



City of Hamburg – Calling at the smartPORT

**June
1st - 5th
2015**



Hosted by:





SIEMENS

29th IAPH
World Ports
Conference
June 1-5, 2015
2nd floor,
Booth 4

Ships and port facilities

Faster, safer, cleaner

Intelligent infrastructure solutions increase efficiency, reliability, and environmental compatibility around the world

Ports are facing enormous technological and logistical challenges. A growing flow of goods must be reliably controlled and transported within a limited space – and at increasingly faster speeds. At the same time, these important hubs for global cargo and passenger services must meet ever higher standards of energy efficiency, environmental compatibility, and operating safety.

As an experienced partner to the port industry, Siemens supplies integrated systems and solutions worldwide – solutions that ensure reliable, efficient, and environmentally compatible port operation, both today and in the future.

siemens.com/iaph

WELCOME TO HAMBURG

Welcome



GRANT GILFILLAN
IAPH President & Chief
Executive Officer/Director,
Port Authority of New
South Wales, Australia

It is my great pleasure on behalf of the International Association of Ports and Harbors to extend a warm welcome to members, visitors and sponsors, to Hamburg for the 29th IAPH World Ports Conference.

This event happens every two years and is a highlight in the calendar of all of us involved in managing Ports around the world. The theme of this conference under the banner of "smartPORT" along with the opportunity to experience and see one of the most iconic port/city environments on our planet, represents a unique opportunity. In truth, the port is the city and the city is the port.

This event will also be a significant point in history for our Association as we seek to redefine our future and what IAPH will offer for its members. We will be discussing a new Constitution which we believe will better position us to have a higher profile in our industry, and greater value and more relevance to our members. It is fitting that such a change should happen at a location where an abundance of history sits side by side with innovation and technology – past and future in harmony.

Most importantly this conference will allow us all to renew our friendships and business relationships, build new networks, and share information and ideas in the charming and friendly city of Hamburg.

Willkommen!

Dear Guests,

A very warm welcome to Hamburg and – as the North German greeting goes – "moin moin"! I am delighted that you have accepted our invitation to the 29th IAPH World Ports Conference. Some of you have travelled from very far to come here.

The conference brings together the stakeholders in the international maritime industry. Over the next five days we will debate a wide range of topics that concern all of us, share ideas and experiences and learn from each other. The topics will include intelligent traffic and trade flow solutions for ports and the achievement of an appropriate balance between the environment and the port industry. Legal issues in port development, the opportunities for and benefits of the cruise ship industry as well as clean air in ports will also be addressed in our discussions and talks.

I would also like to invite you to join us on a tour through our port. Visit our projects with us and see for yourself how we gradually make our vision of a smartPORT a reality. Our port excursions planned for the last conference day will span the "bridge between theory and practice" and offer you a sometimes exclusive glimpse at several smart projects. We are sure you will enjoy it!

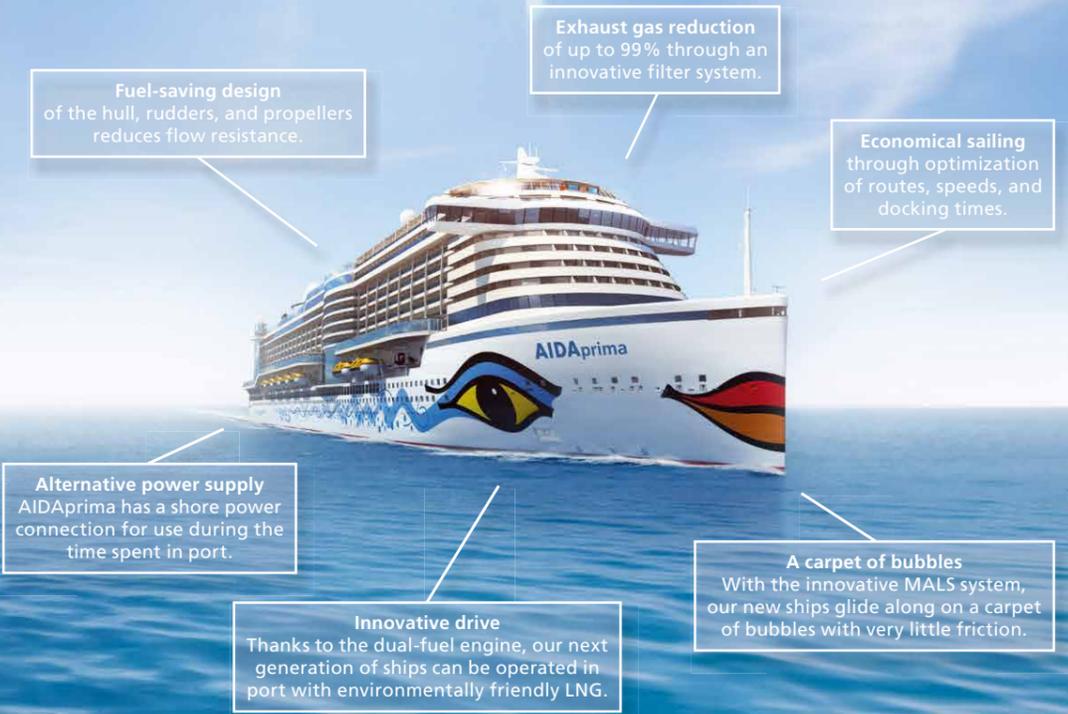
I wish you exciting and thought-provoking discussions, and I am looking forward to inspiring talks with you.



JENS MEIER
Chairman of the
Management Board
Hamburg Port Authority

INNOVATIONS

that are great for our guests and the environment.



In 2015 and 2016, our new ships will be setting new standards in environmental protection.

Did you know that:

- An AIDA ship today consumes an average of just 3 liters of fuel per person per 100 kilometers (confirmed by Germanischer Lloyd)?
- Our comprehensive filter system reduces emissions of soot, sulfur, and nitric oxides by 90 to 99 percent?
- The new ships have a shore power connection?
- Absorption chillers generate refrigeration for air conditioning from the waste heat of the engines?

For more information as well as our Sustainability Report, please visit www.aida.com/aidacares



www.aida.com

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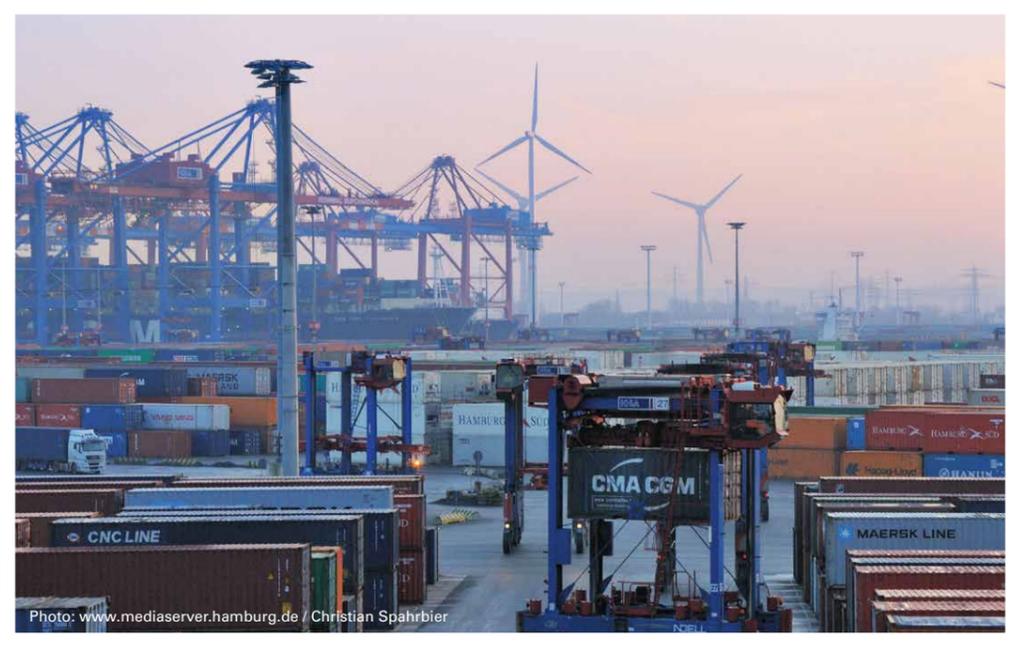


Photo: www.mediaserver.hamburg.de / Christian Spahr

smartPORT Hamburg

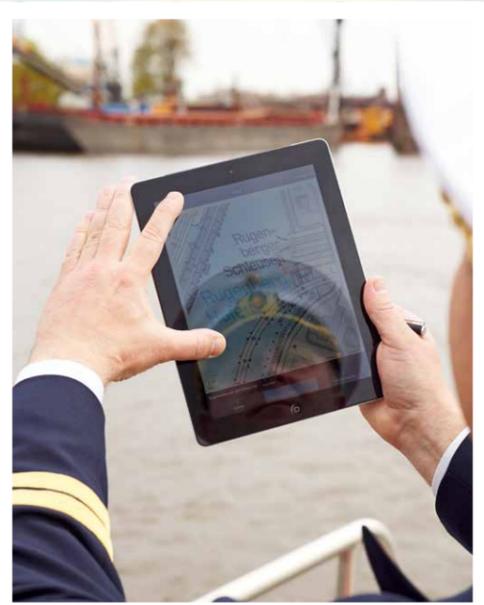
Finding the right balance between economy and ecology has become a key issue for ports all over the world, and the Port of Hamburg is tackling the challenge through intelligent port management solutions.

In today's world of globalisation and climate change, creativity and alternative actions are required to achieve sustainable economic growth with as little impact on the environment as possible. The Hamburg Port Authority (HPA) is focusing on transparency and innovative technologies with the ultimate aim to make the Port of Hamburg a "smartPORT".

The HPA's intelligent port management is founded on two pillars: the **smartPORT energy** concept under which the HPA has outlined aims and developed measures to reduce energy consumption, emissions and

costs in the Port of Hamburg. Innovative mobility concepts, renewable energy sources and the interlinking of energy-generating plants and consumer plants to promote the efficient use of resources are at the forefront of the HPA's approach.

The second pillar, the **smartPORT logistics** concept, primarily focuses on increasing the economic efficiency of the Port of Hamburg as an important link in the global supply chain. In order to create the conditions that enable the optimisation of traffic and trade flows, the HPA is developing an intelligent infrastructure: the latest IT mega-trend technologies will be deployed to collect, analyse and process data so as to ensure transparency at all stages of the supply chain and enable early intervention.



- Innovative technologies**
to generate energy from renewable energy sources
- Energy efficiency:**
interlinking energy-generating plants and consumer plants
- Innovative mobility concepts:**
intelligent traffic management and the switch to alternative fuels
- Funding programmes**
to support businesses in their efforts to manage resources efficiently
- Co-operation:**
using existing resources and know-how
- Intelligent infrastructure:**
270km of fibre-optic cables to collect, analyse and process data
- Transparency:**
IT-supported measures and co-operation ensure a high level of information at all stages of the supply chain
- Early intervention**
through sensor technology, Cloud, Big Data and mobile end devices

General Information

Banks

General banking hours in Hamburg are Monday to Friday from 9 am to 4 pm.

Business Hours – Shops

Shops in the city centre and shopping malls are open Monday to Saturday from 9 am to 8 pm. Shops outside the city centre usually close earlier. Supermarkets often open at 7 am and close at 10 pm. All shops are closed on Sundays.

Climate

All of Germany is in the temperate zone. At around 15°C (59°F), average temperatures in Hamburg in June are spring-like.

Conference Venue

Congress Center Hamburg (CCH), Am Dammtor / Marseiller Str., 20355 Hamburg

Consulates

There are very few cities in the world with as many consulates as Hamburg. Contact Senatskanzlei (Staatsamt), Rieke Marxen, Rathausmarkt 1, 20095 Hamburg, Tel: +49 40 42831-1834 to check where you can find your country's diplomatic representation.

Currency

Like in all EU Member States the currency in Germany is the euro. The current exchange rate is about US\$ 1.1354 per euro (as of 15 May 2015).

Emergency Phone Numbers

Police: 110 Fire brigade: 112

Emergency doctor / emergency pharmacy service: +49 40 228 022

Emergency dental care service: +49 1805 05 05 18

Health

Doctor's offices are usually open Monday to Thursday from 9 am to 6 pm and Wednesdays from 9 am to 1 pm. Many surgeries are closed on Fridays. In addition 80 hospitals in and around Hamburg offer emergency services around the clock.



Photo: www.mediaserver.hamburg.de / Andreas Vallbracht



Photo: www.mediaserver.hamburg.de / Christian Späth

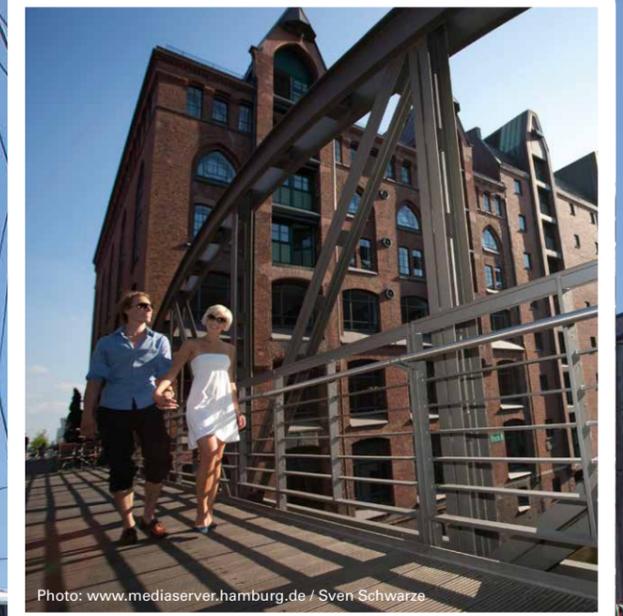


Photo: www.mediaserver.hamburg.de / Sven Schwarze

Public Transport

The public transport system, Hamburger Verkehrsverband (HVV), is an excellent way to get around the city of Hamburg and the surrounding area. Hamburg has four underground train lines [U-Bahn] and six overground lines [S-Bahn] that serve the entire greater Hamburg area. The S-Bahn services S1 and S11 run from the southwest of Hamburg via the central railway station straight to Hamburg Airport in the north of the city. Various bus services provide links between the U-Bahn and S-Bahn stations. Included in the city's public transport network are the Elbe ferries that carry passengers across the Elbe. For more information about the public transport network and ticket prices go to <http://www.hvv.de/en/index.php>.

Tax

The VAT currently applicable in Germany is 19 per cent. It is payable on all goods and services. Certain services are charged at 7 per cent VAT or are exempted from VAT. The lower tax rate applies, for example, to cultural offers, public transport or taxis as well as to hotel accommodation or stays in B&Bs.

Taxis

Taxi Hamburg: +49 40 666 666

Hansa Funktaxi: +49 40 211 211/ +49 40 311 311

Das Taxi: +49 40 221 122

A-Z JUMBO TAXI (jumbo taxis for up to 8 persons): +49 800 333 999 0

Time

Central European Summer Time (MESZ/CEST/CEDT) in Germany is from the end of March to the end of October. Hamburg is one hour ahead of Greenwich Mean Time (GMT) and two hours ahead of Universal Time Coordinated (UTC).

Tipping

Tips are not usually included in the price of a service. There are no rules as to how much a guest should tip. The general guideline is 10 per cent of the invoice value.

Tourist Information Offices

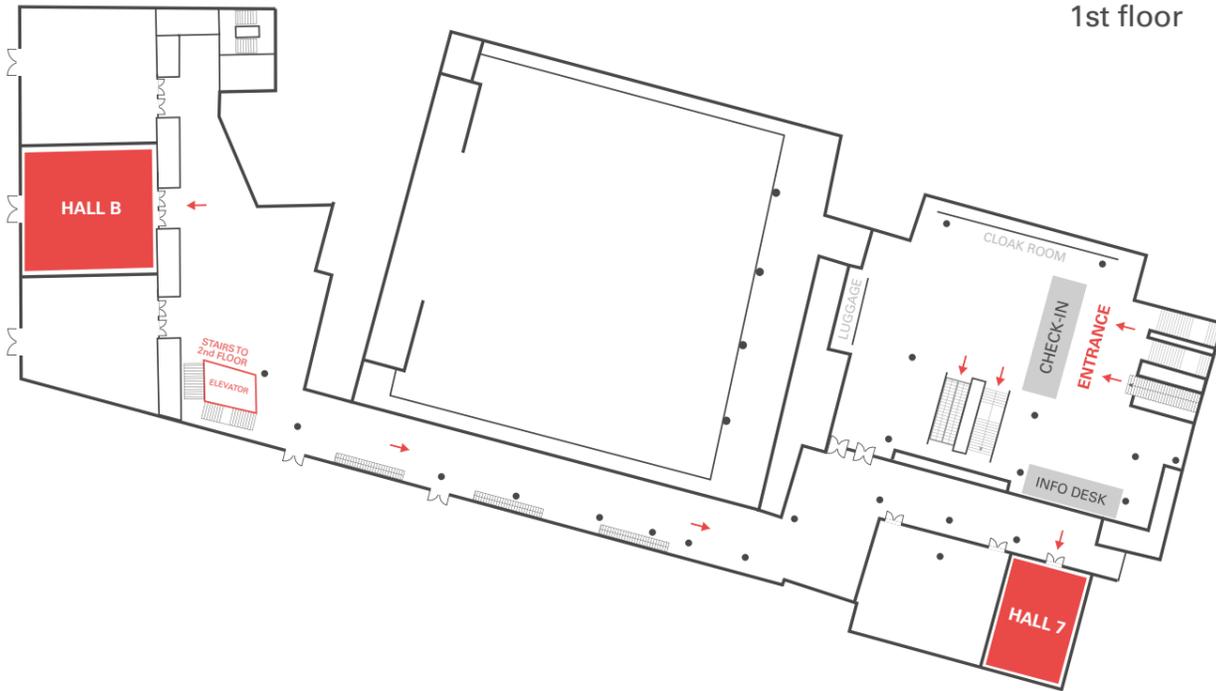
Hamburg Tourismus GmbH: +49 40 300 51 300, www.hamburg-tourism.de

Tourist Office, central railway station: U/S-Bahn Hauptbahnhof, Hauptausgang Kirchenallee, Mon – Sat 9 am – 7 am, Sun 10 am – 6 pm

Tourist Office, harbour: St. Pauli Landungsbrücken, between bridge 4 and 5, Sun – Wed 9 am – 6 pm, Thu – Sat 9 am – 7 pm

Tourist Office, airport: Flughafen Fuhlsbüttel, Terminal 1+2 (arrival), 6 am – 11 am

1st floor



2nd floor



- Exhibition Area
- Food & Beverage
- Event Area

Exhibitors

Aanderaa Data Instruments AS	Booth No. 16
Becker Marine Systems GmbH & Co. KG	Booth No. 8
bremenports GmbH & Co. KG	Booth No. 17
Brunsbüttel Ports GmbH	Booth No. 10
Busan Port Authority, Ulsan Port Authority, Yeosu Gwangyang Port Authority	Booth No. 21
Cavotec International	Booth No. 20
Cisco Systems GmbH	Booth No. 2
Compass Publications Ltd	Booth No. 3.2
DCN	Booth No. 18
DVV Media Group GmbH "Red Sofa"	Booth No. 22
Esri (Environmental Systems Research Institute, Inc.)	Booth No. 24
Fraunhofer Center for Maritime Logistics and Services CML	Booth No. 15
Hamburg Port Authority	Booth No. 14
HAW Hamburg / E-Harbours Movement	Booth No. 31
Helmholtz-Zentrum Geesthacht, Centre for Materials and Coastal Research	Booth No. 26
Indonesia Port Corporations (I, II, III and IV)	Booth No. 1
INPLAN GmbH	Booth No. 9
Japanese Foundation for IAPH	Booth No. 13
Lufthansa Industry Solutions	Booth No. 23
Phaeros Group BVBA	Booth No. 25
Saab A.B.	Booth No. 27
Schneider Electric	Booth No. 3.1
Seaports of Niedersachsen GmbH, Niedersachsen Ports GmbH & Co. KG, Container Terminal Wilhelmshaven JadeWeserPort-Marketing GmbH & Co. KG	Booth No. 19
Shibata-FenderTeam AG	Booth No. 30
Siemens AG	Booth No. 4
SteelWall ISH GmbH	Booth No. 6
Stemmann-Technik GmbH	Booth No. 7
Transnet National Ports Authority (TNPA)	Booth No. 5
T-Systems International GmbH	Booth No. 3.3
Vacon GmbH	Booth No. 28

SUNDAY, 31 MAY 2015

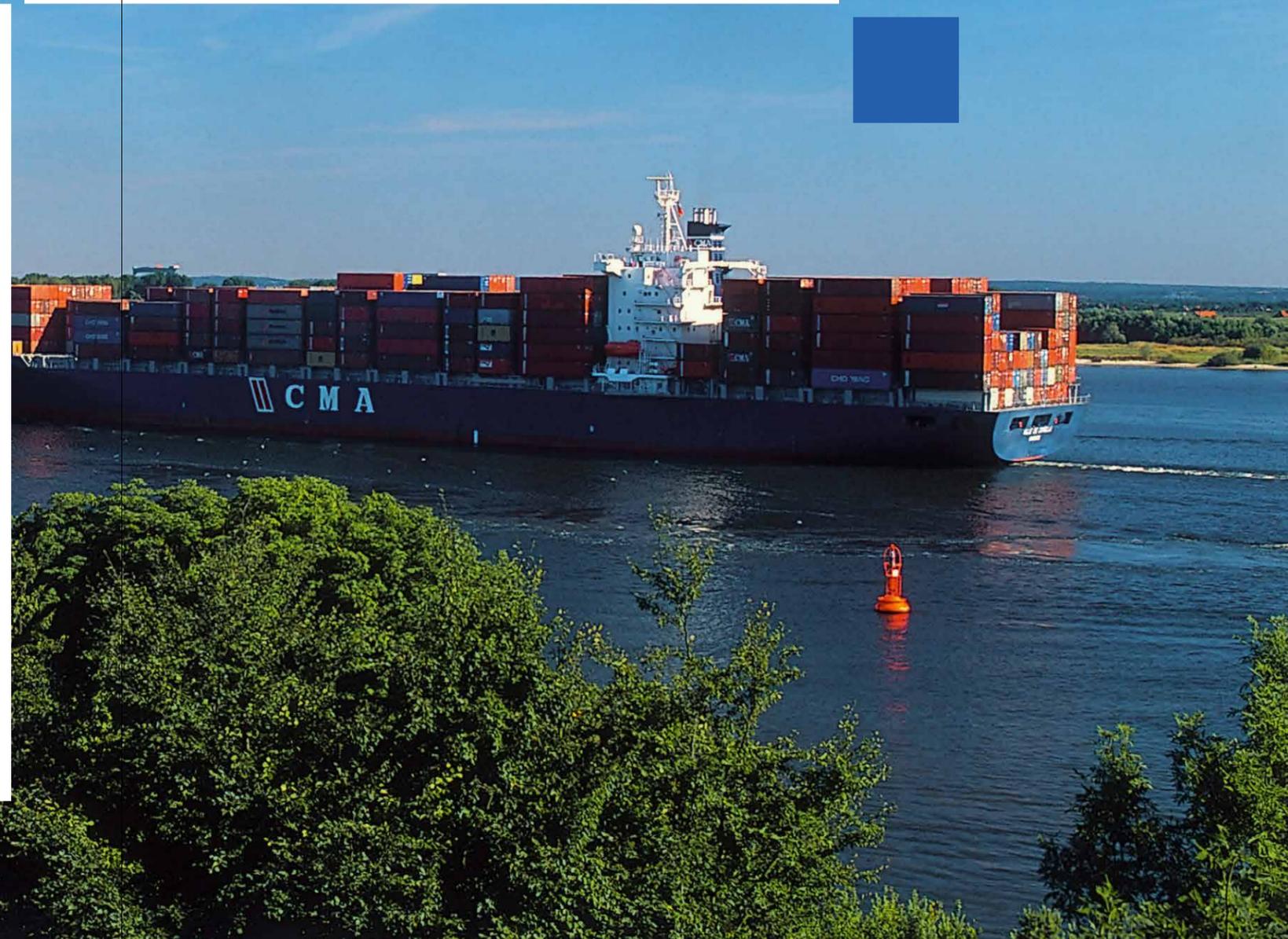
14.00 – 17.00	Meeting	Salon B Marriott Hotel
	Officers / Strategy Meeting	
18.00	Reception	Bricks Tea Bar Renaissance Hotel
	Early Reception	

