

CARGO SERVICES

PORT OF HAMBURG MAGAZINE

Dear readers,



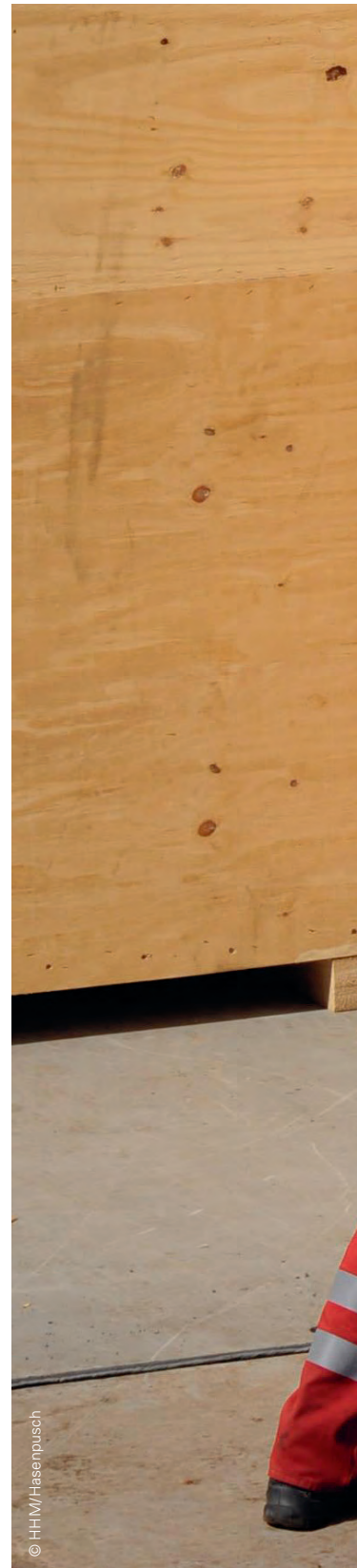
Around 137 million tons of goods of all types annually transit the Port of Hamburg. From outside, the picture is dominated by the mega-ships and the container gantry cranes visible from far away. Yet the port means far more than simply transshipment. It offers not just an efficient hub for imports and exports, but optimal facilities enabling trade and industry to protect, finish, store, further process or check their goods.

Also engaged in cargo handling are the many service providers that first make our massive logistics feasible, all the way from robust dockers, like the linesmen securing the giant tubs at their berths, to food scientists, checking fruits and nuts to the last detail. Behind the scenes beneath the port skyline, experts work around the clock to ensure that the flow of goods suffers no stoppages – and preferably avoids any disruptive factors such as pests in containers, damage in storage, or sub-standard packaging for such valuable exports as project cargo and machinery.

This issue of Port of Hamburg Magazine provides glimpses of some of the services involved in cargo handling in the Port of Hamburg. I hope you will enjoy reading it.

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

Axel Mattern
Joint CEO, Port of Hamburg Marketing



BEHIND THE SCENES BENEATH THE PORT SKYLINE,
EXPERTS WORK AROUND THE CLOCK TO ENSURE THAT
THE FLOW OF GOODS SUFFERS NO STOPPAGES .



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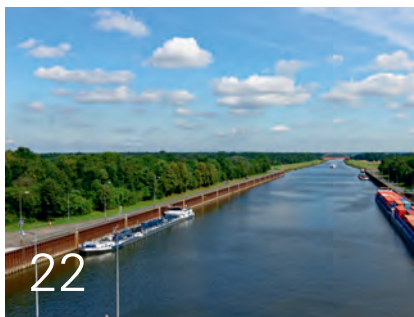
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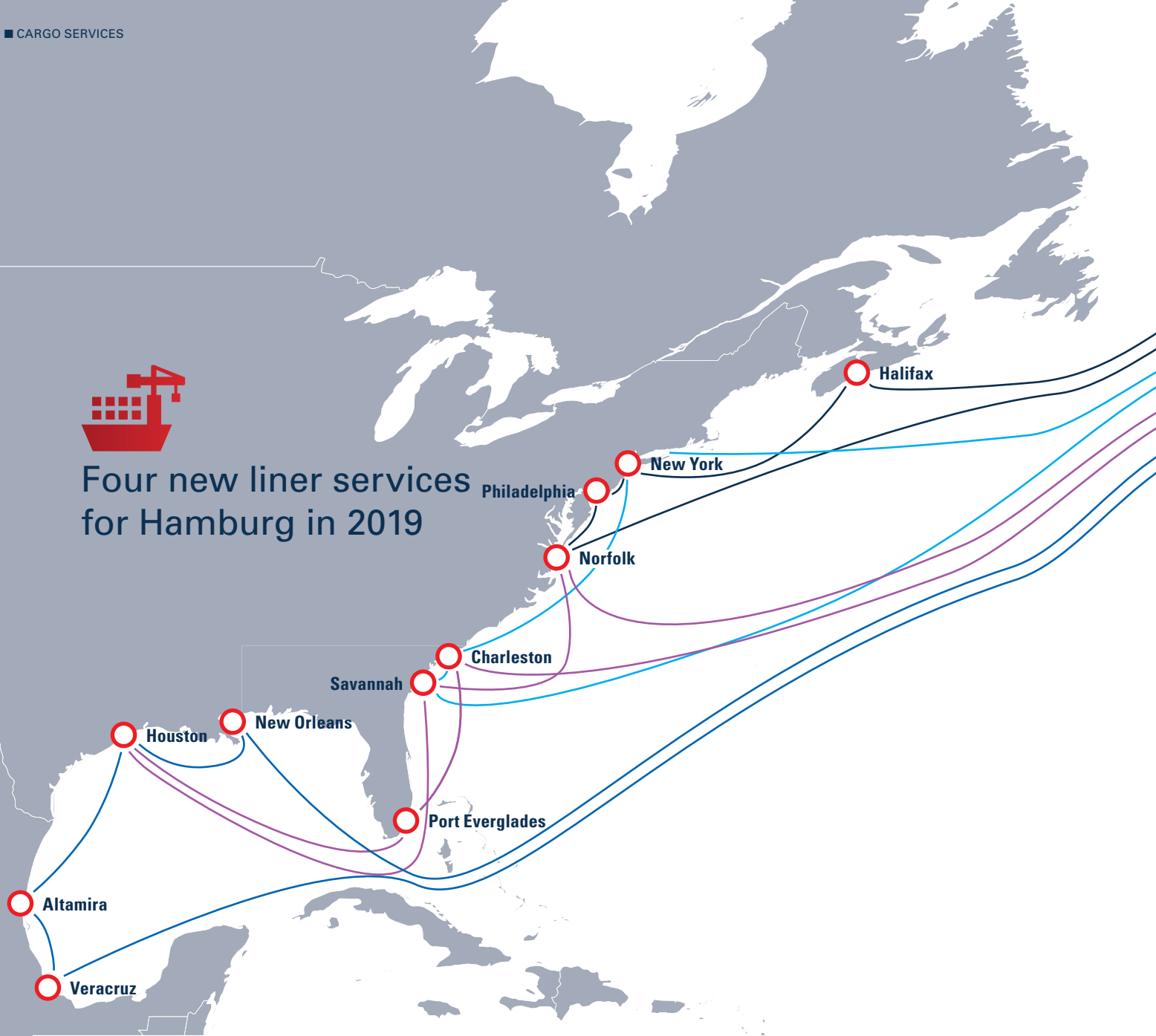
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Four new liner services for Hamburg in 2019



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Hamburg 

THE Alliance pools transatlantic services in Hamburg

Good news for the Port of Hamburg, Germany's largest universal port: From 2019 Hamburg will be the port hub for THE Alliance's Transatlantic liner services.

From January, liner services AL-1 to AL-4, four new ones for Hamburg, will be handled along with the existing AL-5 at HHLA's high-performance container terminal Altenwerder (CTA). That will create a variety of beneficial synergies for the companies involved.

