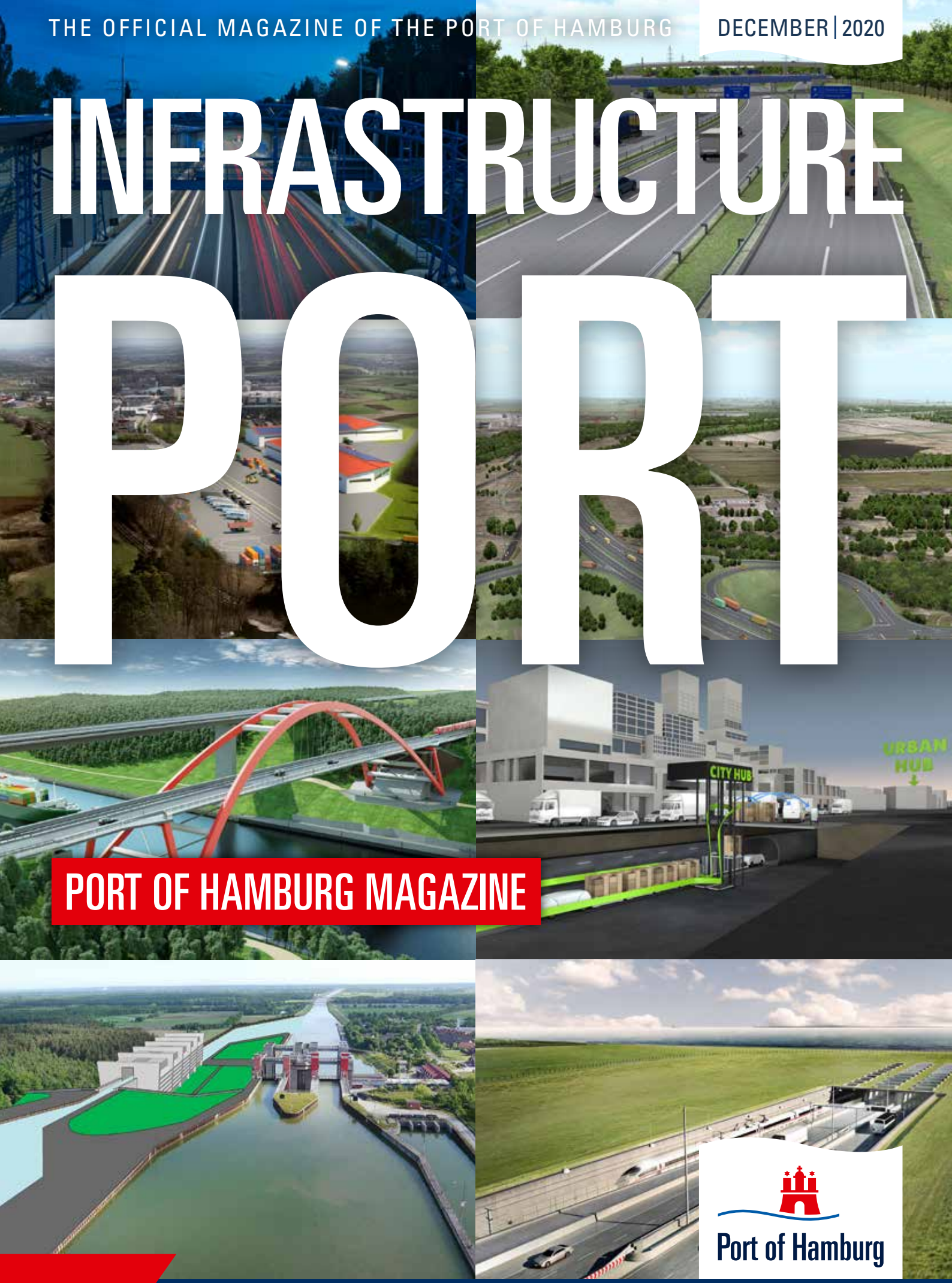
THE OFFICIAL MAGAZINE OF THE PORT OF HAMBURG

DECEMBER | 2020

INFRASTRUCTURE PORT



PORT OF HAMBURG MAGAZINE

Port of Hamburg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MANY EXCITING INFRASTRUCTURE PROJECTS HAVE ALREADY BEEN COMPLETED. OTHERS ARE UNDER CONSTRUCTION OR AT LEAST AT THE PLANNING STAGE. THIS ISSUE OF 'PORT OF HAMBURG MAGAZINE' SHOWS WHICH THESE ARE.


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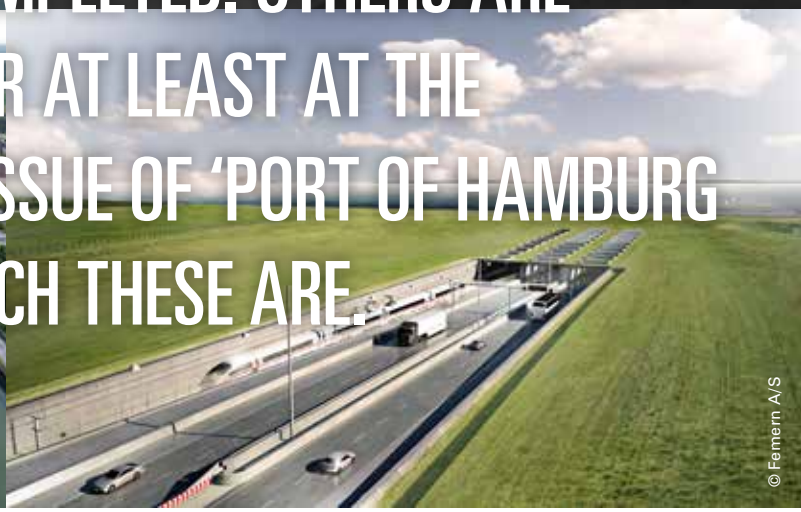
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Dear Readers,

Recent months have proved very challenging for the Port of Hamburg too. Yet at no time has the COVID pandemic caused a standstill. This was true not solely of the many companies and terminals operating around the clock, but also of such public sector organisations as HPA – Hamburg Port Authority.

To maintain life at full pace, we need intact infrastructure that does not end at the city limits. Hamburg, and especially the Port of Hamburg, relies on sound hinterland infrastructure. The more swiftly goods reach their destinations, the more successfully can the Port of Hamburg do business.

One of its great strengths lies in the host of hinterland rail lines, and meanwhile far further afield. The China services have created a new route. A complex track network between terminals and points inland is required to bring all individual railcars to their correct destinations. For years, Hamburg Port Railway has been ensuring that the rail network is and remains fully functional. At the same time, new tracks are being added, and single tracks further upgraded. In addition, interfaces between the Port Railway network and the DB – German Rail network are being expanded more and more effectively.

Shipping routes form part of the infrastructure. Without well-developed access and departure for vessels via the Lower and Outer Elbe, the Port of Hamburg would lack any prospects. Adjustment of the fairway has laid the foundation for the future. Not at all far away, the additional major project on the Kiel Canal is of immense importance for the Port of Hamburg. Here the Federal government is investing at least 2.6 billion euros in deepening the canal. For Germany as an exporting nation, that is a sound investment. A further 300 million euros are flowing into the expansion of the Lüneburg lock. That illustrates the importance of inland shipping in the Port of Hamburg's hinterland infrastructure trio.

Dismissal by the Federal Administrative Court of the five final lawsuits objecting to the Fehmarnbelt tunnel has brought Scandinavia still closer to Europe. This will also have a positive impact on the Port of Hamburg.

Nor does a modern port infrastructure function without a well-developed road network. Many goods remain in the Metropolitan Region around Hamburg and are already further processed there. Upgrading of the A 1, A7 and A 26 autobahns and the road network around the Port of Hamburg will help bring cargo – whether imports or exports – more rapidly to the customer.

Many exciting infrastructure projects have already been completed. Others are under construction or at least at the planning stage. This issue of 'Port of Hamburg Magazine' shows which these are.

We wish you good reading!

Ingo Egloff and Axel Mattern
Joint CEOs Port of Hamburg Marketing

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Selected infrastructure projects at the Port of Hamburg

PORT OF HAMBURG

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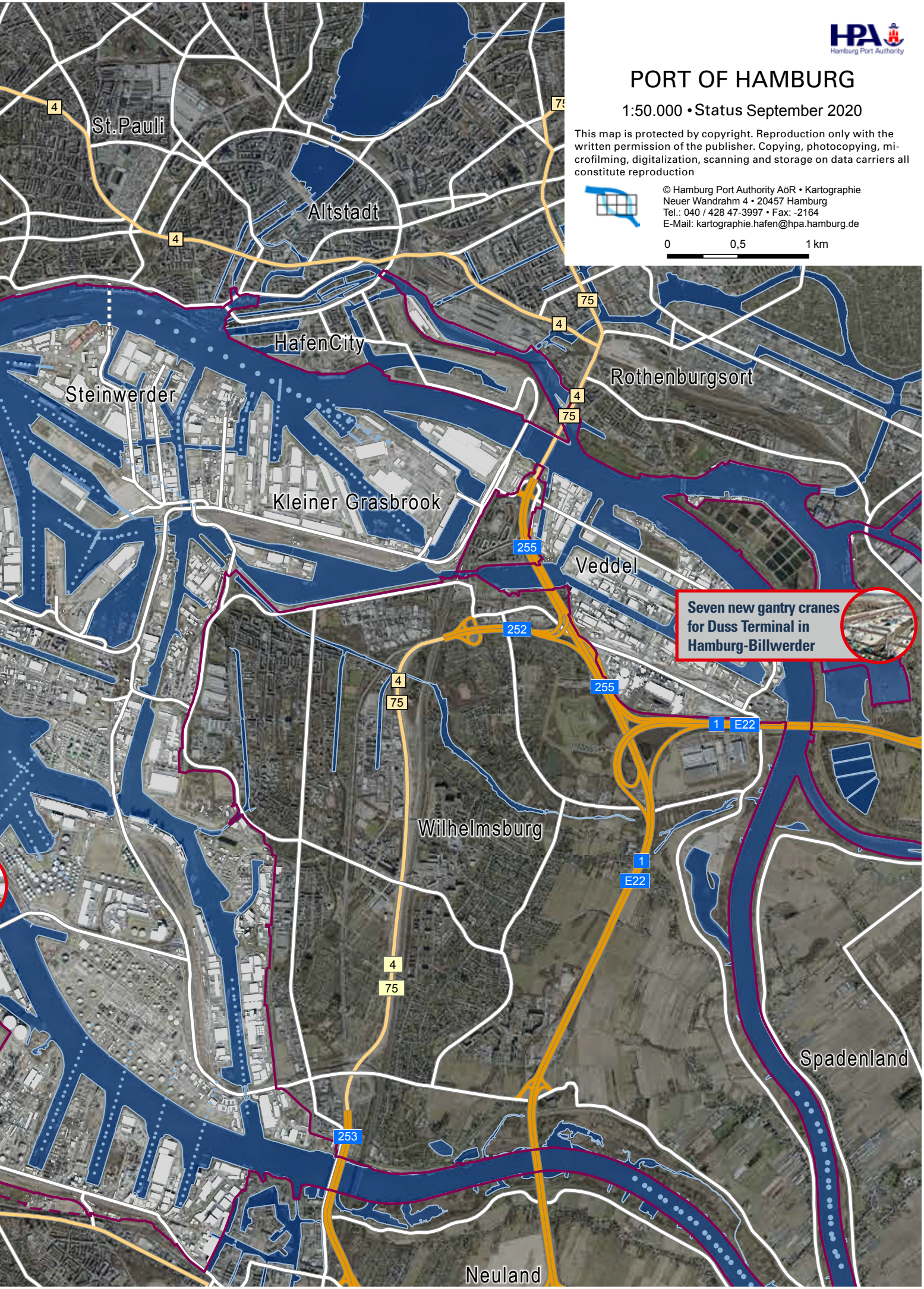


