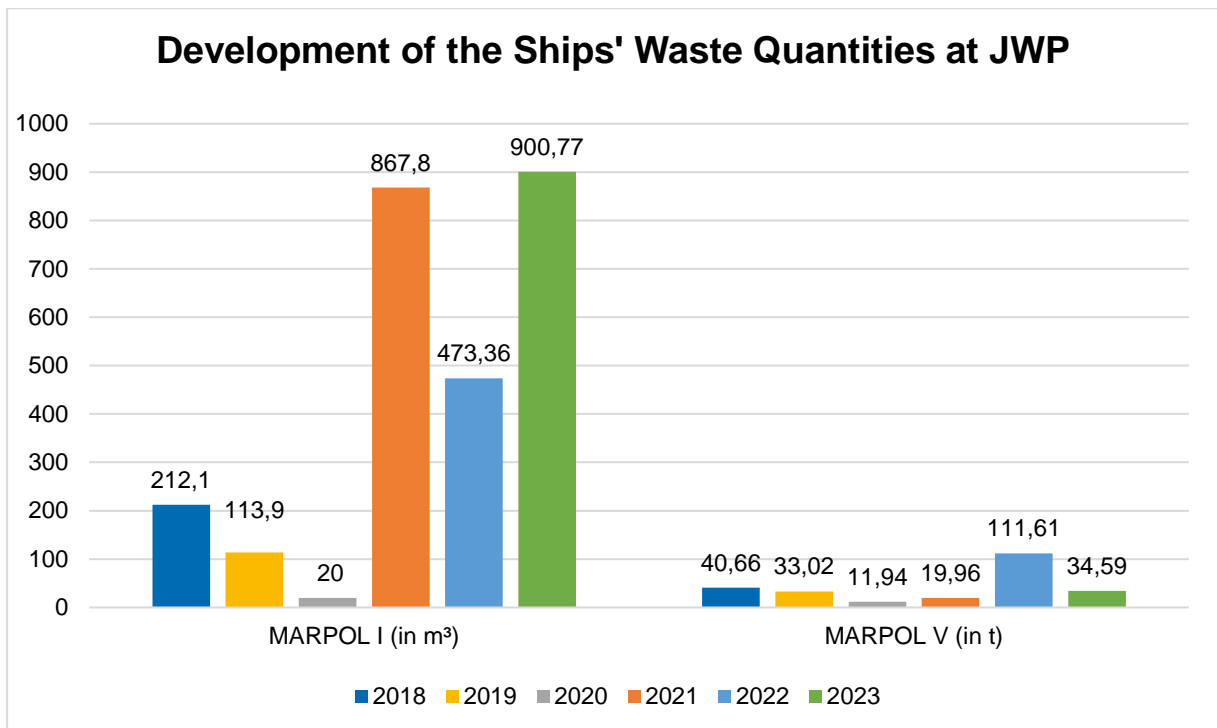


Image 8 Development of the Ships' Waste Quantities at the JadeWeserPort

The quantities to be disposed of are in direct correlation with the number of ships' calls and the type of the incoming transport. Long-distance transports, making their first call after having just completed an overseas trip, have larger quantities to dispose of. Feeder transports, on the other hand, are traveling within Europe and cover shorter distances between the individual ports. These factors also played a role at the JWP. In 2023, we re-approached the topic 'disposal of waste from ocean-going ships'. Here at the JWP, each ship has been provided with waste containers for disposal since 2023. Additional containers (if needed) can be ordered from the disposal company. The simplification of the processes is designed to motivate ships to dispose of more waste at port.

An interpretation of the numbers in respect to the eco-friendliness of the JWP is not possible. Waste disposal is regulated, therefore the opportunities for the creation of incentives for disposals is rather limited.

Rail Cargo Handling

For any port, the transport mode 'rail' is of exceptional importance. Hinterland transports by rail are eco-friendly and unburden the traffic situation on the roads.

