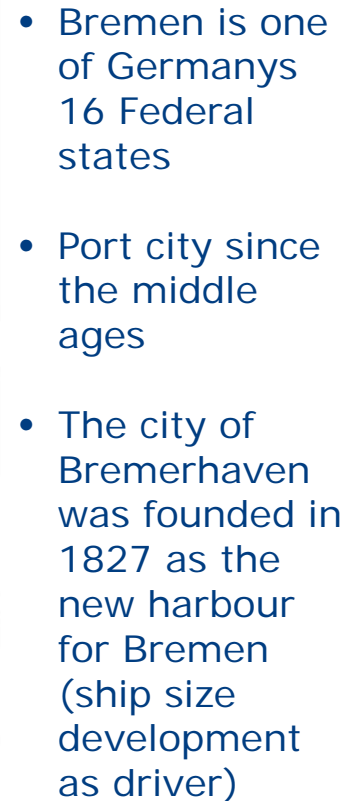




The ports of Bremen and their significance within RFC 8

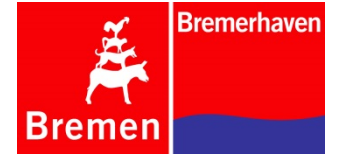
Dr. Iven Krämer– Bremen/Germany

The logos of Bremen and Bremerhaven are displayed side-by-side. The Bremen logo features a white silhouette of a dog standing on a red square, with the word 'Bremen' in white text below it. The Bremerhaven logo features a red square with a blue wavy line at the bottom, and the word 'Bremerhaven' in white text above it.



Bremen's ports

Bremerhaven - port development since 1827



Bremerhaven: Überseehafen



Bremerhaven: Fischereihafen

Bremen's ports

Bremerhaven – main activities - container



- Number 4 Terminal in Europe
- 5 km of quay wall
- Main shipping customers Maersk Line and MSC



Bremen's ports

Bremerhaven – main activities - automobiles

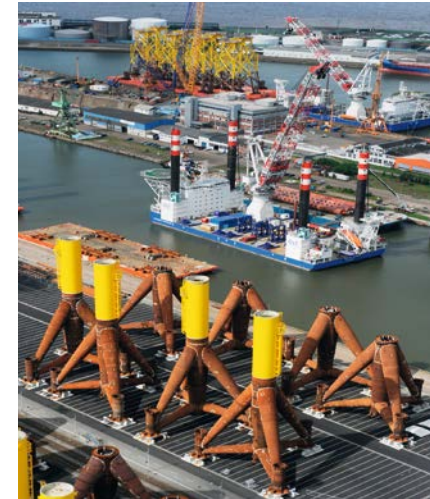


- With 2.3 million cars number 2 Terminal in Europe
- Main customers Mercedes, BMW, Volkswagen, Audi, Porsche



Bremen's ports

Bremerhaven – main activities – Offshore Wind



- Number 1 industry cluster in Germany
- Large investment scheme to support German Energy Change towards sustainable Energy production

