

HWG–Newsletter 08/2016

Excellent prospects for Cuxhaven

Interview with Enak Ferlemann, Parliamentary State Secretary at the Federal Ministry of Transport & Chairman of the Cuxhaven district branch of the CDU



Mr Ferlemann, the 2030 Federal Transport Infrastructure Plan contains several infrastructure projects which are important for connecting Cuxhaven. What significance does it have for Cuxhaven and also for the region, that several projects (A20, B73, railway lines) are given high priority?

At a larger geographical scale, the A20 motorway will create transport links with the Benelux states, Scandinavia and the new member states of the European Union (EU). Moreover, the A20 will serve to overcome the spatial separation between Schleswig-Holstein and Lower Saxony in the Lower Elbe region and will improve the hinterland connections of the ports and the accessibility of the relevant region. It will, in particular, reduce traffic volumes on the A1 motorway Bremen-Hamburg, which runs parallel to the projected A20, and thus provide considerable relief to the urban areas concerned. Serving as a Western bypass around Hamburg, the A20 will also reduce the burden on the transport networks in the metropolitan region of Hamburg and will contribute considerably to further stimulating the economy of the Lower Elbe region. The same applies to the B73 federal highway and the projected electrification of the railway line between Stade and Cuxhaven.

Thus, for Cuxhaven, the project has a major significance. Situated in a peripheral and almost peninsular position, Cuxhaven has so far found itself rather isolated from the large metropolitan areas. The A20 will bring us closer to them. This will enable medium-sized companies to access new sales markets and make Cuxhaven more attractive as a business location. Furthermore, with more than three million overnight stays per year, Cuxhaven is the most frequented of all German spa towns and at the same time the largest seaside health resort on the German North Sea coast. The many day trippers from Bremen, Hamburg and Schleswig-Holstein must also be considered. In view of this background, the economic development of Cuxhaven as a tourist location and the surrounding region depends heavily on good accessibility and, thus, on an efficient transport infrastructure. The new A20 project in Schleswig-Holstein and Lower Saxony, with an Elbe crossing linking the two federal states at Glückstadt / Drochtersen, is of enormous importance for the entire North German region.

How can Cuxhaven maintain its economic efficiency and competency in offshore wind energy in light of the amended German Renewable Energy Sources Act (EEG)? Is it still possible to expand the activities of the German Offshore Industry Center in Cuxhaven?

We in Cuxhaven are very happy with the development of the port into the German Offshore Industry Center. With the Center, we have a unique selling point. As to the economic development of Cuxhaven, especially the establishment of Siemens here in Cuxhaven will be a great asset. The decision has brought much optimism to the city. The amended EEG does not present a barrier for the Siemens factory which is presently being built here, given that the internationally active Siemens Group primarily manufactures products intended for export at the Cuxhaven site and the new regulations do not affect this business branch. The domestic market for the wind energy sector, however, will be affected by the new law. For this reason, this act needs to be evolved. It is especially important that the overall strategy of expanding to 15 gigawatts by 2030 is maintained for offshore wind energy with respect to the projected timeline for the transformation of our energy system and is not subject to further reductions. With this, the prospects of Cuxhaven continue to be excellent.

What are your views on the private use of and residential construction in the port of Cuxhaven?

I oppose allowing a private investor to take over parts of the Port of Cuxhaven, especially the Old Fishing Harbour, which is currently to be sold by NPorts. For this reason, the City of Cuxhaven has also submitted a bid in the bidding procedure. We must ensure that the port infrastructure remains in public hand. The development of commercial areas for businesses and tradesmen is to be welcomed. Residential use, however, must be prevented, since it would be an obstacle to the development of the fishery industry and the general use of the port as noise and emissions mitigation issues would have to be considered.

Cuxhaven still on a successful path

First Semi-Annual Report 2016 on Lower Saxon Seaports



In the first half of 2016, the nine Lower Saxon seaports, including Cuxhaven, registered volumes of roughly 23.8 million tonnes. The handling of break bulk cargo such as iron, steel and cellulose rose by 7 percent to 5.7 million tonnes, compared to the prior year. While the other cargo segments remained at the level of the prior year, the bulk cargo sector declined by 11 percent. In particular, the handling of unrefined oil and other liquid bulk goods took a hit on account of

the both planned and unplanned closure of refineries.

