

GATEWAY HAMBURG

PORT OF HAMBURG MAGAZINE

THE WORLD OF LOGISTICS IS ONCE AGAIN ABLE TO MEET IN-PERSON AT 'TRANSPORT LOGISTIC' IN MUNICH. THIS TRADE FAIR IS A FOCAL POINT FOR THOUSANDS OF COMPANIES – WHETHER AS EXHIBITORS OR VISITORS.



Dear Readers,

The world of logistics is once again meeting in-person at 'transport logistic' in Munich. This trade fair is a focal point for thousands of companies – whether as exhibitors or visitors. Both the Port of Hamburg and Logistik-Initiative Hamburg will be showcasing the sheer diversity of the logistics hub on their joint 'Gateway Hamburg' stand.

The companies will be presenting just how deep the Port of Hamburg has already delved into its transformation. The focus will be on its metamorphosis into a climate-neutral, more efficient port with sustainable offerings. One of the most important instruments here is digitalization. With the Santana project, the network of networks will emerge in the Port of Hamburg. All players involved in the transport process should be easily able to access or upload data and documents via a marketplace. Hamburg Port Authority and Dakosy

software house are currently setting up a test version. HHLA – Hamburger Hafen und Logistik AG is always making history, when it comes down to modernizing the port. The high level of automation at Container Terminal Altenwerder has long since been everyday business. Current projects such as HHLA Sky, a drone control station that is able to handle more than 100 drones autonomously, are far advanced there.

Parallel to this, preparations are running at full speed to develop the Port of Hamburg into an energy hub. Air Products, one of the biggest hydrogen producers in the world, and Oiltanking Deutschland announced the construction of an import terminal for green ammonia in November. This was one of the first measures for setting up a comprehensive hydrogen added-value chain. This should also include the decommissioned Moorburg coal-fired power station, where an electrolyser should be producing up to 800 MW. At the beginning of March, Hamburger Energiewerke bought the site from Vattenfall. Now Hamburg can really get down to the planning.

We would be delighted to have the opportunity of presenting the diverse range of 'Gateway

Hamburg's' offerings to you personally at 'transport logistic'. You can already gain a first impression from our magazine. I wish you a most enjoyable read. Stay curious.

AXEL MATTERN
CEO Port of Hamburg Marketing



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ENERGIEHUB BRUNSBÜTTEL

Well positioned for approaching the future

For handling in the universal Port of Hamburg, bulk cargoes take second place after containers.

BY CLAUDIA BEHREND

Bulk cargoes account for around 30 percent of the total handled in the Port of Hamburg. These consist of building materials and fertilizers, suction cargoes like wheat and feedstuffs, plus grab cargoes like coal and ore, as well as liquid cargoes consisting of oil and chemicals. Compared with container handling that accounts for 70 percent of total port volume, this segment is therefore somewhat less often in the limelight. Wrongly, for its significance should not be underestimated, among other things for the energy and raw materials supply chain as well as for trade, not just in the region but throughout Germany.

Around 36.2 million tons of bulk cargoes crossed quay walls along the Elbe last year. Suction cargoes accounted for six million tons. With 20.2 million tons, grab cargoes are generally the top category in Hamburg, while throughput of liquid cargoes totalled ten million tons. In common with other ports, throughput here was lower here on account of the war in Ukraine

and the related sanctions against Russia. In addition, the Corona pandemic caused worldwide problems with supply chains.

Irrespective of these developments, the need to substitute other energy sources for coal by 2038 – and conceivably by 2030, should withdrawal be brought forward – in the bulk cargo segment the prospects are for change. The Port of Hamburg is therefore already engaged in preparing for new products and volumes: Its transformation into a cutting-edge energy hub has already commenced.

HANSAPORT JOINS CLIENT IN GOING FOR CIRCULARITY

Preparations for a transformation are also in full swing at Germany's largest handling facility for coal, ore and building materials, Hansa Terminal. With an area of around 350,000 square metres and four berths, where up to 150,000 tons are shifted around the clock daily, this is admittedly functioning almost continuously to



30

percent of the total handled
in the Port of Hamburg are
bulk cargoes

The Hansaport bulk
terminal worked at the
limits of its capacity
last year.



© HHM / Hasenpusch Productions

Seeds are also a significant cargo for the Port of Hamburg

the limits of its capacity. To ensure that this remains so, since 2016 the company has been preparing for changing clients.

“In the past six years we have been able to gain new customers offering a substitute for the dwindling volume of coal,” reports Hansaport CEO Ben Thurnwald. One example has been the extension of logistics into Austria that compensated for the lost volume.

“Circularity is a key topic for our main shareholder, Salzgitter,” says Thurnwald. Hansaport is also pursuing the resulting targets as far as it can. “Since 2017 Aurubis, for example, has been one of our new customers. Through our port facility the company has brought slags arising as a product of copper production back into the economic cycle by using them in the building materials industry and/or as blasting agents.” An initially small volume has meanwhile reached an annual one of almost 500,000 tons, growing continuously.

Through this strategy – and in pursuit of the idea of recycling – primary and secondary building materials alike will assume growing importance for the Hamburg location. “With this strategic adjustment, Hansaport is taking on the City of Hamburg’s responsibility to offer logistics solutions for major construction projects that feature water and rail as ecological carriers,” stresses the CEO.

“Owing to the geopolitical situation, just now we find ourselves compelled to supply already decommis-

sioned power stations with coal to make essential energy available in Germany,” continued Thurnwald. The team in Altenwerder has also managed that: “Along with Hamburg Energie, one of our customers for coal, despite current demands we have been able to adapt ingoing and outgoing logistics to enable us to make available additional quantities of coal for power stations.”

Physically, switching to such new coal export countries as Colombia or South Africa presents no problems for Hansaport. Logistically, however, that’s difficult since with full utilization and more export countries, a larger number of different stores for coal, and more storage space, are required than previously.

The CEO is nevertheless confident that “We shall also surmount this challenge. Despite Corona, our team is currently doing far and away more than in ‘normal’ years.”

In parallel, Hansaport continues to prepare “to revert to our original strategy after this special situation,” and is working on plans for future utilization for this handling facility in the Port of Hamburg. For instance, interim storage of building materials is conceivable, but also of excavated soil for major Hamburg infrastructure projects – from construction of the U5 subway line to the removal of the Köhlbrand Bridge. These could equally well be bulk materials for the energy transition, from silicon for battery factories to biomass for thermal power stations. “Hansaport will also play a significant part in the bulk cargo handling field in the long-term future,” stresses Thurnwald.

Steel of top quality

voestalpine is a world leader in steel and technology, combining immense material and processing expertise. .

BY RALF JOHANNING

For smooth acquisition of raw materials for its Steel Division and Metal Engineering Division crude steel producers, the group relies on the Port of Hamburg. For manufacturing its high-quality steel products, voestalpine needs such primary raw materials as iron ore and coal. At their Linz base, voestalpine

processes the raw materials in three blast furnaces and a coke oven. Another production site with two additional blast furnaces is located at Donawitz. "Our annual purchases total more than ten million tons of ore, over 2.7 million tons of coal, one million tons of coke and about the same quantity of scrap, along with alloys, fireproof materials, electricity and gas," explains Peter Sixt, Head of Coal/Coke Purchasing for Linz-based voestalpine Rohstoffbeschaffung – raw material sourcing.

voestalpine secures some of its raw materials from domestic markets and neighbouring countries. Yet this does not suffice to cover the total volumes required. "In recent months we have adjusted our purchasing strategy to the geopolitical situation. We are now securing more coal from Australia, Colombia and the USA," says René Matscheko, CEO of voestalpine Rohstoffbeschaffung – raw material sourcing –, adding that "The current world political situation has shown how rapidly operating conditions can change in the logistics process. When sanctions against Russia came into force, that closed a major market for us and we needed to replace it rapidly. Now we are in process of expanding our raw material procurement still more resiliently."

