

HINTER LAND

PORT OF HAMBURG MAGAZINE

MORE THAN HALF THE FREIGHT TO OR FROM THE HINTERLAND IS TRANSPORTED BY RAIL. OVER 200 FREIGHT TRAINS DAILY MOVE ACROSS THE TRACKS OF HAMBURG PORT RAILWAY. RAIL OPERATORS OFFER ALMOST 2,000 CONTAINER TRAIN SERVICES PER WEEK.



Dear Readers,

For a successful port, a recipe for its success are its hinterland services. This also applies to the Port of Hamburg. With the largest rail port in the world, Hamburg not only has an ace up its sleeve – but plays it openly for all to see. More than half the freight to or from the hinterland is transported by rail. Over 200 freight trains daily move across the tracks of Hamburg Port Railway. Rail operators offer almost 2,000 container train services per week. These totals impressively illustrate the scale of demand for the German rail network. The main North-South routes frequently hit their capacity ceilings. Not just German companies, but many from adjacent countries such as Austria, rely on the Port of Hamburg as a logistics hub with the world. A high-performance rail network is required.



© HHM/ Johanna Würke

Rail freight services are also very successful on the East-West axis. North Rhine-Westphalia, for example, is the second largest market for railborne hinterland services. Many traffic jams on the A1, vast construction sites and an uncertain situation on Rhine water levels, are prompting shippers to transport their products westwards from the Port of Hamburg. Logistics service providers are therefore further expanding their services and departures. Among these is IGS Logistics, now offering several departures to Cologne per week with its partners.

Along with rail, inland waterways are a significant factor for successful hinterland services. Shippers like New Yorker clearly demonstrate how important inland waterway craft can be in an internal supply chain. This fashion group uses this as a carrier to bring containers from the Port of Hamburg to Braunschweig. Other interested companies have been able to transfer their shipments. For this, however, the Federal government must at last realize the potential of the inland waterway and invest in the maintenance and expansion of this valuable resource.

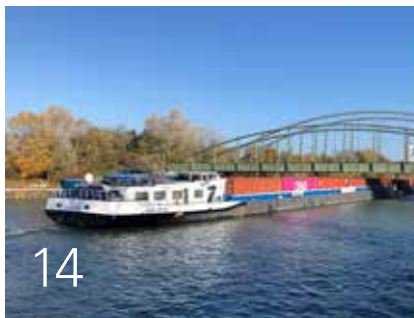
You can read more about all these enthralling topics in this issue of our Port of Hamburg Magazine.

Stay curious!

A handwritten signature in blue ink, appearing to read 'Axel Mattern'.

AXEL MATTERN
CEO Port of Hamburg Marketing

Contents



03 EDITORIAL

HINTERLAND

06 VITAL ARTERIES FOR THE PORT OF HAMBURG

Hamburg needs rail, roads and inland waterways for its hinterland

10 SEAPORT CONNECTION TO THE ALB-DANUBE-REGION

Mid-sized forwarder Denkinger expands the Rail Cargo Terminal in Rottenacker

14 LATEST FASHIONS ARRIVE VIA THE ELBE

Fashion group New Yorker uses inland waterway craft

18 CAMERAS AND LASERS HAVE EVERYTHING IN THEIR SIGHTS

Künz of Austria automates intermodal terminals

20 INTERMODAL GROWING FURTHER

IGS Logistics operating with blanket-coverage rail network

24 INTERMODAL – SIMPLE AND DIGITAL WITH RAILMYBOX

Digital platform makes booking simple

28 METRANS GOING EVEN GREENER

Intermodal company extending climate-neutral network

30 EFFICIENCY BOOST FOR PORT OF HAMBURG LOGISTICS

Trucker app simplifies truck clearance at terminals

HAFEN HAMBURG MARKETING E.V.

36 PETER PICKHUBEN'S PINBOARD

Tips and stories from Hamburg's cheekiest seagull

38 HHM INTERNAL

Anne Thiesen continuing to strengthen ties with Asian markets



LNG | GRÜNER WASSERSTOFF

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ENERGIEHUB BRUNSBÜTTEL



Vital arteries for the Port of Hamburg

Whether rail, road or inland waterway – its hinterland services are the lifeblood of the Port of Hamburg.

BY RALF JOHANNING

No other port in Europe possesses such a unique rail infrastructure as the Port of Hamburg. 200 freight trains per day roll along its tracks. These distribute freight in Europe, on the one hand, and ensure delivery in the Port of Hamburg, on the other. Hamburg Port Railway therefore conjures up many a superlative. With almost 300 kilometres of track and over 750 integrated sets of points, Hamburg's rail port is among the world's largest.



Rail transported 23.1 million tons in the first six months of this year.

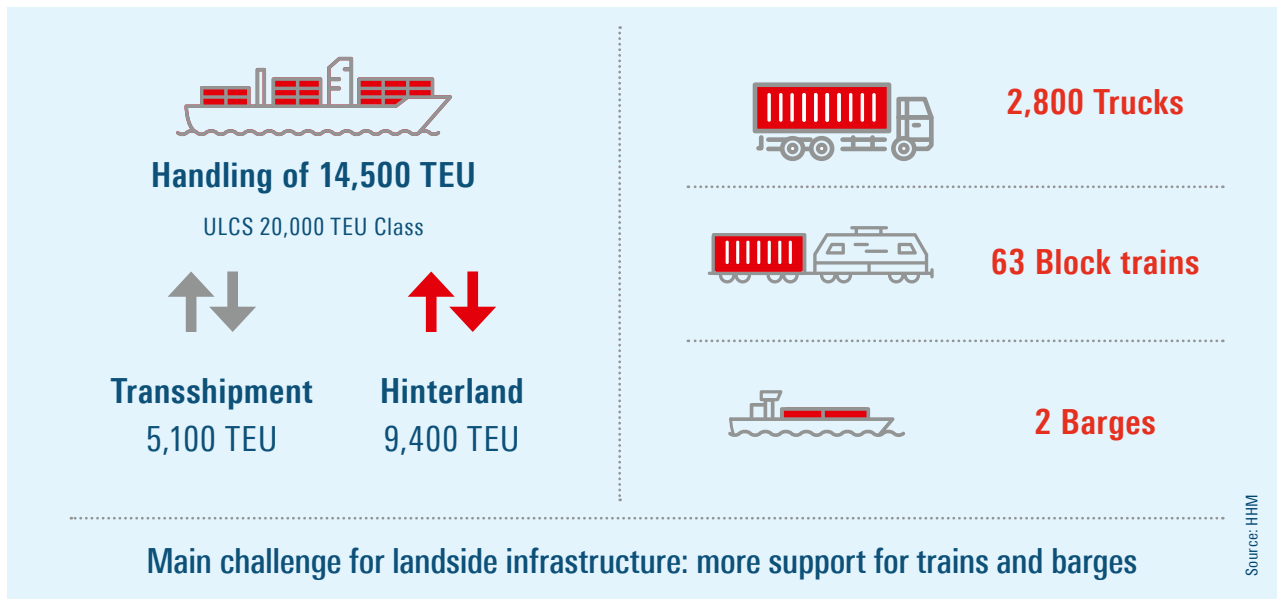
Last year alone, according to HHM – Port of Hamburg Marketing, freight trains handled 2.7 million TEUs – Twenty-foot Equivalent Units. Include bulk cargoes, and the numbers look even more striking. With 47.3 million tons, rail achieved its third best result, after 2021 and 2019 – and this despite worldwide crises. “For the Port of Hamburg, rail is the top

carrier for hinterland services. It is therefore of the utmost importance for Germany as a location that this infrastructure be expanded as rapidly as possible. This applies primarily to the stretch between Hamburg and Hanover, since despite numerous economic crises, volumes on the Port of Hamburg's hinterland transport remain constant,” stresses Axel Mattern, HHM's CEO. Just released, the latest half-year throughput returns underline that. In the first six months of this year, rail shifted 23.1 million tons. This made rail the outstanding carrier in the Port of Hamburg's modal split, as it has been for some years, with half of total transport volume.

