

HWG Newsletter 06/2015

“Potential that needs to be exploited”

Interview with Enak Ferlemann, Parliamentary State Secretary at the Federal Ministry of Transport



Mr Ferlemann, the expansion of infrastructure is an issue that is the focus of public attention throughout Germany at the moment. How important is the development of the port of Cuxhaven in your view?

There are naturally many projects that have high priority in regional or even national terms – but it is also clear that not all the projects can be introduced at the same time. Despite this, the expansion of the port of Cuxhaven is very important, both for Cuxhaven as an offshore base port and a business site in general. The Social Democrat/Green state government is currently taking far too much time to implement this project.

What significance does the upgrading of connections to the hinterland have for seaports?

It's extremely important! The study published by the IHK Nord (Northern Chamber of Industry and Commerce) in May confirms this. It shows that the development of foreign trade and the Northern German seaports is not only relevant to the regions directly adjacent to the ports but to Germany as a whole. Therefore, the links from the ports to the hinterland have to function well so that we do not lose any consignments to the ZARA ports or those in the Mediterranean. I believe that the Federal Transport Infrastructure Plan already takes into account these infrastructure measures to a great degree. The next step will involve adapting and reforming the planning permission regulations so that projects can be introduced faster.

You were recently re-elected as district chairman by the CDU Elbe-Weser regional association. Which issues or projects are at the top of your priority list in 2015 – also in your regional position?

As the district chairman, I've already said that the construction work on the A20 coastal motorway should be included in the "urgent requirements" list in the Federal Transport Infrastructure Plan. The construction of this motorway together with the A26 and B73 projects are my top priorities this year.

The construction work on berth 4 and the closure of the gap between berths 5 and 7 need to move ahead as well. I'd also like to campaign for the electrification of the Cuxhaven-Stade railway line.

According to the 2030 Seaport Transport Forecast, the amount of goods handled at the port of Cuxhaven will increase by 3.3 percent per annum – this development needs to be urgently backed by an expansion of the port facilities, or it will soon reach its capacity limit. The port of Cuxhaven is not only an offshore base port but also provides ideal potential in the general port sector and this needs to be fully exploited.

New Cuxhaven-Brunsbuettel ferry service to start in August



As announced this May, the ELB-LINK Reederei GmbH is launching a ferry service between Cuxhaven and Brunsbuettel this summer. Two double-ended ferries, "GRETE" and "ANNE-MARIE", will be used on this route and they will operate twelve times

a day in each direction. A third vessel is due to join them in the second half of 2016.

The vessels offer space for 160 cars or 16 trucks and 52 cars, plus 600 passengers. The crossing will take about 70 minutes. According to the shipping company's official Facebook page, a single crossing will cost 25 Euro per car and five Euro for passengers without vehicle. The ferry line's administration and service department already end of June moved to new company premises at the Steubenhoeft quay in Cuxhaven. ELB-LINK managing director Christian Schulz commented on the completion of the landing piers in Cuxhaven and Brunsbuettel as follows: "Conversion work is already taking place at the Steubenhoeft. In Brunsbuettel, we have've completed the investigations regarding unexploded ordnances and

we're now in the process of repairing the hydraulic system. Other work on the ramps is due to take place in week 31. We've already contacted many business customers and we have promising initial results about the volume of goods needing to be transported. The vessels are currently being adapted for the service – this involves widening them with fenders and attaching docking aids. This work will have been completed on the first ship during the next few days. The second will follow soon." The launch date for the ferry services has been set for 19 August 2015.

The two ferries are named after the private ferries operated in the past by the Cuxhaven entrepreneur Greten Handorf. These ships plied between Cuxhaven and Brunsbuettel from 1919 until 1938, until Greten Handorf retired from her professional life.

AMBAU receives order for the Nordergruende wind park

HWG member designs and produces 18 monopiles and transition pieces



The specialists at AMBAU GmbH in Bremen have been working on the design and engineering of the monopiles and transition pieces since December 2014. OWP Nordergruende GmbH & Co. KG, which is a project company managed by wpd AG, has placed this order with AMBAU including the construction of the foundation structures. Production is due to start in Cuxhaven in October 2015 – and the work is scheduled to continue until the end of March.