The Port of Hamburg plays an important part here. Four years ago, voestalpine decided to import some



of its raw materials through Hamburg. "Hamburg is our gateway for raw materials arriving from the North. Here we have discovered a reliable hub on our supply chain," says Sixt. Last year alone, around 2,9 million tons of iron ore and coal reached voestalpine in Austria via the Port of Hamburg. "voestalpine alone transported 27 percent more via Hamburg. That's a new record," stresses Alexander Till, Port of Hamburg Marketing's Representative in Austria.

Throughput totalled 6.3 million tons, up by no less than twelve percent. At something over 323,000 TEU, containers handled were also slightly up on the previous year, added Till.

"We can be proud to report that in an extremely trying year bedevilled by Corona and Russia's aggressive war, we achieved records in all areas," emphasized HHM's Representative. This involved voestalpine in importing iron ore via the Port of Hamburg.

"As a primary raw material, iron ore offers us the ba-

sis for a variety of products with tailor-made characteristics," explained Monika Aschenbrenner, responsible for ore and HBI – hot briquetted iron – at voestalpine Rohstoffbeschaffung – raw material sourcing. Yet iron ore does not always mean the same product. It comes in extremely differing qualities. "The criteria for purchasing and processing of iron ore include the iron and slag content of the ore. In addition, there are the classes of pellet to be processed that play an important part in sintering and/or blast furnace exposure. To prevent any mixing of ores that would reduce quality, we transport and store different types of ore separately," says Aschenbrenner. The iron ore transported via Hamburg comes mainly from Canada, Brazil, Sweden and South Africa. It continues its journey to Austria by rail.

For voestalpine, rail is truly the carrier of choice. "For us, rail transport is the ideal solution. In collaborating with DBCargo, we have a reliable partner for our own rail resources," says Sixt. ■



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Munich's small footprint

transport logistic will be commencing this year with in-person presence once again. The lead topic throughout the fair will be sustainability.

From 9 to 12 May, logistics specialists will be gathering in Munich for the top trade fair for logistics, mobility, IT and supply chain management. For four days, everything will revolve around logistics solutions.

Also included is a comprehensive conference program. With 58 sessions, there will be around 20 percent more lectures and platform discussions than in 2019. Sustainability as a topic will colour the whole programme. The DVF – German Transport Forum will be highlighting the topic in a session in German entitled 'Adding rhythm to the world economy, meeting climate targets: How is logistics going to deliver?' Leading politicians and representatives of the logistics sector will discuss how new drive systems, alternative fuels and new production chains can make a success of the energy transition.

Whether infrastructure, supply chains, digitalization or well-qualified staff – along with expertise, many

topics on the conference program will directly or indirectly contribute towards more sustainable treatment of the environment and its inhabitants. Lecture subjects extend from meta-level geopolitical developments to the practical side of everyday corporate routine. The four forums located in the halls will cover innovative technologies and resource-saving developments. Among the items on the program are topics such as decarbonization of carriers, comprehensive e-mobility in logistics, efficient supply chains & multimodal transport, the final mile in city centres, and uniform standards for real estate and data.

Anybody wishing to learn how the Port of Hamburg and companies in the city are tackling the challenge is welcome to do so on the joint venture stand run by Port of Hamburg Marketing and Logistics Initiative Hamburg in Hall B3, stand Nos. 209/310. (red)

Hamburg companies introduce themselves

transport logistic finally returns in Munich. The show includes a joint venture stand from Port of Hamburg Marketing and Logistics Initiative Hamburg. An overview is given on pages 14-15.

30 ANHALT LOGISTICS

As a medium-sized, family-run logistics company operating throughout Europe, Anhalt Logistics offers tailor-made solutions and logistics planning for transporting and handling liquid cargoes by road and multimodally – cleanly, reliably, securely, and on time.

Our range covers road, rail and sea transport, storage and services, as well as compiling precisely suitable logistics planning.



 www.anhalt.de

ATLANTIC FORWARDING GROUP

5 Since 1979, Atlantic Forwarding Group has effectively and efficiently transported freight all over the world for its customers. The company guarantees this. From being a small, flourishing Swiss forwarder, Atlantic Forwarding Group has become a top company operating worldwide, achieving rapid and continuous growth, and expanding on all continents. This forwarding group aims to become a flexible partner, offering reliable and skilled service on all markets – and at all times.



 www.atlanticforwarding.com

L AVATAR – AN INTERREG NORTH SEA REGION PROJECT

AVATAR aims to test innovative and sustained urban freight traffic planning, using unmanned, emission-free vessels. The project investigates the potential for extending trades to rivers, canals and waterways in the urban context of the final mile.

AVATAR is a transnational innovation project, promoted by the INTERREG North Sea Region program. Logistics Initiative Hamburg is one project partner – along with nine others from four countries.




 <https://northsearegion.eu/avatar/>

13 BRUNSBÜTTEL PORTS

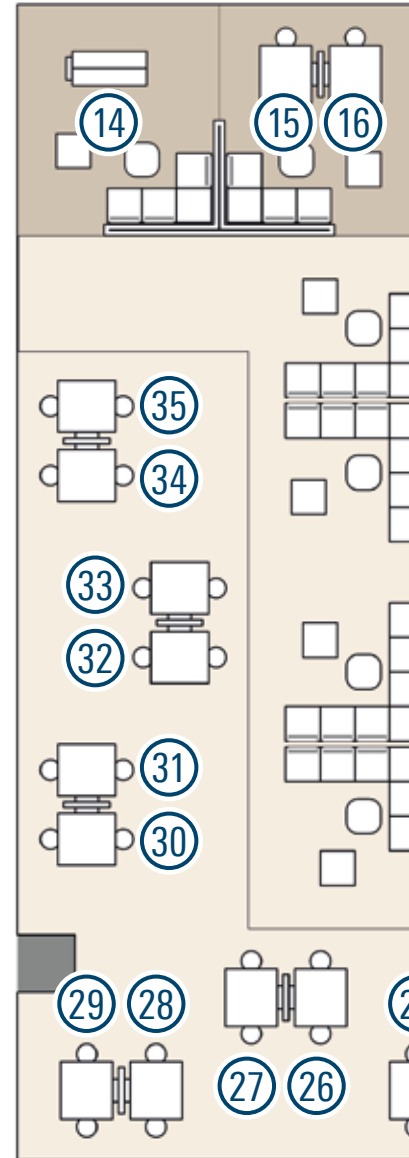
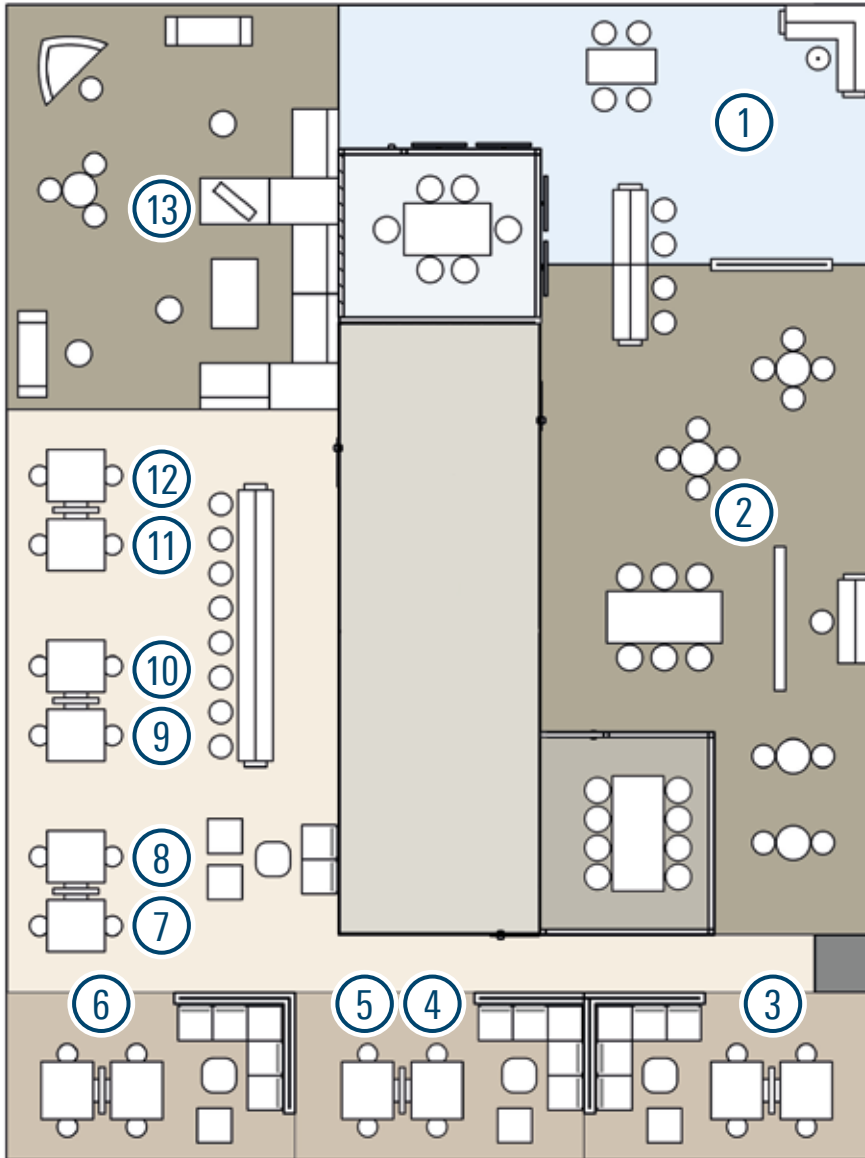
As part of the Schramm group, Brunsbüttel Ports owns and operates the ports in Brunsbüttel, including Elbehafen with intermodal links to the national and international transport networks. Its core specialities are cargo handling, storage, transhipment and project logistics.