Capturing the cargo handling quantities via JWP's port railway has already occurred since the inception of the port. The indicator 'Rail Cargo Handling' allows an insight into the modal split of the JWP and permits us to make statement about the degree of capacity utilization of the rail infrastructure. An increase of that share is viewed as positive.

Table 6 shows the development over the past years.

Table 6 Share of Rail Cargo Handling, Compared to the Overall Handling (in TEU)

| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|--|------------|------------|------------|-----------|------------|------------|
| Total Cargo Handling in TEU, Sea Cargo | 658.629 | 636.590 | 423.243 | 713.508 | 683.813 | 530.954 |
| Total Cargo Handling in TEU, Rail Cargo | 72.758 | 69.894 | 41.473 | 66.602 | 78.747 | 98.930 |
| TEU Portions by Rail | 11% | 11% | 10% | 9% | 12% | 19% |

At the beginning of our record-keeping in 2015, the share of the TEUs that were transported by rail to the JadeWeserPort, or from the JadeWeserPort to the Hinterland, made up 3% of the total cargo handling. Until 2019, the transport by rail started experiencing an uptrend. Due to the Covid 19 pandemic in 2020 and 2021, this share experienced a slight decrease down to 10% or 9%, respectively. Since 2022, we were once again able to record a significant positive development, namely an increase of 7% for a total share of now 19% in 2023.

Electrification of the rail infrastructure of the JadeWeserPort was completed in December of 2022. Concurrent with the electrification of the main rail trunk between Oldenburg and Wilhelmshaven performed by Deutsche Bahn, 4 kilometers of feeder track, plus the 16-track staging/shunting rail yard of JadeWeserPort were electrified and officially commissioned on the 7th of December. This marked the completion of the expansion measures for the hinterland rail connector of the JadeWeserPort.

4 Competencies & Resources

4.1 Organizational Structures

At JWPR, there are three areas under the corporate management. Engineering&Technical, Legal&Real Estate, and Business&Commercial Affairs. These are each subdivided into additional departments.

Our operational business is performed by the Operation Department. This also covers the Port Office, the Port Management and Port Rail.

Internal Auditing, but also Environmental Coordination are separate and acting independently. They fulfill a specialty role.

Due to slight restructuring, the QM processes are now in the area Business&Commercial Affairs.