MONDAY, 1 JUNE 2015

08.00 – 09.00	Meeting	Room Esplanade Marriott Hotel
	Technical Committee Chairs' Meeting	
10.00 – 15.00	Meeting	Technical Committee Meeting I Room Esplanade Marriott Hotel
	Communication and Community Relations Committee	
10.00 – 15.00	Meeting	Technical Committee Meeting I Room Elbchausee Marriott Hotel
	Port Finance & Economics Committee	
10.00 – 15.00	Meeting	Technical Committee Meeting I Room Jungfernstieg Marriott Hotel
	Cruise Committee	
09.00 – 14.30	Meeting	Technical Committee Meeting II Salon B Marriott Hotel
	Group for Port Safety, Security & Environment	
09.00 – 15.00	Meeting	Technical Committee Meeting III Salon C Marriott Hotel
	Group for Port Development, Operations & Facilitation	
12.00 – 13.00	Lunch Break	Foyer & Restaurant Marriott Hotel
12.00 – 13.30	Lunch	Salon A Marriott Hotel
	Women's Forum Working Lunch	
15.00 – 17.00	Meeting	Salon B Marriott Hotel
	Pre Conference Board Meeting	
18.30	Dinner	Hamburg City Hall Hamburg Chamber of Commerce
	Welcome Reception & Dinner	
	Shuttle bus departure: 18.00 Mercure Hotel, 18.15 Marriott & Renaissance Hotel	



Photo: HHLA



TUESDAY, 2 JUNE 2015

08.00 – 09.30	Morning Coffee/Registration	Foyer CCH
09.30 – 11.15	Opening Ceremony <ul style="list-style-type: none"> ■ Grant Gilfillan, IAPH President & Chief Executive Officer/Director, Port Authority of New South Wales, Australia ■ Enak Ferlemann MdB, Parliamentary State Secretary at the Federal Ministry of Transport, Building and Urban Development ■ Minister Frank Horch, Ministry of Economy, Transport and Innovation in Hamburg ■ Jens Meier, Chairman of the Management Board Hamburg Port Authority 	Hall G CCH
11.15 – 11.45	Keynote The digital Transformation of Business and Society, and its Impact on the Shipping, Ports and maritime Industries by 2030 Gern Leonhard, Futurist, Author, CEO The Futures Agency	Hall G CCH
11.45 – 12.00	Exhibition Area Opening Ceremony	Foyer CCH
12.00 – 13.15	Lunch Break	Foyer CCH
13.15 – 13.30	Movie Welcome to the Port of Hamburg Port of Hamburg: History & Geography	Hall G CCH
13.30 – 14.00	Introduction Transformations and Challenges in the global Economy The Importance of smartPORTs in global Competition – Challenges and Solutions Dipl.-Ing. Marco Lippuner, Senior Vice President Infrastructure & Industry Sales, Siemens AG, Energy Management Division	Hall G CCH
14.00 – 14.30	Introduction Transformations and Challenges in the global Economy What are the Threats and Opportunities for international Shipping in the Future? Peter Hinchliffe OBE, Secretary General International Chamber of Shipping	Hall G CCH
14.30 – 15.00	Coffee Break	Foyer CCH
15.00 – 15.20	Overview Bigger Vessels – bigger Challenges The Global Economy at the Crossroads – recent Developments and Perspectives PD Dr Christian Growitsch, Director of the Hamburg Institute of International Economics (HWWI)	Hall G CCH



15.20 – 15.40	Overview The Evolution of Containership Sizes and its Impact on the Industry Jost Bergmann, Business Director for Container Ships of DNV GL	Bigger Vessels – bigger Challenges Hall G CCH
15.40 – 15.50	Statement Mega-Ships: still for the common good? Olaf Merk, Administrator Ports and Shipping, International Transport Forum (ITF) at OECD	Bigger Vessels – bigger Challenges Hall G CCH
15.50 – 16.00	Statement When a Mega Carrier enters the Port: Experiences of a Sea Captain Capt. Salvatore Cafiero, Environmental Manager & Training Officer at MSC P/Sorrento- Italy	Bigger Vessels – bigger Challenges Hall G CCH
16.00 – 16.10	Statement Traffic Control: Challenges and Solutions regarding the Navigation of Mega-Ships on the River Elbe and in the Port of Hamburg Jörg Pollmann, Harbour Master of the Port of Hamburg	Bigger Vessels – bigger Challenges Hall G CCH
16.10 – 16.20	Statement Challenges and Solutions dealing with large Container Vessels – the Perspective of a Terminal Operator Benjamin Lai, Managing Director DaChan Bay Terminal, Modern Terminals Limited	Bigger Vessels – bigger Challenges Hall G CCH
16.20 – 17.05	Discussion Future Prospects: What will the Impacts of Ship Size Development be? Are there Limits to Growth? Who benefits, who loses out? PD Dr Christian Growitsch, Jost Bergmann, Olaf Merk, Capt. Salvatore Cafiero, Jörg Pollmann, Benjamin Lai, Moderator: Max Boodie	Bigger Vessels – bigger Challenges Hall G CCH
18.30	Dinner Maritime Dinner Shuttle bus departure: 18.15 Marriott, Mercure & Renaissance Hotel	Maritime Museum

WEDNESDAY, 3 JUNE 2015

08.00 – 09.00	Morning Coffee	Foyer CCH
09.00 – 09.20	Overview IT is ready for smart Solutions Volker Worthmann, Director Transport & Logistics, Lufthansa Industry Solutions	smartPORT logistics: Challenges Hall G CCH
09.20 – 09.40	Overview Why do Ports have to become smart? Wim Elfrink, Executive Vice President, Industry Solutions and Chief Globalisation Officer at Cisco	smartPORT logistics: Challenges Hall G CCH
09.40 – 10.10	Coffee Break	Foyer CCH



10.10 – 10.30	Statement smartPORT Hamburg – “How to dress for Success?” Jens Meier, Chairman of the Management Board Hamburg Port Authority	smartPORT logistics: Solutions Hall G CCH
10.30 – 10.45	Statement An Arabian Perspective on Industry Trends: A View from the Bridge of DP World Patrick Bol, Director Global Operations DPWorld Head Office Dubai	smartPORT logistics: Solutions Hall G CCH
10.45 – 10.55	Statement What can a Port do to effectively manage landside Congestion – Truck Marshalling Automation and Key Performance Indicator Control as a Solution Michael Pal, Principal Transport Analyst for Fremantle Ports, Australia	smartPORT logistics: Solutions Hall G CCH

10.55 – 11.05	Statement smartPORT Valencia - Challenges, Solutions and Visions José García de la Guia, Director of Information Technologies Valencia Port Authority	smartPORT logistics: Solutions Hall G CCH
11.05 – 12.00	Discussion Demands on intelligent Ports: Where is there a Need for Action? Volker Worthmann, Wim Elfrink, Jens Meier, Patrick Bol, Michael Pal, José García de la Guia, Moderator: Max Boodie	smartPORT logistics: Challenges & Solutions Hall G CCH
12.00 – 13.00	Lunch Break	Foyer CCH
13.00 – 13.15	Movie Port of Hamburg: Vision & Future	smartPORT Hamburg Hall G CCH
13.15 – 13.35	Overview International environmental Standards at Sea – Development, Implementation and Monitoring. Consequences and future Developments Monika Breuch-Moritz, President of the Federal Maritime and Hydrographic Agency in Hamburg and Rostock	smartPORT energy: Challenges Hall G CCH
13.35 – 13.55	Overview How even minor Changes can increase Energy Efficiency significantly Henning Kinkhorst, Managing Director HPC Hamburg Port Consulting GmbH	smartPORT energy: Challenges Hall G CCH
13.55 – 14.25	Coffee Break	Foyer CCH



WEDNESDAY, 3 JUNE 2015

14.25 – 14.35	Statement	smartPORT energy: Solutions	Hall G CCH
<p>smartPORT – What does it mean for Ports of Stockholm? Gun Rudeberg, Legal Counsel and Head of Environmental Affairs at Ports of Stockholm</p>			
14.35 – 14.50	Statement	smartPORT energy: Solutions	Hall G CCH
<p>smartPORT energy – Experiences of the Port of Hamburg Lutz Birke, Head of Corporate Management and Public Affairs Hamburg Port Authority</p>			
14.50 – 15.00	Statement	smartPORT energy: Solutions	Hall G CCH
<p>Global Transport needs sustainable Ports – LNG as Part of Greenports Dipl.-Ing. Robert Howe, Managing Director Bremenports GmbH & Co. KG</p>			
15.00 – 15.45	Discussion	smartPORT energy: Challenges & Solutions	Hall G CCH
<p>Alternative Actions in the Times of the Energy Transition: How “green” do Ports have to be? Monika Breuch-Moritz, Henning Kinkhorst, Gun Rudeberg, Lutz Birke, Dipl.-Ing. Robert Howe, Moderator: Max Boodie</p>			
18.30	Dinner		Beach Hamburg
<p>Bali Night Shuttle bus departure: 17.50 Marriott, Mercure & Renaissance Hotel</p>			



Welcome to the World Ports Conference!

From June 1st to 5th, the Port of Hamburg is where the world gathers. As the host of the **29th IAPH World Ports Conference** we are delighted to welcome you to the maritime summit to discuss highly topical issues on the basis of a trade-off between economic and environmental benefits.

What can we do to make our ports more efficient? How can we achieve environmental goals? What makes Hamburg a **smartPORT**? Let Hamburg inspire you - look forward to an exciting conference programme featuring top-notch speakers and fabulous social events.

We wish you an enjoyable conference week!

City of Hamburg – Calling at the **smartPORT**



THURSDAY, 4 JUNE 2015

08.00 – 09.00	Morning Coffee		Foyer CCH
09.00 – 09.15	Movie	Cruise Shipping	Hall G CCH
Port of Hamburg: Maritime Events			
09.15 – 09.45	Overview	Cruise Shipping	Hall G CCH
Cruise Ships and Ports: Now and Future Trends Douglas Ward, Author BERLITZ Cruise Guide			
09.45 – 09.55	Statement	Cruise Shipping	Hall G CCH
Starting to grow: Cruise Tourism as a complementary Business Field in Busan CHA Min-sik, Vice President of Busan Port Authority			
09.55 – 10.05	Statement	Cruise Shipping	Hall G CCH
Managing the Growth of turnaround Cruise Operations in sensible Surroundings Roberto Perocchio, Managing Director Venezia Terminal Passeggeri S.p.A.			
10.05 – 10.15	Statement	Cruise Shipping	Hall G CCH
Development of the Cruise Shipping Industry in the Port of Hamburg Michael Ungerer, President AIDA Cruises			
10.15 – 10.25	Statement	Cruise Shipping	Hall G CCH
Smart Terminals – smartPORTS: What can Ports contribute to a dynamic Cruise Industry? Bo Larsen, Vice President for Port Engagement & European Executive Partner Members in Europe, CLIA			
10.25 – 11.10	Discussion	Cruise Shipping	Hall G CCH
The World is going on a Cruise: Does Growth in Tourism come at the Expense of the Environment? Douglas Ward, CHA Min-sik, Roberto Perocchio, Michael Ungerer, Bo Larsen, Moderator: Max Boodie			

11.10 – 11.40	Coffee Break		Foyer CCH
Sponsored by Starcrest Consulting Group LLC			
11.40 – 12.10	Overview	Clean Air in Ports	Hall G CCH
Clean Air in Ports – Potential for Improving Air Quality Alexander Porschke, President of NABU Hamburg (Nature and Biodiversity Conservation Union)			
12.10 – 12.20	Statement	Clean Air in Ports	Hall G CCH
Clean Air Solutions in the Ports of Copenhagen and Malmö Johan Röstin, CEO of Copenhagen Malmö Port AB			
12.20 – 12.30	Statement	Clean Air in Ports	Hall G CCH
Clean Air 2.0 Gene Seroka, Executive Director of Port of Los Angeles			
12.30 – 12.40	Statement	Clean Air in Ports	Hall G CCH
Hong Kong's Action to clean Up Maritime Emission Christine Loh, Under Secretary for the Environment, Hong Kong Special Administrative Region Government			
12.40 – 13.25	Discussion	Clean Air in Ports	Hall G CCH
Corporate Responsibility and Business Challenge Alexander Porschke, Johan Röstin, Gene Seroka, Christine Loh, Moderator: Max Boodie			
13.25 – 14.15	Lunch Break		Foyer CCH
14.15 – 14.45	Closing Ceremony		Hall G CCH
14.45 – 16.15	Plenary Session		Hall G CCH
16.15 – 17.15	Post Conference Board Meeting		Hall B CCH
19.30	Dinner		Fish Auction Hall
Gala Dinner Shuttle bus departure: 18.30 Marriott & Renaissance Hotel, 19.00 Mercure Hotel			



THURSDAY, 4 JUNE 2015

08.00 – 09.00	Morning Coffee	Foyer CCH
09.00 – 09.30	Overview What is the Role and History of the United Nations for the maritime Industry? Michael Shewchuk, Legal Officer, Division for Ocean Affairs and the Law of the Sea, United Nations	Hall B CCH
09.30 – 09.40	Statement Law as a Location Factor and a "Hanseatic League" for swift and reliable international Dispute Resolution Frans van Zoelen, CLO of Havenbedrijf Rotterdam N.V. (Port of Rotterdam Authority)	Hall B CCH
09.40 – 09.50	Statement Litigation and Arbitration on site – a Location Factor in global Competition Dr Christoph Hasche, Honorary Secretary General and Vice Chairman of the German Maritime Arbitration Association	Hall B CCH
09.50 – 10.00	Statement smartPORTS need smart Insurances Marcus John, Director Thomas Miller (Australasia) Pty Ltd	Hall B CCH
10.00 – 11.00	Discussion The Importance of Law for Trade and Ports Michael Shewchuk, Dr Christoph Hasche, Marcus John, Moderator: Frans van Zoelen	Hall B CCH



11.00 – 11.40	Coffee Break	Foyer CCH
Sponsored by Starcrest Consulting Group LLC		
11.40 – 13.25	Forum How Diversity contributes to smart Thinking <ul style="list-style-type: none"> ■ Dr Geraldine Knatz, Professor of the Practice of Engineering and Policy University of Southern California & Retired Executive Director, Port of Los Angeles ■ Dr Maria Carolina Romero, Associate Professor at the World Maritime University in Sweden ■ Dr Phanthian Zuesongdham, Innovation and Process Management Hamburg Port Authority ■ Dato' Capt. David Padman, General Manager, Port Klang Authority 	Hall B CCH
13.25 – 14.15	Lunch Break	Foyer CCH
14.15 – 14.45	Closing Ceremony	Hall G CCH
14.45 – 16.15	Plenary Session	Hall G CCH
16.15 – 17.15	Post Conference Board Meeting	Hall B CCH
19.30	Dinner Gala Dinner Shuttle bus departure: 18.30 Marriott & Renaissance Hotel, 19.00 Mercure Hotel	Fish Auction Hall

Workshops

THURSDAY, 4 JUNE 2015

09.30 – 12.00 Workshop

Hall 7
CCH



LNG for Shipping: Risks and Opportunities

The European Commission has launched a study on the perception of the risks and opportunities of LNG as a shipping fuel. You are cordially invited to discuss with us the preliminary findings.

11.40 – 14.15 Workshop

Hall F
CCH



Smart Ports, Smart Networks – Digitalizing Services with SAP



Port Management

Port Authority
Seaport
Riverport
Industry Port

Terminal Operation

General Cargo
RoRo
Container
Liquids

Maritime Logistics

Maritime Traffics
Inland Navigation

Special Solutions

Agents
Forwarders
Stevedores
Shipping Lines
Ship Owners

National Single Window

2010/65/EU

Associate Member of



function mf_GetContainersCo
S Integer
S As clsNameAndValueListAr
s String = "SELECT " & s-C
try &= " WHERE CLIENT_ID =
eters.Contains("container
try &= " and CONTAINER NO =
eters.Contains("container
try &= " and CONTAINER TYPE
eters.Contains("yard") The
try &= " and YARD = " & DbL
eters.Contains("warehouse"
try &= " and WAREHOUSE = "
eters.Contains("invoice_id
try &= " and INVOICE_ID = "
t1.gfn_SqlReadAndReturnCo
LRes

25 YEARS OF SUCCESS IN LOGISTICS SOFTWARE

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Supply electricity in case of power outage



Facility for Reefer Containers



CTMS

To secure your cargo supply chain...

Business Continuity Plan

Hakata Port is always prepared to maintain the container terminal operation even in a time of natural disasters.



RTG



Straddle Carrier



Generator

Quake-resistant quay and anti-seismic gantry crane



Anti-seismic System

Wind Forecast System

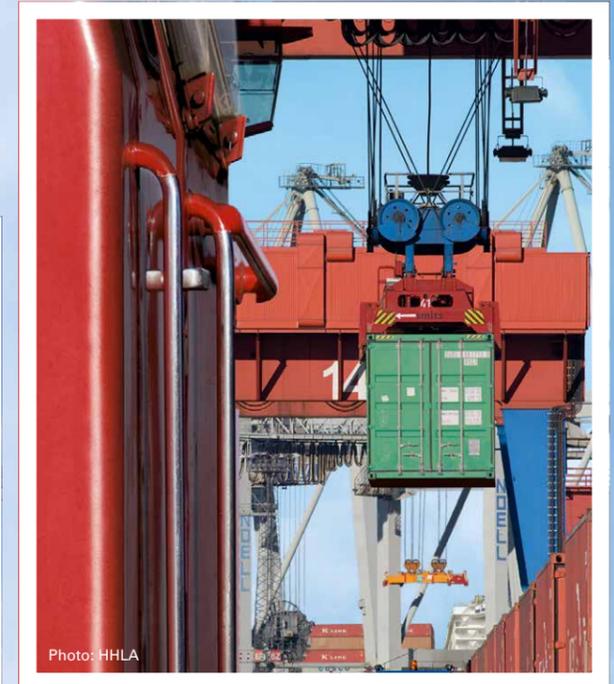


Able to check the real time wind forecast at site

HAKATA PORT TERMINAL CO.,LTD

4-2-2 KASHIHAMAFUTO HIGASHI-KU FUKUOKA-CITY JAPAN
PHONE:+81-92-663-3111 <http://www.hakatako-futo.co.jp>

Photo: www.mediaserver.hamburg.de / Christian Spannbier



FRIDAY, 5 JUNE 2015

09.30 – 13.30 Official Port Tour

A Tour through the Port of Hamburg

Transport: by Boat

Shuttle bus departure: 08.45 Marriott Hotel, 09.00 Mercure & Renaissance Hotel

09.00 – 13.30 smartPORT Excursions

smartPORT logistics: From Collecting Information to Displaying it

Transport: by Bus

Shuttle bus departure: 08.15 Marriott Hotel, 08.30 Renaissance Hotel,
08.45 Mercure Hotel

09.30 – 13.30 smartPORT Excursions

smartPORT energy and Vessel Traffic Service (VTS) Centre

Transport: by Boat

Shuttle bus departure: 08.20 Marriott Hotel, 08.35 Renaissance Hotel,
08.50 Mercure Hotel

09.00 – 13.30 smartPORT Excursions

smartPORT energy: Shore Power for Cruise Ships

Transport: by Bus

Shuttle bus departure: 08.30 Mercure Hotel, 08.45 Renaissance Hotel,
09.00 Marriott Hotel

HAMBURG AT NIGHT



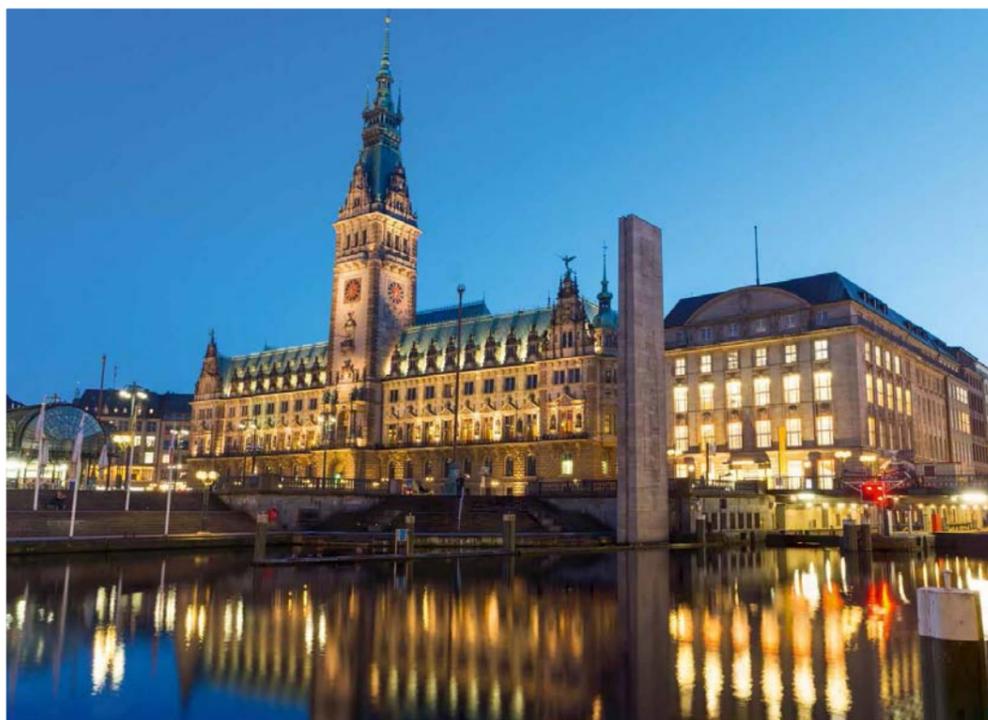
Sunday, May 31st, 18.00

Early Reception

All "Early Birds" arriving on Sunday are invited to join us for our Early Reception. The Bricks Tea Bar & Lounge at the Renaissance Hamburg Hotel offers the perfect setting to meet and catch up with delegates, network and socialise. Snacks and drinks will be served.

Recommended dress code: smart casual

Bricks Tea Bar, Renaissance Hamburg Hotel



Monday, June 1st, 18.30

Welcome Reception & Dinner

To start the conference week the Hamburg Port Authority and the Hamburg Chamber of Commerce would like to invite you to a Welcome Dinner at the premises of the Hamburg Chamber of Commerce in the Neue Börse (new stock exchange) building. Before that Hamburg's Rathaus (City Hall) will open its doors for an official reception hosted by the Senate of the Free and Hanseatic City of Hamburg.

Recommended dress code: smart casual

Shuttle bus departure: 18.00 Mercure Hotel, 18.15 Marriott & Renaissance Hotel
Hamburg City Hall/Hamburg Chamber of Commerce

Tuesday, June 2nd, 18.30

Maritime Dinner

At the Maritime Dinner guests can go on an expedition through 3000 years of human history. The Maritime Museum is full of stories of explorers and conquerors, captains and common seamen. Spread over nine floors or "decks", as the exhibition spaces are called, exhibits of the world's largest private maritime collection are on display. Guests will also be treated to a sumptuous maritime buffet and given the opportunity to mingle and network.

Recommended dress code: smart casual

Shuttle bus departure: 18.15 Marriott, Mercure & Renaissance Hotel
Maritime Museum

Wednesday, June 3rd, 18.30

Bali Night

Come along on a trip to the South Seas. The Indonesia Port Corporation invites to a Bali Night at Beach Hamburg. White sand under your feet, Balinese sounds and exotic cocktails will give you a first idea of the country that will host the IAPH World Ports Conference in 2017.

Recommended dress code: casual summer wear (The event will take place on sand. You may take off your shoes.)

Shuttle bus departure: 17.50 Marriott, Mercure & Renaissance Hotel
Beach Hamburg



Thursday, June 4th, 19.30

Gala Dinner

The Gala Dinner will be one of the highlights of the conference. The Hamburg Port Authority has chosen to hold the event at Hamburg's Fish Auction Hall [Fischauktionshalle]: The traditional atmosphere of the market hall, situated directly on the banks of the River Elbe with a view of the harbour, will be a perfect setting. The event itself will be equally fascinating. Guests will be taken back in time to the 1960s when a band kicked off one of the greatest musical careers ever in Hamburg: the Beatles.