ECOLOGICAL AND RELIABLE

Throughput totals for inland waterway shipping in the Port of Hamburg may be somewhat lower than those for rail. Yet it is among Germany's largest inland ports. Last year, 7.46 million tons of freight crossed the quaywalls for inland waterway craft, this volume also including 117,000 TEU. Many shippers based near inland ports are happy to use this form of transport for containers. A modern push tow, or combination of tug and barges, can on average shift over 160 TEU. This provides scope for an ecological component of the transport. Fashion group New Yorker – see page 14 – demonstrates how this works in

Transport peaks in hinterland traffic



practice. “For us, the inland waterway vessel has three unbeatable arguments in its favour: Price, Reliability and Ecological Footprint,” says Stefan Heidler, New Yorker’s Logistics Manager. In addition, its role in transporting bulk cargoes, as well as shifting heavy and out-of-gauge shipments, makes the inland waterway craft of vital importance for the German economy.



One push-tow replaces about 100 trucks.

Yet to enhance inland waterway shipping’s potential, waterway infrastructure urgently requires investments. Among these is a further expansion of HR capacities. Only recently the WSV – Waterway and Shipping Administration in Osttrog discovered a crack at the Scharnebeck Ship Lift, causing closure of a trough. At the time, the second trough on the W. side was still being repaired. That led to a brief total shutdown. Such occurrences hamper inland waterway shipping.

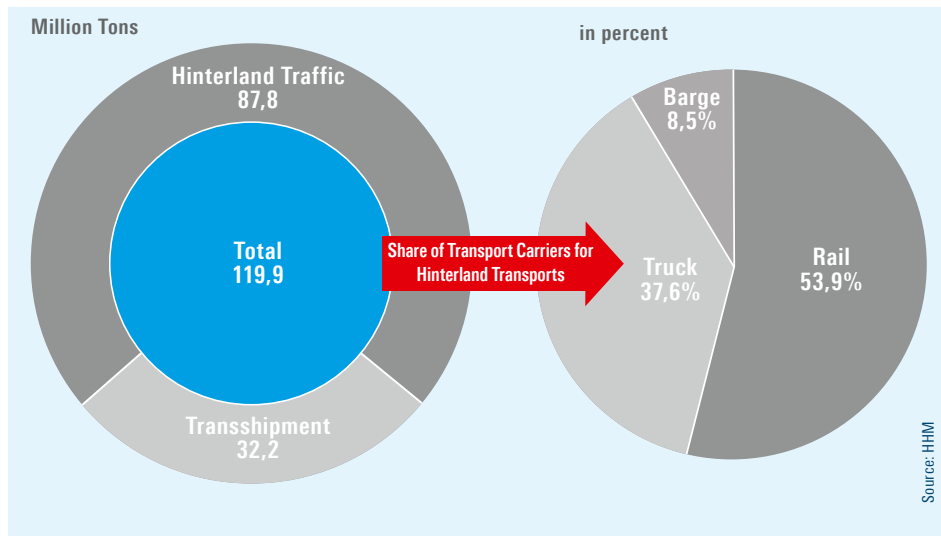
Yet inland waterway shipping is of immense significance for the Port of Hamburg and the Metropolitan Region, also contributing to reducing emissions. For instance, one push-tow replaces about 100 trucks. If services had to be transferred back to road, that

would create an extremely tight traffic situation on roads and in the port area. “It is essential to secure an inland shipping infrastructure fit for the future, which also applies to import/export transport capacities on seaport- hinterland services. These must be the aims for German transport policy and for infrastructure operators in and around the Hamburg economic area,” says HHM’s CEO Mattern. Even though there has been an Elbe Master Plan since 2017, too little has been done in recent years, he adds. Failure to implement the plan caused non-navigability of Elbe between Lauenburg and the Czech Republic, with a corresponding decline in cargoes and growth in traffic on the Elbe Lateral Canal.

Trade associations, inland shipping companies and business in the Port of Hamburg are therefore vehemently demanding that the new Lüneburg Lock be covered by the Authorization Acceleration Act or Genehmigungsbeschleunigungsgesetz. As matters stand now, however, the Federal government plans to include only specific road and rail projects in this. Waterway projects have hitherto not been considered at all. “In the interests of the economy, no more time can be lost with lengthy procedures and debates. We urgently require functioning infrastructure for inland shipping – both on the Elbe Lateral Canal and the Elbe. Then the inland waterway craft can still provide a large share of all transport,” stresses Stefan Kunze, Chair of the Elbe Alliance.

The autobahn network is one further component in the Port of Hamburg’s hinterland services. Much of

Modal Split in Hinterland Traffic 2022



the freight arriving in the Hanseatic City by seagoing vessels, remains in its Metropolitan Region. The A7 and A1 autobahns ensure that it is connected in both North-South and East-West directions. Yet capaci-

ties there reached their limits many years ago. Port business has therefore been longing for the building of the A26 East, which aims to relieve traffic in the port.

For one of Europe's largest seaports, multimodal hinterland transport is a matter of course. Every form of transport has its justification, and is indispensable for transport to and from the Port of Hamburg. After all, rail, roads and inland waterways are arteries, not simply for the port, but also for the logistics chains that are so indispensable for a functioning economy. ■



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MOVING THE WORLD, TOGETHER.

To handle rail-truck freight directly, Denkinger aims to open up as large an area as possible adjacent to the tracks

Seaport-connection to the Alb-Danube Region

Mid-sized Denkinger forwarders setting up rail cargo terminal in Rottenacker

BY STEPHANIE LÜTZEN

Within a very short time span, mid-sized Denkinger forwarders have developed a rail cargo terminal at Rottenacker in the Alb-Danube region. This is resulting in the emergence of 60,000 square metres of logistics space. "The new intermodal site is a building brick in our strategy to connect the southern hinterland and Northern Germany with our own facilities and rail sidings," states the Denkinger CEO Simon Brunner, explaining the purpose of the new development.

When the industrial engineer began with the construction in 2021, he was looking at an abandoned industrial site with 1.5 kilometres of disused railway sidings. The speed with which commissioning has taken place positively surprised him: "Today, only 18 months later, Deutsche Bahn – German Rail comes to us five

times per week: We have from five to twelve railcars being cleared per day." Two installed crane tracks with four cranes handle transshipment between truck and train in the open areas: And, this is only the first of three development phases.



Logistics areas totalling 60,000 square metres are being created.

Approx. 150 metres of track should run through the hall, enabling up to ten railcars to be handled in future by crane tracks -and stackers under cover



© Denking

STEP-BY STEP DEVELOPMENT

The second stage is already very visible. An eleven-metre-high building easily attracts your attention. On the forecourt 100 tons of local larch wood are stacked. This will be used as cladding, except on one side, where a PV – photo-voltaic plant will be installed, which together with the PV units on the roof will achieve a peak performance of one megawatt. Glass fitted between the PV modules on the façade will provide a suffused interior light. Roughly 150 metres of rail track run right through the hall, where going forward, up to ten railcars can be cleared under cover by crane track and forklifts. Brunner is reckoning with completion in November 2023. From then on, sensitive heavylifts can move into the structure protected from wind and weather.

SETTING UP AN EMPTY CONTAINER DEPOT

The third phase will be adjacent to the hall. Here, further handling and storage facilities right next to the rail siding will be constructed, universally suitable for heavy loads, raw materials, steel, precast concrete elements and containers. “It is our aim to develop as many areas next to the tracks as possible, since we tranship directly between rail and truck. To achieve the necessary agility, a final total of seven crane tracks will be available, supplemented by forklifts up to 16 tons and reach-stackers. With a view to the seaports, Brunner can also well imagine maintaining an empty-container depot in Rottenacker: “We fulfil all the requirements,

possess all the handling equipment and have had container handling in our portfolio for years.”

