

LOGISTICS PILOT

EDITION
FEBRUARY 2025



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Main Topic

Current geopolitical developments, rising costs and weakening economies are making the work more difficult for project logistic specialists, break bulk and high and heavy experts. How do they rate the situation?



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COVER: FREERKJIMINGKA
PHOTOS: MBB/JAN RATHKE, CUXPORT, BLG LOGISTICS, J. MÜLLER
PHOTO PAGE 3: 4FLOW



Kai Althoff, Chairman of the Bundesvereinigung Logistik (BVL) Board and CEO at 4flow

A BOLD NEW START

Dear readers,

European economy and society are undergoing a comprehensive transformation, and many companies, in particular, are in a state of upheaval. Business models are being adapted, decarbonisation targets implemented and digitalisation projects promoted. Supply chains are becoming more resilient and diversified. According to the latest BVL Logistics Indicator, business expectations are ultimately significantly more positive, even though the general situation remains unsettled.

BVL, too, is undergoing a transformation. With a new management team, we have set ourselves the goal of becoming – where business, politics and society are concerned – the most important network and most significant logistics issues pioneer by 2032. In October, we took a key step and broke completely new ground. For 40 years, the German Logistics Congress had been the gold standard. However, the Covid-19 pandemic showed we clearly needed a fresh start. We took the daring step of turning almost everything on its head: a new location, a new name, two events in one – and a much broader target audience. Whereas the congress is primarily aimed at top executives and deals with strategic topics, the expo gives all supply chain experts a real festival feeling – with exhibition partners, stages integrated into the space, parties and a great deal of networking opportunities. We have also completely reorganised the ticket portfolio, with day tickets and affordable expo packages. We are thrilled that the concept worked. Indeed, at the first iteration, we welcomed 30 per cent more participants than we did to the last DLC, and, moreover, we have received overwhelmingly positive feedback. Numerous first movers have already reserved space for 2025.

The organisers of the new LogisticsConnect in Bremen, due to open its doors for the first time on 6 and 7 March 2025, have followed suit. The new expert forum for break bulk and project logistics fills a gap but needs to establish itself first. Of course, we at BVL will be there ... full of optimism!

Best wishes, Kai Althoff



A TEST OF COURAGE

Bertha Benz's great journey in August 1888, which drew attention to the then still relatively unknown "automobile", could certainly be described as a test of courage. In the early hours of the morning, she and her two sons secretly set off on a cross-country trip from Mannheim to Pforzheim. Her husband Carl Benz only learned she had gone when he found her handwritten note in their kitchen that morning. When Mrs Benz returned three days later, safe and sound, she handed her husband a long list of suggestions for how to improve his 2.5 hp vehicle, including how to modify the brakes and gears. Ultimately, her journey not only caused quite a stir, it also proved to be the lasting catalyst for the rapid rise of this revolutionary mode of transport, signalling the start of her career as a pioneer of the motor car. [\(bre\)](#) ▣

PHOTO: AUTO MUSEUM OF CARL BENZ



No matter whether they are tall, wide or heavy – companies that are competing for customers in project logistics, the break-bulk segment or for high-and-heavy orders are currently facing numerous challenges. Feedback from selected experts at BBC Chartering, Karl Gross, Cuxport, Atlantik Hafenbetriebe and J. MÜLLER shows that, above all, current geopolitical developments, rising costs and weakening economies require a great deal of flexibility and courage from those concerned.

MOVING GIANTS

Ulrich Ulrichs, CEO at BBC Chartering, believes that the break-bulk sector can look to the future with fundamental optimism. The energy sector, in particular, is well positioned in both the renewable energy and the oil and gas sectors. The same applies to the mining and metals industries. However, since the associated developments vary in intensity worldwide, it is difficult to derive generally valid statements about market and freight rate developments from these trends. “While rates in Asia will rise more sharply due to high demand, I predict that the rate movement in other parts of the world will be more moderate,” forecasts the managing director of the Briese Group’s shipping company, considered the global market leader in heavy-lift and project cargo shipping.

“These rate increases have been triggered,” he continues, “by the higher costs that market players will face in the coming months.” On the one hand, a large number of multipurpose freighters are being delivered to bolster the ageing fleet, and these are over 50 per cent more expensive than the ships ordered before the Covid-19 pandemic. “On the other hand,” Ulrichs adds, “environmental costs and taxes will certainly continue to rise. This will mainly affect trade, both to and from Europe and within Europe, too.” “The ever-increasing administrative burden of these regulations and taxes further increases the overall costs facing ship owners and carriers,” he concludes. “All of these are costs that ultimately have to be paid by the customers.”

PHOTOS: J. MÜLLER, BBC CHARTERING, BREB

Nevertheless, Ulrichs feels that rising costs are not the only challenge that the break-bulk market will have to contend with in the foreseeable future. “There’s also the growing number of wars, the risk of piracy and the increasing number of international trade restrictions,” he explains. “And let’s not forget the skilled worker shortage, which is perhaps the biggest challenge of all. After all, we’ll need enough qualified and motivated employees to deal with the demands that charterers and stakeholders place on us.”



“The break-bulk sector can look optimistically towards the future.”

Ulrich Ulrichs, CEO of BBC Chartering

BBC Chartering is, however, approaching 2025 with courage and confidence. The company’s focus is on the delivery of ten “LakerMax” series vessels and additional F500-type units, which will be delivered by 2026. “The investment in the new multipurpose heavy-lift project carriers is a sign of the confidence that our owners, the Briese family, have in BBC Chartering’s project and heavy-lift business, and ensures that we have the necessary capacity to maintain our market position with modern tonnage,” Ulrichs continues. “After all, ships are generally very long-term investments and often in service for two decades or more.” →



Transshipment of wind power components on the “BBC Leer” – renewable energies are providing a boost for the break-bulk industry.



Karl Gross is using the current political developments as an opportunity to offer alternative routes and to use other modes of transport or types of ships.

“Difficult to make long-term forecasts”

According to Steffen W. Fulst, Managing Director at Karl Gross Internationale Spedition, whether project logistics are currently operating successfully depends to a large extent on the country and commodities of those involved. “It’s a question of perspective,” he says. “From a German point view, mechanical and systems engineering goods are currently facing difficulties, while wind power and renewable energies are on the rise overall,” he explains. In terms of the global trade flows that his company serves in project logistics, he has also identified a consolidation of supply chains with the USA, which has now replaced China as the key country for Karl Gross. “Plus, countries like Vietnam, Saudi Arabia and India are becoming increasingly significant. Vietnam is well on its way to becoming the ‘new China’ as a production location,” he adds.

He views the geopolitical developments around the world with concern, particularly the security situation in the Red Sea and the attacks by Houthi rebels. “As a result, many shipping companies and freight

“Countries like Vietnam, Saudi Arabia and India are becoming increasingly significant.”

Steffen W. Fulst, Managing Director at Karl Gross Internationale Spedition



forwarders are being forced to take the detour via the southern tip of Africa,” Fulst continues, “yet we also see this development as a challenge to offer our customers alternative routes and to use other modes of transport or types of ships.” In general, the current global situation means that project logistics need to tread a fine line between being courageous, making binding commitments followed by “subject to” statements. “Particularly when it comes to how long prices are valid for, such as freight costs. Here it is difficult to make long-term forecasts. A mix of Hanseatic commercial acumen, foresight and excellent market knowledge is needed here to develop resilient transport concepts that meet the customers’ requirements,” the manager explains. In this respect, it is probably an advantage for Karl Gross that the company specialises in intercontinental transport solutions and offers these by land, sea and air. “Our project teams are familiar with the unique aspects of each continent, and various suppliers in a range of countries on different continents, time differences and multilingualism are part of their daily business.”