Geared up for the future

The Hamburg Port Railway is the link between terminals, private siding operators and the supra-regional rail network belonging to German Rail or DB – Deutsche Bahn. This makes it an indispensable connection to the Port of Hamburg's hinterland. An intact infrastructure is of paramount importance for the Port of Hamburg as Europe's biggest rail port.

Slowly the block train from Hansaport terminal starts to pull away. It certainly does have a heavy load to pull, since it is transporting around 4,000 tons of ore and coal. This means, when adding its own weight, i.e. the locomotive and railcars, the whole train weighs almost 6,000 tons. This ranks it among the heaviest trains on the German rail network. The tracks and points have quite a lot to cope with.

However, before the train makes it from Hansaport terminal at the western side of the port into the DB network, it passes over the Hamburg Port Railway tracks. As operator of the in-port rail facilities, it is responsible for marshalling and maintenance yards and the tracks that connect the terminals, transhipment facilities, and siding operators in the port with the DB rail network linking it to the German and European hinterland. With a network consisting of various rail terminal segments with more than 750 points and almost 300 kilometres of track, of which some 160 kilometres are electrified, Hamburg Port Railway ensures that each and every train, railcar and container reaches its destination.

Up to 220 freight trains with more than 5,500 railcars roll over the Port Railway tracks daily. This means that on average a freight train arrives or leaves the Port of Hamburg approximately every seven minutes. "Our infrastructure is in heavy demand every day. So, it's one of our core tasks to ensure that our facilities are available round the clock to keep operations running," said Markus Wolf, head of control and safety technologies management. This specifically includes servicing, maintenance and repair, but also the modernization and expansion of tracks, control and safety technologies and the overhead contact lines.

New cranes for handling terminal

Terminal operator DUSS in Hamburg-Billwerder is replacing five of seven gantry cranes during ongoing operations.

Modernization of the DUSS Terminal in Hamburg-Billwerder has been in progress over the A1 autobahn since the end of last year. Five of seven gantry cranes will have been replaced by mid-2021. The first new crane had already been completed by the end of December 2019 and went into operation in mid-February. To keep disruption of operational routines and road traffic around the terminal site to a minimum, the largest elements were delivered mainly at night.

"A crane should be seen as a kit, basically consisting of four trolleys, two cross beams, two fixed supports, two pendulum supports and two crane beam girders, with the trolley and the crane slewing gear running along them," says Chris Fanter, Terminal Operations Manager for DUSS in Hamburg-Billwerder. Other elements are the trolley itself, with the crane cabin suspended below, and the spreader. "The crane track remains during the whole time of erection, handling daily throughput," adds Fanter. The old crane is not dismantled until the new one is operational.

The main innovations are additional redundant security brake systems, higher speeds and greater acceleration. The grab arms are meanwhile fitted with cameras, so that the crane operator can see even better where it can grasp the trailers or swap bodies with the grippers on the side facing away from it. Cranes 4 and 5 in module 2 are now in routine daily operation. In module 1, where three other cranes are located, an additional crane is to be taken into service by the end of October. Nicole de Jong

© Duss

UPGRADING TO ELECTRONIC SIGNAL BOX

A good example for this is the upgrading of Dradenau signal-box in the western port from a relay interlocking system into a modern electronic signal box. The rebuilding comprises the entire control and safety technologies for the Dradenau section of Waltershof rail terminal segment. Here, Hamburg Port Authority (HPA) has invested 8.5 million euros. The upgrading and newbuilding were carried out during normal railway operations. "The entire building period was broken down into three main stages, making it possible to impact the infrastructure, and with it the rail operating companies and sidings operators, as little as possible," explained Olaf Lampe, Project Manager for Hamburg Port Railway.

During the conversion, the building workers laid 20,000 metres of cable conduit and 28,000 metres of cable, removing old signal box components and putting in new ones. In addition, the Port Railway replaced main signals, stop-light signals, point drive

units, axle counters and automatic train control devices. A positive side effect: The new signal units were equipped with LED lighting that has a considerably greater lifespan, meaning that they last longer than old-fashioned filaments, Wolf explained, adding: "Where this is concerned, we're geared up for the future."

ELIMINATING BOTTLENECKS

Not only the control and safety technology equipment are decisive for seamless rail traffic operations. The track superstructure plays an important role as well. A good example of this is the new Kattwyk rail bridge (see P. 12). The capacity on the important interface between the western and eastern port areas will be increased by more than 50 percent.

Additional capacity will also be created by building a western by-pass around the Alte Süderelbe terminal segment in the west port. This project is next on Hamburg Port Railway's agenda. "By 2025, with this by-pass, we shall have eliminated another bottleneck and be equipped for growing traffic," said Wolf. And, since it is not only the number, but also the length of freight trains that is still increasing, the Port Railway is planning to upgrade additional tracks for block-trains 740 metres long. As a first step, in the Hamburg Süd terminal segment in the eastern port four further tracks will be extended to meet this European standard.

Stabling for 32 Locomotives

Moreover, the Port Railway is ensuring additional customer convenience. Many runs with single locomotives to stabling and maintenance centres outside the port have been a thing of the past since last year. A locomotive stabling depot, comparable to a parking structure for automobiles, now provides space for 32 locomotives side-by-side. An 80 by 75 metre moving platform makes it possible to move the engines into the stabling point. The locomotive service centre in the Alte Süderelbe railway yard at Dradenauer Deichweg next to the new stabling point also provides the customers a locomotive maintenance shop as well as service stations for fuel and sand.

New Kattwyk bridge improves traffic flow

The new Kattwyk rail bridge is a minor technology marvel and among Europe's largest lift bridges.
In future, two freight trains will be able to roll over the new Kattwyk Rail Bridge simultaneously. This has so far been impossible. Trains, cars, cyclists and pedestrians had to share the former bridge. That is now history, since the new bridge is for trains, cyclists and pedestrians. Cars can continue to use the old one.
The lift bridges span the Süderelbe, linking the W and E areas of the port. That makes them an element of its central traffic artery, serving as a strategic hub. By enlarging the rail segment to twin-track operation, Hamburg Port Authority is eliminating a bottleneck.
The height of the structure totals 110 metres. Of this, 30 metres are invisible. This is because the river pillars are sunk 20 metres into the Elbe subsoil and an additional ten metres are below the surface of the water. The pillars are linked by a walk-through culvert. Carrying the cabling, this has a diameter of 2.5 metres.
The movable lift section is 140 metres long, alone weighing 2,000 tons. The trains reach it via two foreland bridges, each 80 metres long and together weighing 1,600 tons.
This landmark infrastructure project truly represents a sustained disentangling of port traffic. (jh)


© HPA

IDENTIFYING RAILCARS PRECISELY

A further service from the wayside monitoring sector is offered by HPA's Rail Data Gate. At the port transit point between Hausbruch and Alte Süderelbe rail terminal there is an identification station, consisting of two camera posts. The unit positively identifies each railcar, compares advance notifications with the actual railcar sequence and checks the wheels for damage. Rail transport companies, operators, railcar owners and other users can gain data access via the central HPA rail portal 'transPORT rail'. The potential for applications is diverse, e.g. railcar sequences and axle weights can be checked and inaccurate labelling on railcars and containers discovered. Wheel damage, too, in the form of flat spots that are often caused during rail operations, when blocked wheels slide on the rail, are also recognizable. By acting in good time, breakdowns in rail-freight transport logistics can be avoided. The unit is still in the test phase. However, the Hamburg Port Railway service will be available to all customers in the coming year at the latest. ■ Ralf Johanning (jh)

HHLA renewing infrastructure

Hamburger Hafen und Logistik is constantly improving its infrastructure

Expansion of automated block storage

The use of automated storage crane systems is considerably boosting storage capacity at CTB – HHLA Container Terminal Burchardkai on the existing area. Space-saving automated storage both eliminates the need for dedicated van-carrier lanes and enables containers to be stacked higher.
Twelve storage blocks are already in service, while three are under construction. A total of 22 storage blocks should have been completed by 2024. Use of space-saving automated storage systems enables HHLA to exploit port and logistics areas with maximum possible efficiency.


© HHLA/Thies Rätzke

Additional container gantry cranes for new mega-ship berth

Two new container gantry cranes arrived at HHLA Container Terminal Burchardkai (CTB) in May. With a total of five new mega-ship container gantry cranes – the first three of identical design having already been delivered at the beginning of November 2019 – HHLA has now secured an additional mega-ship berth at Burchardkai.
With the new container gantry cranes, HHLA is securing additional capacity for clearing especially large containerships with capacities of 24,000 TEU standard containers and more. The booms of the new cranes are almost 80 metres long and can reach over 26 rows of containers. Over 30 container gantry cranes are now in operation at HHLA Container Terminal Burchardkai, 18 of these are 'mega-ship cranes'. Entry into service of the five new container gantry cranes increases the number of CTB's mega-ship berths from two to three. HHLA has one additional mega-ship berth in the Port of Hamburg at its Container Terminal Tollerort.