Hapag Lloyd, Yang Ming and ONE containerships with slot capacities of between 3,200 and 5,600 standard containers (TEU) will be deployed on the new services. The Port of Hamburg's marketing organization assumes that with the transfer of the container services from Bremerhaven, a volume of approximately 500,000 TEU will arrive on the Elbe. Against the background of the recent weaker trend in container handling between Hamburg and the US East Coast, this is a highly satisfactory development for the transport industry in the

Hamburg region. Many shippers, forwarders and other companies doing import and export business with the USA and Mexico will in future profit from shorter hinterland routes for incoming and outgoing boxes. For the Port of Hamburg, this will also involve an increase in container shipments by environment-friendly rail.

On the transatlantic trade route, ten liner services will then link the Port of Hamburg with the North American East Coast and the Gulf of Mexico.

Along with the seven container services, both a combined service for containers and wheeled cargo and a multi-purpose service will be handled.

The last two will be especially suitable for project cargo and other conventional general cargo. In addition, one container service will offer a link to ports on the North American West Coast.

DETAILS OF THE NEW CONTAINER SERVICES FROM HAMBURG:



AL-1: Hamburg, Antwerp, London, Norfolk, Philadelphia, New York, Halifax, Rotterdam, Hamburg



AL-2: Hamburg, New York, Charleston, Savannah, Le Havre, London, Rotterdam, Hamburg



AL-3: Hamburg, London, Charleston, Port Everglades, Houston, Savannah, Norfolk, Antwerp, Hamburg



AL-4: Hamburg, Le Havre, Vera Cruz, Altamira, Houston, New Orleans, London, Antwerp, Hamburg

THE SHIP ROPES ARE PULLED TO
THE DOLPHINS AND TIED UP USING
PURE MUSCLE POWER



Line handling – a job for real port toughies

It is still dark, and cold to boot. H.S.H. Hafen Service Hamburg's linesmen are coming on duty to tie up a bulker at the grain terminal. Ships do not go by the weather or normal working hours, but conditions on arrival, tides, and clearance schedules. Supervisor Frank Kremser allocates crew members to different boats. The vessel is made fast on a dolphin and the quay wall.

ZRadio contact is made between the 'boatmen' and the vessel as they make their way out. There's no time to be lost in the port business. Reaching the spot, everybody knows what he has to do. The men climb up the quay wall from the boat as a matter of routine. It's Marcel Parsik and Michael Ebbersmeyer's turn to tie up on the dolphin. Today the linesmen's boat 'Lütte Deern' sits calmly on the water. Clambering on to the dolphin is no problem for the two port professionals. Catch the lines and from then on 'pull, pull, pull' is the watchword until the 'eye' – or the loop at the end of the line – can be heaved over the bollard. At dizzy heights in all sorts of

weather, 365 days in the year, 24 hours a day – these men are doing anything but a cosy office job.

A CAREER BUILT ON TRADITION

Waiting, sweating, freezing: These are just part of the linesman's working day. 365 days per year, 24 hours per day, they tie up freighters, cruise ships or tankers on the Port of Hamburg's quay walls. There have been linesmen in the port ever since ships have called there. In the old days, the men rowed out in dinghies as the ships arrived in a race with their rivals. The fastest crew took the work. Today the allocation of line-runner jobs has al-



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ready been decided before the ship arrives. “What really matters is reliability,” says Frank Kremser. The pilot can be late, the ship can be late, but not the linesmen. So waiting is often essential until it all starts, especially when a ship is casting off.

MEN’S WORK NEEDED

Even today, linesmen do not have much time for coordinating their various assignments. Smartphones are ever-present. News arrives noisily day and night in the linesmen’s Whatsapp group. Frank Kremser organizes his lads with the help of modern media. “Four men, 03.00, casting off at Burchardkai.” There’s a thumbs-up from those who can make it, a thumbs-down from those who can’t. Those who communicate with a wink are assigned to the chat group.

Communication like this suits the linesmen – probably the last domain occupied exclusively by men. “In Bremen there is one woman,” Kremser knows. Like other mooring companies in the port here, Hafen Service

Hamburg relies on men – with good reason, finds the supervisor. The work demands physical strength that cannot always be replaced by mechanical aids or technology. Damp ropes as thick as human arms, frozen in winter – then it’s only pure brute force that can help drag them onto a dolphin or bollard.

THE TONE IS ROUGH

This is dangerous work, and Kremser keeps an eye on his lads. For the next assignment, casting off a mega-containership, he can see glaring weak points in the final retaining line. “If that breaks, it acts like a sword and can cause fatal accidents,” explains the foreman soberly – and only after he’s yelled at his men to be careful. His tone is rough and direct. There’s no time for “could you kindly take your foot off the rope, or would you please take a step backwards.”

There are around 200 linesmen for mega-ships in Germany as a whole. Serious accidents at work occur again and again. “I have not seen a single one and it should stay that



**WEAKNESSES IN THE ROPES
MEAN DANGER FOR THE
LINESMEN**

way," says Kremser. Safety has top priority. That starts with staff being equipped with safety shoes, helmets and life-saving collars, and ends with how to handle the lines. They need to run in parallel at right angles to the quay wall, and at all costs not as 'tripwires' between the gantry crane rails and the water. Many details require close attention. Nobody learns this job in the classroom. Most linesmen have switched from working manually as skilled craftsmen. The new generation can do a regular training for the 'Specialist in port logistics with the emphasis on line running' qualification.

FINKENWERDER POSTS ARE TOP CHALLENGE

In the Port of Hamburg the Finkenwerder piles, where mega-ships are tied up while waiting, represent the top challenge. The linesmen here need to clamber across from their boat to dolphins with a height of 14 metres – with strong currents running. If wind, rain, ice or snow reinforce those, this is more than a tough job. The chicken ladders need to be freed with an axe of ice. For all that, most of these chaps can no longer imagine any other work. "It was the best thing that could happen to me," says Kremser. As he steers the 'Lütte Deern' towards the dawn, he exudes great satisfaction. ■



FRANK KREMSEY COORDINATES JOBS FOR THE LINESMEN

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High standards underpin freight handling in the Port of Hamburg

World trade is constantly changing. Falling margins and constant time pressure are creating new challenges. New export countries are being added, more and more products shipped and forms of transport are altering. What was formerly packed loose in bags, now travels in containers. Yet some questions always remain: Does the shipment conform to the quantity ordered? Is the quality of the goods as promised? Since 1878 SGS has been conducting exactly the checks needed. The inspection and certification group with over 95,000 staff is currently operating in over 140 countries – and naturally also present in the Port of Hamburg.

In 2017, the Port of Hamburg handled 137 million tons of seaborne freight. Whether fuel, electronics or foodstuffs – on-the-spot inspection is frequently unavoidable, since the quality and quantity of every consignment has to be confirmed by internationally recognized certificates.

SGS undertakes over this job, for example with inspectors trained in dealing with oil and fuels. Prior to loading, they investigate tanks and holds for cleanli-

ness. In addition, at all the critical stages of loading/unloading processes these experts take samples for laboratory testing. With fuels, especially, there is a risk of contamination. The quantity loaded is also precisely specified. Faulty tank fillings, or measurements that do not conform to the norms, can lead to massive discrepancies.

The same care is taken in checking grab cargoes: SGS inspects ore, coal, minerals and fertilizers, but

also oilseeds, cocoa and grain. Apart from laboratory analyses, here the inspector needs to rely on his sensory abilities, since many flaws are discernible without technical aids. To rule out the presence of any undesired pests on board, especially in food- and feed-stuffs, these consignments are gassed during the voyage. Many countries demand treatment of this kind, specifically to prevent any invasion by what are dubbed quarantine pests.

REMOTE INSPECTIONS SAVE TIME

Should checks reveal irregularities, the goods may not leave the port. This is to be avoided, since any delays are costly. In contrast, time savings are advantageous vis-à-vis the competition. SGS therefore frequently uses an app enabling customers, for instance, to conduct warehouse inspections themselves. The inspector responsible follows these live

on a monitor, finally accepting the goods. The estimated time saving is between 30 and 50 percent.