POSITIVELY INFLUENCED TIME-LINE

The site’s short development time was something special for Brunner too. “We are already operating four rail-sidings, so we know that it can really take time until the first train shunts in. However, in Rottenacker everything fell into place. And even where that wasn’t the case, Brunner and his team were able to have a positive influence on the time-line. The 1.5 kms of track, including a bridge over the Danube, were in a reasonable condition and were quickly re-activated.

However, the points were no longer usable. Instead of waiting for DB Netz – German rail network, Denkinger accelerated the process. “We acquired the points, replacing the old ones within seven months. With that we were able to accelerate things,” reports Brunner. This ‘hands on’ mentality is in line with Denkinger’s company philosophy. The CEO is absolutely sure: “To remain competitive as a mid-sized company, we need to be lean with quick decision-making.” Thinking of the German economy generally, precisely this aspect bothers him. In this country, procedures are too slow, bureaucratic and lumbering. The company experiences this not only when it comes to developing rail-sidings, but also to licensing procedures for special and heavylift transport.



One track should also run through this hall in Allmendingen

© Denkinger

BLUEPRINT FOR ALLMENDINGEN

At the central logistics facility in Allmendingen, also located in Alb-Danube county, Denkinger equally intends to construct a rail cargo terminal following the Rottenacker blueprint. The required hall, through which the rail track should run, has been built for five years. "However, in this case, it's a question of laying new tracks involving considerably greater coordination, examination and authorization procedures. Now the rail siding in Rottenacker has overtaken the one in Allmendingen," adds Brunner with a grin.

The rail planning concept began with their own rail sidings 20 years ago at their headquarters in Ehingen, located only five kilometres from Allmendingen. Denkinger has maintained its own branch in Bremerhaven since 2020, where trucks and rail services can be handled. "We have good preconditions for establishing sustainable logistics concepts on the North-South axis. With a view to the seaports of Bremerhaven and Hamburg, going forward, we want to get the biggest railcar groups or even block trains off the ground," stated forward-looking Brunner. He feels vindicated in his view, since his company's investments in intermodal facilities have shifted many thousands of truck shipments annually onto rail.

PIONEER: BUILDING UP FLEET OF 40-TON E-TRUCKS

Whereas for Denkinger, over long distances rail is preferred, trucking is needed for regional distribution. For

the CO₂-neutral transport chain, two power-driven 40-ton trucks have been deployed at the Rottenacker facility since February this year. Going forward, their batteries will be replenished via four quick-charging columns, preferably using in-house produced power from the PV facility. With the quiet, environment-friendly long-distance trucks Denkinger is one of the trailblazers in Baden-Württemberg, where up to now only a good ten power-driven 40-tonners have been registered. It was also very positive to see that one of the 'Volvo FH electric' truck was being driven by a woman. In total, Brunner plans to extend the e-truck fleet with ten more 40-tonners with a range of 300 kms each, to take over the needs-driven short distance deliveries. By his calculations that will really fit the bill.

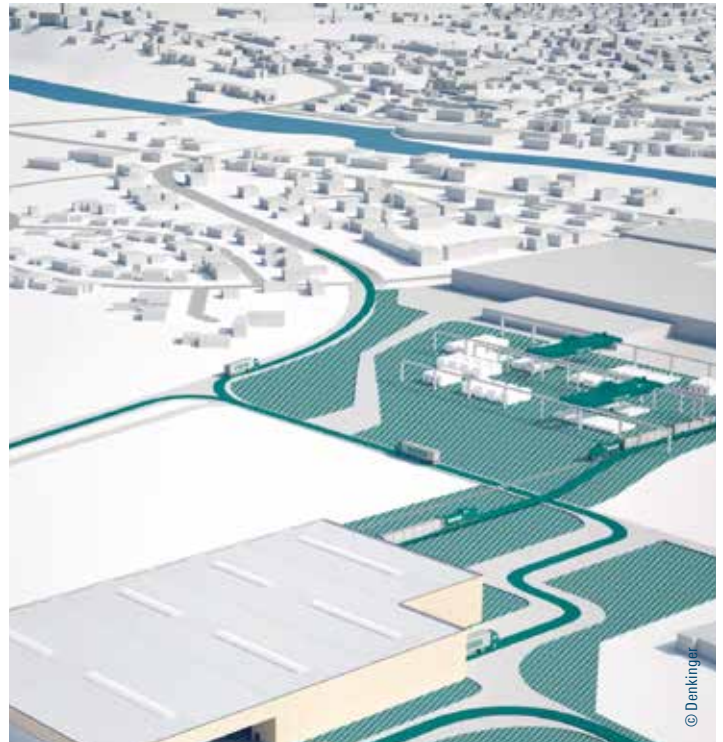
AI AND INNOVATIVE IT SOLUTIONS WELCOME

Denkinger planners have IT support, when choosing whether to load on rail or truck. Their software, developed in-house, initially checks whether the freight to be loaded is suitable for rail or truck. As a second step, the program shows the optimal load compartment distribution for each mode of transport. This ensures that the suitable mode of transport, or a combination is implemented, deploying as few trucks or railcars as possible. Since, when you have taken all sustainability issues into account, at Denkinger decisions are based on entrepreneurial thinking. Brunner summarizes their maxims together: "We want to present shipments ecologically and economically."

Digitalization is just as much a part of the sustainable growth strategy as the rail investments. This will soon be on show at the new rail cargo terminal in Rottenacker. Going forward, railcars should be partially automatically stripped and stuffed, using an IT solution plus artificial intelligence. The required camera systems have already been installed.

GOING FORWARD: IT COMPANY WITH ITS OWN LOGISTICS FACILITIES

You can easily believe Brunner when he says: “We have an IT affinity and want to progress innovatively and open for technology.” Denkinger’s top management focuses its vision even further, when considering their strategic direction. The top trio, Nico and Peter Denkinger plus Simon Brunner are singing from the same hymn-sheet: “We want to develop into an IT company with its own logistics facilities, integrated into at least two modes of transport.” ■



Denkinger developed a multimodal Rail Cargo Terminal in Rottenacker in the Alb-Danube region within the shortest possible time

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Latest fashions arrive via the Elbe

For its hinterland transport needs between Hamburg and Braunschweig, New Yorker relies on inland waterway craft and has fared well with these for years.

BY RALF JOHANNING

The fashion trade is a fast-moving business. For dealers, punctual arrival of clothing is tremendously important. As soon as time windows close, selling it becomes difficult. This also applies to Braunschweig-based fashion company New Yorker. "We must organize our purchasing logistics so that we have our collection here in the central warehouse in good time to distribute this to our branches," says Stefan Heidler, New Yorker's Logistics Manager. For some years now, the fashion company has relied on delivery by inland waterway vessel. Every year, around 11,000 standard containers reach Braunschweig for

New Yorker from the Port of Hamburg via the Elbe Lateral Canal and Mittellandkanal. "For us, transport by inland waterway craft is not only the most environment-friendly solution, but also pays from the commercial point of view. That is what makes this form of transport so attractive," emphasizes Heidler.

For New Yorker, the most recent peak period has just ended. The autumn/winter collection is already hanging in its shops. Yet just now, the company is concerned about the state of the waterways. It was not just that precisely at peak time, the ship lifts at Schar-



11.000

Standard containers come annually from the port of Hamburg to Braunschweig by barge for New Yorker.

this. It can take a while for all containers to be marshalled at Maschen. In addition, slots are required that are not so simple to obtain, and when it comes to volumes that fluctuate every week, the inland waterway craft quite simply offers more flexibility.