New terminal space and inland waterway transport as an alternative

In view of the latest developments in Cuxhaven, Roland Schneider, Head of Business Development at Cuxport, is quite clear. “Our trust in the market demonstrates our courage,” he says. “This trust is reflected, among other things, in our willingness to invest in new terminal space.” This refers to the co-financing of berths 5 to 7, the construction of which began at the start of the year. From 2028, special ships for the wind industry will be able to transship their goods there over a length of 1,250 metres. Cuxport will receive the terminal concession for berths 5 and 6.1, while the contract for the adjoining terminal area 6.2 and 7 has been concluded with Blue Water Breb.

“This step increases Cuxport’s total terminal space by a further 19 hectares to 63 hectares,” says Schneider “We’re still seeing high demand for transshipment and storage capacity in the onshore and offshore wind power sectors,” he adds, with a view to project logistics. “This is not only due to our ideally suited port areas but also to the excellent connection to the A27 motorway.” Besides large quantities of onshore and offshore components, numerous transformers, trucks with components for the aviation industry, construction machinery and agricultural machinery were also handled in Cuxhaven.

“Dilapidated motorways and bridges, and inadequate parking facilities currently present a major obstacle for large and heavy goods vehicles in hinterland traffic,” Schneider warns, despite his confidence in the market. This is why the use of inland

PHOTOS: KARL GROSS, CUXPORT, ATLANTIK-HAFENBETRIEBE

“Dilapidated motorways and bridges present a major obstacle.”

Roland Schneider, Head of Business Development at Cuxport



waterway transport is currently being examined as a possible alternative for moving heavy and project cargo. “Rhenus offers its customers a significant advantage here due to the extensive services and capacities of its subsidiaries, Rhenus Partnership and Deutsche Binnenreederei, and the opportunity to map entire supply chain sections between the port and the start and destination points,” says Schneider, making the case for inland waterway transport. The latter is particularly suitable for nacelles, machine houses and tower segments in the onshore sector, but also for many other break-bulk and heavy-duty goods.

A plea for more port co-operation

From the Bremerhaven site, Stefan Nusch, Managing Director of Atlantik Hafengebiete Geuther & Schnitger (AHB), has mixed feelings when he talks about the current development of high-and-heavy volumes and the RoRo ship calls at the port. “From 2012 to 2019, around 1,500 to 1,600 deep-sea carriers moored here each year,” he explains. “Currently, the

With the new berths, Cuxport is responding to the high demand for transshipment and storage capacities in the onshore and offshore wind power sectors.



figure is between 800 and 900. This isn’t only because of the slowdown in automobile exports, the decline in tenders for major projects and the Covid-19 pandemic.” The ports of Bremen have plenty of assets to fall back on. “These include, first and foremost, the good hinterland connections from all over Europe and the trimodal connection,” he adds. “In future, though, we must also market the good communication that reigns between shipowners, customers, authorities and individual port companies more prominently and more courageously – in line with the Bremen merchants’ proverb: ‘Buten un binnen – wagen un winnen.’” Indeed, many competitors from Germany and beyond have recently been more active in their marketing and have attracted extra custom as a result.

In addition, regional competitive thinking is still very pronounced in Germany. “The German Ports idea is great, but we should implement it better,” says Nusch. For example, last year AHB demonstrated how this can be done in cooperation with EVAG Emden Verkehrs und Automotive Gesellschaft and the shipping company NYK. In view of the limited capacities in Bremerhaven, the project partners decided to transship two Liebherr LR 1800 and LR 1700 crawler cranes in Emden and transport them to Yokohama by RoRo ship. The EVAG team took responsibility for stowing the roll trailers in consultation with an AHB supervisor. “The decision to use Emden as the transshipment point proved to be an advantageous one, as it not only ensured the timely delivery of the cranes but also prevented losses in quality due to longer transport routes via other ports,” Nusch recalls fondly. In his opinion, this successful collaboration shows how important flexibility is in logistics, so optimal solutions can be found, even under difficult conditions. “I’d like to see us succeed with more collaborations of this nature in this country, in order to strengthen Germany as a business location,” the AHB manager says, outlining what he sees as a sensible future scenario. →



“The German Ports idea is great, but we should implement it better.”

Stefan Nusch, Managing Director of Atlantik Hafengebiete Geuther & Schnitger (AHB)



Bremerhaven can handle high, wide and heavy goods – but Stefan Nousch believes it should market its strengths more prominently and more courageously.

Boost from the energy transition

J. MÜLLER's cranes were in full swing last year, handling general and project cargo at Brake seaport. "Despite logistical challenges, such as the closure of a railway bridge on two occasions, 2024 was a remarkably active year for us," summarises Jörg Kaplan, Head of Sales Breakbulk Handling at J. MÜLLER. "Thanks, in particular, to its trimodal infrastructure, the port was able to offer appropriate alternatives for the transshipment of large-volume goods."

Among other things, a 134.41-tonne generator from Erfurt was loaded in Brake in 2024, ready for transport to the USA. Similarly challenging was loading tower sections from Portugal and wind turbine blades from Poland, which were destined for export to Thailand and Australia. Last year, energy transition projects also passed through the town on the Lower Weser, for example cable drums weighing up to 80 tonnes each for the Conneforde-Cloppenburg-Merzen (CCM) route network project. One current highlight is the transshipment of special pipes for a 45-kilometre-long pipeline in the Rhineland, which will be used to backfill what used to be the open-cast mining areas of Hambach and Garzweiler. Over the coming years, more than 9,000 pipes – up to twelve metres long and more than two metres in diameter – will be imported via Brake and transported by rail.

With these projects in mind, Kaplan is confident for the coming years. "Demand for project cargo will increase," he explains. "The expansion of renewable energies and the associated infrastructure will contribute to this, as will traditional investment projects." He sees Brake as a central transshipment centre for general and project cargo in the long term as well. "There's a strong infrastructure, good geographical location and committed team there," he concludes.

(bre) □



"Demand for project cargo will increase."

Jörg Kaplan, Head of Division Sales Breakbulk Handling at J. MÜLLER

The trimodal infrastructure at the Brake seaport offers the best conditions for handling large-volume goods.



PHOTOS: ATLANTIK-HAFENBETRIEBE, J. MÜLLER, J. MÜLLER/HEIDI/PINKALL

COMBINED EXPERTISE FOR A BEACON EVENT

The LogisticsConnect event gets underway at the Bremen Congress Centre on 6 March. The concept for the new conference and exhibition event was developed jointly by Congress Bremen, bremenports and the BHV – Bremische Hafen- und Logistikvertretung. Hans-Peter Schneider (M3B Managing Director), Robert Howe (bremenports Managing Director) and Dr Patric Drewes (BHV Executive Committee Member) told LOGISTICS PILOT what they feel makes the event so special.

"LogisticsConnect takes what used to be the trade fair to the next level."

Robert Howe, Managing Director, bremenports



The Bremen Congress Centre has a wide range of halls that are ideal for events like LogisticsConnect.



LOGISTICS PILOT: What kind of courage and skills are needed to establish new trade fairs and event formats on the market?

ROBERT HOWE: I don't mean to sound presumptuous, but as citizens of Bremen and Bremerhaven, we don't really need courage. What's needed more than anything is expertise, and we have plenty of that here, not only concerning break bulk, but also when it comes to hosting engaging events. Just recently, with the ENVOCONNECT sustainability congress, we at bremenports proved that fresh, innovative formats and ideas can make such an event a success. I'm convinced that we'll also be successful this time with LogisticsConnect, especially with BHV and Messe Bremen by our side.