Recommended dress code: business attire

Shuttle bus departure: 18.30 Marriott & Renaissance Hotel, 19.00 Mercure Hotel
Fish Auction Hall



ENJOY HAMBURG

Monday, 1 June 2015

Option 1: Airbus

Time: 10.15 – 16.00, Transport: by Bus/by Foot

Visit the Airbus headquarters in Hamburg, Germany, and meet the A380 from up close and personal. A shuttle bus will take you to the Airbus plant in Finkenwerder. After the Airbus tour you will enjoy lunch at the "Rilano River View Restaurant" before the bus takes you back to your Hotel.

Shuttle bus departure: 08.45 Marriott Hotel, 09.00 Renaissance Hotel, 09.15 Mercure Hotel

Option 2: Holsten Brauerei (Brewery)

Time: 09.00 – 14.00, Transport: by Bus/by Foot

Take a peek behind the scenes of the brewery located in the heart of Hamburg and enjoy an exciting journey through the world of modern-time beer brewing. Founded in 1897 Holsten Brauerei today is one of the largest brewery groups in Germany. The tour includes a visit to the production facilities, beer tasting and a hearty snack.

Shuttle bus departure: 08.10 Marriott Hotel, 08.25 Renaissance Hotel, 08.45 Mercure Hotel

Tuesday, 2 June 2015

Option 1: Model Railway & Hamburg by Double-decker Bus

Time: 10.00 – 16.00, Transport: by Bus

A shuttle bus will take you to Hamburg's Miniaturwunderland in the famous warehouse city [Speicherstadt]. The about two-hour-long tour will show you an extraordinary miniature world. 15,000 wagons on 13,000 metres of tracks – Hamburg's miniature wonderland is the home of the world's largest computer-controlled model railway. After lunch that will be served at a Hamburg-typical location, the uppermost floor of an old warehouse, a double-decker bus will whisk you off on a tradition-meets-modern-times tour through Hamburg.

Shuttle bus departure: 08.15 Renaissance Hotel, 09.00 Marriott Hotel, 09.30 Mercure Hotel

Option 2: Hamburg on Foot & Model Railway

Time: 09.30 – 16.15, Transport: by Foot

The alleyway quarter [Gängeviertel] and merchant houses, canals [Fleete] and warehouses as well as stories from the past, the Great Fire of 1842 and the cholera epidemic – all that forms part of Hamburg's development from a settlement to a city with more than a million inhabitants. Discover the many faces of the Hanseatic city. After the approximately two-hour-long tour, a well-deserved lunch will be waiting for you at a Hamburg-typical location, the uppermost floor of an old warehouse. Thus fortified you will be ready to enjoy a visit to the world's largest model railway, Hamburg's Miniaturwunderland.

Shuttle bus departure: 08.30 Marriott Hotel, 08.45 Renaissance Hotel, 09.00 Mercure Hotel

Wednesday, 3 June 2015

Option 1: Buxtehude & Visit to Obsthof Lefers (Orchard)

Time: 10.00 – 17.00, Transport: by Foot

Just outside the gates of Hamburg, at the edge of the Altes Land, you will find Buxtehude. After a visit to the port town, which was founded almost one thousand years ago and is known for its Gothic-style brick buildings, you will explore the countryside and visit an orchard located on the south side of the Elbe in Europe's largest continuous fruit-growing region. The day will come to a relaxing close with a cup of coffee and home-made butter cake and apple cake at the orchard.

Shuttle bus departure: 08.15 Marriott Hotel, 08.30 Renaissance Hotel, 08.45 Mercure Hotel

Option 2: Buxtehude & Tour through the Altes Land

Time: 10.00 – 17.00, Transport: by Bus

The tour through Buxtehude starts in the historical part of the town. You will walk along the old cobblestone street past the St. Petri church – the town's landmark, – the old town hall and the many century-old half-timbered houses. After the tour you will experience the beauty of the Altes Land, Europe's largest continuous fruit-growing region. In spring, when millions of fruit trees are in blossom, the area becomes a popular day-trip destination. The day will come to a relaxing close with a cup of coffee and home-made butter cake and apple cake at the orchard.

Shuttle bus departure: 08.15 Marriott Hotel, 08.30 Renaissance Hotel, 08.45 Mercure Hotel



Thursday, 4 June 2015

Option 1: On foot through the District of Blankenese & by Boat through the Port

Time: 10.00 – 14.40, Transport: by Foot/by Boat

A walk through the quaint staircase quarter [Treppenviertel] of Blankenese, Hamburg's picturesque district right on the banks of the Elbe, is particularly interesting. Climb up and down the many steps and you will be rewarded with spectacular views of the Elbe and the Altes Land. After an approximately two-hour-long walk, a launch boat will take you to Hamburg Landungsbrücken. On board you will learn interesting facts about the Port of Hamburg and enjoy a beautiful view of Hamburg and its port while having lunch.

Shuttle bus departure: 08.20 Marriott Hotel, 08.35 Renaissance Hotel, 08.50 Mercure Hotel

Option 2: Hamburg Museum & Boat Tour on Lake Alster

Time: 10.00 – 15.15, Transport: by Boat

If you want to know more about how the city developed from the missionary castle of Hammaburg into the proud Hanseatic city and proverbial "gateway to the world" of today, the Hamburg Museum is the place to go. The museum's building on Holstenwall was opened in 1922. Today it is the home of Germany's largest collection of city history. The visit will be followed by a boat trip on Lake Alster. Lunch will be served while you are gliding by green banks that are home to many water bird species and rare plants.

Shuttle bus departure: 09.00 Marriott Hotel, 09.15 Renaissance Hotel, 09.30 Mercure Hotel

OFFICIAL PORT TOUR

Friday, 5 June 2015

A Tour through the Port of Hamburg

Time: 09.30 – 13.30, Transport: by Boat

On a three-hour boat tour through the Port of Hamburg you will discover how, in Hamburg, intelligent port management works in practice. Intelligent infrastructure, innovative mobility concepts and energy efficiency form part of the HPA's strategy to make the Port of Hamburg a smartPORT. You will also experience the diversity of the universal port of Hamburg: the general and bulk cargo terminals, various warehouses, shipyards and Hamburg's unique shore-side infrastructure. The tour concludes with lunch at the Duckdalben, Hamburg's international seamen's club, around noon.

Shuttle bus departure: 08.45 Marriott Hotel, 09.00 Mercure & Renaissance Hotel



Photo: www.mediaserver.hamburg.de / Christian Spahrbier

smartPORT EXCURSIONS

Excursion 1: smartPORT logistics: From Collecting Information to Displaying it

Time: 09.00 – 13.30, Transport: by Bus

The tour through our intelligent port will give you the opportunity to experience the smartPORT from up close. To introduce you to the concept of smartPORT logistics, we will show you on site how we collect traffic and infrastructure information and how we use it. On the example of a few selected pilot projects you will gain an idea of the technologies we deploy and the local particularities. One of the projects we will show you will be an innovative intelligent parking solution. We will also introduce to you the smartROAD project under which intelligent technology has been installed along a road section in the Port of Hamburg. The tour concludes with lunch at the Duckdalben, Hamburg's international seamen's club, around noon.

Shuttle bus departure: 08.15 Marriott Hotel, 08.30 Renaissance Hotel, 08.45 Mercure Hotel

Excursion 2: smartPORT energy and Vessel Traffic Service (VTS) Centre

Time: 09.30 – 13.30, Transport: by Boat

You will be picked up from your hotel and brought to the pier, where a launch boat will take you on a tour through the port to show you some of our smartPORT energy projects. You will have the opportunity to look at our shore-power-for-cruise-ships projects and you see one of the world's most modern container terminals where electric AGV (Automated Guided Vehicles) are used. The last stop will be the VTS Centre, where you will disembark for a guided tour through the Port of Hamburg's new, ultra-modern heart of navigation. The tour concludes with lunch at the Duckdalben, Hamburg's international seamen's club, around noon.

Shuttle bus departure: 08.20 Marriott Hotel, 08.35 Renaissance Hotel, 08.50 Mercure Hotel

Excursion 3: smartPORT energy: Shore Power for Cruise Ships

Time: 09.00 – 13.30, Transport: by Bus

This tour will take you to the two project sites in the Port of Hamburg, where shore power is supplied to cruise ships. You will be picked up from your hotel and taken to the cruise terminal in Altona. There you will have the opportunity to visit the first fixed shore power facility for cruise ships in Europe. Afterwards you will be taken to the cruise terminal in HafenCity where you can visit the second external-power-for-cruise-ships project in the Port of Hamburg. Here, the HPA installed the landside infrastructure to have power supplied to vessels via an LNG hybrid barge that generates electricity via motors powered by LNG. The tour concludes with lunch at the Duckdalben, Hamburg's international seamen's club, around noon.

Shuttle bus departure: 08.30 Marriott Hotel, 08.45 Renaissance Hotel, 09.00 Mercure Hotel

Speakers



Jost Bergmann

Business Director for
Container Ships of DNV GL

In 2010 Jost was appointed business director for container ships at DNV and was confirmed in this position in 2013 after DNV and GL merged. In this function Jost is responsible for business development, e.g. planning, coordination and follow-up of activities that contribute to safer, smarter and greener container shipping. Mr Bergmann is a naval architect (MSc) by training and has more than 20 years of work experience in shipbuilding and shipping.

2 June 2015, 15.20, Hall G, CCH
Overview
2 June 2015, 16.20, Hall G, CCH
Discussion



Max Boodie

Moderator 29th IAPH World
Ports Conference

Max started his career in 1990 at a Dutch consultancy. Until 2005 he was actively involved in numerous procurement and logistics projects in the private and public sector. In 2005 he started a joint venture with DPA Group N.V., where he became a member of the two-member executive board in 2010. Since 2012 Max has been busy investing in technology-driven start-ups. Max Boodie is the author of several books about procurement and supply chain management. His most recent book is about temporary employment and staffing in the Netherlands from a sourcing perspective.

In 2013 he won everyone over when he moderated the "International Association of Ports and Harbors (IAPH) Africa/Europe Regional Meeting" in Amsterdam.



Lutz M. Birke

Head of Corporate Management and Public Affairs
Hamburg Port Authority

Since 2010, Lutz M. Birke has worked for the Hamburg Port Authority: First he has been in charge for corporate and port strategy, since 1 May 2015, Lutz M. Birke has been in charge of corporate management and public affairs. His civil career started in 2005 with the Hamburg state parliament. In 2007 he first transferred to the state ministry of urban development and environment, in 2008 he became head of the state minister's office of the state ministry of economic and labour affairs. Birke holds a degree in business administration with a special emphasis on controlling and marketing.

3 June 2015, 14.35, Hall G, CCH
Statement
3 June 2015, 15.00, Hall G, CCH
Discussion



Patrick Bol

Director
Global Operations DPWorld
Head Office Dubai

Patrick Bol is a container terminal executive with over 25 years of experience in the port business, from the ship deck to the executive management. He managed terminals operations and led the business units in Rotterdam, Indonesia, Djibouti, Busan, Saigon and now holds the position of Director Global Operations of DPWorld's head office. He takes great pride in optimising logistical processes and achieving the impossible in the most challenging environments, from Africa to Europe, building and motivating multicultural teams that can achieve the highest productivity levels in a cost efficient manner.

3 June 2015, 10.30, Hall G, CCH
Statement
3 June 2015, 11.05, Hall G, CCH
Discussion



Monika Breuch-Moritz

President of the Federal
Maritime and Hydrographic
Agency in Hamburg
and Rostock

Monika Breuch-Moritz is a graduate meteorologist. In 1989, she joined the Federal Ministry of Transport, weather service division. She was a member of the German delegation to the Second World Climate Conference and IPCC. In 2007 Monika was made head of Climate and Environmental Policy in Maritime Shipping focusing on the further development of environmental regulations in shipping. In October 2008 she was named president of the Federal Maritime and Hydrographic Agency in Hamburg and Rostock.

3 June 2015, 13.15, Hall G, CCH
Overview
3 June 2015, 15.00, Hall G, CCH
Discussion



CHA Min-sik

Vice President of Busan
Port Authority

As the Vice President of Busan Port Authority (BPA) in South Korea Mr CHA is responsible for the overall business plan, management, budget and finances of BPA. He aims to develop Busan Port's role as a transshipment hub of the north-east Asian region through global planning and strategic vision by fulfilling those responsibilities. Mr CHA graduated from Seoul National University where he earned his BA and MA degrees in law. He also obtained his PhD in law by writing a thesis on the duties of nations and state-owned companies.

4 June 2015, 09.45, Hall G, CCH
Statement
4 June 2015, 10.25, Hall G, CCH
Discussion



Capt. Salvatore Cafiero

Environmental Manager &
Training Officer at
MSC P/Sorrento – Italy

Captain Salvatore Cafiero grew up in a seaman's family. He was educated at the "Nino Bixio" Nautical Institute in Piano di Sorrento, where he graduated in 1980. After sailing in all ranks, he was promoted to master of a chemical tanker in 1988. In 1997 he started sailing with MSC, and proudly continued his career on last-generation container vessels. Today Cafiero is a training officer and environmental manager. He is also in charge of risk assessment of huge vessels of the MSC OSCAR and MSC LONDON classes and responsible for the MSC training site, using a full mission bridge/eng simulator.

2 June 2015, 15.50 Hall G, CCH
Statement
2 June 2015, 16.20 Hall G, CCH
Discussion



Wim Elfrink

Executive Vice President,
Industry Solutions and Chief
Globalisation Officer at
Cisco

In this role he is responsible for three global functions at Cisco: the industry solutions group, the emerging countries initiatives, and the company's globalisation strategy. Elfrink is an Executive Officer and sits on Cisco's operating committee. Elfrink is also recognised as Cisco's corporate entrepreneur in Residence, responsible for leading company-wide efforts in support of the "internet of everything" (IoE) and the "internet of things" (IoT). A core focus of Elfrink's global charter is to identify significant technology opportunities for city, country and business transformation.

3 June 2015, 09.20, Hall G, CCH
Overview
3 June 2015, 11.05, Hall G, CCH
Discussion

Speakers



Enak Ferlemann

Parliamentary State Secretary at the Federal Ministry of Transport, Building and Urban Development

2 June, 09.30, Hall G, CCH
Opening Ceremony



Grant Gilfillan

IAPH President & Chief Executive Officer/Director, Port Authority of New South Wales, Australia

2 June, 09.30, Hall G, CCH
Opening Ceremony



José García de la Guía

Director of Information Technologies Valencia Port Authority

Mr García has been working in the IT sector at the port of Valencia for 20 years. Since 2007 he's been working for the Valencia Port Authority in Spain, in the last year as the IT Manager. From 2004 – 2007 Mr García worked for the Valenciaport Foundation, where he managed the creation process of the port community system, valenciapor-pcs.net, and several research projects in the field of IT applied to logistics. Mr García holds a bachelor's degree in telecommunications engineering and an MBA from INEDE Business School – Valencia Catholic University in Spain.

3 June 2015, 10.55, Hall G, CCH
Statement
3 June 2015, 11.05, Hall G, CCH
Discussion



Dr Christoph Hasche

Honorary Secretary General and Vice Chairman of the German Maritime Arbitration Association

As a managing partner of one of the leading German shipping law firms, Fleet Hamburg LLP, Dr Christoph Hasche specialises in assisting clients from the maritime industry in their day-to-day business, conducting court proceedings and maritime arbitrations. He has lectured at the International Tribunal of the Law of the Sea, the Bucerius Law School and the University of Hamburg. Christoph is a member of the International Bar Association, the German Association of International Maritime Law and the London Maritime Arbitrators' Association.

4 June 2015, 09.40, Hall B, CCH
Statement
4 June 2015, 10.00, Hall B, CCH
Discussion



Peter Hinchliffe OBE

Secretary General International Chamber of Shipping (ICS)

Peter Hinchliffe enjoyed a first career in the British Royal Navy, that included over 20 years at sea and 5 years in seagoing command. As well as benefitting from naval professional training he also gained a civilian BSc (Hons) in management. Peter joined ICS in 2001 and for several years led ICS representation on maritime safety, security and environmental issues at the IMO and in other forums. In 2010 he was appointed Secretary General of ICS.

2 June 2015, 14.00, Hall G, CCH
Introduction



PD Dr Christian Growitsch

Director of the Hamburg Institute of International Economics (HWWI)

Christian Growitsch has held the position of Managing Director of the Hamburg Institute of International Economics (HWWI) since September 2014. Before that he served as a director of applied research and member of the management board of the Institute of Energy Economics at the University of Cologne. After studying business administration, economics and social sciences Christian earned his doctorate at the University of Lüneburg. In 2010 he earned his German post-doc degree at the University of Halle-Wittenberg.

2 June 2015, 15.00, Hall G, CCH
Overview
2 June 2015, 16.20, Hall G, CCH
Discussion



Dipl.-Ing. Robert Howe

Managing Director Bremenports GmbH & Co. KG

Robert Howe was born in 1962. He graduated with a master of science in civil engineering from TU Braunschweig (the Brunswick Institute of Technology) in Germany in 1992. Mr Howe started his career with Philip Holzmann AG, a German building and construction company based in Hanover, where he worked for around 10 years. In 2002 he changed employment to Ed. Züblin AG, a German building and construction company with offices in Bremen and Hamburg. Mr Howe joined bremenports Ltd., the publicly owned ports management company of the state of Bremen, as Managing Director in 2012.

3 June 2015, 14.50, Hall G, CCH
Statement
3 June 2015, 15.00, Hall G, CCH
Discussion



Photo: HHLA



Speakers



Minister Frank Horch

Ministry of Economy,
Transport and Innovation in
Hamburg

2 June, 09.30, Hall G, CCH
Opening Ceremony

Marcus John

Director Thomas Miller
(Australasia) Pty Ltd

4 June 2015, 09.50, Hall B, CCH
Statement
4 June 2015, 10.00, Hall B, CCH
Discussion



Henning Kinkhorst

Managing Director HPC
Hamburg Port Consulting
GmbH

HPC is one of the world's leading management consulting companies in the port and transport sector. Prior to joining HPC in 2014 Henning gained over 15 years of industry experience in various senior management positions with Germanischer Lloyd SE and the A.P.Moeller / Maersk Group. Throughout his professional career in shipping and logistics, he has worked on many projects worldwide e.g. optimising network deployments, market positioning in the Asia/Pacific region and fleet development strategy for next-generation vessels.

3 June 2015, 13.35, Hall G, CCH
Overview
3 June 2015, 15.00, Hall G, CCH
Discussion



Dr Geraldine Knatz

Prof. of the Practice of Engineering and Policy University of Southern California & Retired Executive Director, Port of LA

Geraldine Knatz served as the executive director of the Port of Los Angeles from 2006 to January 2014. She was the first woman to serve in this role and made a significant impact through the creation and implementation of the San Pedro Bay Ports Clean Air Action Plan, an aggressive plan that reduced air emissions by combined port operations of over 70 per cent over five years which is recognised around the world for its innovation and success. In 2014, she was named a member of the National Academy of Engineering in recognition of her international leadership in the engineering and development of environmentally clean urban seaports.

4 June 2015, 11.40, Hall B, CCH



Bo Larsen

Vice President for Port
Engagement & European
Executive Partner Members
in Europe, CLIA

Bo has spent much of his career working within travel including 20 years with the airline industry followed by several years with Cruise Baltic and the Cruise Copenhagen Network. He has extensive knowledge of the global port and destination sector and plays a key role in helping to develop CLIA's strategic programme of benefits and events for member partners. Bo also manages CLIA's global and European Port & Destination Committees. In January 2015, Bo became CLIA's Vice-President for Port Engagement & European Executive Partner Members in Europe.

4 June 2015, 10.15, Hall G, CCH
Statement
4 June 2015, 10.25, Hall G, CCH
Discussion



Benjamin Lai

Managing Director DaChan
Bay Terminal, Modern Terminals Ltd

In 2012 Benjamin Lai was appointed Managing Director at Da Chan Bay Terminal. Prior to joining Modern Terminals (2002), he was director business development of New World CyberBase, the IT arm of the New World Group. Benjamin spent 6 years working in the USA and Canada for various IT companies in their business development divisions. He holds a bachelor's degree from the University of North Carolina at Charlotte and an executive MBA from Northwestern University's Kellogg School of Management and Hong Kong University of Science and Technology.

2 June 2015, 16.10, Hall G, CCH
Statement
2 June 2015, 16.20, Hall G, CCH
Discussion



Photo: www.mediaserver.hamburg.de / Christian Spahrnbier



Gerd Leonhard

Futurist, Author,
CEO The Futures Agency

Gerd Leonhard is a futurist, author and the CEO of The Futures Agency. He is considered a thought leader and global influencer in media/content, technology, marketing, communications, telecom and culture, advising many leading global companies. Gerd also is a strategic advisor and a fellow of the Royal Society for the Arts (London). An internationally recognised speaker, Gerd lives in Basel, Switzerland and on airplanes.

2 June 2015, 11.15, Hall G, CCH
Keynote



Christine Loh

Under Secretary for the
Environment, Hong Kong
Special Administrative
Region Government

Ms Christine Loh was the chief executive officer of the non-profit public policy think tank Civic Exchange prior to joining the HK-SAR Government in September 2012. Prior to founding Civic Exchange in 2000, Ms Loh had spent nearly a decade as a politician and member of the Legislative Council (1992-97 and 1998-2000). Before joining the Legislative Council, Ms Loh held senior regional positions in commodities trading, as well as in project negotiation. Ms Loh is a lawyer by training.

4 June 2015, 12.30, Hall G, CCH
Statement
4 June 2015, 12.40, Hall G, CCH
Discussion



Marco Lippuner

Senior Vice President Infra-
structure & Industry Sales,
Siemens AG, Energy
Management Division

Marco Lippuner has been with Siemens for more than 24 years, holding several managing positions all over the world. In 2015 he was appointed Senior Vice President Infrastructure & Industry Sales, where he is responsible for driving growth in markets for the energy management division. Prior to that he managed projects in the corporate M&A department, served as president and CEO in a joint venture in China (2006/07) and CEO in South Africa from 2009 to 2013.

2 June 2015, 13.30, Hall G, CCH
Introduction



Jens Meier

Chairman of the Manage-
ment Board Hamburg Port
Authority

After completing his studies in computer science and economics at the University of Hamburg, Jens Meier started his professional career at Ernst & Young group. From July 2002 onwards, Jens was CEO of tts Holding GmbH & Co. KG. In 2006, he was appointed to the board of directors of Fiege Holding Stiftung & Co. KG. Since 2008 Jens Meier has been serving as CEO of the Hamburg Port Authority (HPA).

2 June 2015, 09.30, Hall G, CCH
Opening Ceremony
3 June 2015, 10.10, Hall G, CCH
Statement
3 June 2015, 11.05, Hall G, CCH
Discussion



Olaf Merk

Administrator Ports and
Shipping, International
Transport Forum (ITF) at
OECD

Olaf Merk is the author of various OECD books including "The Impact of Mega-Ships" (2015) and "The Competitiveness of Global Port Cities" (2014). While managing the OECD Port-Cities Programme, he directed more than a dozen studies on port cities, including Hamburg, Hong Kong and Shanghai. He has authored various port-related articles in academic and professional journals. He also is an assistant professor at the Institute for Political Science in Paris, lecturing on the governance of port cities. Prior to the OECD he worked for the Dutch Ministry of Finance.

2 June 2015, 15.40, Hall G, CCH
Statement
2 June 2015, 16.20, Hall G, CCH
Discussion



Michael Pal

Principal Transport Analyst
for Fremantle Ports, Australia

Michael Pal's key projects in recent years have been the design, development and introduction of the congestion management system, operational design of the port's new truck facility, project management of the Port Container Movement Study and a study on successful short-haul intermodal operations. Previous roles have included 12 years with TNT in Europe, Sydney & Shanghai. On returning to Australia in 2003, he has had roles as state manager operations for Boral and Mayne and assisted the navy at its ANZAC Ships System Program Office (SPO).

