

# duisportmagazin

A magazine published by duisport Group  
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ENGLISH VERSION



duisport   
excellence in logistics



# Ladies and Gentlemen,

duisport considers itself a driver of innovation. We are constantly working to optimize our work processes. It is the only way that we – as a modern service company – are able to meet the needs and expectations of our customers.

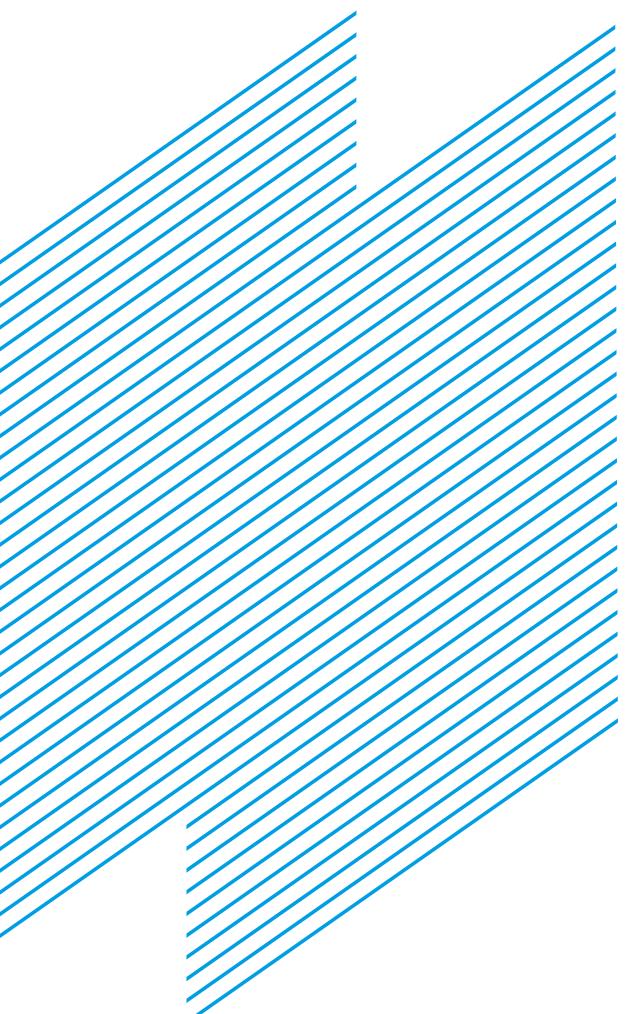
This self-image – to always search for and do better – is reflected in all of our activities. It is also the reason behind the new design of our duisport magazine. We have revised the entire design and layout to ensure that information about the activities in the Port of Duisburg is presented in an even more user-friendly fashion.

In addition to increased white space, more streamlined text and better reader guidance, we have also added a new “duisport digital” column. It will continuously report on our digital offensive at all levels of the Port of Duisburg.

We hope that you like our new “duisport magazine”, both in terms of design and contents. Enjoy!

**Erich Staake,  
Chief Executive Officer  
of Duisburger Hafen AG**

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# 20 years logport: Family planning not yet completed

**logport I in Duisburg-Rheinhausen: a successful example of structural transformation.**

(gran) This summer Duisburger Hafen, itself over 300 years old, celebrates a "child's birthday": Because exactly 20 years ago logport was born on the site of the former steel works in Rheinhausen. While the Duisburger Hafen AG was beginning to develop bimodal and trimodal accessible logistic parks, they started something similar to the founding of a family and today there are already seven offspring and a few cousins. And further family growth is planned. "We have made an agreement with a large corporation to establish additional property for more logport areas. With this we envisage a pilot project in Rheinland with an area of 45 hectares", announced Erich Staake, Chief Executive Officer of Duisburger Hafen AG, during the annual press conference.

## Structural transformation in the Ruhr region

The restoration of the previous industrial sectors (brownfield development) under the logport logo has developed into a success story in terms of the structural transformation in the Ruhr region and beyond. Mining sites transform into com-

mercial and logistic hotspots, which are connected to highways, rails and if possible also waterways. Up to now thousands of jobs could be created and compensate in some way for the loss of industrial jobs in the region.

logport I quickly found continuation with logport II (Wanheim-Angerhausen) and logport III (Hohenbudberg) in Duisburg. With logport ruhr, a joint company of Duisburger Hafen AG and RAG Montan Immobilien GmbH, property previously used for coal production was developed logically. Areas at Bergwerk-West in Kamp-Lintfort (logport IV) and a coal deposit in Oberhausen (logport V) are the first examples. In the meantime just at these five logport areas, more than 80 companies on a warehouse area of over one million square meters have created over 7000 jobs. Walsum (logport VI) and Marl (logport VII on the closed Auguste Victoria mine) should continue writing the success story. In addition, duisport is developing a trimodal serviced, 50 hectares logistics area in Cologne-Lülsdorf (dev.log) together with the chemical company Evonik.