In the first half of 2016, the Port of Cuxhaven reported growth of 22 percent compared to the prior year. 1.42 million tons of goods were handled at the port on the mouth of the Elbe, up from 1.17 million tons in 2015. The reasons for the healthy growth rates were increased bulk cargo, break bulk and new vehicle volumes.

“Supported by the reliably high service quality of the maritime businesses in Cuxhaven, the first half of 2016 registered positive volume growth in all cargo segments. The finally begun and still ongoing expansion of the port infrastructure, in particular berths 4 and 9.3, will create the qualification necessary to perpetuate this positive development, a development which is so important to the city of Cuxhaven,” said Hans-Peter Zint, president of the Port Business Association of Cuxhaven, remarking on the semi-annual numbers.

“Following a very strong first part of the year, we are now witnessing a consolidation of the volume of cargo handled at a high level in our nine Lower Saxon seaports, given that we are still above the semi-annual result from 2014,” said Inke Onnen-Lübben, Managing Director of the port marketing association Seaports of Niedersachsen GmbH. “Now, as before, our Lower Saxon seaports are on a great trajectory which will raise cargo handling volumes significantly in the near term.”

For German seaports, in general, the course is set for growth. The ‘Rolling Mid-term Prognosis for Cargo and Passenger Traffic – Short Term Prognosis 2016’ of the Federal Office for Cargo (BAG) anticipates seagoing cargo volumes from 2016-2018 to grow by a total of 3.7 percent. This corresponds to an annual growth rate of 1.2 percent. For the remainder of 2016, a growth rate of 1.1 percent is expected.

Offshore giants on a journey

Otto Wulf delivers the world’s biggest and heaviest monopiles to Eemshaven



HWG member Otto Wulf GmbH & Co. KG used tugboat WULF 7 and barge T.O.W. III to move a total of 67 monopiles for offshore wind farm Veja Mate from Rostock to Eemshaven. WULF 7, supported by WULF 5 as a steering tugboat, conducted 23 voyages from March to July 2016, each of which involved carriage of a load of three monopiles for offshore wind power installations through the Kiel Canal from Rostock to the Dutch port of Eemshaven.

In a joint project with Buss Port Logistics, a technically complex transport plan was developed over many months. Since the monopiles weigh 1,300 tons each, are 84.5 meter long and have a diameter



of 7.8 meters, they are among the largest and heaviest worldwide and, as such, an alternative to loading and unloading via crane was necessary.

In Rostock, the components were lifted using SPMT vehicles (Self-Propelled Modular Transporters) and loaded onto the 90 meter long barge, T.O.W. III, via roll on/roll off procedure. The barge was outfitted with a specialized ballasting system to stabilize it, which involved seawater pumps with a capacity of up to 1,650 cubic meters per hour. These allowed the barge to always maintain its height on a level with the pier. The barge had been refitted and reinforced for this purpose at the Mützelfeldtwerft in Cuxhaven.

In Eemshaven, the roll on/roll off method was also used for discharge. “The tide in Eemshaven was a critical factor: On account of the height of the pier and the significant draft of the loaded T.O.W. III barge, there was only a very narrow window for discharging during high tide,” said Sören Wulf, General Manager of Otto Wulf GmbH & Co. KG.

From Eemshaven, the components were transported and installed by a jack-up vessel roughly 130 km north of Eemshaven in the Veja Mate wind farm.

Together on the green path

Bremen and Lower Saxony invest in cooperation when it comes to sustainable port illumination

For the port infrastructure companies bremenports, Niedersachsen Ports and JadeWeserPort, as well as for the BLG Logistics Group, ecological sustainability is an important topic. For this reason, they are participating in a pilot study involving the environmentally-friendly LEP lighting technology for their ports. The Light Emitting Plasma technology will be used alongside sodium halide and LED lighting, which are currently already in use.