3 June 2015, 10.45, Hall G, CCH
Statement
3 June 2015, 11.05, Hall G, CCH
Discussion



**Dato' Capt.
David Padman**

General Manager Port Klang
Authority

Y. Bhg. Dato' Capt. David Padman was appointed General Manager of Port Klang Authority, Malaysia, in July 2011. He has been chairman of the port health, safety and environment committee Port Klang since 1998, chairman of the pilotage board for Port Klang Authority, chairman of the working committee, Port Klang development master plan 2010 – 2030 and he has also served as chief information officer (CIO) of Port Klang Authority. He obtained the master mariner's qualification (foreign-going) from RMIT Melbourne in 1984 and his unrestricted pilot's licence in 1992. In 1993 he obtained a diploma in port management from the University of New Orleans, USA.

4 June 2015, 11.40, Hall B, CCH



Roberto Perocchio

Managing Director of Venezia Terminal Passeggeri S.p.A.

After obtaining his legal degree, Roberto Perocchio became a member of the executive council of the Italian Marine Industry Association (1990 – 2008). In 2009 he was appointed chairman of ICOMIA Marinas Group (International Council of Marine Industries Associations). From 2010 to 2011 he held the position of director EU relations/Adriatic Sea at MEDCRUISE. In 2011 he became a member of the board of directors of Catania Cruise Terminal S.r.l. He has served as national vice president of Federturismo Confindustria since 2013.

4 June 2015, 09.55, Hall G, CCH
Statement
4 June 2015, 10.25, Hall G, CCH
Discussion



Jörg Pollmann

Harbour Master of the Port of Hamburg

Captain Jörg Pollmann holds an overseas master mariner's licence and a diploma in nautical science. He spent 12 years at sea on board general cargo and container ships and has extensive experience in port and terminal management. In 1994 Jörg joined the Hamburg Port Authority and was appointed Harbour Master.

2 June 2015, 16.00, Hall G, CCH
Statement
2 June 2015, 16.20, Hall G, CCH
Discussion



Dr Maria Carolina Romero

Associate Professor at the World Maritime University in Sweden

Dr Maria Carolina Romero Lares has been involved in the maritime sector for over 15 years. For her doctoral dissertation titled "Liability for Oil Pollution Damage from Tanker Accidents", originally written in German at the Leibniz University of Hanover, she was awarded a cum laude. She was the first woman to direct the International Office of the Venezuelan Maritime Administration and the first one promoted to associate professor at WMU. As an advocate for women's rights in the maritime and port sectors, she has publications on the topic.

4 June 2015, 11.40, Hall B, CCH



Gun Rudeberg

Legal Counsel and Head of Environmental Affairs at Ports of Stockholm

Gun Rudeberg joined Ports of Stockholm in 1995 and is a member of the management board. Gun has been a member of the European Sea Ports Organisation's Sustainable Development Committee since July 2000. From 2009 to 2014 she was the chair of the committee. She has been a member and served as chair of the Swedish Ports Environmental Committee since July 1995. Gun holds a master of law from the University of Lund, Sweden.

3 June 2015, 14.25, Hall G, CCH
Statement
3 June 2015, 15.00, Hall G, CCH
Discussion



Alexander Porschke

President of NABU Hamburg (Nature and Biodiversity Conservation Union)

Alexander Porschke has served as President of the NABU (Nature and Biodiversity Conservation Union) office in Hamburg since 2010. NABU is one of Germany's biggest environmental NGOs (500 000 members). From 1997 to 2001 Alexander was Hamburg's minister for the environment and from 2004 to 2007 he worked as a freelance consultant and trainer in South America (Peru, Ecuador and Guatemala) for a variety of international organisations.

4 June 2015, 11.40, Hall G, CCH
Overview
4 June 2015, 12.40, Hall G, CCH
Discussion



Johan Röstin

CEO of Copenhagen Malmö Port AB

After completing his business and sociology studies at the University of Lund in 1990, Johan Röstin worked at ACE Air Cargo Express. He was a branch manager at Air Express International in Gothenburg from 1995 to 1998 and switched to SAS Cargo Sweden where he was made sales director for Scandinavia in 2004. From 2004 to 2009 Johan worked for Schenker. He assumed the role of CEO of Copenhagen Malmö Port AB in 2009. Johan is the vice chairman of the Swedish Ports Association and board of director at TransportGruppen.

4 June 2015, 12.10, Hall G, CCH
Statement
4 June 2015, 12.40, Hall G, CCH
Discussion



Olaf Scholz

First Mayor of the City of Hamburg

1 June 2015, 19.00, Hamburg City Hall
Welcome Reception

Speakers



Gene Seroka

Executive Director Port of Los Angeles

An industry-known leader, Gene Seroka brings more than 26 years of experience in shipping, global logistics and executive management to the port. He began his career in the maritime industry as a sales support representative and advanced to several executive-level positions, with overseas assignments in Shanghai, Jakarta, Singapore, and Dubai. As Executive Director of the busiest container port in North America, Gene is responsible for promoting innovative, sustainable practices that improve Southern California's economy and quality of life.

4 June 2015, 12.20, Hall G, CCH
Statement
4 June 2015, 12.40, Hall G, CCH
Discussion



Sabine Stüben

Head of Marketing and Communication Hamburg Port Authority

Moderator of the Evening Programme



Michael Shewchuk

Legal Officer, Division for Ocean Affairs and the Law of the Sea, United Nations

Michael Shewchuk currently serves as Secretary or Legal Officer to three sub-commissions of the Commission on the Limits of the Continental Shelf. Mr. Shewchuk previously worked as a legal officer for the oceans and environmental law division of the Department of Foreign Affairs and International Trade Canada. He practiced international law in Calgary, Canada for over ten years and he has been a member of the bar of the Province of Alberta since 1992. He taught international law for several years at New York University.

4 June 2015, 09.00, Hall B, CCH
Overview
4 June 2015, 10.00, Hall B, CCH
Discussion



Michael Ungerer

President AIDA Cruises

Michael Ungerer has been President of AIDA Cruises since 2012. From 2004 to 2012, he served as AIDA Cruises' senior vice president operations, responsible for marine operations, new builds, guest services, shoreside operations, entertainment and purchasing. From 1997 to 2004, he was vice president of guest services, and played an important role in product development, as well as safeguarding and further developing AIDA Cruises' high quality standards. In 2013, Michael Ungerer was appointed chairman of CLIA Germany.

4 June 2015, 10.05, Hall G, CCH
Statement
4 June 2015, 10.25, Hall G, CCH
Discussion



Frans van Zoelen

CLO of Havenbedrijf Rotterdam N.V. (Port of Rotterdam Authority)

Frans van Zoelen is a legal counsel to the International Association of Ports and Harbors (IAPH), chair of the legal committee of IAPH and is a member of the legal advisory committee of the European Seaport Organisation (ESPO). In the Netherlands he chairs the Dutch Legal Network for Shipping and Transport and is a member of the board of the Dutch Association for Maritime and Transport Law. Frans holds a master's degree in civil and public law and in public administration.

4 June 2015, 09.30, Hall B, CCH
Statement
4 June 2015, 10.00, Hall B, CCH
Discussion



Volker Worthmann

Director Transport & Logistics, Lufthansa Industry Solutions

Volker Worthmann took over the role of a Director Transport & Logistics within Lufthansa Industry Solutions in 2011. He has been managing major software development projects as well as standard software implementations for companies in the maritime industry, in particular in Hamburg. Volker started his business career as an IT consultant at Partner Consult in 1996 and switched to Lufthansa Systems in 1997. After finishing school in 1984 and doing military service, he studied industrial engineering, in which he holds a degree.

3 June 2015, 09.00, Hall G, CCH
Overview
3 June 2015, 11.05, Hall G, CCH
Discussion



Douglas Ward

Author
BERLITZ Cruise Guide

Douglas Ward has been sailing aboard ocean-going cruise ships since 1965. Since 1985 he has been the author of the annual BERLITZ Cruising and Cruise Ships – the world's most authoritative cruise guidebook – and BERLITZ River Cruising in Europe, first published in 2014. His travels have taken him to over 1,800 ports around the world. A veteran of more than 1,060 cruises (including 158 transatlantic crossings), he is considered the world's foremost independent authority on cruising and cruise ships and an industry icon.

4 June 2015, 09.15, Hall G, CCH
Overview
4 June 2015, 10.25, Hall G, CCH
Discussion



Dr Phanthian Zuesongdham

Innovation and Process Management Hamburg Port Authority

Dr Phanthian Zuesongdham joined the Hamburg Port Authority (HPA) in January 2010, where she works in the management office of innovation – process management of the services business unit. As e-Maritime coordinator of the HPA she also is active in many working groups concerned with e-Maritime, ICT and innovation-related initiatives on a national, European and international level. She specialises in process management, enterprise architecture, project cargo, risk management, intermodal logistics (especially sea and air transports) and port management. She has been a regular guest lecturer at various universities since 2008.

4 June 2015, 11.40, Hall B, CCH



Reception in the Hamburg City Hall for the 29th IAPH: Mayor Olaf Scholz speaks to port directors and logistics experts

Scholz opens smart IAPH

Mayor receives 700 delegates at the World Ports Conference in Hamburg's City Hall

The 29th IAPH World Ports Conference (International Association of Ports and Harbours) flies the flag again in Hamburg. The major international event is held every two years. With head office in Tokyo, the IAPH represents 180 ports and 140 related business sectors in 90 countries.

"Hamburg Port simply must keep up with

the tidal waves of change and remain one of the most important hubs of trade in Europe," remarked mayor Olaf Scholz (SPD) at the reception on Monday, adding, "We're Germany's biggest port, one of the leaders in Europe and determined to stay at the top." He is convinced that plans to deepen the navigation channels in the River Elbe will successfully go ahead.

It is the second time that the metropolis on the Elbe has been honoured by the IAPH to host the World Conference after 1985. Approximately 700 delegates accepted the mayor's invitation to the reception in the city hall.

• The Hanseatic city with its population of 1.8 million is one of the biggest industrial centres in Europe. Aside from the →

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from page 1 → strong influence of the maritime industry, the city has a very large aviation sector. “We want to open scope for technical innovation, constantly asking ourselves how we can do things better,” proclaimed Scholz. “Tradition will not carry us further unless we accept the challenge of evolution and get real, meaning smart. And just as we had to cope with the disruption caused by the advent of container shipping long ago, so

we are now using digital techniques which are playing an increasing role in Smart Port logistics”. “We want to show our guests innovative and tangible projects,” commented Jens Meier, Chairman of the Hamburg Port Authority (HPA) and host of the summit for the maritime economy. “• at makes more of an impression than presenting charts and glossy brochures.” Moreover, Hamburg is ready and equipped to cope with large size container ships with over 19 000 TEU. • e IAPH Conference began prior to the Senate reception with internal commi• ee meetings. At the same time top female representatives from major international seaports got together for a working lunch (see Impressions on page 6/7). • e 29th World Ports Conference o• cially opens today in the CCH. Present at the festive ceremony were Grant Gil•llan, IAPH President & Chief Executive O• cer/Director, Port Authority of New South Wales, Australia, Hamburg’s Business Senator Frank Horch and Enak Ferlemann, Parliamentary State Secretary at the Federal Ministry for Transport.



IAPH President Grant Gilfillian and Jens Meier, Chairman of the HPA Management Board, left and right of Olaf Scholz
PHOTOS: HINRICH FRANCK

Focus topics at the conference cover the e• cient and frugal usage of resources, land and energy, with legal questions also an issue, along with the development of world trade, cruise shipping and air pollution. Further contributions include the organisation of freight transport, management of goods •ows, energy consumption and the optimisation of resources. An important tool in all this is played by information technology and its role in recording and coordinating-

movements of ships, trucks, trains, containers and other environmental in•uences. • e representatives of ports throughout the world are gathering at a time when world trade seems to be at a point of decline. On the other hand, however, larger ships are increasing demands on logistics and transport e• ciency. • e answer to this challenge is a further digitization of services, re• ected in this year’s mo• o: “City of Hamburg - Calling at the smartPORT”.



The History of Seafaring

The Maritime Museum in the Hafencity

The historic Kaispeicher B, address Koreastraße 1, is home to the world’s largest private collection of maritime treasures. It is the location of the Maritime Dinner for IAPH guests to be held on 2nd June. The exhibition in the Hafencity International Maritime Museum, opened in 2007, depicts 3000 years’ seafaring history on nine decks. Museum benefactor and founder Prof. Peter Tamm displays his collection on an area measuring more than 11 000 square metres. Over decades the former media manager collected 26 000 ships’ models, 50 000 construction plans, 5000 paintings and graphics, more than 2000 films, 1,5 million photographs, 120 000 books, nautical equipment, appliances and historical uniforms.

IMPRINT

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PHOTO: WIKIPEDIA/MBDORTMUND

Conference Information App

The Hamburg Port Authority (HPA) has developed an app offering extra benefits to conference participants.

According to the HPA, the IAPH Conference App 2015 makes a host of features available to guests, such as conference program synchronisation with electronic calendar and voting tool. Guests must register to be able to use all app features.

The official IAPH App 2015 can be downloaded from the App-Store (iOS), Google Play Store (Android) or the website www.iaph2015.org as web app. Search string: IAPH 2015.

1. Program

Overview of session schedules with details, speaker bios and presentations in an intuitive and easy-to-use agenda with legend.

Events can be added to fa-

avorites and phone/tablet calendar to make sure nothing is missed.

Dates and locations updated in real time. You are kept up-to-date on changes with push notifications sent to your device, even if you're not currently using the app.

2. Live polls and discussions

Answer questions asked by the speaker, ask the speaker a question or comment on one using your phone/tablet. At the event latest poll results are shown live on screens during sessions.

3. Private Messaging

This function helps set up meetings quickly. They can be arranged using secure in-app private messages.

People with relevant skills or who represent companies of interest are visible in the app.

To use the Chat function sign



up using your LinkedIn account or fill in your profile manually. Email signup or staying without logging in are also possible (no chat function available).



Download

Plus option to save other attendees' contact details in your device address book.

4. Feedback

The Feedback feature gives the organizer a direct event evaluation. Please take a minute to rate and answer Feedback questions.

5. PDF Presentations

After the conference sessions, PDF presentations will be available in the app for easy access and personal comfort.

Preferred HPA-Candidate

Max Boodie moderates the 29th IAPH World Ports Conference

Attendees of the World Ports Conference in Hamburg can look forward to more than just an interesting conference programme of the highest calibre.

For the five conference days the host, the Hamburg Port Authority (HPA), has compiled a programme of events that is as comprehensive as it is entertaining: moderator Max Boodie will make sure that delegates will have an informative week at the Congress Center Hamburg (CCH). The Dutch national did an excellent job when he

moderated the "2013 International Association of Ports and Harbors (IAPH) Africa/Europe Regional Meeting" in Amsterdam. It will not all be work at the conference, though: the HPA will also provide its international guests the opportunity to experience their host city. The 29th IAPH World Ports Conference takes place in Hamburg from 1 – 5 June 2015.

Max Boodie is the HPA's preferred candidate for the role of conference moderator: Book author, entrepreneur, consultant, supply chain specialist – the charismatic



PHOTO: HPA

Dutch national with roots in Surinam is multi-talented and active in a wide range of fields.

Over the course of his 25-year career as a consultant, company founder and investor in various technology-driven companies he became particularly interested in methods to efficiently deploy and promote the development of people: "A genuine interest in people has always been a central part of my career. I want to know what moves and excites them and what their 'call to action' is," explains Boodie. This explains the continuous efforts of the 50-year-old to interlink people and help them to establish new, successful connections.

THREE QUESTIONS TO



PHOTO: IAPH

as its location close to the city centre calls for a harmonized cooperation of different users. In the Elbe river at the entrance of the port of Hamburg our examination of exhaust gas plumes of the vessels shows that nearly all vessels comply with the new regulations on sulphur content in fuel.

Which objectives did you set yourself for the future?

Monika Breuch-Moritz

President of the Federal Office for Maritime Shipping and Hydrography (BSH)

What expectations do you have of IAPH?

It is a high-ranking meeting if you regard the speakers as well as the participants. Therefore I hope that I can learn what is relevant for the ports at the moment. Ocean vessels call at ports worldwide. Despite this the national legislations of port states set different frameworks for the crew of the vessels. Therefore it would be highly desirable if IAPH as a worldwide association could drive harmonization, for example, of (security) standards relating to LNG bunkering, shore-side power supply or waste management.

What is your most important topic?

Environmental protection is one of today's dominant topics, both on and offshore. Ports are the interface where the national legislation on environmental and climate protection meet the international shipping regulations. In my presentation I am going to highlight the activities aimed at reducing air pollution caused by ocean vessels. These activities are very valuable for the ports if they are effectively implemented and controlled. This is especially true for the port of Hamburg

I would like to further promote one topic that has been important for me for some time – and which is in the best interest of the maritime sector: protecting the environment in maritime transport. Ships as a means of transport are very eco-friendly and industry has already proven that mandatory regulations lead to progress and the development of innovative solutions. With the ongoing successful collaboration between the economic and environmental sector there is even more room for improvement. Ports do have all the necessary instruments to maximise marine protection. Infrastructure for alternative bunkering and on-shore supply is today's key topic when we talk about smartPort energy.

Talking about ports: intensive collaboration between public authorities, ship owners and other port facilities and enterprises is essential. BSH has its focus on the marine industry since we understand ourselves as a partner to the maritime and shipping industry.

Talking about BSH: Currently we are undergoing the tendering process for a new survey ship. Main criteria will be energy efficiency and environmental performance. We need to step ahead and show that cost and environmental efficiency are two sides of the same coin.



Red Sofa Discussions



It's talk time again on the Red Sofa, the cult furniture item kindly provided by the DVV Media Group (DVV) for interviews with key personalities at the 29th International Association of Ports and Harbours (IAPH) from 2 - 4. June. Amongst the illustrious guests, of course, will be none other than Jens Meier, acting "host" of this year's conference and Chairman of the Hamburg Port Authority/HPA.

"City of Hamburg – Calling at the smartPORT" is this year's IAPH Conference motto, Hamburg holding this

major global get-together of big names and important players in the port and maritime industry now for the second time since 1985.

Bernd Appel, Managing Director of the Lu•hansa subsidiary Lu•hansa Industry Solutions will also take his place on the Red Sofa to submit his views on the increasing complexity of logistic processes in the maritime industry. His claim: "In future, growing demands for efficiency, economy, safety and ecology can only be met by smart ports," seems a most appropriate subject at IAPH 2015.

The „Daily News“ as Download PDF

The DVV Media Group, media partner to the IAPH World Ports Conference, has prepared a landing page.

The area is accessible to all users and can be opened via short-cut www.thb.info/iaph on mobile end devices. The IAPH app is also available from the Apple AppStore under IAPH 2015.

“Smartport means more than reporting bottlenecks”

How HPA Chairman Jens Meier sees the port future

Anyone entering the Hamburg Port Authority's central administration building in Hamburg's old warehouse district will find on the left a giant-sized tablet computer. Shown on its display is nothing less than the future of the port. A click and a young man named Daniel gives a run-down on growth prospects for the port until the year 2025.

A further click and 'Günter' explains in a video about plans to position Europe's third biggest sea freight hub as a quality port. The problem, however, is that the port's infrastructure is already bursting at the seams. More efficiency is called for and best achieved through higher IT networking and improved usage of available data. The requirement to become „Smart“ has led to the „Smart Port“ initiative now under way in the Port of Hamburg. Already, sensors count vehicles on port roads and large displays show where bottlenecks arise. An app even helps truck drivers find the nearest parking area. Other measures include a traffic management system to coordinate road and rail movements.

Similar concepts are being implemented in other North Range ports. At the World Port Conference the HPA intends to announce next steps on the way to become an „intelligent port“. Asked specifically what these are, Jens Meier would give nothing away other than: „Smartport means more than reporting bottlenecks.“

In Meier's world, the keyword is „the Internet of Everything. We must link traffic informa-

tion for all means of transport to cargo handling information“. The next step is, „to break port limitations,“ which the port manager explains by means of an example: „For a chemical company on the Rhine, whose export business requires detailing hazardous materials, the worst thing is to discover that a declaration is faulty or incomplete shortly before arrival in port.“ Direct action with the relevant offices then makes sense, „to ensure that customs clearance and terminal bookings are already seen to when the goods arrive“. Today solutions are available or being developed by way of an import and export message platform. „The decisive point,“ continues Meier, „is not to begin by asking the question about who should have access to data, but to agree on a model that guarantees efficient data processing.“ Meier is well aware of objections on grounds of data security, but sees security primarily in having reliable systems, that is, „first they must be available, second there must be controlled access to data. Because it has less to do with sensitive data and more with data to help optimise traffic flows, such as departure times - so obviously not really of a sensitive nature.“ Questioning arguments based on data security, he assumes it has more to do with the fear of competitors learning something they should not.

To clarify, Meier cites another example from the aviation industry: Airline representatives convened at Zurich airport to come up with a solution to minimise airport delays, even-

tually deducing that if a flight was behind schedule it would make sense to transfer the slot to another plane, even if from a different airline. Although an airline would stand out if it had many delays in one week, Meier explains that this is less relevant than focusing on the collective effort. If these obstacles could be overcome and „fertile ground created for innovative ideas“, then completely new business models may emerge. Meier gives a further example to explain what he means, this time from the cruise sector: When on the day of departure thousands of cruise ship passengers arrive at Hamburg railway station, their luggage needs transporting to the terminal. But where can the trucks

carrying the luggage park when all spaces are occupied by buses full of passengers? Meier's solution: „If passengers submitted their smartphone data, service providers could ensure that passengers get to the ship with their luggage comfortably and conveniently. For example, they could have their luggage picked up from home 2 days earlier or be sent a restaurant recommendation.“

Analyse current procedures

Meier sees such value added services and efficiency gains possible also in freight transport. „We are already on the way, but need to thoroughly examine existing business models“. And that is also what the Smartport concept is all about.



PHOTO: PATRICK LUX



Impressions Women's Forum Working Lunch



Still underrepresented in the maritime industry, the IAPH Women's Forum, held since 2012, aims at enhancing and empowering women. In the Marriott Hotel 25 women from the maritime world gathered yesterday for a Working Lunch. After a short opening speech by Chairperson Naomi Kogon-Steinberg (USA) IAPH President Grant Gilfillan (Australia) welcomed the participants: „The way women are treated is still different. There is always a price to pay, but the price women pay is higher than the one men pay.“ Following his speech the forum's four initiatives were presented. Dr. Geraldine Knatz (USA) introduced the two planned scholarship programs: the biennial training scholarship for maritime related academic studies and trainings, and the annual meeting scholarship, which enables women to take part in IAPH conferences.

Justine Camoin (France) reported on the work on website development and the forum's social media activities.

Melissa Kappely (New Zealand) and Rachel Vandenberg (Canada) presented the mentoring program, aiming to support the advancement and empowerment of women within IAPH.

The fourth initiative of an exchange program between ports was presented by Siti Noraishah Azizan from Malaysia. The objective is to provide opportunities for women to broaden their horizon and improve intercultural skills.



IAPH President Grant Gilfillan (Australia) welcomed guests at the Women's Forum Working Lunch.



"The Women's Forum offers an excellent possibility to exchange with women in a male-dominated business environment."

from left: Gisha Rizky Prathita: "Women have a different perspective" and Ima Andari Utami (both from Indonesia): "It's good to share information in an industry that is mostly dominated by men"



Heike Naumann (Germany): "The port economy is still dominated by men. Women should become more visible, articulate themselves more strongly and voice their opinions."





PHOTO: AIDA CRUISES

Luxury liners: How Hamburg profits

More than 270 million Euro added value – Cruise business continues to grow

– Environment increasingly important

Not only is the „Queen Mary 2“ a majestic sight when sailing into the Port of Hamburg. For the public on the banks of the River Elbe, each of the almost 200 annual giant cruise ship arrivals is an impressive spectacle. Also impressive is the amount of money the business generates for the city of Hamburg.

According to a survey by the Hamburg Chamber of Commerce, every year the cruise business creates additional revenue of over 270 million Euro for the Hanseatic state city, a sum far greater than that accruing from tourist expenditure.

Hamburg is banking on the trend to holidays on board ship being here to stay. 189 arrivals registered by the Cruise Centre in 2014 are twice that of five years ago. In the same period passenger numbers have more than quadrupled: 588 690 cruise ship passengers visited Hamburg last year compared with 127 000 in 2009. Whilst fewer cruiser tourists (525 000) and ships (161) are expected in 2015, this is due to various factors, such as adaptation to new emission guidelines or a shift of capacities to Asia.