Yet there are even snags about this form of transport. For the post-carriage run from the Port of Hamburg to its Braunschweig head office, New Yorker reckons with seven days. Two of these follow release by the terminal operator, until New Yorker can collect. As soon as the containers reach the Port of Braunschweig, these are delivered to New Yorker. "We give the Port of Braunschweig a prioritization list that it then works through, since again and again there will be consignments that we need more urgently," says Heidler. The Port of Braunschweig then delivers the containers in the order requested. "In this case, we act like a forwarder for New Yorker and undertake all the tasks ranging from collection in the Port of Hamburg to delivery of individual containers to head office," says Jens Hohls, CEO of the Port of Braunschweig Operating Company.

nebeck had to closed completely for two days. "Basically, we have the impression that Federal government is not treating this waterway as it should. Even at the planning stage, many projects take years. That could gradually be a shot in the foot for us. Some action is badly needed here," says Heidler. For the logistics manager, namely, inland waterway craft lead the field for transport. "We have tested all manner of transport routes. In all conditions, the inland waterway craft was the best means of transport. Overall, it is faster, more flexible and reliable than rail," says Heidler. There are a variety of reasons for

For container handling, Hohls has at least 250 metres of quaywall available, out of a total of 1.7 kilometres. Two container gantry cranes and three reachstackers ensure that containers find the right location. Covering 38,000 square metres, the facility also offers space for hazardous goods and reefer containers. This is well utilized. "With us, there is always a ship beneath the crane," says Hohls. Yet these vessels are also permanently on the move between Hamburg and Braunschweig, For instance, the Port of Braunschweig offers daily sailings. Until



The Port of Braunschweig handled 78,000 TEU last year

© Braunschweiger Hafch

now, it has been mainly Deutsche Binnenreederei push tows that have been deployed by the port. These can transport up to 108 TEU. “Yet at present, coupled tows meet growing acceptance. This combination of pusher tug and barges has a capacity of 166 TEU,” explains port manager Hohls. They do not deliver containers solely for New Yorker. Other shippers are also happy to use the Port of Braunschweig. Many export containers, for example, leave there for Hamburg. “Cargo volumes in each direction are almost the same, so that we need not deal with all that many empty containers. Yet we remain broadly positioned,” says Hohls, adding that: “New Yorker is definitely among our biggest customers.”

Digital communication between the Port of Braunschweig as service provider and New Yorker tends to be in traditional form. Yet this is changing just now. At the moment, the Port of Braunschweig is in the process of acquiring a terminal and transport management system. “As part of that, we shall have some new interfaces enabling us to link New Yorker to our system,” says Hohls. At the same time, New Yorker will be introducing a new central warehouse. All import containers will then be unloaded centrally. Our staff will pick all collections here for our worldwide stores. From here, these will continue by truck or air freight,” explains Heidler.

Braunschweig Hafenbetriebsgesellschaft

Braunschweig Hafenbetriebsgesellschaft – Braunschweig Port Operating Company – is now a state-of-the-art logistics service provider plus a port. This not only provides handling in the port, but at the same time looks after pre- and post-voyage runs. Last year, 829,000 tons of cargo crossed the quaywalls. The port handled almost 78,000 TEU, with nearly 103,000 tons going by rail. This marked its successful transition from pure infrastructure to logistics service provider. The Port of Braunschweig’s history goes back considerably further. Back in 1227, official documents already mentioned unimpeded shipping between Braunschweig and Bremen. Down the centuries, the rivers then silted up. It was only with the building of the Mittellandkanal that Braunschweig again became a port in 1934. After the war, this became a frontier trading port. Cargoes were transferred from Eastern into Western tonnage, and vice versa. The draft of vessels in transit to Berlin was adapted to Elbe water levels. After the border was opened, this important part of its work ceased for the Port of Braunschweig. To secure work there, a start was made on revamping the Braunschweig Port Operating Company, then confined to infrastructure, as a logistics service provider.



Infos at: braunschweig-hafen.de

Yet before that stage is reached, the goods need to come to Braunschweig. These are successfully monitored through our ERP system. Staff can see there when each order has reached the manufacturer. As soon as the consignment boards the seagoing ship, the company can track the vessel with the freight. "We then know relatively precisely when the vessel will arrive in Hamburg, and can then plan the post-carriage run from the Port of Hamburg to Braunschweig in good time," says Heidler. Five colleagues at head office look after this. An additional ten to fifteen of them are occupied with Customs clearance.

For New Yorker, the inland waterway craft remains the best solution for transport into the hinterland, with three unbeatable arguments in its favour: Price, Reliability and Ecological Footprint

New Yorker

Fashion group New Yorker now has more than 1,200 branches in 47 countries, employing over 23,000 staff. This makes the group one of the world's largest international fashion brands. As an owner-managed group with its head office in Braunschweig, NEW YORKER combines the lean hierarchies of a family company with the international character of a major group. Its first shop opened in Flensburg in 1971, still with the name 'Jeans Shop Number One'. Five years later, 'Jeans House', the first store in Braunschweig was added. Another six years passed until the first shop with today's name 'New Yorker' opened in Kiel.



Infos at: [newyorker.de](https://www.newyorker.de)

New Yorker is building a new central warehouse in Braunschweig



Künz intermodal crane: Grabs handling a cranable semi-trailer



Cameras and lasers have everything in their sights

© Künz GmbH

Künz of Austria automates intermodal terminals

The crane moves as if by magic. The cabin is unmanned. No driver is visible anywhere and yet the crane glides backwards and forwards almost noiselessly, hoists containers and lowers them again. One of the specialists constructing such cranes is Künz. With more than 200 fully-automatic stacking cranes in operation worldwide, the company has great experience with automated container-handling in seaport terminals like Hamburg's. This smoothed the way for efficient automation of several intermodal terminals in North America, of which the first only entered service at Winter Haven, Florida, in 2018. In the years that fol-

lowed, Künz also succeeded in persuading terminal operators in Europe of the advantages of automating intermodal crane installations, with projects being successfully implemented in Germany, Italy, Luxembourg, Hungary, Norway and Poland - see photo.

Several courses of action are possible here. In planning new intermodal terminals, allowance can be made for all aspects of automation from the beginning. Yet the possibility also exists of introducing automated operation step by step at those terminals with existing manually operated cranes that are tra-

ditionally controlled from a cabin. Assistance systems already boost the efficiency and the safety of manual operation from the crane cabin. For example, the crane driver can be assisted by cameras that simplify picking up a container. Additional cameras, but also laser systems, scrutinize the area in front of the crane trolleys. In emergency, these trigger deceleration of the crane, should an object be located near the crane track.

As a next step, remote operation stations are either installed at the terminal, or included in planning right from the start. Here it would be right to speak of a total game-changer. The operator no longer needs to climb to the cabin on the crane, but has a workplace in an office-like environment. In parallel, it is essential that processes at the terminal are completely adapted to this. The TOS - Terminal Operating System must optimally plan for all the handling processes to be implemented by the crane equipment. The TOS



More than 200 fully-automatic stacking cranes are in operation worldwide.

commands are taken over by the operator and the crane moves itself across the relevant point of destination. The operator simply needs to supervise the move. Then the operator triggers the hoisting and lowering movements. A 'soft-landing system' developed by Künz causes such movements to be continued and terminated automatically. This simplifies

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© Künz GmbH

Künz RO 2.0 remote control console in ergonomically optimized design

operation and prevents hard, loud deposit of the containers.

The great diversity of freight units in intermodal terminals constitutes a significant difference as compared to seaport terminals. Along with containers, a variety of swap-bodies and cranable semi-trailers arrive there that can be accepted by the spreader's grabs. Additional cameras on the grabs improve the view. Especially with grab handling, it is essential to have all data available at a glance. In response to this challenge, Künz introduced a further innovation. On the one hand, the new visual overlay system enables such data as the current load weight or the positions and speed of all the moving devices on the crane to be seen directly on the camera's video stream. On the other, lines and corners are dynamically superimposed that considerably simplify acceptance of the load units, and enhance safety in handling. Moreover, test comparisons in realistic conditions indicated a ten percent boost in throughput totals.