Bremen's ports

Bremen- port development since middle age



Bremen: Industriehafen /
Neustädter Hafen

Bremen's ports

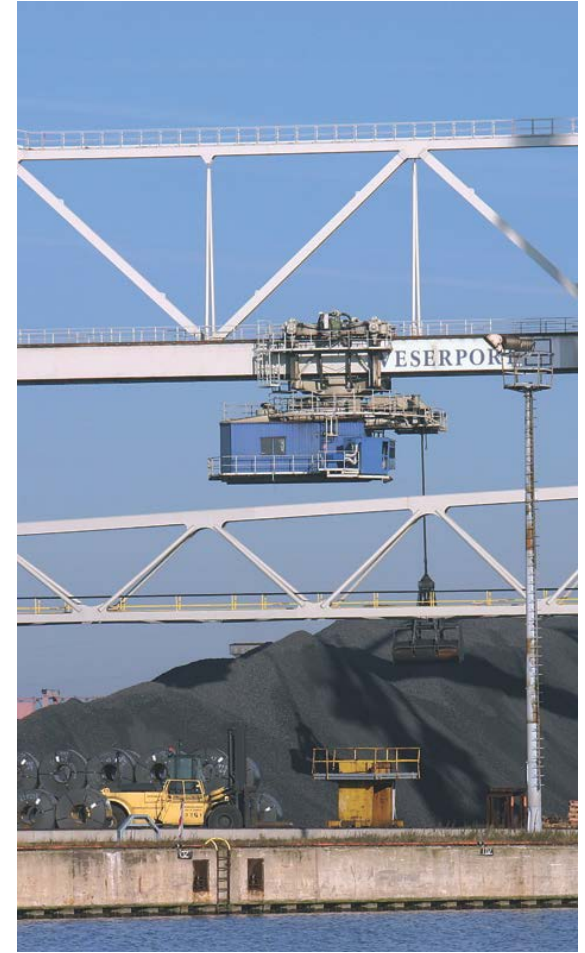
Bremen— main activities



Freight village



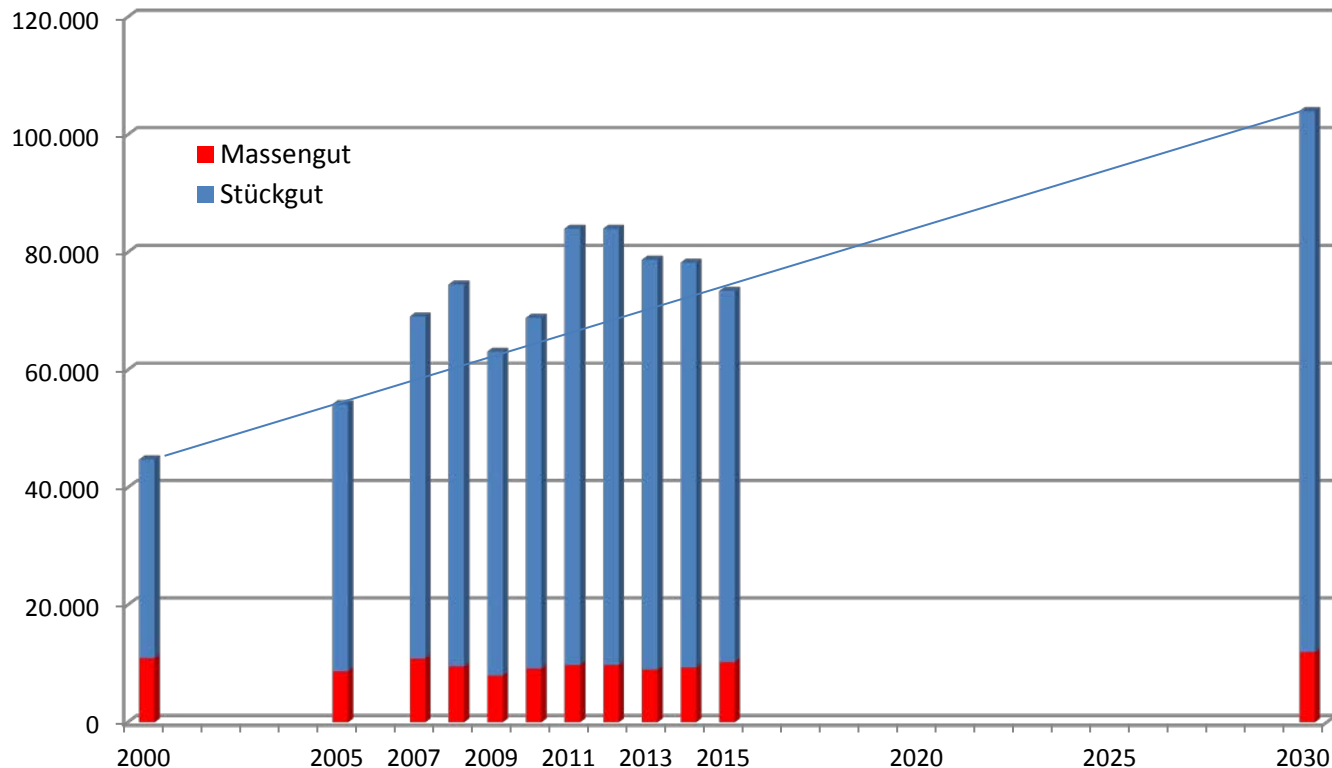
