

PORT OF HAMBURG SPOTLIGHT ON LINER SHIPPING

PORT OF HAMBURG
Magazine 2.15

Dear Readers,



First of all, very many thanks for all the congratulations received following publication of the first issue of our new Port of Hamburg Magazine. We are delighted that this has been so favourably received by our members,

port customers and friends of the Port of Hamburg all over the world. With this second issue we are maintaining the new format. With Global Liner Shipping, we have selected an especially enthralling group of topics for you. Making a choice was no problem, since during the first half of this year, for instance, a variety of different questions on shipping and port development shaped numerous specialist events in Hamburg. In June, for example, HPA hosted the 29th IAPH World Ports Conference, while in April many maritime industry experts also gathered here for the Global Liner Shipping Conference.

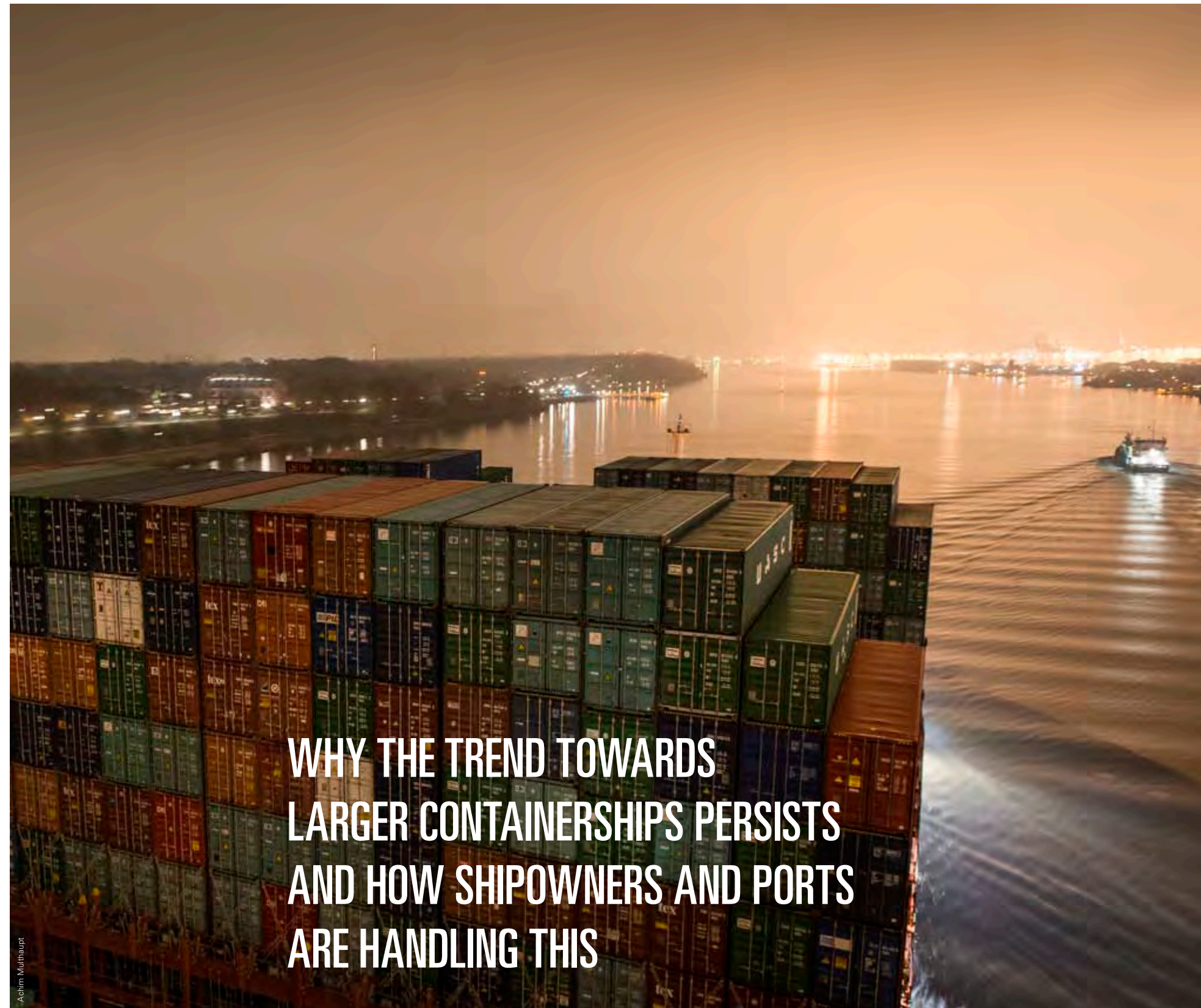
Among the themes covered in our interview with Rolf Habben Jansen, CEO of long-established Hamburg shipping company Hapag-Lloyd, are initial experience following the integration of Chilean shipping company CSAV and Hapag-Lloyd's fleet policy. In an additional article, experts provide an insight into the rebuilding and re-equipment of merchant ships. We also address the question "Are ships photogenic?" in our report on the widely known shipspotter Thomas Kunadt, who barely allows any ship to pass on the Elbe without photographing it.

Our homepage www.portofhamburg.com and PORTnews newsletter continue to carry the latest news and data on transport and port themes. Please contact us at presse@hafen-hamburg.de with your thoughts and suggestions for further topics

We trust that this second issue of Port of Hamburg Magazine will prove interesting and entertaining reading for you.

Ingo Egloff

Axel Mattern



WHY THE TREND TOWARDS LARGER CONTAINERSHIPS PERSISTS AND HOW SHIOWNERS AND PORTS ARE HANDLING THIS

Last year more than 500 Ultra Large Containerships (ULCSs) with slot capacities in excess of 10,000 TEU called at the Port of Hamburg.

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Thomas Kunadt has made a career of his favourite pursuit – and has been capturing ships on camera for 19 years

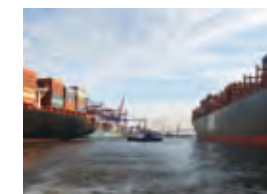
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Potential and prospects for liner shipping

This year presents shipowners with one main challenge. With moderate increase in demand on the major trade routes, the record level of new ships delivered will make it hard for companies to achieve positive results. Leading shipping lines will continue pooling their resources. This could even cover hinterland transport. Smaller companies in the market will remain under pressure. A real need exists for improved capacity management.

TEXT Jens Schlegel

Growing cargo volumes aboard significantly larger ships will challenge many players in the supply chain. That especially applies to port operators and cargo handling firms. Ports are dredging their access routes and berths, and adjusting turning circles. Terminals must invest in larger container gantry cranes to reach

boxes in the outermost rows and highest positions. They also need to run processes more efficiently and deploy extra staff to cope with more frequently occurring peak loads, and the need for vessels to keep to berthing times. Infrastructure also needs to adapt to larger vessels – and this is equally valid for the hinter-

land. Yet port conditions also influence ship design. Since superstructure can be more readily adjusted in the medium term than infrastructure, so far mega-containerships have tended to be broader rather than longer or having deeper drafts.

Growth in size persists in container shipping

Growth in the size of container shipping persists with no let-up. Order books are dominated by 10,000-TEU-plus mega-ships. Around 150 of 450 orders are in this segment. Of the tonnage ordered, the share is 60 percent on the basis of nominal TEU. By deploying ever larger vessels, shipowners expect economies of scale, additional cost benefits and lower environmental pollu-

tion. However there is also recognition that delivery of all these newbuilds has led to surplus ship capacity on the market. The economic crisis has prevented world trade from developing as strongly as was assumed when orders were placed. Last year delivery dates were deferred for the same reason.

In 2014 the cellular ship fleet grew by 6.3 percent to 18.37 million TEU. Newbuilds with a total capacity of 1.47 million TEU were delivered. At the same time capacity of 394,000 TEU was withdrawn, mainly by scrapping.

At the turn of the year order books were full, for containerships with a total slot capacity of 3.39 million TEU, corresponding to 18.4 percent of the existing fleet.

Growth in ship sizes in container shipping persists. Order books are dominated by ULCSs with capacities of over 10,000 TEU.



The 'CSCL GLOBE' first berthed at Hamburg in January 2015. At the time, she was the world's largest containership.

With a length of 400 metres, the 'CSCL GLOBE' is as long as four football pitches. She offers slots for 19,100 standard containers.

With the changes currently in progress in sea transport, it is evident that large ships

- cannot be fully loaded,
- are deployed in less suitable trades,
- call at ports with restrictions.

This should change within a few years, if supply and demand for seaborne transport capacities are balanced again.