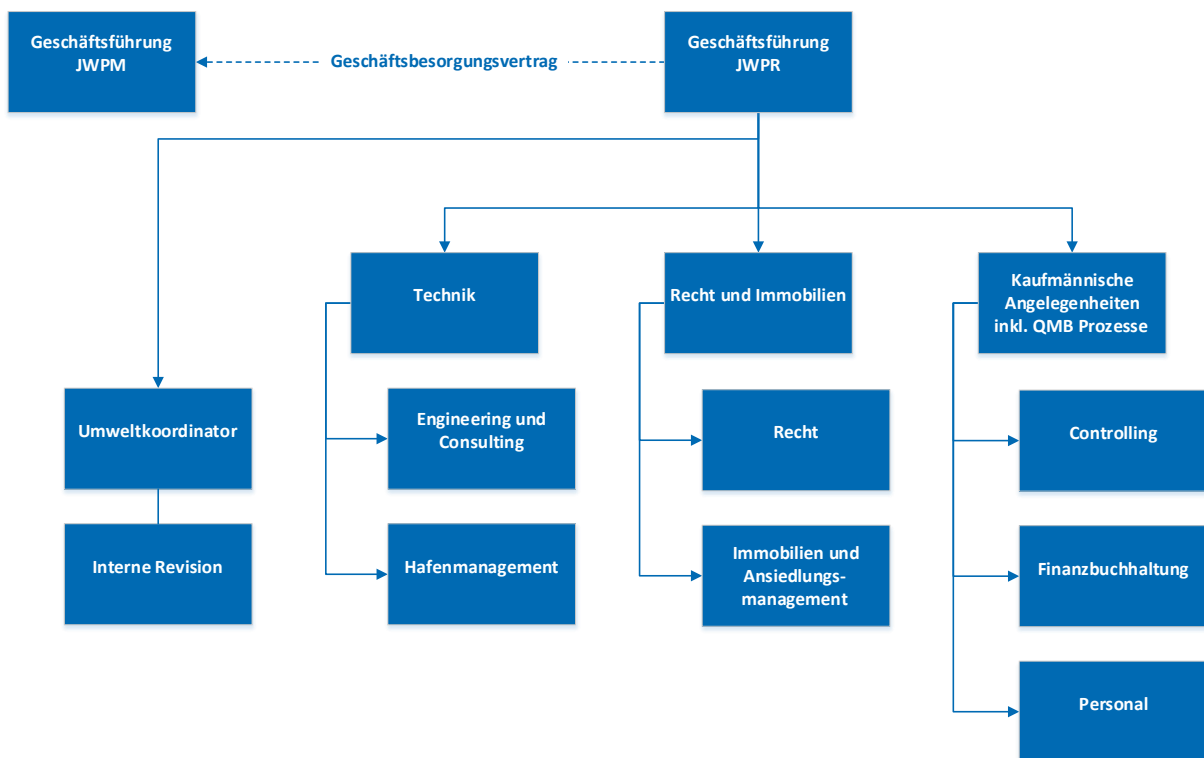


Image 9 Organizational Chart of the JadeWeserPort Realisierungs GmbH & Co. KG

4.2 Resources for Environmental Protection

For the protection of the environment, JadeWeserPort has various resources available. Those are divided into personnel (staff), financial, and material. This includes both our own resources, but also external support.

In particular the personnel resources play a significant role here. Environmental protection is only possible through proactive actions and shaping.

In the following Table 7, the resources are concisely summarized.

Table 7 Resources for Environmental Protection

| | | |
|------------------|---|---|
| Staffing-Related | • | Environmental Coordinator |
| | • | Employee(s) within the Port Management |
| | • | Employee(s) within the Port Office |
| | • | Employee(s) within the Real Estate and Planning Management |
| | • | Employee(s) within the Legal Dept. |
| | • | Employee(s) within the IT Dept. |
| | • | External assistance, when needed |
| Finance-Related | • | Purchase and Construction of Coherence Areas |
| | • | Maintenance of Coherence Areas by External Service Providers |
| | • | Measures for the protection of amphibians |
| | • | Expenses for Certifications/Audits |
| | • | Expenses for Green Area Maintenance by Service Providers |
| | • | Monitoring of the Service Providers |
| | • | Promotion of Environmentally Friendly Measures (ESI, Quiet Brakes, etc.) |
| Materially | • | Measuring Equipment (e.g. for measuring wind speed or water currents) |
| | • | Passive Buildings |
| | • | Utilization of Ground Heat |
| | • | Purchase of energy efficient devices and appliances (e.g. in the kitchen), motion sensors for lighting, faucets, etc. |
| | • | LED Lighting |
| | • | Retractable Power Supply Modules for the reduction of carbon dioxide emissions |

5 Monitoring the Measures of the Environmental Management and Verification of Adherence to Regulatory Laws

Monitoring of the environmental protection measures and compliance with the laws are central elements of a valid Environmental Strategy. Without verification, success and progress cannot be evaluated and no adjustments can be made.

The Environmental Strategy stipulates the monitoring of the environmental measures. In order to verify compliance with the law, we have introduced our own system.

Responsible for the monitoring and the execution of the checks and verifications is the Environmental Coordinator, assisted by the expert staff of each relevant area. Depending on the complexity of the task, external personnel may be consulted for verification, as well, to ensure that current standards are taken into account and to ensure constant improvement. To make sure that the requirements are met, various checks are performed within the company on a regular basis.

Image gives an overview over any processes for the compliance with the statutory stipulations. The port area is patrolled and checked multiple times a day on a regular basis by the coworkers from the Port Supervision (1.). The supervision also entails, in addition to the proper operation of the port, the inspection of the port regarding any debris and contaminations. If any irregularities are noticed, they will be recorded by the employees in the shift books and reported to the right place. Any JadeWeserPort employee is encouraged to report irregularities via reporting lists or even informally (2.). As the need arises, these coworkers are canvassing the port area.