PROCEDURE IS AN EXPORT BESTSELLER

The differing requirements of worldwide markets call for flexible test procedures. SGS Group possesses a comprehensive network of highly specialized laboratories for every conceivable product group. Thanks to standard process and communication structures, for instance, SGS's Chinese laboratory in Shanghai can apply the requirements of the German GS 'Tested for Safety' seal when checking and certifying electrical appliances.

This know-how is meanwhile an export bestseller. Manufacturers exporting to Germany accept training from SGS specialists in order to set up their production processes so that these meet the requirements of the German market. ■



HERE THE INSPECTOR MUST RELY ON HIS SENSES, AS MANY FAULTS CAN ONLY BE DETECTED USING TECHNICAL SUPPORT



DIN ISO 45001 certification is a further important milestone

Hansa Meyer Global is specialized in organizing and carrying out worldwide shipments of capital goods in the plant project and energy fields. In the last 30 years, the company has developed into a leading project logistics and integrated transport architect. For Hansa Meyer Global, the consequential and logical further development is certification in accordance with DIN ISO 45001. The freelance journalist Jörg Max Fröhlich spoke with its top managers Henrique Wohltmann and Marc-Oliver Hauswald about the reasons for this move.

What exactly is the DIN ISO 45001 standard?

Hauswald: DIN ISO 45001 is an important standard for occupational health and safety for everyone who works together with us. DIN ISO 45001 replaced OHSAS 18001 on 12 March 2018.

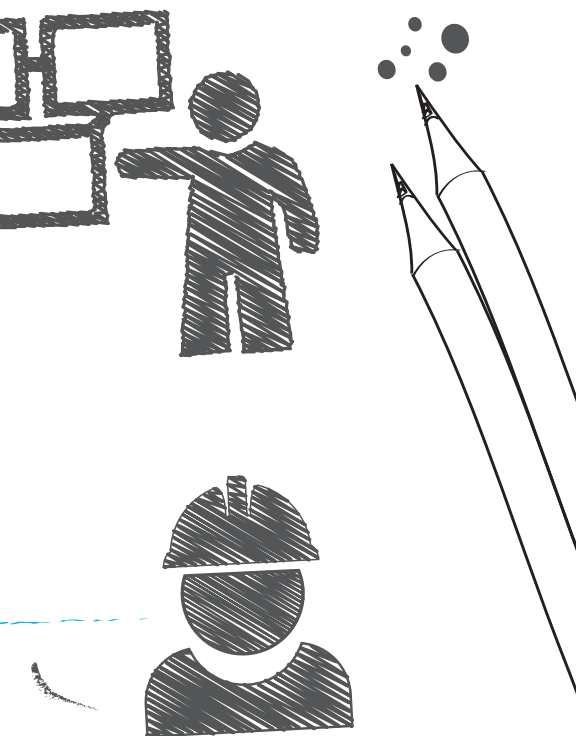
Will the OHSAS 18001 certificates remain valid despite the new DIN ISO?

Hauswald: To our certain knowledge, there is a 3-year change-over period. At the latest on 11 March 2021 the last OHSAS 18001 certificates will lose their validity.

Why have you had your company certified under DIN ISO 45001?

Wohltmann: To be successful as a company long-term, we have to continue developing in all areas. This applies above all to technology and methodology. When one area changes, it has an impact on the whole company. In the interest of our customers, it is our stated, ambitious aim to always keep Hansa Meyer Global in its entirety at the forefront of development. We experience that very clearly with digitalization and artificial intelligence. This is represented

NING



by our cloud transformation and sensible utilization of technical developments such as Public Ledger/Blockchain and Smart Contracts. Our multi-dimensional approach, apart from consistent quality and improvement in performance, concentrates above all on the protection and safety of each individual, who is involved with Hansa Meyer in any way, especially our workforce.

Hauswald: Ever more customers expect this standard from their suppliers. With certification under DIN ISO 45001, we as a company are complying with the highest applicable standards. This makes us convincing partners for the most demanding roles and tasks in project logistics. In this respect, we address business fields and potential customers, who do not yet work with us.

To what fields and customers does this specifically apply?

Hauswald: In the project and high-performance supply chain business, we make contact to all players.

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Three weeks later, we received our certificate. Since there are various approaches and every company has its own specifics, a suitable certification partner should be found. It is important to jointly analyse the starting point and define the aims. Then it is necessary to fine-tune the approach, clearly distribute the tasks, as well as establishing the time/cost framework.

Would you have yourselves certified again?

Wohltmann: Continually improving and adapting to new framework conditions are part of our corporate culture. Without already being able to put the commercial benefit of this operation in figures, we would go down this road again. During this period, we learned a lot about certification processes,

found opportunities for optimization and obtained a new impetus. This is especially true for organizing our processes.

The oil and gas industry especially, lays great importance on compliance with these standards.

Does DIN ISO 45001 function as an individual measure for a company?

Hauswald: As an applied individual project, that is absolutely possible and doable. The question of being effective and efficient comes up here, too. This does not happen in a vacuum. Such demands have to be lived in reality and implemented on a daily basis. Out of such effort, we want to achieve sustainable values. In addition, these have to become an integral part of the company philosophy. For us, this is also an ethical quality feature.

Where were the challenges when implementing the certification?

Wohltmann: We were one of the very first companies to be, certified under the DIN ISO 45001 standard. This means that this standard was absolutely new for the certification societies and auditors. This demands a considerably higher level of communication and considerably more fine-tuning than the already established standards.

What effort was involved in preparing for and certification of the company? What effort will be involved in maintaining this important quality rating?

Wohltmann: To implement this we set up a team, defined a roadmap and worked through it milestone for milestone. These direct lines of communication set up between senior management and staff are of great importance to achieve and sustain this important award. Only when a company implements this consequentially top-down in all areas can it succeed. In our experience this is a challenge for everyone.

Hauswald: The preparation phase lasted about a year. The certification process from the kick-off till the final meeting lasted about eight months.

Where do you go from here?

Hauswald: Such an undertaking cannot function commercially, if hermetically sealed. These are strategically motivated decisions that we as Hansa Meyer Global's top management identify, together with our business development team, sales, marketing and IT, as well as our operative areas, transforming them into business models. Customer loyalty is an absolute priority for us: This is why we want to be a strategic and operative solution partner with first-class performance, achieving a multi-faceted value added. This should put our customers in a position to achieve the same value added with their customers.

As a very environmentally aware company, we see ourselves as custodians of nature and the environment for the upcoming generations. In future, this will increasingly guide our thinking and actions and our efforts for further certification, too. ■

About the company:

Hansa Meyer Global, the transport architects, was founded in 1986. For more than 30 years, it has specialized in the organisation and execution of worldwide shipments of capital goods in the fields of plant project and energy fields. Today, it has developed into a leader in project logistics and integrated transport architecture. With more than 20 branches worldwide in strategically important locations, some 230 specialists form the backbone of Hansa Meyer Global.

Import Message Platform achieves smooth and rapid clearance procedures via the Port of Hamburg

The Import Message Platform (IMP) will be operated by DAKOSY, the Port Community System for the Port of Hamburg. As an intelligent platform, this will regulate the entire import process from the ship's arrival until the delivery of goods at the customer's. With the AutoIMP module, the platform offers forwarders an automation function enabling them to distinctly speed up their customs processes.

SIMPLIFIED PROCESSES

Digital procedure through the IMP is easy: As soon as possible, for instance ten days before the ship's arrival, the forwarder sends the following details about the container expected to the IMP: container number, ocean bill of lading and name of carrier providing onward transport to the customer. In return he receives the 'Advance Summary Notification' (ATB number) with position data. Via his customs software – for example DAKOSY's ZODIAK – he then sends an 'Advance Import Customs Notification' to the German Customs and simultaneously notes in ZODIAK that confirmation should be automatic. As soon as the ship reaches port, the terminal's unloading status is available to the IMP that formulates this via a ZODIAK status report, which then automatically confirms the customs report to ATLAS.