Shipping industry expects positive economic development

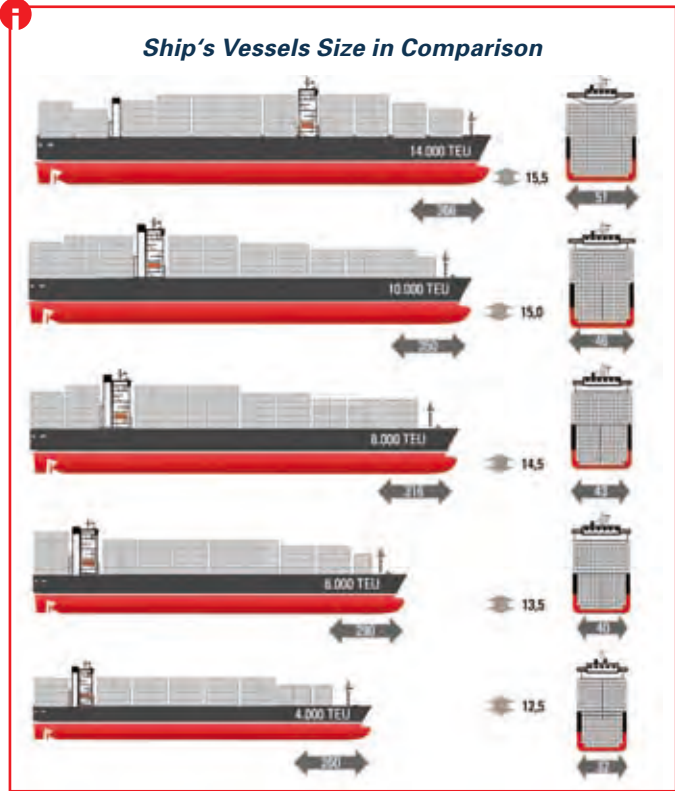
At the beginning of last year world economic trends led the shipping industry to be very confident about an improved situation on shipping markets. Such expectations have been partly fulfilled, yet remain fragile.

Persistent above-par development of the Chinese and other Asian national economies basically ensured stable demand for transport services in 2014. A weak Euro and rising production costs in East Asia, however, put something of a damper on Asian trade with Europe. Only Japan's performance stagnated, as it has done for many years. Transfer of production back to regions closer to home could increase in future. That would cause a fall in existing trade imbalances, and boost carriers' load factors on transport to Asia. The Asian market remains unchallenged as the most important in every respect. The Asia-Europe trade route is still the most hotly contested in container shipping.

Trade between Europe and North America developed relatively well in 2014. Growth in the USA stabilized, although the money supply quadrupled. The search for suitable utilization meant that supply grew simultaneously. Capacity surpluses appeared in the course of

the year. The medium-term potential of this trade depends in part on the planned free trade agreement with the USA, as well as progress of the interoceanic canal projects.

In the first decade of the century, many countries in South and Central America enjoyed sustained economic growth. This also continued during the worldwide economic and financial crisis. In recent years the region's economy grew more slowly. Panama, Bolivia and Colombia were among the countries where it outpaced the average.

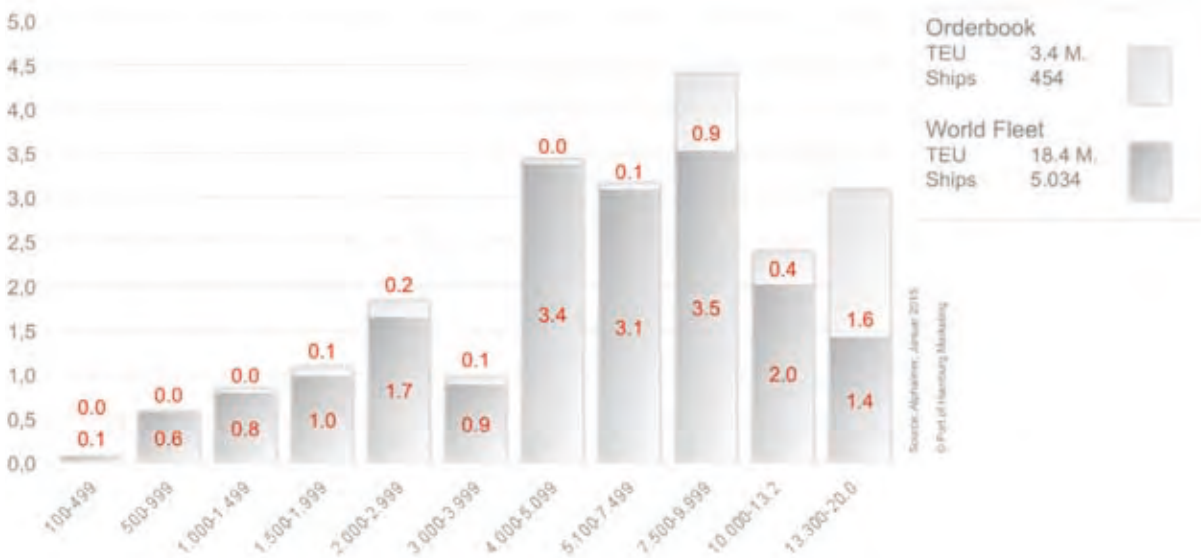


Economic development was stable in some areas, while others still offered plenty of scope for economic reforms. Overall, developed countries were on course for recovery. Internationally, in the next few years demand for transport should continue to increase slightly.

Operative alliances between shipowners sustain market concentration – yet competition remains tough

The supply side of global container liner shipping remains notable for stronger alliances. Operative alliances enable carriers to offer customers more frequent departures at no extra cost. That permits more efficient use of their own and other liner networks. However, such alliances assume adequate utilization of transport capacities. After rejection of the

planned P3 alliance in the Europe-East Asia trade by Chinese competition watchdogs in June 2014, co-operation between Maersk Line and MSC under the new 2M alliance was announced the following month. Reacting to this to some extent, CMA CGM, the number three in container shipping, joined the previously independently run shipowners China Shipping Container Lines (CSCL) and United Arab Shipping Corporation UASC) in Ocean Three (O3). Taiwanese shipowner Evergreen, the number four, had already announced its accession to the existing CHKY alliance – Cosco, Hyundai, 'K' Line and Yang Ming – at the beginning of 2014. Previously trading solely in the Asia-Europe trade, the G6 alliance announced its extension to the Transatlantic and Transpacific routes at roughly the same time. In the East-West trades, 16 of the world's leading container lines are now involved in alliances.



Current world fleet and order book until 2018 Slot capacity of cellular containerships

Mergers and takeovers included those of Hapag-Lloyd with CSAV of Chile and of Hamburg Süd with CCNI, also from Chile. Both mainly affect the South America trade.

Trends towards concentration on operation, and among companies, also affect their worldwide ranking. Last year the market share of the Top 20 carriers rose to 86 percent. Yet container shipping remains harshly competitive and under severe pressure on costs. Only a very low cost base permits players to achieve positive results. The four global alliances are focused on joint operations: Partners trade independently in the battle for market share.

Financial position somewhat improved

Since mid-2014 profit margins for liner shipowners have somewhat improved. The cost relief from rapidly falling bunker prices was gratifying for shipping as a whole. In the second half of 2014 the price per ton for heavy oil fell to 250 USD, compared to 600 USD twelve months earlier.

Fleet modernization and deployment of ever larger ships contributed towards reducing unit costs for con-

tainer transport. With a 19,000-TEU containership, costs per box are one-quarter lower than on a 13,000-TEU unit. The future will show which slices of the savings remain with the liner shipowners and which reach the customers.

The proliferation of mega-ships has for some time already caused a downward surge of tonnage from the Asia-Europe trade routes into others. This ‘cascading’ will in all probability grow further. Ultra Large Container Ships (ULCSs) are meanwhile not being deployed solely on the Europe-Asia route; 20 percent of units delivered are immediately being operated on other trades, among these the Transpacific routes, or between Asia and the Middle East. Size records for single ships and entire fleets are currently being broken in numerous trades.

The strategy of reducing fuel costs by slow steaming now pursued for some years is being maintained by many shipowners. Uncertainty about the future trend in bunker prices, the existing overhang of capacity, and relatively low capital or charter costs for mega-containerships, diminish the attraction of faster operation. Operational reasons, e.g. re-negotiation on berths

otherwise due, also lie behind this course. The low level of freight rates provides little additional incentive. Higher voyage speeds would also further aggravate the problem of surplus capacities.