In the long run the growth trend is expected to continue, a significant contribution

to be made by the „AIDAprima“ alone, which from spring 2016 will be bringing around 4000 passengers to her home port. Further grounds for optimism are provided by the port of Hamburg again receiving the „Best Turn-around Port Operations“ award from the magazine „Cruise Insight“ earlier this year and healthy order books in the construction yards. The prognosis for Hamburg and the 1500 jobs dependent on the industry indeed looks positive.

To give an insight into the complex system of income added by the cruise industry in Hamburg, we can take the example of the „Queen Mary 2“ entering the port area. With a little luck, from the banks of the Elbe the pilot boat might be seen pulling up alongside the giant as it makes its way down the river and the two pilots required for a vessel this size climbing aboard to navigate the liner safely to its berth. In the meantime the Cruiser Terminal is well prepared for the arrival of the 2600 passengers, alongside approximately 100 workers from up to 30 companies to make sure all operations run smoothly: from linesmen, river police and forklift truck drivers on the quay to customs officials, shuttle service personnel and cleaning teams. All these are components in the process chain for

cruiser shipping in the Port of Hamburg, which counts around 400 companies and 1500 employees in total. Investment of 64 million Euro in a third cruiser terminal in Steinwerder, where the first passengers will be checking in and out of their ships this summer, is testimony to the city's confidence in the future.

Local politicians and investors plainly expect the cruise sector to be a continued money-spinner for the city. 25 million Euro we see generated above as added value just for the arrival procedure. On top of this come further wages in the port, processing fees, as well as fuel and waste disposal charges.

Effects of the cruise ship boom are also evident beyond the ships' berths. Around 21 million Euro is spent by passengers and crew during their stay in Hamburg restaurants, shops, and also in hotels, if they stay in the city overnight before or after their cruise.

Aside from passengers and crew, cruise ships arriving in Hamburg also attract day tourists, especially for ships' naming ceremonies and events like Cruise Days or the port anniversary celebrations in May. Industry events such as the biennial Seatrade fair, with its 4000 visitors, the biggest of its

kind, also bring business tourists to the „Hansestadt“. The Chamber of Commerce calculates a value added sum of 32 million Euro arising from people only.

On top of the 400 companies in Hamburg involved in the cruise business come shipyards, ships' suppliers and construction firms working on terminals and infrastructure, in addition to service companies, such as wholesalers, software producers, shipping lines, certifiers and consultants, which are responsible for the lion's share of added value, namely 192 million Euro. Today this figure could even be bigger since the Chamber of Commerce based its calculation in the 2013 survey on only 200 companies.

The Port of Hamburg is constantly working on expanding and improving services for ships. Here, ecology plays a big role. For example, ships in future will be required to switch off their auxiliary diesel engines when at berth. Consequently, as of this season the company Becker Marine Systems will for the first time be providing energy to cruise liners berthed in the port from its „Hummel“ LNG hybrid barge. Unlike conventional diesel engines, the floating liquid natural gas power generator, developed in cooperation with the AIDA cruise line, emits no sulphur dioxide or fine dust particles, whilst reducing nitrogen oxides by 80 per cent and carbon dioxide by 30 per cent. The Port of Hamburg is the first in Europe to



Hummel supplies onshore power

World premiere in Hamburg: Following trials lasting several months, since 30th May a floating LNG power station now supplies cruise ships in the AIDA fleet with electricity when at berth in the port. The barge named "Hummel" - a vessel without engines of its own - supplies the first environment-friendly energy from liquefied natural gas (LNG) to the liner "AIDA Sol" at the Cruiser Terminal. "It is an important step to an even greener port", says Hamburg Environment Senator Jens Kerstan (Green Party).

Some cruise ships consume as much power as a small town when at berth. LNG power generators represent a possibility, after onshore power, to significantly reduce vessel emissions when at rest in the port. LNG electricity generators emit no sulphur oxides or fine dust particles, nitrogen oxide emissions are reduced by 80 per cent and those of carbon dioxide by 30 per cent.

The barge was launched in September 2014 in Slovakia. With its five gas motors it can provide 7.5 megawatts - as much as two wind power generators on land. The LNG is imported from the Netherlands.

PHOTO: BECKER MARINE

offer environment-friendly electricity to cruise liners in this form and in the second half of the year ships at the Altona cruiser terminal will be supplied energy by the first stationary shore-based power generator. This clearly illustrates how value added production by companies and that relating to the arrival of ships are intertwined.

If the cruise business continues to develop so positively, the city can look forward to large value added rewards in future. Moreover, when admiring views of the huge ships as they enter the port, the population of Hamburg can rest assured that their contribution to the city goes far beyond offering an attractive spectacle.

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IT partner for port management and logistics

Lufthansa Industry Solutions at the IAPH 2015



Intelligently controlled with digital technologies: The maritime sector PHOTOS: LUFTHANSA



Bernd Appel, Managing Director Lufthansa Industry Solutions

Lufthansa Industry Solutions wholly-owned subsidiary of German airline Lufthansa AG, will be at the World Port Conference IAPH 2015 showing how the increasingly complex processes in the maritime sector can be intelligently controlled with the help of new digital technologies.

One of the projects from its innovation laboratory the IT service provider will be presenting at its stand will be a recently developed pilot system to make pier planning more efficient. It improves predictions of delays and supports decision-making for pier planning. "We see ourselves as an IT partner for port management and logistics, and can look back on a large number of successful projects in this sector," explains Bernd Appel, Managing Director of Lu•hansa Industry Solutions (see him tomorrow on the Red Sofa, 02:00 pm, CCH, 2nd floor, stand no. 22).

Familiar with port management processes
From consulting to completion, Lu•hansa Industry Solutions offers all IT services for port authorities, port operators and logistics companies from a one-stop ser-

vice provider. Apart from developing and operating the IT systems of the Lu•hansa freight business (Lu•hansa Cargo), the customers of this Lu•hansa subsidiary also include the international carrier Panalpina, the Hamburg Süd shipyard and the Hamburg Port Authority (HPA).

Moreover, the company will be enhancing the conference program with a lecture on digitizing port logistics entitled "IT is ready for smart solutions" presented by Volker Worthmann, Director of Transport and Logistics (9:00–9:20 am on June 3rd).

There is hardly any other place where the various actors in logistics meet at such close quarters as in a major port. Maritime shipping, rail and road must be linked in a logistics hub that is as efficient as possible if the port is to withstand competition from other locations. "It is obvious that such a complex operation cannot begin to be accomplished without high-performance IT systems. In the future, only smart ports will be able to meet the growing demands for efficiency, economy, safety and environmental compatibility," says Bernd Appel. This is also underscored by the motto of the IAPH 2015: "City of

Hamburg – Calling at the smartPORT". Lu•hansa Industry Solutions, based in Norderstedt near Hamburg and with branches in Germany, Switzerland and the USA, develops and implements customized IT solutions to its customers' needs. The roughly 1,000 employees offer strategy and consulting, as well as design, conception and application management. Lu•hansa Industry Solutions covers the entire spectrum of IT services.

From a business unit to an independent enterprise

Since 1st April 2015, the former Industry Solutions business unit of Lu•hansa Systems AG has been doing business as an independent company. Under the name of Lu•hansa Industry Solutions, this full-service provider of IT services has been aligning itself even more scrupulously to the needs of the market. "The digitization of business is opening up great potential for new value-added models and more growth to our customers in many industries. We help companies exploit this potential by optimizing production and work processes," explains Managing Director Bernd Appel.

As a business unit of Lu•hansa Systems AG, Industry Solutions has already been deeply integrated into the IT processes of non-lying group companies. At present, the customer base of Lu•hansa Industry Solutions comprises a total of around 150 companies in various industries, ranging from SMEs to corporations listed on the DAX. These include, for instance, companies from the automotive, energy, manufacturing, healthcare, transport and logistics sectors, as well as media and publishing companies.



Programme Highlights Tuesday 2ND

Bigger Vessels – Bigger Challenges

- | | | | |
|-----------------------------|--|---|---|
| <p>09.30 - 11.15</p> | <p>Opening Ceremony
Welcome to the 29th IAPH World Ports Conference
<i>Hall G, CCH</i></p> | <p>15.40 - 15.50</p> | <p>Mega-Ships: Still for the Common Good?
Olaf Merk, ITF
<i>Hall G, CCH</i></p> |
| <p>11.15 - 11.45</p> | <p>Keynote
The Digital Transformation of Business and Society and its Impact on the Shipping, Ports and Maritime Industries by 2030
Gerd Leonhard, CEO The Futures Agency
<i>Foyer, CCH</i></p> | <p>16.20 - 17.05</p> | <p>Future Prospects: What will be the Impacts of Ship Size Development?
Discussion with Dr. Christian Growitsch, Jost Bergmann, Olaf Merk, Capt. Salvatore Cafiero, Jörg Pollmann, Benjamin Lai, Max Boodie
<i>Hall G, CCH</i></p> |
| <p>13.30 - 14.00</p> | <p>The Importance of smartPORTs in Global Competition – Challenges and Solutions
Marco Lippuner, Siemens AG,
<i>Hall G, CCH</i></p> | <p>18.30</p> | <p>Maritime Dinner
<i>International Maritime Museum</i></p> |
| <p>14.00 - 14.30</p> | <p>What are the Threats and Opportunities for International Shipping in the Future?
Peter Hinchliffe OBE, Secretary General ICS
<i>Hall G, CCH</i></p> | <div style="background-color: #0056b3; color: white; padding: 5px; display: inline-block; font-weight: bold; font-size: 1.2em;">TODAY'S SOFA TALK</div> | |
| <p>15.20 - 15.40</p> | <p>The Evolution of Containership Sizes and its Impact on the Industry
Jost Bergmann, DNV GL
<i>Hall G, CCH</i></p> | <div style="background-color: #0056b3; color: white; padding: 10px; display: inline-block; font-weight: bold; font-size: 1.1em;"> Dirk Lehmann, Managing Director, Becker Marine Systems
 Frank Schnabel, Managing Director, Brunsbüttel Ports
 Jost Bergmann, Business Director Container Ships, DNV GL
 Knut Fleckenstein, Member of the European Parliament </div> | |

1 - 5
June
2015



Welcome to the World Ports Conference!

From June 1st to 5th, the Port of Hamburg is where the world gathers. As the host of the **29th IAPH World Ports Conference** we are delighted to welcome you to the maritime summit to discuss highly topical issues on the basis of a trade-off between economic and environmental benefits.

What can we do to make our ports more efficient? How can we achieve environmental goals? What makes Hamburg a **smartPORT**? Let Hamburg inspire you - look forward to an exciting conference programme featuring top-notch speakers and fabulous social events.

We wish you an enjoyable conference week!

City of Hamburg – Calling at the **smartPORT**





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The scene for this opening event was set by a spectacular stage show with special views in the future of ports and maritime logistics

Conference starts with record

OECD warns of larger vessels – Over 900 guests discuss intelligent port schemes

The economic benefits of huge container ships are smaller than expected. Many savings on the one side simply end up as costs on the other, according to a study by the Organisation for Economic Co-operation and Development (OECD), which was presented at the World Ports Conference in Hamburg on Tuesday.

“We are getting close to the point where larger ships no longer make sense,” claims Olaf Merk, expert for ports and ships and author of the OECD study. “In fact, we may already have crossed this point.” Over 900 international representatives from the worlds of business, politics and science as well as over 60 press representatives have gathered in the Hanseatic City for the five-day conference.

Olaf Scholz, Hamburg’s First Mayor gave a preliminary starting signal during a Senate reception at the Hamburg City Hall on Monday. A Welcome Dinner held at the Hamburg Chamber of Commerce in the adjacent New Stock Exchange then enabled delegates to warm up and get in the mood for the conference week ahead.

• official opening of the 29th IAPH →

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from page 1 → World Ports Conference in the Congress Center Hamburg (CCH) took place yesterday. Grant Gilfillan, IAPH President & Chief Executive Officer/Director of the Port Authority of New South Wales, Australia, ceremonially opened the conference. Welcome speeches followed from Enak Ferlemann, Parliamentary State Secretary at the Federal Ministry of Transport, Building and Urban Development, Frank Horch, Hamburg's Senator for Economics and Jens Meier, Chairman of the Management Board Hamburg Port Authority (HPA).



Yesterday evening's Maritime Dinner for conference guests at the International Maritime Museum in the Hafencity PHOTO: H. FRANCK



Bali Night in Beach Club

Getting in the mood for the 30th World Ports Conference

Today the Indonesia Port Corporation invites you to "Bali Night" in the event location run by Beach Hamburg GmbH. With heated sand under foot, fruity cocktails and exotic beats, guests at the Hamburg World Ports Conference will be given an atmospheric taste of what's to come at the 30th IAPH World Ports Conference in Denpasar, Bali in 2017. Roughly 15 minutes from the city centre, address Alten Teichweg 220, two large halls with bar area and white sand offer 2300 square metres for creative ideas and relaxing, cordial hours in the beach lounge. Outside a spacious area with large beach, lawns and open air swimming pool awaits visitors.

IMPRINT

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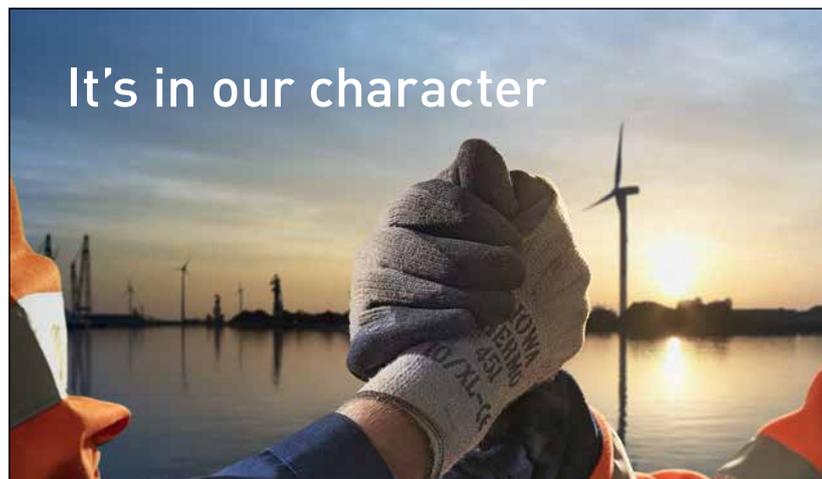
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PHOTO: BEACH CENTER

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Large Cranes for Large Vessels

The CTB expands its capacities for the latest generation of mega-ships

Hamburger Hafen und Logistik AG (HHLA) yesterday announced its order for three new container gantry cranes for the Burchardkai Container Terminal (CTB).

These state-of-the-art cranes make it possible to handle ships with a capacity of 20,000 standard containers (TEU). The CTB is thereby expanding its capacities to accommodate the latest generation of mega ships. Chinese manufacturer ZPMC will be the supplier of the cranes. Dr. Stefan Behn, member of the HHLA Executive Board, pointed out the significance of the investment: “The number of ultra large vessels calling at our Hamburg terminals is growing all the time. The new cranes provide us with additional capacity and flexibility, allowing us to continue handling vessels with the high level of productivity that our customers are accustomed

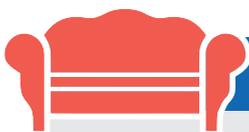


The HHLA has ordered three new container gantry cranes for the Burchardkai Terminal PHOTO: HHLA

to. Purchase of the cranes is part of our long-term programme to adapt to ship sizes and increase productivity. At the same time we are implementing measures to ensure a more efficient coordination of traffic both at the quayside and in the hinterland.”

The new container gantry cranes will be positioned at berth 5/6 and are designed for container ships with 24 transverse container rows. Thanks to their 74-metre jibs, they are appropriately equipped to handle 20,000 TEU ships.

The new cranes can also operate in tandem mode. With one lift they can move two 40-foot containers or four 20-foot containers. Each container gantry crane weighs 2,400 tonnes and has a maximum payload of 110 tonnes.



THE RED SOFA

Accomplished IAPH Premiere

Discussion on LNG and large container ships

LNG in large container shipping? “Sure, that’s certainly going through a lot of people’s minds,” said Dirk Lehmann, Managing Director of Becker Marine Systems, the first interview guest on the Red Sofa. “Of the 19 orders for long-distance container ships with LNG propulsion built by Hyundai for United Arab Shipping Company (UASC), the 14000 TEUs are already in service and one 19600 TEU ship has been christened and due for delivery shortly. It’s precisely

the push LNG needs.”

Frank Schnabel (pictured right), Managing Director of Brunsbüttel Ports, sees LNG as a strategic issue. Brunsbüttel has the biggest interconnected industrial area in the state of Schleswig-Holstein. In the so-called ChemCoast Park established companies dependent on gas, such as Yara, Sasol and others, will have greater needs in the future. “LNG could be an interesting alternative to pipeline gas for these companies.”



Jost Bergmann, Business Director at DNV GL, announced that 24000 TEU giants are technically possible today. These can even be built on the basic 19000 TEU ship structure. “19100s are already sailing the world’s oceans, 20500 TEU ships are the largest class of ships you will find in the order books and some of our researchers believe that it’s simply a matter of time before we have 30000 TEU.”

PHOTO: HINRICH FRANCK

More collaboration needed

Shipping lines need to talk to ports about infrastructures for ULCVs



Panel discussion on container ship growth

PHOTO: H. FRANCK

Container ships are the workhorses of globalisation. The biggest ones at the moment have a capacity of over 19,000 TEU. Orders have already been placed for vessels with more than 21,000 TEU capacity, so-called ultra large container vessels (ULCVs) and will enter service in 2017. Drivers of this development are the large international shipping lines who hope that economies of scale for bigger ships will bring significant savings for each container transported.

But how do these mega boxers impact

other players in the logistics chain? Are the shipping lines the only party that reaps the rewards, whilst terminal operators face more costs in providing higher gantry cranes, stronger quay walls and larger container terminals? Will it be left to the taxpayer to foot the bill for new expansion programs for roads and infrastructure?

These were the questions aired to the panel during the „Bigger Vessels – Bigger challenges“ discussion moderated by Max Boodie on Tuesday afternoon.

Panel Discussion

Jost Bergmann, Business Director for Container Ships at DNV GL, opened by asking if it really made sense to build bigger and bigger vessels. However, no clear answer was forthcoming for this question, neither for the next question posed by PD Dr Christian Growitsch, Director of the

Hamburg Institute of International Economics (HWWI), who wanted to know: “who will pay for it?”. Olaf Merk, Administrator Ports and Shipping, International Transport Forum (ITF) at OECD, pointed out that there is a “disconnect between shipping lines and infrastructure”. Jörg Pollmann, Harbour Master of the Port of Hamburg, also held the opinion that shipping lines fail to talk adequately with ports about infrastructures and planning for the future. Capt. Salvatore Carro, Environmental Manager & Training Officer at MSC P/Sorrento, on the other hand, stressed that MSC already collaborates closely with ports and port authorities.

IAPH Voting App

Moderator Max Boodie then asked the audience to vote via app whether it makes sense for one member of the logistic chain to benefit from ultra large ships at the expense of other parties. The result was very clear indeed: 65 per cent of the voting participants responded with a definite „no“. Reacting immediately to this poll, Olaf Merk proposed a global discussion with all involved parties.

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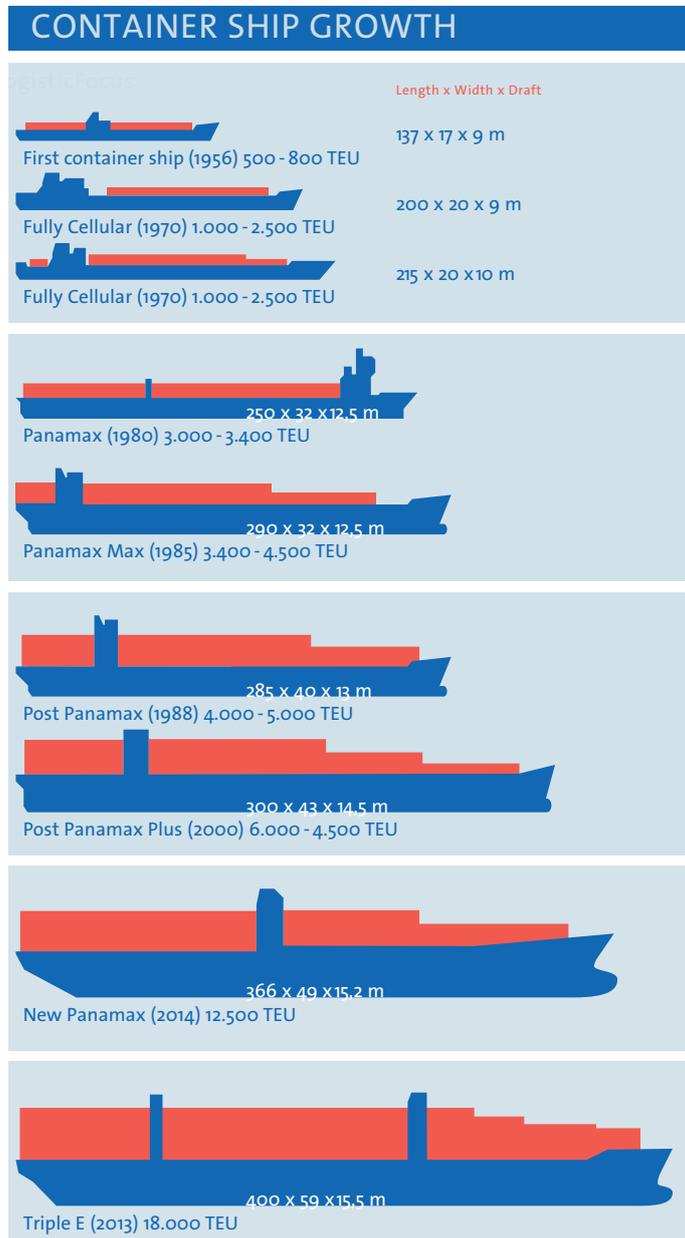
What's the Limit for Mega Boxers?

Trend continues – New orders smash the 20 000 TEU barrier

395 m long and 59 m wide the “MSC Oscar” is currently the world’s largest container ship
PHOTO: HASENPUSCH

Rapid growth in the size of container ships raises the simple question: Where is it all going to end? After all, forecasts in recent years have always been exceeded earlier than predicted.

• e latest chronology of new orders for ultra large container ships reinforces this trend. Whilst the 20,000 TEU limit for mega boxers seemed a wild dream only a few years ago, this threshold was crossed for the first time with the announcement in early March this year of Mitsui O.S.K. Lines’ order of six 20,150 TEU carriers to be built for the Japanese shipping line by Asian shipyards and delivered by 2017. Just one month later • e Hong Kong line OOCL broke this record by ordering six vessels with 21,100 TEU from Samsung Heavy Industries, scheduled for delivery in November 2017. French shippers CMA CGM too are investing in this size category with an order for three 20,600 TEU vessels awarded to Hanjin Heavy Industries, delivery also to be taken in the la•er half of the year a•er next. Rumours even abound of an unconfirmed order for more than eleven container ships in the 20,000+ TEU segment submitted to Imabari Shipbuilding. Currently the Mediterranean Shipping Company’s



“MSC •Oscar” is the world’s a capacity of 19,224 TEU it biggest container ship. With superseded China Shipping

Container Lines’ 19,100 TEU “CSCL Globe” a•er a space of just two months.

As far as design and stability of ultra large container ships are concerned, the limit seems to be far higher still. Furthermore, the demand for larger ships will continue due to economies of scale driving down transport costs per container. According to Jost Bergmann, Business Director for Container Ships at DNV GL, there are no technical problems to build 24,000 TEU freighters in the future. Other experts go even further and envisage mega boxers with a capacity of 30,000 TEU.

Nevertheless, container giants face restrictions in width and dra• in navigation channels and seaport infrastructures even today. Ports, freight terminals, logistics services and hinterland tra• c are faced with completely new challenges, not only requiring enormous investment, but organisational know-how as well. As the key interface in the logistics chain, ports must be equipped to cope with growing container numbers at peak times. “Bigger vessels and bigger challenges” demand more intelligent solutions. What these solutions might look like can be seen in the smartPORT projects presented by the Hamburg Port Authority at the 29th World Ports Conference.