PATRIC DREWES: Establishing a new trade fair format like LogisticsConnect definitely requires the courage to innovate and to be different from existing logistics

events. There are so many of them. We're deliberately focusing on the areas of break bulk and project logistics. This requires a deep understanding of the industry and strategic thinking to position such a new congress exhibition and make it relevant. Having the right partners is equally important ... and we do!

HANS-PETER SCHNEIDER: "Courage" is perhaps not the best term here – "justified self-confidence" and the "strength to put an idea into action" are more fitting. With our two partners, BHV and bremenports, we've formed a community that gives me the confidence that we'll position our new format on the market successfully. Both have excellent knowledge of the industry and strong national and international networks. At Messe Bremen, we know how to place products on the market. It's no coincidence that events such as "Fish international", "Jazzahead!" and our

PHOTOS: BREMENPORTS, M3BJAN RATHKE

medical congresses became internationally renowned platforms and have remained so for years. We're also using this knowledge and a strong network to launch LogisticsConnect.

LOGISTICS PILOT: How is LogisticsConnect setting new tones, and what were the key considerations in deciding to integrate the Project Logistics Expert Forum into the format?

HOWE: With the Project Logistics Expert Forum, which has always been one of Bremen's must-attend events among industry professionals, the BHV has laid the foundation for this new concept – and LogisticsConnect will go above and beyond. Besides expert talks, there'll be discussion panels, information on innovations and developments in the industry, chances for exhibitors to showcase themselves, and an overall more extensive and varied programme. It takes the old expert forum to the next level.

DREWES: We're banking on a mix of convention and trade fair – and on the excellent reputation that we at the BHV have earned with our Project Logistic Expert Forum over the past few years. Calls to expand the expert forum to include a trade fair component were getting louder and louder and we're now meeting this demand with a new location and a new concept. What *will* remain the same is the personal exchange, on equal terms, about best practices, market developments and innovations in project logistics, which participants appreciate so much.

“We're deliberately focusing on the areas of break bulk and project logistics.”

Dr Patric Drewes, BHV Executive Member



Bremen not only combines tradition and modernity but, along with Bremerhaven, is also one of Europe's most significant port and logistics hubs.

SCHNEIDER: The combination of tradition and innovation is a recipe for success that we implement at many of our events. The Project Logistics Expert Forum, which BHV brought into the “marriage”, so to speak, is already a success. Its integration into LogisticsConnect has given rise to a new, expanded format – a convention with a trade fair element and plenty of room for meeting colleagues and exchanging ideas. Apart from the popular expert talks, we're working with our two partners to expand the event into a modern conference that offers interactive discussions, practical insights into innovations and trends, a wide range of exhibitors and a supporting programme that enables networking at a high and personal new level.

LOGISTICS PILOT: Why is Bremen the ideal location for this event?

HOWE: As I was born in Bremerhaven, it was obvious that I could have envisioned the event taking place there, too ... but, in all seriousness, of course the Congress Centrum in Bremen is the perfect place for LogisticsConnect! It offers everything you could want from a modern conference. And the fact that break bulk fits Bremen like the proverbial glove can be seen everywhere in Bremen's ports. Thanks to them, we're one of Europe's largest transshipment hubs for general cargo, heavy cargo and project cargo. Our little state can boast so many people with a great deal of expertise in this segment. Bringing together all this know-how at LogisticsConnect is guaranteed to be a win-win situation for all participants.

DREWES: With our ports in Bremen and Bremerhaven, we're among the most significant port and logistics hubs in Europe. We're even the leader in project logistics here – as confirmed by our latest survey as part of the BHV-Projektlogistik-Monitor. We're delighted to share the wealth of expertise we have. The key routes in Bremen are short – not just for goods but for visitors too. And where better to party afterwards than in our beautiful old town?

PHOTOS: WFB/CARINA TANK 4505, BHV, DREWES LOGISTICS, M3B

SCHNEIDER: Bremen is not only well connected geographically, it's also a hotspot for the logistics industry in Europe. The area is home to a wealth of expertise in break bulk and project logistics – this is what sets BHV apart. Our exhibition halls and the Bremen Congress Centre offer a state-of-the-art infrastructure and versatile space that are ideally suited for events like LogisticsConnect. We've proven that Bremen is capable of hosting internationally successful events – whether it was Breakbulk Europe, the world's largest trade fair for general and heavy cargo logistics, or Space Tech Expo Europe, Europe's largest trade fair and conference for the aerospace industry. Bremen combines centuries-old tradition with modern expertise – an unbeatable mix that our guests also value very highly.

LOGISTICS PILOT: What are your expectations for LogisticsConnect?

HOWE: I hope that LogisticsConnect will develop a strong appeal far beyond Germany's borders. What major national and international significance do our ports and their performance have for our cities? Sometimes you feel that, even in traditional port cities like Bremen, not everyone knows this anymore. For this very reason, it's important to emphasise the ports and their importance for the economy in our two cities as often as possible – in Bremen and Bremerhaven and beyond our own state. LogisticsConnect has what it takes to showcase what we can do here in the north, on the one hand, and, on the other, to become a marketplace for an exchange of experience and expertise that transcends national borders. I, for one, am already looking forward to being there and welcoming customers to our ports.

DREWES: Setting up a new event of this magnitude is always a major challenge. We want to establish

Bremen and Bremerhaven are home to a wealth of shipping expertise. The region leads the way, particularly in project logistics.



“We've proven that Bremen is capable of hosting internationally successful events.”

Hans-Peter Schneider, Managing Director M3B

LogisticsConnect as an annual trade event with a clear focus on break bulk and project logistics and develop it into a leading platform for knowledge transfer and networking. At the same time, our goal is to use the congress exhibition to raise the national and international profile of Northern Germany's seaports. **SCHNEIDER:** LogisticsConnect is set to become a flagship event for the industry – a meeting place that attracts nationwide attention and sustainably contributes to strengthening our logistics location. We don't just want to offer participants a space to exchange knowledge, we also want to create a platform for initiating innovations and forging partnerships. Bremen and Bremerhaven are two cities that live with and from their ports – it's our goal to make this more visible and to showcase the expertise we have in the region proudly. As organisers, we're looking forward to an event that promotes the strength of our network and that's memorable for everyone. (bre) □



DIVERSIFICATION AS AN OPEN SECRET TO SUCCESS

In November, the Anker Schiffahrt company celebrated its 60th anniversary in Emden – and therefore six decades in which the fully owned Leschaco subsidiary has continued to expand its range of services for the automotive and paper industries as well as its expertise in port services.

Anker Schiffahrt in Emden opened its doors in 1964, the same year the Volkswagen plant was founded there. Just under six months later, in March 1965, the first ship left the Port of Emden for the US with 1,350 VW Beetles on board. “This successful partnership has continued to this day and developed into our most important mainstay,” says Jan Remmers, Managing Director of Anker Schiffahrt. Anker Schiffahrt has managed to expand its range of services gradually over the years. The first shipment of pulp was dispatched from Kotka, Finland, to Emden for the customer UPM-Kymmene in 1983,

and then in 1993 a decision was made to relocate all Finish transport of pulp, paper rolls and timber to Ostfriesland’s largest city. With this step, the maritime service provider created the foundation for its second mainstay and was therefore “out of the woods” – figuratively speaking, of course. Maritime services now round off Anker Schiffahrt’s extensive range and include clearance, stowage, the handling of ro-ro and project cargo, trimodal on-carriage and comprehensive logistics concepts. “There’s no need to reinvent the wheel. Sometimes it’s also good to take advantage of your existing expertise and invest in modernisation and your employees’ capacities,” explains Jan Remmers. To corroborate the second part of his statement, he mentions the most recent activities of the company managed by the Conrad family in Bremen. For example, Anker Schiffahrt expanded its lorry loading station for vehicle transporter loading and unloading to double the size and built a modern terminal in 2021. A new staff building was inaugurated in Emden in May 2023, which was followed by completion of a new office in May 2024, built on the foundation of the old building from 1966.