Pressure on rates remains high

On most trade routes, freight rates cemented at a relatively low level. This was attributable to persistent over-capacities. The overhang was primarily caused by ULCSs.

In 2014 total capacity of idle ships fell to an average of 380,000 TEU, substantially below the previous year. One reason was extra demand for vessels caused by slow steaming as well as occasional handling backlogs at ports on the West Coast of North America and in parts of SE Asia. Units of over 7,500 TEU were almost continuously in operation.

Industry research indicated that schedule observance was poorer in 2014 than in the previous year. On the three main seaborne cargo routes – Asia-Europe, Transpacific and Transatlantic – it was 60 percent. Towards the end of the year and also more recently,

punctuality has improved, especially on the East-West trade routes. Recently arranged partnerships may be one of the driving forces. ■

Sources: OECD, IWF, Alphaliner, and HHM’s own databases



Jens Schlegel

is Market Research Manager and shipping & seaport hinterland expert at Port of Hamburg Marketing:

- Born 1969 in Hamburg
- Graduated specializing in industrial management
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„In ten years there will still be five to seven really global shipping companies“

Rolf Habben Jansen, Hapag-Lloyd CEO, sees further concentration in global container shipping



Rolf Habben Jansen has been Hapag-Lloyd's CEO since 2014.

? **Mr Habben Jansen, you came to Hamburg in 2014 to make Hapag-Lloyd profitable again. What attracted you to take the helm of the largest German liner shipping company? What have you achieved so far? Where does Hapag-Lloyd stand today?**

It is an attractive job and a great honour to work for such a company. I have always been convinced that Hapag-Lloyd is an excellent company, but which still has potential for improvement. When you get the opportunity to work on it yourself, you must seize the chance.

Our results for 2014 were not exactly impressive. In spite of that we achieved a fair bit last year. For us it was decisive to complete the deal with CSAV, the largest Latin American shipping line. In this industry size is simply important. Additionally we have set in motion some other programs that will make us more competitive. So you see the basis

is there. Now, in 2015 and 2016 we must show that the results have really improved and that we will soon return to profitability.

? **When do you expect to be back in the black?**

I already said in July 2014 that it must be our aim to be in the black, after interest and taxes, by 2016. Of course there are no guarantees. But then we must at least be in a considerably better position compared to the competition. For this year our operative business aim is to achieve a solid positive result, an EBIT that is well above zero. We should achieve this too.

? **Where do you still see potential for improvement?**

Over the last nine months we have worked mainly on costs. There is still room for improvement there. Unit costs are unbelievably important in this industry. There is also potential for improvement in sales. We are kick starting that right now. We hope to see the first results this year. 2016 will really bear fruit.

? **Hapag-Lloyd is seen as one of Hamburg's major traditional hanseatic companies. Now there is a Dutchman at the helm, and a Latin American shipping line - CSAV - with a tradition of its own is to be integrated. How will this change Hapag-Lloyd culture?**

Integration of CSAV container business is making good progress. The new organization is in place. At the moment we are busy transferring all significant business processes into the Hapag-Lloyd system. This will take a few more months. Technical integration is being completed in the middle of the year.

Of course that does not mean that we are completely finished. We are experiencing two very diverse companies with very different cultures. We have to bring them together and then work on

our joint future. The first phase is already well behind us. We have, for example, taken over a relatively high number of managers from CSAV into executive positions. This is very important to make our integration a success. We still have a lot to do together to create a new Hapag-Lloyd culture. This will certainly take a few years. On the other hand we are culturally not so far apart. We all work in the shipping industry and our business is already very international. Many people from many different countries work for us. We should not only consider the head offices.

? **Despite the difficult economic environment with persistently low freight rates, worldwide overcapacity and finally numbers deeply in the red, Hapag-Lloyd will initially invest in five new large containerships. How does all that fit together?**

One is not possible without the other. We are forced to reduce the unit price per container transported even further. This is particularly relevant in the Latin American trades. Next year the new Panama Canal will be opened, it can then take ships with a capacity of up to 12,000 TEU. This will make it practically impossible to stay competitive with today's Panamax ships, having a capacity of not more than 5,000 TEU. So we must invest and buy larger vessels for regular services between Europe and South America.

? **What significance has the Latin American market for Hapag-Lloyd and how do you see its potential for the future?**



A Dutchman at the helm

Since July 2014 Rolf Habben-Jansen has been at the helm of Hapag-Lloyd as CEO, having joined the management board three months earlier.

- Now 48 years old, he has been involved in the shipping and logistics businesses for about 25 years.
- Previously the Dutchman held managerial positions at DHL and was CEO of the worldwide logistics group Damco for five years.
- He has two children and in addition to Dutch he speaks fluent English and German.

The Latin America business is now, after buying CSAV, very important for us. It makes up around one-third of our total business. In the long term we believe that the market is good. At the moment things there are difficult. But this happens sometimes in this industry. At times a particular trade runs well and sometimes it's not so good - this is why we must think medium to long-term. And medium to long-term, we do believe in the Latin America market.

? **Which market gives you the most pleasure?**

At the moment both the Pacific and Atlantic are relatively good. They give me the most pleasure.

? **Your new freighters will have a capacity of 10,550 TEU. In the China and Asia trades increased growth in ships is already much further. Is Hapag-Lloyd going in the same direction?**

We are currently discussing fleet planning for the next five years with our alliance partners and will make decisions this year. If you ask me today whether Hapag-Lloyd will invest in large ships, 'yes and no' would be my answer: with a tendency towards a 'yes'. We are talking about ships with a capacity of 18,000 TEU and above.



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?

One way of increasing economic efficiency and of reducing unit price could, in the future, be autonomous ships that basically sail without a crew. Do you see that as a realistic and desirable development?

I personally do not see the advantages. The proportion of personnel costs in container shipping is already very low. Thinking about the security aspects it is probably a good idea to have a crew on board. Maybe it makes sense on short sea routes or push-barges. But when it comes to ship services between the Far East and Europe, I don't think so.

?

At present container shipping is in a market with cut-throat competition. Who will survive in the end? And where do you see Hapag-Lloyd in ten years' time?

There will be less global players in the shipping industry in ten years' time than there are today. We have between 10 and 15 that are truly global today. I think in ten years' time there will probably be only five to seven left. We assume that Hapag-Lloyd will be one of them. Whether we hold third, fourth or fifth place then is not so important. Thanks to joining with CSAV we now have a size that we can make profitable. At the moment our first priority is to earn money again. Afterwards it will be easier to develop the business further. We will grow with the market: We will not try to grow much faster. Our focus lies with profitability and not so much on growth volume.

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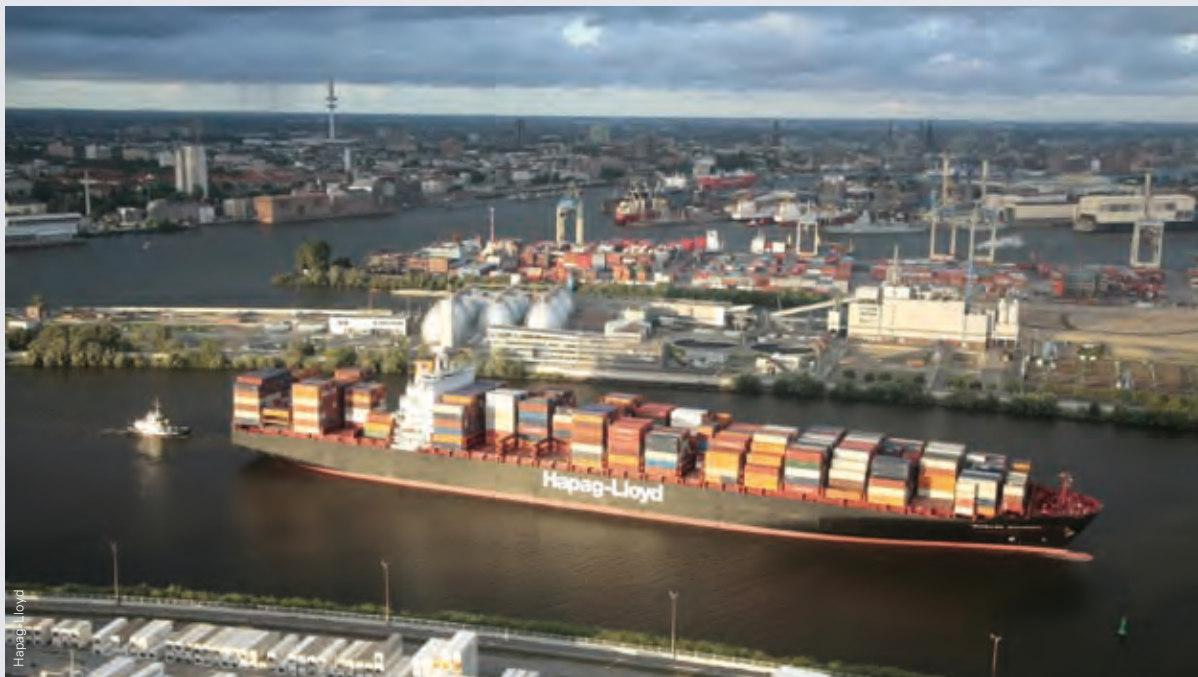
It is noticeable, against this backdrop that more and more large shipping companies are working closer and closer together. Hapag-Lloyd has joined other shipping lines in the G6 Alliance. Over and above this you maintain cooperation with Hamburg Süd and CMA CGM. Do you intend to build this up?

