

FUTURE ENERGY

A CLEANER FUTURE

FOR SHIPPING

PORT OF HAMBURG MAGAZINE

A MORE ENVIRONMENTALLY FRIENDLY FUTURE IS BEING ACTIVELY SHAPED BY THE PLAYERS IN THE PORT OF HAMBURG AND THE METROPOLITAN REGION.



Dear Readers,

A more environmentally friendly future is being actively shaped by the players in the Port of Hamburg and the metropolitan region. What may sound like a mere cliché is, in fact, reality.

In many areas, such as the installation of shore power for ships, the Port of Hamburg is leading the way in Europe, while simultaneously helping to set international standards. The Hamburg Port Authority impresses with its commitment at both the local and international level. This clearly demonstrates that the path to carbon-free transport cannot be pursued at the local level alone. The same applies to the bunkering of alternative fuels in the port.

What is needed is intensive international collaboration between all parties involved in a transport process. This starts with the choice of alternative fuel. Large quantities must be available locally. This requires, for example, an infrastructure that complies with the relevant standards. Unfortunately, this is still lacking in many ports.

At the same time, the production and transport of energy needs to be ensured. It is a Herculean task that many stakeholders in the Port of Hamburg, the city, and the metropolitan region are tackling with vigor and enthusiasm.

For more, take a look at the fascinating and informative articles on the future of energy in our Port of Hamburg Magazine.

Stay curious,



AXEL MATTERN
CEO Port of Hamburg Marketing



Contents



03 EDITORIAL

FUTURE ENERGY

06 "FUNDING IS CRUCIAL"

Christian Heine, Managing Director of Hamburger Energiewerke, talks about the next steps in the development and expansion of alternative energy sources

11 GREEN ENERGY FOR CLEAN PORTS

The Port of Hamburg is a European leader in the implementation of onshore power supply

14 WHERE THE WIND BLOWS

The German Offshore Industry Center in Cuxhaven is positioning itself as the leading location for wind energy in Germany

20 METHANOL: ONE MORE STEP TOWARDS DECARBONISATION

Hapag-Lloyd aims to have a net-zero fleet by 2045

22 HAMBURG SOON TO BE BUNKER-READY FOR ALTERNATIVE FUELS

The Hamburg Port Authority (HPA) is preparing sites for bunkering alternative fuels for ships

24 ENERGY HUB AND PORT LOCATION WITH A FUTURE

Brunsbüttel aims to further strengthen its role as a multimodal energy hub

28 CLEAN AMMONIA FOR HAMBURG

Mabanaft is building an ammonia import terminal in the Port of Hamburg

32 FROM OIL AND GAS TO HYDROGEN

For more than 20 years, Hamburg-based Ingenion has been working towards a more sustainable future

34 SHAPING THE FUTURE IN HAMBURG

Attracted by three of the world's leading trade fairs, tens of thousands of experts flock to the Hanseatic city's exhibition centre

HAFEN HAMBURG MARKETING

36 PORT NEWS

38 HHM INTERNAL

New head of the Hungarian representative office





LNG | GRÜNER WASSERSTOFF

GRÜNES AMMONIAK | ERNEUERBARE ENERGIEN



ENERGIEHUB BRUNSBÜTTEL



“Funding is crucial”

The ramp-up of the hydrogen economy in Hamburg can begin. The Hamburg Green Energy Hub project is receiving significant funding from the German federal government. Port of Hamburg Magazine spoke to Christian Heine, Managing Director of Hamburger Energiewerke, about the next steps in the development and expansion of alternative energy sources.

BY RALF JOHANNING

POHM: In July, the time had finally come – Federal Minister of Economic Affairs Robert Habeck submitted the funding approvals for not one, but two hydrogen projects. Among them were the funds for the Hamburg Green Hydrogen Hub (HGHH) project. How important is this for you?

Christian Heine: Extremely important. In fact, the funding is crucial for the project to go ahead. We have to be honest about that. Many other technologies, such as photovoltaics and wind power, received initial funding support to help them become competitive. The production of green hydrogen also involves technologies that are only just beginning to play a role in the energy mix. The local production and distribution of green hydrogen will only be able to achieve a breakthrough in Germany if we provide financial support for the initial phase. In light of this, we are relieved that not only our consortium with our partner Luxcara, but also the HH-WIN project of our municipal sister company Gasnetz Hamburg have received funding. Now, nothing stands in the way of the hydrogen economy taking off in Hamburg.

We were also particularly pleased that Robert Habeck came to present us with the funding decision in person. In mid-August, the German Federal Minister for Economic Affairs and Climate Action visited the Moorburg site to see firsthand the progress of the dismantling work, the preparation of the site for the Hamburg Green Hydrogen Hub, and the hydrogen grid connection.

As you just mentioned: the former Moorburg coal-fired power station is at the heart of the HGHH. An electrolyser is to be built here. How far along are the works?

The first and most important step is to clear the site for the future electrolyser. Dismantling work at the former Moorburg coal-fired power station began several months ago and is progressing well. We ex-

pect to have cleared all the necessary areas by the middle of next year, after which we can start with the construction of the electrolysis plant.

Can any of the existing infrastructure be re-used?

Several components of the former coal-fired power station can still be used. This makes the overall project particularly sustainable and also makes economic sense. These components include the water treatment plant as well as the workshop and storage building. The existing connection to the high-voltage grid will be converted and relocated.

What's next?

The next step in the project will be ordering the electrolyser. The tender has already been issued and we are confident that we will be able to announce the successful bidder and award the contract in a few weeks' time.

You're aiming to achieve 100 megawatts in the first expansion phase. When will this be complete?

Even though we can reuse components, the construction of an electrolyser is a lengthy process. We expect to start commercial operations in 2027.

For context: what does a production capacity of 100 megawatts look like? How many companies would that supply?

We estimate that Hamburg will require up to three billion cubic metres of hydrogen per year in the future to replace all fossil fuels in industry and commerce. With an electrolysis capacity of 100 megawatts, we can produce around 10,000 tonnes of green hydrogen in Moorburg, which is equivalent to around 110 million cubic metres. It is important to note that the 100 megawatts is just a starting point. Our expectation is that the Moorburg site will have an electrolysis capacity of up to 800 megawatts in the future.

Christian Heine, Managing Director of Hamburger Energiewerke, hopes to achieve the goal of climate-neutral power generation within the next two decades.



Erneuerbare Hafen Energie Hamburg GmbH will expand wind power and photovoltaic systems in Hamburg's Port area.



Are there already interested parties for the hydrogen?

Yes, certainly. We are working with the consortium to build a portfolio of hydrogen users across a range of industries and are already in discussions with many of these companies. For a number of industrial companies, hydrogen is the only option for successful decarbonisation. Hence, we are not worried that there will be difficulties on the demand side.

Looking back, what were the biggest hurdles?

The biggest hurdle was certainly the lengthy process with the European Union. We were eagerly awaiting progress in this process. Like many other electrolysis projects in Germany, we have had to be very patient over the past few years. Towards the finish line, we were also concerned that the federal government might not be able to provide funding due to austerity measures in the federal budget. All the more reason for us to be delighted that our project in Hamburg can now come to fruition.

The former consortium consisting of Mitsubishi Heavy Industries, Shell, Vattenfall and Hamburger Energiewerke has been dissolved. You now have a

new partner, Luxcara. Could you describe the nature of your collaboration?

Luxcara became the majority shareholder in the consortium last year with a 74.9 per cent stake after acquiring the shares from Shell and Mitsubishi Heavy Industries. Luxcara is a company with proven expertise in delivering complex sustainable energy infrastructure projects. Working with Luxcara is straightforward and focused on making swift decisions. This helps the project to progress quickly. At the time, there were a number of parties interested in acquiring the shares held by Shell and Mitsubishi. In retrospect, however, it has become clear that the "Hamburg solution", i.e. the decision in favour of Luxcara, was precisely the right one.

Have you already decided where the electricity for production will come from?

For regulatory reasons, green hydrogen must be produced from renewable electricity. Only then can the electrolysis process be carbon-free, and the resulting green hydrogen be sustainably used for the decarbonization of industry. That is why Luxcara was the ideal partner for this consortium. Luxcara has an extensive green electricity portfolio and also possesses extensive experience and an impres-

sive track record in long-term power purchase agreements.

On the other hand, there is also the question of how to get the hydrogen to the customer.

For the transport of hydrogen, a dedicated transport network is being established in Hamburg. A pipeline network with an initial length of 40 kilometres is planned. It will start at the Moorburg site and will be extended to future customers in the Hamburg port area. Once this initial network has been established, further expansion of the hydrogen infrastructure is planned, including the conversion of a number of existing natural gas pipelines to carry hydrogen.