Brunsbüttel Ports is active as port operator and logistics provider at a total of 17 locations in Northern Germany and Sweden, including the ports of Rendsburg and Glückstadt.

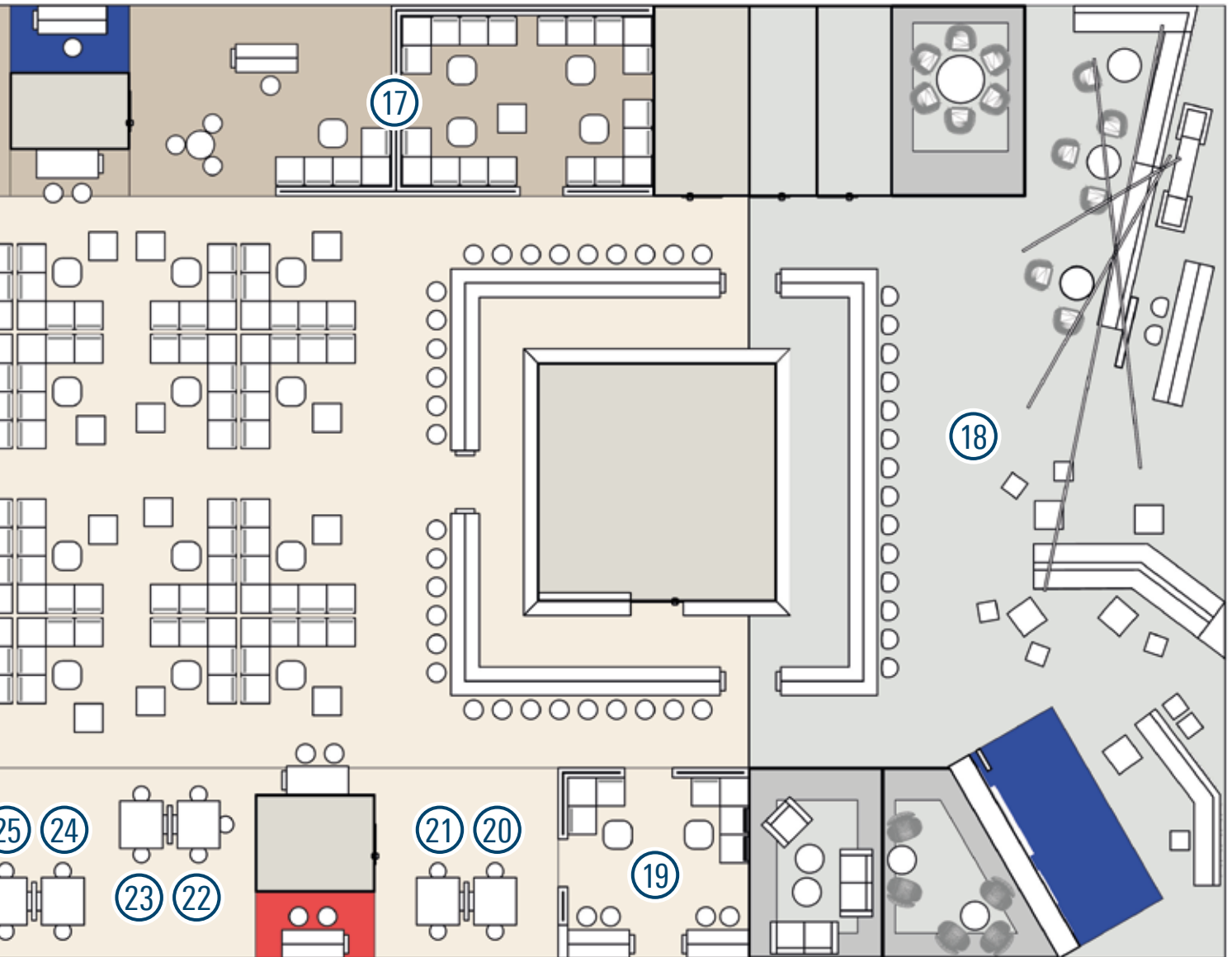


 www.schrammgroup.de

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L = These partners occupy no fixed stand location

31 CLG CONSOLIDATION & LOGISTICS

Escape delivery and capacity bottlenecks, and adopt reliable supply structures. CLG is the neutral NVOCC provider for your export and import shipments – worldwide.

Whether complete containers or single pallets – with FCL and LCL services and more than 250 destinations, the client has all transport options to hand. Air-freight, trucking and rail transport also form part of the CLG programme.

CLG's strengths: The company combines professionalism, excellent contacts and a comprehensive range of logistics with the passion of an owner-managed concern.



 www.clg-hamburg.de

19 DELFS & ASSOCIATES

Founded in Hamburg in 2005, Delfs & Associates operates in the HR consultancy and staff recruitment field throughout Germany and internationally.

Along with recruitment and provision of staff, the company offers a large number of services in HR and management consultancy. Staff skilled in these are readily available in the strategic locations of Hamburg, Bremen, Frankfurt and Munich.

Profit from a great network of potential applicant or partner companies – depending on what you are seeking from Delfs & Associates.



 www.delfs-personal.de/

6 DEUFOL SEAPORT HUB – WALLMANN

DEUFOL is the partner for needs-based industrial packing, holistic supply chain services and innovative IT solutions. With over 90 sites worldwide and around 2,300 staff, day by day Deufol offers what is the best way of meeting customers' challenges end-to-end. The company relies on a future-oriented process to ensure that supply chains for machinery and plant suppliers are not simply more digital and efficient, but also more sustainable.

DEUFOL

 www.deufol.com/de/

35 ECL EURO-CARGO-LOGISTIK KONTOR

ECL has been supplying the answer since 2004 thanks to its quality, reliability and flexibility. Centrally located in both the Port of Hamburg and Frankfurt Airport, this family-run forwarder offers comprehensive single-source logistics services – including FBA/e-commerce transactions, sea, air and land shipments, container handling and storage logistics.