The Port Office gathers the reports and conveys them to the department managers of the respective specialty fields, so that the problem can be remedied. Beyond that, we have regular talks with the companies established in the port area, where we can bring up the deficiencies we have noticed and we can encourage those companies to take measures to resolve those deficiencies (5.). The management is informed about the state of the port and about environmental law and other legal violations that were noticed on a monthly basis (4.). This affords us the opportunity to devise measures to ensure compliance with the law in coordination with the department managers.

Should immediate measures be required after, for instance, the discovery of acute contaminations in the area of the JWP, the documentation in the Alarm and Emergency Plan provides exact procedure and reporting instructions.

Within the scope of regularly occurring drills, the knowledge of the measures to be taken is exercised and tested (3.). The content of the drills is selected at random. These drills are documented in detail (drill minutes). Aside from the description of the drill scenario, the drill minutes also contain an assessment of the drill's course and progress, and an assessment, as to what kind of improvements could be made. After that, the responsibility for the implementation of these improvements is individually assigned

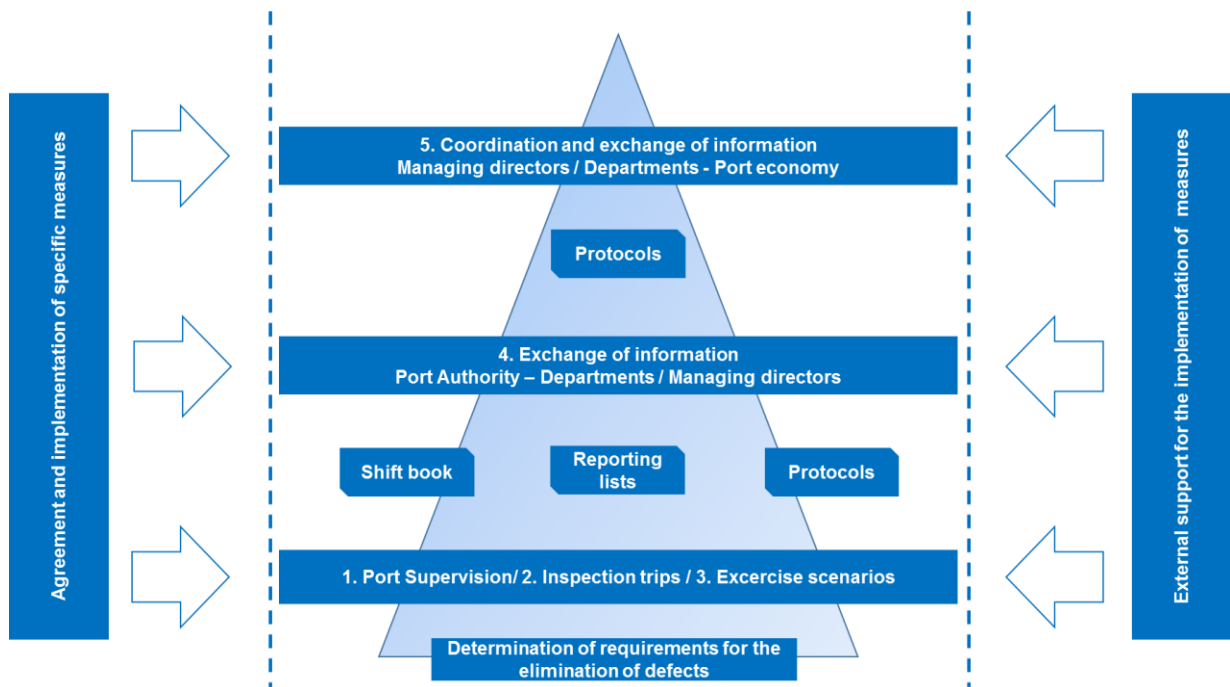


Image 10 Process Overview for the Compliance with Statutory Provisions

The formats deployed for the compliance with the law are explained hereafter one more time in detail in Image 11.