Who will be responsible for this?

The hydrogen transport network is being built by Gasnetz Hamburg, which has also been successful with its HH-WIN infrastructure project and is funded by IPCEI.

Gasnetz Hamburg is also a municipal company. At what levels are you working together on hydrogen production?

As a network operator, Gasnetz Hamburg is not involved in the production of hydrogen, but has the important task of transporting the produced hydrogen to the customers. Gasnetz Hamburg is responsible for building this distribution network infrastructure, and we look forward to working with them.

To drive forward the decarbonisation of the Port of Hamburg, you have formed a joint venture with the Hamburg Port Authority (HPA). What will the new company "Erneuerbare Hafenenergie Hamburg GmbH" be doing?

The main focus of the Erneuerbare Hafen Energie Hamburg GmbH will be the expansion of wind and solar power plants in the Hamburg port area and the development of renewable energy solutions.



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We hope that the joint venture will bring the best possible climate policy benefits to the city of Hamburg, with the HPA providing the necessary land and us contributing our expertise in building and planning renewable energy production facilities.

What is the purpose of the joint venture?

We intend to drive forward the decarbonisation of the Port of Hamburg with this joint venture. In the medium term, a large proportion of the electricity needs of the port industry, the HPA, and the port companies will be met using renewable energy sources such as wind power and ground-mounted photovoltaic systems. We are delighted to be working with the HPA to drive forward the expansion of renewable energy in Hamburg.

What expertise does Hamburger Energiewerke bring to the table?

We are already operating 22 wind turbines and 37 photovoltaic systems in Hamburg and have many years of experience in planning, building, and operating these systems. We are making this expertise available and are supporting the HPA and the city of

Hamburg in their efforts to achieve climate-neutral port operations.

What happens next?

Potential sites for the construction of renewable energy production facilities have already been identified. The next step will be a detailed assessment of each site to determine whether it is suitable for approval.

Now for a glimpse of what lies ahead. When do you think Hamburg will be able to run entirely on sustainable electricity?

When it comes to supplying Hamburg with electricity, we need to look beyond the borders of our city-state. Over the past few decades, we have never been in a position to supply our own needs. In this respect, the question can only be answered within a broader geographical context. Today, more than 50 per cent of Germany's electricity mix comes from renewables, and we are also seeing a record number of new PV and wind power plants being approved. This makes me optimistic that we will achieve the goal of climate-neutral power generation within the next two decades. ■

Shore power for cruise ships is also available at the Cruise Centre Steinwerder.

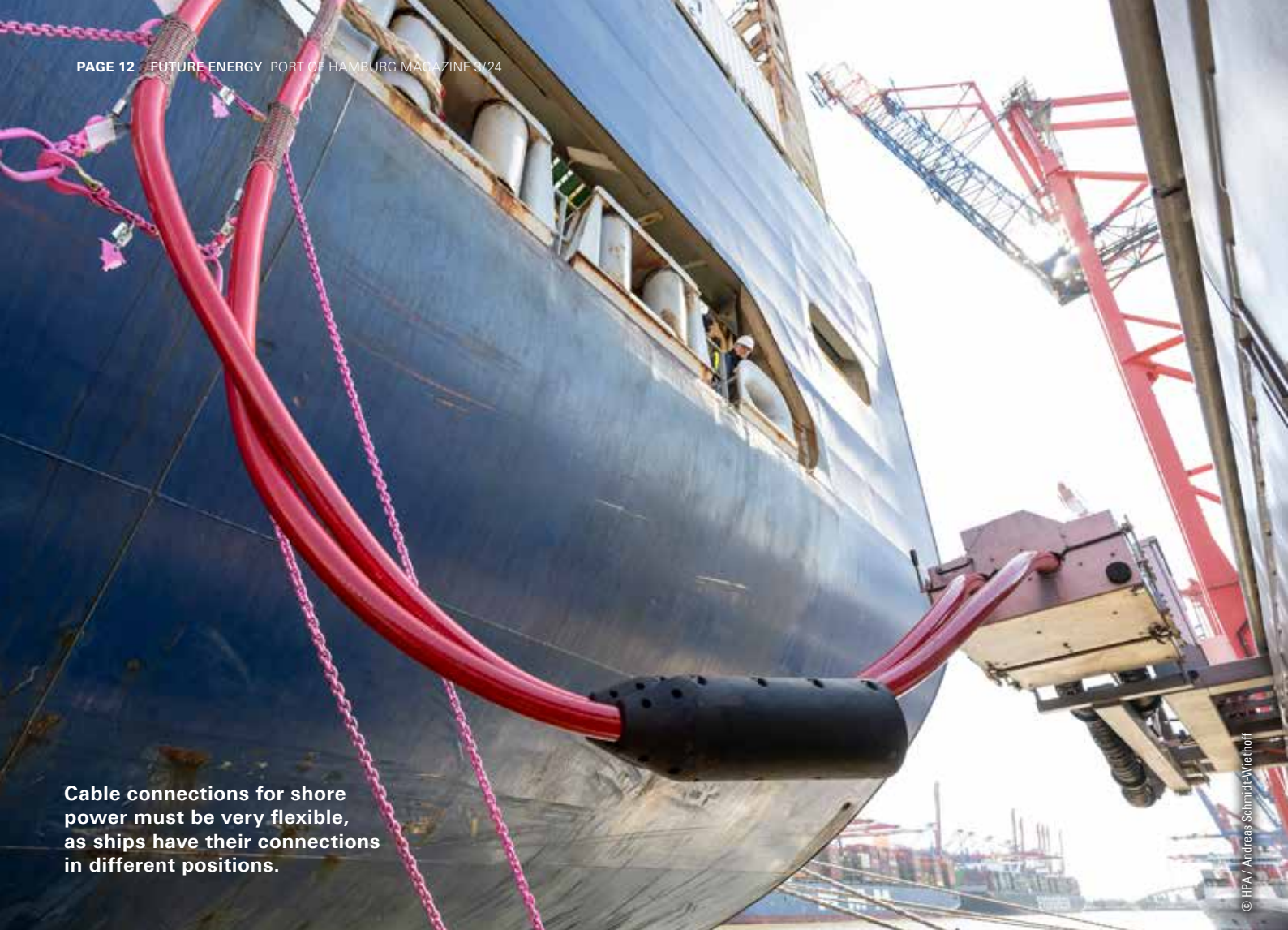
Green energy for clean ports

The Port of Hamburg is a European leader in the implementation of Onshore power supply. Following the lead of cruise ships, the focus is now on large container ships.

BY CLAUDIA BEHREND

No more smoke billowing into the sky, no more ship engines humming at the berths. Hamburg's quays are becoming cleaner and quieter. Since 2017, cruise ships have been able to obtain green electricity from the shore while docked in Altona; this has also been possible at the Steinwerder terminal since this year,

and a shore power system is under construction at the HafenCity cruise terminal. Since April this year, larger container ships have also been able to do so, starting at Eurogate's CTH. This makes Hamburg the first European port to offer shore power for both types of vessels.



Cable connections for shore power must be very flexible, as ships have their connections in different positions.

It may seem like a no-brainer to turn off the auxiliary engines and power the vessel using electricity instead, but this can prove to be a real challenge. It was therefore helpful that the shore power requirement came into force in Los Angeles in 2014, allowing Hamburg to benefit from the experience of the port on the western coast of the United States. But many of the challenges lie in the details: "The shore power system needs to be tailored to each individual ship," explains Hanno Bromeis, Head of Port Energy Solutions at the Hamburg Port Authority (HPA). This calibration requires an integration test for each vessel, as each vessel is different.

"In Altona, for example, it took two years to adapt the system to the ships," explains Bromeis. Although many cruise ships call at Hamburg regularly, some only do so once a year. Furthermore, the shore power has to be tested in a variety of conditions, such as extreme tides. "We need an automatic system that follows the tides so that the cables can be readjusted without the need for an operator," explains Bromeis.

This is done using sensors that constantly monitor the distance to the ship and the water. Since protruding balconies on cruise ships, for example, can cause

false readings, the sensors must be trained to avoid these errors. To make matters worse, "the loading hatch is often right next to the shore power hatch, so a separate positioning procedure has to be conducted to allow for loading and unloading by crane while the ship is being supplied."