On a 21,000-square-metre site, the Customs warehouse covers over 10,000 square metres. In addition, the vehicle park daily transports various freight groups, including hazardous cargoes. ECL is dedicated to supplying the world with innovative and green logistics.



 www.eclkontor.com

32 EWS GROUP

EWS Group is a professional and innovative partner for all forms of pest control, fumigation, gas measurement, ventilation and biological treatments of stored material. Innovation, partnership and transparency are firmly anchored in its corporate DNA. To be able to offer customers optimal services, its specialists constantly search for new solutions. The focus here is on customer convenience, automation and service. Along with its staff, the company pursues the vision of filling a leading position in the sector.



 www.ewsgroup.de

10 FUJITSU SERVICES

As a leading IT and telecommunications provider, Fujitsu backs up its clients on all aspects of digital transformation. We therefore combine IT services and products with such pioneering digital technologies as AI – Artificial Intelligence, IOT – the internet of things, blockchain, analytics and digital annealing, along with Cloud and security solutions – creating fresh added value along with our clients and partners.



 www.fujitsu.com/de/

18 HAMBURGER HAFEN UND LOGISTIK AG

HHLA is a European leader in logistics. With its dense seaport and intermodal network, HHLA is developing logistics and digital hubs for tomorrow's transport flows.




 www.hhla.de

L HAMBURG INVEST

Hamburg Invest is the one-stop agency for relocation and investment in Hamburg. For small and medium-sized companies, it is also a vital partner for business on all trade promotion topics. For small and medium-sized companies, especially, the company is also a crucial partner on all trade promotion topics, with a varied service range. A further speciality is marketing of urban plots for trade and industry – including plot development, applications, client contact and plot allocation. Technology- and science-based startups find their central port of call here.



 www.hamburg-invest.com

1 HAMBURG PORT AUTHORITY – HPA

Hamburg Port Authority has provided forward looking, single-source port management since 2005. HPA is the right contact for all questions relating to waterside and land infrastructure, safety and simplification of ship traffic, Port Rail-

way sites, property management, and conditions for doing business in the Port of Hamburg. HPA makes available the sites required, fulfils sovereign responsibilities and provides port business services.



 www.hamburg-port-authority.de

10 ICON INTERNATIONAL CONTAINER SERVICE

iCON has been supplying the trade with new and used containers since 1999. iCON offers a gigantic choice of special containers for a wide variety of uses. This core business is backed by a wide portfolio of services. Apart from rental, leasing and management of container fleets, these include container transport, storage and repairs. Apart from top quality, we provide first-class service for our customers, day in, day out.



 www.icon-container.de

14 IGS LOGISTICS GROUP HOLDING

For almost 50 years, IGS has optimized logistics processes – nationally, internationally and globally – with a broad range of logistics solutions. As a mid-sized, family-owned transport/logistics provider, its staff compile professional planning that combines first-class service quality with maximum reliability of supply security and calculable running times – irrespective of sector or company size, and invariably focussing on our clients' individual requirements.



 www.igs-logistics.de

24 IP CUSTOMS SOLUTIONS

This service provider is convinced that lean, automated and legally compliant processes sustainably ensure and strengthen client success. To achieve this, IP Customs Solutions combines the Customs expertise of approachable staffers with competence in framing digital and automated Customs processes. IP Customs Solutions sees itself as the partner for customers in forwarding, logistics, trade and industry – ever since 1990. We're all about Customs.



 www.ip-cs.com

20 JONES LANG LASALLE

JLL is a top international service provider in the real estate field. With the focus on searching for plots and land, marketing sites, negotiating rentals and purchases, and developing new premises for logistics and industry, it supports users, owners and buyers. Our range extends from built-up and unbuilt plots to logistics centres and storage sheds, production facilities to industrial estates. In cooperation with Miebach Consulting, since 2021 JLL Deutschland has offered its own supply chain consultancy



 www.jll.de/de/immobilienarten/industrie-und-logistikimmobilien

19 LAGERHAUS HARBURG SPEDITION

Near the port, a variety of logistics solutions, e.g. on handling imports and exports, Customs clearance and transport are provided to certified standards such as IFS, AEO, Bio and HACCP. Freight handling, storage, processing and stock protection treatment, and also disinfestation or also ensilage of products of all kinds on an area of over 80,000 square metres. For several decades, one speciality has been handling sensitive and high-quality food industry products, including a high proportion of bio products.



 www.lhs.hamburg

25 Lufthansa Industry Solutions is an IT consultancy based in Germany, Albania, Switzerland and the USA. Along with its customers, the company develops sustainable, digital solutions for business processes. Lufthansa Industry Solutions possesses many years of experience in such different sectors as aerospace, industry, transport/logistics, energy and health. This provider offers a wide range of solutions



 www.lufthansa-industry-solutions.com

L MA-CO MARITIMES COMPETENZCENTRUM

ma-co maritimes kompetenzentrum is the educational institution for the German port and maritime logistics sector. ma-co receives public funding. Under the PortSkill 4.0 – BMDV / IHATEC II project, ma-co is currently conducting research into changes in job profile and the required qualifications resulting from the process of digital transformation in the German port industry. Gerrit Küther of ma-co's top management and Thomas Lührs, heading its PortSkill 4.0 project, will be present at transport logistic to answer your questions.



 www.ma-co.de

15 NORGATEC

Norgatec sees itself as the top address in the North for all new and used floor conveyor, from stand-up stackers via forklifts to container and reach stackers. The company represents Hyster in Northern Germany. Whether for purchase, rentals, inspections or repairs – at Norgatec you'll find true professionals, quick, expert and effective, in Hamburg, Bremen, Lower Saxony, Schleswig-Holstein and Mecklenburg-Western Pomerania.



 www.norgatec.de

2 OCEAN NETWORK EXPRESS (EUROPE) LTD. GERMANY BRANCH

ONE's container fleet size is 1,505,181 TEU; the 7th largest in the world (as of June 2022). Operations are performed through a fleet of 205 vessels, including 35 ultra-large ships. ONE's vision is to be sustainable, resilient, and a trusted partner in delivering global shipping solutions.



 www.one-line.com

19 PALETTEN-SERVICE HAMBURG AG

As a production, trading and service company for loading aids, Paletten-Service is a system-relevant logistics provider, and a reliable partner for its customers. Since 2023 the company has offered all its pallets climate-neutrally, making it Germany's first pallet maker qualified for ClimatePartner's 'Climate-neutral' label. Clients not wishing to be committed to purchasing may use its high-performance pool-

ing with its pan-European network. Uncomplicated Nordic style, and Hanseatically correct!



 www.psh.ag

21 Q.BEYOND LOGINEER

logineer stands for the successful digitalization of logistics companies, worldwide. This IT service provider builds a complete digital IT infrastructure with all logistics applications, and possesses extensive expertise in sea/air freight and contract logistics. Among the services offered are consulting, implementation, system integration, everyday operations and a global help desk. The portfolio includes Office-IT, TMS/CargoWise, WMS, SAP finance and cybers security solutions.



 www.logineer.com

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12 RENDSBURG PORT

Rendsburg Port for heavy lifts is located on the Kiel Canal, the world's busiest artificial waterway. Covering 3.7 hectares, it offers terminal, preliminary storage and transshipment facilities for heavy lifts and project shipments. Two mobile harbour cranes can shift loads of up to 250 tons. Covering 50 hectares, the adjacent trading zone allows us to make numerous opportunities for settlement available.



 www.rendsburg-port-authority.de

17 SACO SHIPPING

As a neutral NVOCC service provider with a worldwide network of agents, SACO Shipping links up countries and markets. Thanks to its partners, this service provider can now offer more than 180 direct port connections plus over 400 others via transshipment. The logistics group's specialized partners ensure that all required services are represented in-house at SACO Shipping, making for short distances and saving resources.