© HHLA / Dietmar Hasenpusch

HHLA Container Terminal Tollerort – CTT Additional storage space for containers

Following the infilling of the former coal port, additional areas have been secured for HHLA Container Terminal Tollerort – CTT. These are currently being equipped to expand its container storage capacity. Completion is anticipated for end-2020/early-2021. (jh)


© HHLA/Thies Rätzke

An impression of the future Horb multimodal terminal

© Ing.-Büro Gfrörer

Former industrial siding awoken from long sleep

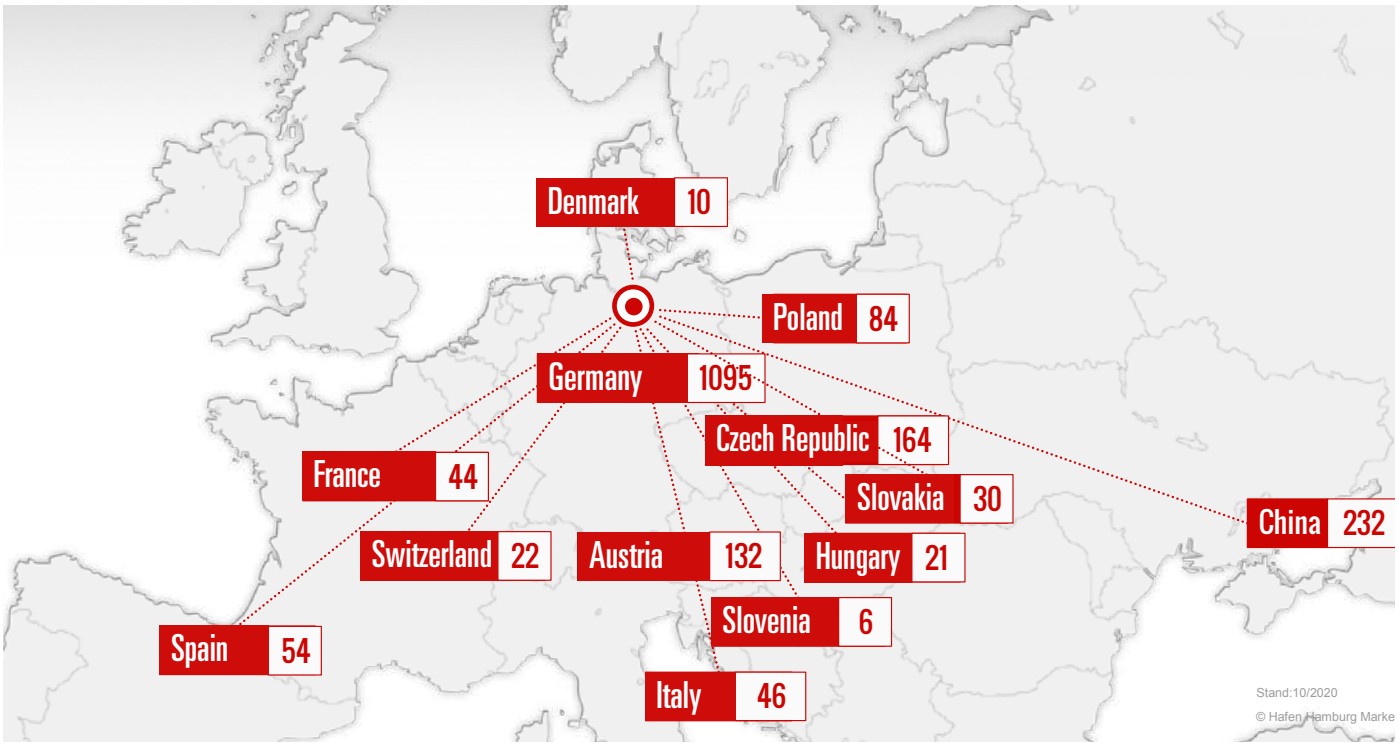
A new terminal for intermodal transport is to be built in Horb. That will generate growth for the Port of Hamburg's hinterland infrastructure.

The former industrial siding in the Heiligenfeld trading zone in Horb is somewhat overgrown. But now the rail siding about 50 kilometres south of Stuttgart is to be aroused from its long inactivity. For years, Kurt Plathe, former owner of the forwarder Kussmaul, has been fighting in Baden-Württemberg for a new terminal site for intermodal combined transport. In Horb he is receiving support from the municipality and state politicians and is now all set to make the terminal a reality.

There has been no intermodal terminal between Stuttgart and Singen until now. For planning purposes, the facility in Horb-Heiligenfeld is not a new structure, but entails the reactivation of an existing industrial siding. That makes the approval procedure simpler and quicker than with a new application. Alongside KTH (Kombi Terminal Horb), ISH – (Intermodal Service Centre Horb) will serve as depot. The planning procedure is already under way, and building permission already exists for 70 percent of the site, says Plathe.

The tracks here have not been in regular use for 30 years. These were in use for the last time for removal of storm timber after hurricane 'Lothar', 21 years ago. Formally, the siding was never closed down and has been maintained by the city of Horb. Investments of between eight and nine million euros will be needed to re-start the terminal. It is reported that 80 percent of the total will be provided by public-sector subsidy. The facility is to have three tracks, one 450-metre perimeter track plus two 400-metre tracks for loading and unloading, and in addition to these, areas for depositing and moving containers. Handling will be by mobile crane.

Weekly container train services to/from Hamburg



RELIEF FOR KORNWESTHEIM

It is still not clear who will later be operating the terminal. As with the building work, tenders are being invited. The first train is to be handled by mid-2021. As a start, existing services will be sent on to Horb. Trains from Hamburg and Bremerhaven will then be split up in Kornwestheim, the established and heavily frequented terminal near Stuttgart. Shipments for Northern Baden-Württemberg will be despatched from Kornwestheim. The remaining loads will proceed to Horb as half-trains for further distribution. KTH will aim to relieve existing terminals and shorten pre- and post-carriage tours by road. Southern Baden-Württemberg is a highly productive economic centre correspondingly high volumes of freight haulage in the region from Lake Constance to Kornwestheim. The KTH will considerably reduce the long distances involved. Plathe foresees a further shift of freight shipments – especially of maritime cargo – from road to rail.

For years now, business and politics in Baden-Württemberg have been discussing an additional facility for road-rail transhipment of containers. Following a local referendum, long-time favourite Eutingen had to withdraw from the race.

COOPERATION WITH DB NETWORK AND LOCAL POLITICIANS

Following the end for Eutingen in 2016, Horst Schuon, CEO of the eponymous logistics company, and Kurt Plathe, owner at the time of Spedition Kussmaul, not simply initiated discussion of Horb, only a few kilometres away, as the location, but also set planning in motion. DB Netz was taken on board at an early stage, regional politicians were involved, and discussions sought with politicians specializing in transport.

All those concerned are working on bringing this about. The state and the city are meeting large slices of the initial planning costs for feasibility and preliminary planning. The federal government will subsidize costs for building the terminal and renewing points and the signal box. Notice of a grant has already been given. The state Ministry of Transport has set up an internal contact point for the project.

According to the Federation of German Transport Companies (VDV), 50 applications have been lodged nationwide for similar projects to reactivate disused sidings as freight transport terminals. ■ Karin Lengenfelder

© HPA/Andreas Schmidt-Wiehoff

Trains for the different destinations are assembled at Hamburg rail terminals

Weekly container train services to/from Hamburg

Schleswig-Holstein	36
Bremen	20
Lower Saxony	16
North Rhine-Westphalia	57
Hesse	58
Rhineland-Palatinate	20
Baden-Württemberg	289

Mecklenburg-Western Pomerania	14
Brandenburg	46
Berlin	24
Saxony-Anhalt	36
Saxony	71
Thuringia	6
Bavaria	402

(Stand:10/2020)
© Hafen Hamburg Marketing

Dredging for the mega-ships

The fairway of the Lower and Outer Elbe is being deepened and widened for the world's largest vessels. The Port of Hamburg therefore remains one of the world's leading ports.

Last year's starting signal for adjustment of the fairway on the Lower and Outer Elbe was a vital step towards ensuring the port's future. Several dredging craft have since been deployed on deepening and widening the navigation channel between the Port of Hamburg and the North Sea so that mega-containerships and bulk carriers can use the Port of Hamburg very largely unhindered.

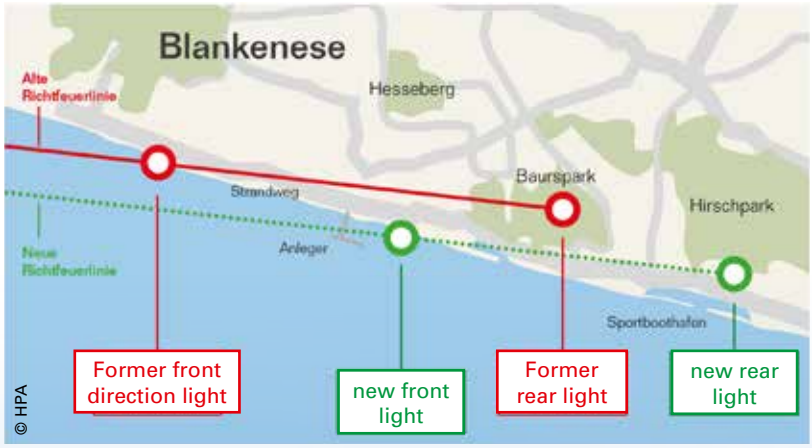
In the Port of Hamburg itself, the Hamburg Port Authority that is responsible for such work has already completed it. On the adjoining section downstream, the dredger work supervised by the WSV Federal Waterways and Shipping Authority has made good progress and should be completely finished in summer next year.

Vessels already benefit from the first navigational improvements. The already completed construction of the 'passing box' between Wedel and Blankenese much simplifies encounters between especially wide ships. Once everything is finished, ships with a combined breadth of 104 metres will be able to pass. In this section, the navigation channel is 385 metres wide, compared to just 250 metres previously.

Another important sub-project of navigation channel adjustment relating to the 'passing box': Provision of a new leading light line at Blankenese. This serves to support navigation for incoming shipping. Construction of the 'passing box' has shifted the path for incoming shipping southwards. This correspondingly affects the sight axis of the leading line. HPA – Hamburg Port Authority therefore needed to set up new ones. Crews of incoming vessels have been able to navigate using the new tower since the end of October. The old leading lights will be dismantled by next spring.