GRAPHIC: BLC

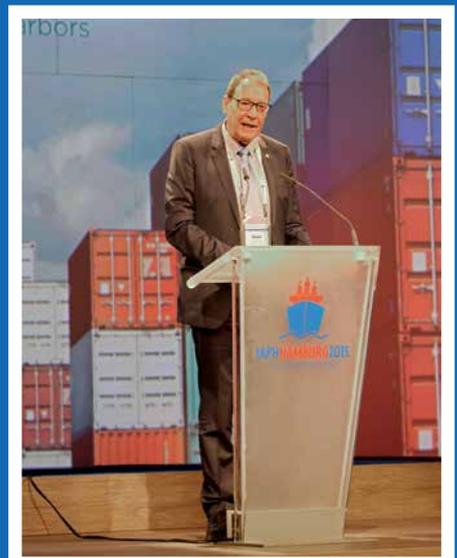


Impressions Spectacular stage show and business network



The scene for yesterday's opening event was set by a spectacular stage show: A container on passage from Tokyo, where the IAPH is based, to Hamburg, the location for this year's event, took the audience on a voyage to the smartPORT in the truest sense of the word. With trampoline artistes, drummers and light installations the scene was ablaze with colour and activity. Along with talks and debates on current issues affecting port operations all over the world, guests have an ideal opportunity to exchange views and experience with peers and particularly intensify their business network. The conference promotes this aspect specifically by providing an exhibition, trade fair and a varied, interesting and entertaining support program.





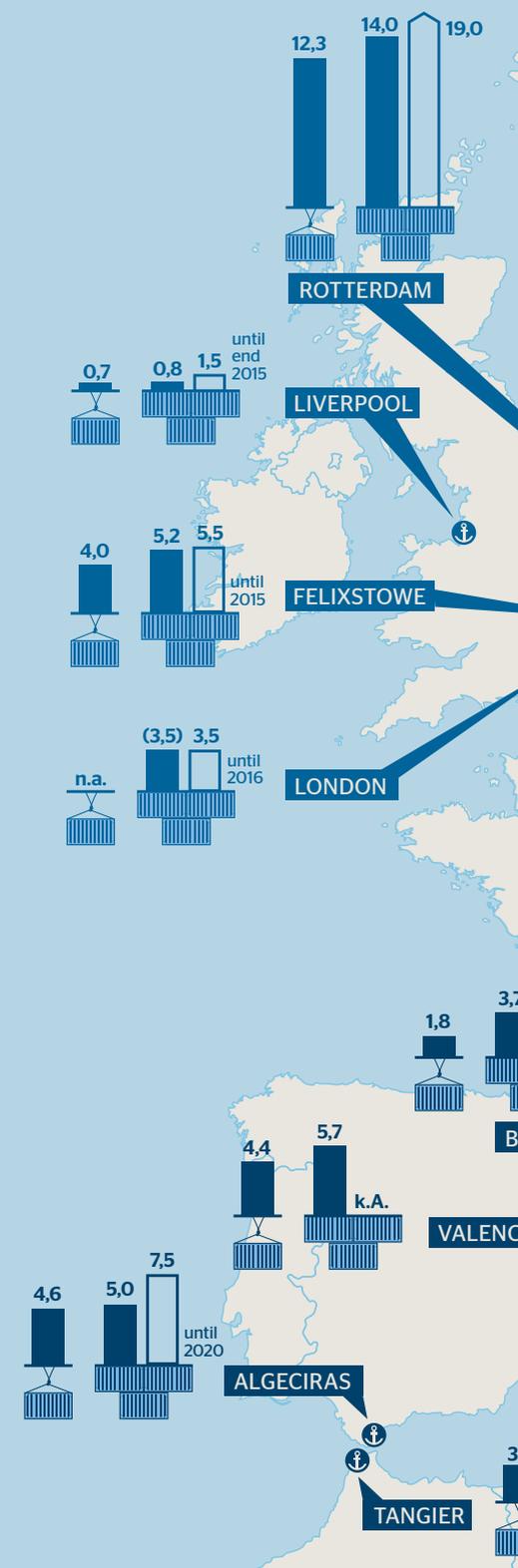
Europe's ports on growth course

Capacity investment for large container ships

Europe's ports are stocking up. From Meerbusen in Finland to the warm waters of the Aegian, seaports are massively expanding their cargo handling capacities. A major reason for this is to be prepared for the new generation of ultra large container ships. The "Daily News" shows a European overview here.

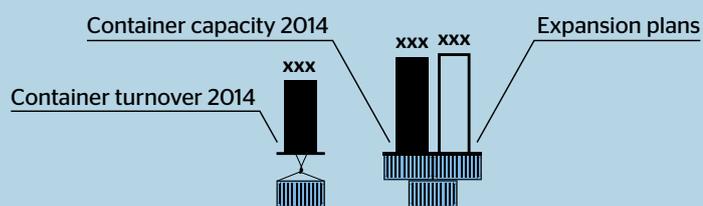
The map shows 28 ports, including market leader Rotterdam, second largest Antwerp, Hamburg in third place, and newcomer Bronka. The new multi-purpose port in St. Petersburg will begin first phase operations in September after a 400 million euro investment program. It is planned to develop the location systematically in years to come with a view to optimise processes and vastly increase cargo handling capabilities. In phase one capacities of 200,000 TEU will be available. In further development stages, for which no dates are currently confirmed, two and later even five million TEU will be possible. For RoRo cargo handling an initial annual capacity of 2.4 million tonnes is foreseen.

The construction boom is founded on the hope of lasting growth in container shipping. For the current year experts from the Bremer Institut of Shipping Economics and Logistics (ISL) and consulting company Hackett Associates forecast growth of around three per cent for the European ports. Indeed ships' capacities are growing rapidly, primarily due to large size container vessels. Around 300 ships with 10,000 TEU and more are already in service and a further 165 ordered, according to market experts from Dynamar. 50 of these will be able to carry at least 19,000 TEU. Recently it has been rumoured that market leader Maersk Line intends to invest in the largest available units and order up to eleven 20,000 TEU container ships.



LEGEND

Figures in TEU (mil.)
 Source: Ports, own research/
 * Estimate or potential



GRAPHIC: DVZ

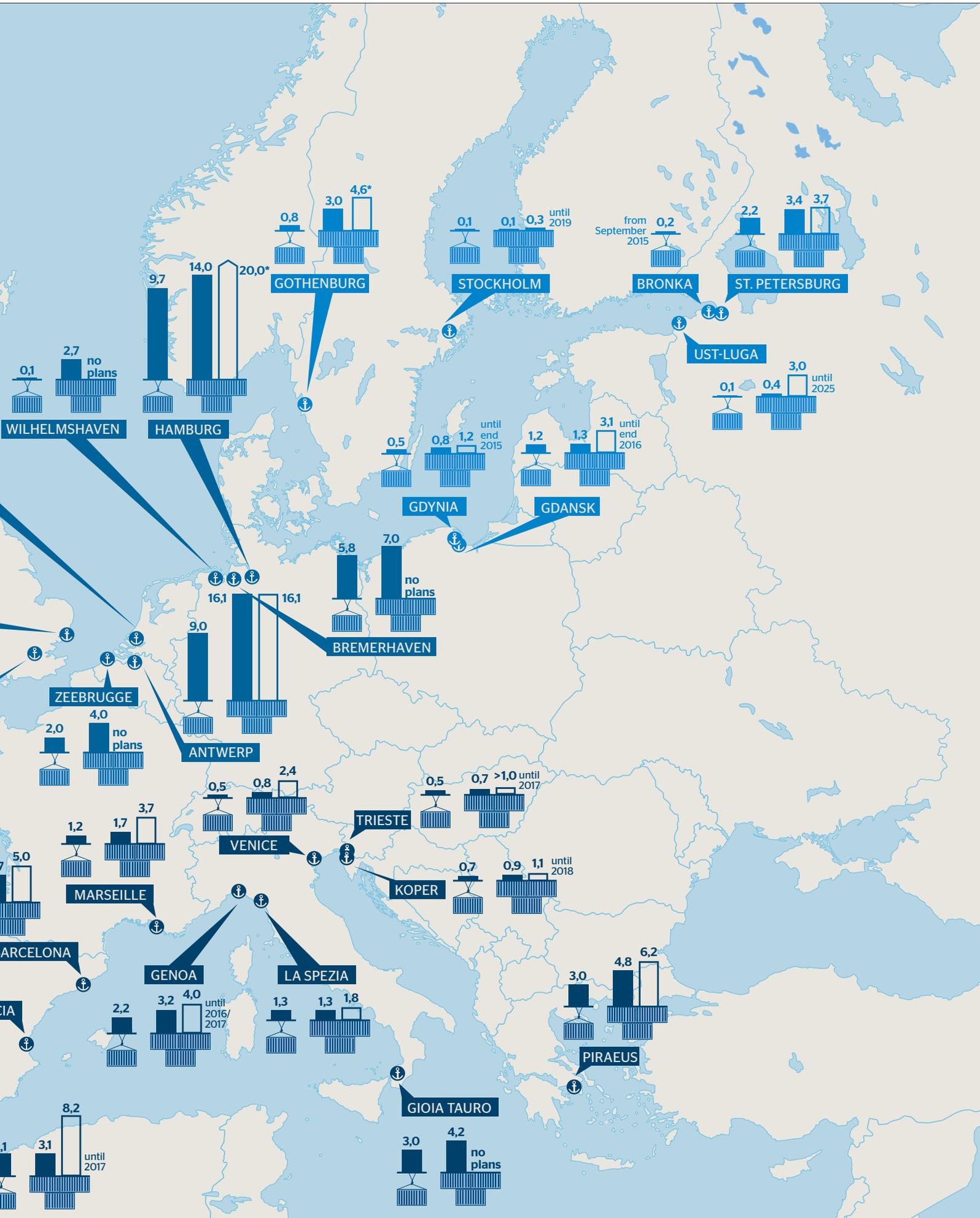




PHOTO: HPA

Pioneering energy technology

Hamburg's Vessel Traffic Service Centre – One of the most modern facilities worldwide

The Port of Hamburg's Vessel Traffic Service Centre (VTS Centre) is one of the most modern facilities worldwide.

After a two-year renovation period, twelve months ago to the day Hamburg Port Authority (HPA) completed the refurbishment of the Vessel Traffic Service Centre (VTS Centre) at Bubendeyufer.

Frank Horch, Hamburg Minister for Economic Affairs, Jens Meier, Chairman of the Management Board of the Hamburg Port Authority (HPA), and Jörg Pollmann, Harbour Master, officially inaugurated the new building. Over one hundred guests were joined by hybrid tug „Eddy“, one of the most modern tugboats in service, to celebrate the occasion.

„In view of rising traffic volumes, ever larger container vessels and the need to ensure that the port maintains its competitive edge, refurbishment was necessary to bring the facility up to date with regard to technical, space-planning and energy-saving standards. The VTS Centre is a core piece of the Port of Hamburg. Whether container ships or dinghies – nothing in the Port of Hamburg escapes the notice of staff at the VTS Centre,” says Horch. From January 2012 to June 2014 the old building was extended and the technical equipment upgraded to meet the specific needs of the navigators and accommodate future developments.

“The VTS Centre, one of the most modern

vessel surveillance centres in the world, monitors and coordinates vessel traffic in the Port of Hamburg. At the same time, it is a vital element in the HPA's efforts to make our vision of a smartPORT become reality,” states HPA Chairman Meier.

One of the aims was to create an efficient and flexible work environment where people and technology come together to connect and collaborate. Before actual work commenced the HPA, in co-operation with the University of Hamburg and the Hamburg Informatik Technologie Center [Technology Centre for Computer Science], made detailed examinations of work processes and technical systems at the VTS Centre. The results of the joint project formed the basis for the spatial and technical design of the new construction.

„The new VTS Centre makes us well-placed for the future, enabling us to provide efficient and safe navigation in the Port of Hamburg. On top, we were able to significantly improve working conditions for our colleagues,” says Harbour Master Pollmann.

Technical improvements

Many of the technical tools and equipment used at the nearly 6.5 million euro investment were specifically developed to meet the needs of VTS operators. The new VTS Centre boasts technically highly advanced work stations and state-of-the-art equipment. Amongst others, it features

a high-resolution large screen to display nautical information with interface to all nautical work stations. The information is supplied by the Port Monitor, a control station system.

A thermal ice storage system with heat pump to efficiently use waste heat has been installed in the new building on the Seemannshöf. Underground water pipes absorb the excess heat which, due to the relatively constant ambient temperature of the earth, can be stored slightly above freezing point and fed back to the heating system at the start of the heating season. If heat is withdrawn from the ice storage system, the liquid in the water pipes will freeze, releasing crystallisation energy that is used to cool technical equipment in the VTS Centre.

About the VTS Centre

The VTS Centre on the Seemannshöf, including the radar centre to the east of the pilots' station on the Seemannshöf, was built from 1975 to 1977. As a member of the Harbour Master's Division it is in charge of monitoring and regulating vessel traffic within the area of the port. A team of five VTS officers are on duty around the clock to ensure safe navigation on the waterways, supported by ultra modern traffic surveillance systems. During the refurbishment period the VTS Centre was housed in the emergency response VTS Centre at Veddeleer Damm.



Programme Highlights Wednesday 3RD

Challenges and Solutions for Smartports

09.20 - 09.40 Why do Ports have to become Smart?

Wim Elfrink, Cisco
Hall G, CCH

10.10 - 10.30 smartPORT Hamburg – “How to Dress for Success?”

Jens Meier, Hamburg Port Authority
Hall G, CCH

10.30 - 10.45 An Arabian Perspective on Industry Trends: A View from the Bridge of DP World

Patrick Bol, DP World
Hall G, CCH

11.05 - 12.00 Demands on intelligent Ports: Where is there a Need for Action?

Discussion with Volker Worthmann, Wim Elfrink, Jens Meier, Patrick Bol, Michael Pal, José García de la Guia, Max Boodie
Hall G, CCH

13.15 - 13.35 International Environmental Standards at Sea – Development, Implementation and Monitoring. Consequences and Future Developments

Monika Breuch-Moritz, Federal Maritime and Hydrographic Agency
Hall G, CCH

14.50 - 15.00 Global Transport Needs Sustainable Ports – LNG as Part of Greenports

Robert Howe, Bremenports GmbH & Co. KG
Hall G, CCH

15.00 - 15.45 Alternative Actions in Times of the Energy Transition: How “Green” do Ports have to be?

Discussion with Monika Breuch-Moritz, Henning Kinkhorst, Gun Rudeberg, Lutz Birke, Robert Howe, Max Boodie,
Hall G, CCH

18.30 Bali Night

Beach Club Hamburg



TODAY'S SOFA TALK

14.00 - 15.00

Bernd Appel, Managing Director, Lufthansa Industry Solutions

Jens Meier, Chairman of the Management Board Hamburg Port Authority

Lars Reger, CTO, NXP



PHOTO: HASENPUSCH

Chance meeting in the port of Hamburg: New megaboxer "OOCL Singapore" (13208 TEU) meets sister ship "OOCL Bangkok"

German ports need to cooperate

New study – A stronger partnership can improve competitive position

Companies in the transport sector would like to see more cooperation between the large German ports in Hamburg and Bremen in order to handle increasing freight volumes more efficiently.

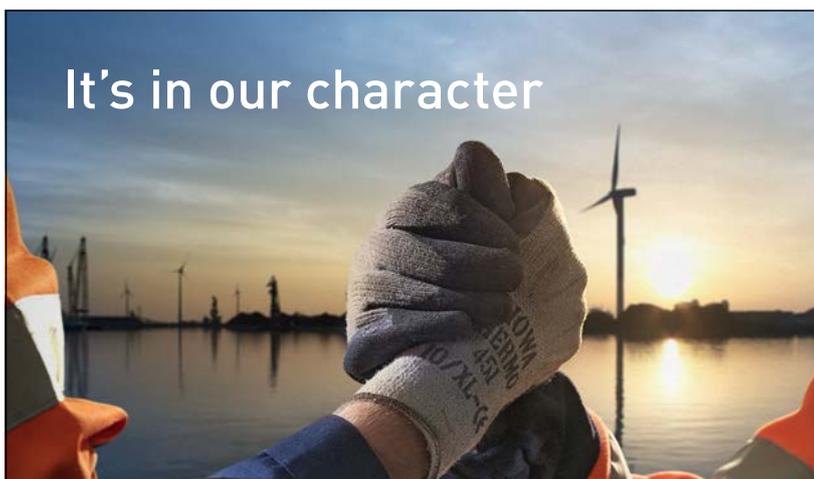
• This is the result of a study published by HSH Nordbank, which was presented yesterday on the third day of the World Ports

Conference in Hamburg. A major finding of the survey is the fear many companies in the transport sector have of capacity bottlenecks leading to a loss of business in the Port of Hamburg. Dr. Marcus Kleiner, expert for logistics and infrastructure at HSH Nordbank, suggests that cooperation with the Bremen ports and the JadeWeser-Port in Wilhelmshaven could strengthen

the competitive position of these ports in relation to Rotterdam and Antwerp. Within the framework of such a cooperation and as a means to reduce transit times and alleviate the Port of Hamburg, ships from Asia on transshipment container runs, could, for example, make a first call at JadeWeserPort.

• The study is based on a poll [to page 8](#) →

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11 Triple-Es for Maersk

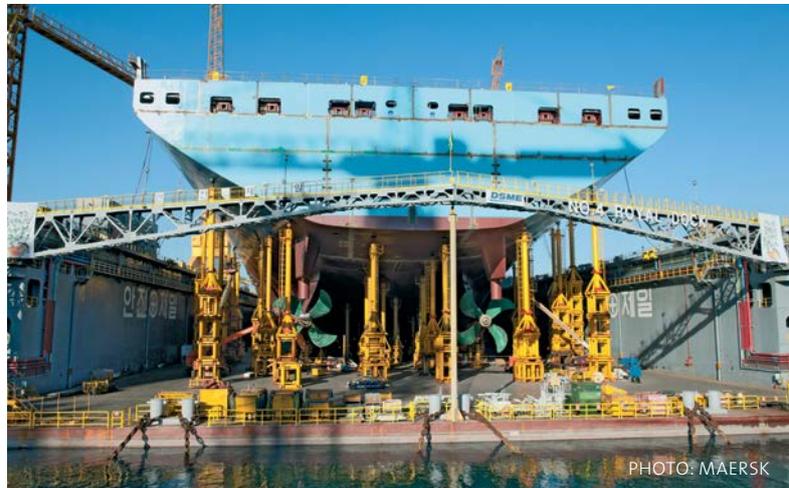
New ultra-large second generation – 1.8 billion dollar value

Maersk Line announced it has now ordered eleven new ultra-large second generation Triple-E containerships from Daewoo Shipbuilding & Marine Engineering (DSME).

• e new vessels will be the shipper's largest and are intended to enter Asia - Europe service between April 2017 and May 2018. • e contract has a value of 1.8 billion dollars including an option for six additional vessels. • e ships will have a capacity of 19630 TEU each, a length of approximately 400 meters (m), width of 58.6m and a 16.5m dra •.

• e contract was signed by Sung-Leep Jung, President and CEO of DSME, and Søren Skou, CEO of Maersk Line, during a ceremony at Maersk Line's headquarters in Copenhagen.

• is is the second new-building order in Maersk Line's investment program, following the seven 3600 TEU feeder vessels announced earlier this



Triple-E Construction at Daewoo Shipbuilding in South Korea

year. Over the coming •ve years, Maersk Line plans to invest \$15 billion in new-buildings, retro••ing, containers and other equipment, the company said, noting it will thus be able to maintain the necessary capacity to grow with global demand as well as replace less e• cient tonnage.

“• ese vessels will help us stay competitive in the Asia - Europe trade and will be key in

our strategy to grow with the market,” said Søren To•, Chief Operating O• cer (COO) at Maersk. “It is the second order this year and we expect to order more vessels to add to our •eet from 2017 and onwards.” Maersk Line has a long relationship with DSME. Most recently, DSME built the •rst generation Triple-E vessels, the last 20 of which will be delivered in June 2015.

Cooperation on hull performance

DNV GL and the Norwegian paint manufacturer Jotun signed a cooperation agreement to work on improving hull performance at Nor-Shipping yesterday. • e project will bring together two performance management services, Jotun's Hull Performance Solution and DNV GL's ECO Insight solution, to collect and analyse data on hull degradation. • is will enable customers to cut their fuel bills and reduce emissions.



Grand Gala Dinner

The Fish Auction Hall – directly on the Elbe

This evening visitors to the World Ports Conference will be celebrating the Grand Gala Dinner. In former times the location had a quite different purpose.

The “Fischauktionshalle”, address Große Elbstraße 9, was the hub of the fish trade in Hamburg.

Built in the 19th century as a central market place, today the Fischauktionshalle is primarily an event location. Nevertheless, the impressive red brick construction still pays tribute to the port of Hamburg's remarkable history. The Altona Fischauktionshalle with its industrial appeal and rough charm is one of the city's top tourist sites and attraction for up to 4200 people. Kaiser Wilhelm II. opened the construction in a grand ceremony in 1896.

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PHOTO: TIM BRUENING

“Kind of a revolution”

Stricter international environmental standards at sea to be expected in the future

Sea transport of containers has a reputation of being climate friendly due to low carbon dioxide (CO₂) emissions per tonne kilometer. However, the act of shipping throws immense quantities of harmful substances into the atmosphere all around the world. This has led to a number of international environmental regulations at sea being passed, some of which are already in force. Others to come are being discussed at committee level.

“Why do we need regulations?” asked Monika Breuch-Moritz, President of the Federal Maritime and Hydrographic Agency (BSH), as she opened her lecture on the subject „International environmental standards at sea“ on Wednesday afternoon in the CCH.



BSH President Monika Breuch-Moritz

PHOTO: HINRICH FRANCK

The answer is quite simple: Whereas in the past shipping was seen as a major contaminator, new regulations have contributed to a more positive view in recent years. Breuch-Moritz pointed out that the discussion is presently dominated by three main issues: ballast water, sewage and air emissions.

“MARPOL Annex VI on air emissions is a good example on how regulations developed and how they are monitored.” Although the first reduction of sulphur dioxide for the Baltic Sea as Sulphur Emission Control Area (SECA) was adopted as early as 1997, it did not come into force until 2005. “Limitations at that time were still too high”, she explained.

“Public awareness of environmental protection has grown immensely during the last 10 years in the US and Northern Eu-

rope. Nevertheless, the majority of countries were reluctant to support legislation beyond IMO rules (International Maritime Organisation).”

Since 2015 stricter sulphur dioxide regulations have been introduced for the SECA in the Baltic and North Sea and on both North American coasts: Fuel is only permitted to have a maximum sulphur content of 0.1 per cent. From 2020 or 2025 at the latest a limit of 0.5 per cent is foreseen. “The new regime will be a kind of revolution”, said Breuch-Moritz. “I sincerely hope that the worldwide regulation will enter into force in 2020.”

For Germany she is pleased today about the positive results BSH has been measuring: Sulphur dioxide emissions in January this year were significantly lower than December 2014.

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IT technologies are moving into ports all over the world: Agreement from Wim Elfrink (Cisco), Jens Meier (HPA), Volker Worthmann (Lufthansa), Moderator Max Boodie, José García de la Guia (Port of Valencia), Michael Pal (Port of Fremantle) and Patrik Bol (DP World) (from left)

“Think big – Start small”

International IT- and port experts explain smarter infrastructure for terminals

How to handle increasing container volumes in the shortest conceivable time in an area of constant size? That is only possible using the latest cargo handling equipment and intelligent IT systems. Experts from the technology sector and port managers found agreement on this subject during a podium discussion at this year's IAPH Conference in Hamburg.

“24 hours to load and unload 6000 containers – that will become the new standard.” These words of Patrick Bol, Director Global Operations at terminal operator DP World, describe the challenge facing container ports. Such volumes not only make huge demands on the terminals but also on traffic infrastructures in the hinterland. “Ports can only be intelligent when freight and transport data are seamlessly linked,” added Jens Meier, Chairman of the Man-

agement Board at Hamburg Port Authority (HPA) referring to the Smart Port Logistics Project in the Port of Hamburg. José Garcia de la Guia, IT Head for the Port Authority of Valencia demonstrated the benefits of such links commenting, “Information on ship arrivals and freight volumes could, for example, flow into traffic forecasts.”