 www.saco.de

22 SCAN-SHIPPING

Scan-Shipping was founded in 1969 and is headquartered in Copenhagen, Denmark with offices in Scandinavia, Europe, North America and Asia. Scan-Shipping is a global service provider offering a complete portfolio of shipping and logistics, including airfreight, LCL & FCL ocean freight, road and rail Transport, project cargo, warehousing, turnkey projects, etc. They also provide tailor-made end-to-end logistics solutions for the food & beverage, aid & relief, marine and aerospace industries.



 www.scan-shipping.com

L SCHUNCK GROUP

SCHUNCK is the leading insurance broker and service provider for the logistics sector. As a member of Ecclesia Gruppe, Germany's largest insurance broker for companies and institutions, offers its clients attractive conditions and outstanding subject and sector expertise in special areas, combined with the courage to systematically pursue future-focused topics. 100 percent customer focus, full commitment to the best insurance solution and top service – that's SCHUNCK.



 www.schunck.de

16 STÄDTISCHE HÄFEN HANNOVER (HANOVER PORTS)

Hanover Ports provide the regional logistics system to cater for all port and rail logistics challenges in the Hanover region. The range includes inland waterway transport – CTH, liner services to Hamburg and Bremerhaven, rail-road transport – RTH, and forwarding services such as pre- and post-carriage tours, storage and distribution.



 www.hannover.de

3 TCO TRANSCARGO

Founded in 1991 by Ingo Zemelka, TCO Transcargo is among the leading providers in cargo handling; storage, distribution and container logistics. The company owns three multifunctional terminals in the Port of Hamburg area. These offer optimal connections with all the container terminals in the Port of Hamburg and transport hubs there. With a site covering over 100,000 square metres, along with 25 sheds TCO offers more than 55,000 square metres open space for storage purposes, and its own private siding.



 www.tco-transcargo.de

7 TCU

For over 50 years, TCU has been running multi-modal railborne container services. In the seaports' hinterland, these are a key element for improving climate balance. Forwarders and shipping companies using its services make TCU their partners and pool their interests. Acting together means functioning better. That's the basis of TCU's business model, and its members share in the group's success.



 www.tcu.de

29 TIETJE GROUP

North of Hamburg, near Neumünster, 74,000 square metres of buildings for rental are being built on a 15-hectare site. A multi-user location is planned, suitable for logistics, light industrial, production or trade use.

In Itzehoe, the China Logistic Center provides complete fulfilment for leading online traders, whether for storage, order processing, picking and packing or parcel despatch – data-controlled and paperless.



 www.tietjegroup.com

9 TSIT GMBH

TSIT is a Hamburg logistics and transport provider and operates a Customs warehouse. Its experienced Customs declaration officers enable the company to provide rapid and reliable Customs clearance services. TSIT also provides comprehensive transport services, including FCL, FTL and LTL shipments and intermodal transport. The company has the use of Customs warehouses in top European ports, also offering a fulfilment service ensuring seamless warehousing and order handling.



 www.tsiteuropa.de

22 UES CHASSIS

UES leases first-class chassis and offers all-round service. This service provider is your partner in

the entire rental process, invariably finding a rapid and effective solution. Its range extends from short- or long-term rental arrangements, repairs and tyre service, to Sensolus digital asset tracking. Its services aim to optimally support shipments and load factors to ensure that planning and movement control function for clients to their lasting satisfaction.


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A helping hand towards better processes

At HHM – Port of Hamburg Marketing, our Project Department is engaged in European projects that support further development of future-oriented logistics solutions.

BY RALF JOHANNING

If you wish to implement projects, then a determination to discover something new is absolutely essential. The aim should always be to embody the lessons learned in everyday practice. The CoboTank research project, for example, addresses automated solutions for handling LNG in German inland ports. Until now, this area has been typified by the strenuous manual and physical work required. CoboTank aims to develop a partly automated cobot and a fully automated robot. Deploying a cobot should enhance both process and work safety. Where possible, the robot should be automating the loading process.

Cobotank was launched last year under the supervision of oil trader Garant. The project consortium is complemented by Deymann Tankrode Logistics, DST – Development Centre for Ship Technology and Transport Systems, Port of Hamburg Marketing, Mercatronics and the Chairs for General Psychology:

Cognition and Mechatronics at Duisburg-Essen University. In addition, the alliance partners receive support from associate partners, namely BDB – German Inland Waterway Shipping Federation and UTV – Independent Tank Farm Association.

The three-year project runs from 01.07.2022 until 30.06.2025. Funding totals around 2.75 million euros and is partly derived from the IHATEC II programme of the Federal Ministry of Digitalisation and Transport. For further details of the CoboTank research projects, see

 www.dst-org.de/cobotank

MORE FREIGHT TRAFFIC

An additional project entitled “North Sea Region Connect” is intensively concerned with boosting the

efficiency of freight transport along Trans-European Transport Corridors -TEN-V in the North Sea region. This “North Sea Region Connect” project aims to promote intelligent, intermodal and sustainable freight transport growth in the region. A wide variety of pilot applications are being developed there. One of these is being implemented by HPA – Hamburg Port Authority in Europe’s largest rail port. About 200 freight trains per day use the port rail network in Hamburg. Coordination of freight traffic represents a corresponding challenge. So HPA expanded the central Rail Port Community System by a plan data structure catering for several intermodal seaport terminals. Each terminal may still retain its individual planning system. This produces further digitalization and enhanced efficiency for rail freight transport.



northsearegion.eu/north-sea-connect/

GREENER SUPPLY CHAINS

The Blue Supply Chains project assists port authorities and operators to implement steps towards decarbonizing ports in the longer term. The

project pursues various approaches. Where possible, for example, it will find solutions facilitating increased electrification of the port’s cargo-handling equipment. A further aim will be to develop strategies for the storage and handling of alternative fuels. The project plan also features promotion of more environment-friendly chains into the hinterland. The emphasis there is on expanding intermodal services.

Under this project, Stena Line, Rostock Port, mobility, the Study Group for Multimodal Services and the Port of Trelleborg are working on improving integration of the Rostock-Trelleborg ferry link in intermodal transport chains. The two are ports of call for the last rail ferries still in operation on the Baltic. At the same time, this link and the port system represent significant infrastructural redundancy vis-à-vis the rail link between Scandinavia and elsewhere in the continent of Europe. ■



interreg-baltic.eu/project/bluesupplychains/



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Progressing towards a digitalized port

Hamburg as a port and logistics hot spot. The aim is to boost its competitiveness, to optimize processes and to mobilize resources more effectively.

BY NICOLE DE JONG

HPA – Hamburg Port Authority and IT service provider Dakosy are currently creating a digital test platform intended to achieve this and function as a Network of Networks.

Gateway to the World, powerhouse for the city, cradle of prosperity, and international symbol for trade, logistics and industry – just some descriptions of the Port of Hamburg. Ever since being founded – now in 2023 that was 834 years ago – the port as an important centre has

been repeatedly expanded and modernized to master the growing requirements of trade and transport. The opening of the first container terminal in 1965 made the Port of Hamburg an important hub for global trade, now ranked as Europe's third largest container port.

Modernization is making constant progress: Digitalization and hence data are meanwhile the main vehicles for enabling logistics and transport processes to be improved. Hamburg as port and logistics



HHLA ensuring greater efficiency with new digital processes

stronghold aims to pioneer and initiate new solutions. The aim is to boost competitiveness, optimize processes in the port and its hinterland, to operate more sustainably and use resources more efficiently. Several digitalization projects in the port have already contributed their share.

Private enterprise logistics and many government agencies – including the river police, Customs and the Veterinary Office – have been linked for many ye-

ars via the Dakosy application portal with the eponymous Hamburg IT service provider. Yet the situation should improve even more: HPA – Hamburg Port Authority managing the port infrastructure and Dakosy that digitalizes logistics processes in the Port of Hamburg, are currently creating a digital test platform.