TIME GAINED THROUGH OPTIMIZED PROCESSES

Thanks to digitalization, the forwarder profits from a tremendous time saving. The gain is greatest when a container is unloaded outside normal office hours or at the

weekend. Previously, staff either had to work longer or at the weekends, or could not tackle the customs process until next morning and/or after the weekend. As a rule, however, customs is working at full capacity then, so that clearances last correspondingly longer. Since the Customs works around the clock, any applications submitted in advance can be handled and cleared at night or during the weekend. Further time is gained if the forwarder also names the trucking company nominated to collect in his instructions. Then the company is also automatically notified via the IMP about transfer of the container and can have advance details for planning and implementing collection from the terminal.

Thomas Schröder, Deputy CEO of the Hamburg Forwarders' Alliance, has monitored the IMP since its launch in spring 2010 and is convinced of its effectiveness: "The intelligent IMP functions are the result of collaboration and excellent cooperation between the customs office at Hamburg Waltersshof, the port business community and DAKOSY. This has enabled the port to achieve a degree of digitalization found in barely any other port in Europe." ■



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DAKOSY'S IMPORT MESSAGE PLATFORM GUARANTEES FASTER IMPORT PROCESSES

Trucks powered by straw – Hamburg-based ZIPPEL Group testing bio-methane from residues

Hamburg-based Zippel Group’s green container trucks are a frequent sight on Germany’s roads. Container transfers between Hamburg and Bremerhaven as well as the packing station of an automotive plant near Leipzig caused CEO Axel Kröger to ponder some improvement in the environmental compatibility of these moves.

A solution was rapidly found. As part of a project designed as something of an innovation and a model, units with CNG propulsion are to be deployed. The tractor-trailer units deployed on intermodal transport are to be fuelled with 100 percent bio-methane derived from residual materials, or bio-CNG. The raw material primarily used in manufacturing the fuel is straw. In cooperation with Zippel Group customers, the change constitutes further de-carbonization of existing transport chains. The post-voyage runs on intermodal services are then powered by 100 percent renewable energy.

THE IDEA FOR THE SCHEME

Requested to do so by a shipping group, for example, Zippel Group transports empty containers by rail from the seaports to the intermodal terminal in Schkopau,

then delivers them in Leipzig by truck. After the boxes have been stuffed, return transport is by road to Schkopau and onwards to the seaports by rail.

Even in the past, rail transport has been electrified, and therefore correspondingly environment-friendly. Pre- and post-carriage runs between the intermodal terminal Schkopau and the packing station at the automotive plant 42 kilometres away in Leipzig are by road. These runs have been made by heavy diesel-powered Category N3 commercial vehicles.

For these pre- and post-carriage runs covering a total of up to 500,000 kilometres per year, Zippel Group now deploys CNG trucks with bio-methane propulsion as environmentally friendly alternatives.

IMPLEMENTATION

Zippel Group took four brand-new Scania Series G340 CNG tractor-trailer units into service in February 2018. Acquisition of these was subsidized by the BMVI – German Ministry of Transport and Digital Infrastructure – as part of a pilot project. The innovative, model character of this project is based on the Zippel Group’s use of bio-methane, made of residues, as fuel for intermodal transport services – total weights: up to 44 tons. The company has had these vehicles running very frequently between the intermodal terminal in Schkopau and the customer’s site in Leipzig. Around 125,000 kilometres per vehicle per year are involved. Derived 100 percent from waste, the bio-methane is fed into the public natural gas network at its production site, transferred at a virtual trading point – VHP – and then collected by Zippel Group at a filling station in Leipzig.

Use of bio-methane from residues as the fuel for CNG trucks on intermodal services enables the positive environmental aspects of purely CNG-fuelled propulsion – reduction of CO₂, fine particle and carbon dioxide emissions compared to diesel fuel – to be distinctly enhanced. This is also a demonstration of the possibility right now of using 100-percent renewable energies as the fuel for heavy commercial vehicles deployed on intermodal services.

INITIAL EXPERIENCE IN DAY-TO-DAY OPERATION

Zippel’s drivers are enthusiastic about the CNG tractor-trailer units. The offer of manufacturer’s training



THE TRACTOR-TRAILER UNITS ARE POWERED BY 100 PERCENT BIO-METHANE RESIDUES, CNG

© Zippel

sessions in parallel to driving the vehicles is increasingly familiarizing them. In terms of road behaviour and everyday suitability, the drivers confirm "pleasant driving" without any loss of performance compared to the diesels. At the present test stage, no breakdowns or withdrawals from service caused by CNG have occurred. Nor have there been any untoward incidents during routine inspections. As with Zippel's diesel vehicles, very little contact with workshops has occurred. With no diesel smells or residues apparent, the refuelling process has also been found to be pleasant.

A GLANCE AT FURTHER PROJECTS

Numerous positive customer enquiries about its bio-CNG vehicles are motivating Zippel Group to consider expansion of its CNG vehicle fleet at other sites.

Using the opportunity to promote CNG, provided client reaction is positive, additional CNG vehicles are to be acquired for two projects based in Berlin. Along with partners Verbio and Gazprom, Zippel is currently checking whether the CNG supply there is suitable for trucks. ■



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Box or crate – the art of seaworthy packing

Where seaworthy packing for machinery and project cargo for overseas is concerned, most thoughts turn first to the container. Yet the container is just an outer means of transport for the actual packaging of the goods – in the form of a container skid or crates

Apart from conditions along the logistics chain, whether the packed goods reach the recipient undamaged mainly depends on the expertise and care that went into packing them. To the fore is protection against damp that can cause corrosion, whether from condensation water in the container, monsoon downpours in the tropics, or seawater pounding the ship's decks.

ANTI-CORROSION PROTECTION

Many goods nowadays include electric motors, electronic components or electrical equipment. It's obvious then that, with the exception of bulk goods and materials, practically the entire volume of cargo to/from overseas is under threat from corrosion and requires appropriate protection.

So what's to be done? The solution proven over many decades consists of sealing the packed items into foil along with a drying agent – more sophisticated variants of which anybody will have seen already, packed along with retail electronic equipment – that eliminates the dampness in the air that has been sealed in, producing a dry, desert-style micro-climate within the packing. In the desert you can die of thirst, but you won't rust.

LASHED FAST ON THE BASE

How are these sensitive cargoes shipped overseas intact, without damaging the foil? At this point, the idea surfaces of a transportable, surrounding hollow space to protect the packed goods – or a crate, on the base of which the sealed cargo can be lashed fast before despatch. This base is like a foundation, not just some flat board such as a plank. The base of the crate not only carries the weight of the packed item, but along with the built-in squared timber struts, also constitutes the foundation of an ingenious support system that guarantees the integrity of the crate and conducts the external forces bearing down on the lid into the base. So it becomes possible for a crate to withstand stacking crush pressure of one ton per square metre.

HEAVY CARGO CERTIFICATE

Grounded structures of this type for out-of-gauge items with net weights of more than 30, 50 or 70 tons, demand massive know-how. The statics may be calculated by computers, but the rest is planned and built by technicians and specialists with years of experience. Just a few operators such as akf hamburg also hold a Heavy Cargo Certificate.

Design and building of the packaging is preceded by an intensive discussion with the customers. A check is required to ensure that weight and measurement details are available for all items to be packed, while constructive allowance needs to be made for atypical reference points. The positioning and situation of lifting and attachment points need to be clarified, using technical drawings. Finally, it will be apparent just what, on the basis of package size, needs to be mounted on slides, and what packed in crates. With a large number of packed units, consolidation is needed to establish in advance just how these can be arranged on slides or in a crate, the aim being to reduce volume and achieve maximum economy.

Despite careful planning, after delivery of the goods for packing measurements sometimes show that the dimensions given are faulty, and packing as planned is therefore impossible. Reaction here needs to be immediate, so that after direct consultation with the customer, forwarder and shipping company, alternative packaging can be made available, in certain circumstances using other equipment, and nevertheless to meet the loading deadline.

PACKING INSIDE A CONTAINER

And how is packing in a container feasible? As a

means of transport, a container shields the packed items from external mechanical influences and in this way backs up the anti-corrosion packaging. All that is therefore required is a stable load bearer, typically a squared timber structure, the skid or a container sliding floor. The cargo sealed in along with a drying agent is placed on this, pushed into the container with the aid of a forklift, and secured by wooden bracing.