Conventional general cargo



Bulk cargo

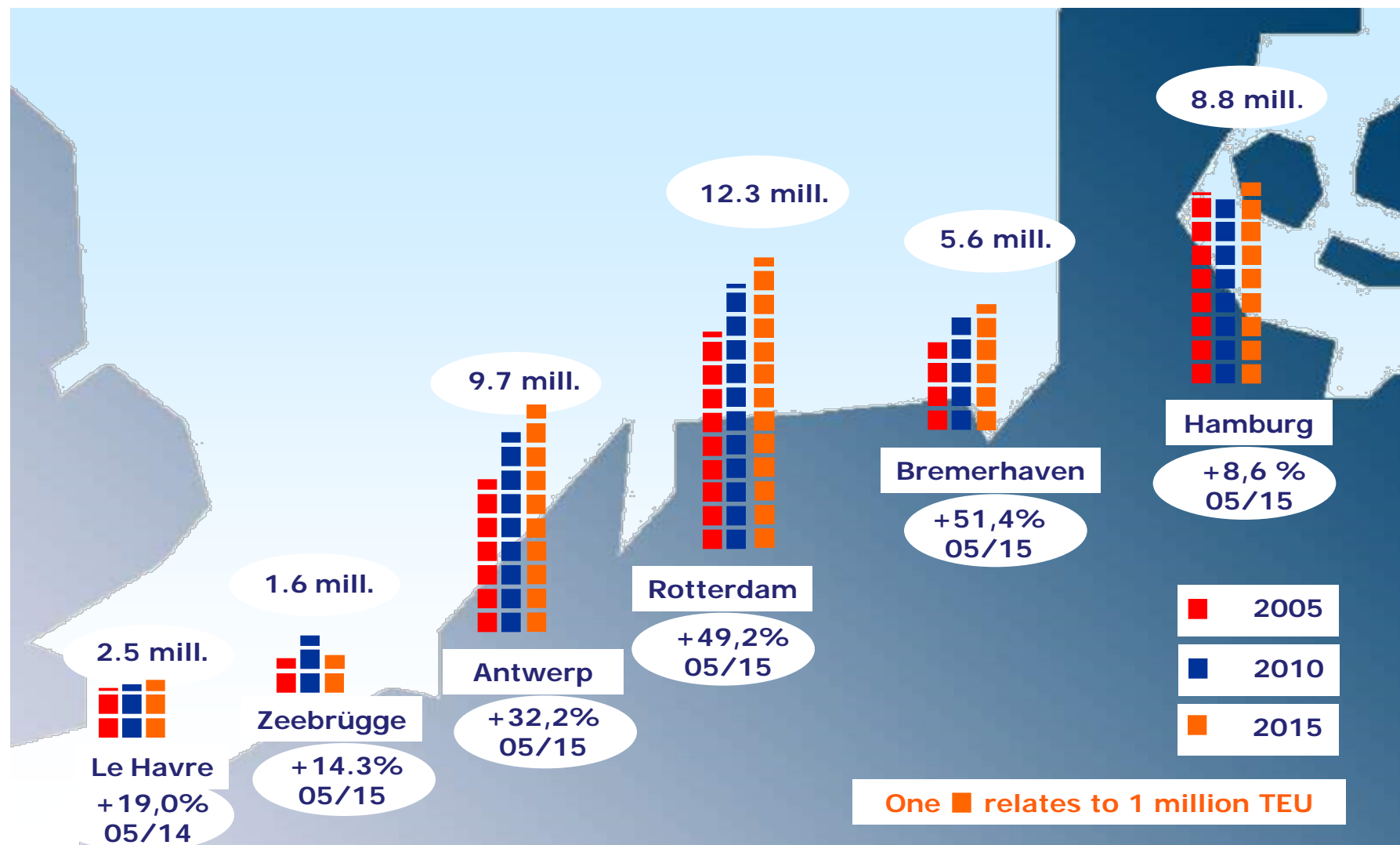
Maritime freight volume of Bremen/Bremerhaven - in 1000 tonnes

Development of seaborne freight throughput 2000-2030
(in 1000 Tonnen)