Conditions for such systems to be realised in the individual ports are far from homogenous. “For an IT project there's a big difference between starting from scratch or having to work one's way into an existing system environment,” says Wim Elfrink, Executive Vice President, Industry Solutions and Chief Globalisation Officer of the IT corporation Cisco. Cooperation between the public and private sectors is essential if smart ports are to have a chance of success. HPA boss

Meier believes that there's no way round smart port concepts. Compared to the construction of physical port infrastructure IT projects are inexpensive. Volker Worthmann, Director Transport and Logistics at Lufthansa Industrial Solutions, nevertheless advised against unmanageable mega projects. “Think big, start small,” his tip.

The fact that even small ports can create smart systems with reasonable cost and effort was proved by Michael Pal, Principal Transport Analyst at the Australian Fremantle Ports, with his own example: The port authority records truck congestion on a video system which allows it to identify which terminal is responsible for any upsets to normal processes. Since introduction of the system traffic flows in all areas of the port have visibly improved – as have clearance times for trucks.



THE RED SOFA

Bomb scare stops talk

Sofa talk with Jens Meier not possible

Jens Meier, Chairman of the Management Board Hamburg Port Authority (HPA) and host of the 29th World Ports Conference in the Congress Center Hamburg (CCH) was calm, cool and collected - in spite of a bomb scare that prevented his sofa talk from taking place as scheduled.

The details: 14.15 on the dot, the first talk with Bernd Appel, Managing Director Lufthansa Industry Solutions, and DVV moderator Tim-Oliver Frische had just

ended. Then IAPH Chief Organiser Sabine Stüben (HPA) approached and told us in a clear and unmistakable voice to evacuate the room - immediately”. Frische, Meier and Appel (photo left to right) did as instructed but found time to have an informal chat in the foyer. “I've learnt to differentiate between what's important and what's essential,” said a cool-headed Meier - Respect. Nobody would have expected the entrance door to the Red Sofa to remain

closed for so long. No further talks took place for the rest of the day. It appears the whole world in these days of Germany's Next Topmodel has become more cautious - the live broadcast of the recent annual was cancelled due to a bomb scare. The “bomb” turned out to be a harmless brief case that someone had left whilst nipping out for a cigarette. Smoking, it seems, is not only bad for the health, but can also be a cause of misfortune for Red Sofa talks at the IAPH.



PHOTOS: HINRICH FRANCK

smartStowage gives back time for collaboration

Early and detailed communication could become a key factor for success

Digitalization of the maritime industry and associated logistics might mark the beginning of full networking for all players in the logistics chain.

Port operators are developing digitalized management systems for optimizing traffic flows, terminal operators are automating systems for handling goods, and liner operators can use modern software solutions to improve shipping operations and capacity utilization. Early and detailed communication and data availability could become a key factor for successful collaboration.

Logistics 4.0 starts with stowage

Ship arrivals remain the starting point for any integrated port logistics chain. Ocean carriers and terminal operators have a special interest in port stay times, cargo intake and moves, as well as fuel oil consumption. A professional stowage plan provides answers. It includes not only details of the cargo planning according to the port rotation, but takes into account the proper separation of specific loads, makes full use of the cranes at ports and ensures the sustained stability of the container ship. The more carefully all factors for stowage planning are considered, the greater the benefits for liner companies and terminal operators. With a view to integrating even more relevant factors for stowage and producing results for al-

ternative stowage plans very quickly, Interschalt maritime systems, in co-operation with the IT University of Copenhagen, developed the stowage planning software StowMan[s] launched in 2014. This software generates multiple economically and

logistically optimized stowage plans in next to no time by producing alternatives on an iterative basis. The resultant time savings allow the stowage planner in consultation with the terminal operator to plan perfect loading and discharging operations.



A professional stowage plan provides answers

PHOTO: INTERSCHALT

Influence on terminal operation

Using StowMan[s] could create a win-win situation for liner operators and terminals. Liner operators benefit from an increased ship capacity utilization. At the same time, fuel consumption can be reduced thanks to trim optimization. Terminal operators enjoy the benefits of better, foresighted coordination of all terminal processes. They begin before the ship even arrives and can be seen in an improved yard organization, as early and extensive information improve the berth allocation, container pre-stow and the planning of storage areas for cargo remaining at the port. Calculating the crane capacity required for transshipment and the intensity of crane use has an influence on terminal operations too. Precise details of the process times for container moves allow appropriate scheduling of container gantry cranes and their crane operators and the additional equipment used for loading.

Beyond transshipment at the quayside, it is important to prepare for the further transport of cargo by rail or road. Optimum data and information made quickly available are particularly beneficial for the port operator's traffic management. smartStowage tools like StowMan[s] save time in the creation of stowage plans. If all members of the supply chain could use these time savings during their planning phases, current theoretical advantages of a networked collaboration could become best practice.



Impressions Conference, Cocktails & cool Chiefs



White sand under the feet, Balinese sounds and exotic cocktails gave a first idea of the country that will host the IAPH World Ports Conference in 2017. The Indonesia Port Corporation yesterday invited to a Bali Night at Hamburg Beach. Earlier a bomb scare (page 4) had been unable to dampen the good spirits of port chiefs in the CCH. The more than 900 attendees kept a cool head.





PHOTOS: HINRICH FRANCK; IAPH (1)



Source: HSH Nordbank

Competition for sea transport

China to invest billion dollars in the new Silk Road

from page 1 → of 50 companies in the transport sector who had responded negatively to questions on the Port of Hamburg.

• e most important infrastructure projects for the Port of Hamburg are the deepening of the navigation channels in the River Elbe, realisation of the high speed rail link between Hamburg, Bremen and Hanover as well as continued expansion of the port railway. “• ese projects must be realised promptly otherwise Hamburg will lose freight volumes to other North Range ports,” warns Kleiner. Since the Port of Hamburg cannot expand its area, be•er organized processes and transport •ows could arise, according to the companies polled, if certain functions were delegated to the hinterland, e.g. container sorting, and the port railway network extended. More e• ciency through deployment of intelligent IT tra• c management systems, on the other hand, is not seen by these companies to hold much prospect of success.

• e vast majority of companies in the poll would be prepared to support the urgently needed development of port infrastructure in the form of user •ancing, that is, toll charges - as far as their own companies would pro•t from such a measure.

New rail link to Asia as future alternative to sea route

Relief for the Port of Hamburg is also promised by new rail links along the route of the ancient Silk Road from Europe to China (see map above). “To a certain group of clients these rail links are already an alternative to the sea route”, says Kleiner. Although the direct Germany-China rail connection has so far only been used by a few companies, several others have announced that the routes would also open new trade opportunities for them to Eastern Europe, Russia and Asia. China is currently investing massively in infrastructure projects, not only in its own country, but in the development of global trade routes. • is role played by China



Dr. Marcus Kleiner

strengthens its power position in international trade and is a policy most of the polled companies are convinced China will continue. “Only through the necessary investment in higher infrastructure e• ciency will the North German ports be able to hold onto their position in international transport logistics”, concludes Kleiner.

Power from the box

Hapag-Lloyd uses onshore concept for its container ships

Since 2012 the Hapag-Lloyd shipping line has been using a concept for providing shore-based power to its container ships in US ports. It can be applied to almost all ships in the fleet, irrespective of shipboard voltage or power requirements at berth.

When the „Dallas Express“, operated by the Hamburg shipping line, sails into the port of Oakland in California one 40 foot container on deck will not be unloaded. For the white box with conspicuous green l•ering on the side contains hardware to enable the ship to use electricity generated onshore. • e technical solution earned the liner service this year's „Hanse Globe“ prize for sustainable projects awarded by the Logistic Initiative Hamburg (LIHH). „We see responsibility and sustainability not as a short-lived fashion trend, but as a key to long-term success and are particularly pleased to receive this award in and from our home city“, says Rolf Habben Jansen, Hapag-Lloyd CEO. Supplying electricity from o•-ship sources to power on-board facilities whilst in port is gaining importance as a means of protecting the population and environment from ship emissions in and near port and coastal areas. • e principle of providing ocean-going vessels with onshore power when docked currently seems to be a be•er solution to reduce emissions than •oating generators.

Known as Onshore Power Supply (OPS), Alternative Maritime Power (AMP) or Cold Ironing, the basic idea is that a ship's auxiliary diesel engines, which otherwise generate electricity to power the ship's essential functions at berth, can be switched o• completely, electricity being provided instead by a generator located in the port itself or directly from the local electricity grid. • e fact that auxiliary engines remain idle represents a major factor in reducing health hazards and pollution caused by sulphur dioxide and •ne particle emissions; hence air quality is improved, particularly in port locations and surrounding areas. Noise levels are also lowered.

Authorities have taken many di•erent measures to reduce the ecological impact of ship emissions in port and coastal areas. • e solution to feed power generated onshore into the ship's electricity system when in port was heavily pushed by the state of California, which since January 2014 requires 50% of a shipping line's vessels sailing into Californian ports to use onshore power, further to a total 50% reduction in electricity consumption by all incoming ships. With other ports throughout the world working on similar onshore power concepts, the need for

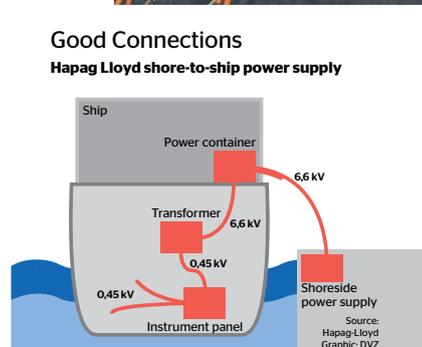
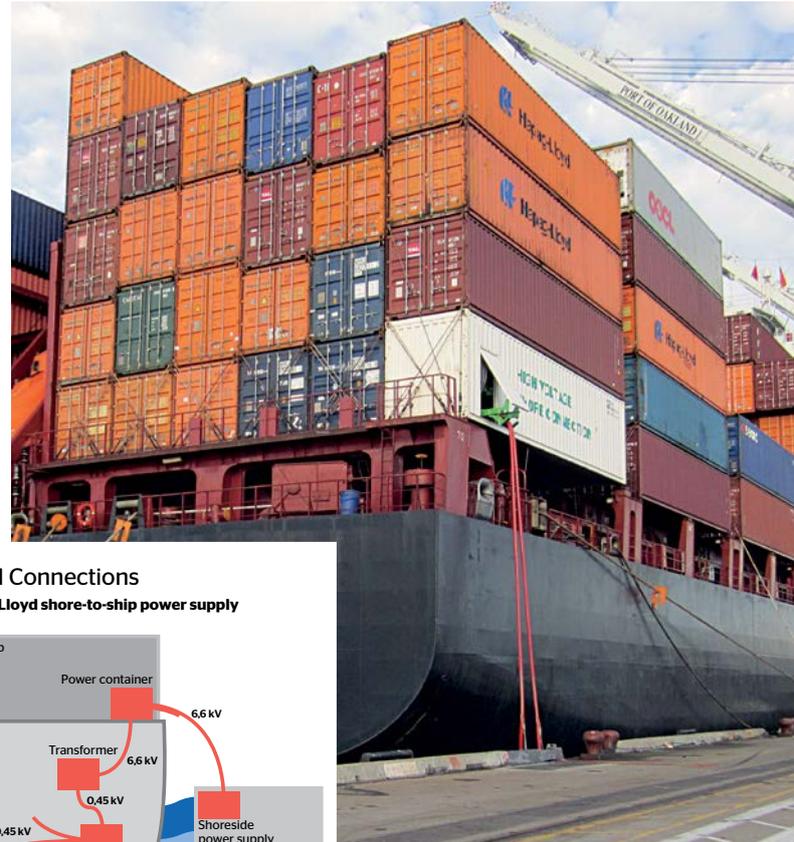


PHOTO: HAPAG-LLOYD

ports to agree on a uniform technical standard was important for shipping lines, since it takes a lot more to utilising onshore power than merely inserting a plug into a socket. Hapag Lloyd cooperated with the Port of Oakland in a pilot project culminating in its „Dallas Express“ being the •rst ship to successfully connect to onshore power on 3rd December 2012, shortly a•er the port had completed the necessary investment in technical infrastructure in August 2012. Onshore power supply is also known as High Voltage Shore Connection (HSVC). For a ship to use onshore power voltage must be converted from 6600 volts on land to 450 volts on board through an 8 ton transformer located next to the rudder engine room. Newer ships on a 6600 volt system, including the ten new 13200 TEU „Hamburg Express“ class vessels, are already compatible, so the container can easily be operated on routes also to the Far East when on-

shore power supplies are available in ports there. Hapag Lloyd developed the special container with the electric components to tap onshore power with the Hamburg company SAM Electronics. Located at the stern of the ship, the 40 foot box contains a cable on a drum that can be extended and connected to the power source on land. Further features of the drum are its ability to automatically compensate for tidal li• and a lock preventing accidental disengagement. • e container is compatible for use on almost the entire •eet, irrespective of on-board voltage and power requirements, therefore can be transferred to another vessel if the ship is placed on a di•erent route or in times of maintenance or repair. 21 ships in the Hapag Lloyd •eet are currently •eod with this •exible solution, therefore are not only able to use onshore power in California, but in all ports conforming to international Standard 80005-1.

Full steam ahead for the port of the future

„smartPORT logistics“ in regular operations – More efficient flows of goods –
Shorter waiting times and fewer backlogs



Shorter truck waiting times for the Port of Hamburg

PHOTO: TELEKOM

The Port of Hamburg is setting off with the logistics system of the future.

The Deutsche Telekom subsidiary T-Systems and the Hamburg Port Authority (HPA) have signed a contract that will launch regular operations with this globally unique logistics system. „smartPORT logistics“ enables the Port of Hamburg to coordinate truck and container movements more efficiently. This reduces log-jams and waiting times in the port area and increases cargo turnover. The HPA plans to connect as many trucks as possible that travel through the Port of Hamburg daily with the app-based telematics solution.

The foundation of this project is an original equipment manufacturer (OEM) agreement between T-Systems and SAP for „connected logistics“. Connected logistics is a logistics solution that addresses

the needs of logistics centers for seaports, airports, parcel distribution centers and manufacturing sites. „Today, the logistics industry often faces the challenge of having to optimize flows of goods in a limited area. With smartPORT logistics, we make it possible for the HPA, for example, to manage their flows of goods in real time and therefore to use their limited space efficiently,“ says Horst Leonberger, head of Deutsche Telekom's Connected Car unit.

One additional load per day

In Hamburg, the „smartPORT logistics“ system brings all the relevant traffic and infrastructure data of the 72-square-kilometer port facility together in real time: the locations of trucks and containers, terminal and warehouse information, construction sites, bridge opening times, and available parking spaces. It gives port

managers, freight forwarders and parking lot operators a comprehensive picture of the situation at all times, enabling them to react to traffic congestion quickly. „The smartPORT logistics solution supports the Hamburg Port Authority in coordinating traffic flows more predictably,“ says Nils Herzberg, SVP, Global Co-Lead, Internet of Things GTM at SAP. „The solution helps us anticipate surprises. Since it works with real-time data, its recommended actions are based on facts, not conjecture.“

All real-time data in one application

smartPORT logistics is a private cloud application based on the T-Systems Connected Car platform and the SAP Connected Logistics-Software by SAP. The application unifies freight data with telematics system information from a variety of providers, as well as the traffic and infrastructure data from the HPA. Deutsche Telekom also provides an Android app, which serves as the telematics unit in the trucks. The SAP Connected Logistics software then merges all the real-time data and provides it to users in an online portal.

More freight, same space

„Our goal is to achieve a truly smartPORT. This includes ensuring the best possible supply of information for everyone involved in port operations,“ says Jens Meier, Chairman of the Management Board of HPA. „With smartPORT logistics, we have begun connecting everyone involved in the supply chain, enabling them to coordinate their processes with one another in real time. If everyone participates, we are on the right path.“ The Port of Hamburg is Europe's second-largest port. In the past year, the port handled nearly ten million containers. This figure is expected to double by the end of 2025. Due to its location in the heart of the city, however, there are geographic limitations to its ability to expand.



Programme Highlights Thursday 4TH

Future Trends for Cruise Shipping and Ports

- | | |
|---|--|
| <p>09.00 - 09.30 What is the Role and History of the United Nations for the Maritime Industry?
Michael Shewchuk, United Nations
<i>Hall B, CCH</i></p> <p>10.00 - 11.00 The Importance of Law for Trade and Ports
Discussion with Michael Shewchuk, Frans van Zoelen, Christoph Hasche, Marcus John,
<i>Hall B, CCH</i></p> <p>10.05 - 10.15 Development of the Cruise Shipping Industry in the Port of Hamburg
Michael Ungerer, AIDA Cruises
<i>Hall G, CCH</i></p> <p>10.15 - 10.25 Smart Terminals – smartPORTs: What Can Ports Contribute to a Dynamic Cruise Industry?
Bo Larsen, CLIA
<i>Hall G, CCH</i></p> <p>10.25 - 11.10 The World is Going on a Cruise: Does Growth in Tourism Come at the Expense of the Environment?
Discussion with Douglas Ward, CHA Min-sik, Roberto Perocchio, Bo Larsen, Michael Ungerer, Max Boodie,
<i>Hall G, CCH</i></p> | <p>11.40 - 13.25 How Diversity Contributes to Smart Thinking
Forum with Dr Geraldine Knatz, Dr Maria Carolina Romero, Dr Phanthian Zuesongdham, Dato' Capt. David Padman,
<i>Hall B, CCH</i></p> <p>12.30 - 12.40 Hong Kong's Action to Clean Up Maritime Emission
Christine Loh, Hong Kong Special Administrative Region Government
<i>Hall G, CCH</i></p> <p>14.15 - 14.45 Closing Ceremony
<i>Hall G, CCH</i></p> <p>19.30 Gala Dinner
<i>Fish Auction Hall</i></p> |
|---|--|



TODAY'S SOFA TALK

from 13.25

- Axel Mattern, CEO, Port of Hamburg Marketing**
Jörg Pollmann, Chief Harbour Master, Hamburg Port Authority
Ulrich Wrage, Chairman, DAKOSY
Jens Meier, Chairman of the Management Board, Hamburg Port Authority (expected)



Next conference venue: The Bali Nusa Dua Convention Center in Denpasar

PHOTO: BNDCC

From Hamburg to Bali

30th IAPH World Ports Conference 2017 to be held in Indonesia



With today's congress finale Hamburg hands over the baton for the 30th IAPH World Ports Conference 2017 to the Indonesia Port Corporation, who will stage the event in the Bali Nusa Dua Convention Center in Denpasar, the Bali capital, on 1 - 4 May 2017.

As future host nation Indonesia presented itself within the framework of the 29th IAPH World Congress in Hamburg with an atmospheric "Bali Night" on Wednesday evening, providing a foretaste for the next event in two years time. Further information was on hand for conference participants at the exhibition booth in the Hamburg Congress Center giving details of port development projects and planned investments.

The Consulate General of the Republic of Indonesia in Hamburg also used the opportunity to invite guests to an information event at the Chamber of Commerce, where, among others, Ridwan Djamaluddin, Deputy for Infrastructure and Coordinating Minister for Maritime Affairs of Indonesia, as well as R. J. Lino, President

Director of PT. Pelindo II, talked about the subject "Indonesian Economic Updates: Economic Potentials through Maritime Sector Development". Hamburg's Senator for Economic Affairs Frank Horch pointed out the long tradition in trade relations between Hamburg and Indonesia. Currently Hamburg imports goods valued at 600 million euro each year from Indonesia, whilst around 400 companies from Germany are active in Indonesia, 25 of these with their own subsidiaries. Indonesia is giving foreign companies big incentives at



Future host Indonesia also with an information booth in the CCH PHOTO: FRANCK

the moment to develop local manufacturing industry and expand logistics capabilities. To facilitate this a "One Stop Service for Investments" has been set up as contact and coordination point for enquiries.

Indonesia, with 17,500 islands and more than 250 million inhabitants, is the world's largest island state and fourth largest nation by population. Economically it ranks 16th worldwide. Analysts see Indonesia, as part of the rapidly growing Southeast Asia region, amongst the fastest growing markets with the potential to move up to rank 7 amongst the global players by 2030. One factor for Indonesia's climb into the top ten group of leading economies will be its growing class of affluent consumers, whose number is forecast to jump from 45 million now to 135 million by 2030. Gearing itself towards this figure, the government is stimulating the economy in an effort to raise the current annual growth rate of 5.2 per cent to seven per cent.

The 2015 to 2019 Medium-Term Development Plan is a major investment program launched to achieve this goal. Most of the investment will be made in infrastructure, →

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Indonesia intends to boost expansion of its ports with a mammoth investment program. The largest current project is expansion of the Tanjung Priok Port in North Jakarta PHOTO: PRIOK PORT

from page 1 → particularly the expansion and modernisation of Indonesian ports. Maritime investment will account for 79 billion dollars, with the number of ports increasing from 278 to 450 and new shipping routes being created. Indonesia's President, Joko Widodo, intends to develop his country into a "global maritime axis", an ambition involving creation of a "maritime highway" linking the eastern part of the giant archipelago more strongly to the economic centre in the west of Java and around the capital Jakarta. • is strategy in future could, for example, significantly reduce logistics costs for transportation of goods from Papua or the Molukkas. Indonesia's most important port is Tanjung Priok in the

north of Jakarta, which handles roughly 65 per cent of the nation's maritime cargo. It possesses three terminals for containers and non-containerised freight, a berth length of 10,220 meters and an area of 179.41 hectares. Last year total container turnover at the port amounted to 5.7 million TEU. With capacity at this port now stretched, despite measures to optimise land and equipment, and in anticipation of further growth, a concept for NewPriok has emerged, the largest port project in Indonesia, designed to serve medium to long-term growth prospects of Jakarta as gateway to Indonesian trade. Construction will be conducted in two phases utilising 392 hectares in North Jakarta. Channel dredging work and

reclamation started in 2013. Phase 1 comprises three container terminals and two product terminals, the •rst container terminal on a 32 hectares area built as deck-on-pile and the balance of phase 1 a 180 hectare reclamation. Initial dra • is 16 meters with a design depth of 20 meters that will accommodate triple-e class ships. Phase 2 will add a further four container terminals and can be developed once capacity in phase 1 has reached 70 per cent.

More terminal capacity

NewPriok Container Terminal 1 (NPCT 1), scheduled for completion this year, will be operated by a consortium led by Mitsui partnering with PSA and NYK for a period of 25 years. When fully operational in 2023 the NewPriok Port (also known as Kalibaru Port) will more than triple the annual capacity of Tanjung Priok, which today is 7.5 million TEUs per year. IPC, Indonesia's largest port operator, plans to invest 2.47 billion dollars to realise this project. On the Insel Batam, just a few kilometres from Singapore, IPC, in partnership with the Chinese Merchant Group, is also constructing new facilities for container handling, with an annual capacity of four million TEU.

For the long term it is planned to up this to 15 - 20 million TEU. If large vessels are able to dock in Batam in future, Indonesia could become more interesting for direct calls from liner tra • c and thus become a competitor to Singapore. A further major port project is a four billion dollar expansion of Jayapura in Papua. • e peninsula has extensive reserves of gas, oil and coal and the German company Ferrostaal GmbH intends to build a petrochemical complex here for two billion dollars.



The NewPriok Container Terminal in Tanjung Priok is almost complete. It is part of the first phase of port expansion. In future triple-e class vessels can be served here PHOTO: PRIOK PORT

IMPRINT

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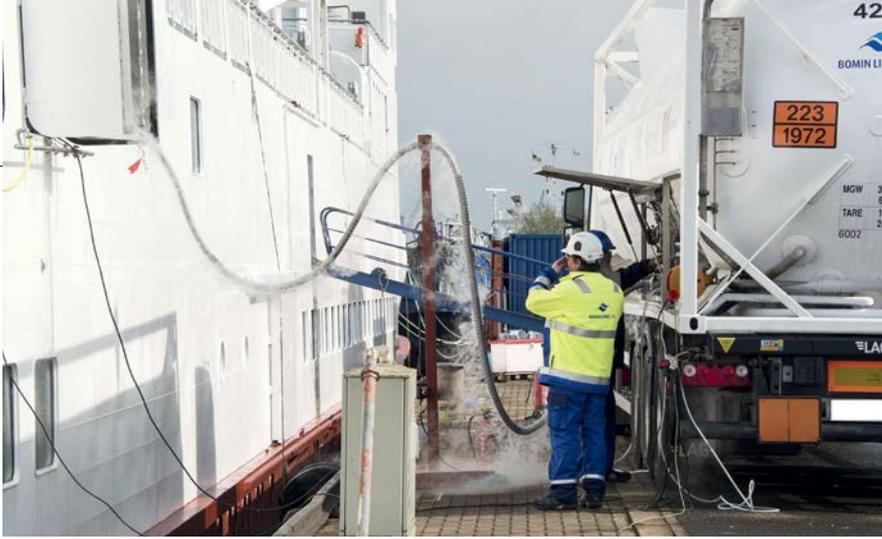


PHOTO: MARLIES MENGER

Fuelling Germany's first LNG ship in Bremerhaven. The 94 meter long Borkum ferry „Ostfriesland“ owned by AG Ems bunkers 40 cubic meters of LNG

Progress with LNG projects

96 per cent expect a positive environmental impact

One of the studies presented at the IAPH Conference reveals that the maritime industry sees prospects for a reduced carbon footprint and lower operating costs in the medium term through use of LNG as a marine fuel.