**Erich Staake (Chairman of the Board of Duisburger Hafen AG) and Prof. Thomas Schlipkötter (Member of the Board) at the annual press conference.**



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**At the press conference of logport IV:** Thomas Kerkenhoff (Managing Director for Logistics at Edeka Handelsgesellschaft Rhein-Ruhr mbH) and Markus Teuber (Spokesman of the logport ruhr GmbH Management Board).

The property of logport V in Oberhausen, according to Erich Staake, is now being developed by logport ruhr and connected to Autobahn 3 via an access road. The costs for this will run into the tens of millions, according to media reports. RAG Immobilien is responsible for the restoration of the former mining area according to mining law. Edeka Rhein-Ruhr, one of seven regional companies of the food retailer, will erect a logistics center in Oberhausen. Edeka will invest more than 100 million euros in the location, confirmed a spokesperson. On the 30 hectare area of the former RAG coal stockpile area around 1000 jobs should result medium-term, a part of which are transfers from the present warehouses in Moers. In Moers, at the headquarters of Edeka Rhein-Ruhr, an expansion of the warehouse was not possible due to a lack of suitable property, according to the Edeka spokesperson. However, the locations should be maintained in view of expected growth and its function as ware-

house kept. Also in Moers there is a new building for the top management.

The new logistic center in Oberhausen plays a central role in the supply of almost 1000 Edeka, Marktkauf and Trinkgut markets in the Rhein-Ruhr region, says Thomas Kerkenhoff, Managing Director of Logistics for Edeka Handelsgesellschaft Rhein-Ruhr mbH. This means further growth of the company is possible. The logistic center in Oberhausen will have a size of 29,000 square meters. Edeka Rhein-Ruhr forecasts that construction will begin already this year. Subject to all the approval processes, the facility could start operation in 2021 at the latest. This means that this will be the second largest Edeka central warehouse in North Rhine-Westphalia, after Hamm. 20,000 items should be handled there daily. Edeka especially highlights the connection of the new logistics center to the A 3 autobahn, which is one of the advantages of the area. The logistics center is accessed

via a separate street that will run parallel to the autobahn. This will prevent additional congestion of urban streets by truck traffic – a central prerequisite for the project. Edeka anticipates 1000 truck trips per day.

#### logport VI

In Walsum, at the location of the future logport VI with an area of 40 hectares directly on the Rhine, the wrecking ball is currently reigning. A former paper factory will be torn down there in order to prepare the property for the settlement of companies and the construction of a container terminal. They were able to sell the two giant paper machines, which still stood in the halls, to China, reported Erich Staake. This could refinance a small part of the investment, which he quoted as a "significant double-digit million amount". The area will be completely cleared by the end of 2018, so the new construction can begin in 2019. "We are confident that there will be significantly more jobs there than previously in the paper factory", according to Erich Staake. There were 300 people employed there when it closed. Duisburger Hafen AG bought the property, including the existing halls and the still present production facilities, in 2016 from the insolvency assets of the liquidators. According to media reports the purchase price was in the single-digit millions. After logport I, Walsum is the second largest project of Duisburger Hafen AG in the past 20 years. Transport of goods from street, rail and waterway should be coordinated trimodally on the site. A small container terminal is planned, said Erich Staake. Also an access road to the autobahn is planned here, in this case in the direction of A 59: "This will take a few years, but we are pushing it for our own interests", explains Erich Staake. In Oberhausen at logport V the entrance to the A 3 delayed the start of the project. Planning and approval processes have been delayed.

Presumably the development of logport VII in Marl on the site of the former Auguste Victoria mine in the neighborhood of Evonik will also take some time, admits Erich Staake. This concerns an area of 50

hectares. The mine was closed in December 2015 after 110 years of production. In peak times more than 11,000 people worked in the mine. The city of Marl will now develop the area into a logistics and commercial park together with RAG Immobilien and logport (gate.ruhr – the new Victoria). This should create around 1000 new jobs in the coming years.