SINGLE NETWORK AS SOURCE

Along with the Santana project – or Service and Data Network Port of Hamburg – the aim is to create a joint ‘Network of Networks’. In its wake, digital service ranges, data and information from all the players in transport processes in the port and its hinterland will be made more accessible via a joint marketplace. “The Santana network will be developed as a product open to technology and free of discrimination. It will serve to ensure smooth exchange of data and information,” explains Dr. Phanthian Zuesongdham, Head of HPA’s Digital and Business Transformation Unit. “Everybody involved in



Aiming to create a joint ‘network of networks’

the transport chain should profit from this,” adds Evelyn Eggers, a senior manager for Dakosy.

Dakosy has operated the Port Community System, or PCS, in the Port of Hamburg since 1982. More than 2,000 companies and public bodies are now connected. Thanks to the good situation on data, this facilitates rapid and transparent clearance procedures for all companies and public agencies. Detailed status tracking enables follow-up processes to be triggered precisely and automatically.

“The Port of Hamburg as a ‘weekend port’ – in coastal slang this refers to the container shipping companies’ preference for calling the port at weekends – profits enormously here,” says Eggers. Even before a ship’s arrival, for example, movement clerks can prepare Customs declarations that are then automatically activated by Dakosy platforms. “The next par-

ties in the supply chain can be notified accordingly, further transport can follow immediately, and no time is lost," she stresses.

INFRASTRUCTURE NOW BEING DIGITALIZED

Dakosy's depth and breadth of data on import and export processes is the basis for more intensive interlocking of the two networks, i.e. between the logistics involved and HPA, responsible for infrastructure and traffic management. Road transport is one example. At the request of the terminals, Dakosy has set up the Truckgate platform for slot bookings. Some years ago, HPA for its part introduced DIVA – dynamic data on traffic volume – designed to help improve the traffic situation in the port. Enormous data panels along the main roads, and the internet, brief truckers, not only on state of the traffic, but also not only on the current situation on bottlenecks, closures and bridge openings.

The data generated by detectors all combines in HPA's Port Road Management Center, which analy-

Further current digitization projects

Pilot start for IDP Systems ImpalaID

With ImpalaID, Dakosy is currently establishing a unified digital ID card or proof of identity for logistics, assisting those involved in the business such as trucking companies to easily prove their identity at various logistics hubs. This applies not only to registering in an app or IT application, but also to authentication at barriers and gate systems in the port area. Pilot operations have already started.

Expanding TruckGate to further participants

The TruckGate booking system to arrange delivery and collection slots is already obligatory in the Port of Hamburg at the HHLA and Eurogate Terminals, numerous empty container depots, the Veterinary Office and Customs container inspection unit. This year another port company, HCS empty container terminal will be integrated. For the more than 400 integrated trucking companies, this means unified processes throughout the port.

Digital clearance process with German Ports

On their platforms Dakosy and dbh Logistics IT have developed the preconditions for a completely digitalized clearance process, for the major seaports of Hamburg, Bremerhaven and Wilhelmshaven. This service, now being made available in the seaports, facilitates calling up container and vessel information over and above your own location.

ses traffic flows, sorts these via the video equipment and accordingly switches on the data panels for DIVA. All the data revealed in this way can be fed via interfaces into the truckers' apps and also into movement clerks' systems. This aids planning with real-time data. To the extent that when driving past, truckers are in all probability simply unable to absorb all the data displayed, this makes sense.

"Under Santana, we have defined new services, for example data on how many trucks are found where and at what time, to enable HPA to shape traffic flow more efficiently by delaying bridge opening times or using traffic lights," says Eggers. Increased transparency for truckers on free parking places is one aim, so that in future they will no longer have to cruise around in search of these, which costs valuable time. Projects partners frequently make only minor adjustments that they nevertheless hope will make a major impact.

All this serves to make multimodal processes in the port faster and more transparent. The Santana marketplace, offering players a simple overview of available data and services, should also ensure this transparency, "Open interfaces and simpler access for industry and science should promote development of service and product innovation, tested in realistic conditions and specifically integrated to optimize port operation," adds Zuesongdham.

With a total budget of around 15 million euros, the project commenced in January 2022. It is 80 percent funded by the Federal government and will run until June 2024. In the first year, the focus was initially on bringing own platforms, networks and services up to scratch, and swapping notes on the applications and services from HPA and Dakosy, the two network suppliers. "As the project continues, this should produce new joint services," explains Eggers.

Eggers sees the added value of the digital test platform as being that those responsible for the two networks are speaking to one another and discovering their strengths and weaknesses. This clarifies just who tackles which tasks. Or which suppliers which data. "On the other hand, that also means that the networks as such will be strengthened, and cooperation, always excellent and successful, will once again be raised to a new level."

A further emphasis in digitalization is on highly automated driving. At CTA – Container Terminal Altenwerder, for instance, AGVs – Automated Guided Vehicles have been in operation for years. With the MODI project,



Information at: dakosy.de

Hamburg is the first city to test autonomous truck transport from the motorway to the terminal area of the port. This forms part of the TAVF – Test Stretch for Automated and Networked Driving. The technology employed is based on standardized IT-G5 technology that has already been tested for several years. HPA is backing the project as an Associate Partner.

Similarly, the port/transport group HHLA – Hafen Hamburg und Logistik AG, with core business of handling containers and transporting these between the port and the hinterland, has also specialized in linking places, businesses and people. The aim is to improve what exists and to become more efficient. For this, HHLA has set up the HHLA Next company as an innovation unit for pursuing digitalization and sustainability in maritime logistics.

The objective is to use ideas to create successful products and business models. That is achieved in the form of own developments, in cooperation with

partners, or through investments in innovative companies. Already launched are such products as ‘modility’, for example, a digital placement portal for intermodal transport, or iSAM, a software for process automation in cargo and container handling, as well as Heyport, a platform for notification and coordination of ship calls, or HHLA Sky, a drone control console that can simultaneously manage and remotely control more than 100 drones.

Independent of any shipping companies, the Eurogate container terminal and logistics group Eurogate, also a vital element of processes within the Port of Hamburg, regards digital networking as highly important. Eurogate may not have any digitalization projects of its own but the company invariably joins others in striving to promote progress there. The aim is common to all these companies: Processes in the port need to be speeded up, waiting times reduced, and unnecessary runs avoided. All those involved in the transport chain will gain. ■



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Full speed ahead for green hydrogen

The climate-friendly energy hub in the Port of Hamburg is gathering speed. Work on the ammonia import terminal has started and agreements have been reached with ever more supplier countries.

BY KERSTIN KLOSS

With its 72 tanks the Blumensand tank farm in the Port of Hamburg is already an eye-catcher today, but come 2026 at the latest, the whole of Germany will be focussing on the Oiltanking Deutschland facility. Why? It will be here that the first German import terminal for green ammonia as an energy carrier for transporting hydrogen will go on-stream. Hamburg's First Mayor Peter Tschentscher is striving to create a 'leading hydrogen hub in Europe': "We want to make our contribution to securing a reliable energy supply for Germany and pushing ahead with decarbonising industry and commerce."

The wheels for this were set in motion with the signature in February last year of a memorandum of understanding by representatives of Hamburg Ministry for Economics and Innovation – BWI, Hamburg Port Authority – HPA and the world's biggest hydrogen producer, Air Products. This will ensure Germany's strate-

gic access to the environment-friendly source of energy via the Port of Hamburg. In mid-November, Air Products and Mabanaft announced the construction of a comprehensive hydrogen value-added chain, including an import terminal for green ammonia at Blumensand in the port.

Thanks to its 12.7-metre draft, the terminal is accessible to seagoing, bunker and inland waterway vessels. Shore-based rail tankcars and road tankers can be loaded or unloaded, and a pipeline is also available. According to Luisa Köneke, the spokeswoman for Mabanaft, the parent company of Oiltanking Deutschland, they and Air Products are "each investing a significant three-digit million sum for the ammonia import terminal, especially for its construction."