By contrast with seaport terminal stacking areas, people live at intermodal terminals. They include truckers and railcar inspectors and can be found in the area of crane units. To permit fully automatic crane operation, therefore, one vital condition needs to be met. Either use of boundary fences ensures that during fully automated operation no persons are present in the crane area; or technical solutions are im-

plemented that continually compare the positions of all individuals plus all movable objects such as vehicles with the position of the crane, thus ensuring timely prevention of dangerous situations. This facilitates a boost for the degree of automation of pure container handling in intermodal terminals to the extent that crane units can fully automatically undertake handling in the stacking area, as well loading/dischARGE of trains and trucks. ■ (Künz)

Künz GmbH

Locations: Four in Austria – with headquarters at Hard, Vorarlberg

Additional branches at Kenches, Slovakia; Padua, Italy; Vlaardingen, Netherlands; and Raleigh, USA

Workforce: approx. 550

Founded: 1932 in Hard, by Hans Künz

Fields of business: Innovative crane units with a degree of automation for container handling, the mining industry, handling of rails and timber, as well as screen cleaning machines for power supply companies. Künz is notable for providing complete coverage for all areas of business – from consultancy via planning, design and production to assembly, training and maintenance.



Infos at: kuenz.com

IGS Intermodal recently expanded its railcar fleet with long, modern and payload-optimized 80-ft, four-axle railcars that were unloaded for the first time at CTR – Container Terminal Regensburg

Further growth for intermodal

As a second segment besides its forwarding, contract and storage logistics operations, IGS Logistics Group has built up a wide-ranging service portfolio.

BY CLAUDIA BEHREND

For Hamburg-based logistics service provider IGS Logistics Group, its business rests on two main foundations, the logistics and intermodal sectors. Logistics covers its forwarding business for general cargoes along with LTL and FTL – less-than-full-load and full-load freight, and for general and temperature-controlled cargoes in Germany and Europe. In addition, logistic services are centred on warehousing, with state-of-the-art warehousing available at its Hamburg, Vienna and Warsaw facilities.

“Our intermodal area has developed from the road container transport that IGS has been operating for almost 50 years,” reports CEO Harald Rotter. “Apart from our train network, in this field we offer our customers single-source terminal, depot and trucking services.” IGS staff here daily control around 500 vehicles, as well as 470 container railcars, attending to

shipments for sea freight forwarders and shipping companies.

“What started with the first container block train service 14 years ago has meanwhile grown into a comprehensive train network with a total of six terminal and depot facilities,” says Rotter. Among these are Nuremberg, Munich, Regensburg, Aschaffenburg, Schweinfurt and Heilbronn, along with the Hamburg, Bremerhaven and Rotterdam offices that direct operations.

Additional services include container cleaning/repair and – primarily – trucking along the first/last mile. That makes us one of the few companies independent of a large group that can offer this concept with all the additional services from one source,” stresses Rotter.

INTERMODAL BETWEEN HAMBURG AND COLOGNE TOO

The hinterland infrastructure is of great importance strategically. After all, numerous industrial companies are located in Bavaria, Baden-Württemberg and the Rhineland. "Hamburg's superb rail infrastructure makes it especially important as a port," emphasizes Rotter.

It is precisely this that IGS Intermodal goes for. With its partner CTS Köln, IGS has succeeded in establishing intermodal services on routes that have tended to favour trucking, between Hamburg and Cologne, for example.

"A high proportion of the cargo volume between German seaports and the Rhineland is actually transported by truck," explains the CEO. Yet several factors speak for a shift to rail: "Owing to engineering works, bottlenecks are frequent on the A1. These will be aggravated for the next few years by the lack of the Rahmedetal Bridge on the A45." Besides, there is a shortage of truck drivers. The increasingly unstable level of the Rhine as a result of climate change is also prompting many customers to search for alternatives.

A further aspect is that hazardous cargo from the chemical industry on the Rhine is predestined to be transported by rail, which apart from its environ-

ment-friendliness, primarily offers a distinctly lower risk of accidents. In addition, some water-polluting substances are not licenced for transport by inland-waterway craft. Rail is the ideal alternative there. "Along with CTS Container Terminal in Cologne, in 2019 we launched the first train, marketed by both companies. There are meanwhile three departures per week.

An additional reason for growing interest in intermodal transport on the part of sea freight forwarders and shipping companies results from shippers' wish to efficiently combine economy and ecology. "Rail plays a major part in trade and industry," realizes Rotter. This should grow still stronger: "Additional stimulus for more intermodal transport will be the CO2 surcharge on the on the road toll from December and the next increase in CO2 tax," anticipates the CEO, adding that: "Extensive outstanding renovation of corridors on the DB network will present a major challenge for the next few years."

FURTHER NETWORK DEVELOPMENT

Further development of its network, for instance by investments in building and operating terminals and empty container depots, will be absolutely essential for IGS. Some of the locations consist of intermediate centres not previously possessing a marketable intermodal link



Customers will be offered several departures per day to German seaports from the enlarged CTR – Container Terminal Regensburg

With its shuttle trains, IGS Intermodal regularly connects the seaports with the powerful economic regions in Bavaria, Baden-Württemberg and the Rhineland

with the seaports, which IGS will efficiently incorporate in its network. "Schweinfurt and Heilbronn are examples," explains Rotter.

"We are marketing the Schweinfurt location through CLS, a joint venture with our Translog partner. Meanwhile we are offering six weekly trains in each direction. It makes no sense economically or ecologically to initially shift cargo from Hamburg for the Schweinfurt industrial area by train to Nuremberg, just to return it back to Schweinfurt by truck," explains Rotter, adding: "All the more so, since Nuremberg is in any case in heavy demand, and therefore currently being expanded."

Extension of the terminal in Regensburg was completed last year. "Our terminal in the Port of Regensburg had reached the limit of its capacity and we were already storing containers there on external plots," reports Rotter. The regional car industry plus automotive suppliers create heavy demand. Demolition of old storage sheds, no longer required, then created an opportunity for expansion.

Our terminal capacity has grown by around 60 percent – and this on the existing area in the port," says a delighted Rotter. During implementation, a special drainage system permitted handling and interim storage of containers containing water-polluting substances. Track capacity was also enlarged: four handling tracks have now replaced just two. A power-driven gantry crane is reinforcing reach stackers, of which two older ones have been replaced by new, low-noise and low-consumption handling equipment. "The new units are not just far more efficient but cause less CO2 emissions and noise," says the CEO.

"With an expanded terminal in the Upper Palatinate region, we are more flexible and able to offer our customers a still better service," says Rotter. Multi-modal facilities also enable us to reposition empty containers from S.E. Europe, for example Hungary and Austria, by inland waterway craft for our customers.



© SBB Cargo International AG, Ulten, Schweiz

Along with its partner Spedition Zippel, IGS has invested in 100 new 80-ft container railcars. "The first 50 have already been delivered." Yet that will not be all: "We believe in the growth of intermodal transport," stresses Rotter. 220, 000 TEU were shifted on the network in 2022. "Due to the economic situation, 2023 will turn out to be somewhat weaker. Yet we think and plan for the long term, and will accordingly be continuing to invest wherever that makes sense for us." ■

IGS

With 'Intermodal' and 'Logistics' Hamburg-based family company founded in 1950 is based on two complementary business areas. In the intermodal sector, it offers intermodal rail, inland waterway shipping and road services. Currently with around 600 staff, the company operates its own train network, an EDP subsidiary and container terminals along with depots: CDN in Nuremberg, CTR in Regensburg, CLM in Munich, TCA in Aschaffenburg, CLS in Schweinfurt and KTHN in Heilbronn. IGS offers container repair and trucking in addition. Logistics activities include the forwarding business and logistics services centred on warehouse logistics.



Infos at: [igs-logistics.com](https://www.igs-logistics.com)



Intermodal – easy and digital with railMybox

Can booking containers be as easy as booking a flight? Thanks to the digital platform railMybox.com, it's now possible.

BY ANTJE HANNA RÖHL

After a successful launch in May 2022, the product, which belongs to the transport expert EUROGATE Intermodal, is already on track towards expansion.