Together we will run the services between Latin America and Asia. We will have a three-loop system on the west coast and a two-loop system on the east coast. A total of 53 ships will then be in this service, 19 of them Hapag-Lloyd and 20 Hamburg Süd, seven CMA CGM and seven from a few junior partners.

?

For the Port of Hamburg increased growth in container freighters poses a huge challenge, since the navigation channel in the Elbe limit the movement in particular of the larger ships - the decision is still not taken on the planned adjustments to the navigation channel. How do your partners in the G6 Alliance cope with this restriction in their port rotation? How important is the adjustment of the navigation channel for Hapag-Lloyd?

Basically we are really quite satisfied with Hamburg. The port is very productive and efficient and it has good hinterland connections. Of course the navigation channel adjustments are important, especially the widening. At the moment it is very difficult for large ships to pass each other because the navigation channel is simply too narrow.



It can be done, but it causes extra costs, and they are not inconsiderable. This is why we hope the navigation channel adjustments will finally be approved and work can begin quickly.

?

Hapag-Lloyd is part owner of HHLA Container Terminal Altenwerder (CTA) in Hamburg. What demands on container handling does the increasing number of larger container ships and the shortest possible berthing times at the terminals pose for the operators and shipping companies, as the volume of boxes grows.

We are absolutely satisfied with CTA. It is one of the most productive terminals in the world. We are especially pleased with the rail infrastructure: It is really very good. But we can also see that in the meantime CTA is reaching its limits. At present we are discussing how we can increase capacity even more. Of course it is rather difficult as the terminal lies beyond the Köhlbrand bridge. As long as the bridge is not renewed the largest ships cannot reach it. Unfortunately this will be the situation for many years to come.

?

Is handling pre and on-carriage in seaport inland services an area where you could imagine becoming more involved? With feeder and short-sea services in the Baltic region Hapag-Lloyd is already showing commitment. Do you plan to extend these services?



We are very pleased with the feeder services in the Baltic. I am convinced that in the next five to ten years domestic European services will grow more rapidly than services with the USA, Latin America and Asia. At the moment we have no concrete plans for further investment here. Our first priority is to optimize our services to Latin America with the new Panama Canal in mind. Our second priority is structuring our cooperation with our G6 partners. In concrete terms the question is whether we want to invest in larger ships, and if so, how many. These two questions must be answered this year. Then we can busy ourselves with regional services, not only in Europe but also in Asia and America.

?

In comparison to rail and truck transportation, large ocean-going ships have a very good carbon footprint. What are you doing to make Hapag-Lloyd ships even more environmentally-friendly?

We have put a series of new ships into service and shortly we will add two more. They are considerably more efficient and environmentally-friendly than the older ones. The next generation of newbuilds, which we will hopefully soon order will be even more efficient. We are also investing in retrofits for our current fleet, fitting ships with new bows, for example. We hope to achieve a ten percent fuel saving with this. It will of course help the environment as well. We have just completed a strategic partnership with German rail's freight operator DB Schenker, in which we commit to reducing CO₂ emissions for every DB Schenker sea container we transport until 2020 by six percent in comparison to 2014 emissions. Our aim is to reduce CO₂ emissions again and again along the whole transport chain.

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Global player with great tradition

Hapag-Lloyd's company history reaches back to 1847.

- Today, Hapag-Lloyd with transport volumes of around 7.5 million TEU (standard containers) and about 200 modern ships, is one of the leading shipping lines in the world.
- The company, with its headquarters in Hamburg, has offices in 600 locations in 112 countries.
- After joining forces with the Chilean shipping company CSAV in December 2014, Hapag-Lloyd offers around 120 regular services worldwide.

OPTIMIZATION MAKES SHIPS AS GOOD AS NEW

Shipowners are using cutting-edge technology to thoroughly update existing ships. That saves fuel and benefits the environment.

TEXT Hanns-Stefan Grosch ■ PHOTOS E.R. Schifffahrt

New bulbous bows, more energy-efficient propellers, modifications to the main engine or an increase in cargo capacity – optimization of an existing ship is substantially more efficient than a newbuilding.



That new vessels are becoming more and more efficient is no surprise. When older ships dramatically catch up, that's far more remarkable. Buxtehude-based shipowners NSB have plunged in deep there. After the MSC "Flaminia" had been seriously damaged by fire, her re-equipment became something of a legend. When the completely refitted ship re-entered service in summer 2014, the German Shipowners' Association magazine 'Deutsche Seeschifffahrt' headed its report "Phoenix from the Ashes". MSC experts attributed fuel savings of up to 12 percent to the installation of a new bulbous bow and a new propeller. "We are

also using the 'MSC Flaminia' to show the opportunities opened up by eco design. Older ships can survive to challenge the efficiency of newer units. We are naturally offering other shipowners this package plus our knowhow," explains Bozidar Petrovic, NSB's project manager for rebuildings.

Innovative scheme boosts capacity and stability

Widening Panamax vessels is the latest stunning coup by NSB's engineers. These were originally designed to fit into the Panama Canal and achieve the higher speeds normal at the time. Yet current expan-

sion is making the canal larger, and high fuel bills have made slow steaming very popular. So NSB experts have devised a scheme offering higher capacity plus improved stability. They place the ship in a sufficiently large dry-dock, separate her bow and stern from the hold, which is then sliced in two lengthways. The two elements are then tugged apart and the empty space filled with quadratic sections. "The core of our innovation is that we cut the ship in what are less stressed segments, and in widening her significantly boost capacity and also lateral stability," says Lutz Müller. As NSB's former technical chief, he helped to initiate the project.

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With fuel prices currently low, average rebuilding costs of 600,000 USD for the exchange of a bulbous bow are recovered within two years.

The “MSC Geneva” shows just how much this achieves. Put into service in 2006, she was the first vessel to be widened at the HRDD yard in China, boosting capacity by almost 30 percent to over 6,300 standard containers (TEU). The ship then qualified for the Energy Efficiency Design Index (EEDI) of a newbuild. DNV GL classification monitored the rebuilding, which should have paid off within three to four years. “We believe that widening is a solution that enables forward-looking shipowners to keep their ships competitive on the market,” says DNV GL’s containership expert Marcus Ihme.

Among the simplest and most common retrofit moves is a bulbous bow exchange. Jan-Henrik Hübner, DNV GL’s Global Head of Shipping Advisory, has already overseen a total of around 150 projects. Even with fuel prices currently quite low, average rebuilding costs of 600,000 USD have been recovered within about two years. Adaptation of the main engine to lower speed is usually also advisable. Among the engine builders offering solutions are MAN Diesel & Turbo and Wärtsilä.

“An agreement with a charter client” has also prompted the shipowners Rickmers to opt just recently for modernization of considerable parts of its fleet. “With the client bearing a very considerable part of the costs,” re-equipping the

ships concerned will follow. The cost should total 50 million dollars. Here again, this covers bulbous bow replacement and propeller exchange. In addition, slot capacity will be increased. Since they are profiting from lower fuel costs, charterers are bearing part of the rebuilding costs.

E.R. Schiffahrt has for some time been pursuing a similar course to Rickmers, and has won DNV GL’S Modification Excellence Award for doing so. The Hamburg shipowners had their 13,100-TEU mega-ships, namely the “E.R. Benedetta” and her sisterships, on average just three years’ old, adapted to meet future challenges. That applied, not just to six of their own ships, but on request from the customers, to two sold on immediately after delivery.