Two conventional oil tanks will be dismantled and replaced by an ammonia tank. Liquefied ammonia

that possesses a very high storage capacity for hydrogen, will be transported to the Port of Hamburg in liquified gas tankers. In addition, the Blumensand quayside will be altered, with the terminal being equipped with loading stations for both liquified and gaseous hydrogen, as well as a range of pipeline connections for ammonia and hydrogen. Over and above this, there will be 'ammonia crackers' to convert hydrogen back out of ammonia.

According to the Mabanaft spokeswoman, the precise start of operations in 2026 "depends mainly on completing the approval process" for the new facilities, among other things by BUKEA – Hamburg Ministry for the Environment, Climate, Energy and Agriculture. Mabanaft is currently compiling the application documentation.

At the beginning of March 2022, BWI published its strategy: "Hamburg as a hub for hydrogen imports to Germany and Europe". Together with HPA, it is currently developing the import infrastructure in the port area. "This should ensure that hydrogen imports will be available in adequate quantities from approximate-

ly 2030," states BWI spokesman Martin Helfrich. At the latest by the end of the legislative period at the beginning of 2025, all nine of the strategy's action items should have been implemented – they are "being continually worked on", adds Helfrich. "Hydrogen as a source of energy is not 'reaching for the stars' but," as he makes clear, "is rather already firmly planned in at numerous locations, with excavators already on the move in many infrastructure projects."

Hamburg Senate has negotiated cooperation agreements with various producing countries for the international hydrogen industry's European hub. Studies estimate that in 2030, between 43 and 70 percent of



Hamburg as hub for German and European hydrogen imports

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national hydrogen demand will have to be met by imports.

During his Latin America tour last August, Tschentscher signed agreements in three countries. Hamburg and Chile jointly want to set up the necessary infrastructure, technologies and logistics chains for an efficient green hydrogen industry. Hamburg and Chilean port representatives are in regular contact over this. With Uruguay too, more intensive port cooperation is being sought. The aim is to create the necessary infrastructure for import/export of green hydrogen. Port of Hamburg Marketing and the port authority in Montevideo have reached an appropriate agreement. In Argentina too, Tschentscher sealed a deal with government representatives for future trade and logistics-oriented collaboration over hydrogen. There are further agreements with Scotland, Groningen in the Netherlands, in Canada with the Province of Newfoundland & Labrador with the Port of Halifax through a memorandum of understanding with HPA.



Industry is gaining its first experience with ammonia imports via the Port of Hamburg. For the copper manufacturer Aurubis, Abu Dhabi National Oil Company – ADNOC, from the United Arab Emirates, delivered an ammonia container to HHLA Container Terminal Altenwerder in September. The contents were destined for test runs of climate-neutral production of copper wire and to try out setting up a hydrogen supply chain. A

further project followed involving HHLA, ADNOC and STEAG, the electricity generator, for a power station near Leipzig.

“Here it was very much a question of involving and testing rail as a mode of transport for the distribution of energy into Hamburg’s hinterland,” explained HHLA spokeswoman Karolin Hamann. HHLA is currently working on other projects involving the import and distribution of hydrogen.

As the future ‘Green Hydrogen Hub’ for Germany and Europe, the port will be the landing point for hydrogen imports via pipeline and vessel, being developed into a hydrogen distribution centre. Large quantities of imported hydrogen are expected to be required in the adjacent port. Industrial operations locat-

ed there and trucking companies will have considerable demand by 2030. Resulting from a feasibility study in March last year, BWI and BUKEA gave the go ahead for an electrolysis plant for the production of green hydrogen on the site of the decommissioned coal-fired power plant at Moorburg. As its 'primary aim' BWI spokesman Helfrich called for a "Nucleus for the production, distribution and exploitation of green hydrogen in Hamburg." From 2025, an initial output of 100 megawatts appears realistic. In years to come this should scale up to a planned roughly 800 megawatts.

Moreover, according to HHLA spokeswoman Hamann, the first working groups have started "with the development of various concepts for the application and supplying of hydrogen-driven equipment in the port and heavy-lift logistics." A hydrogen-filling station ordered from Linde Engineering at the end of January "is currently under construction", along with appropriate handling equipment. The concepts developed in the Clean Port & Logistics Cluster for operating, safety, maintenance & repair and refuelling equipment will, ac-

ording to the HHLA spokeswoman, "probably be trialled and optimized in the second half of this year in daily business."

With its HyPA – Hydrogen Port Applications project, HPA is equally setting an accent on providing hydrogen-filling stations, but here for locomotives, vessels and trucks, as well as the construction and implementation of hydrogen-powered vessels. The HPA subsidiary, Flotte Hamburg with some 50 city-owned craft is, in the words of its managing director Karsten Schöneward, currently planning a "test-bed for hydrogen-driven craft". Initially hybrid dual-fuel motors for diesel and hydrogen should be implemented "as a bridge to 100 percent hydrogen." Feasibility studies are already being carried out with manufacturers. Schöneward considers it realistic that the first barge will be hydrogen-driven in Hamburg in three years. For the international shipping industry, Hapag-Lloyd and Mabanafit are jointly working on the potential for clean ammonia bunkers – in and around the Port of Hamburg with its eye-catching Blumensand, among other places. ■



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Safety over the seven seas

Hamburg company offers diverse protection for container transport.

BY HOLGER GRABSCH

The classic container is considered as the most significant innovation for the transport of products and goods of the past decades. Through its practical design it has contributed to the development of trade flows on international routes and worldwide sea trades. The triumphal march of the standardized box is still underway today.

Cargo handling has multiplied since 1968. As a result, safety risks during transportation have risen too. This called for innovations in securing cargo to guarantee protection in all hazardous situations.

CUSTOMIZED SOLUTIONS

As a specialist for protection and safety, Hamburg-based MEC Container Safety Systems offers appropriate solutions for transport worldwide. The products for equipping and lashing containers go far beyond the commercially available semi-automatic twistlocks.

“We offer customized container securing products developed by our own in-house engineers. From initial brainstorming to the actual design, from the prototype to type approval, leading to customized solutions,” explains Lennart Horstmann, MEC CEO.

Founded in 1988, the company is already managed in the second generation by CEO Horstmann – supported by sales director Cordula Ahlers. “We act for both logistics and shipping companies worldwide. Meanwhile, we have extended our operations, adding a branch in Singapore to service the Asian safety market with our customized products,” stresses Cordula Ahlers.

“As a self-sufficient provider we possess impressive manufacturing facilities, including in-house casting, swagging and welding facilities. This broad manufacturing base ensures single-source reliability,” adds Lennart Horstmann.

SAFETY IS PLANNABLE

MEC stands out with its own product design, matching patents and reliable after-sales service. "We make safety plannable and as a result calculable. We cover almost all customer needs. Our staff are also skilled in upgrading existing systems," adds Lennart Horstmann.

PROTECTION FOR THE RORO BUSINESS

MEC not only takes care of container safety, but also offers fixed and loose lashing equipment for RORO/PCTC vessels. "Utilizing flexible manufacturing capabilities, we fabricate custom-dimensioned lashing fittings in cast or welded designs for stationary on-board installation. All structural details are closely coordinated with the shipbuilder to ensure efficient and technically sound implementation," explains Cordula Ahlers. "We offer car and truck lashings in a wide variety of permissible loads, colours, lengths and with

customer-specific I.D. printing. Further, lashing chains, trailer horses and many more articles are part of our product portfolio," states the sales boss.

MEC is active in many more areas similar to container and RoRo lashings. The company has been expanding parts of its production in Europe over the past two years. This has made it possible to maintain deliveries during the supply bottlenecks of recent years. Meanwhile, MEC products are being manufactured with customer-specific requirements in Europe and, as a consequence, participation in research projects to optimize existing systems.

After the turbulent years of the Corona Pandemic, the company is on an expansion course and will be moving this summer to larger premises in Hamburg's Bahrenfeld district. ■





More networking to aid urban logistics innovations

Courier, express, parcel delivery and logistics service providers in Hamburg test novel solutions to ensure reliable delivery.