Just a few clicks, and intermodal transports are confirmed – that's how quickly bookings work via the cloud-based, all-in-one platform railMybox. Additional organisation, management and administrative work for transports are all smoothly handled online. And with transparent pricing, customers benefit from an overview of total costs, without hidden surcharges.

„With railMybox, we revolutionised intermodal container transport booking,” says Christopher Beplat, a member of the EUROGATE Intermodal GmbH (EGIM)

management board since 2020 and sole managing director since 2022. Working alongside Beplat, Christian Neubauer, Head of Corporate Functions at EGIM and railMybox, and Niels Riedel, Sales Manager at EGIM and railMybox, play pivotal roles in advancing this innovative product from the EGIM Group.

„With this platform, we greatly simplify our customers' day-to-day operations. By streamlining processes, we achieve cost savings and eliminate repetitive manual entries on our side. It's a win-win situation for all parties involved,” explains Beplat. „We took inspiration from airlines like Eurowings: You start by booking the pure flight service, the actual transport. Additional options, such as seat selection or bag-

**railMybox handles
container bookings
rapidly and digitally**



© EUROGATE Intermodal GmbH

Added services like container weighing, customs clearance, temporary storage and truck pre- and on-carriage via real-time routing can be easily booked.

The platform's concept guarantees customers receive a confirmation, including a fixed price, directly after submitting a booking – and it's all managed digitally. Unwelcome surprises on invoices are now a thing of the past. And after a recent update, railMybox now also offers the possibility to book hazardous goods and waste, complete with simple digital document management.

„Customers particularly appreciate railMybox's ability to generate capacity information and booking confirmations in a matter of seconds," notes Christian Neubauer. Niels Riedel adds, „They often have their clients on the phone while making the booking online. Real-time data and prices are now available to them – a significant competitive advantage."

Christopher Beplat

Managing Director at
EUROGATE Intermodal GmbH (EGIM)



Christian Neubauer

Head of Corporate Functions at EGIM
and railMybox

Niels Riedel

Sales Manager at EGIM and railMybox



all portraits: © EUROGATE Intermodal GmbH

DIGITAL PARTNERS: DRIVEMYBOX AND RAILMYBOX

The backbone of these transports is EGIM's rail network, combined with pre- and on-carriage by truck, which can be booked via the digital platform driveMybox. A sister company of EGIM, driveMybox specialises in truck transports and seamlessly connects transport orders with truck capacities. It caters to both cargo owners and (independent) truck operators.

Whether on rail or road, the platform-based approach to digitalised transport provides significant advantages to customers. „Clients can not only digitally track their transport at any time, but also receive automatic updates on any delays, which can be tailored to their individual preferences. Invoicing is also fully digital. All documents are stored centrally in a personalised dashboard, which is accessible anytime, anywhere," explains Riedel.

gage, are also available. In the end, you receive a fixed total price for the service. With railMybox, we've adapted this model to work for intermodal transport."

DATA IN REAL TIME – ANYTIME

railMybox offers customers access to real-time data surrounding their desired intermodal connections. This data includes, among other things, available capacity, transport time and price, which is calculated based on the container's weight. With the help of integrated vessel tracking, the container's ETA is always accessible, making it simple to rebook onward intermodal connections in the event of ship delays.

While automation reduces issues with digital transports, human assistance is still central. A chatbot as well as a help desk are always available for questions or problems. „However, problems occur much less frequently with digitalised transports than in the past due to automation," adds Neubauer. „This frees up capacity, allowing our staff to focus on other tasks such as customer care and ensuring service quality."

The rail network connects German sea-ports the with many inland terminals



© driveMybox GmbH

EUROPEAN NETWORK

The rail network currently links the North German seaports of Hamburg, Wilhelmshaven and Bremerhaven, as well as Rotterdam, with German inland terminals in Duisburg, Frankfurt, Kornwestheim, Mannheim, Munich, Nuremberg, Ulm as well as Budapest in Hungary. „Our goal, of course, is to continually expand our rail network. In addition, we are focusing on further developing cooperation with driveMybox, particularly in terms of combined transport,“ Beplat explains.

In the market, EGIM’s intermodal platform received a warm reception.

The initial stage aimed to introduce the railMybox product to smaller existing customers from the freight forwarding sector, as well as resellers. This plan was realised more quickly than expected, and the focus swiftly shifted to software development. With the introduction of an API that allows large customers to connect to the platform easily and securely, railMybox

will reach another milestone in autumn 2023. Additionally, an expansion is planned to allow interested railway companies or operators to use the platform for their own capacities.

The number of transports booked through the platform is significant: „In summer 2023, we exceeded 10,000 rail freight transports via railMybox,“ reports Neubauer. He adds, „With our platform, we can provide our customers with a high-quality product and achieve significant productivity gains.“



ENVIRONMENTAL BENEFITS

In addition to supply chain advantages, sustainability plays a crucial role for customers. Combined transport inherently offers advantages by using different modes of transport. railMybox enhances these benefits significantly: All EGIM trains are powered by 100% renewable hydroelectric power. Additionally,

the intelligent integration of pre- and on-carriage with driveMybox optimises truck usage and eliminates unnecessary trips. The result: substantial CO2 reductions.

„Digitalisation offers enormous potential for our sector, yet only a few providers have consistently embraced it. At EGIM, our goal is to deliver what the market needs. This platform is a direct response to the ongoing digitalisation of business processes and transport operations among shippers, forwarders and other service providers. After all, our job is to simplify our customers’ work. And we will continue to do just that in the future,“ says Beplat, summarising the philosophy behind railMybox.

The implementation of the digital platform was a success. And those familiar with EGIM and its extensive experience in combined transport know: This is only the beginning. ■



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Climate-neutral by 2040

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Find out more about sustainability here



Metrans going even greener

This intermodal company is expanding the HHLA Pure network in Europe and offering customers additional services duly certified as climate-neutral.

For shippers, climate-neutral transport is of ever-growing importance, since even the supply chain flows into a company's CO₂ balance sheet. As responsible service providers, HHLA and its Metrans rail subsidiary are striving to further expand their climate-neutral products, including HHLA Pure.

Since 1 September, Metrans has included the seaports of Gdansk, Rijeka, Rotterdam, Trieste and Wilhelmshaven in its system for CO₂-free transport. In addition, the inland terminals of Duisburg in Germany and Indija in Serbia have been integrated into the HHLA Pure network. In doing so, the group has more than doubled the range, now offering around 340 routes with the HHLA Pure product. "With the expansion of the HHLA Pure network, we are making a significant contribution to climate protection and are giving our customers still more opportunities to have their containers, being transported from the seaports into the hinterland certified as climate-neutral," says Peter Kiss, CEO of Metrans Group.

Thanks to HHLA Pure, all rail shipments to and from Hamburg, Bremerhaven and Koper have been transported CO₂-free since 2021. Expansion along further routes

is being checked and certified as part of this year's audit by TÜV. Metrans deploys cutting-edge equipment – electric and hybrid locomotives, modern lightweight railcars and electric cranes – and in Germany and Austria uses power from renewable energies to restrict CO₂ emissions from freight handling and transport to a minimum. For every route, the remaining CO₂ emissions per TEU – standard container – are calculated and compensated by high-grade climate protection projects.

Metrans has been engaged in developing new, attractive offerings since the early days. Founded in Uhrineves, a suburb of Prague, in 1992, the company aimed to connect the then Czechoslovakia with Hamburg as a seaport. As a landlocked country, it possessed not a single point of access to the sea, but a long-established trade route led to Hamburg, operated by inland waterway craft, via the Moldau and the Elbe. When the Iron Curtain fell, the formerly communist countries imported much new material for consumer goods and investment in plant.

These shipments largely had to be transported along poorly built, congested roads. Trucks would someti-

Metrans included many additional sites in its climate-neutral route network at the beginning of September



mes have to wait a day or two before being cleared by Customs. Rail shipments could only be calculated with difficulty and were no alternative, at least until Metrans started to use rail for container block-trains. These services stood out for their reliability, short transit times and high capacities. Shuttle services became increasingly frequent. They soon catered for a high proportion of imports and exports for the Czech Republic, which had parted peacefully from Slovakia, its present-day neighbour, at the end of 1992.