| 1. Port supervision | |
|--|--|
| Involved | Port Authority, Port Supervisor |
| Frequency | 3x daily |
| Tasks | Operational supervision and control of the port with regard to compliance with legal obligations |
| 2. Inspection trips | |
| Involved | all employees |
| Frequency | as required within the scope of the respective task fulfillment |
| Tasks | Visual inspection of the port area |
| 3. Exercise scenarios | |
| Involved | relevant employees, Port Management, Port Economy |
| Frequency | quarterly |
| Tasks | Training of all those involved in the execution of alarm and emergency management in the event of acute damage |
| 4. Exchange of information Port Authority – Departments / Managing directors | |
| Involved | Port Authority, Head of Departments, Managing directors |
| Frequency | monthly |
| Tasks | Report on violations of legal requirements and agreements on further action to remedy defects |
| 5. Coordination and exchange of information Managing directors / Departments – Port Economy | |
| Involved | Head of Departments, Managing directors, resident Businesses and Authorities |
| Frequency | ca. 6-8 weeks |
| Tasks | Report on violations of legal requirements and agreements on further action to remedy defects |

Image 11 Standard Formats Within the Environmental Management

6 Environment Report

6.1 Environmental Measures Within the Port

Our defined environmental goals are equipped with measures for their implementation. They can also be attributed to the corporate areas Operation, Planning&Development, Cooperation, Marketing, and Finance. This is also, where you find the connection to the resources for the protection of the environment. The employees are at the forefront and are the decisive force responsible for the implementation of the measures.

Measures for the Reduction of CO₂ Emissions

Especially the mobility area at the JadeWeserPort companies and the business partners or customers are responsible for the largest share of CO₂ emissions.

The companies have defined measures for the reduction of their own emissions.

The company's vehicle fleet operates on the car-sharing principle. We have a pool of cars that can be freely used by the employees for business trips. Leasing contracts ensure that we can make use of technological innovations. The pool vehicles are exchanged in regular intervals for newer models. During procurement, we also keep environmental aspects in mind. Our colleagues have been sensitized to avoid one-person trips and to only go on business-related trips, when warranted.

The area Information Technology (IT) was also added to the pool of measures. On the one hand, IT devices are also energy consumers and relevant to the environment. During procurement, we therefore look for labels and certificates, such as the “Energy Star” rating. On the other hand, we only buy new devices when the old ones quit working or can no longer be utilized due to privacy regulations. Getting away from individual devices and switching to common devices that serve the whole staff also makes a positive contribution.

Aside from the individual consumption of the IT equipment, the smart utilization of software solutions can also contribute to the reduction of CO₂ emissions. The Energy Monitoring System, an individually programmed software, enables the systematic capture of the energy flows. This is the only way to recognize streamlining potentials and derive commensurate measures. The system stands out through its in-detail structure and through capturing, down to the individual user. Here, not only the electricity consumption is taken into consideration, but also other energy sources, such as gas and fuel. Through regular checks and consulting with corporate management, the consumptions can be managed in a targeted fashion and energy efficiency measures can be prepared and fine-tuned.

In addition, the JadeWeserPort companies also believe in the Energy Overhaul for the reduction of energy consumptions. The buildings at the JadeWeserPort are only a few years old and are not the focal point of this effort. The buildings on our compensation and coherence areas, on the other hand, are a different issue altogether. These partially contain old buildings that, without being overhauled, have bad energy balance sheets. Overhauling their energy infrastructure dramatically improves their energy consumption.

Our customers and business partners can also do their share for the reduction of CO₂ emissions. With the help of incentives and technologies, we want to encourage eco-conscious behavior.

To our ship owners & operators, we offer a rebate on harbor dues for eco-friendly ships, the so-called ESI Rebate. The Environmental Ship Index is an assessment method for the classification of air-polluting emissions of a ship. The higher the ESI score, the more eco-friendly the ship. At the JadeWeserPort, we grant a 5% rebate, starting at an ESI score of 31. The development of the ESI rebates is shown in Chapter 3.3.