Despite all the challenges: shore power has long been available to the majority of cruise ships in Hamburg. "Out of a total of around 280 arrivals per year, more than 200 are capable of being powered from shore," emphasises Bromeis. Half of the vessels which are not yet able to use shore power are Hurtigruten ships, which are only designed for the Norwegian low-voltage system. The other half are older ships, but retrofitting could be conducted to make this possible. "Whether the investment is worthwhile in terms of area of operation and cost is up to the shipping companies."

SHORE POWER MANDATORY FROM 2030

In the future, these are questions that will no longer need to be asked. From 2030, ships with a gross tonnage (GT) of 5,000 or more, including cruise and container ships, will have to be supplied with shore-side electricity throughout Europe. Hamburg will be able to

supply larger container ships as early as 2025. Following CTH (Eurogate), the facilities at HHLA's CTT and CTB terminals will commence operations by the end of this year, while construction work is currently underway at CTA for a planned start of operations in 2025.

"We benefit from the experience of the cruise industry, but the parameters are different," says Bromeis. For example, the cables have to be routed outside the working area of the container gantry cranes – this is not a challenge encountered in cruise shipping. What is needed is a highly flexible system with movable sockets. "We originally thought that one solution would fit all terminals. But the conditions at the quay wall vary."

One other major difference: while cruise shipping adheres to the schedule, there is a great deal of dynamism in liner shipping. Sometimes a ship is swapped, sometimes a ship arrives earlier, stays longer or is delayed due to strikes, for example, the need to bypass the Suez Canal via the Cape of Good Hope or the ban on ships meeting on the Elbe.

"Scheduling personnel is much more complicated here because one or two people, including one with switching authorisation, need to be kept on standby." And the rapid fluctuations also have an impact on the already complex task of power planning. "We have to buy the electricity in a targeted fashion on the market, and may also need to sell it off again based on the circumstances. However, prices for short-term quantities are extremely volatile, which makes planning very difficult," explains Bromeis.

DIFFERENT PRICING MODELS

What's more, for container ships, shore power is more expensive overall. At 500 to 2,500 kilowatts per hour, basic consumption is much lower than the 1,500 to 13,000 kilowatts cruise ships require. However, at around 60 to 70 hours, the berthing time for container ships is significantly longer than for cruise ships, which spend an average of eight to 10 hours in port. Nevertheless, there is no way around shore power. Hence, the HPA has already signed corresponding agreements with major container lines, including MSC in June and Maersk in August. Further agreements are expected to follow shortly. CMA CGM, Cosco, OOCL and One have already participated in the test phases.

The actual process of connecting takes only about an hour or an hour and a half, but it requires preparation. For example, the transfer system has to be pre-positioned in the right place before the lines make it impossible to do so after docking. Before the physical plug-in connection is made, the person with switching authorisation for the system contacts the crew, goes on board for a safety check and earthing. This person then proceeds to the facility's control room, conducts the switching briefing with the crew, and the transfer of green power begins.

In order to comply with current EU regulations by 2030, Hamburg will also need to expand its onshore power supply capacity. Over the next few years, the focus will be on feeder berths, so that all container ships can be supplied with sustainable energy by 2030. ■



Onshore power supply systems

In operation/opening phase

1	CruiseCenter Altona	1 Ap, 12 MVA
2	CruiseCenter Steinwerder	1 Ap, 16 MVA
3	Container-Terminal Eurogate	3 AP, je 7,5 MVA
4	Container-Terminal Burchardkai	3 AP, je 7,5 MVA
5	Container-Terminal Tollerort	1 AP, 7,5 MVA

Under construction

6	Altenwerder 3 AP, je 7,5 MVA
7	CruiseCenter Hafency 2 Ap, 14 MVA

In planning / further expansion options

8	Terminal Oswaldkai	2 AP Cont. + 2 AP RoRo
9	Container-Terminal Athabaskakai	vsl. 3 AP
10	Container-Terminal Eurogate	Expansion of existing building + prob. 1 AP
11	Container-Terminal Burchardkai	Expansion of existing building + prob. 1 AP
12	Container-Terminal Tollerort	Expansion of existing building + prob. 3 AP
13	Container-Terminal Altenwerder	Expansion of existing building + prob. 1 AP
14	Süd-West-Terminal	Still to be defined

AP = connection point, MVA = Mega Volt Ampere

Berths 8 and 9 are designed for heavy loads. 3,500 large components for the onshore wind industry arrive in Cuxhaven every year.



Where the wind blows

With the German Offshore Industry Centre, Cuxhaven is positioning itself as the leading location for wind energy in Germany.

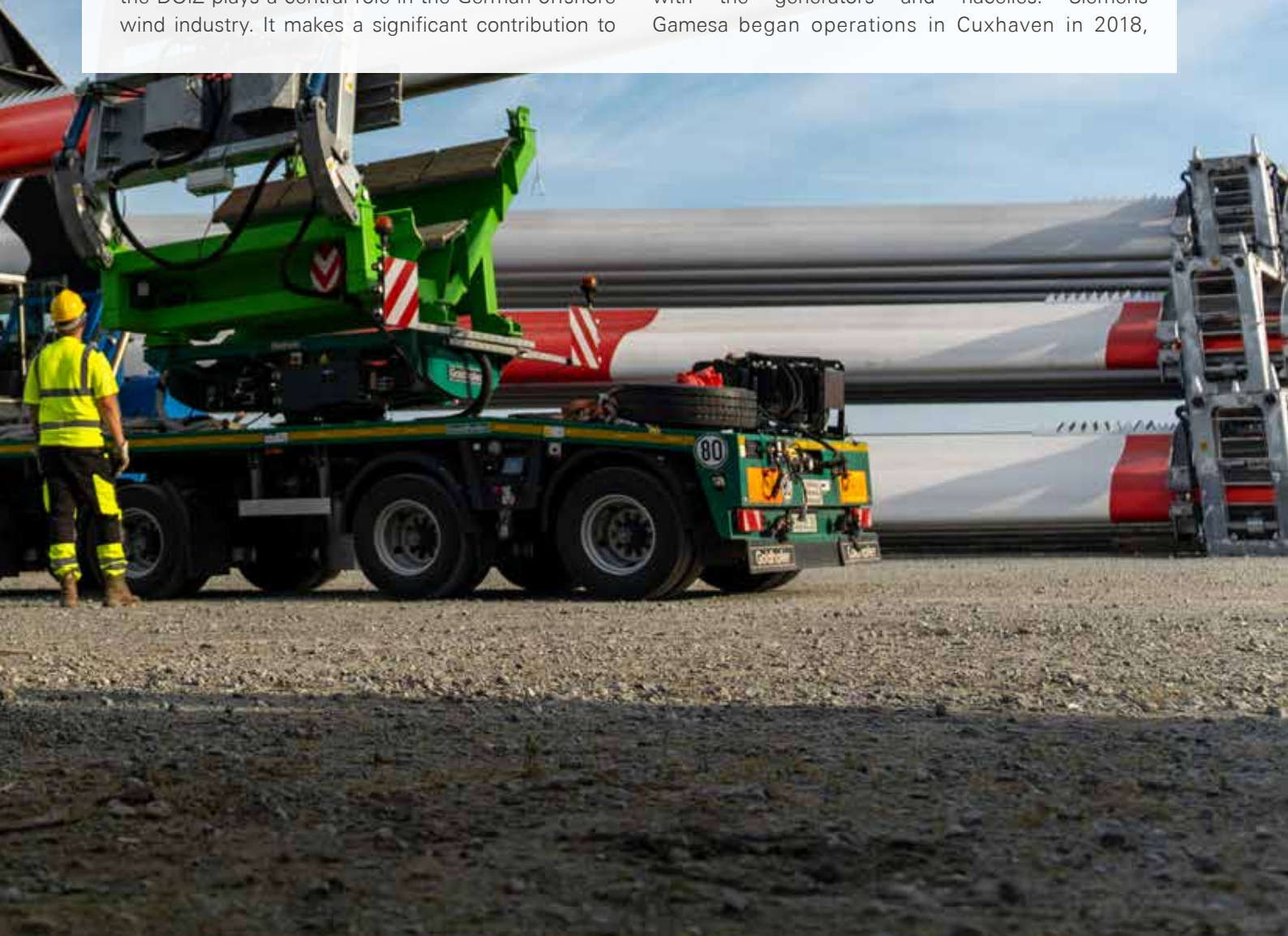
BY NICOLE DE JONG

Germany's Federal Ministry for Economic Affairs and Climate Action (BMWK) has set a target of generating at least 80 per cent of electricity from renewable sources by 2030. By 2045, Germany aims to be climate-neutral and generate at least 70 gigawatts from offshore wind.

