Future port development in Germany

The viewpoint of bremenports

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The “Twin Ports” of Bremen und Bremerhaven

Bremerhaven – Oversea Port

Bremen – Industrial Port

Bremen – Neustädter Port
Growth sectors – Bremerhaven

- Container
- Automobile, Ro/Ro
- Offshore wind industry
Recent turnover developments in Bremen and Bremerhaven

**Turnover developments 1. quarter 2011:**

- **Total:** + 17% compared to 1. quarter 2010 18.8 million tons
- **Automobile:** + 51% compared to 1. quarter 2010 486,000 vehicles
- **Container:** + 25% compared to 1. quarter 2010 1.4 million TEU
- **General cargo:** + 20% compared to 1. quarter 2010 16.7 million tons
- **Ship calls:** + 12% compared to 1. quarter 2010 1,851 calls
Besides **keeping everything running** within the ports, a few other things are important for a German Port Authority.

During the process of **master planning**, it is most important to maintain a close dialogue between the local players. Constant communication during the development of Masterplans is therefore essential.

To stay competitive, a Port Authority needs “**situational fitness**”. bremenports is trying to show this flexibility by providing good infrastructure for the handling of **Offshore**-windmill equipment.
The new generation of **Container vessels** with capacities of 18,000 TEU are a major challenge for almost every port.

**LNG** as an alternative fuel for ships.

For a port like Bremerhaven, it is essential to be permanently accessible – both towards the **sea** and towards the **hinterland**.

Therefore we constantly endeavour to **improve these connections**.

To make sure the seaward connection is ready for the future, Bremen decided to build a bigger sea lock – the sea-lock “**Kaiserschleuse**”
New sea-lock „Kaiserschleuse“

Inauguration Act - 29 April 2011
Completion of the expansion of the Container-Terminal in Bremerhaven

Overall-length of the quay-wall: 4.920 m

CT4 is an enlargement of the quay-wall of 1.681 m and has a total size of 90 hectares
Links to the hinterland – landside connections

- Because many of Germany’s premium car manufacturers are located in the south of the country, the landside connections to the port (road and rail) must be kept up to date.

- Links to the hinterland must be available for export as well as import.
Remodelling Cherbourger Strasse to create a main feeder road to the A27 motorway as access for trucks to the port of Bremerhaven.

- Overall length: northbound tube: 1.930 m, southbound tube: 1.770 m
Railway connections to the hinterland need to be expanded and upgraded.

80–85% of exported cars reach the port by train.

Almost 90% of the imported cars leave the port by truck.
Masterplanning at bremenports

- The bremenports-**masterplans** create precise and reliable conditions in view of planning and investment security for policy, port management and logistics, port industry and administration.

- The bremenports-**masterplans** aims for strategic reorganisation in sustainable market segments.

- The bremenports-**masterplans** satisfy the demands of existing and potential port and logistic companies.

- The bremenports-**masterplans** secure the sustainability of the ports of Bremen and Bremerhaven.
Challenges of a German Port Authority

• Start of the **greenports** campaign in September 2009.
• Developing a review of the environmental situation and showing **capacities** and **possibilities** for environmental matters.
• Building up a **greenports network**
• **Environmental Shipping Index (ESI)**
• Improving **compensation** measures
• Introducing **E-Mobility** (Electric cars)
• Installing **photovoltaic** facilities
• Installing **noise protection** and **noise monitoring systems**
Construction of an Offshore-Terminal in Bremerhaven

- Offshore-Windenergy-Cluster
- high potential in the North-Sea
- political decision for construction
- turnaway from „Landlord-Modell“
- **NOW:** advertising and tendering
- **NOW:** plan approval procedure
- **NOW:** prequalification phase
- construction phase
- implementation 2014
Handling of Offshore equipment – The current situation

- Contract between EUROGATE and RWE Innogy (starting in summer 2011)
- Delivery of offshore-windmill equipment to the windfarm „Nordsee-Ost“, 35 km north of the island Helgoland (Repower equipment)
- Modification of the berths through bremenports engineers
- Turbine-handling in „Labradorhafen“ in the old Fishery-port in Bremerhaven
Turnover of Offshore equipment at the containerterminal

- Contract between EUROGATE and RWE Innogy (starting summer 2011)
- Delivery of windmills to the windfarm „Nordsee-Ost“, 35 km north of the island Helgoland (Repower equipment)
- Modification of the quay-wally through bremenports engineers
In recent years, 800 million Euros have been invested in the development and upgrade of shore-side capacities in Bremerhaven.

The connections to the hinterland will now be updated.

Bremerhaven is prepared for the flow of goods of tomorrow.

Bremenports will stay in close contact to the other participants.
Thank You!

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