Modifications included new bulbous bows, energy-efficient propellers, main engine modifications and increased cargo capacity. Apart from applying the additional class notification for RSCS - Route-Specific Container Stowage, draft was increased by 50 cm. This boosted gross capacity by 7,591 tons, for each ship corresponding to 542 TEU à 14 tons. The DNV GL analysis indicated that the modified ships consume around 15 percent less energy. Here again, charterers with long-term agreements play along. “Our re-equipment scheme guarantees higher efficiency and



greater turnover per ship, along with greater flexibility, contributing to a substantial reduction in slot costs,” says Jürgen Kudritki, E.R. Schiffahrt’s Technical Director.

Environment-friendly propulsion solution for ships

Shipowners AG “Ems” have gone one step further, and on a manageable scale. Built in 1985, the car/passenger ferry “Ostfriesland” has been converted to innovative LNG propulsion as part of an elaborate rebuilding process. This was the first re-equipping of a ship for use of LNG anywhere in the EU. Operating between Borkum and Emden, the ferry was lengthened by over 15 metres with the addition of a new aftership. Car capacity was increased by at least 25 percent, while more spacious saloons and the installation of a new lift increased passenger comfort. The European Commission subsidized this innovative pilot project, and the implementation of an LNG infrastructure involved, with around three million euros.

These examples show that making old vessels new can be a success story. This solution also produces a sustained competitive gain for ships that are by no means scrap iron yet. NSB’s Lutz Müller put it like this: “A rebuilding that eliminates scrapping strains the environment less than a newbuild.” ■



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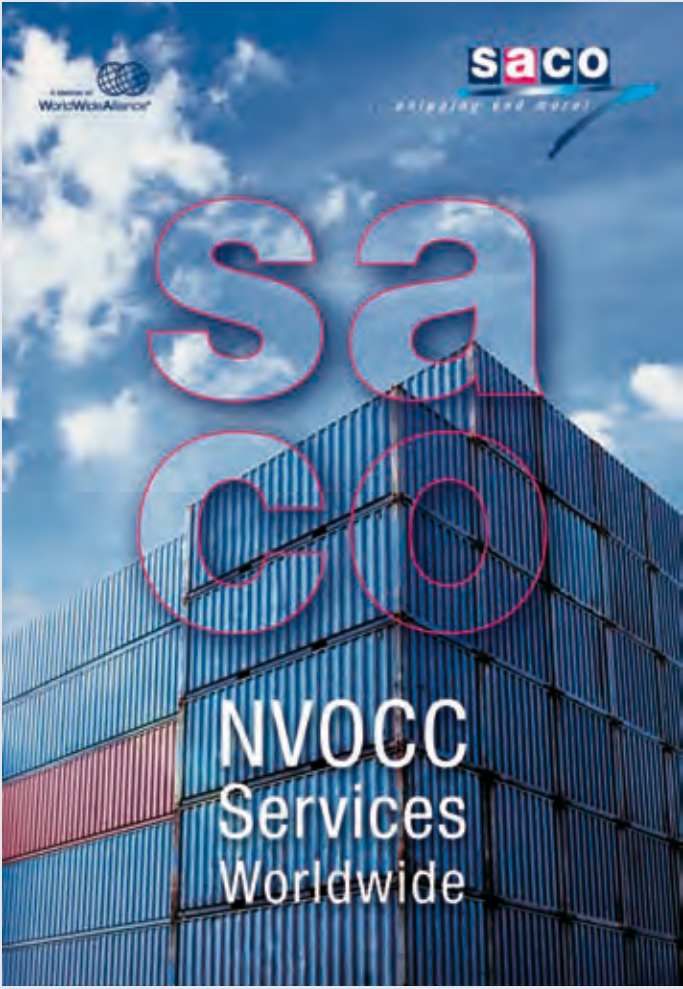
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Great interest in Hamburg's smartPORT concept at the IAPH

For a whole week at the beginning of June, the Port of Hamburg was in focus at the world's largest port conference. Hamburg Port Authority (HPA) hosted the 29th IAPH International World Ports Conference, the most important in the maritime business.

The Port of Hamburg showcased to more than 900 visitors from all over the world, under the motto, 'City of Hamburg – Calling at the smartPORT': With this conference slogan HPA once again raised awareness of importance of sustainability in the maritime industry, demonstrating by its own example, how economy and ecology can be balanced using intelligent port management.

In addition to specialist discussions between port managers and repre-

sentatives of the maritime economy from all over the world, the conference focussed on the idea of networking, with its own dedicated fair area, one aspect of a varied supporting programme.

The Port of Hamburg, in the heart of the city, provided a unique atmosphere and many positive memories for the conference participants to take home with them. For Jens Meier, CEO of HPA, the IAPH World Ports Conference in Hamburg provided an excellent opportunity to showcase Hamburg and its port as an example for the HPA smartPORT concept and to exchange information and experience with port representatives.

Port industry and environmental protection are not mutually exclusive for Jens Meier. On the contrary: The challenge to make the Port of Hamburg, Germany's Gateway to the World, greener and to increase prosperity is something that Hamburg Port Authority believes in and gladly supports. HPA has set its

aim to develop the Port of Hamburg into a smartPORT in the coming years. In addition to intelligent solutions for traffic control (smartPORT logistics) there are also activities for energy-related reorientation in the Port of Hamburg (smartPORT energy). SmartPORT energy has been initiated jointly by HPA, the Ministry for Urban Development and the Environment, as well as the Ministry for Economics, Transport and Innovation. One of the aims of the initiative is to reduce emissions in the entire mobility area.



Above l.: Interactive port plan in the Vessel Traffic Service (VTS) Centre.

Above r.: The new HPA harbourmaster's launch is fitted with a flow-optimized hull and a low-emission propulsion system.

Below: The first shore power station for cruise ships has been installed at Hamburg Cruise Center Altona.

Jens Meier, CEO of Hamburg Port Authority, presented schemes for fresh approaches to supplying power in the Port of Hamburg at the IAPH.



Freighters and cruise ships contribute towards a high proportion of harmful emissions in the port with their sometimes long berthing periods for loading and unloading and for passenger embarkation and disembarkation. The question of air purity also played a major role at the conference. Here the focus was mainly on the new land-based

energy supply at the cruise ship terminal in Altona. This makes Hamburg the first port in Europe to gain experience in running land-based supply units, which for the most part are floating, mobile power stations known as power barges. HPA has provided the land-side infrastructure for these in HafenCity. Building the land-based power supply units provides an important prerequisite for reducing emissions of air pollutants such as nitrogen and sulphur oxides, fine dust particles and carbon dioxide. In addition noise emissions have been considerably reduced. The residents, crews and passengers benefit from the new land-based power plants. The European Union has rewarded this pioneering step into the future for Hamburg with a subsidy of 3.55 million euros to build the plant.

In addition HPA is working on providing alternative energy for freighters, especially containerships in its Green Shipping Line project in the Port of Hamburg. The aim of this project is to provide external power supplies in Hamburg and Shanghai for containerships, so that the ships in services between these ports can have external power in both. Hamburg is receiving support for this project from the Federal Ministry of Transport, Building and Urban Development.

The port location in the heart of the city creates a special challenge for Jens Meier and HPA, which is responsible for port development. In the direct vicinity of the port there are residential development areas as well as commercial and through traffic, all of which present huge challenges. "The present infrastructure must be used intelligently and efficiently, since extending road, rail and inland waterways in the port area is not without limits,"

The port location in the heart of the city creates a special challenge for Jens Meier and HPA, which is responsible for port development. In the direct vicinity of the port there are residential development areas as well as commercial and through traffic, all of which present huge challenges. "The present infrastructure must be used intelligently and efficiently, since extending road, rail and inland waterways in the port area is not without limits,"

said Meier. Early on HPA realised the opportunities that powerful IT can offer. “The aim of developing Hamburg into a smartPORT in the coming years shows that this is a strategy we want to follow in the long-term. „Smart‘ for us means intelligent information exchange, to considerably improve quality and efficiency in the port as an important link in the delivery chain, from an economic as well as an ecological standpoint. This focusses on infrastructure, traffic and flow of goods,” explained Meier. Today intelligent infrastructure is an essential prerequisite for seamless and efficient cargo flows. Information technology with elements such as Bluetooth, hotspots, WLAN, cloud, mobile terminal devices, the Internet and big data, determine its environment.

„As early as 2010 we installed monitoring points at the most important traffic intersections in the port area. Induction loops precisely measure traffic volumes, vehicle types and their speeds. All the system data comes together in our Port Road Management Center giving us the traffic situation on the port routes in realtime. The IT supported information system uses cutting-edge technology to deliver fast, reliable information. But this is only the beginning, for comprehensive traffic management in the port we must cover all three modes of transport - road, rail and inland waterways,” stressed Meier.