Lower Saxony is at the forefront of Germany's energy transition. One of the key elements is the German Offshore Industry Centre (DOIZ) in Cuxhaven, the northernmost point of Lower Saxony. Considered a gateway to the "green power plant" that is the North Sea, the DOIZ plays a central role in the German offshore wind industry. It makes a significant contribution to

the energy transition by combining the production, logistics, shipping, and operations and maintenance (O&M) of offshore wind turbines at one location. The DOIZ is located directly on the North Sea coast and has become an important location for the construction, maintenance and operation of offshore wind farms.

Siemens Gamesa Renewable Energy (RE), for example, manufactures wind turbines for offshore installation – three production lines are used to assemble and "marry" the hubs that turn and control the rotor blades with the generators and nacelles. Siemens Gamesa began operations in Cuxhaven in 2018,



initially producing nacelles for 14-megawatt (MW) offshore wind turbines. The company is now producing the next generation at the site. The 14-megawatt turbines will be able to supply up to 15,000 households with electricity.

The Danish company Nordmark also set up shop in Cuxhaven in 2018, where it builds rotor hubs, supports and bearing housings for wind turbines. It is also a supplier for Siemens Gamesa. Entec Industrial Services – also based at the DOIZ – is a cross-industry specialist in logistics services, storage and handling solutions, but also for environmental and plant services and O&M.

Cuxhaven-based Otto Wulf, a company with a century-old history, is also involved in the DOIZ. The family-run company specialises in towage, salvage, marine transport, floating crane operations and offshore engineering transport services. “We have been involved in the wind industry as a transport and logistics partner from the very beginning and benefit from the DOIZ,” says Sören Wulf, the company’s fourth-generation managing director. Parts for onshore and offshore installations are transported by Wulf pontoons and tugs. Big and heavy items are all in a day’s work



One of the key elements is the German Offshore Industry Centre (DOIZ) in Cuxhaven.

for the company: between May and December 2019, it transported parts for the new Kattwyk Bridge from Hanover and Cuxhaven to Hamburg and assembled them with its floating cranes.

Soon, Titan Wind Energy (Germany) will also be producing monopiles, a special type of foundation used in the wind industry for offshore wind turbines, at the DOIZ. They consist of a single large steel tube pile up to 14 metres in diameter, 140 metres long and weighing up to 3,500 tonnes. Monopiles are driven vertically into the seabed to provide a stable anchor for wind turbines to withstand the forces of wind, waves and currents. Production at the Cuxhaven site is scheduled to start in 2026.

With an area of 450 hectares, the German Offshore Industry Centre in Cuxhaven is the largest transshipment point for wind energy.



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“This means that the largest and most expensive parts for offshore wind turbines will be manufactured in Cuxhaven,” says Captain Arne Ehlers, Managing Director of Blue Water BREB, which specialises in handling wind power components and project cargo and is also located directly at the DOIZ. “Cuxhaven is not only Germany’s largest onshore import port, but



also the largest in the world," he adds, while also emphasizing: "we are driving the energy transition." Together with the state of Lower Saxony, Cuxhaven has made the right decisions at the right time and attracted the right companies that can help transform it into a hub for the energy transition. The figures from Blue Water BREB speak for themselves: employees

load and unload 3,500 large components such as tower sections, rotor blades and gearboxes from various manufacturers from the more than 200 ships that call at the DOIZ terminal each year.

Rhenus Cuxport has positioned itself as an important partner for the wind energy industry, especially for the

growing offshore wind energy market. The terminal operator, which has been based at the port since 1997, can handle large and heavy components such as rotor blades for wind turbines at the DOIZ. The Cuxport site is particularly suitable as a port of departure for the installation of the planned wind farms.

“We are on the right track, which we started on almost 25 years ago in Cuxhaven,” says Marc Itgen, member of the board of directors of Hafenwirtschaftsgemeinschaft (HWG) and Head of Projects at Ingenion, which offers a modern multifunctional terminal for offshore use within the Karlsson group of companies. Ingenion continues to be a driving force for the production, storage and use of green hydrogen in the maritime and port industries and is already making it available in one use case.

Decision-makers in Cuxhaven realised early on that the former fishing port needed to reinvent itself to remain competitive and create new jobs. Since 2006, the state of Lower Saxony, the European Union and the Cuxhaven Port Development Company have invested more than EUR 250 million in the port’s infrastructure and superstructure – with further investments of several hundred million euros in the pipeline. The Offshore Network Development Plan (O-NEP), introduced in 2013 as part of the German energy transition, is seen as the initial spark for the reorientation and further confirmation for the establishment of the DOIZ.

The results so far have been impressive: with a total of 369,000 square metres of terminal space and a 100,000-square metre multipurpose and car terminal area located in front of the port, Cuxhaven has established itself as an important partner for European short sea traffic. In 2018, berth 4 was added to the port, along with the ability to provide storage and handling facilities for heavy components for the wind energy industry. With its jack-up berths, which are special berths for installation vessels with hydraulically operated “legs” that can be lowered down to the seabed, this area is particularly suitable as a starting point for the installation of the planned wind farms.

Berths 8 and 9 have high-capacity heavy lift cranes and a ro-ro heavy-duty ramp. And there is no end in sight, as the expansion of berths 5 to 7 is also expected to start by the end of the year – the financing of EUR 300 million has been secured. This will close the gap and add 1.2 kilometres to the quay wall in terms of continuous areas suitable for heavy loads, resulting in a total length of 3.6 kilometres. Additional areas are being prepared for wind energy.

All involved parties agree that the city of Cuxhaven is entering a historic phase thanks to the DOIZ. “Never in the history of the city of Cuxhaven could we have expected to trigger as much investment in a period of five to seven years as we are doing now and will continue to do in the future,” says Cuxhaven’s mayor,



Driving business forward with the wind (from left): Marc Itgen, HWG Cuxhaven; Sören Wulf, Otto Wulf GmbH & Co. KG; Uwe Santjer, Mayor of Cuxhaven; Arne Ehlers, Blue Water BREB GmbH.

Uwe Santjer. "We are reinventing the city via the DOIZ and are glad to be part of the energy transition in Germany," he adds. Businesses are keen to invest, Cuxhaven is seeing more births and the city is getting younger. "Families are finding their future here.

Everything we are seeing now is very encouraging," he says. This success story shows that joint action by the government, businesses and the local community can lead to a more sustainable and environmentally friendly future. ■

The DOIZ in facts and figures

The German Offshore Industry Centre (DOIZ), located on an approximately 450-hectare site in Cuxhaven, is considered to be the largest transshipment centre for wind energy. More than 200 ships carrying 4,500 large components call at the terminal each year.

Berth 4, which is 290 metres long, has an area of 8.5 hectares for storing and handling heavy components for the wind industry. Berths 8 and 9 have a total quay length of 1,340 metres and water depths of up to 11.6 metres, as well as heavy-duty crane capacity and a ro-ro heavy-duty ramp with a load capacity of 5.000tonnes, mathematically even 7.000 tonnes.

The expansion of berths 5 to 7, with a quay length of 1,250 metres, will commence at the end of 2024 and create an additional 35 hectares of space for the renewable energy industry. When completed, the section of quay wall capable of handling heavy loads throughout will be 3.6 kilometres long.

There are also plans to build a heavy-duty bridge with a capacity of up to 5,000 tonnes to link the berths in the port with the expansion areas to the south and to connect the port to the B73 federal road and A27 motorway.

The partners of the DOIZ are: Hafenwirtschaftsgemeinschaft (HWG) Cuxhaven, Agentur für Wirtschaftsförderung, PNE Wind AG, Blue Water BREB, Niedersachsen Ports, Siemens Gamesa Renewable Energy, Cuxhavener Hafen-Entwicklungsgesellschaft (CuxHafEn), Nordmark, Titan Wind Energy, Rhenus Cuxport, Offshore Safety-Trainingscenter, Turneo, Entec and Otto Wulf.

These wind energy projects were realised from Cuxhaven or received support from Cuxhaven during their construction: Bard Offshore 1, Alpha Ventus, E.On Amrumbank West, OWF Formosa 1, OWF Yunlin, OWF Beatrice, Janett-Xoke, Nordsee Ost, Meerwind Süd/Ost, Dank Tysk, Sandbank and Butendiek.



TRUST A MARKET LEADER

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MOVING THE WORLD, TOGETHER.

Hapag-Lloyd is continuously investing in the use of alternative fuels.