This simple procedure explains the container's triumphant advance on overseas services but also illustrates why the crate continues to assert its firm place: the container must run through to the final destination, since otherwise the cargo would be wholly without protection against the risks of transport. In addition, the container is unsuitable for interim or post-storage.

OUTSIDE THE NORM, THE CRATE IS THE ALTERNATIVE

Standardization is the key to the container's success on the transport market. But it also marks its limits, for example when cargo doesn't fit the boxes' dimensions. That is when we come back to crating and packaging and their advantages for seaworthy shipping. ■



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Increased potential for inland waterway shipments

Abolition of shipping dues at the turn of the year improves the potential for the Port of Hamburg to handle more freight on inland waterway craft.

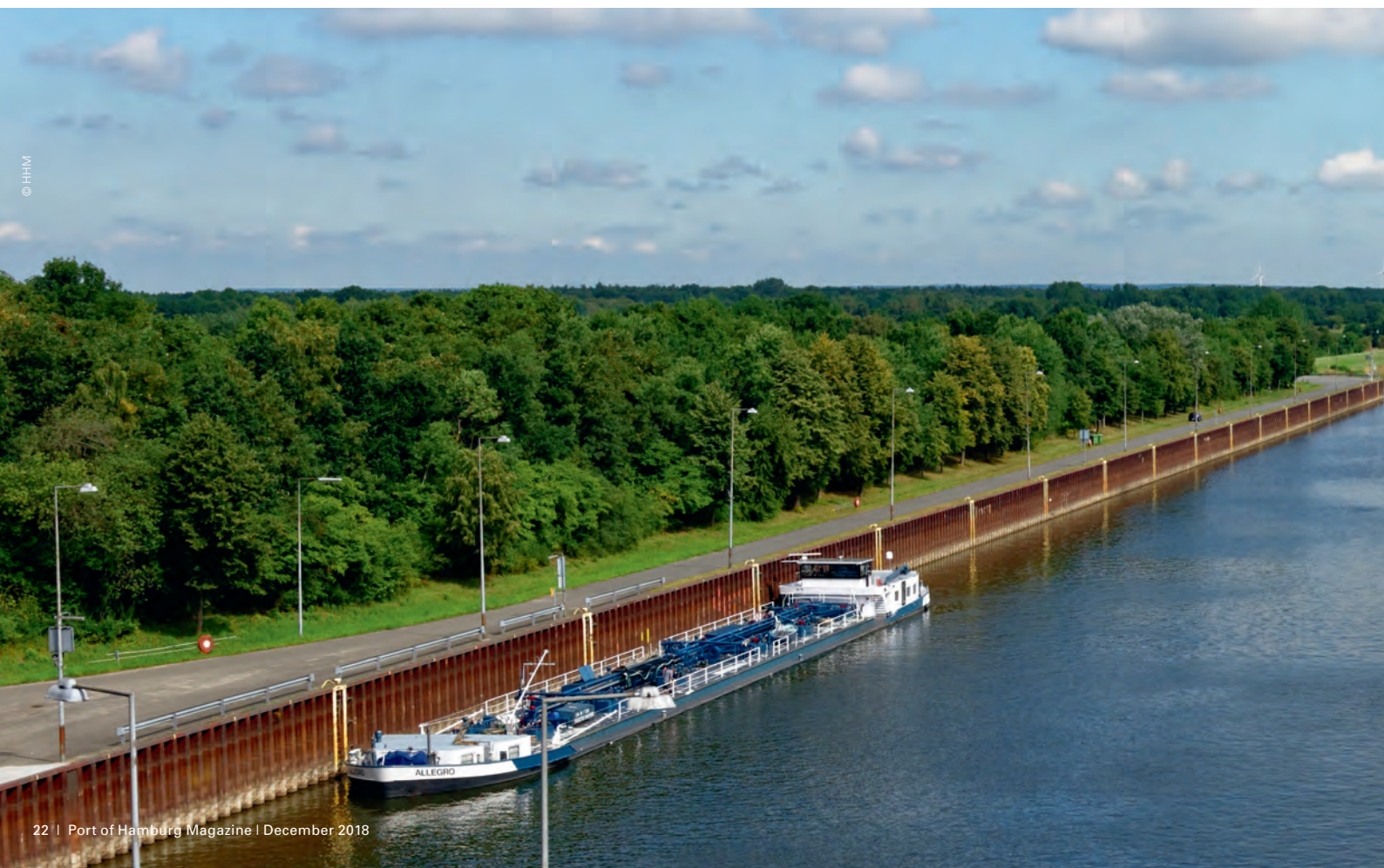
A decision reached by the Parliamentary Budget Committee of the German Lower House during its 'settlement meeting' on 8 November was highly satisfactory for inland shipping, and shippers in trade and industry. Except on the Kiel Canal and the Moselle, at the turn of the year shipping dues will be abolished on German waterways. For inland shipping and its customers, this will produce annual savings of around 45 million euros. The decision was especially urgent, since the track price reduction already introduced for the rail network would have created a further disadvantage for the inland waterway vessel as a carrier.

WHAT WILL THE ABOLITION OF SHIPPING DUES DO FOR THE PORT OF HAMBURG?

For the universal Port of Hamburg, handling freight of all types, the inland waterway vessel is indispensable for transporting liquid and solid bulk cargoes as well

as project shipments. For container transport, it offers a good back-up for transport by rail and road. With around 11,000 calls last year, inland shipping achieved a share of eleven percent in the Port of Hamburg carrier mix. That makes Germany's largest seaport its second biggest inland waterway port.

The link via the Elbe and canal system, and especially the Elbe Lateral Canal plus the Mittellandkanal, is what makes that possible. The Upper and Middle Elbe were no longer available as a transport route from spring 2018, owing to a sustained drought. That made the canal system far more important. The advantage of the canal network is that it provides access to areas without navigable natural waterways, on the one hand, and that it provides reliable conditions for unloading. Extreme low water, leading to massive curtailments this year of freight transport on the Elbe, and especially the Rhine, barely affects the system at



© HfM

all. Even in 'normal' years, the Elbe Lateral Canal with around 90 percent of cargo volume is the top route for the inland shipping, also serving during very low water as a substitute for the Central Elbe between Magdeburg and Geesthacht.

Via the Mittellandkanal, the Port of Hamburg enjoys links with such significant industrial areas as Minden, Hanover, Braunschweig and Magdeburg. Additional potential already exists in the canal network in Western Germany. In its 'Hamburg-NRW plus' project, Port of Hamburg Marketing is also investigating what opportunities exist for tying the inland waterway craft more effectively into the transport chains providing inbound and outbound freight transport for the Port of Hamburg. Until now, shipping dues have been payable on more than 90 percent of inland shipping cargoes from the catchment area of the West German canal network. Depending on the goods and distance, these have accounted for between five and 20 percent of total transport costs when using inland waterway craft. The abolition of these dues will substantially enhance the attraction of transporting freight by inland waterway vessel between Hamburg and regions in Western Germany.

WILL INLAND WATERWAY TRANSPORT BE MORE ECONOMICAL FROM 2019?

Whether the saving in dues will be fully reflected in the price of transport will depend on several factors. Costs of staff and fuel, for instance, are also rising for

inland shipping. Heavy utilization of the transport route is also causing bottlenecks and waiting times that further increase transport costs. The heavy concentration of traffic in the Elbe Lateral Canal, in combination with the complete renovation of the west lift at Scharnebeck, plus routine maintenance of the east lift, are causing regular delays.

Abolition of dues also offers greater scope for commercially attractive logistics solutions involving the use of inland waterway craft. Elimination of existing bottlenecks by the replacement construction work at Lüneburg Lock, plus implementation of the master plan for the Elbe, will further improve operating conditions. Patience remains essential there, since putting numerous measures into effect takes time. The current decision to abolish shipping dues will create an improved situation from 2019. That should also be exploited for freight transport affecting Hamburg. Inland waterway shipping and shippers now anticipate that such positive prospects will not be affected by other burdens on the transport chain.