Marl is considered the gateway to the Ruhr region. In the neighborhood the food retailer Metro has already opened a logistics center on an industrial sector from Evonik with an area of 235,000 square meters, which also employs more than 1000 people and was erected by property developer Goodman for around 200 million euros. "We initially negotiated with Metro, who showed interest in locating in the logport V in Oberhausen", reported Erich Staake. But in the end the area was too small for Metro.

**After logport I, Walsum is the second-largest project undertaken by Duisburger Hafen AG in the last 16 years.**



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Pilot project: The first solar films for building fronts were applied in the port.

# Solar film for building fronts

## Pilot project for the energy transformation in the port

(klü) The first organic and ultra-light solar film sections in the Port of Duisburg covering an area of 200 square meters were applied on the front of a building in the free port. They were developed by innogy affiliate Heliatek in Dresden, and their installation in Duisburg is the first time that they have been used in a port.

The film sections are less than one millimeter thick, self-adhesive and available in different colors. Following a successful test run, it may be possible to use up to 10 million square meters of front and roof surface to generate energy in the Port of Duisburg. "With this initiative, we can make a major contribution to an environmentally-friendly port," says duisport's Chief Executive Officer Erich Staake.

This pilot project is a part of the 2016 agreement between duisport and innogy to expand the Port of Duisburg into an "energy transformation hub" through innovative local energy production and electric transport systems.

In this context, the duisport vehicle fleet will be gradually electrified where suitable. At this time, five electric vehicles are already in use. Four electricity charge columns have been installed in the port with the support of innogy. They can be used by employees, customers and guests of the Port of Duisburg.



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# Important partners for business in China

In July 2017 duisport strengthened its collaboration with Chongqing.

(klü) The Duisburger Hafen AG (duisport) and Chongqing, the Chinese metropolis of 30 million, intensify their collaboration. This agreement was made between Erich Staake, Chief Executive Officer of duisport and Liu Guiping, mayor of Chongqing, who visited the port together with Chinese consul general Feng Haiyang.

Of the 30 freight trains that currently travel weekly between duisport and various Chinese destinations, the route between Duisburg and Chongqing, which was started in 2011, is the oldest within the silk road initiative "Belt & Road".

Since 2011, the world's largest inland port has been a start and end point for the freight trains that travel regularly between various destinations in China and Europe. Mainly electrical appliances and components made by locally Chongqing-based, globally active electrical engineering companies are imported from Chongqing, one of the largest industrial locations around the world. Mayor Liu Guiping pointed out that more than 2000 freight trains had traveled between duisport and Chongqing since 2011.

Chinese President Xi Jinping acknowledged the economic importance of this freight train connection by choosing the Port of Duisburg as his only company visit during his 2014 trip to Europe.

In future, duisport and Chongqing want to focus their collaboration mainly on joint projects within "Belt & Road". Travel time of freight trains is to be reduced in particular, which is currently between 12 to 13 days. "Chongqing is an extraordinary partner for our China business, with whom we will engage in continuous dialog along with our partners from industry and logistics. This collaboration with the most important logistics hub in China ensures that trade with China will continue to be one of our growth drivers", says Erich Staake.



**In July** Erich Staake, Chief Executive Officer of duisport, welcomed Liu Guiping, mayor of Chongqing and the Chinese consul general Feng Haiyang in the Port of Duisburg.



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# duisport continues to grow

**Revenues grow by 9% to EUR 250 million**

(klü) In the 2017 financial year, Duisburger Hafen AG (duisport) achieved sales revenues of EUR 250 million. This figure is 9% or EUR 20 million higher than the comparative figure of the previous year (EUR 230 million).

## Network management

The operating result (EBITDA) improved by 2% to EUR 41 million. The result before taxes increased by 16% to EUR 22 million (2016: EUR 19 million). Erich Staake, Chief



**With revenues growing by 9% to EUR 250 million, duisport continues to growth.**



Executive Officer of Duisburger Hafen AG: "The steady increase in earnings over the past 20 years is mainly due to our successful national and international network management activities and our ability to establish Duisburg as the main logistics hub in central Europe."

## Review of the three divisions

Of the three duisport divisions, the Infra and Superstructure segment generated revenues of EUR 50.7 million. This represents an increase of 4% compared to the previous year (EUR 48.6 million).

In the Logistic Services division, sales revenues declined by 4% from EUR 78.9 million to EUR 75.8 million following the disposal of participating interests in two smaller companies.

In contrast, the Packing Logistics segment grew by 19% (from EUR 73 million to EUR 87 million) due to the positive capacity utilization in the German machine and equipment building sector.