Further measures also include construction of a new inverted supply siphon for the radar tower on the island of Nesssand in a deeper culvert. This project was completed over a year ago. In addition, the slope on the East bank of the River Köhl-

Construction of new front and rear leading lights



© HPA

Ships with a combined breadth of 104 metres can pass each other in the 'passing box'

© AdobeStock

The dredger 'Gian Lorenzo Bernini' ensures the correct depth in the 'passing box'

brand is being reinforced. The corresponding construction work there should be completed by the end of 2021.

Good progress is also being made on the compensatory ecological measures. In Zollenspieker nature reserve, for example, areas have been secured for the hemlock water dropwort. The former waterworks on the island of Billwerder has also been reconstructed as a habitat for this plant. If the schedule is met, these measures will be completed next year.

Following completion of the dredging works along the whole stretch between the Port of Hamburg and the North Sea, the improved drafts will be made available in summer 2021. ■ (jh)

Three questions for...

Prof Dr Hans-Heinrich Witte, President of the Directorate-General of WSV – the Federal Waterways and Shipping Administration

The WSV – Federal Waterways and Shipping Administration – is running two major projects in Northern Germany simultaneously: The adjustment of the Elbe fairway and widening and upgrading of the Kiel Canal. How important are these projects for Germany as an international location?

Along with other major projects in Northern Germany, fairway adjustment on the Lower and Outer Elbe and the Kiel Canal play a significant role for export-orientated Germany. Seaport gateways such as those in Rostock and Wismar, plus the fairway adjustments of the rivers Weser and Ems, including the corresponding hinterland infrastructure, are crucial for Germany as a major economy. Efficient, reliable and environment-friendly transport routes are essential for competing effectively. On all expansion projects and maintenance work, it is essential that the various interests in the region be taken into account. To ensure this, we maintain a close and continuous dialogue with regional stakeholders.

Prof Dr-Ing. Hans-Heinrich Witte

As the WSV, you are also responsible for a large part of the fairway of the Outer and Lower Elbe. Are you geared up for the future with the now completed extensions?

With the fairway adjustment on the Lower and Outer Elbe, we have taken a significant step towards adequately shaping this vital waterway for the future. International shipping has already profited from the enlargement of the passing box off Wedel since the beginning of this year. On completion of the construction work in the middle of next year, it will also be possible to exploit the improved opportunities for unloading. The new arrival profile with its various options – movement independent of, or dependent on the tide, extended opportunities for encounters and use of the holding area in Brunsbüttel – offers flexibility for shipping on the Lower and Outer Elbe. We shall therefore be well equipped as we embark on the future.

The Federal government is investing 500 million euros just in the realignment of the Eastern section of the Kiel Canal. A total of 2.6 billion euros are earmarked for its upgrade and enlargement. Which tasks fall to the WSV?

Primarily for large vessels, the 20-kilometre section of the canal between Grosskönigsförde and Kiel-Holtenau is a bottleneck. In future, even these will be able to pass each other here. For 125 years, the canal – around 100 kilometres long – has been one of Northern Europe's main traffic arteries. Forming part of the Trans-European Transport Network, it is a vital link in the concept of a 'Motorway of the Sea'.

As a transport route into the Baltic region, the Kiel Canal plays an important part for feeder services to and from the ports in Hamburg, Bremen, Bremerhaven and Wilhelmshaven. Above all, that applies to the Port of Hamburg, for one in every three containers handled there transits the Kiel Canal. The canal provides routing and transit time advantages that give the German North Sea ports a competitive edge.

The Federal Waterways and Shipping Administration is the responsible contracting agency for all the construction measures on the Kiel Canal. With the aid of engineering offices, we plan the measures, put these out to public tender and have the projects implemented by construction companies. Should planning approval processes be required, those are handled by the appropriate department of the Waterways and Shipping Directorate-General. ■ (jh)

The small locks in Kiel (r.) must be lengthened before the large ones are renovated.

The fast way to the Baltic

This year the Kiel Canal is celebrating its 125th anniversary. This is being marked by a range of major works on upgrading the world's most heavily used artificial waterway.

The Kiel Canal – or NOK Nord-Ostsee-Kanal – plays a crucial part for Germany as a seaport location. Depending on a ship's departure and destination ports, the canal can shorten the route between the North Sea and the Baltic by an average of 250 nautical miles. This saves a lot of time and reduces costs. Germany's most important seaport, the Port of Hamburg, in particular, profits from this international waterway. In 2019, cargoes totalling around 83.5 million tons were transported through the canal. About 29,000 ships and around 12,000 sports boats passed through.

Various challenging construction works are currently under way to make the canal fit for the future. These include building a fifth lock chamber in Brunsbüttel and straightening the last narrow stretch in the Eastern section of the canal. The Federal government is investing a total of 2.6 billion euros in maintaining and expanding the canal. Of this sum, over the next ten years 500 million euros will be invested in the 20-kilometre stretch between Kiel and Grosskönigsförde. The balance of at least two billion euros is earmarked for additional projects (see box).

That is money well spent to remain competitive. The eastern section of the canal has been a bottleneck. Since mid-October the Federal Waterways and Shipping Administration (WSV) has begun realigning the route here. For Andreas Scheuer, Federal Minister of Transport, this represents a clear signal:

CANAL DATA:

Length: 98.6 kilometres

Depth: 11 metres

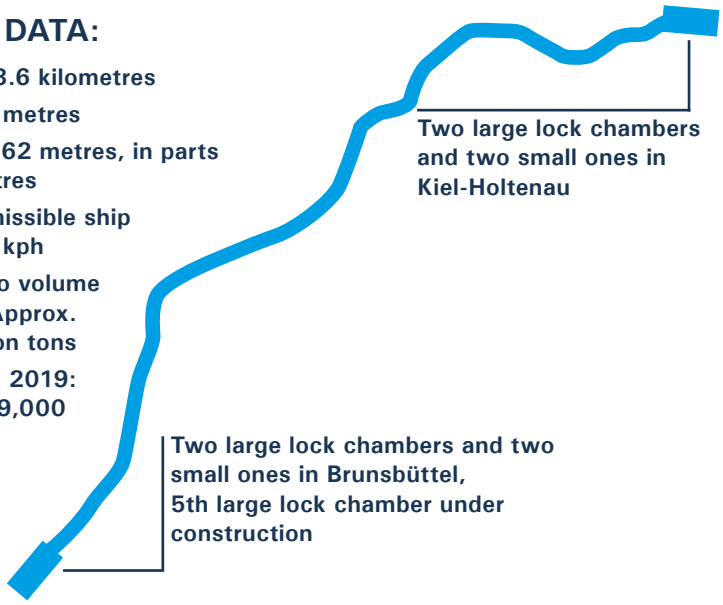
Breadth: 162 metres, in parts 102.5 metres

Max. permissible ship speed: 15 kph

Total cargo volume in 2019: Approx. 83.5 million tons

Transits in 2019: Approx. 29,000 vessels

Source: WSV



"Enlargement of the last narrow stretch of the Kiel Canal will bring distinct improvements for international shipping. Even now, the canal is a fundamental element of global transport routes. The advantages it offers are obvious: lower costs, shorter transit time and less CO2. Every investment in the canal therefore constitutes active climate protection, while also strengthening the German economy."
For the Kiel Canal Initiative too, alignment of the Eastern section is an especially important milestone towards boosting the canal's attractiveness. Owing to the current pandemic, however, in the opinion of Jens Broder Knudsen, Chairman of Kiel Canal Initiative, action cannot simply be left at that. "Along with the Federation of German Shipbrokers and many other players, we are arguing that transit dues for the Kiel Canal should also be waived in 2021. It cannot be assumed that by the end of the year, bunker prices will reach a level that will again make the Kiel Canal more competitive in comparison to the alternative route around Denmark. So, everything needs to be done to keep as many vessels as possible using the Kiel Canal." ■ (jh)

Some projects on the Kiel Canal

Brunsbüttel Locks – Construction of a new fifth chamber

The large lock has been continuously in operation since 1914 and is increasingly often in need of repair. Structural inspections have shown that not only the building and steelwork, but also the machinery and electrical equipment, urgently require overhaul. To avoid massive restrictions on shipping, a fifth chamber is being built as a 'by-pass'.


© WSA Kiel-Holtenau

Levensau high bridge

Preparatory measures for a replacement have been completed. These include reinforcement of the south abutment and connecting up the building site, including roads. Tender documents and implementation planning are in course of preparation.


© WSV, Grafik: Nicole Krohn

Rendsburg transporter bridge

Following the accident in 2016 and the subsequent dismantling of the gondola a new one needed to be built. This will probably be taken into service in mid-2021.

© WSV, Grafik: Nicole Krohn


© WSA Kiel-Holtenau

Kiel-Holtenau Locks

Replacement of the two small lock chambers is required to cater successfully for traffic during the ensuing renovation of the two large lock chambers. The structures have been designed to match the higher water levels indicated by the latest findings on the worldwide rise in sea levels, and to be capable of adjustment to these.

Impression of the entrance to Fehmarn Belt tunnel in 2029

Europe moving closer together

While it will take almost another ten years until the Fehrmarn Belt Fixed Link is finished, Germans, Danes and Swedes are already expecting positive effects. They are hoping for a shift of freight to rail, reckoning with new jobs and further economic growth.

It will be possible to build the Fehmarn Belt Link. At the beginning of November, a green light came from Germany. The Federal Administrative Court dismissed the five still pending lawsuits. Now the European project can tie Scandinavia closer to Central Europe. The proponents of the Fehrmarn Belt Fixed Link are at one about this. The planned 18-kilometre immersed tunnel, to be constructed between Puttgarden on the island of Fehmarn and Lolland on the Danish side, is planned to ensure flexible freight and passenger transport by road and rail. It can be used round the clock, since it is independent of weather and time delays. The railway will consist of two electrified tracks in separate tubes, and the motorway will be in a separate tube with two lanes in each direction. The planned construction period is 8.5 years, with the tunnel opening in 2029.

"In view of their geographical position, it is not surprising that the Scandinavians are extremely interested in a fast connection," said Dr. Bernd Buchholz, Minister for Economics, Transport, Employment, Technology and Tourism in Schleswig-Holstein. "Closing the gap will also however create growth stimuli for us, leading to opportunities for close cooperation northbound," he added. The project will strengthen European cohesion and intensify the economic and cultural interchange between the regions. "Moreover, as the major infrastructure project in Northern Europe, this will create many jobs directly for a number of years on both sides of the Fehmarn Belt," Buchholz added.