HPA not only meets the necessary prerequisites for environmentally-friendly port business, developing solutions for intelligent IT network-

ing for an efficient port and traffic management, but also sets a good example itself. For many years its own fleet has been powered by sulphur-free fuel. Land-side power supply connections are available for HPA ships and floating facilities. At the beginning of April HPA took the ‘Hafenaufsicht‘ barge into service, another modern and environmentally-friendly waterway craft. Introducing environmentally-friendlier vehicles and good working conditions for employees at HPA are important elements in its sustainability strategy. Since 2012 the ‘Hafenkapitän‘, an efficient, environmentally-friendly barge, has been in operation for the Harbour Master’s Office. „The world’s largest port conference provided us with an opportunity to present our smart-PORT developments to our port

colleagues from all over the world and to advertise the concept internationally. In numerous discussions and events the IAPH Conference in

Hamburg provided all the participants with an excellent platform to think outside the box and learn from each other,” emphasized

Meier. All information on the 29 IAPH International World Ports Conference is online: www.iaph2015.org. ■

The International Association of Ports and Harbors (IAPH)

A global association representing seaport interests, the International Association of Ports and Harbors (IAPH) was founded on 7 November 1955 in Los Angeles, USA. Approximately 100 delegates were present from 38 ports and maritime associations from 14 countries. The organization is based in Tokyo, Japan. Over the last 50 plus years the IAPH has developed into an active worldwide association representing over 200 ports from 90 countries.

The member ports cover around 60 percent of the entire maritime trade and almost 80 percent of worldwide container handling. The IAPH is non-profit and independent from all governments. Its stated aim is to support cooperation between its members and to find common solutions for global maritime problems. In addition the organization continually passes knowledge and recommendations on to its members, so that they can all profit from each other’s experience.

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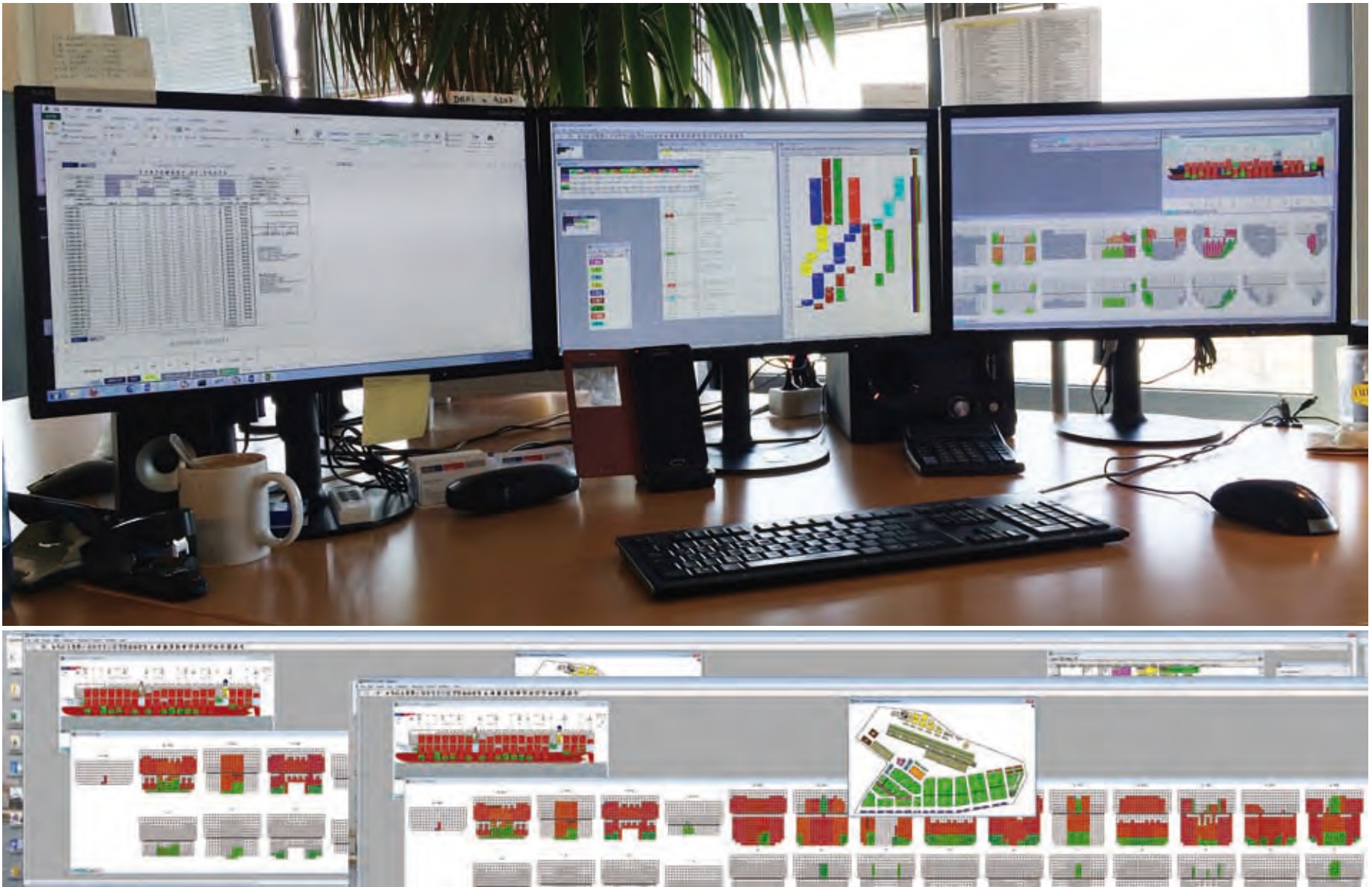
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The big puzzle

Ship's stowage planners find the right place on board for every container.

TEXT & PHOTOS Till Behrend

Thursday afternoon 14.30 - nearly five hours to go before the containership ‚Ever Lucent‘ arrives in the Port of Hamburg. In his office at Container Terminal Tollerort, Matthias Barthels puts down his computer mouse and leans back relaxed in his chair. „So, that's it for now. I'm ready for the ship to arrive,“ says the ship's planner.

The ‚Ever Lucent‘ regularly in service on the Asia trade route is loading 848 containers in Hamburg today. Matthias Barthels has found the best position on board for every box, although a few of them are still in Customs, and a couple still under way on a feeder-ship on the Elbe. „But it will all work out by the time the ship arrives,“ says the planner relying on his experience.

Tollerort is one of three terminals in the hanseatic city belonging to Hamburger Hafen und Logistik AG – HHLA. Ships with a capacity of up to 16,000 standard containers (TEU) can be handled here. The ‚Ever Lucent‘, 335-metres long, is almost new and can transport up to 8,500 boxes. A few years ago she would have been counted as one of the largest container-ships, but the latest generation carrying 19,000 TEU and more have made her mid-range.

Barthels, with his 13 colleagues ensure that the 12 container gantry cranes and 59 van carriers at the terminal can load and discharge the containers as fast and efficiently as possible. „A ship like the ‚Ever Lucent‘ stays here for around 24 hours not more,“ explains the head of ship's planning. According to the

plan, loading and discharging the ‚Ever Lucent‘ will take exactly 25 hours and 19 minutes this time: „Although slight deviations can occur,“ adds Barthels.

On the ship planner's desk there are three large monitors. Diagrams and tables provide him with a precise picture of the loading and unloading. They give the location of the boxes on the container yard together with information on size, weight, content and destination for every single box. „Three mouse clicks are all that is needed and the containers are on the ship,“ explains Barthels smiling.

But it's not really that easy. Today modern computer technology and customized software make the job of a ships' planner much easier. But for each individual ship a team of three or four planners work out a customized loading and discharge strategy. Does discharge come first, followed by loading? Or first loading and then discharge? Personal experience is irreplaceable

for the detailed planning. „Every ship is different. There are large and small ships, some easy to plan, others more difficult. But this is what makes the job so attractive,“ says Barthels. Experience also plays a major role in optimizing the choreography for the gantry cranes and van carriers: „Sometimes it is really like a short ballet,“ explains Barthels with a smile regarding the hustle and bustle on land.

.....
“Sometimes it is really like
a short ballet”
.....

Natural conditions must also be taken into consideration by the planners in their strategies, especially in a port like Hamburg that is dependent on the tides. „With especially heavily-loaded ships the spreader on the gantry cranes can sometimes no longer reach the cargo at high tide - a planner had better remember

this,” explained Barthels. Ships with an especially deep draft can only reach and leave the port during particular time windows. This limitation must also be taken into account during planning. Barthels: „It’s all part of the big picture.” Even the best planning is only theory when fog or very high winds make loading and discharge impossible.