Partnerships to consolidate the market position

Like the close collaboration with Volkswagen and UPM-Kymmene, further strategic partnerships and alliances form key elements of Anker Schiffahrt’s continuous focus on market needs. For example, Autoport Emden GmbH was founded in cooperation with Volkswagen Logistics and two other shareholders in 1987. This joint venture has since imported and exported well over 20 million vehicles through the Port of Emden. There has also been a close partnership with Peter W. Lampke (PWL) and MEYER WERFT in Papenburg for many years. Another name was added to this list in late 2023, namely STE Stevedoring and Terminal Emden, a joint venture between Anker Schiffahrt and Ems Ports Agency and Stevedoring (epas). The two shareholders now pool their expertise: the first in the automotive industry and forestry products and the latter in onshore/offshore and hazardous goods logistics. Both companies will independently continue their core activities in full but, together, will also provide other companies with a wide range of services and options as part of a comprehensive package. Remmers and the two Anker Schiffahrt Authorised Officers, Sönke Kempe and Tilo Hoff, are in agreement: “We work together as a team here. All these forward-looking steps are essential for maintaining our position as a leading logistics provider in the region and as a key member of a global logistics group”.



Double the activity: whilst vehicles are waiting to be loaded in the foreground, a ship is delivering pulp from South America in the background.

No worry lines despite the current economic situation

Despite all the current issues in the German automotive market in general and at Volkswagen in particular, Remmers and his colleagues radiate a certain degree of calm. “In 2024, we transhipped 1.2 million vehicles in import and export through Autoport. And based on the current findings, we don’t expect these volumes to collapse, which VW corroborated, based on the most recent volume forecasts,” says Kempe. And not even the idea of handling forestry products can add to the worry lines on the faces of those in charge. “Paper and pulp will always be transported, even if many companies have declared themselves to be a paperless office,” says Hoff confidently. The reason for that, he suggests, is that both products are “sustainable all-rounders” and can be used not only for printed products and boxes, but also, for example, in hygiene products, textiles and

car filters. A few weeks ago, the contract with UPM-Kymmene on the handling of forestry products was extended for another three years – until the end of 2027 – which is also a perfect fit for the Anker Schiffahrt concept. In addition, contracts were concluded with another pulp supplier in South America. And just in case one of the two mainstays weakens more than expected after all, Anker Schiffahrt has a few more maritime aces up its sleeve, thanks to its diversification and wide range of port services. (bre) □

Tilo Hoff, Jan Remmers and Sönke Kempe (left to right) manage Anker Schiffahrt.



PHOTOS: ANKER SCHIFFAHRT

FACTS

ANKER SCHIFFAHRT GROUP
Wholly owned subsidiary of Lexzau, Scharbau (Leschaco)

ESTABLISHED
1956 in Bremen and 1964 in Emden

HEADQUARTERS
Emden

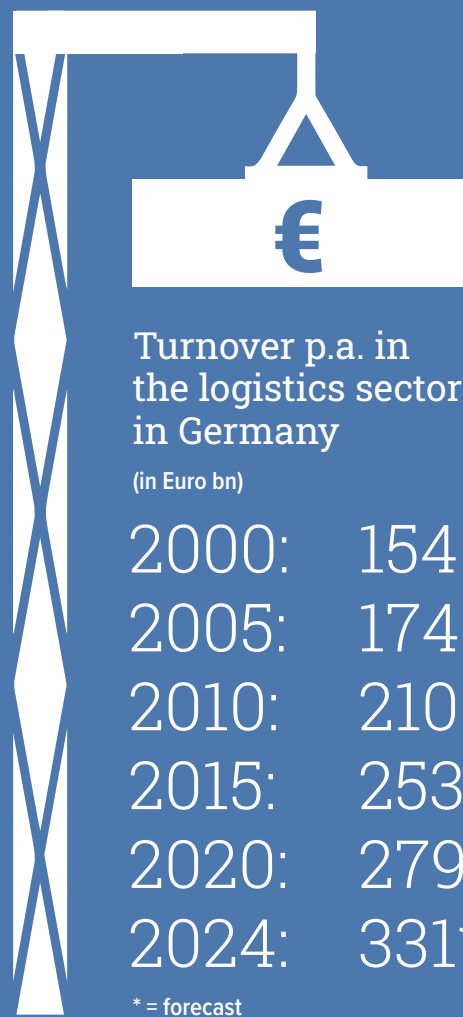
AREA(S) OF BUSINESS
Vehicle transshipment, forestry products, port services and shipping company

EMPLOYEES
Around 300, including the sister company Anker Service

More information:
www.ankerschiffahrt.de
www.ankerservice.de

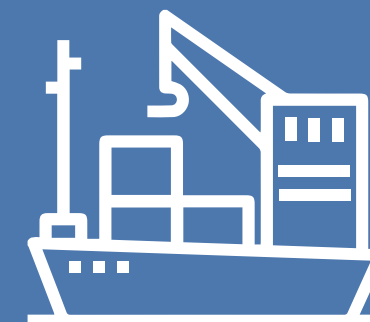
OPTIMISM, A WAVE OF NEW BUILDS AND RECORD HOLDERS

Firstly, the good news: according to the Logistics Indicator published by the Federal Association of Association (BVL) in December 2024, the logistics industry can once again look forward to a brighter future, even though the general situation remains unsettled. Nevertheless, it seems that the market players have accepted geopolitical uncertainty, volatile markets and structural crises as being the new normal. At the same time, recent figures from DNV, the classification society, show that there is some movement in the break-bulk cargo and project logistics segments. For instance, more than 600 new multipurpose freighters are on the order books to replace the ageing fleet. Last but not least, the Record Institute Germany (RID) has confirmed the records for the “heaviest object transported by road” and – in line with the current mobility revolution – for the “most enduring electric ship”.

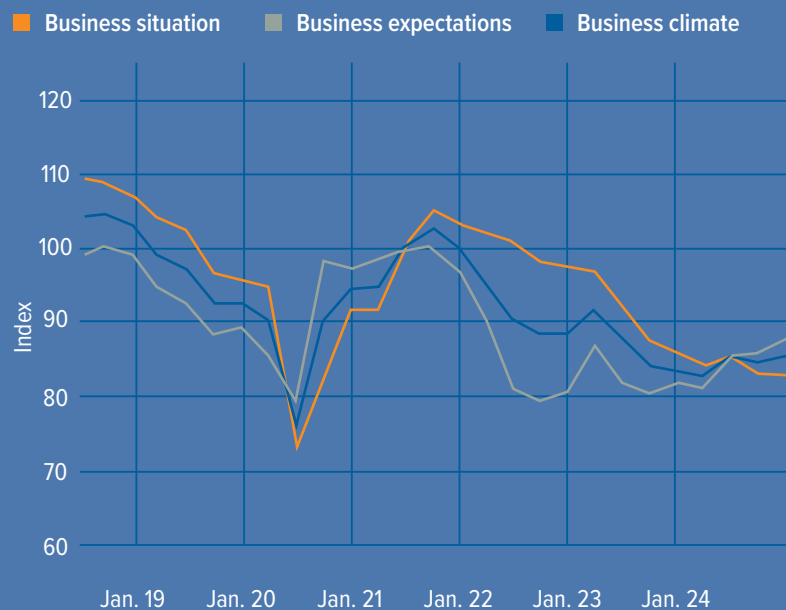


Fleet of multipurpose freighters in the world, either in service or on the order books

	Vessels	Average age in years	Order book
General Dry Cargo Ships	11,452	26.9	397
Multipurpose Dry Cargo Ships	2,530	20.2	132
Other Dry Cargo Ships	2,364	20.2	124
Total	16,346	24.9	653



Economic situation: overall indicator



THE BIGGEST SHIP IN THE WORLD

“Prelude FLNG” is 488 metres long and 74 metres wide

And, thus, the world’s largest ship. Nevertheless, the question remains as to whether a floating platform can be considered to be a ship.