For Robert Howe, Manager of bremenports, the study represents a promising deployment of a multi-state ecological modernization – a good example for sensible port cooperation along the coast. “We will all profit from the knowledge we gain which will, in turn, let us build out our ports in the future in a sustainable manner while at the same time modernizing them,” said Holger Banik, Manager of both Niedersachsen Ports GmbH & Co. KG and JadeWeserPort Realisierungs GmbH & Co. KG.

The LEP lamps demonstrate excellent energy efficiency qualities even when subjected to high illumination loads. To that end, they can achieve energy savings of up to 80 percent compared with traditional means of illumination. Due to the low quantities of hazardous material used, the manufacture of LEP lamps is safer for the environment. “The project is of special importance to us,” said Banik.

In a series of tests, the cooperation partners want to deploy the illumination in the ports of Bremen and Lower Saxony, but first in Bremerhaven, Bremen-City and Brake. For this, test routes in the port have been selected to be outfitted with LEPs. The project is being promoted using 145,000 euros from the development fund of the Metropolitan Region Northwest. The total amount dedicated to the pilot project is 308,500 euros.

New crew on board

15 young trainees are starting at NPorts



On 1 September 2016, 15 trainees will start their apprenticeship at HWG member NPorts. The breadth of the offered apprenticeship courses at the port operator of the nine seaports in Lower Saxony, including Cuxhaven, ranges from industrial mechanics to electronics to welding. This year, for the first time, a schooling course to become a certified software tradesman will be offered together with dual studies in business economics, which includes practical modules.

Also new is the two year traineeship to become a construction engineer.

During their apprenticeships, the trainees will have the opportunity to acquire comprehensive knowledge and experience related to construction projects and port facility maintenance.

The port operator is seeking to attract young professionals to the port business sector and related fields of employment. Regular school internships and practical semesters will also be offered, as well as volunteer rotations in the communications and public relations fields at NPorts for individuals who have diplomas in communication fields.

Management also scheduled a joint event on 8 September 2016 to welcome the new trainees. This event had the dual purpose of presenting the company's scope of responsibilities to the trainees and giving the participants an opportunity to get to know each other. "We are guaranteeing that from day one, the trainees know what goals and tasks are being pursued by the company that is training them and how we are organized," said Sabine Nitschke, Central Management Director for personnel and administration at NPorts. For the first time in the company's history, each site will be providing training courses.

HWG introduces her members: Niedersachsen Ports GmbH & Co. KG



Profile

Company Name:	Niedersachsen Ports GmbH & Co. KG
Founding Year:	2004
Industry:	Infrastructure (Transport & Logistics)
Locations:	Branches in Brake, Cuxhaven with satellite offices in Stade, Emden and Wilhelmshaven; the branch in Norden also operates the supply ports for the East Frisian Islands; the company headquarters are in Oldenburg
Portfolio:	Operation, construction and planning of port infrastructure and nautical, technical, security and development and marketing of port real estate for businesses and industry

Interview with General Manager Holger Banik



Question 1 – What attributes would you say characterize your company?

When I look at my company, three ideas come to mind: multifaceted, high performing and responsible.

We are multifaceted not only because of the variety of our services, which we provide as a port operator, but we also have 15 port facilities in various regions along the Lower Saxon coastline, none of which are identical

to any other. Multifaceted, as an attribute, is also relevant because the types of cargo handled in these ports are also very diverse.

With our infrastructure and our comprehensive competencies, we have the best qualifications necessary to actively guide the future of the Lower Saxon coastal region. This is about more than just operating ports – we have a responsibility to the region.

Question 2 – Why are you a member of the HWG?

For a sensible and needs-appropriate port development, local dialogue is essential. The HWG puts us into close contact with our partners, customers and with politicians. Together, we are pushing forward the development of the Port of Cuxhaven.

Question 3 – What is your personal wish for your company?

As a business, we want to guide the ports' futures. We continue to invest and develop our port infrastructure, and this not only for port operations but also for other industry settlements. And not just for our businesses, but for us all, I hope that we will be able to enjoy long-term prosperity in our coastal region.

Further information about NPorts can be found here: www.nports.de

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