From his desk Barthels can see part of the terminal with its bridges and transporters, many trucks and long freight trains. To have it all in sight is not really necessary, as the computer shows every container movement in realtime. Even today it would not work completely without personal contact between planners and ship’s crew: „When a ship arrives we always go on board with our data files and discuss cargo status and special requests directly with the ship’s manage-

ment,” reports Barthels. Are the plugs working for the reefer containers? Should we load dangerous goods containers as planned? Do containers with unusual dimensions fit in the places we have planned? All these are questions that only those responsible on board can answer.

“We treat every vessel
as a joint project”

The human factor between the planners themselves plays an important role: „The best thing is: We all enjoy our work and we see every ship as a joint project,” stressed the department head Barthels. „And I too am proud of this.” ■

From the administration block at HHLA Container Terminal Tollerort, Matthias Barthels has an overview of part of the terminal with container gantry cranes, transporters, trucks and freight trains.





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Coordinating mega-ships

HHLA

For years the number of very large ships calling at the Port of Hamburg has been increasing. Since 2008 alone the number of ultra-large vessels calling at the Port of Hamburg has risen from 621 to 989.

This includes not only containerships but also cruise ships, bulk carriers and others. They are subject to various restrictions in the pilotage waters to and from Hamburg because of the water level in the Elbe and the width of the navigation channel. Handling ships' arrivals and departures must take these limitations into account. This also impacts arrivals and departures of other ships. Nautical Terminal Coordination, run jointly by terminal operators HHLA and Eurogate, keeps a watch on these

interactions during all ship approaches in Northern Europe. They work out and agree conflict situations long before the ships enter the pilotage waters on the Elbe. They use the experience and structure of the Feeder Logistics Centre (FLZ).

„In 2006, when I started work at Hyundai our ships had just 5,500 TEU. In 2008 came the first 45.6 metre wide 8,500 TEU ships then the encounter limitations slowly

began in the Elbe. Since 2012 and the 13,000 TEU ships, I really hoped for a place in Hamburg where operations were coordinated, so that the large ships did not hinder each other and it was determined who sailed when,“ remembers Martin Steffen.

Today he does just that. Steffen is one of five employees in HHLA and Eurogate's newly established Nautical Terminal Coordination (NTK), which is situated at the Feeder Logistics Centre. Together from the very beginning, Martin Steffen and his two colleagues have experience of working procedures of the most important partners for NTK. Steffen, who studied international transport

management, knows the shipping company side very well: Lukas Heimlich sailed as a nautical officer before he became a ships' planner, and worked in the Nautical Centre of the Harbour Master's Office: Navigator Mathias Lünstedt worked for 14 years on board. He also helped prepare Container Terminal Altenwerder for operation and was a shift leader and resources planner. The three know what is important for their respective contacts. This builds trust.

Trust is important since NTK has an important, challenging task: As the central interface they recognise early when there could be encounter conflicts as large ships



The Nautical Terminal coordination team: Gerald Hirt, Mathias Lünstedt, Martin Steffen and Lukas Heimlich (from l.).



arrive or depart. When they see potential for such a situation they work out an operative solution to prevent it. The NTK team already have large ships bound for Hamburg on the radar from Gibraltar, they are under intensive surveillance as from the offshore roads. When the team see, for example that a large ship sailing at a constant speed will reach the mouth of the Elbe at time when she will not be able to enter they will pass the information to the shipping line. They could then have the captain go a little slower, save bunker costs and arrive at the mouth of the Elbe at the right time. Another operational alignment could be that a terminal finishes with a large ship two hours early enabling it to reach an encounter box on the Elbe. For a large portion of the approach in the Elbe ships can only pass when their combined width does not exceed 90 metres. Up to now the container terminals have not systematically taken possible interaction between other

ships during arrival and departure into account. Information exchange and agreement with other terminals has been unstructured.

In the coming years the number of ultra-large ships will increase considerably. NTK also has the task to compile an annotated list of all ships that due to their width are affected by the encounter restrictions on the Elbe. In addition to the four container terminals NTK's partners also Hansaport and Unikai are involved in talks about their possible participation. All their tasks, especially the central and active communication role with the Nautical Centre, where the responsibility lies for all navigational security decisions in the port, will be taken over by NTK in the second half of 2015 when operations in three shifts will start. The first successes are already visible. The whole port profits from optimizing coordination of the mega-ships. ■



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SPOTTING SHIPS FOR 19 YEARS

Thomas Kunadt has made his hobby his career. It was only when he arrived in Hamburg in 1991 to study musicology that he discovered a passion for photography and ships. Today he is one of Germany's most widely known shipspotters and owns a photo agency. He has already published eleven books and calendars about shipping.

TEXT Sabine Zilski ■ PHOTOS Sabine Zilski

When Thomas Kunadt wakes up in the morning in his attic flat in the Hamburg suburb of Blankenese up on steep banks overlooking the Elbe, he immediately switches on his PC. Port maps, sailing schedules and webcams, give him some idea of which ships he can expect to see in Hamburg today. Then he moves to the kitchen to brew himself a coffee. "I prefer Indian or Indonesian coffees," he explains. "They have an especially rounded aroma and invite you to savour them." Yet

today he has no time to play the gourmet – the portofhamburg.com webcam shows the inland waterway craft 'Tannenberg 1' approaching Teufelsbrück. The coffee must wait. Kunadt grabs his camera and rushes off towards the Elbe. Luckily he reaches the riverbank less than ten minutes later. "Often inland waterway craft have not switched on AIS transmitters enabling you to follow them in realtime," this is how Kunadt accounts for the surprise visit. "So if you want a

special subject, you frequently need to simply drop everything else. That often irritates my family and friends," he adds with a smile. The 'Tannenberg 1' is among the oldest inland waterway vessels calling in Hamburg. She was built in the Netherlands at Krimpen on the IJssel in 1894 and still calls regularly in Hamburg. Naturally our shipspotter already has several dozen shots of the 'Tannenberg 1' in his archive. Today, however, he's especially taken with the unusual, somewhat



Thomas Kunadt

lives ships, as a photographer, researcher and walking dictionary. He has become widely known for ship photos taken in striking weather and light conditions.

He was born in the Lausitz region of Saxony in 1967 and studied musicology. His database contains around 200,000 ship photos and 600,000 ship data records.

Built in 1894, the 'Tannenberg 1' is one of the oldest inland waterway craft regularly berthing in Hamburg.



Thomas Kunadt



Süllberg Tower is one of Kunadt's favourite vantage points. The photo shows the 'Ever Lucent' passing.



*Below l:
A variety of good-luck charms under the screens at Kunadt's workplace: A jade seal carved by a deaf-mute artist from Shanghai, Venetian glass recovered from the Elbe, and a small collection of amber.*

*Below r:
To equip himself for all situations, on a typical shipspotting assignment Kunadt will use three lenses: A 12/124 wide-angle lens, a larger telephoto lens of up to 800 mm and one of 50 mm.*

misty atmosphere. He admits that while he used to be irritated if the sun failed to come out for photo shoots, today he particularly enjoys exploiting special light and weather conditions. These give many of his images an incomparable atmosphere.

Placing low, flat inland waterway bulkers like 'Tannenberg 1' skilfully in a photo presents a special challenge. Yet Kunadt's 19 years of experience have equipped him to show ships of virtually all types at their best. Nor was it just chance that brought him to live in Blankenese. The steep ascent from the Elbe riverbank up multiple flights of steps to nearby Sülldorf enables him to adjust his viewpoint up-

wards or downwards by up to 80 metres within just a few minutes. For shots of inland waterway vessel, Kunadt usually stays down on the riverbank, or approaches the vessels on a launch or a Hadag waterbus. Now he has captured a few good images. So having checked his smartphone, he goes home. The port map with live ship data suggests that the next few hours there will be quiet. In his early years as a ship photographer, Kunadt would rush off to capture virtually any cargo vessel. Today his photo archive contains around 200,000 ship photos. So his days are more relaxed. If he fails to cover a ship he has not yet captured, that still irks him, nevertheless.

Back at his desk with the PC and cold coffee, Kunadt starts roughly sorting the photos he's just taken. "I usually do final sorting at the weekends," he says. At intervals he glances at his webcams. Along with the port map, these are left displayed all day on his two screens. Then he opens up his database on the second screen, which also carries tomorrow's sailing schedules. The database contains around 600,000 ship data records. He marks these to indicate which ships he has already photographed, and which his collection still lacks. "For me that's like some gigantic, live jigsaw, with new pieces being added all the time," he explains with a grin. The list consists of a large matrix of letters and figures. Behind

How Thomas Kunadt sees the 'Ever Lucent' through his camera.