The heaviest object transported by road in Germany was



The heaviest load ever transported on German roads to date was a transformer that was produced in Nuremberg and then taken to the nearest port in 2018.

The world record in this category was set in the Netherlands in 1984 when an oil platform production deck, weighing 3,805 tonnes, was transported from Zwijndrecht to the nearest port.

Key ship operators that have multipurpose vessels for project cargo

	Operating country / No. of ships / DWT		
1. BBC Chartering	Germany	91	1,241,722
2. Spliethoff	Netherlands	45	938,224
3. Cosco Shipping Specialized	China	30	965,980
5. SAL Heavy Lift	Germany	25	289,952
7. United Heavy Lift	Germany	18	288,357
8. Dship Carriers	Germany	14	194,310

137 KILOMETRES IN 18 HOURS



This world record for the longest journey made with a single battery charge was set by the electric passenger ship “Staffelseerin” on the Bavarian Lake Staffelsee in April 2024.

CUXHAVEN ADVANCES THE ENERGY TRANSITION



Deutsches Offshore-Industrie-Zentrum in Cuxhaven has assumed a prominent role in wind power expansion in the North Sea and the associated energy transition. Construction of the new berths 5 to 7, in particular, plays a key role and is due to be completed by 2028.

The expansion plans in Cuxhaven are no less ambitious than the current German government's wind power expansion objectives. Capacity should more than triple from 8 to 30 gigawatts by 2030, with a majority of the components for the new offshore facilities in the North Sea transhipped here. For context, around 3,500 large components currently arrive at berths 8 and 9 alone each year.

The maintenance and dismantling of existing wind turbines currently play another important role for the multipurpose port – and will continue to do so in the future. But even facility parts for onshore wind turbines, which are also relevant for a successful energy transformation, are transhipped here.

Construction will kick off on three new berths measuring 1,250 metres in length and offering 36 hectares of contiguous terminal space in February 2025. The result will be a gap closure between the Europakai (berths 1 to 4) and the existing offshore berths 8 and 9 in the form of a continuous quay with a water depth of up to 15.5 metres at main sea level.

To fulfil the requirements of an offshore installation port, the berths are also being reinforced to accommodate the docking of installation vessels, so-called jack-up rigs, which have movable legs that allow them to stand on the sea floor and thus accommodate the loading of ultra-heavy components. The new areas are also heavy-load-approved.

Cuxport Managing Director, Claudius Schumacher, is more than satisfied with these options. From nacelles and large, heavy monopiles up to 3,500 tonnes in weight

to rotor blades, anything can be stored and transhipped here.

The expansion had been in the pipeline for quite some time, but after the planning decision required for the construction project was approved five years ago, viable financing had to be secured. "It takes courage to develop a new concept," reports Schumacher. According to Olaf Lies, Minister for Economic Affairs, Transport, Construction and Digitalisation of Lower Saxony, it was an enormous, time-consuming undertaking that wouldn't have been possible without the support of everyone involved in the region.

In September 2024, the European Commission ultimately approved partial public financing for berths 5 to 7, with construction costs expected to be around 300 million euros. Due to the importance of the project for the national and European expansion objectives for onshore and offshore wind power, the federal and state governments will provide funding of up to 200 million euros from the Joint Task for the Improvement of Regional Economic Structures (GRW). As licence holders, Cuxport, which is in charge of the berths and terminal sections 5 and 6.1, with around 19 hectares, and Blue Water BREB, responsible for sections



Olaf Lies, Minister for Economic Affairs, Transport, Construction and Digitalisation for Lower Saxony, Holger Banik, Managing Director of Niedersachsen Ports and JadeWeserPort Realisierungsgesellschaft, and Dieter Janecek, Federal Government Coordinator for Maritime Business and Tourism. (left to right)



All large components for offshore wind turbines, including tower segments, are transhipped in Cuxhaven.

PHOTOS: CUXPORT, ANDREAS BURMANN

6.2 and 7, also with 19 hectares, will be covering the remaining construction costs of 100 million euros.

Financing is not a good model for the future

“This type of financing is an absolute novelty and works for this project, but – in my opinion – is not a good model for the future,” emphasises Schumacher. According to the requirements of the Association of German Seaport Operators (ZDS), it is essential to increase the port burden compensation from its current 38.4 million to 500 million euros per year and thus advance expansion in line with the national port strategy.

This is particularly important because future tender procedures will add to the ones already completed for new offshore wind farms. The associated role of installation port will also be accompanied by that of service port, with a range of services available for ships such as crew transfer vessels (CTVs) and service operation vessels (SOVs).

“80 per cent of the imported onshore components is already transshipped in Cuxhaven,” reports Schumacher. In other words: “There wouldn’t be an energy transition without Cuxhaven,” emphasises Roland Schneider, Business Development Manager at Cuxport. Schumacher goes on to say, “The port location will play another strategic role when it comes to dismantling existing offshore facilities in the 2030s as well as potential repowering.”

Important investment decisions taken

The investment decisions of Siemens Gamesa and Titan Wind Energy also demonstrate the high level of interest in the market. Siemens Gamesa plans to invest up to 135 million euros to equip the site for the launch

The rotor blades of modern offshore wind turbines are growing longer and longer. Initially 50 metres in length, they now measure 100 or, in some cases, even 120 metres.



of the latest generation of offshore wind turbines with an output of 14 megawatts. In addition, a grant of up to 27 million euros, also financed through GRW funds, will support these strategically important investments.

The Chinese Titan Group plans to build a monopile factory in Cuxhaven, investing up to 300 million euros. Construction of the foundation with a diameter of up to 14 metres, a length of 140 metres and a weight of 3,500 tonnes is scheduled to kick off this year, creating more than 600 new jobs in Cuxhaven alone.

The first pile will be driven in on 6 February this year, and the completed berths should be handed over to the operator in early 2028. “The announcement of the start of construction has been very well received in the market,” says Schneider, delighted. “We’re already holding initial discussions,” adds Ulf Stier, Commercial Manager at Blue Water BREB. Cuxport Managing Director, Schumacher, expects the berths to be up and running and established in the market no later than 2028, at which point transshipment of components can be begin.

Like the German wind power industry, the Cuxhaven port location is therefore extremely optimistic about the future. However, there is one condition: “In order to be able to operate as an installation port for the German expansion objectives over the long term, we hope politicians, including those of the new German government, will provide us with reliable conditions,” emphasises Schumacher. (cb) □

Business is good for Cuxhaven as an offshore port. In fact, Siemens Gamesa transshipped the thousandth nacelle here a year ago.

FACTS
DEUTSCHES OFFSHORE-INDUSTRIE-ZENTRUM CUXHAVEN (DOIZ)

QUAY LENGTH, including the new berths: 3,150 metres

TOTAL SPACE, including the new berths: nearly 60 hectares

TERMINAL OPERATORS
Rhenus Cuxport and Blue Water BREB

More information:




www.offshore-basis.de

PHOTOS: CUXPORT

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NEW HORIZONS FOR WIND POWER PROJECTS

BLG and EUROGATE have pooled their expertise in Bremerhaven and are collaborating on projects for wind power components used in onshore and offshore projects – now under the brand name Eco Power Port. At the same time, BLG is further expanding its established transshipment business for onshore wind turbines at Neustädter Hafen.