Three decades later, an enormous container terminal operates for HHLA's rail subsidiary Metrans in Uhrineves, one of the central hubs in the European network of 21 inland terminals. The six rail cranes and 13 reachstackers there can handle up to ten trains simultaneously. Following a sustainable modernization of head office, around 500 staff control container movements, seeking to fulfil every request from customers with a minimum of bureaucracy. This is exactly as Metrans founder Jiri Samek would have wished, as his successor and CEO Peter Kiss explains: "Our vision is one of comprehensive service, i.e. a neutral solution. With that, we

aim to assist our customers in a great variety of situations. Yet if they wish, we also seek very specific solutions." Enthusiastic about Samek's ideas for rail logistics, Kiss entered the group in 1999. In the same year, intermodal transport was re-started in Slovakia, with Hungary then integrated in a further move.

Many more terminals followed, whether built by the group, purchased or leased. High-frequency shuttle trains connect the ports with the hinterland. Dynamic growth also owed a lot to HHLA's entry in the mid-1990s. The sums invested rapidly assumed fresh dimensions, yet Metrans's basic, productive principle remained unchanged.

High-frequency shuttle services rapidly transport containers away from the ports. They are then sorted at the hub terminals in the hinterland and taken to recipients by local trains and trucks for the last mile. A dense network of Metrans rail links meanwhile extends from the Baltic to the Bosphorus. In future, even more of these will be offered on a climate-neutral basis. ■ (HHLA)



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Efficiency boost for Port of Hamburg logistics



Modern trucker and authentication apps are replacing the trucker card previously in use. These facilitate faster and more secure truck clearance at the port terminals. The solutions from HHLA Next, Eurogate and Conroe, as well as Dakosy, also offer truckers the opportunity of optimizing their tour planning, or downloading freight data in realtime.

BY NICOLE DE JONG

The Port of Hamburg handled a total of 3,8 million TEU in the container segment during the first half of 2023. In clearing this enormous volume in the port and its hinterland, digital tools were used to speed up processes. Truckers needing to enter a terminal facility have so far identified themselves with the 'trucker card' introduced by terminal operators almost twenty years ago. This will very soon be replaced by state-of-the-art trucker authentication apps.

HHLA Next, the group's innovations unit, has developed 'passify', an app for digitalizing truck handling at HHLA terminals and other locations. This will provide conclusive identification of every trucker seeking ad-



© HHLA/Thies Rätzke

mission to a terminal. More than 6,000 trucks per day are handled at HHLA's terminals in Hamburg for collecting or delivering containers. "In future, every trucker will be verified and digitally authenticated at terminal entrances," explains Marcel Wiegand, co-founder of 'passify'. This will ensure that the pass is genuine and the driver is the person that he claims to be. "Verification is the initial step, and repeated at regular intervals."

The app utilizes different authentication and security mechanisms through the smart phone to conclusively identify the driver and on the other hand to ensure that valid data protection rules are observed. These

**Marcel Wiegand
and Nico Marks**
Co-Founder of passify



© HHLA/Thies Rätzke

'digital gate access' checks meet the security standards of ISPS – International Ship and Port Facility Codes, says Wiegand, a set of measures introduced in 2004 to counter threats to ships and port facilities and to define security in the supply chain. The main efficiency gain for truckers through using 'passify' in future will be that all truck processing will be digitally supported.

"Drivers barely need to leave their truck and can therefore save waiting times at various points along the supply chain," stresses Wiegand. passify also enables drivers to link their orders and slots to their dispatch process. The app supports them in their local language during dispatch process, providing tips and assistance as well as an overview of current workload situations. From the terminals' point of view, the efficiency gain lies in the fact that they do not need to make available any additional high-maintenance hardware, and the demise of all paperwork. passify will be introduced at the HHLA terminals in Hamburg by the end of 2023, but aims to offer various logistics players the prospect of support. This optimizes their truck processing.

"Every container that can be cleared a few minutes earlier represents a gain for the entire logistics chain," confirms Felix Paul Czerny, founder and CEO of Conroo, which has specialized in digital clearance at container terminals, depots and warehouses. "Along with Eurogate, we have further developed our Conroo app at seaport terminals. This had already proved itself very well at various multimodal terminals in the hinterland, including some operated by DB – German Rail," explains Czerny. The aim is to considerably shorten the clearance process and waiting times for trucks, and to avoid wasteful additional runs and stops. This optimizes processing times with digital reporting and makes tours easier to plan.



Drivers will be able to access the terminals more quickly with one of the new apps.

© Nicole de Jong

This solution functions on all normal smart phones and tablet PCs and already constitutes the entire process for tens of thousands of truckers. Run at terminals since March, live tests are proving wholly successful. As an extension to the Conroo app, the 'digital trucker card' will be successively introduced at all Eurogate terminals from March, also being available to all other terminal and depot operators, as well as warehouses.

"For us as customers, the main consideration was being able to resort to an existing, functioning secure system, tested in the field and with the potential to establish itself as a holistic and overarching solution", adds Jannis Grantz, Eurogate's Project Manager for digitalization and standardization. For instance, the slot booking system of the Truckgate IT platform operated by Dakosy has been integrated into Conroo. Its use had already been obligatory for container handling in Hamburg since 2017.

Conroo is also able to link the transport management systems of the relevant haulage companies via interface, so that these can book orders in the smartphone app, relieving the driver of as much work as possible. Yet Conroo not only fulfils the customer's requirements, but displays the whole process – so that everything runs via one application if possible.

In the case of Eurogate, this means that the trucker not only authenticates himself via the trucker app, but in addition receives the tour planning plus relevant data on gates and lanes within the terminals. In addition, this solution can supply realtime data on changes in container arrival or train loading times.

The smartphone itself, which must be personally unlocked, also helps to enhance security. At the same time, freight is assigned to the driver. The advantage for truckers: They no longer need to leave their vehicle to obtain access to the terminal. This saves them considerable time in the course of their daily work.

ImpalaID is the universally usable authentication app for logistics by Hamburg software company Dakosy. "We have implemented a solution that functions in the port whatever the company, but in other areas too," explains ImpalaID project manager Moritz Schick. "The new app closes a big gap in secure and standard authentication at different logistics nodes, for example at barrier or gate systems in the port area," adds Nicolai Port, Dakosy's Carrier Manager.

Users of the ImpalaID app initially identify themselves online with forename, family name and email address, which they need to confirm. In the app, various authen-

tication levels can then be downloaded, for example the type and number of identification documents to be checked. These are verified at regular intervals.

The app and electronic ID are coupled to mobile terminals, for instance the trucker's smartphone, and on occasion biometrically confirmed with facial or fingerprint scans. "This prevents simple passing on of data to third parties," says Port. Data on carriers can also be stored there. None of this is possible with the trucker card currently used to identify drivers and to control vehicles at the terminals.

Once issued, this is totally valid and as a rule the data stored is neither updated nor verified. "Therefore, it is not certain whether the person producing the trucker card is in fact entitled to it. So we regard it as only to some extent meeting the requirements of the ISPS Code," he adds.

The ImpalaID app facilitates secure legitimation for participants via a QR code that is only valid for a few

minutes. In practice, the trucker shows this at the entrance to the terminal, where it is scanned by a reader. The data is transmitted via a web service in real-time to the terminal, which can immediately establish digitally, whether all the details are correct. If something is wrong, e.g. if the trucker has not downloaded his surname, he is denied access.

Dakosy intends the ImpalaID app to be used as a neutral solution, not just for the digital identification of a driver at the port, but one established and implemented along the entire supply chain. "From collection to the point of delivery, the ID should be firmly linked to the freight," explains Port.