The monopiles have a diameter measuring 5.5 metres; with a metal thickness of 60 millimetres, their average weight is approx. 370 tonnes and they are up to 56 metres long. The production work involves processing more than 10,000 tonnes of steel for the foundation structures; this includes secondary steel.

The Nordergruende wind park is being built about 15 kilometers north-east of the island of Wangerooge in the 12 nautical mile zone in the North Sea, where the water is up to ten metres deep. The 18 turbines of the six-megawatt class will have a cumulative nominal

output of about 100 megawatts of power. The installation and commissioning work is due to take place as early as 2016.

HWG member Niedersachsen Ports has a booth at the VDI career fair

Niedersachsen Ports (NPorts) presented a number of job vacancies for engineers at its booth at the “VDI nachrichten” Recruiting Day in Oldenburg on 9 June 2015. The career fair, which takes place several times all over Germany every year, offers engineers, who are looking for a job or are willing to move, the opportunity of getting to know renowned companies and holding direct talks with potential employers. There are also opportunities for career advice, lecture forums, job boards and photo shooting sessions for applications.

“We offer engineers multi-faceted and varied jobs at our ports,” says Sabine Nitschke, Personnel Manager at Niedersachsen Ports. The spectrum of opportunities at NPorts ranges from positions as construction engineers or industrial engineers to mechanical and electrical engineers and even land surveyors. The many varied tasks include the strategic planning of infrastructure, the development of engineering equipment, for example locks and hydrographic surveys at the ports.

“Our work in the ports is very special. Most of the port construction work involves unique structures, which have a long serviceable life and are often invisible to others, as they are under water. But that is what makes it all really interesting,” says Wilfried Schleusener, a mechanical engineer in Emden. The NPorts locations of employment include five major ports, seven island supply ports and three regional ports on the coast, stretching from the river Ems to the river Elbe.

The company believes that there is special potential for the future in terms of gaining young employees and specialist workers in the technical sphere. As the tasks here will increase during the next few years and some engineers are retiring, there will be a continuous need for experienced specialist staff and young workers.

The next “VDI nachrichten” Recruiting Day will take place in Berlin on 9 September.

HWG introduces itself: “K” Line European Sea Highway Services GmbH



Profile

Company name: “K” Line European Sea Highway Services GmbH

Year founded: 2003

Industry: Shipping

Locations: Bremen / Bremerhaven

Portfolio:

“K” Line European Sea Highway Services GmbH (KESS) is one of the leading short-sea shipping companies in Europe. It was founded in 2003 as the successor company to the German/Japanese joint venture established in 1991 as E. H. Harms GmbH & Co. KG – Car Feeder Service (50:50 E. H. Harms Group / “K” Line Tokyo). It was the first RoRo shipping company to use the port of Cuxhaven as a vehicle handling centre and it still views Cuxhaven as one of the most important German export ports.

KESS currently operates eleven ice-breaking vessels (8 x ice class 1A / 3 x ice class 1C), which are suitable for new vehicles, rolling goods as well as heavy-duty transport consignments. The company will probably transport more than 800,000 units this year. The waters that it navigates include the North and Baltic Sea areas, part of the Spanish Atlantic coast and the Black Sea.

KESS is a wholly owned subsidiary of the “K” Line shipping company in Tokyo; it has contracts with all the major car manufacturers using the ISO 9001 / 14001 Lloyds Register Quality Standard and more than 20 years of experience in operating short-sea shipping.

53° 52' N 09° 42' E



It is our goal to continue offering our customers first-class, competent and reliable services and further develop them all the time.

You can obtain more information on the company at: www.kess.kline.de

This message has been sent to you by the Cuxhaven Port Business Community (Hafenwirtschaftsgemeinschaft Cuxhaven e.V.).

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