- Thomas Kunadt's favourite spots for taking photographs**
- Süllberg tower
 - Bubendey-Ufer, off Finkenwerder
 - Bismarckstein (mornings)
 - Unterfeuer light-house Blankenese (evenings)



the figures lurk ship dimensions, capacities, engines, construction types, where built, registration numbers and much more. "Working so intensely, I have actually managed to push Excel all the way to its technical limits," he stresses with a hint of pride in his voice. "That forced me to split the database into several files. I'm acting like an open-heart surgeon and can rapidly add to large quantities of data. At the same time, I must never forget to save data: A sudden power or server failure would be a nightmare for me. I urgently need to obtain an optimized catering for my needs." Kunadt dreams of improved order for all his files and his accumulated knowledge – a kind of subject encyclopaedia of his own. He aims to bring worldwide knowhow on ships, building types and histories to Hamburg. "That's what drives and energizes me daily." Kunadt has already taken a first step towards a comprehensive work of reference by having three books published. His most recent work – "Hamburger Schiffe – Was schwimmt denn da?" ("Ships in Hamburg – What's afloat there?") – was published in April.

Being a shipspotter requires not only a fierce passion for ships, but al-

so great discipline and application. The bulk of the work is done on a PC: Research, project logistics, photo editing, maintaining the database, marketing, etc. Only about one-fifth of Kunadt's daily work consists of photography. "On average I'm on the Elbe taking photographs between three and five times a week. That's usually first thing in the morning or late in the evening, since the light is at its most atmospheric then. I walk or cycle for preference. That way, I am more flexible and can experience my surroundings more intensely."

.....
"Best of all, I like walking or cycling by the Elbe."
.....

For Kunadt, work and leisure melt into a great universe of ships. A daily rhythm dictated by ship arrivals leaves him little time for friends and family. Wherever possible, he combines private engagements with outings to the beaches on the Elbe or boat trips round the port. He invariably has his camera with him. Come evening, he will watch a good movie or sing in a church choir. Music has always played a big part in his life, and also brought

him to take photos of ships. A Sorb, or descendant of a Slav tribe found in both Germany and Poland, he grew up in the Lausitz region, deep inland in Saxony. Feeders, bulkers, RoRo carriers and TEUs meant nothing to him at the time. Nor was he especially interested in photography. It was to study musicology that he came up to Hamburg in 1991. "I can precisely recall the moment when I first stood on the St. Pauli landing stages and was completely swept away by the sight of the steel giants, the sounds of ship's engines and the hectic activity in the port. For me, that was like a symphony for all the senses," remembers Kunadt, visibly moved. "I wanted to capture these special moments and that's how I came to photography." A year later, he made his new passion his job, selling his first photograph shortly afterwards. The buyer was none other than shipbroker Peter Tamm jun., son of the founder of the International Maritime Museum in the Speicherstadt (Old Warehouse District). The connection was a complete coincidence: "The neighbour with whom I rapidly made friends worked for a removals firm. One day he organized Peter Tamm jun.'s move. Inevitably they came to talk

about ships and my neighbour described my photos to Mr Tamm in glowing terms. A short time later, I had sold my first picture." Today Kunadt works a great deal to commissions from shipping companies, the port industry and exhibitions.

This rhythmic connection runs like a thread through his life. For Kunadt, every ship has its own special sounds. It's not just the main engine that produces these – sometimes, winches, bow-thrusters or ventilators will overlay the dull thump of generators. "Empty ship hulls generally increase the sounds. By contrast, great weight, as with bulkers that lie low in the water, will allow even a 300-metre giant to approach so quietly that you hear the slap of waves on the ship's hull instead of noises from her engines," he explains. Along with the

main engine itself, the shape of the ship's funnel and her insulation determine what sound you hear on the riverbank. "For me, it's the ships of the MOL-P class that make the most impressive sounds. These vessels have an unusually high exhaust gas pipe that offers ample space for resonance. I can sometimes feel these ships over 15 kilometres away."

.....
"I can hear ships of the MOL-P class 15 kilometres away."
.....

The next ship is now appearing on the radar. She's moving upriver at 6 knots just below the Ship Welcome Point – Willkomm Höft – in Wedel. The 'Ever Lucent' is one of Evergreen Shipping Company's large 8,500-TEU containerships. The

sunshine and the fresh spring air combine to make the Hamburg sky so strikingly clear that Kunadt once again grabs his camera and makes for the Süllberg vantage point. By now he's well aware of every short cut in Blankenese and knows exactly whether he needs to take his bike or flights of steps to reach the best angle on a ship. He's known the keeper of the Süllberg Tower for years. A brief "Hello" and the gate is thrown open for him, even though the tower is closed to the public today. "This is one of my favourite spots up here," Kunadt reveals. "The view across half Hamburg and southwards towards the Harburg hills is unbeatable. And I enjoy the peace and quiet at a height of 80 metres, far removed from the bustling crowds down on the banks of the Elbe." The ship approaches and he goes into action. ■

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SOME HELPFUL HINTS FROM PETER PICKHUBEN



Flying catamarans on the Elbe in July

This year the „Extreme Sailing Series“ is coming to Hamburg for the first time. It is one of the most spectacular sailing events in the world. The racing season started in Singapore in February. A total of eight events on three continents are planned for the eight teams from seven nations. From 23 to 26 July international Olympic stars will present breathtaking manoeuvres on the Elbe in HafenCity. The ultra-light Extreme 40 catamarans are around 12-metres long and can execute lightning turns and reach speeds of up to 74 kph. More on the Extreme Sailing Series: www.extremesailingseries.com.

How to become a Captain

There are many ways leading to a Ship Master's licence. A pre-condition for all is fitness for service at sea. This has to be checked by a doctor from BG Transport and Traffic. The recommended first step is to attend vocational training to qualify as a ships mechanic. Then to attend a nautical college studying for a certificate of competence as an officer. After serving as an officer on board, the shipping line can promote you to Captain.



To the moon with a containership

Did you know that a containership on the Europe – Asia trades can cover around 200,000 kilometres in one year? This represents about half of the distance from the earth to the moon.



The path for those holding university entrance qualifications is to serve as an officer's assistant in line with German federal training regulations. You can find all the information on the German Shipowners' Association (VDR) website: <http://ausbildung.reederverband.de>



Focus on seaborne foreign trade

Exploiting synergies, pooling resources and being on the ground in essential markets – Port of Hamburg Marketing’s worldwide network forms the basis for achieving its aim, to successfully market and position the Port of Hamburg internationally.

Of special importance for this are our 14 representative offices. These are committed to furthering the interests of the Port of Hamburg and our members in Germany and abroad. These are superbly networked in the seaport business and possess outstanding contacts in their respective markets to companies in trade and industry, transport and logistics, trade associations and political decision-makers.

As a central point of contact, we brief German and foreign port customers on the Port of Hamburg’s performance. A host of marketing activities such as market research, trade fair showcasing and special events, programs for visiting delegations, publications, press activities and Internet services, we daily boost the competitive position of Germany’s largest universal port.

Port of Hamburg Marketing

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Representative offices: Berlin · Budapest · Dortmund · Dresden · Hamburg · Hongkong · Mumbai · München · Prag · Seoul · Shanghai · St. Petersburg · Warschau · Wien



Port of Hamburg Magazine also available online

Port of Hamburg Magazine is also available online in English in the Port of Hamburg Mediathek for our international customers and enquirers about the port. Our Mediathek offers you numerous additional publications such as our ‘Facts & Figures’ flyer, brochures on EU projects, and much more. You can also view videos of our events plus Port TV: www.hafen-hamburg.de/en/press/media

New website for the Port of Hamburg

It was ‘All hands on deck’ for us at Port of Hamburg Marketing for the re-launch of the Port of Hamburg’s internet page. The new website in a revamped design went on line in May. A re-arranged cockpit simplifies navigation. All the texts and contents are even more compressed and up-to-the-minute. The website has been optimized for Smartphones and Tablet PCs. Visit us at: www.portofhamburg.com

All liner services via Hamburg at a glance

Which shipping companies operate from Hamburg to South Africa or China, for example? In our database you will find all liner service connections from Hamburg to world ports, as well as details of transshipment opportunities and contacts with about 100 shipping agencies and liner shipping companies. www.hafen-hamburg.de/linerservices

Credits

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