A majority of the business in Bremerhaven, with its five-kilometre riverside quay, is container transshipment. For a period of a few years around a decade ago, large components like rotor blades, towers and nacelles were also temporarily stored and pre-assembled here and then shipped off to offshore wind farms on a regular basis. After all, the geographical location directly on the North Sea is ideal.

BLG and EUROGATE now plan to revive this business at the container terminal – and in the future also at “Roter Sand” southern port – with an all-new approach. “Due to the increase in demand for port capacities, we decided to bundle our expertise,” confirms Nina Distler, who as Director of Projects and Wind Energy at EUROGATE has concentrated exclusively on this segment since 2023. “That allows us to expand our services and better fulfil our customers’ needs,” adds Johann Steffens, Customer Solutions Manager for Project Business at BLG AutoTerminal Bremerhaven.

Under the Eco Power Port sales brand, the team now markets its shared expertise, space, equipment like self-propelled modular transporters (SPMTs) and mobile harbour cranes, and qualified staff for projects in the onshore and offshore wind industry. “With its specialised port facilities, large port spaces, short distances to shipyards for the repair of offshore vessels, and the strong industrial infrastructure, Bremerhaven offers optimal conditions,” emphasises Distler. The idea is to expand this key location for offshore wind power over the long term.

“Together we can provide a wide variety of spaces,” says Steffens. “We at BLG can offer protected spaces behind the lock, while EUROGATE can offer spaces right on the Weser.” In addition, the two companies can operate as an import and export hub for onshore wind turbines and as a base port for installing offshore wind farms.

But as a service port for large components, they also plan to support their customers with transport, transshipment and storage solutions. And then there

are value-added services like equipment and the pre-assembly of components. The objective is “one face to the customer”. The customer always has access to the Eco Power Port brand’s full range of services and options.

The ever-increasing dimensions do pose a challenge. Over the past ten years, the weight and volume of the parts have nearly doubled. For instance, nacelles now weigh 400 rather than 200 tonnes, rotor blades now measure 100 – and in some cases 120 – metres in length rather than 40 or 50, and foundations now weigh around 2,000 rather than 1,000 tonnes. Segments of towers more than 140 metres tall are now assembled in a standing position at the quay.

“All that is now extremely demanding for any port,” emphasises Steffens. “Our terminal was built for container gantry cranes, not to handle heavy-duty equipment. And there are technical solutions that distribute the weight, so that the structure can handle it,” adds Distler. A feasibility study with 2,200-tonne monopiles, for which SPMTs would be used, has already been completed.

Neustädter Hafen complements Eco Power Port

Neustädter Hafen has already been established in the wind industry for more than ten years. “We’re operating at high capacity, thanks to the energy transition boom,” says Sales Director Sven Riekers. “Wind power is virtually forcing its way into the ports and requires capacities.”

From its location at Neustädter Hafen, BLG LOGISTICS always monitors the onshore wind power industry, including the Enercom facilities. “Due to our location far inland and the resulting short transport routes, we offer the ideal solution for onshore projects, in particular,” says Riekers. In addition, much has been done in Bremen to simplify oversized and heavy goods transport – for example, in terms of approval procedures, escorting and structural road access to the port.

“Wind power occupies most of the outdoor installation areas and is a big part of our high-capacity utilisation.” However, it is not just about transshipping systems themselves but also components for the electricity grids in Germany and for export. “While project cargo was once driven by oil and gas with their facilities for energy generation and pipeline systems, it’s now LNG, hydrogen and CO₂, which are also transported by pipeline,” says Riekers. And then there is CO₂-neutral systems and equipment for feeding green energy into the networks.

BLG LOGISTICS has invested several million euros to maintain its growth as a wind power port. This includes the LHM 550 mobile harbour crane, which



will be able to lift up to 144 tonnes. Available from the end of 2025, the new crane will join the ranks of another identical crane and a smaller model. Also new is another translifter tractor unit with hydraulic trailer, which can be used to move parts that are otherwise immobile around the port site.

“Eco Power Port and we complement each other well. Together we can expand the opportunities available with wind power at Bremen ports,” emphasises Riekers. “Joint projects are also an option.”

(cb) □

Further information:

www.blg-logistics.com
www.eurogate.de

Rotor blades measuring more than 80 metres in length are transhipped at Neustädter Hafen.





MOSOLF CONQUERS HIGH AND HEAVY MARKET

WILHELMSHAVEN At the BVL Supply Chain CX event in Berlin, CEO Jörg Mosolf (left) announced that, in the future, MOSOLF will also offer logistics services for vehicles larger than cars such as cranes and tunnel boring machines. The automotive logistics company is investing in multipurpose terminals at a variety of European seaports to ensure its success in the high and heavy business. For example, it has rented suitable space at the inner port of Wilhelmshaven for a period of eight years. According to Mosolf, the space is ready for operation but is still being expanded.



NEW DIRECT CONNECTION TO NINGBO

WILHELMSHAVEN The Kawa Ningbo vessel arrived at JadeWeserPort at the end of January, establishing a new direct connection (China-Europe Express) between the world's largest port – measured in total transshipments – in Ningbo, China, and Wilhelmshaven. Ahead of this first call, JadeWeserPort was able to win over a subsidiary of the Ningbo Zhoushan Port Group in October, which was the first tenant to settle at the new logistics centre at Freight Village. Thanks to this direct connection, JadeWeserPort has secured an important unique selling point unrivalled by the ports of the European North Range.



NEW COLUMBUS QUAY OPENS ITS DOORS

BREMERHAVEN Like the King of Rock 'n' Roll, the Queen once disembarked at the Columbus Quay. More importantly, however, many emigrants entered Germany at this historical location on their return to their home country. But it was the new Columbus Quay itself that took centre stage in December. According to plan – after exactly three years of construction – Kristina Vogt (r), Bremen Senator for Economic Affairs, Ports and Transformation, Melf Grantz (l), Bremerhaven's mayor, and Robert Howe (centre), bremenports Managing Director, officially opened the structure, which had been extended 20 metres further into the river. "With a price tag of just under 80 million euros, the Senate gave the green light for the largest quay structure at the Bremen ports in the past 15 years," says Vogt. "Many people worked hand in hand. This positive collaboration allowed us to finish on time and also within budget, which makes it a resounding success for us," says bremenports Managing Director Howe.

BHV: DISTINGUISHED AWARD – NEW SETTING

BREMEN This year, BHV – Bremische Hafen- und Logistikvertretung – will be presenting the BHV Project Logistics Award for the third time (photo from 2024). This award calls upon companies from industry, trade and logistics to submit innovative projects associated with project and break-bulk logistics. For the first time ever, the award will be presented at the LogisticsConnect event, which will be held at Congress Centrum in Berlin on 6 and 7 March. Until now, the award has been presented at the annual BHV Project Logistics Expert Forum in January, which has been integrated into LogisticsConnect.



SUCCESSFUL COLLABORATION FOR E-SHIP 1

AURICH/LEER Since November, Enercon has been working closely with the EMS Chartering shipping company based in Leer to load its multipurpose vessel E-Ship 1. According to the wind turbine manufacturer based in Aurich, this partnership increases the presence of the cargo ship fitted with rotor sails on the charter market and thus boosts capacity utilisation. Besides wind turbine components, E-Ship 1 also transports break-bulk cargo of all kinds. The three-deck freighter features 3,600 square metres of cargo space below deck and is equipped with two cranes.