Increases in pierage or port dues by the private sector should if possible be avoided. This is the only way that the inland waterway craft as an ecological carrier can be assigned the role that it deserves. Along with other alliances and institutions, the Elbe Alliance will actively champion this aim in various bodies, so as to make the notion of a transfer of traffic from the road practicable in reality. ■

MORE CARGO ONTO INLAND WATERWAY SHIPS: ABOLITION OF SHIPPING DUES OPENS UP FRESH OPPORTUNITIES.



**FORKLIFT BALLET OUTSIDE THE SHED:
WITH SACO, PART-LOADS FIND THEIR
WAY INTO THE CORRECT CONTAINER.**

We'll pack it!

Before the invention of the container about 50 years ago, cartons, bags, pallets, crates, barrels and bales were transferred from one means of transport to the next in a laborious and time-consuming process. Anybody standing in the sheds of Saco Shipping and its wholly-owned subsidiary PCH will find himself between numerous packaging variations – the old days might be back. Yet there are distinct differences: Forklifts and stackers weave back and forth in the aisles of the eight sheds, doing much of the work of those days; while all the goods are meanwhile scanned and electronically monitored.

Before a container is stuffed or emptied at Saco, staff at the checkpoint establish which destination ports the cargoes are being shipped to, and whether the sender is really an AEO, or Authorized Economic Operator. This is a security measure that also aids customs clearance. Along with his documents, the trucker then receives a pager, or electronic queue number of the kind found in some fast-food restaurants. This gives him a signal once one of the 40 ramps is vacant for his truck.

LCL - Less than Container Load - cargo that only partly fills a container. An LCL is a kind of collective shipment that pays off for all those involved when none of them manage to fill up a box alone. It is essential that the joint load is handled so as to optimize transport routes and transit time. No further handling is required during transport between the container stuffing specialist and the consignee.

NO SLIPPING PERMITTED

"Some shippers imagine that if something is being transported in a container, it needs no further packaging," says Andrea Briks of Saco. "We check whether packing has been done correctly, will on request combine several smaller packages by sealing them together, and where required will also re-pack."

Along with external factors, account needs to be taken of internal ones. If cargo is to be stacked in a container, the packaging needs to be capable of accepting the given stacking pressure. When stuffing a container, staff therefore use clamping plates, plywood and battens. Airbags ensure a complete absence of hollow spaces, so that nothing slips. "We are shipowners without ships, calling at over 180 ports worldwide," is how Briks describes the freightage company that she co-founded 30 years ago. ■



Diverse packaging alternatives are available in the halls

PLACES FREE IN CONTAINER

Mobile phones, shoes, jeans, bathtubs, automotive parts, machine tools and even liquid goods are despatched in containers. With all carriers, the boxes protect cargoes from external environmental influences during transport. To ensure that goods are securely stowed within the container and will not be damaged during handling or transport, they require expert packing and securing that observe the packing guidelines for CTU - cargo transport units.

DIFFERENT SHIPMENTS CAN SHARE A BOX

The challenge for Saco here lies in stuffing a 40-ft container to make balanced use of the entire space even if this is being shared by several forwarders with different cargoes. The company's core business is



To arrive intact at destination, even inside the container, cargo needs to be secured or given special packaging

USING THE HEATING SYSTEM, BETWEEN 1,500 AND 2,000 VEHICLES ARE TREATED BEFORE EACH SHIPMENT.



© HHLA/ Dominik Repka

Pest-free to Australia and New Zealand

Since 1 September 2018 anti-‘stink bug’ treatment has been mandatory for all sea freight shipments for Down Under. In the Port of Hamburg companies specializing in pest control, such as JamiroTec, gas containers seven days a week, around the clock. Unikai multi-purpose terminal has developed a method of heat-treating vehicles to prevent any bugs from going on board ships at all.

The brown marmorated stink bug, or BMSB, is not exactly beloved – and especially not in Australia. It’s rated an agricultural pest and is capable of destroying entire fruit harvests. This insect sucks juices from fruits and fruit plantations and can spread fungus mould on to agricultural and ornamental plants. The stink bug hails from East Asia, but has now been detected in Europe, including Germany.

Since 1 September 2018, anti-‘stink bug’ treatment has therefore been mandatory for all sea freight shipments to Australia and New Zealand. This has been decreed by Australia’s Department of Agriculture and

Water Resources – DAWR – for fear that the pests could gain a foothold there. To prevent this happening, on behalf of their customers, forwarders have been hiring JamiroTec, for example. Specializing in pest control, the company gases containers 24/7 in the Port of Hamburg at sites registered under the German Emission Control Act. “We are verified for Australia,” says senior manager Claudia Kasig, head of quality management for JamiroTec.

COLOURLESS AND ODOURLESS GAS

JamiroTec is therefore spraying wares of all kinds

leaving Germany for Australia or New Zealand, except foodstuffs and automobiles, with the agent sulfuryl fluoride. This is a colourless and odourless gas used as an insecticide against the stink bug. During one weekend, JamiroTec will treat between 100 and 150 containers in the Port of Hamburg.

For each order, staff receive a list of the containers to be gassed, which they download on to their tablets on the spot. "We invariably open the containers to ensure that they contain what they should," says pest control operative Sven Knief. In cold temperatures, for instance in November, the containers are warmed up before gassing. The gas itself is at a temperature of ca. -110° C. "We therefore also check at which point we should introduce sulfuryl fluoride, to avoid any damage to windows with wooden frames, for example," adds Knief.

REGULAR TRAINING SESSIONS

The experts invariably work in teams of at least two people, they are on top of the job, and need to be. Whether they are physically suitable to wear breathing appliances is determined and monitored, for example, during precautionary company medical tests under health and safety regulation 'G 26 Breathing Apparatus'. In addition, they receive regular training and refresher courses. Only that can guarantee that they do not harm either themselves or the environment.

Depending on the wares, 16 to 80 g/m³ of gas are fed into each 20-ft container, to take effect over 12 or 24 hours. The containers are then opened and ventilated. "Finally, we know whether they have been adequately gassed. If the given values are reached, then we release the container," explains pest control operative Dennis Breitzke. He notes the dosage and the period used on the control certificate. Office staff then issue a certificate with the gassing data for the Australian authorities. These are sent Down Under every week.

REEFER CONTAINERS REFITTED

Passenger cars are also affected by the new regulation. This is a challenge for port service providers like Unikai Lagerei- und Speditionsgesellschaft, since treatment in the warm is preferred for vehicles. "Our technical department came up with the bright idea of converting conventional reefer containers into heated containers," says Hartmut Wolberg, Unikai's CEO. Over several hours, the cars need to be warmed up to over 50° C. In each of them, three probes confirm that the minimum temperature has been reached throughout the vehicle, whether in the engine compartment or beneath the foot mat. Reefer boxes offer ideal dimensions for cars, are fundamentally well insulated, and boost air circulation.

BOOSTING CAPACITY

Depending on the type of vehicle, the boxes can be heated individually and are quickly available. "If none

are needed, then they can be stacked and stowed away, or even refitted and used again as reefer containers," adds Wolberg. Unikai currently has 28 heated 40-ft containers on site. In advance of loading, between 1,500 and 2,000 vehicles are treated using the heating system. "During the first season, we prepared around 16,000 cars in this way for export to our customers in Oceania, for instance," says Unikai's CEO. Depending on demand, capacity can be expanded with additional heated containers.

For the JamiroTec team, this regulation represents a challenge. "From being fully extended, we are now emerging from the season. We also gas mills, complete buildings, or churches," explains Kasig. Deployment against stink-bugs has now increased the workload. No wonder that JamiroTec is looking for additional pest control operatives, fumigators and trainees for Hamburg. ■



LOW DOWN ON THE SIDE, THE PEST CONTROL OPERATIVE FEEDS THE GAS TUBE INTO THE CONTAINER TO BE GASSED.

More than stacking pallets: nuts need storage and finishing

Advent and Christmas – that’s the season when people are especially happy to be eating nuts. The variety is immense – at this time of year hazelnuts and walnuts top the lists, along with almonds. According to the Federal Institute for Agriculture and Food – EBW – every German eats an average of 4.7 kilograms of nuts – although not just for Christmas. Being used to make nougat, the hazelnut season lasts all year.