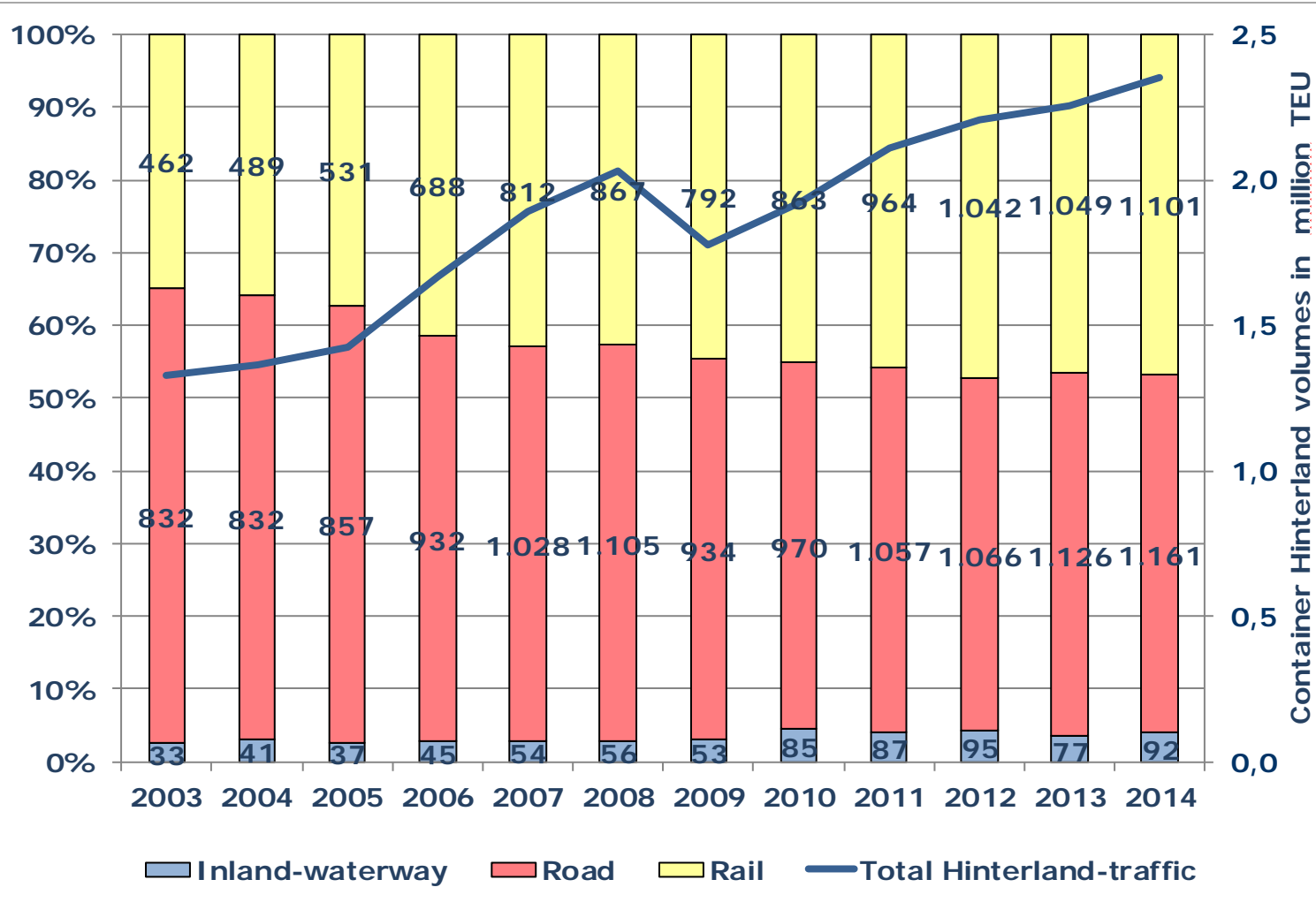


- Almost 80 % of total throughput are containers and automobiles
- Measured in € this means a throughput of approximately 300 million € per day

Development of container handling in the Hamburg-Le Havre-Range (2005–2015)