Methanol: one more step towards decarbonisation

Alternative fuels, including green methanol, play a central role in Hapag-Lloyd's goal of a net-zero fleet by 2045. They will be crucial to the energy transition in shipping.

BY DR. JASPER PONGS

Various alternative fuels are currently emerging as options for the energy transition. In addition to currently available biofuels and biomethane, green methanol and ammonia will also play a role in the medium term. A significant proportion of the world's order books for container ships consists of

new vessels powered by methanol. Green methanol is available in the medium term, relatively easy to produce and can be stored at ambient temperature. Its decarbonisation potential of up to 95% is particularly impressive, making it attractive for retrofitting existing ships.



© Hapag-Lloyd

FIVE SHIPS TO RUN ON METHANOL

To take advantage of the new capabilities, Hapag-Lloyd has arranged with the shipping company Seaspan to convert five chartered 10,100 TEU container ships to run on methanol from 2026. Specifically, this means that the conventional MAN S90 engines will be converted to dual-fuel engines. The company is signed the contract to develop the necessary conversion kit back in the summer of 2023. The conversion will require around 75-90 days per ship and cost around USD 120 million.

However, there are also challenges associated with using methanol as a fuel. Due to its low calorific value – the same amount of methanol contains only about half the energy of conventional fuels – a significantly larger tank volume is required. This means that some of the available space for storing

containers on board is lost. Another factor is the high cost of producing the fuel and the limited uses of converted ships when running on methanol. The supply infrastructure for methanol is not yet sufficiently widely developed, which means the fuel is not available everywhere. Hapag-Lloyd is in discussions with methanol producers and project developers around the world to further the decarbonisation of the shipping industry and ensure the flexible use of converted vessels.



Hapag-Lloyd's sustainability strategy aims to reduce greenhouse gas emissions by a third by 2030 as compared to 2022.

LOOKING AHEAD

The energy transition in the shipping industry is a mammoth collective project. Establishing more sustainable fuels such as methanol as a long-term replacement for fossil fuels will require investment in the supply structure and partnerships with producers. All market participants must be willing to decarbonise their supply chains and prioritise sustainable solutions. Hapag-Lloyd intends to live up to its responsibility: Its sustainability strategy aims to reduce greenhouse gas emissions by a third by 2030 as compared to 2022. To achieve this, the company is focusing on the use of new vessels with the latest technology, the complete modernisation of the fleet and the use of alternative fuels. Interim solutions such as biofuels are already available, while other fuels such as green methane, ammonia and methanol present promising longer-term solutions. It should be noted, however, that the competitiveness of methanol and ammonia is still unclear. Furthermore, consistent and fair regulation and cost competitiveness are also crucial – because the energy transition can only succeed with investment and an increased willingness to spend on the part of all market participants. ■



Hamburg soon to be bunker-ready for alternative fuels

The Hamburg Port Authority (HPA) is proactively preparing sites for bunkering alternative fuels for ships. At the same time, it is a contributor to the development of standards at the international level.

BY RALF JOHANNING

The energy transition has now arrived in full force in the shipping industry. Ships with alternative fuel propulsion systems are increasingly filling shipyards' order books. Liquefied natural gas (LNG) is still in the lead, but methanol as a fuel is quickly catching up. Accord-

ing to information from DNV's Alternative Fuels Insight platform, orders for methanol-powered ships in 2023 will exceed those for LNG (130) for the first time, with 138 orders. Eleven ships were also ordered that will run on ammonia. The market is changing rapidly.

Alternative fuels can be bunkered at the Steinwerder terminal with a special permit.



© CGH

At the same time, ports are being asked to make it possible to reliably bunker these fuels. The Port of Hamburg is well on the way to achieving this. To date, 13 ships have received LNG in Hamburg, including a number of cruise ships. But creating the necessary conditions for bunkering has been a long process. “Every bunkering operation requires an exemption from the Hamburg Water Police (WSP), as the Port of Hamburg’s Hazardous Goods and Fire Protection Ordinance prohibits the bunkering of fuels with a flash point below 55 degrees Celsius in the port. This also includes LNG and methanol,” explains Linda Hastedt, Environmental Strategist, Port Energy Solutions – at the Hamburg Port Authority (HPA), adding: “we have a very good working relationship with the WSP and the fire brigade, but we’d like to see this regulation adapted to current and future circumstances.”

World Port Climate Action Program – WPCAP

The WPCAP is an association of leading international ports that share best practices and lead the way in reducing emissions from the shipping industry. Its members are the ports of Antwerp - Bruges, Barcelona, Gothenburg, Hamburg, HAROPA PORT (Le Havre - Rouen - Paris), Long Beach, Los Angeles, New York / New Jersey, Rotterdam, Valencia, Vancouver and Yokohama.

After several successful LNG bunkering operations, methanol bunkering followed just a few days ago. The latest example of this is Greenpeace’s Beluga II at berth CC3 at Cruise Centre Steinwerder.

In the future, it will also be possible to do this at the container terminals. The plan is for sea-side bunkering. The HPA is currently working to prepare the identified bunker sites for approval. “We also want to quickly get to the point where container ships will be able to bunker alternative fuels during the loading and unloading process,” says Hastedt.

Alongside its regional efforts, the HPA is working to share its experiences at the international level. As part of the World Port Climate Action Program (WPCAP), members are committed to the decarbonisation of ports. This includes the development of onshore power supply, the establishment of green shipping corridors and the development of infrastructure for bunkering alternative fuels. The ports have worked with the Clean Marine Fuels Working Group of the International Association of Ports and Harbours (IAPH) to develop a Port Readiness Level Tool. This is a self-assessment and communication tool that enables different stakeholders to understand the status of research, development and introduction of new fuels in individual ports around the world. “The tool is structured similar to a questionnaire. Ports can use it to assess how far they have come in terms of their own development. They can then transparently show other stakeholders in the process what is still required,” explains Hastedt.

The Port of Hamburg continues to prepare intensively for the expansion of its bunker facilities. If all goes according to plan, the next bunker sites for LNG and methanol bunkering will be ready for approval in the first quarter of 2025. This will be followed by the preparation of the first bunker sites for the fuel ammonia. ■

Energy hub and port location with a future

Brunsbüttel aims to further strengthen its role as a multimodal energy hub.

BY SILVIA SCHNEGULAU

As a freight and energy hub of national importance, the port of Brunsbüttel plays a key role in ensuring the security of energy and supply in Germany. Thanks to its location in ChemCoast Park Brunsbüttel, the largest contiguous industrial estate in the state of Schleswig-Holstein and in the Hamburg metropolitan region, it offers ideal conditions for the development of a versatile energy import infrastructure, in particular for green energy sources. "Our goal is to further strengthen our key role as a multimodal energy hub and to take advantage of the opportunities offered by the energy transition,"

emphasises Frank Schnabel, Managing Director at Brunsbüttel Ports GmbH. "Although the energy transition presents us with challenges, it also offers enormous development potential that we are determined to exploit."

FLOATING LNG TERMINAL

As the private owner and operator of Elbehafen, Brunsbüttel Ports has successfully established an LNG import infrastructure with a floating terminal in collaboration with various partners. For a year and a half now, Germany has also been receiving



Cargo bike for internal company transport.



FSRU in the Elbe harbour with LNG carrier.

supplies of natural gas. The company thus makes an important contribution to the security of supply for the nation. In the future, the floating terminal will offer additional possibilities, including importing hydrogen and other green energy carriers. The Floating Storage Regasification Unit (FSRU) is currently moored at the hazardous materials berth, but this was always intended to be a temporary solution. Due to the complex berth situation in Elbehafen since then, Brunsbüttel Ports is currently in

the process of constructing a new jetty. Once completed, the FSRU will leave its current berth and move to the new jetty until the planned onshore LNG terminal is operational.

In addition to the construction of a land-based LNG import terminal in Brunsbüttel, the construction of further import terminals is planned in the immediate vicinity of Elbehafen and the canal ports. "To further our plans for a green future, we are current-

**Jetty construction site:
foundation piles for the
new FSRU jetty.**



ly in talks with several project partners," explains Schnabel.

CO₂ EXPORT HUB

In order to make the port and industrial location of Brunsbüttel with its numerous companies from the chemical industry competitive and sustainable in the long term, the industrial companies in Chem-Coast Park Brunsbüttel are jointly committed to the use of innovative, climate-friendly technologies such as CCS (carbon capture and storage) and CCU (carbon capture and utilisation). They are also committed to increasing the import of renewable energy carriers and the export of unavoidable carbon emissions from industry in the north. "This development is of great importance to us as port owners, as the handling and transport of liquefied carbon dioxide from various industrial sectors represents a new and innovative business segment for port operators and generates added value. In this manner, jobs are secured and created, and the

region's prosperity and future are safeguarded," explains Schnabel.