J. MÜLLER WINS PIA

BRAKE On 5 December, Northwest MEDIENGRUPPE, responsible for the Oldenburg Land region, presented the 2024 Award for Innovative Training (PIA) in Aurich. First prize in the renowned competition, which acknowledges especially forward-looking training ideas, went to the apprentices of

J. MÜLLER in Brake. As part of a company project, "Lebenswelten" (Living Worlds), the apprentices shot several short films in which employees share their personal life stories – with their cultural and national backgrounds. The aim of the project is to promote intercultural exchange.

GRAND CROSS FOR DREEKE

BREMEN At an official ceremony in Bremen last October, the Ambassador of Finland to Germany, Kai Sauer (centre), presented the Grand Cross of the Order of the Lion of Finland to Frank Dreeke (left), Chairman of the BLG LOGISTICS GROUP Management Board and Honorary Consul of Finland. During the ceremony, Sauer emphasised Dreeke's extraordinary accomplishments in nurturing relations between Finland and Germany on an economic, cultural and social level. He has been reinforcing the existing bridges between both countries and building new ones since 2013.



ZDS: FOR MORE GOVERNMENT FUNDS

HAMBURG In December, Angela Titzrath, President of the Association of German Seaport Operators (ZDS), informed the German government in no uncertain terms that the states will need 500 million euros annually to ensure basic funding for the German seaports in the future. "A new government will need to enshrine that in its governing programme," emphasised Titzrath at the ZDS annual press conference in Hamburg. "Whether it's a secure supply, industrial success, the energy transition or the turning point, Germany's future will also be decided at the seaports," she warned with a sense of urgency.

RÖHLIG INTRODUCES LIVE POSITION CONTAINER TRACKING

BREMEN Röhlig Logistics is the first logistics provider to offer Hapag-Lloyd's Live Position real-time tracking, which it introduced in December. With this trailblazing technology, the company is expanding its digital range and providing its customers with more transparency on the location of their container transports – with a solution comparable to the tracking of parcel dispatches. "This function redefines supply chain visibility and helps both dispatchers and recipients to make well-founded, forward-looking decisions,"



says Conrad Franchi, CDO at Röhlig Logistics.



EHLERS TAKES OVER FROM DE REESE

CUXHAVEN Captain Arne Ehlers (6th from left), Managing Director of Blue Water BREB GmbH, is the new Board Chairman of the Cuxhaven Port Industry Association (HWG) and in November is taking over for Michael de Reese, who in particular had fought to finance the new berths 5 to 7. "We would like to thank Michael de Reese for his commitment to HWG," said Ehlers, who along with Cuxhaven Mayor Uwe Santjer acknowledged the services of the retiring HWG Chairman of the Board. Santjer praised de Reese's lobby work in Berlin. Cuxhaven Port Industry Association e. V. represents many companies at the port as well as the interests of the maritime industry, all with the aim of raising awareness of the location's strengths and potential and the business conducted there.

PHOTOS: MOSOLF GROUP/BLUERN LUBBE, BREMENPORTS, JADEWESERPORT, ECKHARDT, ARNDT, EMS, NIKLAS HAFEMANN, RÖHLIG LOGISTICS, BLG LOGISTICS, IHLJANNELE MARTENSEN, CUXHAVENER HAFENWIRTSCHAFT

SUPPORT FOR XXL TRANSPORT

Fenja Bierwirth founded the start-up FEEMAX in March 2024. The company based in Bremen supports the heavy haulage industry by organising transport permits and escort vehicles and planning the best routes possible for freight forwarders.



to complete the permit process in different states in just a few days," explains Bierwirth, who acquired her heavy transport equipment from MEGALIFT Bremen and has a crane driving licence herself. Her core customers include Rolf Riedel Transport- und Montage-Service based in Hamburg and Weiland Kran & Transport in Lampertheim. "Over the past several months, I've transported construction machines, transformers, steel girders, filters and more across Germany for both companies," says the 32-year-old.

Looking back at the past twelve months, she's proud of the positive way in which her company has developed as well as the fact that FEEMAX had the honour of representing Bremen at the 2024 Battle of the Federal States Start-up Contest. Each German state sends a start-up to the competition, which is organised by the House of Logistics and Mobility (HOLM) and rewards young companies for their innovations in the logistics and mobility industries. "We actually made it into the

best six. For me, that's an incentive to continue along our path, as long as I'm having fun and can provide my customers with the corresponding levels of quality," says Bierwirth, explaining her plans for her start-up. (bre) □



"I've developed an extensive network over the years."

Fenja Bierwirth,
Managing Director of FEEMAX

Just about a year ago, FEEMAX was largely a one-woman show with a promising concept, but no vehicles of its own. Today the business is a private limited company (GmbH) with ten employees who work together to implement ultra-large, ultra-long or ultra-heavy transportation – and sometimes all three together. They are supported by CC Bäuml, a system provider for heavy and special transport. "As a business partner, Bäuml advises me and is also currently training new employees for me," says Bierwirth. But it's not just the number of employees that has surged at FEEMAX. There are now six sprinters parked in the car park next to the office at GVZ Bremen, which serve as Category BF4 escort vehicles and can be used for traffic control measures.

According to Bierwirth, the number of customers has increased at a similarly dynamic pace. A key factor for that is the growing demand in the wind industry, which requires heavy transport permits for wind turbine rotors and cranes. "Fortunately, I've developed an extensive network over the years, which allows me

PHOTOS: ADOBESTOCK/ANDREAS GRUHL, MIRIAM MÜLLER, FLUTLICHT PHOTOGRAPHE

LOGISTICS CONNECT 2025

6. – 7. März 2025
Congress Centrum Bremen

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Gina Semmelhack
Head of Business Development
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PORT COOPERATION IN ACTION

BREMERHAVEN Bremerhaven has set up a consortium with the ports of Aarhus, Gothenburg and Stockholm. The goal is to provide container ships with shore-side electricity at all four sites by 2030. These four ports will receive an 18.8 million euro subsidy for their projects from the EU as part of the EU “Connecting Europe Facilities” fund, of which more than five million euros will be going to Bremerhaven. “This fits in perfectly with our ambitious land-based power expansion targets. In Bremerhaven, the plans for two new, mobile and one fixed system at the container quay and one each at the cruise terminal and the car port are currently being implemented. In the long term, corresponding systems should be available later at other berths,” reported Kristina Vogt, Senator for Economics, Ports and Transformation.



FEMALE COLLEAGUES NEEDED!

OLDENBURG With its third equality plan, presented in December and valid for three years, the port operator NPorts emphasises its long-term commitment to pursuing a fair and inclusive corporate culture. The major aspects of the plan include promoting women into management positions and improving the work-life balance. “Promoting equality and equal opportunities is a key concern for NPorts,” stated Marion Klinger (centre), who has been the Equal Opportunities Officer for the port operator for the past seven years.



FIRST PILE DRIVEN FOR NEW QUAY

BREMEN In October, the first pile was driven into the ground for the new 230-metre long quay for heavy cargo in “Kalihafen”, the industrial port of Bremen. “This future quay, along with the future-proof berths, is a clear signal that the industrial port and Kalihafen, in particular, continue to play a key role for the city of Bremen”, said Kristina Vogt (r), Bremen’s Senator for Economics, Ports and Transformation at the official kick-off. In future, it will be possible for container ships and tankers with a draught of up to 10.5 metres to dock at this quay prescribed for heavy-load cargo.



NEW PORTAL CRANE FOR BRAKE

BRAKE In October, J. MÜLLER took a new ultramodern crane into operation. According to the partners who jointly developed the crane, Liebherr and J. MÜLLER, the LPS 600 is the most powerful of its kind in Germany. It cost 7.5 million euros and was designed specifically to meet the requirements of Brake Port. “The investment in this crane is a clear sign that we are committed to strengthening the Port of Brake as a key location in our region,” said Olaf Lies, Lower Saxony’s Minister for Economic Affairs, Transport, Construction and Digitalisation.