Bremerhaven - Modal split development continuous growing role of rail transport

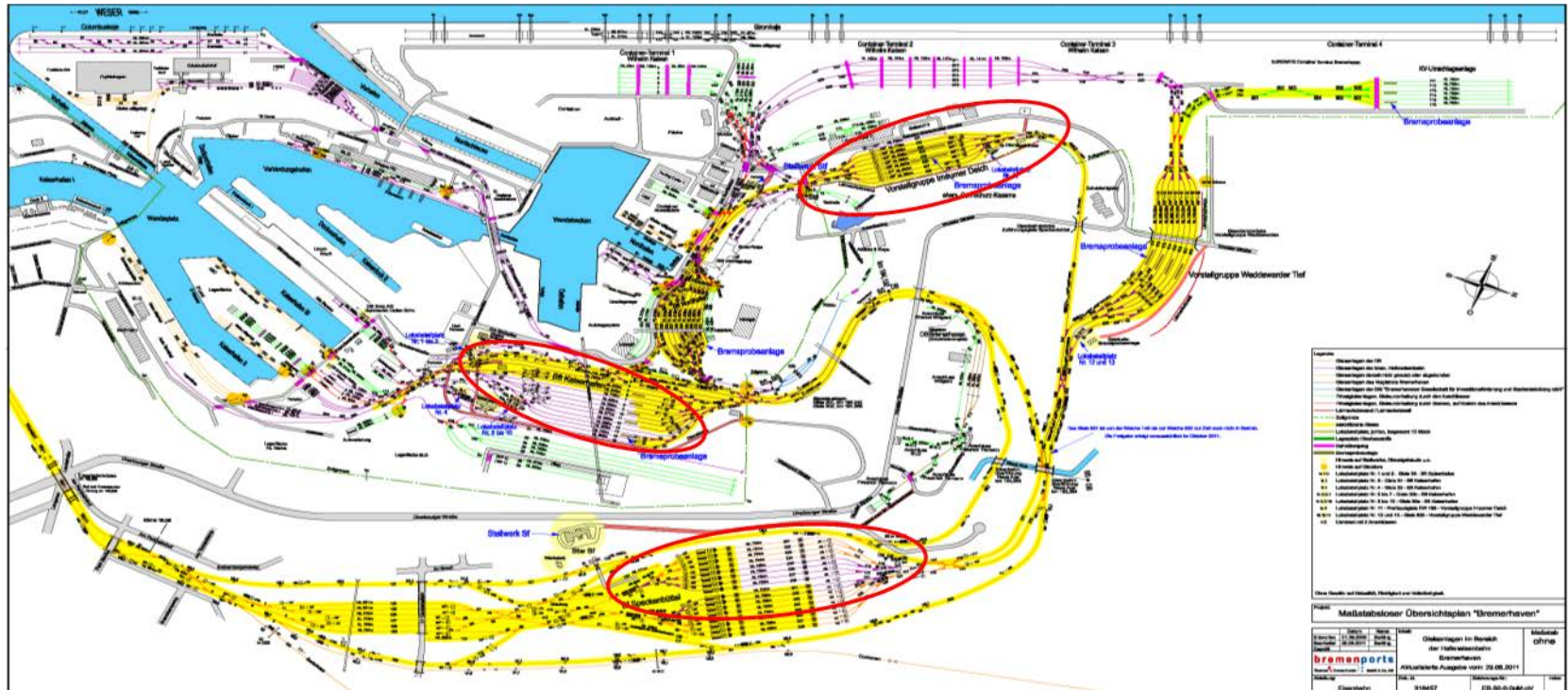


Development of Rail transports in Bremerhaven

- Total number of in- and outgoing trains: 29.500 (23.000 in 2010; increase 29%)
- Average values: 569 trains per week (443 in 2010)
- Peak values: 640 trains per week (up to 670 in 2013)
- Share of goods segments 2015 Container 55%, Automobile 42%, Others 3%