In addition, we also proactively offer opportunities for the reduction of air pollutants. Even when the JWP was still under construction, a potential supply of Shore Power was factored in. The electric feed-in into the board grid of a vessel makes the use of the diesel engines redundant. Particularly in view of the current push towards a comprehensive expansion of shore power facilities, we anticipate an increasing demand for shore power within the next years. Since we had already laid the infrastructural foundation for this, we will be in a position to offer shore power at the JWP, even on short notice. Aside from the supply of shore power, alternative fuels will also play a significant role at the JWP in the future. Joining work groups and initiatives had been an integral part for us to secure the sustainability of the port for years now. Recently, in addition to LNG, hydrogen has also increasingly become a discussion topic. In this regard, the JadeWeserPort companies are also going with the times.

In addition, we also offer truckers and freight forwarding companies a chance to lower their energy consumptions. With the help of Retractable Power Supply Modules, reefer containers can be supplied with power, free of charge, while still on the truck. This way, no diesel is used to power the cooling system.

Measures for the Planning and Management of New and Existing Infrastructure Facilities, Taking Into Account Environmental Points of View

The site advantages of the JWP have also shown to be effective measures for the avoidance and reduction of transport routes. The federal freeway (Autobahn) ends right at the Container Terminal, and even the rail tracks terminate directly at the terminal. This means that trucks do not have to travel any additional distances through the city or over smaller highways.

The hinterland transports via the transport mode rail are eco-friendly and are therefore always supported and encouraged by the JWP. The 16-track staging/shunting yard, and the 6-track, multimodal KV Terminal offer ideal conditions for the loading and unloading of trains. The electrification of this rail corridor and the expansion of the feeder tracks further strengthen this mode of transport and ensure the efficient utilization of the existing infrastructure. In addition, in the area Port Railway, we make sure to use weed control (when needed) that is gentle to flora & fauna.

Measures for the Management of Natural Habitats

What is taken from the environment when port facilities are built, must be returned to it at a different location. In regard to the functional compensation for intrusions into nature, the JWPR,

on behalf of the JWPM - during the course of business management - creates so-called compensation areas to compensate for changes in other areas, which creates substitute areas of similar quality. Unavoidable intrusions into the natural balance through construction projects have been successfully compensated and we were able to prove an environmental upgrade of areas. We will introduce hereafter some compensation and coherence projects. Part of these are areas immediately owned by JadeWeserPort or areas that are financed by them.

Warnsath and Möns

To compensate for the suffered loss of land caused by the construction of the railroad bed, an area of 64 hectares (~158 acres) was acquired in Warnsath and Möns. The goal of the compensation measure is to create substitute habitats for meadow-nesting birds on the one hand, and to develop a wet biotope with landscape-typical water-logged surface structures on the other hand, which are largely unencumbered by agricultural utilization. To accomplish this, previously intensively used plowed fields and cattle grazing land was extensified and turned into wetland - with a positive impact on the biodiversity, which is typical for this geographic location.

The conservation foundation Friesland-Wittmund-Wilhelmshaven looks after the areas and conducts regular monitoring.

Table 8 Development of Species in Möns und Warnsath

| Compensation Area | Special Area Character | Positive Development of Flora and Fauna |
|-------------------|-------------------------|---|
| Möns | Bogs and Swamps | Common cotton grass, pennywort, common sedge, and the purple moor grass |
| | | Pewit, bluethroat, skylark, grasshopper warbler, yellowhammer, garden warbler, chiffchaff, European willow warbler, and chaffinch |
| Warnsath | Nutrient-poor grassland | Sweet vernal grass, crested dog's tail, common self-heal, and the narrow-leaved rattle |
| | | Skylark, pewit, quail, and meadow pipit |

Langwarder Groden

The Langwarder Groden is an area of about 140 hectares, which is bordered towards the mainland by the main seawall and towards the sea by a summer dyke. By partially opening the summer dyke, one area of the Langwarder Groden was exposed again to the tidal flow. And now, an invaluable salt marsh landscape is developing. The construction of a 5 kilometer trail loop with a lookout platform and observation shelters also allows nature lovers to explore this nature experience park without disrupting the plants and animals. In 2015, the project was awarded the Silver Port Environment Award by the IAPH.