AWAKEN THE FASCINATION FOR SEAFARING

BREMEN The maritime industry needs to do more to raise its profile among the Generation Z. This was the core message sent to the industry by around 100 participants and speakers who attended the 18th Bremen Shipping Congress. The event hosted by Bremen University of Applied Sciences (HSB), Maritime Cluster North Germany (MCN), German Maritime Centre (DMZ) and other partners focussed on current challenges facing maritime human resources. The speakers and workshops also addressed the topic of maritime security.



NEW GERMAN REPRESENTATION FOR CONTI CARWIL

BREMEN/HAMBURG M+S Mehrstens & Schwickerath, an independent liner agent, took over as the sole representative of the shipping company Conti Carwil for the German market. Conti Carwil offers regular conventional liner services from Europe to North Africa, with a focus on steel, timber and project cargos. M+S, with the managing director Christian Mehrstens, has been on the market since 1982.



MARITIME TEACHING AWARD

HAMBURG The German Maritime Centre (DMZ) presented awards for its “Excellence in Maritime Teaching” competition 2024 at the Bremen Shipping Congress in November. Third prize went to Malte Pertiet (r) who lectures in nautical sciences and maritime traffic at the Bremen University of Applied Sciences for the graduate course in Ship Management – Nautical Sciences. The award has special significance. According to Pertiet: “It shows that we’re headed in the right direction.” The first and second prizes went to Michael Rachow (l) from Wismar University of Applied Sciences and Nina Keul from Kiel University.

BORNHEIM RE-ELECTED AS VDR PRESIDENT

HAMBURG Gaby Bornheim will continue as President of the Association of German Coastal Shipowners (VDR). The MD of the Peter Döhle shipping company will remain in the position until 2027. “We are still faced with major challenges: the effects of geopolitical conflicts will continue to challenge us, and efforts to transform shipping to achieve climate neutrality must still be pursued and intensified,” stated Bornheim. The VDR Council of Executive Officers was also newly elected. Thomas Rehder and Peter Oltmann stepped down from the Council, while Peter Bagh (Oldendorff Carriers) and Stefan Jüngerhans (Reederei Jüngerhans) were appointed. Other members still on the VDR Council are: Maximilian Rothkopf (Hapag-Lloyd), Nikolaus H. Schües (F. Laeisz shipping company) and Arnt Vespermann (CPO Containerschiffsreederei).

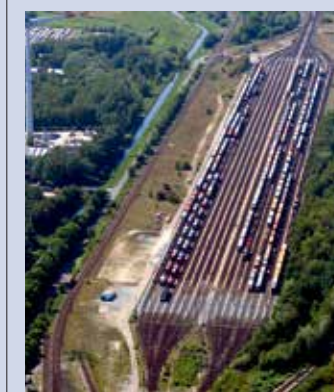


HELLMANN WITH NEW MANAGEMENT STRUCTURE

OSNABRÜCK The introduction of a new global management team at Hellmann Worldwide Logistics is aimed at raising its market share in all product areas. As a result, an additional Chief Operating Officer was appointed in January. Stefan Borggreve (2nd from right) and Madhav Kurup (r) have taken over responsibility for three product areas each, replacing Jens Wollesen, who left at the end of last year. Along with Jens Drewes (CEO) and Martin Eberle (CFO), they form the Executive Board. Borggreve was appointed CCO Road, Rail and CEP and Kurup is COO Airfreight, Seafreight and Contract Logistics.

NEW PORT RAILWAY

BREMERHAVEN In November, the Bremen Senate and the Port Committee gave the go-ahead to reinforce the Bremen Port Railway even further. The primary aim is to expand the staging capacity at Speckenbüttel station in Bremerhaven, i.e. the track systems on which trains can be assembled or “parked” for transport to or from the port. The entire project, costing around 56.1 million euros, is aimed at securing the efficiency of the port location on a long-term basis, while also supporting the ecological goals of port logistics.



BREMEN PORTS AWARDED PERS CERTIFICATE AGAIN

BREMEN In November, Bremen Ports was certified for the seventh consecutive year in line with the internationally recognised environmental management standard PERS (Port Environmental Review System). In this context, those responsible have revised their environmental strategy with the aim of converting the overseas port to CO₂-neutral operation by 2035. “With yet another PERS certificate and the ongoing development of the environment strategy, Bremen Ports are consolidating their role as pioneers in sustainable port development,” said Robert Howe, bremenports MD.

PHOTOS: ISTOCK/GEORGIE, NPORTS, J. MÜLLER, BREMENPORTS (3X), MARITIME CLUSTER NORDEUTSCHLAND, CONTI CARWIL, VDR/OLRICH PERREY, ANN GABRYTSCH, HELLMANN WORLDWIDE LOGISTICS.

2025			
SAVE THE DATE	FEB	11. 2. 2025	BHV-Hafenclub www.bhv-bremen.de Bremen, Germany
		19. – 21. 2. 2025	Transport Logistic Africa www.aircargoafrica.aero/en/ Nairobi, Kenya
	MAR	3. 3. 2025	Annual Media Conference Seaports of Niedersachsen www.seaports.de Oldenburg (hybrid), Germany
		6. – 7. 3. 2025	LogisticsConnect www.logistics-connect.de Bremen, Germany
	APR	1. 4. 2025	BHV-Hafenclub www.bhv-bremen.de Bremen, Germany
		2. 4. 2025	Hafen trifft Festland www.jadeweserport.de Enns, Austria
		8. – 10. 4. 2025	WindEurope www.windeurope.org Copenhagen, Denmark
	22. – 24. 4. 2025	Intermodal South America www.intermodal.com.br São Paulo, Brazil	
	26. – 27. 4. 2025	19th Job Fair Oldenburg www.jobmessen.de Oldenburg, Germany	
MAY	13. 5. 2025	BHV-Hafenclub www.bhv-bremen.de Bremen, Germany	
	13. – 15. 5. 2025	Breakbulk Europe www.europe.breakbulk.com Rotterdam, Netherlands	
	14. – 15. 5. 2025	Real Estate Arena www.real-estate-arena.com Hanover, Germany	
JUN	2. – 5. 6. 2025	Transport Logistic www.transportlogistic.de Munich, Germany	

Numerous exciting events have been announced and are planned. However, there may still be short-term postponements after the editorial deadline.

The information published here is subject to change. We would recommend that you check again shortly before the event is due to take place, for instance on our website www.logistics-pilot.com/event-kalender/



IMPRINT

LOGISTICS PILOT
ISSN 2195-8548

Publisher:
bremenports GmbH & Co. KG
Hafenstraße 49, 28217 Bremen
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Advertisement price list of 1.1.2023
www.bremenports.de/logistics-pilot

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

Project management:
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Julia Schwericke

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Layout: Monique Dobrzalak

Translation: translektion GmbH

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

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

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



THIS MAGAZINE IS

A JOINT PROJECT OF:

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

VOLLE KRAFT VORAUSS

VERANSTALTUNGEN IM 1. HALBJAHR 2025

29.01. | BREMEN
Smartport-Event

05.03. | LEIPZIG
Hafenfrühstück

06.03. | BREMEN
LogisticsConnect

13.03. | PRAG
Logistics Talk

27.03. | BERLIN
Frühlingsempfang

09.04. | BERLIN
Logistics Talk

22.04. | SAO PAULO
Intermodal, South America

13.05. | ROTTERDAM
Breakbulk Europe

02.06. | MÜNCHEN
transport logistic

04.06. | MÜNCHEN
Bremen-Abend anlässlich
transport logistic

26.06. | BREMEN
Festakt Hongkong Convention



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