Parcel and consignment volumes for courier, express and parcel services, as well as logistics service providers, are constantly rising. That's also apparent on the streets of Hamburg, affecting traffic volume and not least, emission levels. To cut these two down, Hamburg is setting not only climate targets but others for urban courier, etc., services and inner-city logistics. The idea is to achieve these with alternative transport schemes, innovation and cooperation.

Initiated by Logistics Initiative Hamburg in cooperation with the then Department of Economics & Transport, ever since 2016 Hamburg has been a model region for Smart Last-Mile projects – SMILE and has since interwoven innovations in logistics and urban layout.

The “Urban Logistics Hamburg – Strategy for the last mile” paper cleared by the city parliament in October 2021 provides a clear idea of what the City of Hamburg

aims to achieve by 2030. The main goal is a 40 percent reduction of CO₂ emissions on 2017. To achieve this, the last-mile strategy involves strengthening cooperation between logistics companies and the city, and building up a network of all those operating on the last mile. Deliveries are to be made mainly by local, emission-free and alternative delivery vehicles like cargo bikes. City micro-hubs are to play a more significant part here, and act as the bases for delivery to the final customer. People collecting consignments themselves are to be given more opportunities for doing so at pick-up points, or parcel outlets. Also aimed at reducing traffic, the related network is to be expanded. Hamburg's strategy for last-mile logistics also clearly relates to its climate-protection aims, to reduce CO₂ emissions by 55 percent by 2030 and to make Hamburg climate-neutral by 2050.

For implementation of the strategy, since the end of

2022 Hamburg has supported the new 'Urban Logistic Contact Point' as part of its Logistics Initiative. As a public-private partnership with more than 500 member companies and institutions in the logistics sector in the Hamburg Metropolitan Region, this could facilitate the desired networking. In that context, the simplification of communication with and between the authorities and borough offices is an important task for the central coordination point. For the broad spectrum of urban logistics in Hamburg, which also already covers alternative delivery schemes, micro-hubs, bike logistics, and also stopping and parking, these topics and the very differing interests of the players will run together in the central contact point. Joint action should enable solutions and ideas on implementation to emerge. These will facilitate initiation of projects and the introduction and adoption of lasting and sustainable solutions. To actively contribute to Hamburg projects is also part of the work here. The EU-funded projects 'DECARBOMILE' and 'MOVE21' provide one example. The DE-CARBOMILE project requires an electrically-driven craft – also serving as a micro-hub – to be tested as an

emission-free means of transport for inner city parcel delivery by water. Here again, delivery along the last mile is to be aboard cargo bikes. The routine is similar with MOVE21, its special feature being the multimodal use of it.



Alternative transport and delivery concepts for the last mile.

These are just very few examples for the various projects based on micro-hubs and already in operation in Hamburg. Activities related to automated delivery, Box as a collection point, Smala smart delivery and load zones, as well as a large number of start-ups, will sustainably improve last-mile logistics. (red) ■



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PETER PICKHUBEN'S PINBOARD



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From coal-fired power station to hydrogen site

HEnW – Hamburger Energiewerke – Hamburg's municipal power supplier – acquired the former coal-fired power station at Moorburg from owner Vattenfall on 1 March. In the wake of Germany's phase-out of coal, following just six years in operation the facility was decommissioned in July 2021. Hamburger Energiewerke now aims to construct a hydrogen infrastructure based in Moorburg. A great variety of components of the previous thermal power station are set to be used to supply the city in future on the basis of renewable energy. Including HEnW, a group of companies is far advanced with planning for a 100-megawatt electrolysis plant. This should boost Hamburg as a leading hydrogen site. Saskia Haßkamp (sh)

By the way

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Welcome on board: AKF

AKF is one of Europe's leading suppliers of packaging and logistics solutions. Founded in Hamburg in 1886 in Hamburg, AKF – or 'Altona Box Factory Ad-olf Siemens' – now offers over 130 years of experience with industrial and export freight. This long-established company is the one to approach for B2B packing, contract logistics and transport. In 2019 'akf siemens hamburg' was taken over and integrated in the AXXUM Group as AKF. Its core competence is packing. AKF's own water channel on the Muggenburger Canal enables it to offer flexible heavy-lift and special equipment transport by barge or other inland waterway craft. (sh)



© AKF GmbH

Becoming a port expert with the Port of Hamburg App

HHM – Port of Hamburg Marketing released the new Port of Hamburg App in December 2022. This offers comprehensive data for all – whether transport/logistics experts or fans of ports and ships on tour. Its lead function is 'Hafen Live' or 'Live Port'. This indicates what lies in the port vicinity of the user. If a smartphone is pointed at a ship, for instance, the vessel is identified and her name displayed in augmented reality. This function is just one of eight in the new Port of Hamburg App! These range from the ship database with data on 20,000 vessels, via the list of ships expected within the next 48 hours, to an overview of waterborne and rail services – die Port of Hamburg App offers all the fascinating data in real time. The App functions with the Android or Apple iOS operating systems. You can find this in appropriate stores or via direct links with downloads on: <https://www.hafen-hamburg.de/de/app/>. (sh)



HHM welcomes LOCON

LOCON forms part of EP Logistics International of Czech Republic and has been engaged in rail freight transport for over 20 years. This medium-size privately run rail operator had specialized in freight traffic and building logistics. With its hubs in Hamburg, Bremen and Pinnow, the company guarantees customers from the industrial and forwarding segments great flexibility for their shipments. Its reliable marshalling team in the Port of Hamburg is available for both its own services and those of external customers. Ever since its launch in 2002, LOCON has been run by true railwaymen. The company therefore profits from a combination of entrepreneurial thinking, years of experience and extensive practical knowhow. (sh)

LOCON



Welcome ME2BE MEDIEN

Die ME2BE MEDIEN is a respected employer-branding agency that develops personalized media for employers and careers websites. Providing support for the build-up of employer brands, LOCON helps companies to gain and retain qualified staff in the long term. As supplier for DIGI.BO, specialists in career orientation and in-service training, ME2BE MEDIEN offers digitalized solutions for career orientation sessions. School-leavers are introduced to different career fields in interesting and interactive fashion, learning to better assess their own interests and strengths. The cooperation between ME2BE MEDIEN and DIGI.BO enables young people in Schleswig-Holstein and Hamburg to acquire essential abilities and skills that simplify entry into working life. (sh)

ME2BE
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Wholly dedicated to filming

HHM's Digital & Live team is completely immersed in video production and live transmission. Its online and streaming events plus video shoots aim to position the Port of Hamburg on the Internet.

HHM – Port of Hamburg Marketing's team made full use of the Corona period. Novel formats emerged for putting the Port of Hamburg on the map. Its head office meanwhile houses a professional studio where online conferences can be streamed live. This year, the programme also features four events under the rubric 'PORTtalk live'. It also features various members' meetings. In addition, a record number of participants were able to follow HHM's annual press conference in hybrid form. All over the world, live streaming and in-person attendance proceeded in parallel.

The PORTtalk rubric is another flourishing area. Whether in planning, filming, cutting or publicizing, the PORTtalk team is constantly on duty to offer exciting port-related topics in a professional format to its audience. To the fore here are members, partners in the port and politicians. Over 30 videos have been made during the past two years. These included an image film for inland waterway shipping. In addition, the HHM team is at the disposal of any members wishing to put their companies on the map.

These films are released on the home page hafen-hamburg.de and on all the main social media channels. Through LinkedIn, Instagram and Co. alone, HHM reaches over 50,000 followers. (red)



The Hafen Hamburg Marketing (HHM) team at the „shoot“.

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Port of Hamburg Marketing, Tel: +49 40 37709 0, E-Mail: info@hafen-hamburg.de

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Friedrich A. Kruse jun. Unternehmensgruppe

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