SUSTAINABLE TRANSFORMATION

As part of its efforts to achieve a sustainable transformation, Brunsbüttel Ports is also increasingly focusing on reducing its own greenhouse gas emissions. This involves measures such as the use of electric vehicles and the implementation of energy management systems. Another important step was to switch from cars to bicycles for internal transport within the company wherever possible. The company started buying electric cargo bikes about seven years ago. "We now have more than 50 of them and have convinced our staff to use them regularly," says a pleased Schnabel, adding: "even though sometimes it takes a bit of effort to refrain from using the car and give up the comforts it offers." These routines are now almost second nature and help to reduce the environmental footprint, even if in small steps. ■

Die Welt braucht Wasserstoff... ...und Wasserstoff ganzheitliche Planung.



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Clean ammonia for Hamburg

Energy company Mabanft is building one of Germany's first ammonia import terminals in the Port of Hamburg. The application for approval has been submitted. It could start as early as 2027.

BY RALF JOHANNING

Ammonia as a source of energy is still a hidden champion in the implementation of decarbonisation. But that could soon change. Compared to hydrogen, ammonia is easier and less expensive to transport and store. For decades, tankers have been used to transport it. For industry, as a fuel for shipping and ultimately for the energy sector, this makes ammonia an interesting option. Ammonia is therefore becoming an important building block for storing and transporting clean energy.

Mabanft has recognised this trend and intends to implement it in the Port of Hamburg. The company plans

to build an ammonia import terminal at the existing Blumensand tank terminal. The company announced this in the presence of the Federal Minister of Economic Affairs, Dr Robert Habeck, and Hamburg's First Mayor, Dr Peter Tschentscher, back at the end of 2022.

"With the import terminal in the Port of Hamburg, we have the opportunity to implement a further part of the energy transition and to bring it to Hamburg. Through our

import terminal, we aim to enable innovative energy solutions such as ammonia for shipping and its



Once all applications have been approved, the conversion can begin.



processing into hydrogen,” says Philipp Kroepels, Director for New Energy at Mabanaft.

Hamburg was not chosen by chance. The site provides strategic access to green ammonia from large-scale green hydrogen production plants operated by Air Products and its partners around the world, among others. The customer, Air Products, is planning

Philipp Kroepels
 Director New Energy
 bei Mabanaft.

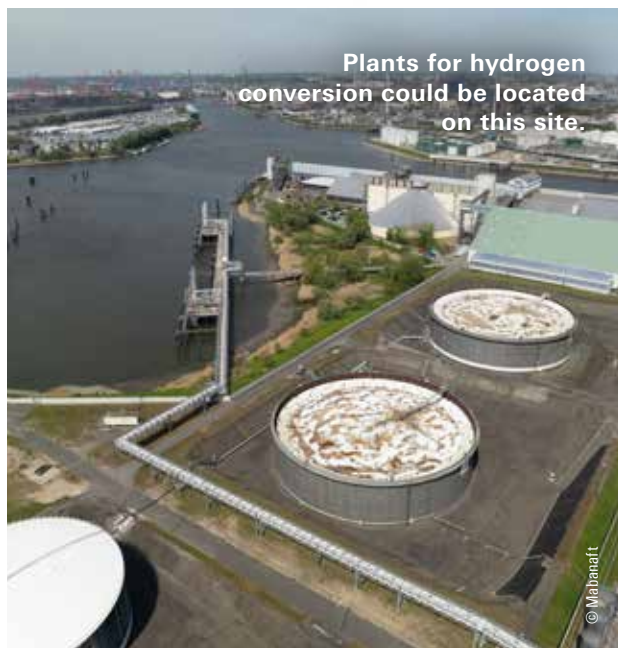


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to build a hydrogen production plant in the immediate vicinity, which will be used to separate the ammonia into hydrogen and nitrogen and prepare it for distribution. Mabanaft’s goal is to supply ammonia to these customers locally, but also throughout northern Germany.

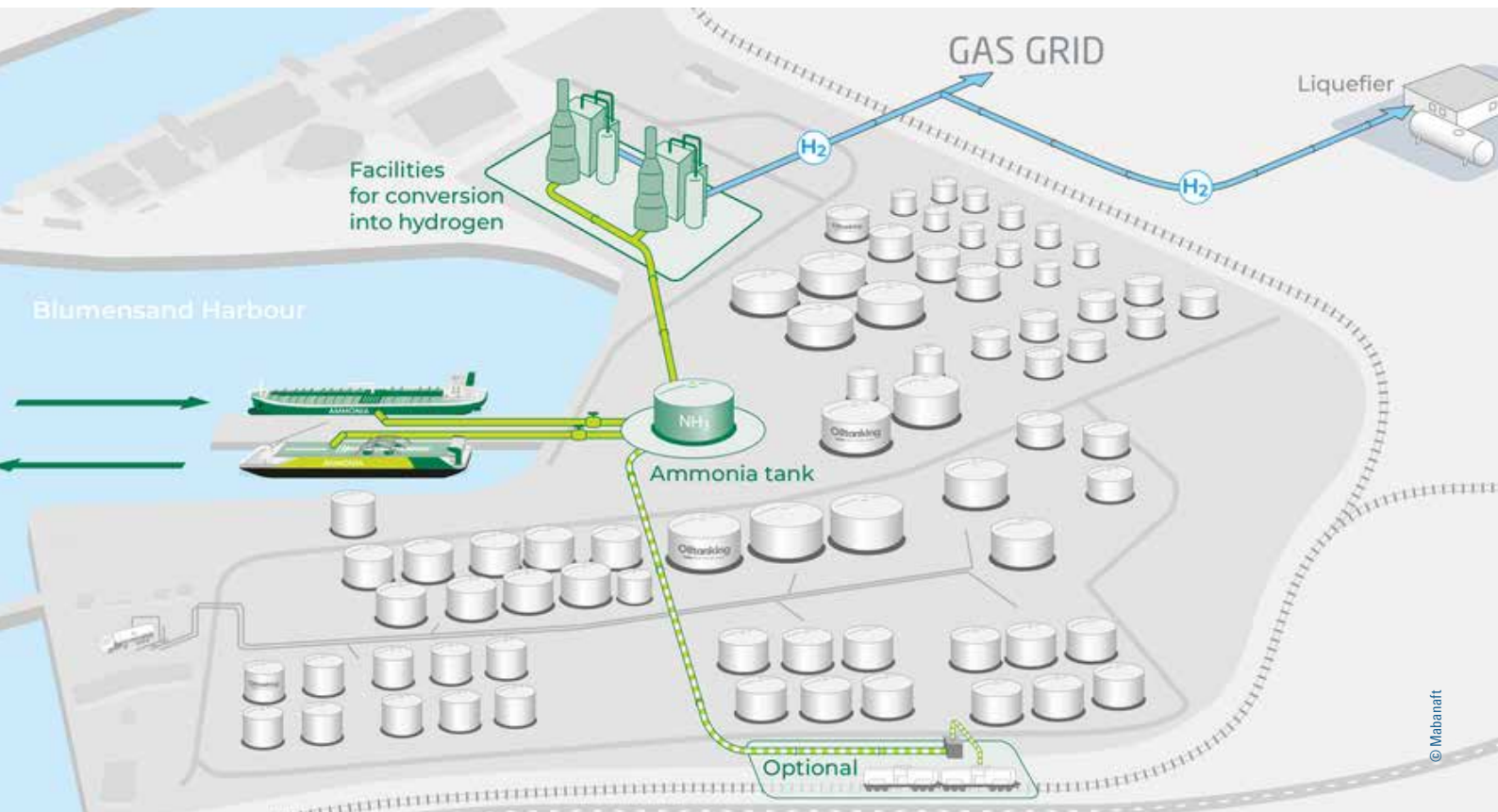
APPROVAL PROCESS STARTED

According to Mabanaft, the project will require some construction and modification work. Among other things, two large tanks for mineral oil at the terminal will have to be demolished. A tank for the



interim storage of imported ammonia will then be built there.

But before it can begin, the company needs permission from Hamburg’s Authority for the Environment, Climate, Energy and Agriculture (BUKEA). Other departments and authorities are also involved in the project. The Hamburg Port Authority (HPA), the Waterways and Shipping Administration



© Mabanaft



Federal Minister of Economics
Robert Habeck (l.) in conversation with Mabanaft's CEO
Jonathan Perkins.