Proactive Protection of the Environment

In order to afford the development of the port with the space needed in the long run and to address the growing logistical demands, JadeWeserPort is already now proactively creating additional compensation areas, which - should the demand arise in the future - will be available to serve as coherence areas.

The main goal is the preservation of the Natura 2000 conservation area network within the EU and an early start on near-natural preparation of the areas. For this purpose, around 243 hectares (~600 acres) of land were purchased, which is gradually returned to its natural state. This includes, for instance a former clay pit in Oberhammelwarden, in which endangered species such as the common lady's mantle and the flowering rush, but also the bittern, were able to reestablish themselves successfully.

As a first step, we have re-designed a partial area in the Hemmoor area in cooperation with the local Deichband (Seawall Maintenance Organization) there, in line with the coherence requirements. Planning for additional partial areas is under way.

In April of 2024, we filed the petition for plan approval for the re-design of the areas on the peninsula "Elsflether Sand" (Elsfleth area) into coherence areas.



Image 12 Clay Pit in Oberhammelwarden

All measures are accompanied by regular monitoring so that the development of the areas can be documented. The areas are also maintained so that the compensation within the qualitative context of the "Natura 2000" network can be met.



Image 13 Measure Elsflether Sand

Measures for the Collaboration With Stakeholders of the Port Economy on the Environmental Protection

Port infrastructure operators are always part of many collaborations and partnerships. Wilhelmshaven, for instance, enjoys a long-standing tradition as Germany's energy hub. Even for the JWP Port, climate protection and Energy Transition mean new challenges and tasks. Therefore, the initiative "Energiedrehscheibe WHV 2.0" ("Energy Hub Wilhelmshaven 2.0") pursues the goal of developing Wilhelmshaven into a hub for innovative and long-term renewable energy sources. The initiative is the brainchild of leading institutions in the Greater Wilhelmshaven area and pursues the goal of developing a strong network that can help meet the climate objectives.



Image 14 Energy Hub & Jade-Weser Region

Environmental protection measures can also be realized in other areas. Particularly the consideration of environmental aspects in the collaboration with partners can have strong effects and is therefore especially important. In this context, it is not only the large projects and measures that count, but very often the small decisions.

In the area Ships' Waste, we give ships' owners & operators the opportunity for expert disposal without all the red tape.

Dredging activities are coordinated together with our customers and service providers and are performed with the least amount of intrusion to the waterways possible. Whenever possible, we use water injection procedures that do not take any material out of the water, but only inject water into sediment cavities. This loosens sediment particles that are subsequently carried off by the tide.

Environmental Protection Measures Inside and Outside of the Company

As already mentioned, environmental protection in particular is a great topic for collaboration. By communicating the environmental protection measures through internal and external stakeholders with the help of environmental reports, brochures, and training sessions for employees, we intend to encourage the protection of the environment.

You can easily find the area Sustainability on our website and it is updated in regular intervals. We also disseminate sustainability topics via social media, such as LinkedIn, where they can reach a broad audience.

But this is only a first step. With the help of brochures and flyers, we are presenting the environmental measures in a comprehensible way and we are directly targeting business partners during fairs & exhibitions and other events with them.



When communicating the environmental measures, we do not only address business partners though, but also neighboring residents and anyone interested. The planned coherence measures, for instance, were locally introduced during a citizen's dialog. In addition, we have created a newsletter that anyone interested in the measure can subscribe to.