SWEDEN HOPING FOR THE CROSSING

From the Swedish perspective too, the fixed crossing is indispensable. "We are longing for it," said Stephan Müchler, CEO of the Southern Swedish Chamber of Commerce, stressing that it is a German-Scandinavian

8.5

years construction period

FEHMARN BELT TUNNEL FACTS

The 18-kilometre immersed tunnel will connect Lolland in Denmark and Fehmarn in Germany.

In the tunnel: 2 electrified tracks in separate tubes
4 lanes with hard shoulders in separate tubes

Construction method: 79 standardized tunnel elements, each 217 metres long, weighing 73,000 tons

Opening: Planned for 2029

Transit time: 7 minutes by train moving at 200 km/hour
10 minutes by car moving at 110 km/hour
Current ferry crossing: 45 minutes without waiting or loading time
Cost: 7.1 billion euros (Status 2015), financial responsibility rests with Denmark
https://femern.com/de/bauvideo

18
km length

project that will better connect Sweden to the (Northern) German market, given that Germany has always been among Sweden's most important trading partners for both imports and exports. Even if almost another ten years will go by before the crossing is ready, the very fact that it is going to come is already leading to a certain optimism and expectations. "Precisely in Corona-times, that is something we can really do with," he said.

All goods that are shipped today from Sweden right through Denmark into Germany, will in future be able to use the Fehmarn Belt 'short cut', reducing demand on the Danish domestic network. For freight trains between Malmö (Sweden) / Copenhagen (Denmark) and Hamburg this will remove the 160-kilometre detour on the Jutland route. For road transport too, the Elbe conurbation will be 160 kms nearer. That will save time, reduce costs and emissions.

BETTER INFRASTRUCTURE

"Apart from the tunnel, the road and rail connections will be upgraded on both the German and Danish sides," states Denise Juchem, spokesperson for the Danish project company Femern A/S. On the German side this includes the four-lane development of the B207 federal road between Heiligenhafen and Puttgarden, as well as the twin-track upgrade of the railway line between Lübeck and Puttgarden, including electrification of the entire 88-kilometre section.

"On the Danish side, the rail link between Ringsted and Rødbyhavn is already under construction," she added. Further infrastructure measures have already been completed, such as the new railway line between Ringsted and Copenhagen. "Through the additionally planned construction of an immersed tunnel at Fehmarn Sound, bridge closures there resulting from bad weather can in future be avoided. At present, this can be very problematic for trucking," explained the Femern A/S spokesperson.

Further advantages are clear: "The fixed link will not only strengthen rail transport, but also make it greener, since the railway will be using electric current," said the Danish Transport Minister Benny Engelbrecht. For rail travellers between Hamburg and Copenhagen the transit time will drop from 4.5 hours to well under three. "In addition, trucking will be almost an hour faster and more flexible, and the trip cheaper for many car drivers," said Engelbrecht in praise of the project. The EU Commission has given the project priority and is supporting the construction phase financially.

The tunnel's effects will be felt as far as Berlin and the Ruhr region, to Gothenburg and Stockholm (Sweden) and even to Oslo (Norway) and Finland: "We are hopefully coming closer to our goal to shift more freight from road to rail," added Dr. Arno Probst, Chairman of the Fehmarn Belt Business Council (FBBC). According to his thinking, new companies will also settle along the A1 axis. Cooperation between universities and research establishments among

In Puttgarten the port and the tunnel entrance will be adjacent

themselves and with the world of business will become easier. More well qualified professionals will be attracted to North Germany, giving a real boost to innovative capacity. His bottom line: The fixed crossing may be a complete success, bringing sustainable growth not only to the Fehmarn Belt region.

"Some 95 percent of our trucks use the Puttgarden-Rødbyhavn 'As the crow flies' ferry," states Charles Prussky, the Germany boss for PostNord Logistics in Travemünde. Even though Scandlines reliably ferries the daily 60 to 80 crossings for the postal service provider on the short-sea crossing with its environment-friendly hybrid ferries, again and again there are delays caused by waiting time, regular and necessary maintenance and repairs on the ships, or reduced capacity for dangerous goods shipments. "We want the same flexibility here that we enjoy with the Öresund bridge between Copenhagen and Malmö. We would be able to better plan our scheduled liner shipments, generating considerable time and cost advantages," stressed Prussky.

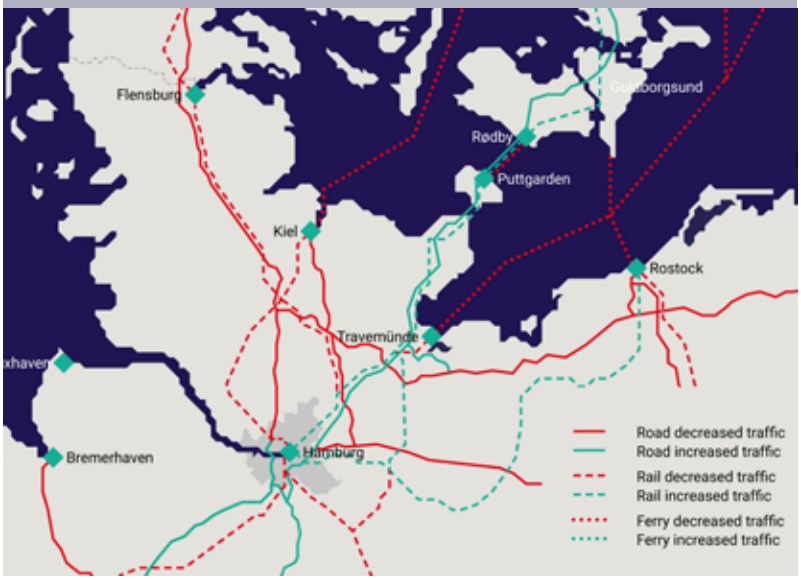
Bode Forwarding too, based in Reinfeld south of Lübeck, sees only positives coming from the fixed crossing. "Today, thousands of trucks drive along the Hamburg-Malmö/Helsingborg route that could be switched to rail," said Stev Etzrodt, responsible at Bode for international shipments. "This would make rail not only more competitive on time, but also could help with the 'lack of drivers' issue that is causing so many problems for this industry." ■ Nicole de Jong

TENTacle analyzes traffic flows

The European Interreg Baltic Sea Project TENTacle is analyzing how the market could prepare for the fixed Fehmarn Belt crossing. Those responsible are reaching the conclusion that traffic flows will grow mainly along the Hamburg-Copenhagen axis.

Enterprises in other regions will have to change the business models. All companies that will be affected should react accordingly. Detailed findings can be found in the Internet – see QR Code:

The graph shows exactly where the increases and decreases in traffic will be.



Just a few metres separate the old ship lifts and the new lock

© WSV

The world's highest water-saving lock

Where Germany's infrastructure is concerned, superlatives are freely bandied about. To cater for inland waterway shipping to and from the Port of Hamburg, the Federal Waterways and Shipping Authority-WSV is having a fascinating structure built: Luneburg Lock.

The ship lifts at Scharnebeck on the Elbe Lateral Canal already attract tourists in large numbers. A further magnet for the public will soon be added: The world's highest lock of this design. Ships actually need to surmount a height difference here of 38 metres. The lock will also be more than twice the length of the ship-lift troughs. A length of 225 metres and breadth of 12.50 metres will allow even the largest inland waterway craft to fit into these. Since the troughs are currently only 100 metres long, that is at present a problem. To be able to use the ship lifts just now, pusher trains, for example, need to be elaborately marshalled.

INLAND WATERWAY SHIPPING GROWTH

For the Port of Hamburg's hinterland traffic, this project heralds the future. Shippers are using more and more inland waterway vessels for transport to and from the Port of Hamburg. The totals are set to rise further – as desired by the Federal government. The master plan for inland waterway shipping foresees up to 23 percent growth in traffic volume between

© iStockPhoto / Khadi Ganiev

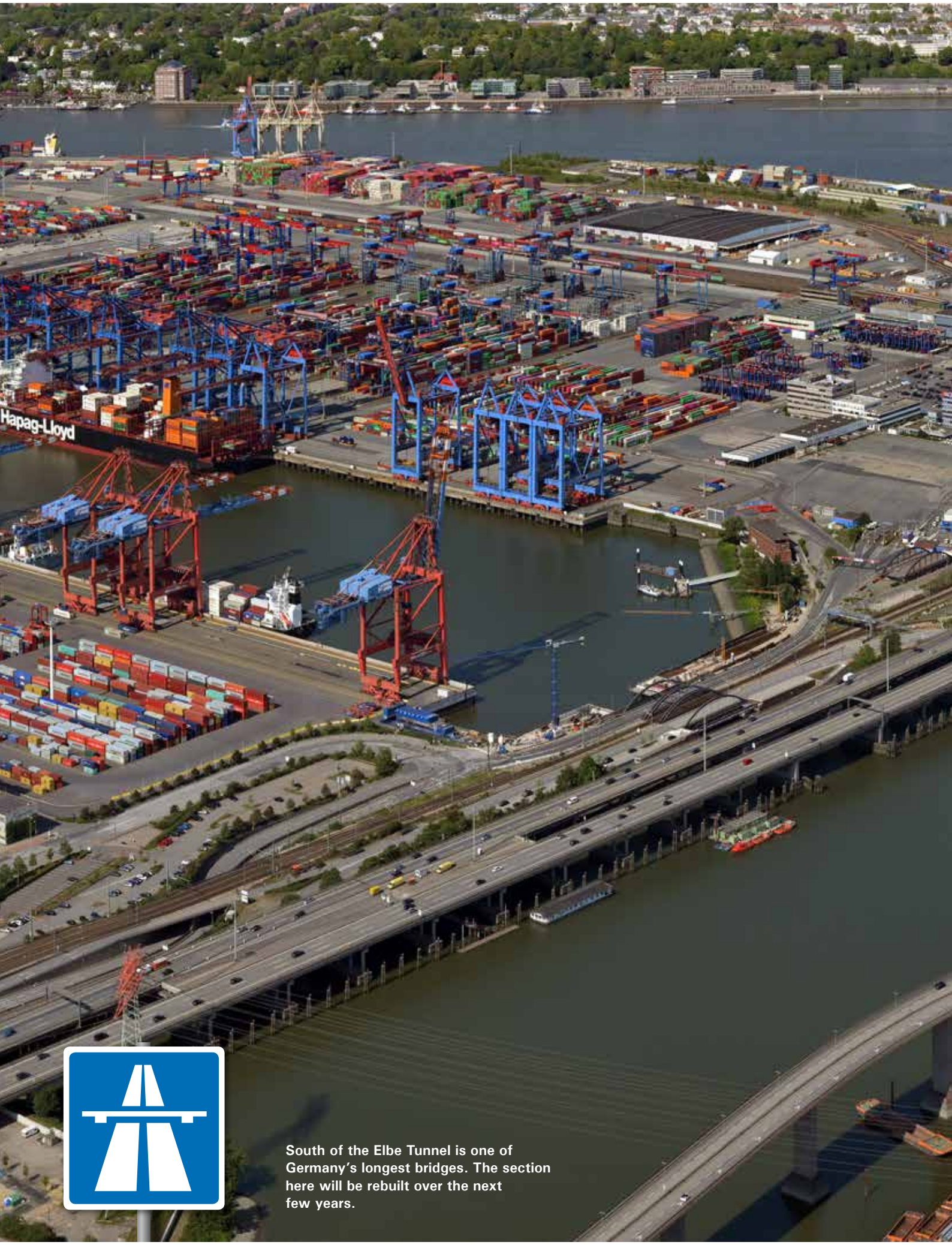
2010 and 2030. Inland waterway shipping's share of the modal split is to be boosted to twelve percent over the same period. Yet that will require not only more modern vessels, but also upgraded infrastructure. This includes the new Luneburg Lock for which the Federal government has already allocated 330 million euros. This should go into service at the start of the next decade. Construction is due to start in the mid-2020s.