Nuts often have a long journey behind them before joining decorative platefuls on German Yuletide tables. Whereas hazelnuts come from the Mediterranean area, walnuts come from Asia and the USA, also the source of almonds. Most nuts therefore reach Hamburg by sea. Traders are happy to purchase them for stock outside the present winter season, because they are cheaper then. Nuts are easily stored and can be traded throughout the year.

EYES AND NOSES FOR THE CUSTOMERS

What happens when a load of nuts arrives in the Port of Hamburg? One of the service providers looking after them – for over 85 years now – will be Eichholtz. The company knows exactly how to handle sensitive food raw materials – namely with great care and expertise. In doing so, it serves a niche. When the produce arrives in a container, the first step is to check the external seals. Then it is scrutinized and also sniffed: “We are the eyes and noses for our customers,” says master storeman Daniel Ueffen. “Our customers – the dealers – trust us.”

Looking into the container, the head storeman sees not only whether the goods are correct, but also whether the packing has burst, or the nuts have been attacked by insects. In doing so, he uses a form of miner’s lamp to ensure that nothing escapes him in the darkness inside the containers. If something is damp, the smell will reveal that.

CLEANING CAN RESCUE PRODUCE

Should all be in order, the produce reaches the shed; if not, the customer is notified. If nuts have been attacked by insects, they can be rescued by cleaning. Nuts can also be cleaned anyway, should the customer require this. Complex cleaning is available via air sifters, sieve units, stone separators, metal and magnetic separators and an X-ray unit. If required,

the client receives a sample enabling him to check quality.

Even now, nuts often arrive in jute sacks – just like the ones that children enjoy seeing with Santa Claus. If they are not lying on pallets, up to 500 of them fit into a 40-ft container. For storage, at Eichholtz these are packed and foiled on pallets. They can also be packed on special pallets such as Euro- or hygiene-pallets.

SENSITIVE PRODUCE

Since most nuts come from other climate zones, they are correspondingly sensitive. They are sometimes delivered in their shells, sometimes without; either whole or chopped.

Above all, they are valuable. During the warmer times of the year, at Eichholtz they are stored at between ten and twelve degrees Celsius in one of Europe’s most modern refrigeration plants. This houses an innovative, mobile racking system. This consists of flexible, adjustable-height shelves that prevent any excessive point loads during storage, also distinctly improving ventilation of the produce. “That makes us unique,”

says CEO Jens Gellers. “In working with food raw materials, we aim especially for quality, hygiene and flexibility. That involves far more than merely stacking pallets.”

Being systematically trained in commodity knowledge, staff here really know the score about nuts and other foods. Eichholtz regularly receives the annually awarded ‘IFS’ foodstuff certification as well as the Bio- and BioSwiss certifications.

In the nut warehouse, the situation is meanwhile easing. “For two weeks, our stock of nuts has been falling,” says Daniel Ueffen. The reason: Most Christmas goodies have meanwhile been produced. ■



NUTS DELIVERED TO EICHHOLTZ FROM ALL OVER THE WORLD ARRIVE IN JUTE BAGS WEIGHING BETWEEN 50 AND 80 KILOS



EICHHOLTZ LOOKS AFTER QUALITY CONTROL ON DELIVERY FOR ITS CUSTOMERS.

FRIGO COLDSTORE LOGISTICS IN THE PORT OF HAMBURG STORES FOODSTUFFS FROM ALL OVER THE WORLD AT BETWEEN 0° AND -24° C



Storing and despatching frozen fish and meat

On its launch in 1996, coldstore service provider Frigo Coldstore Logistics deliberately selected the Port of Hamburg for its base, being the pivotal hub for goods bound for points farther east. In the frozen food area, the company meanwhile handles 35,000 pallets within around four weeks.

In the Port of Hamburg, Frigo Coldstore Logistics operates its own coldstores with capacities at between 0° and minus 24° Celsius, covering 16,000 square metres. "We see ourselves as a full service supplier in temperature-controlled logistics and storage, picking, packing or labelling foodstuffs from all over the world that are then delivered to reefer forwarders for further processing, or direct to retailers," explains proprietor/CEO Florian Redlefsen.

90 PERCENT IMPORT

Imports make up 90 percent of Frigo's coldstore busi-

ness. Around 85 staff here daily unload containers with frozen or temperature-controlled meat, fish or fruit and vegetables from all over the world. This service provider receives chicken from China, beef from Argentina and Uruguay, lamb from New Zealand, vegetables from Egypt, fish from Alaska, Canada and Vietnam, and ice-cream from production facilities in Germany for distribution in the port's hinterland. "Every category needs to be stored at a different temperature – meat at -19°C and ice cream at -24°C," he says. In the frozen food area, we handle 35,000 pallets within around four weeks. "Ten years ago we

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THE TEMPERATURE IS CRUCIAL.
DIFFERENT GOODS REQUIRE DIFFERENT
TEMPERATURES IN THE WAREHOUSE.



had this volume every eight weeks – thanks to globalization everything needs to move faster and faster,” adds Redlefsen.

KEEPING ENERGY CONSUMPTION TO A MINIMUM

The CEO sees acting sustainably as of great importance. That’s reflected in the layout of his coldstores. For instance, it’s five years since Frigo had a photovoltaic-array installed on the roof. In addition, Redlefsen has an eagle eye for ensuring that the firm’s resources are fully used in its operations. “We recycle absolutely all our waste, and to consume as little energy as possible, use air-curtain systems to stock/de-stock our warehouses.” These units press cold air back into the warehouse, so that it’s not lost.

Rapid throughput means that the coldstore doors need to be opened and shut frequently. So Frigo regularly trains its staff to make them aware of the need to conserve energy. “Anybody entering or leaving the coldstore should use the staff door and not the big one,” explains the CEO. Rules of behaviour like these help to save energy. A state-of-the-art cooling unit offers the biggest potential for savings, Frigo runs this on the environmentally harmless refrigerant NH₃ - ammoniac. Redlefsen: “Installing the hybrid condenser enabled us to reduce annual water consumption by 15 million litres.”

UP TO 48 HOURS WITHOUT POWER

In addition, the coldstores function as a kind of power storage, in that when insufficient power is available, after consultation with the supply company, the re-



© Frigo Coldstore Logistics

Florian Redlefsen

is the proprietor and CEO of Frigo Coldstore Logistics

frigeration units are switched off at quarter-hourly intervals. The machines are switched on again when there’s surplus power on the market. “The cold stores can do without power for up to 48 hours. But should the temperature rise above -18° C, the generators kick in automatically,” he says.

With the Port of Hamburg as the major, pivotal hub for goods destined for points east, the coldstore service provider deliberately chose it as its base when setting up in 1996. “The hinterland connections by rail and feedership are optimal,” stresses Redlefsen. And naturally Hamburg of itself is a great conurbation, requiring a vast quantity of goods. ■

© Frigo Coldstore Logistics

Well insured as far as destination

In times of online trading, nearly everybody will have had a bad experience of undelivered parcels, broken contents, or empty packing. What happens in logistics for the end-consumer can also go wrong in large-scale logistics. Shippers and insurers are only on the safe side if they take out goods transport insurance.

“The total number of losses in transport has risen,” says Sara Paul, Managing Director of the Assekuranz-Kontor Geschwister Schlosser insurance company. Cargoes are mixed up or transported at the wrong temperature. With many truckers coming from other countries, these problems can often be caused

by language barriers. In addition, theft of freight from trucks is an ever-growing problem for business. ‘Canvas slitters’, as they are called, rob parked trucks at night, without the sleeping drivers noticing anything. The police have already set up special squads to track down the thieves. Accidents, natural calamities, poor packaging, inadequate securing of cargo, damp and other damage during transport can naturally also occur.