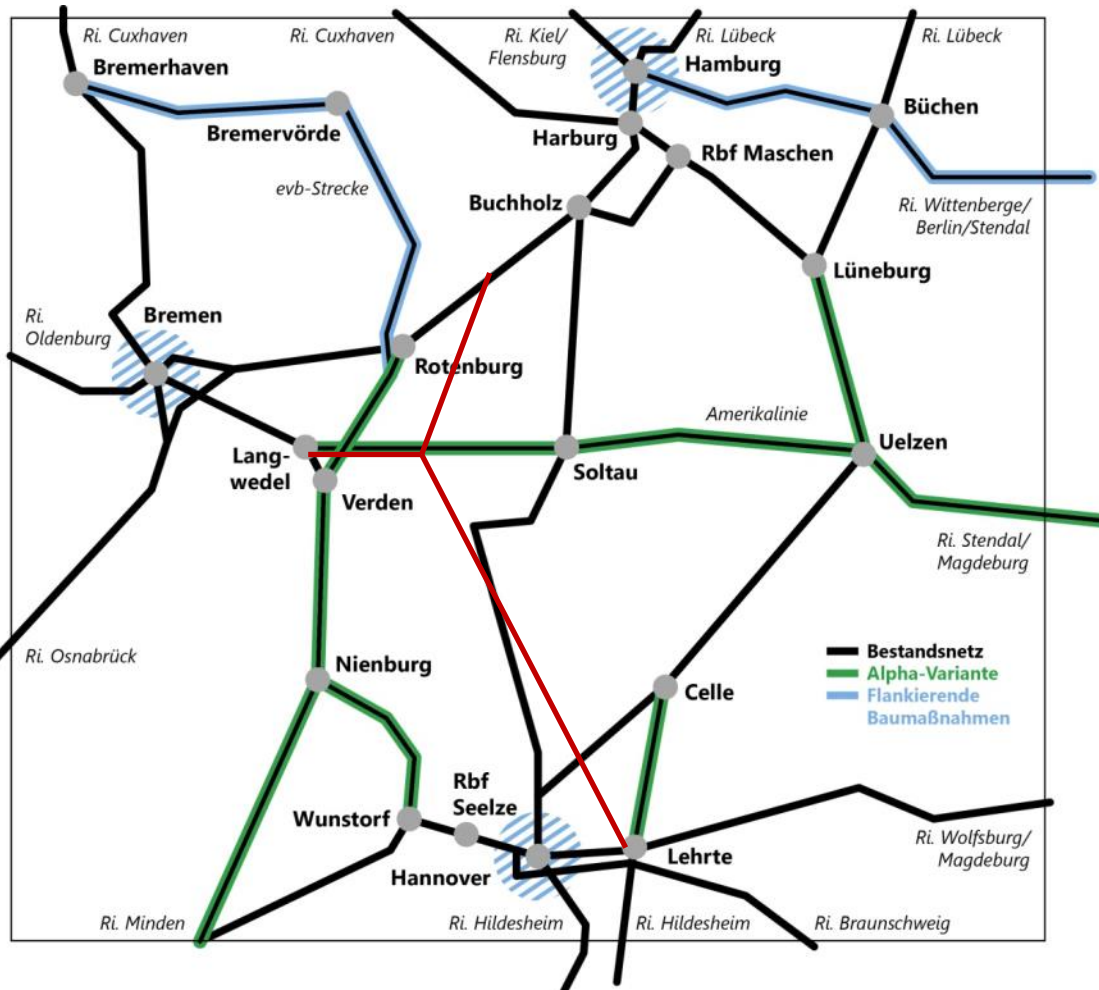


Rail capacity upgrade in the seaport of Bremerhaven



Quality and capacity upgrade of the railway system in the seaport of Bremerhaven (Kaiserhafen (finished), Imsumer Deich (actually under construction) und Bf Speckenbüttel (planning))

Bremerhaven - Existing hinterland infrastructure and plans for the future



- To/from Bremerhaven more or less same rail infrastructure than 1990
- More than 20 years discussion about the Y line – no construction (finalised Y is assumed in TMS)
- Dialogforum Schiene Nord (DSN) in 2015
- New hinterland infrastructure concept („Alpha E“); et al
 - Second electrified track Rotenburg-Verden (in TMS assumed as completed)
 - Elektrifikation Langwedel-Uelzen (America-Line) (in TMS assumed as completed)
 - Capacity upgrade Verden Nienburg
- Moreover rail knot Bremen and electrification of the private EVB is announced for the next FTIP
- Time horizon: 2030

Remarks and Wishes in a RFC 8 context

- With respect to the hinterland connection of the Ports of Bremen, the TMS of the RFC8 contains severe mistakes
- Consequence:
 - incorrect results and inefficient recommendations
 - inefficient allocation of infrastructure in Europe
 - dilemma for the ports of Bremen
- Revision of the Indicative Investment Plan of RFC 8 needs to take into account
 - The Y Line do not and will not exist within the next decades
 - Parts of the Alpha E (especially the ones that are assumed as completed) have to be accepted as severe bottlenecks
 - Moreover the upgrading and electrification of the private EVB rail line has high impact both on capacity and flexibility



Thank you very much for your attention

Dr. Iven Krämer – Bremen/Germany