The new lock has been designed as an water-saving lock. For basin sluicing, 80 percent of the water is shifted into tanks in the two chamber walls arranged like building storeys. When it rises again, at first the water runs of out of the tanks into the basin. Only 20 percent of this then needs to be pumped over 38 metres up into the basin above. With a lock filled with 110,000 cubic metres, energy costs for the pumps can be saved.

CUTTING-EDGE CONSTRUCTION

With increased demands on shipping, this lock will eliminate a bottleneck. Its size enables individual barges, i.e. traditional inland waterway craft, 135 metres long, and pusher trains of 185 metres, to surmount the height difference of 38 metres. According to the WSV, this ensures that building a replacement lock on the Elbe Lateral Canal will also satisfy shipping's future requirements and tie the seaboard region that is of such economic importance for seaports to the Port of Hamburg. ■ (jh)

38 meters of height difference that the new lock will overcome



South of the Elbe Tunnel is one of Germany's longest bridges. The section here will be rebuilt over the next few years.

Green light for traffic in the North

All around Hamburg are many projects are planned to improve better traffic flow. This is essential, since high performance road transport infrastructure ensures the competitiveness and the economic development of a region.

The growing Hamburg Metropolitan Area has been fighting with road traffic for years. The increase in port hinterland services and growth in transit traffic such as that through the planned Fehmarn Belt link makes corresponding network interchanges even more important. The Federal government and the states are therefore working on upgrading the autobahn network and distributor roads. This will lead to the Hamburg Metropolitan Area living up better to its role as a North-European logistics hub. In North Germany it is above all the Federal autobahn A7 that is the most important supra-regional north-south axis. With the A26, A20 and A21, we are presenting further projects to improve the transport network in the Metropolitan Area in the coming years.

A7 HAMBURG-OTHMARSCHEN – HAMBURG/SCHLESWIG-HOLSTEIN STATE BORDER – UNDER CONSTRUCTION

The A7 is the most important transport axis for north-south traffic in Northern Germany and indispensable for transit traffic, as well as for regional and urban traffic flows in Hamburg. Because of its double function for both through and city traffic, the segment between the Schleswig-Holstein/Hamburg state border and the Elbe Tunnel is overloaded. On hardly any other autobahn segment in Germany do so many vehicles travel daily. The six-lane section from the Hamburg-North-West autobahn intersection to the Stellingen junction alone, is used by 152,000 vehicles daily. The theoretical limit for the available six lanes there is exceeded by 26 percent. Some 104,000 vehicles use the port area of the A7

every day. In 2017, 18 percent of these were trucks. Current forecasts show that the numbers will continue to grow. In 2030, this section at the port junction in Waltershof will be used by around 138,700 vehicles, 25 percent of them trucks.

These figures lie considerably above the original plans for the western bypass and the Elbe Tunnel from 1975 and 1992, in which at the start 56,000 vehicles and later 100,000 vehicles had been forecast. The accident statistics, too, are also above average. This means that the expansion of the A7 by DEGES – German Unity Highway Planning and Construction Agency – to six or eight lanes is absolutely indispensable.

On the 11.6-kilometre A7 stretch, there are numerous distinctive features such as the Langenfelder bridge that is almost 400 metres long. This was rebuilt and widened while traffic continued to flow. It was completed in October 2018. Further highlights of city planning and architectural engineering are the three tunnels north of the (new) Elbe Tunnel, including the 550-metre Schnelsen tunnel that has been in service since December 2019. Currently under construction, Stellingen Tunnel is almost 890 metres long. To link the Othmarschen and Bahrenfeld districts, Altona Tunnel is still at the planning stage. The three Hamburg noise-reduction tunnels pave the way for the future all over Europe. Since the roofed-over sections provide green spaces to be used as parks, they are also examples of 'Critical Reconstruction' of the city.

DEGES sees the Port South – Hafen Süd – exit as looking like this in future

© DEGES

Futuristic noise protection walls dominate the image of the A7 in Hamburg before it enters one of the roofed-over sections.

© DEGES

EXTENSION OF K20 ELEVATED HIGHWAY AND REPLACEMENT OF K30 BRIDGE – IN PLANNING

South of the Elbe tunnel, the Elbmarsch elevated highway forms part of the A7. The six-lane structure leads across the Elbe marshes with their industrial and port sites and is actually 3840 metres long, Germany's longest bridge. Almost 600 metres of the K30 ramp outside the southern entrance of the Elbe tunnel need to be added.

This segment of the A7 is in a uniformly poor condition. The eight-lane K30 is successively being dismantled and rebuilt. A two-lane auxiliary road is being built so that six lanes will be available throughout the four-year construction period. The first partial demolition of the ramp began this year, and construction of the whole area will be completed in 2024.

Due to the heavy amount of traffic and the high proportion of heavy truck traffic due to the proximity of the port, the currently six-lane Elbmarsch elevated highway can no longer guarantee smooth traffic flow. So even outside peak traffic periods, jams build up daily. The K20 is being fundamentally rebuilt and extended into eight lanes. What's so special here? When it was built almost 50 years ago, the elevated road was already designed to accommodate one additional lane in each direction. The planners left space for two additional lanes. An additional new bridge structure is being built between the two existing ones to cater for the expansion, with two additional lanes being constructed and connected to the existing lanes. Construction officially commenced at the end of November.

IN PLANNING: A26 EAST – FORMERLY THE PORT LINK ROAD, NOW THE PORT CROSSING

Eastward extension of the almost ten kilometres of the A26 from Stade constitutes an important traffic axis that in the first place links the two foremost German autobahns A1 and A7.

The new autobahn is intended as a high-performance east-west road axis to combine port traffic flows over a large area. Apart from its function in the overall autobahn network, the aim is that it should improve accessibility of the Port Hamburg and reduce traffic and with it noise and emissions in inner-city districts. The port crossing south of Wilhelmsburg will be topped for 1400 metres by a green noise-prevention 'lid'.
The A26 port crossing will cross the Southern Elbe to the south of the Kattwyk Bridge. This will meet state-of-the-art technical requirements and fit in with its port setting. Back in 2013, therefore, DEGES, which is planning and building the A26 East, organized an architectural competition that attracted German and international design offices.


Relaxed driving on the A26 before the autobahn intersection towards Stade

© DEGES

A26 WEST – UNDER CONSTRUCTION

The eight-kilometre stretch of the A26 West between the Lower Saxony/Hamburg state border and the A7 is notable for its special location between the Moorgürtel nature reserve and bird sanctuary and the famed Altes Land fruit-growing area.
Heavy traffic here has for years led a to a growing shift from the B73 to parallel state, district and municipal roads. As a result, driving is slow, there are numerous accidents, and residents are plagued by noise, pollutants and separations.
In addition, northwards from the port autobahn junction the A7 is to be widened from the present six to eight lanes. It will also be necessary to expand the A7 to eight lanes near the planned junction with the A26, and as far as the HH-Heimfeld junction farther South.

NEW BYPASS IN SCHLESWIG-HOLSTEIN – IN PLANNING

The A20 NW bypass of Hamburg is of outstanding importance as a component of the TEN Trans-European Road Network. As the western continuation of the Baltic autobahn A20 Lübeck – Stettin across the Elbe into Lower Saxony and the access link with the A26, in future the A20 will be the most important east-west link in Northern Germany, serving the German seaports on the North Sea and the Baltic Sea as a hinterland connection. The two planned autobahn junctions will provide important interfaces with the A23 and the A7.

A21 UPGRADING OF THE B404 – PLANNING AND BUILDING

Running north-south from the state capital Kiel via Bad Segeburg and as far as Schwarzenbek, with links to the A1 and A24, the A21 is currently a 56-kilometre stretch of autobahn in Northern Germany. For most of the way, the A21 follows the route taken by the B404.

Including the Elbe crossing near Geesthacht, extension of the A21 as Hamburg's Eastern by-pass will be essential in the long term to give long-distance traffic from the eastern area of Northern Germany the opportunity of taking a short route around the Hamburg area. Relief for the A1 can be anticipated from an eastern by-pass in the long term, when connections to the autobahn network in Lower Saxony are set up to handle the traffic volumes.
The B 404 along the approx. 11.6 kilometres between Klein Barkau and Stolpe is currently being upgraded as the A21 by the autobahn agency. In the greater Kiel area, DEGES is working on the plans to extend A21 from Klein Barkau as far as Kiel-Wellenseedamm and from Neumeimersdorf as far as Kiel.

PRIORITY FOR THE WESTERN ELBE CROSSING NEAR GLÜCKSTADT

The new Federal Transport Plan 2030 has assessed extension of the A21 across the Elbe from the A24 as far as the A39 in Lower Saxony as 'a new building project to meet further needs with planning permission'. However, priority is being given to the A20, including the additional Western Elbe crossing near Glückstadt. ■

Etta Weiner

Speaheading the mobility transformation

Traffic jams occur daily in cities like Hamburg. With its Smart City Loop, a Cologne company has developed an intelligent traffic and transport system. Under the motto 'CO2-free, traffic jam-free, digital', goods are in future to be shifted underground. In Hamburg, this could be a reality within four years.