(WSV), the building authorities, the State Office for Mining, Energy and Geology (LBEG), the fire brigade and the environmental protection associations will all be consulted. "We successfully submitted the application for our New Energy Gate Hamburg at the beginning of July and would like to see the process completed swiftly and successfully," emphasises Kroepels.

At the invitation of Hamburg's Authority for the Environment, Climate, Energy and Agriculture (BUKEA), Mabanaft participated in a scoping meeting to prepare for the construction of an ammonia terminal. At this meeting with representatives of BUKEA and other parties, the participants defined the scope of the voluntary environmental impact assessment, identified the documents to be submitted and defined a 2,500-metre radius around the proposed terminal.

Mabanaft is paying special attention to the toxic effects of ammonia and to the handling of cold storage at a temperature of -33 degrees Celsius. The company wants to rule out any incidents and is therefore

planning various redundant safety measures. These include a double steel tank with an additional concrete outer safety shell and an in-port transshipment facility that complies with the recognised rules of technology. In addition, the terminal will be staffed 24 hours a day by suitably trained operators and emergency first-aiders for emergencies.

"As a company with a focus on sustainability, it was important to us from the outset to be as transparent as possible in our approach," emphasises Kroepels. For the company, it will be essential to take into account and cumulatively consider the protected assets within the radius in terms of flora, fauna and biodiversity. These include the soil and the land, the water, the climate and the air, the landscape, the cultural heritage and other material assets.

If all goes according to plan, Mabanaft plans to commission Germany's first ammonia import terminal in 2027. This project is an important step towards decarbonisation and underlines the company's commitment to sustainability and safety. ■

From oil and gas to hydrogen

For more than 20 years, Hamburg-based Ingenion has been working towards a more sustainable future.

BY NICOLE DE JONG

With roots in the oil and gas industry, Ingenion is now at the forefront of hydrogen infrastructure innovation. Today, the company's activities are centred on three main business areas: Consulting, People and Hydrogen. With this focus, Ingenion is actively driving the transition towards a greener energy future.

In the growth area of hydrogen, Ingenion develops sustainable hydrogen infrastructures and provides one-stop engineering, procurement and construction (EPC) services. "This includes the planning, construction and operation of hydrogen production facilities, refuelling stations and filling stations," explains Marc Itgen, Head of Projects at Ingenion. Itgen cites the Turneo electrolysis project in Cuxhaven as a concrete example of hydrogen technology.

Marc Itgen
Head of Projects
bei Ingenion



© Marc Itgen

"Ingenion was instrumental in the development and realisation of a two-megawatt

electrolysis plant for the production of green hydrogen," he says. The hydrogen produced is used to power

the Coastal Liberty transport vessel operated by gas and oil specialist Wintershall Dea. It now sails quietly, carbon-neutrally and in a more environmentally friendly manner, benefiting the inhabitants of the Wadden Sea ecosystem, among others. "With sustainable hydrogen solutions, such as this one for maritime applications, we can help shape the energy transition," adds Ulf Lemke, Head of Hydrogen at Ingenion.

Hydrogen could play a key role in intralogistics or in ports that operate around the clock, whether in lorries, forklifts or other vehicles. Especially in 24/7 operations with 20 or more forklifts, the use of hydrogen holds considerable potential. Hydrogen vehicles can be refuelled in a matter of minutes, provide longer operating times and are not dependent

Ulf Lemke
Head of Hydrogen
bei Ingenion



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Two-megawatt electrolysis plant build by Turneo in Cuxhaven.



© Ingenion

Supply vessel 'Coastal Liberty' with hydrogen hybrid propulsion.



on the availability of power connections. This makes them much more efficient than their diesel or battery-operated counterparts. "And the only thing they emit is water vapour," he adds.

Ingenion's focus is not just on maritime projects. The company is currently working to develop a hydrogen infrastructure for a bus depot in North Rhine-Westphalia. "In about two years' time, a whole fleet of buses will be running on green hydro-



Hydrogen could play a key role in intralogistics or in ports that operate around the clock, whether in lorries, forklifts or other vehicles.

gen there," he explains. The aim is for hydrogen to replace natural gas. But not everyone is or can be convinced. "Many are afraid of high costs and are therefore reluctant to invest," explains Lemke. "Our concepts therefore provide clients with a clear overview of the financial implications associated with the implementation – both in terms of expenditure and potential income," he adds.

Lemke points out to politicians that there is still potential to work on investment security for compa-

nies. The right strategies and climate targets are already in place at both the federal and EU level. As a company, we would like to see a faster pace of implementation and a better understanding of the importance of green hydrogen. A positive example is the recently adopted "Hydrogen Acceleration Act". In addition to industry, the use of green hydrogen should also focus on mobility solutions for heavy-duty vehicles and public transport, for example – today's ships and port vehicles can already run efficiently on hydrogen. Green electricity can be processed in many ways with hydrogen, which means that many processes that cannot be electrified can be made green with hydrogen.

As a family-run medium-sized company with around 50 employees, Ingenion has a clear focus on developing hydrogen infrastructure. The three business areas Consulting, People and Hydrogen work closely together and create synergies. Consulting offers a wide range of services, from project and quality management to planning and construction management, process optimisation, documentation and digitalisation. This expertise flows directly into the development and implementation of the hydrogen projects in the Hydrogen business area. "People" ensures the availability of skilled workers and labour across all sectors. "The close intermeshing of our business areas enables Ingenion to implement complex projects in the best possible way, both technically and organisationally," summarises Lemke. ■

Shaping the future in Hamburg

As one of Europe's maritime hubs, the port and city of Hamburg are of particular importance – also as a hub for the energy transition and climate-neutral shipping. Attracted by three of the world's leading trade fairs, tens of thousands of experts flock to the Hanseatic city's exhibition centre every two years.

BY NIKO KARCHER-JÜNGLING

Hamburg is rightly known as the “Gateway to the World”, as demonstrated in the latest study by DNV, the world's leading ship classification society – in the “Leading Maritime Cities (LMC) Report”, Hamburg ranks eighth. In terms of attractiveness and competitiveness, respondents ranked the city on the Elbe, with its numerous maritime companies and institutions, among the top five maritime cities. This is good news for Hamburg, because the port also benefits from shipping companies' investment in environmentally friendly tonnage that can be powered by alternative fuels.

Investments made for a reason: the maritime industry has set an ambitious target to decarbonise shipping by 2050. However, this will bring about a fundamental change in the entire industry that can only be achieved through collective effort and innovative technology. This is why international collaboration, the exchange of knowledge and networking between experts are more important than ever. For many years now, the city on the Elbe has been offering the right location for this with its trade fair grounds and the Congress Center Hamburg. And with the world's leading trade fairs SMM and WindEnergy Hamburg as well as Hydrogen Technology Expo Europe, it also offers the ideal platform in terms of content. All three events focus on solutions for a climate-neutral future.

THE HAMBURG BIG THREE OF THE ENERGY TRANSITION

For more than 60 years, SMM – the world's leading trade fair for the maritime industry – has brought together the industry's key players in Hamburg to showcase cutting-edge technologies and solutions, increasingly also in the fields of digitalisation and decarbonisation. It is a global forum where sustainable innovations and technological advances are presented and discussed in high-level con-

ferences and numerous open stage panels. Alternative fuels such as methanol or ammonia are key elements driving the transformation of shipping. Their carbon-neutral production on the basis of green hydrogen is an example of how closely the maritime industry, renewable energy and hydrogen are intertwined.

Hamburg therefore provides a central platform for these topics as well. After all, wind power plays a crucial role in the success of the transformation processes by supplying the necessary green energy. That is why both WindEnergy Hamburg and Hydrogen Technology Expo Europe are held here. The Hamburg exhibition halls will host both the leading international forum for the onshore and offshore wind industry and Europe's largest event focusing on the hydrogen economy and its potential.

Together, they form Hamburg's Big Three of the Energy Transition and fit seamlessly into the ongoing exchange of ideas between science, business and politics in Hamburg and beyond. This is because more than half of the companies both attending and exhibiting at



the three events are from abroad. The Hanseatic city is once again presenting itself – also internationally – as a key location for the energy transition, thereby making a global contribution to this important issue. After all, the city on the Elbe is already considered an international leader in the field of renewable energy. Hamburg is also committed to hydrogen technology and sustainable mobility. This is particularly true in the fields of shipping and aviation. The Hamburg Big Three of the Energy Transition will bring together around 100,000 trade visitors from all over the world, 4,500 international exhibiting companies and 750 high-calibre speakers in specialist lectures, panels and podium discussions in Hamburg's exhibition halls to make their contribution to the energy transition from 3 September to 24 October 2024. ■

Numerous high-calibre conferences accompany the events of the Hamburg Big Three of Energy Transition.