One of the pilot users, the HCS empty container depot, is currently implementing digital authentication with the ImpalaID app as an alternative to the trucker card. This means that truckers can now report in advance via the Dakosy solution, then use the QR to legitimize themselves at the HCS depot for delivery or collection of empty containers. "Using the API pro-



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QR code very successfully since the beginning of July," says Justin Karnbach, Assistant Manager at HCS Hamburger Container Service.

Selected truckers initially participated in test operations, and meanwhile – with a few minor errors eliminated – every driver can use the ImpalaID app at HCS with no restrictions. In addition, more and more companies are switching to the new system. "With ImpalaID, Dakosy has created a solution for legitimizing truckers that offers an indispensable opportunity for traffic control, not just for terminal operators, but for various other companies in the port," says Karnbach in praise of his new tool. In addition, this app has the potential to individually and selectively legitimize all truckers anywhere in the port. It offers the opportunity of a genuine, consistent port solution.

programming interface made available by Dakosy, we have linked the app into our system and have been testing the proof-of-identity function by means of the

All three applications incorporate several languages. The crux of the matter: Three players, three solutions. It remains to be seen whether one app prevails. ■

CTD going for innovative IT solutions

Digitalization optimizing logistics processes in the Port of Hamburg and into the hinterland:

At peak times in the Port of Hamburg road traffic, especially, suffers from bottlenecks. Digitalization is helping staff to save time, retain an overview, and organize processes securely, efficiently and economically. "Transparency in the supply chain is an essential factor for success," says Marijo Pavlovic, Head of Operations for CTD – Container-Transport-Dienst. A subsidiary of HHLA – Hafen Hamburg und Logistik AG, CTD specializes in tours between port terminals and depots in Hamburg, and in shifting freight along the first and last mile, not just in the vicinity of Hamburg, but also around other German locations.

For many years, CTD have opted for innovative IT solutions that optimize logistics processes and speed up shipments. "Since we have been using cargo support's software for example, truckers have been spared the drive to CTD head office," he explains. Previously they had had to collect written orders there, but they now receive these automatically on their smartphone or tablet via the 'Smile app'. CTD has received an award from the Hamburg Environmental Partnership for the CO₂ savings here. Smile stands for

"Smart Last Mile Logistics" and is an application that ensures paperless communication.

"With us internally, no pieces of paper are any longer in circulation and in principle we really no longer need the office location – everything meanwhile runs digitally," adds Pavlovic. Movements clerks and customer service staff only need to be present in person for five days per month, working from home for the rest of the time. Orders from customers run directly into the CTD system. Should any data be missing, the software – supervised by customer service – automates the enquiry from the customer until the required details are complete.

"Drivers seeing to the transfer of boxes need not type anything into the app. They simply photograph the back of the container that displays all the relevant data," explains Pavlovic. The Smile app can extract all the essential data from the photo. The app also automatically notifies the customers and other persons involved on the status of the order in realtime. Cooperation between drivers, terminals, customers and movement clerks is thus simplified with the aid of the Smile app. In addition, waiting times for truckers have been considerably reduced.

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Hamburg Port Railway - Hamburg's link with the hinterland

The Hamburg Port Railway has interlinked ships and rail tracks for almost 160 years. In pursuit of sustainability, it has since gained in significance for the Port of Hamburg and the European hinterland. Hamburg Port Railway links the cargo handling terminals and the European rail network. A cutting-edge IT-based operating system ensures that all rail operations are precisely scheduled, and all containers arrive at their destinations, both reliably and without delay.

Around 200 freight trains per day use the Port Railway network. In 2022, total volume transported was around 47.3 million tons.

83 Millionen Euro für den Neubau des Umschlagbahnhofs Augsburg-Gersthofen



Federal Government and DB - German Rail - invest 83 million euros

In July, Dr. Volker Wissing, Federal Minister of Transport, and Berthold Huber, DB – German Rail's board member for infrastructure, signed the financing contract for the new terminal in the GVZ – Freight Traffic Centre for the Augsburg region. The aim behind the new terminal is to ensure that more freight switches from road to rail. Around 62,000 load units should in future be handled here intermodally. In theory, capacity could be increased up to 105,000 load units. The new terminal will relieve the roads and annually save the environment 700,000 litres of diesel fuel, or around 1,754 tons of CO₂.

Further sections of the A26 now open for traffic

On the A26 autobahn, new sections between the junctions at Jork in Stade county and Neu Wulmstorf in Harburg county have been opened. The A26 relieves federal road B73, and once completed, will link the A20 autobahn with Hamburg. According to 'Autobahn AG' – the federal operating company – a further section should follow by 2026. In addition, the A26 East or port bypass, a diagonal East-West extension to the A1, is planned. This should be completed by 2031.

Operator named for Straubing-Sand container terminal

Contargo Combitrac Straubing-Sand, the recently launched joint-venture company, signed the operating contract for the new intermodal container terminal in Straubing-Sand on 30 August. The bidding consortium consisting of the Contargo – Container-Hinterland-Logistik- Netzwerk, SFI and Ziegler Group, prevailed in a Europe-wide invitation to tender for operating the new terminal. The contract for operation of the terminal will in all probability come into force in the second quarter of 2025.



New Members

USCG International GmbH

Uniquors Supply Chain is a group specializing in the areas of enterprise supply chain management, cross-border e-commerce, and the import/export trade. Uniquors Group has more than ten wholly-owned subsidiaries with a distribution network covering Suzhou, Wuxi, Shanghai, Hong Kong, Hamburg, Los Angeles, Melbourne and other countries and regions.



KLEMA GmbH

With over 80 vehicles, KLEMA Kranverleih is a modern family- and owner-run service company. Klema has specialized in offering all-round service in the areas of crane hire, heavy-load and special shipments, relocation and assembly jobs, along with transporting machinery.



EV Cargo Global Forwarding GmbH

EV Cargo is a global logistics implementation and supply chain services platform. The range includes air and sea-freight, road transport and contract logistics, as well as the related added-value services. With its head office in Hong Kong and an additional 100 locations in 25 countries worldwide, the company is well positioned globally and can make dedicated offers for customer needs.



Pro2 Professional Project Logistics GmbH

Equipped with many, varied years of experience of the sector, PRO2 Professional Project Logistics attaches great value to personal freight supervision when planning is implemented. This practical approach minimizes risks in transport and helps companies in advance to avoid delays and unnecessary additional costs. Long experience, a reliable international network and close relations with its customers make the group optimally positioned for air and sea-freight projects, rail transport, trucking and logistics.



Anne Thiesen continuing to strengthen ties with Asian markets

Port of Hamburg Marketing's Representative in Hong Kong for many years, Anne Thiesen will now be supporting Asian markets from Hamburg.

The Port of Hamburg traditionally cultivates links with Asian markets very intensively. China, for example, has for years headed the list of its trading partners for container handling. More countries in the region, meanwhile, wish to strengthen ties with Hamburg. HHM – Port of Hamburg Marketing is well aware of this trend, and with Anne Thiesen, has brought a proven expert on the region to head office in Hamburg.

Anne Thiesen strengthens the team around Inga Gurries, who took over last year as Head of Market Development, Asia. From Hamburg, Thiesen will concentrate on the Hong Kong, Greater Bay Area and South East Asia markets, also visiting on the spot frequently.

Anne Thiesen commenced her international career in Hong Kong 18 years ago as Executive Director of the German Chamber of Commerce there. In this post, she was already intensively building up relations between ports in the region and Hamburg at the request of HHM. The cooperation agreement with the Port of Shenzhen was launched then. In 2008, Anne Thiesen went independent as a management consultant and representative in Hong Kong, acting for many Hamburg-based companies. From 2012, HHM was among her clients. For HHM, among her initiatives were the partnership with the Port of Guangzhou and the Ham-

burg Port Evening that became a highly popular format of Hong Kong Maritime Week. Anne Thiesen has been a permanent member of the HHM team since 1 August 2023. ■ (jh)



Anne Thiesen

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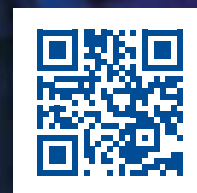
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