The problem of supply and waste disposal presents urban planners, forwarders and politicians with constantly mounting challenges. As a Hamburg feasibility study co-financed by property developer Four Parx has demonstrated, the Smart City Loop could be the solution. With scientific support from Fraunhofer IML, the study reached the conclusion that underground transport is technically feasible and commercially viable.

© Smart City Loop

A two-way system allows a continuous flow of goods into and out of the city

THE IDEA

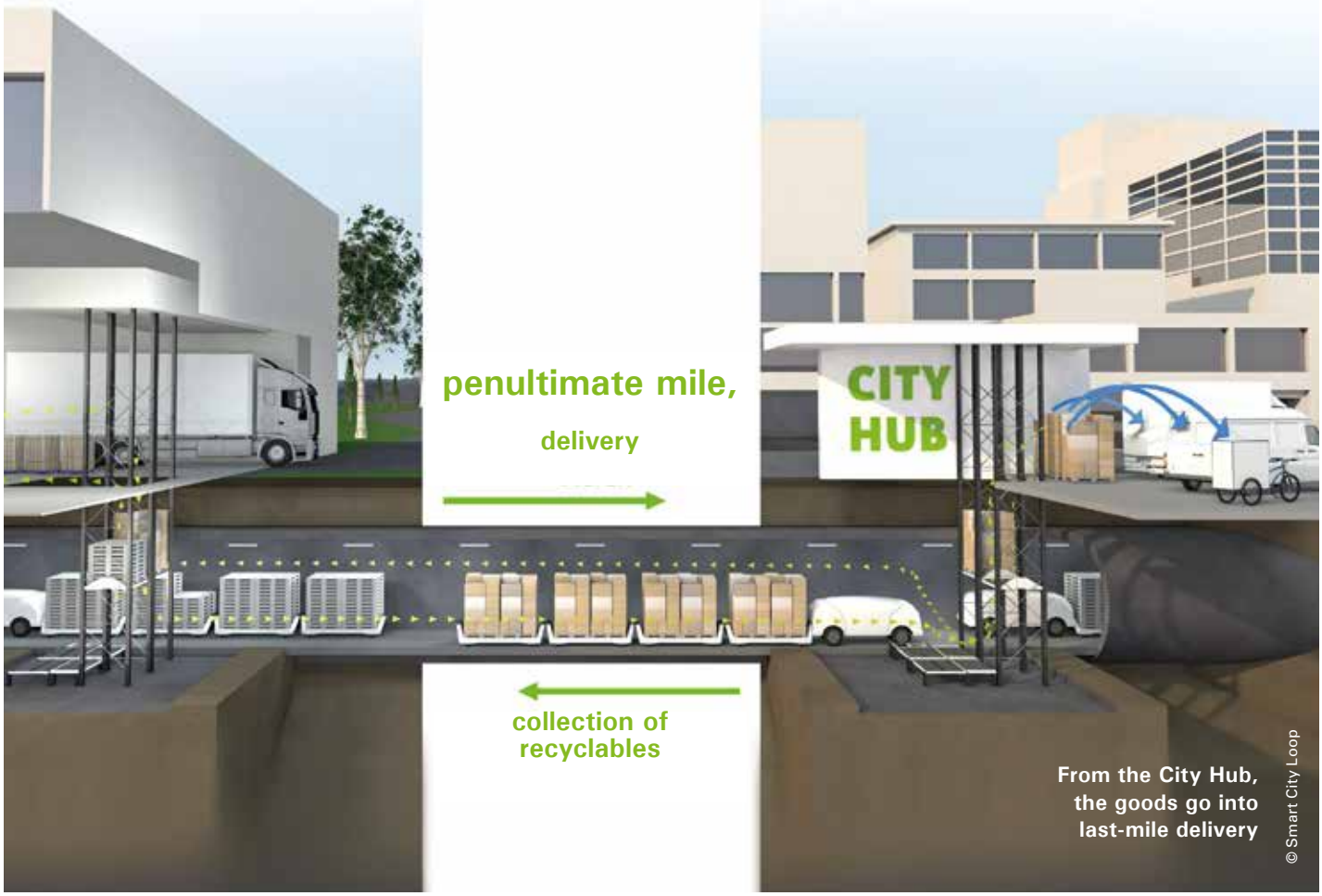
In a tube system four metres in diameter, goods are to be transported underground and fully automatically into the city centre. The tube will form the link between a freight village on the outskirts of the city and one or more City Hubs. Electro-scooters, cargo bikes or similar vehicles take over for the 'last mile'. Ideally, the City Hubs will consist of newly planned logistics properties that permit mixed usage and therefore simultaneously function as both distribution centres and department stores. Four Parx is in process of designing such City Hubs and was able back up Smart City Loop in conducting a feasibility study in Hamburg.

SCL – Smart City Loop says that compared to building tunnels the tube character of the system would be less invasive and more efficient in terms of both traffic and environment. This approach can also be implemented considerably more rapidly. "All the technology that we require, as well as successful fully-automated conveyor technology, has been tried, tested and is state-of-the-art in the logistics sector," says Smart City Loop CEO Christian Kühnhold. That saves considerable development costs. Kühnhold puts delivery capacity at about 2.7 million pallets per year for a possible 24-hour service on 300 days per year. This could eliminate 540,000 truck tours, meaning an annual CO2 saving of over 10,000 tons.

This seemingly Utopian idea is already more than simply a pipe-dream. Following the successfully completed feasibility study in Hamburg, SCL has found a partner in the BWI – Hamburg Ministry of Economics and Innovation, which is promoting the project and has endorsed cooperation in a Declaration of Intent. As part of its innovation strategy, the Hanseatic City will initially be pursuing the goal of 'making mobility more efficient, safer and more environment-friendly' and 'welcomes the idea of implementing the Smart City Loop project in Hamburg.'

AN ELBE TUNNEL FOR EURO PALLETS

The project has meanwhile reached the planning stage and has already been able to earmark a site in



From the City Hub, the goods go into last-mile delivery

© Smart City Loop

Steinwerder for building the freight village. A tube under the Elbe is to link it with the city hubs planned in Central Hamburg and Altona. SCL sees this as the most effective solution, given the short distance to the city centre and the hinterland infrastructure.

In practice, the goods are to be pre-picked. Shipment by pallet will be charged in the same way as customers now pay for stowage space on a truck. "Like this, 5,000 pallets could be despatched daily, and up to 1,000 truck tours saved," says Kühnhold. To move a step nearer towards these goals, the challenge now is to digitalize and optimize control of goods movements. Slot booking is planned, which will guarantee forwarders a degree of flexibility. SCL sees this as enabling more dependable organization of goods flow into the city centre, with SCL featuring as the service provider for the 'penultimate mile'.

© Smart City Loop

The system is so constructed that the tube offers two lanes for pallets. That means that goods can not only be transported into the city, but also sent out. Inbound, the system would supply services and craftsmen and transport all kinds of merchandise, while returns, empties and recyclables would be brought directly back out of the city.

Along with concrete discussions with potential investors, technical preliminaries have already commenced. With assistance from BWI, SCL is searching for suitable sites in the city centre for the first City Hub.

The Smart City Loop is to be completed by 2024. That would make Hamburg the first city with an alternative transport system of this type, a pioneer in transforming mobility. BWI's willingness to promote sustainable schemes of this type also demonstrates how vital climate change is for the Hanseatic City. ■

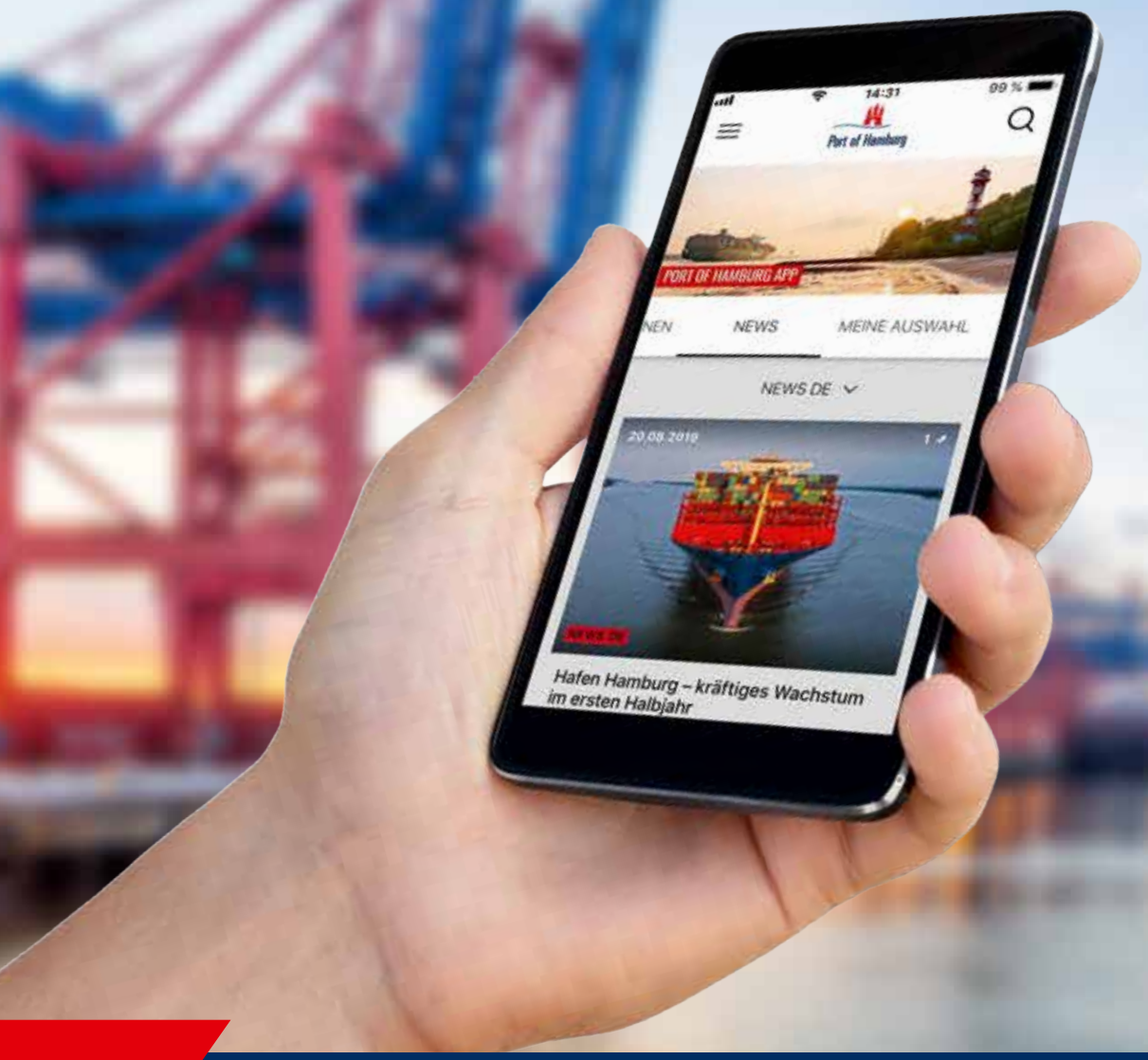
Lea Mentzel

Infobox

- Alternative green transport for inner-city goods traffic
- Palletized goods brought into the city by an underground, unmanned transport system
- Two-lane operation offers solution for supply and waste disposal issues
- Slot-booking process facilitates flexibility and reliability
- Feasibility study proves commercial viability for the city and forwarders
- Annual CO2 saving of 10,000 tons possible

PORTNEWS TO GO

MIT DER NEUEN PORT OF HAMBURG APP!