Liquefied Natural Gas (LNG) as a fuel to power ships could reduce environmental pollution caused by shipping – and in the medium term also cut operating costs. In the short term, i.e. in the next 1-2 years, high initial investment is preventing the big breakthrough for LNG. This is the result of a study by the EU initiative LNG for Shipping presented yesterday at the IAPH Conference.

The consultant company PwC and the classification agency DNV/GL interviewed 53 experts on behalf of the EU Commission on the pros and cons of LNG in the maritime economy. 96 per cent of respondents consider positive environmental aspects likely or highly likely, stated PwC manager Axel von Perfall. This is due to lower particle emissions, fewer greenhouse gases and quieter ships. Moreover, 76 per cent see a possibility for financial benefits in the form of reduced fuel costs in relation to other ships' fuels and lower maintenance and repair expenditure. Energy suppliers would like to be given a business opportunity through creation of an LNG infrastructure, but the

main obstacle to this at the moment, according to the 96 per cent, is the uncertain financial situation. Both ship and infrastructure operators are currently unsure if and when investment in machinery and the appropriate facilities would be worthwhile. The second obstacle relates to the confusing situation regarding standards and regulations.

Nevertheless, successful pilot projects do exist. These are often sponsored by the EU or other institutions. Günter Eiermann from LNG supplier Bomin Linde pointed out that it has established an LNG fuelling service for ships in Stockholm and that in the Lithuanian port of Klaipeda a ship used to bunker and transport LNG will enter service in 2017. Furthermore, in Germany a second LNG powered ferry has just commenced operations between Cuxhaven and Helgoland. Hamburg too can boast its own LNG project: In summer the Becker Marine Systems 'power barge' will supply energy to AIDA cruise ships whilst in port. In winter it will help a company in the south of Hamburg generate power.

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More benefits for clean air

Port experts appeal for cooperation

A surprise had already been anticipated: In an electronic flash survey among the participants of the World Ports Conference, nearly 88 per cent favoured more regulation and legislation to protect the environment in ports. This was preceded by statements from Christine Loh, Under Secretary for the Environment of the Hong Kong Special Administrative Region Government, Gene Seroka, Executive Director of the Port of Los Angeles, Johan Röstlin, CEO of Copenhagen Malmö Port and Alexander Porschke, President of Nature and Biodiversity Conservation Union (NABU).

In the subsequent panel discussion on "Clean Air in Ports - Corporate Responsibility

to the Business Challenge" a consensus among the four participants was quickly formed: More legislation - more communication - more cooperation of ports worldwide.

China and Hong Kong in particular are looking to ports in California and Europe for information on their experiences with environmental technologies. "These port locations are the world leaders with regard to environmental and sustainability strategies," Christine Loh said. "We are trying to get the appropriate impetus for our ports out of these examples." Loh announced that China will implement SECAs within the next five years. She appealed for international experiences to be shared in a much stronger way.



Johan Röstlin, Christine Loh, Alexander Porschke and Gene Seroka

• e key issue in her point of view is how port authorities and terminal operators may be made familiar with environmental issues. For that reason the currently rather technical dialogue has to focus more on the environmental and social aspects of port-cooperation, supply chains and the needs of local residents.

Alexander Porschke agreed: "Although we are the most important environmental NGO in Hamburg, we are precisely only one voice among many others here to discuss the future of the port." Environmen-

tal organizations and NGOs also are in favour of economic success for the port, but this should align with environmental requirements.

"In order to work on environmental solutions, people must have to understand the complexity of supply chains," Gene Seroka commented. He campaigned for a "B2E strategy" - Business-to-Employees: "One in every twelve jobs in Los Angeles is secured in the port. These measures we implement there for clean water and clean air have a direct effect on the entire city."



THE RED SOFA

Smart solutions for Hamburg

Axel Mattern, CEO of HHM, praises "splendid IAPH"

"Our port is growing," remarked Jens Meier, Chairman of the Management Board Hamburg Port Authority (HPA), yesterday on the fringe of the Red Sofa talks. "That means that the existing infrastructures in the limited port boundaries need to be intelligently and efficiently used." With this statement the host of the 29th IAPH summed up precisely the point of discussion the Red Sofa Talks focused on.

"There's nothing we can do about the Port of Hamburg being where it is. But what we can do is optimise the port even more," added Axel Mattern, CEO of

Hafen Hamburg Marketing, in words of support for the HPA chief. "This is being done and we've heard how splendidly progress is being made at this world conference," praised Mattern.

This point of view was confirmed also by Ulrich Wrage, CEO of data specialist company Dakosy, in the Red Sofa Talk, stressing that Hamburg's Port Community System (PCS) "is one of the most advanced in the world, particularly with respect to intelligent workflows. Otherwise, it would not be possible to turnover the 10 mil. TEU each year".

Further important smartport compo-



nents are the intelligent traffic light systems presented by Hamburg chip manufacturer NXP, the HPA and Siemens, which aims to avoid truck congestions on roads in the Port of Hamburg.

Lars Reger, Chief Technical Officer of the Automotive division at NXP, agreed when asked for his perspective by DVV Red Sofa moderator Tim-Oliver Frische.

Meanwhile, Chief Harbour Master Jörg Pollmann, demanded during his stint on the Red Sofa: "What we absolutely need is for the Elbe to be deepened even more."

AIDA boss demands 4th terminal

Hamburg should expand existing infrastructure for luxury liners

If Hamburg's port is to profit from rapid global growth in the cruise shipping segment it must act quickly to create further handling capacities for luxury liners.

"Hamburg is in desperate need of a fourth cruise terminal," said Michael Ungerer, President of AIDA Cruises and Chairman of the cruise association CLIA, on Thursday at the World Ports Conference. The statement was made during a morning of talks and discussions devoted to the global development in cruise shipping.

Between 2014 and 2017 the capacity of German cruise shipping lines will increase by 42.9 per cent. By 2016 we are looking at reaching the two million mark and a further million guests can be added to that in the following three to four years," explained the manager.



The "AIDAdiva" passing St. Pauli-Landungsbrücken in the Port of Hamburg

PHOTO: AIDA CRUISES

But this will only be achieved if all the responsible parties begin to think about providing the necessary framework for it to become a reality. And they need to start thinking about it today because what we now have in 2015 will not be enough," Ungerer stressed. On 9th June the new Hamburg Cruise Center (CC 3) in Steinwerder will officially be brought into service

handling AIDA and MSC ships.

Venice also growing rapidly

A further example of rapid growth was provided by Dr. Roberto Perocchio, Managing Director of Venezia Terminal Passeggeri from the world heritage city of Venice. In recent years the port has invested massively in its infrastructure. The handling facilities are based on

the former historic facilities for handling goods, but have been subject to significant modernisation to make them suitable for their new task. Perocchio announced that between 1997 and 2014 around 25 million passengers passed through Venice, 18 million of which were cruise ship guests. For the cruise business today Venice is the "Gateway to the eastern Mediterranean."

New TUI-ship to be christened today

Former German Olympic swimmer Franziska van Almsick is expected in Kiel today to christen the new luxury liner "Mein Schi 4". The 37 year-old will officially name the newcomer to the TUI Cruises fleet at an evening ceremony at the Ostseekai. The 295 meter long and 36 meter wide cruise liner was built at the Meyer Turku Oy shipyard in Finland.

On 15 decks 1000 crew member will be at hand to wait and serve up to 2500 passengers. TUI Cruises will be bringing two further sister ships into service in the years 2016 and 2017. The new additions are the company's response to the sustained boom in cruise shipping.

The importance of law for trade and ports

International standards for passenger ships need to be harmonized

Approximately 90 per cent of world trade is handled by maritime shipping. In order to regulate the manifold interests of states regarding the use of the high seas and coastal territorial waters the Law of the Seas came into being. In spite of numerous international agreements there are still specific aspects that remain unresolved.

How diverse and complex these are became apparent in the panel discussion on the subject "Ports and Global Trade - Legal Trends and Challenges" that took place on Thursday morning in the CCH.

After an overview of the role and history of the United Nations and statements on the work of the IAPH Legal Committee, moderator Frans von Zoelen, CLO Port of Rotterdam Authority, requested conference guests to pose their questions.

Dr Geraldine Knatz, Professor of the Practice of Engineering and Policy at the University of Southern California, opened by addressing the issue of several tragic accidents involving passenger ships and asked what the International Maritime Organization (IMO) is seeking to implement. Michael Shewchuk, Legal Officer at the United

Nations replied that there is still a lot of work to be done, but the legal framework was basically in place. "Passenger Safety is discussed on an annual basis at the UN." Dr Christoph Hasche, Honorary Secretary General and Vice Chairman of the German Maritime Arbitration Association, adding that the IMO has already implemented the International Convention for Safety of Life at Sea (SOLAS) and the Athens Convention relating to Carriage of Passengers and their Luggage by Sea (PAL), and emphasized the importance of the classification societies in harmonizing standards.

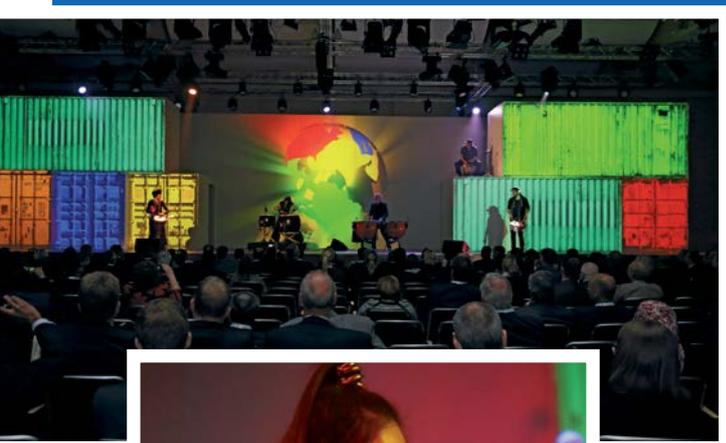


Impressions

Enthusiastic finale

IAPH praises HPA

Grand Gala Dinner



With a colourful and high-spirited closing ceremony, yesterday the 29th World Conference in Hamburg came to an end in the CCH. Prior to the final musical act of the evening by drummer group Yogi Yokus, chief organiser Sabine Stüben from the Hamburg Port Authority (HPA) and moderator Max Boodie said goodbye to the 950 guests. Stüben and her team were applauded by departing IAPH president Grant Gifflan. „It was one of the best conferences I've ever attended”.



Silver and Bronze for JadeWeserPort

Deepwater port commended for environment initiative and transport optimisation



Arrival of the "Merete Maersk" at JadeWeserPort (JWP) in Wilhelmshaven

PHOTO: SCHEER

All praise for Germany's only deepwater port in Wilhelmshaven: Yesterday, the facility was on the receiving end of two major prizes. IAPH President & Chief Executive Officer/Director Port Authority of New South Wales (Australia), Grant Gilfillan, handed the awards to Holger Banik, CEO of Lower Saxony Ports and JadeWeserPort Realisierungs GmbH & Co. KG.

- The 2015 Silver IAPH Environment Award honours the Langwarder Groden conversion scheme of a 140 hectare area, 79 belonging to JadeWeserPort Realisierungs GmbH & Co. KG. • The scheme set about developing a salt marsh by opening the summer dyke to expose the area to normal tidal influences and create conditions for a sustainable and regularly flooded salt marsh. Work started on removing around 40,000 cubic meters of unsuitable earth from the main dyke in July 2012 and replenishing this with 185,000 cubic meters of clay for dyke reinforcement and ground cover. Construction of a concrete riprap provides clear demarcation from the salt marsh. On completion of this a further 503,000 cubic meters of clay was applied to reinforce the main dyke in line with latest scientific knowledge on coastal protection. • The project was finished in autumn 2014 and is complemented by a 1.5 kilometer long circular trail for nature lovers in Langwarder Groden.
- This year's Bronze IAPH IT Award goes to the SMART SC joint project for sustained improvement of communication structures and port logistics. • The project aims to raise efficiency of logistics in the container-related value-added chain for import/export by implementing universal eBusiness stand-

ards. In order to improve efficiency of freight transport, handling and storage, all means of information, communication and transaction accompanying the flow of goods will be harmonised and data, information and documents efficiently exchanged between all parties involved. Special consideration is paid in this respect to small and midsize companies as well as public authorities.

„For the JadeWeserPort in Wilhelmshaven this means optimisation of traffic to the container terminal and GVZ“, Banik stresses. Specific benefits are:

- removal of bottlenecks in the cargo handling terminals through selective control of traffic to planned schedules
- avoidance of congestion on the access roads to the JWP terminals through advance parking space planning, intelligent traffic guidance and enhanced scheduling of cargo handling activities
- more handling efficiency through early provisioning of planning fundamentals and controlling truck arrivals and departures.



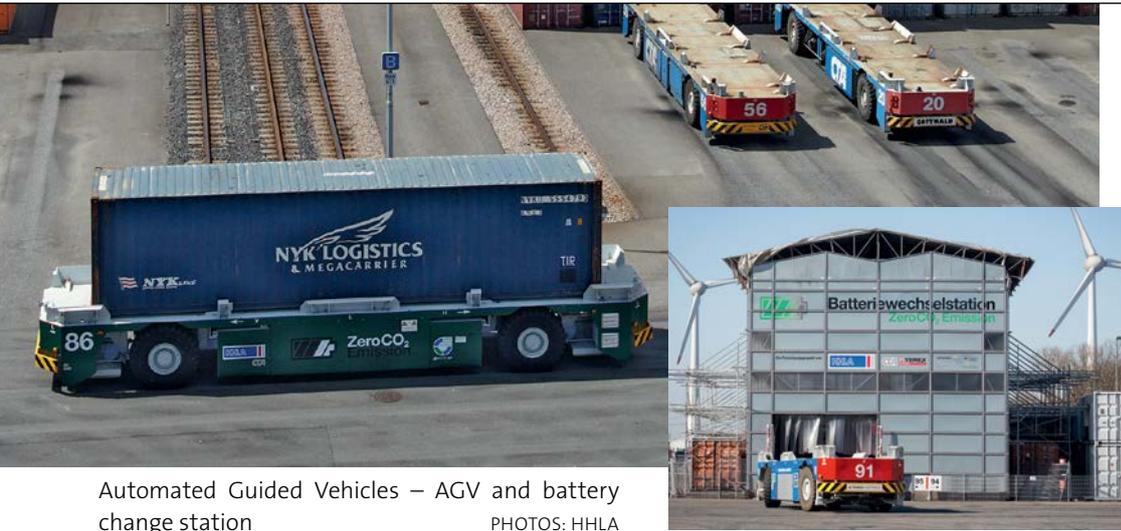
Grant Gilfillan (left) and Holger Banik with the bronze award PHOTO: HINRICH FRANCK

SMART SC was developed within the framework of the "eBusiness Standardisation in the Maritime Supply Chain" project sponsored by the Federal Ministry for Economy and Energy (BMWi), together with the Bremen Institute for Sea Transport and Logistics (ISL), dbh Logistics IT AG, aio IT for Logistics GmbH and the data processing company idm GmbH.

Environment award for bremenports

An award also for the port management company bremenports GmbH at the IAPH Conference. Managing Director Robert Howe yesterday was pleased to receive the bronze medal for the "Port Environmental Award 2015".

- The prize was awarded for the ecological pilot project "LNG Hopper Barge", a 4.9 million euro work boat to be built by a Dutch shipyard in the second half of the year. Construction of the vessel represents a step in a new direction for bremenports' planners in their efforts to reduce carbon dioxide emissions in the port.
- The hopper barge has a length of 70.5 meters and is the first of its kind worldwide to be powered by environment-friendly liquefied natural gas (LNG) and one of only approx. 65 vessels currently equipped to use this fuel. Construction of the LNG hopper barge is being supported by the European Commission, which is contributing 1.65 million euro.



Automated Guided Vehicles – AGV and battery change station

PHOTOS: HHLA

Less waste – Clean propulsion energy

HHLA looks to a sustainable future – Electromobility reduces emissions and improves the carbon footprint

The Port of Hamburg is the largest interconnected industrial area in Germany. Due to its proximity to the city centre, it bears special responsibility in matters of climate protection.

The port's biggest container terminal operator, the Hamburger Hafen und Logistik AG (HHLA), is well aware of this responsibility. As early as 2008 it formulated the ambitious goal to reduce specific CO₂ emissions per container by 30 per cent by the year 2020. Already, far before this self-imposed deadline is reached, it is close to achieving this target. By the end of 2014 the HHLA had reduced emissions by 25.5 per cent.

The HHLA's business model, for that matter, is thoroughly ecological. With the intermodal subsidiaries Metrans and Polzug, as well as its own fleet of trucks, the HHLA offers customers a highly efficient transport chain between seaport and European hinterland. This is not only financially attractive, but also makes ecological sense, since large ships

and freight trains are by far the most environment-friendly means of transport for goods from places such as East Asia.

The HHLA is improving its carbon footprint through numerous measures, one in particular being the switch from diesel to electricity and the use of electricity from renewable sources. An example is provided by the block storage cranes at the Burchardkai Container Terminal (CTB): Where several years ago transport was performed exclusively by diesel powered van carriers, now 24 electric cranes handle container placement and removal on a part area of the terminal. This electrification reduces levels of CO₂ and other pollutants like sulphur, nitrogen and fine dust particles, since the cranes at CTB and the Altenwerder Container Terminal (CTA) are powered exclusively by green electricity. The same goes for the large container bridges at CTA, each of which moves 1.8 million tons of cargo a year.

A switch in energy focus is also taking place in the port. Development

of the Automated Guided Vehicle (AGV) from diesel hydraulic to electro-powered container transporter represents a milestone here. Today, ten of the total 86 AGVs already run on green electricity from wind or solar energy, a clean achievement to be sure, these needing only 15 kilowatts of energy per operating hour. In comparison, their predecessors burned five times this amount. To date the vehicles have clocked up more than 700 000 emission-free kilometres and even drive autonomously for a battery change, the clever thing being that they do so when green electricity hits peak supply in the grid. This is the core of the so-called 'BESIC' program ('battery driven heavy duty vehicles in intelligent container terminal operations') promoted by the Federal Ministry for Economy and Energy.

Van carriers (VC) too are becoming greener. The greenest HHLA-VCs emit 94 per cent less nitrogen oxide and 95 per cent fewer fine dust particles than their predecessors. How-

ever, not only goods transporters to the port terminals are electrically driven. More and more vehicles moving HHLA employees around the terminals are powered by electricity. At the Tollerort Container Terminal (CT) more than 60 per cent of passenger journeys are accomplished by electro-powered Renault Kangoo's. HHLA's car pool consists of 64 electric cars – the biggest fleet of electric cars operated by any European port. Waste disposal is a further component of environmental protection. At CTB a new waste water treatment plant halves hazardous waste output by separating oil and other liquids from water used for cleaning van carriers. This measure not only reduces pollutants but saves up to 90 per cent fresh water in the cleaning process. Light emissions can also be a disturbance when the port is located near to the inner city, particularly when it operates round the clock. In the past, when the sites at Burchardkai and Altenwerder were completely flooded as a means to guarantee workers' safety, today large areas remain dark. "Our block storage cranes work fully automatically and need no light", says, HHLA sustainability commissioner Jan Hendrik Pietsch. The lights can remain switched off when no people are at work. This is enabled by LED spotlights that can be switched on and off faster than normal lights. The conversion not only pleases the local population, but is part of the HHLA's sustainability strategy, a policy that pays substantial dividends. At the CTA alone 'on' time has been reduced by 88 per cent. "Earlier a lamp would be switched on for an average of twelve hours a day, now it is only 42 minutes", states Pietsch. This creates enormous savings of over 90 per cent in electricity consumption for lighting CTA block storage. For the two terminals this amounts to electricity savings sufficient to power 500 homes in a year.

On a Voyage of Discovery in the Port of Hamburg

Hamburg Port Authority presents smartPORT projects in practice



The last conference day again offers a full and interesting agenda. After a week of top talks, intensive discussions and exclusive evening events the sightseeing tours around the Port of Hamburg guarantee an impressive finale. Conference guests have a choice of three different theme tours on which they can learn about the development of Germany's largest universal port on its way to becoming a smartPORT. The tours will visit projects and terminals both on land and water, all finishing by calling in at "Duckdalben", Hamburg's international seamen's club.

From collecting information to displaying it



The bus tour will head for selected pilot projects in the port, explaining how these fit in with the smartPORT strategy. Participants will experience at first hand how traffic and infrastructure data are collected and evaluated. One of the projects is an innovative intelligent parking solution that guarantees optimal utilisation of existing and new parking lots for trucks in the port. A further project showcased by the Hamburg Port Authority is the "smartROAD", which is currently being tested on a stretch to assess what can be achieved through rigorous implementa-

tion of information technology. The objective is to automatically record and manage traffic flows on all strategic cross sections in the port's road network, with detectors precisely recording the current traffic situation in each direction, the volume of vehicle emissions and wind direction. In a further step an intelligent light control system will be introduced. Currently DIVA signboards (electronic variable message signs) display traffic information to drivers of heavy goods vehicles in real time, allowing them to take alternative routes in response to traffic conditions.



smartPORT Energy and Vessel Traffic Service (VTS) Centre

Guests on the second sightseeing tour get to know Hamburg from the water. From the vantage point of a typical River Elbe barge ferry the journey traverses the port to the Vessel Traffic Service Centre. On the way passengers are told about the smartPORT energy initiative and how this is realised in Hamburg. The outstanding project to meet city climate goals will provide shore power for cruise ships, the new Altona power plant being unique in

Europe in its dimension. The boat will then turn to pass a terminal that deploys a fleet of electric cars, the power for which is generated by a solar plant installed on the roof of the adjacent building. Behind the Köhlbrand Bridge lies Altenwerder Container Terminal, one of the most modern in the world and operator of a fleet of automated guided vehicles (AGVs), which after successful field trials are now also battery driven. Wind power is a further source of

low-cost green energy in the port. Terminal operator Eurogate was the first company in the port to commission its own wind-powered generator in 2013. Continuing its journey, the boat's next stop is the VTS Centre, the Port of Hamburg's new, ultra-modern heart of navigation. The building itself is a prime example of energy efficiency. The facility was reconstructed from January 2012 to June 2014 and the very latest state-of-the-art technology installed.



Shore Power for Cruise Ships

The third tour takes a good look at the way the port accommodates cruise ships and alternative concepts for supplying energy. This year Hamburg expects 160 visits from cruise ships. Two innovative projects for providing shore power to cruise ships will be presented, commencing with the Altona Cruise Ship Terminal, Europe's first onshore power supply for cruise ships at berth. Completion of the facility, which has an output of 12 megawatt

ampere, is scheduled for summer 2015. The Free and Hanseatic City of Hamburg has invested 11 million euro in the project, 3.55 million of which were contributed by the European Union under the TEN-T programme. A frequency convertor is necessary to convert electricity from the 50 Hz from the grid to the 60 Hz on board ships. The combination of size and output makes the shore power facility in Altona unique in the world. Power is supplied to ships via a

flexible, automatic cable management system specifically developed for this station.

The second external power project for cruise ships in the Port of Hamburg is located at the HafenCity cruise terminal. Here, the HPA has installed the landside infrastructure to have power supplied to vessels via an LNG hybrid barge, which generates electricity at up to 8 megawatt ampere by motors powered by LNG. It is the first power barge of its kind in the world.