“What many shippers are unaware of is that in the end, they alone can be left with responsibility for the damages,” explains Sina Schlosser, senior manager with insurance brokers Spedition-Assekuranz. Often a limited liability through the transport company applies, to a maximum of 1,250,000 euros. Compensation is calculated on the basis of the weight of the load. The ‘artificial currency’ of SDR – Special Drawing Rights – can also play a part. For truck transport runs, each kilo of freight qualifies for 8.33 SDR, or around 10 euros. For light, high-value items such as cellphones or electronic appliances, this covers only a fraction of the loss. For sea freight shipments, the standard liability is no more than 2 SDR, or approx. 2.40 euros, per kilo of the gross weight of the shipment.

Matters become even more complicated if the shipper has commissioned a transport company from another country. Other background conditions apply there, and if freight is lost, in the end there is often no compensation whatever.

COSTS OF AROUND 0.1 PERCENT OF THE VALUE OF THE GOODS

The two insurance experts therefore recommend taking out a goods transport insurance, either direct or through the freight forwarder. This will pay irrespective of whether loss, shipwreck or damage to the goods transported is responsible. “Shippers often rely on the forwarders,” knows Sara Paul from experience. The costs for transport insurance are manageable. They amount to 0.1 percent of the value of the goods. At the same time, insurance companies offer various schemes. One-time insurance cover tends to be the right one for customers that do not often despatch goods. With blanket insurance cover, there is no need to report shipments separately.

“Some damage and cargo losses could be avoided if shippers would take more notice of quality than simply the price when choosing the logistics company,” stress the two insurance managers. Fake freight forwarders are increasingly wreaking havoc on the Internet. “Before a company entrusts its goods to a transport company,” says Sara Paul, “it definitely needs to check its trustworthiness, for example through the companies’ register and its tax number.”

AN OVERVIEW OF THE SCOPE OF GOODS TRANSPORT INSURANCE:

Fire, loss, theft, wilful damage, vandalism, water, damp, force majeure, accident to means of transport, heat, corrosion, deterioration, contamination (smell, colour, condition), unavoidable incidents (robberies) or consequential damage ■



Sara Paul

Managing Director of Assekuranz-Kontor Geschwister Schlosser

Sina Schlosser

Senior manager with insurance brokers Spedition-Assekuranz

The world’s oldest form of insurance

In 3000 BC, losses of ship’s cargoes already led Phoenician traders to form protective alliances and to compensate members for losses. In 1750 BC, King Hammurabi of Babylon promulgated a law for the protection of goods shipments. He published a law that contractually obliged all participants in a caravan to join together in bearing any losses suffered by an individual through robbery or attack during the journey. Goods transport insurance is accordingly the world’s oldest form of insurance.



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PETER PICKHUBEN'S BULLETIN BOARD

Peter on the spot to be on the Brexit ball

How will London look if/when Brexit goes through? The UK leaving the EU is going to impact many areas. To get a really balanced view, Peter headed off for a weekend in London. Apart from sightseeing at Big Ben and Westminster Abbey, he took a tour around the Tower of London. What really impressed him was that the River Thames flows right through the city and is a part of it. London wouldn't be London without the Thames. It's much the same with Hamburg. Simply wouldn't work without the River Elbe.

Roughly 1,000 companies in Hamburg have close business ties to British companies. According to an EU study, 17.5 percent of the local economic performance will be affected by Brexit. German Customs, especially, will have to face new challenges, since far more checks will have to be carried out.



EVENT CONTAINERS IN GREAT DEMAND IN BERLIN

On the Day of German Unity, Hamburg showcased itself at the big festival in Berlin. 600,000 visitors used the opportunity to stroll along the party mile. Peter Pickhuben and Port of Hamburg Marketing's event container were right there. The exhibition container 'A box moves the world' attracted great interest. The team from Port of Hamburg Marketing were able to win over the many visitors for the port and the container during this, its golden jubilee in Hamburg. The city's First Mayor Peter Tschentscher also took a lot of time on his visit to both exhibition containers. The visitors were, above all, delighted with the container quiz. The prizes included honey from the port bees and an original sea-sack filled with goodies from the Speicherstadt.



EUROPE'S CUTTING EDGE FIRE-FIGHTING VESSEL IN PORT OF HAMBURG

Europe's most innovative fire-fighting vessel is now in service in the Port of Hamburg. The 'Branddirektor Westphal' sets entirely new standards, both in size and her 'state of the art' technology. The flagship accommodates a crew of up to 32 and reaches up to 12 knots, or more than 22 kilometres per hour. With a length of 43.50 metres and a width of 9.80, she is the biggest fire-fighting vessel in the history of the Hamburg fire service. A major advantage is the ship's multi-functional design. She is not only active for the fire service, but also for bridge inspection, technical support and rescuing those in distress. Compared to European standards too, she is cutting-edge. The water canons have a range of up to 180 metres across and 110 metres high, with a pumping rate of up to 120,000 litres of water per minute. This means that the fire-fighting vessel can aim with ease over the Köhlbrand Bridge. She also does something for the environment, since the state-of-the-art filter unit is fitted with a particulate filter and catalytic converter to purify waste gases.



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'Full speed ahead!'

18.10.18 – Hidden behind this date, on that inhospitable Thursday, was a secret mission: Peter Pickhuben pretended to be a police cadet and, almost incognito, inspected the Elbe 27 – a small historic harbour-police boat.

What had happened? The association preserving former harbour-police launches had offered the chance of visiting the police vessel in the Port of Hamburg and exploring the Speicherstadt – a real adventure for Peter. He found out that the Elbe 27 is ideal for visitor groups of 16 to 20 people, welcoming all those with an official background, private individuals and real port and historic ship fans. The launch is really very simply equipped - Peter's original soundtrack: "I say it's only a pump toilet, but I'm (flying) above all that – just so long as it's biological". But, it is just this, and other details, that contribute to the enormous charm of this launch. And then, there's the crew! In contrast to the weather, they were absolutely not inhospitable at all. You can book tours from two hours upwards. Individual route preferences will be taken into account, if doable. You will find further information on the association's homepage under: ws-barkassen.de.

To put it in Peter's words: 'Full speed ahead!'

Port of Hamburg Marketing launches new EU project COMBINE

Port of Hamburg Marketing has joined its members in initiating a new EU project. The COMBINE Project serves to improve intermodal transport in the Baltic Sea region and to make transport more economical and environmentally friendly. Adina Cailliaux of Port of Hamburg Marketing (HHM) has presented the project as co-ordinator and now explains what is planned:

Precisely when and where will the project materialize?

Cailliaux: The project covers the Baltic Sea region and all countries bordering it. It will be implemented between January 2019 and June 2021.

What is the aim?

Cailliaux: The aim of the project headed by Port of Hamburg Marketing is to strengthen intermodal transport in the Baltic region. For that, we first need to secure a market overview and to define market potential there. This particularly means the initial approach, as well as the efficiency-boosting measures in such new load and transport technologies as long trucks and ‘platooning’, meaning that two or more vehicles form up to constitute a single line that automatically follows the first one.

ding and in the intermodal chain. The project can boost these innovations. The challenge for COMBINE consists of strengthening intermodal transport, while allowing for new markets trends, without causing freight to be transferred back to the roads.

What will COMBINE change?

Cailliaux: COMBINE concentrates on

strengthening intermodal transport with efficiency-boosting measures at handling centres as well as on pre- and post-voyage runs in the Baltic region. Use of new technologies on the latter, as well as in handling, along with a build-up of suitable business models and improvement of background political conditions, will contribute towards competitive intermodal transport.

What are the next steps?

Cailliaux: The project has been authorized and we are now in the final stages of drafting a contract with the Baltic Sea Region Programme. Ideally, the project will commence work on implementation in January 2019.



Adina Cailliaux
Project Manager for Port of Hamburg Marketing.

Info:	
Budget	3,490,000 euros
German partners	SGKV – German Promotion Centre for Intermodal Transport, Hamburg Institute of International Economics, Port of Hamburg Marketing
Backers	German Ministry of Transport and Digital Infrastructure, Hamburg Port Authority
Participating countries	Belgium, Germany, Denmark, Finland, Lithuania, Latvia, Poland, Sweden

To what extent is COMBINE an innovation?

Cailliaux: Further digitalization such as automated truck and/or rail-gate solutions, along with new horizontal loading technologies like Mega-swing or RailRunner, offer starting points towards reducing costs of han-

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