Laden im App Store

ANDROID APP ON Google play

Port of Hamburg

Write to me at: facebook.com/ppickhuben

PETER PICKHUBEN'S PINBOARD

Probably the world's most beautiful tunnel

Personally, I really enjoy flying through the Old Elbe Tunnel. Apart from me, the only users allowed are pedestrians and cyclists; cars are banned just now. But the tunnel was actually designed originally for coaches. The St-Pauli-Elbe-Tunnel, its official name, opened over a century ago. Kaiser Wilhelm was there in person for the ceremony, and would have liked to see the tunnel named after himself. But it turned out otherwise. For a long period, the tunnel was an important link for commuter traffic between St Pauli and Steinwerder, or between the city and the port. Today it is a magnet for tourists and locals alike. Part of the reason is the lack of any ramps as access, but instead giant lifts large enough for cars – or stage coaches. Anybody taking a closer interest in this listed monument will again and again be astonished. Did you know, for example, that all the creatures on the reliefs in the tubes actually lived in the Elbe in earlier days? Did you know that from 1959 until 1992, the Old Elbe Tunnel housed escalators? Or that the Bornsteinplatz viewing platform on the south side was named after the doctor and his wife who helped improve the working conditions of the tunnel construction labourers, and researched into compressed air sickness? Such enthralling stories and many others surround this handsome structure. Comprehensive renovation by the HPA aims to ensure that it survives for as long as possible. Since April 2019 I have been flying there again, but only through the re-opened eastern tube that now gleams in restored glory. The western tube is just now being restored and so is closed to visitors, even to port seagulls.

© HHM

By the way,

... you can also find my favourite port on social media. Take a look:

- HAFENHAMBURG
- PPICKHUBEN
- PORTOFHAMBURG
- PORTOFHAMBURG
- PORT OF HAMBURG

Why not fly by? Or download the Port of Hamburg app

HPA celebrates 15 years

In October the date came up, and Hamburg Port Authority was able to celebrate its 15th anniversary. In 2005 the City of Hamburg brought dispersed units under one roof as a new administration for the port. Its range of tasks has grown larger since then. Apart from waterside infrastructure, HPA is now responsible for landside traffic in the port area. With around 300 kilometres of track and almost 800 sets of points, the Port Railway founded in 1866 formed part of the deal. HPA also conducts construction inspection in the port area. Property administration is an additional important branch of the business. Almost all sites in the port belong to the HPA. Yet it is only allowed to rent out and lease these. Any sale is totally ruled out. In addition, HPA is in process of grooming the port for the future. First experiments with the new mobile phone 5G standard are already running. HPA fleet subsidiary 'Die Flotte' is also striving to be more environment-friendly in operating its craft. Peter Pickhuben is happy to congratulate them and wishes them all success over the next 15 years.

HAMBURG PORT AUTHORITY
15 JAHRE
20 20

Brunsbüttel-Cuxhaven ferry link planned

Cuxhaven-based ELBFERRY has some new owners. Partners in Strahlmann shipping line and MTB new energy have acquired shares. The company has been re-named ELBFERRY Verwaltung – Administration – and is the general partner and sole manager of ELBFERRY in Brunsbüttel. Along with Heinrich Ahlers, the two Managing Partners Tim Brandt and Christian Strahlmann are strengthening the top management. Ahlers possesses a vast amount of experience in the port and logistics sector, plus experience of the ferry trade. He has the right partners on board with Christian Strahlmann, CEO of long-established Brunsbüttel shipowners Erwin Strahlmann, and Tim Brandt, CEO of MTB new energy, a cutting-edge company for innovative renewable energy technologies. The new firm aims to re-invigorate the Brunsbüttel-Cuxhaven line with a new, more environment-friendly policy. Negotiations are currently under way with shipowners, the authorities and terminal owners to facilitate a start next spring. "Currently our main problem", says Heinrich Ahlers, "is the coronavirus pandemic that is seriously hampering our progress." Yet Christian Strahlmann is confident that the management of a ship is in more than capable hands

© Elbreklame

with the eponymous company. He sees the shipping group's entry into the modern ferry trade as opening up a new field of business. Tim Brandt is convinced that with new propulsion concepts in future and the start with an environment-friendly ferry, the company is right on target for facilitating CO2-free mobility for passengers and vehicles.

© HPA / Christian Bruch

Faster construction

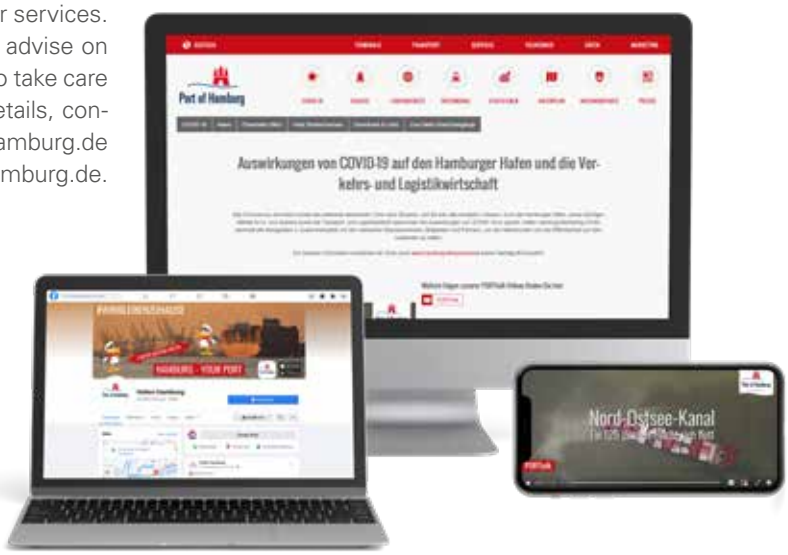
At the beginning of November, the Bundestag – or lower house of the Federal parliament – passed a law designed to speed up investment. With these new regulations, the BMVI – Federal Ministry of Transport and Digital Infrastructure – aims to reinforce its measures promoting faster planning and building in Germany. Andreas Scheuer, Federal Transport Minister, has stated that Federal government will simplify electrification and digitalization of the rail network, barrier-free conversion of platforms, and erection of noise protection barriers. In future, for instance, specific construction measures on the network will no longer need to be subject to planning procedures. Among these are: electrification of stretches of track, installation of digital signalling and safety technology, barrier-free conversion, platform raising or lengthening, and erection of noise protection walls. For these, environmental checks will be simplified. To make for shorter proceedings in the courts, in future higher administrative courts or administrative courts are to be the courts of first instance. This will affect main roads, ports projects and wind turbines. This will save one instance at the courts, and shorten time taken by proceedings. For infrastructure projects of supra-regional importance – such those in the Federal Transport Infrastructure Plan or mobile telephone network expansion – immediate implementation will be imposed by law. According to the Ministry of Transport and Innovation, this means that construction can begin immediately upon approval by the responsible authority. In such cases, the delaying impact of any objections or legal challenges is eliminated.

Port of Hamburg Marketing – HHM goes digital

Stories and news in and around the Port of Hamburg can be told in many ways. We at Port of Hamburg Marketing have developed a number of new formats over the past months. They include various video formats.


© HHM

As far as feasible in recent months, the PORTtalk team at Port of Hamburg Marketing – HHM has frequently been out and about with a video camera. They were filming exciting projects in and around the Port of Hamburg and its hinterland. The finished videos are meanwhile much in demand, both on the hafen-hamburg.de website and in the social media. Over 30 films released have provided information from the team in state-of-the-art format about the COVID situation in individual companies, the great range of services in the Port of Hamburg, and member firms. 'PORTmovies' are another popular format. These are made chiefly to cover such spectacular events as the arrival of the 'Peking' in Hamburg or the first call by 'HMM Algeciras'. These films too are very successful in social media. HHM plans to extend its film portfolio with the new 'PORTbusiness' series. These will be brief image films about members, to be released on HHM channels. The team supplies a storyboard showing how a company could present itself and its products or services. In addition, the film team is happy to advise on content and story development, and to take care of shooting of the film. For further details, contact Catharina Pape at pape@hafen-hamburg.de or Mathias Schulz at schulz@hafen-hamburg.de. In the course of building up its own film & video team, Port of Hamburg Marketing has also equipped a studio of its own. Members are also welcome to use this. Anybody interested in this studio can learn more from Katja Höltkemeier, hoeltkemeier@hafenhamburg.de or Jochen Wischhusen, wischhusen@hafen-hamburg.de. As perfect channels for distributing these films, we have put in work on our appearances on social media. The social media team is very successfully under way on Facebook, LinkedIn, Instagram and Twitter, gaining new followers every day. You can discover more at the hashtags #hafenhamburg and #portofhamburg. ■



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Port of Hamburg MARKETING

Versicherungsexperten für Transport seit 1987

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- Maschinenbruch
- Stapler
- Rechtschutz
- Elektronik
- Haftpflicht
- Privatversicherung

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