© Hamburg Messe und Congress / Nicolas Maack



The SMM is one of the world's most important trade fairs for the shipping industry.



PORT NEWS

HYDROGEN ECOSYSTEMS IN THE NORTH SEA

Under the title “H2ignite – Igniting H2 Transport Innovation Ecosystems in the North Sea Region”, eleven partners from Denmark, France, Germany, the Netherlands and Sweden are working to find possible synergies in the hydrogen sector. With hydrogen production on the rise, cross-sector H2 solutions are urgently needed for the energy transition.

The H2ignite project focuses on green hydrogen innovations by establishing four regional hydrogen ecosystems, developing business models for hydrogen transport value chains, and improving transnational communication. The project is a contributor to the EU’s Fit for 55 programme, which aims to reduce transport emissions by 90 per cent by 2030.

The lead partner, the Schleswig-Holstein (SH) Ministry of Agriculture, Rural Areas, European Affairs and Consumer Protection (MLLEV), will address infrastructure and policy gaps. It is also

involved in the STRING mega-region, which promotes the use of hydrogen in mobility and infrastructure, such as the hydrogen corridor from Oslo to Hamburg.

Port of Hamburg Marketing will also support STRING to ensure seamless internal and external communication. The Port of Hamburg will help establish a cross-sector forum for the North Sea region and promote the joint strategy for the hydrogen innovation ecosystem. POHM works closely with the Hamburg Authority for Economy and Innovation, the Hamburg Port Authority and the Senate Chancellery of the Free and Hanseatic City of Hamburg. (red)

Interreg
North Sea



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H2ignite

MSC gives Port of Hamburg Marketing a boost

Thanks to the increased financial commitment of the shipping company MSC, the Port of Hamburg can now further promote its national and international marketing.

Port of Hamburg Marketing (POHM) welcomes MSC’s decision to provide greater financial support to the association in the future. This partnership is an important step in the further development and marketing of the Port of Hamburg. As a result of the strengthened partnership, the association will be able to draw even more on the expertise and outstanding global network of the world’s largest container shipping company.

“We are delighted that MSC has decided to deepen its commitment to us. This partnership opens up opportunities for us to establish the Port of Hamburg brand even better globally. Together, we will develop innovative projects and strengthen international awareness of the port,” says Axel Mattern, CEO of POHM.

MSC Germany Managing Director Nils Kahn and Axel Mattern, CEO Port of Hamburg Marketing, at the handshake.



MSC is also looking forward to continuing the collaboration: “We are very pleased to expand our commitment. POHM is very well-positioned when it comes to marketing the Port of Hamburg. We are convinced that, working with all members, we can build on the work of POHM to promote the location in all its diversity,” says Nils Kahn, Managing Director of MSC Germany. (red)

NEUE MITGLIEDER

Greencarrier Consolidators Germany

As part of the Swedish Greencarrier Group, Greencarrier Consolidators is one of the largest privately owned logistics companies in Scandinavia. The Greencarrier Group offers global logistics solutions for all modes of transport, based on expertise, innovation and sustainable solutions. The company offers multimodal transport solutions by land, sea and air, with a primary focus on general cargo services. The group operates in eight countries, with offices in Germany, Sweden, Norway, Denmark, Finland, Lithuania, Poland and Singapore.



GATX Rail Germany GmbH

GATX Rail Europe, headquartered in Vienna, is a full-service goods wagon leasing company offering a high-quality, diversified fleet in over 20 European countries. With an experienced, service-oriented team, GATX is focused on making goods wagon leasing and rail transportation simple, efficient and seamless. More than 240 customers in a variety of industries use GATX Rail Europe's fleet of more than 29,000 intermodal, goods and tank wagons. The company has branches throughout Europe for local customer support, a state-of-the-art full-service maintenance and assembly workshop in Poland, and long-standing relationships with numerous external maintenance workshops and wagon suppliers across the continent.



Duisport Group

The Port of Duisburg is considered the world's largest inland port, and therefore also relies on having a well-connected hinterland. As part of a collaborative effort, Duisport is becoming a member of Port of Hamburg Marketing (POHM). This membership will allow both ports to combine their expertise and extensive networks and to take advantage of synergies. Key issues include possible cooperation on China traffic, the development of a wide range of intermodal links and inland waterway transport.



CBOX Containers Germany GmbH

CBOX Containers Germany GmbH is a subsidiary of CBOX Containers Netherlands B.V. and is based in Hamburg. The company's range of offerings includes selling and renting new, used and modified special and offshore containers as well as all types of space elements. With an excellent network of contacts in industry, national and international freight forwarders and the shipping industry, as well as many years of overseas experience throughout the Asian region, the company possesses the necessary expertise.



Umschlag- und Handelsgesellschaft Haldensleben mbH

UHH – Umschlag- und Handelsgesellschaft Haldensleben mbH – is a subsidiary of Rhein-Umschlag GmbH & Co.KG from Oldenburg and the city of Haldensleben. As the owner of the port company, UHH provides container and bulk cargo handling services on the Mittelland Canal. The port facilities at Haldensleben consist of four ports for the handling of cargo on the Mittelland Canal: the city harbour, the south harbour, the canal harbour and the container terminal. All of them are operated jointly by UHH Umschlags- und Handelsgesellschaft Haldensleben mbH.



New head of the Hungarian representative office

Krisztina Kovacs is retiring and handing over the representative office of Port of Hamburg Marketing (POHM) to Alexander Till.

BY RALF JOHANNING

After 13 years as head of POHM's representative office in Budapest, Krisztina Kovacs is retiring. She learnt her trade with a Hungarian freight forwarder before joining the shipping agency Multimar. "We would like to express our sincere thanks to Krisztina Kovacs, who has reliably represented the Port of Hamburg in Hungary," said Marina Basso Michael, Regional Director for Europe at POHM, to more than 200 invited guests at the Port Evening in Budapest on Thursday.

Along with Krisztina Kovacs, her assistant Zsuzsanna Lőrincz will also be leaving the office to pursue new challenges. "Our two long-standing employees have been working tirelessly on behalf of the Port of Hamburg for many years now. We would like to express our gratitude to them for this. At the same time, we also see this change as a new beginning and place our trust in Alexander Till, who will now manage the Hungarian office in addition to the Austrian office," says Axel Mattern, member of the POHM board.

Alexander Till will take over the Hungarian representative office with effect from 1 July 2024. An experienced logistics professional, he has headed the Austrian office since 2007. Prior to that, he was a sea freight manager at Schenker & Co. In this role, he was responsible for the Austrian market and southeastern Europe, which included Hungary. "I have known the Hungarian market for many years and have never lost sight of it. I am now looking forward to the task of convincing Hungarian companies of the advantages of the Port of Hamburg," says Alexander Till, who is also a member of the board of Verein Netzwerk Logistik (VNL) and Combinet. Till has also been a lecturer at the University of Applied Sciences BFI Vienna for many years.

The Hungarian market is a very important one for the Port of Hamburg. Its favourable geographical location between the countries of central, southern and eastern

Europe, as well as the TEN corridors through Hungary, play a decisive role in this. Hungary is also a central hub for the distribution of international goods within Europe. Last year, for example, some 75,000 TEUs (20-foot standard containers) were loaded in the Port of Hamburg for which Hungary was either the origin or destination of these shipments. The Port of Hamburg also boasts excellent departure frequencies. There are 34 weekly container train connections between Hamburg and Budapest. More than 85 per cent of the goods handled in Hamburg are transported by rail to and from Hungary in a climate-neutral manner. For containerised freight, the modal split for rail is almost 100 per cent.

New head for the Hungarian representative office (from right to left): Marina Basso Michael, POHM Regional Director for Europe, and Alexander Till, POHM Representative for Austria and Hungary, bid farewell to the previous team at the POHM representative office in Hungary – Krisztina Kovács and Lőrincz Zsuzsanna. ■



Change at the HHM representative office in Hungary (from right to left): Marina Basso Michael, HHM Regional Director Europe, and Alexander Till, HHM Representative Austria and Hungary, bid farewell to the previous team at the HHM representative office in Hungary, Krisztina Kovács and Lőrincz Zsuzsanna.

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info@kruse-unternehmensgruppe.de

Friedrich A. Kruse Jun. Unternehmensgruppe
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27472 Cuxhaven

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18546 Sassnitz/Neu Mukram