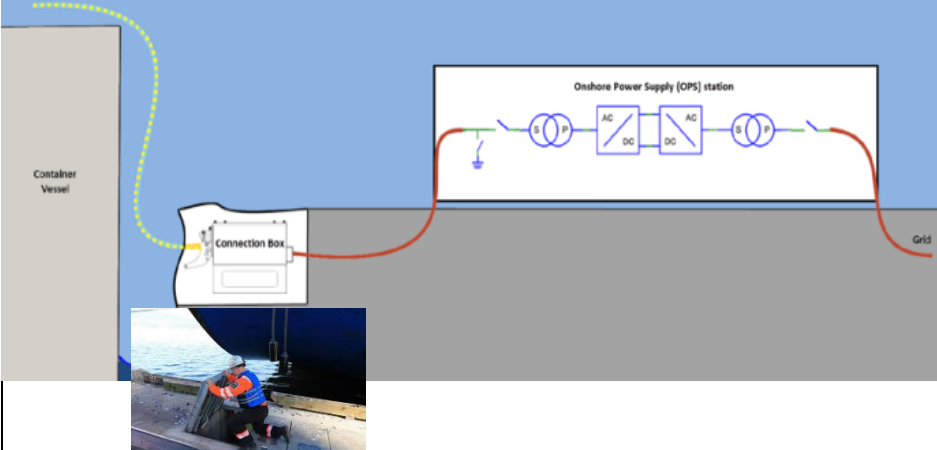
Measures for the Environmental Controlling

The creation of Input/Output Balance Sheets to obtain information for a better protection of the environment with the help of the Energy Monitoring System enables us to make detailed statements. We evaluate in regular intervals what energy streams occur in different areas. This way, we can recognize improvement potentials, spot deviations, and deduce commensurate measures.

7 Best Practices

Below, we are showcasing choice measures that JadeWeserPort takes to protect the environment.

| | | |
|-----------------------|--|--|
| Port: | JadeWeserPort |  JADEWESERPORT WILHELMSHAVEN |
| Country | Germany | |
| Contact: | Ms. Silke Lüders | |
| Position: | Environmental Coordinator | |
| e-mail: | s.lueders@jadeweserport.de | |
| Environmental Impact: | Reduction of Emissions | |
| Effect: | Exemplify / Enable / Encourage / Engage / Enforce | |
| Project/Title: | Promoting Sustainable Mobility for Employees | |
| Description | <p>We installed a publicly accessible charging station for electric passenger cars at the Services Center. This way, JWP actively supports the Traffic Transition and enables their own employees, but also the employees of commercial settlement companies on site, to charge their e-vehicles during working hours.</p> <p>On top of that, JadeWeserPorts, in collaboration with NPorts, had initiated a bicycle competition in 2023 that is still ongoing. The objective of this competition is for the employees to rack up as many miles by bike as possible. Instead of relying on motorized transportation, the participating employees performed their daily commute by bike, thereby making a contribution to reducing the environmental pollution and the CO₂ output. By holding the competition, JWP is contributing to creating a more sustainable work environment and strengthening the awareness for environmental protection. To make this even more attractive, JWP created a covered bicycle parking solution.</p> | |
| Links: | / | |
| Photos: |  | |

| | | |
|-----------------------|--|--|
| Port: | JadeWeserPort |  JADEWESERPORT WILHELMSHAVEN |
| Country | Germany | |
| Contact: | Mr. Heiko Urban | |
| Position: | Head of Real Estate and Settlement Management | |
| e-mail: | h.urban@jadeweserport.de | |
| Environmental Impact: | Reduction of Emissions and Air pollution | |
| Effect: | Exemplify / Enable / Encourage / Engage / Enforce | |
| Project/Title: | Study on the Implementation of Shore Power Systems at JWP | |
| Description | <p>PowerCon's shore power study for the JWP is based on a modular, containerized system that ensures flexibility, efficiency and future-proofing.</p> <p>PowerCon uses containerized modules containing transformers, frequency converters and switchgear to supply up to three large container ships simultaneously with 7.5 MW each. The compact design allows for space-saving installation along the quay, with existing supply tunnels to facilitate cable routing. The systems not only support shore power, but can also be adapted to future electrification requirements such as battery-powered cranes and vehicles.</p> <p>This project demonstrates how shore power solutions can bring both environmental and economic benefits and will be implemented in the near future.</p> | |
| Links: | / | |
| Photos: |  | |