## Investments

In the past financial year, the duisport Group increased investments in fixed

assets and financial investments by 42% to EUR 34 million. In addition to investments in infrastructure and suprastructure, a warehouse was also constructed on Duisburg's Mercatorinsel for DB Schenker, a service provider of Daimler AG. In addition, duisport also expanded its current business portfolio with the acquisition of freight forwarder Bohnen Logistik.

## Total handling volume

Total handling volumes, including private commercial ports, amounted to 130.6 million tonnes (2016: 133.1 million tonnes). Hence total volumes declined by 1.9%. The ports of the duisport Group accounted for EUR 68.3 million tonnes of the total figure (2016: 66.8 million tonnes), which represents an increase of 2.1%.

Ship handling volumes, which fell from 16.2 to 15.7 million tonnes, reflect the decline in coal handling volumes. The rail traffic segment grew by 6.8% to 18.8 million tonnes compared to the 2016 financial year, mainly as a result of the China trains.

A total of 4.1 million standard containers (TEU) were handled through the ports of the duisport Group. This represents an increase of 11% (2016: 3.7 million TEU).

## "startport" innovation platform

In 2017, duisport established the "startport" logistics innovation platform together with partners from industry. The platform offers start-up companies an opportunity to develop innovative logistics solutions. The innovation platform is used by five start-ups at this time. Staake: "Our industrial cores must be connected using high-performance logistics models. startport aims to become an incubator for logistics innovations."

## Automotive Cluster duisport

The Port of Duisburg has become an important Automotive Cluster, as VW and Audi are joined by Daimler AG, which is now also processing its SKD and CKD business for the global production network of the Mercedes-Benz Van division from the Port of Duisburg.

## Acquisition of Bohnen Logistik

In December 2017, duisport acquired the freight forwarding company Bohnen Logistik. With its 150 employees, Bohnen Logistik recently generated annual sales revenues of EUR 25 million. Staake: "Bohn Logistik's activities are an ideal complement to our current product portfolio."

**"Bohn Logistik's activities are an ideal complement to our current product portfolio."**

## Regional infrastructure projects

The logport V site in Oberhausen is currently being developed by logport ruhr GmbH, a joint venture of duisport and RAG Montan Immobilien GmbH. Edeka e.G. is building a logistics center on the site. Approximately 1,000 new workplaces are expected to be created on the 30 hectare plot of a former RAG coal handling site.

dev.log, a joint venture of Evonik and duisport, is developing the 50 hectare plot in Niederkassel-Lülsdorf for logistics and production companies. The site development planning process for the first 20 hectare section is expected to be completed during the course of this year. In Duisburg-Walsum, logport VI is in the process of being created on the 40 hectare site of a former paper factory. duisport is building a container terminal on the trimodal connected site directly on the Rhine. The land is expected to be available for new construction by the end of 2019 at the latest. Staake: We are confident that this site will create significantly more workplaces than the paper factory."

duisport will develop additional sites in the Rhine-Ruhr region in the future.

## International network along the Silk Road

duisport is expanding its activities along the corridors of the "One belt, One road" Silk Road initiative. Together with Trieste,

# duisport semi-annual review 2018

## Container handling volumes remain at record levels.

(klü) During the first six months of 2018, the volume of containers handled by Duisburger Hafen AG (duisport) amounted to 2.01 million TEU. This means that the record level from the previous year was maintained. Container handling, which accounts for approximately 54 percent of total handling volume and continues to rise, is the most important goods segment of the duisport Group.

On the other hand, at 32.6 million tonnes, total handling volumes declined by 6 percent during the first six months of this year. This result is entirely due to the decrease in coal handling. "This trend will continue as older power plants are shut down in the course of the energy transformation," says duisport Chief Executive Officer Erich Staake.

However, duisport expects to see additional growth particularly from the China business. At this time, more than 30 trains already travel between duisport and various destinations in China every week. Recently, duisport and the 30-million inhabitant metropolis Chongqing, one of China's major logistics hubs, agreed to cooperate in joint projects as part of the "Belt & Road" initiative. As a result, the travel times for the freight trains (currently 12-13 days) are to be reduced even further.

Staake: "eCommerce and the China business will be the relevant revenue drivers in the future. These aspects are also the focus of our investment strategy in Duisburg, along the Silk Road corridor and in China itself."



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the largest Italian port on the Adriatic Sea, duisport is investing in rail and trailer freight transportation. The port of Trieste is connected by ship through the maritime Silk Road from South China via the Suez Canal to the Mediterranean Sea.

Together with China Merchants Logistics, a leading logistics company, projects are being implemented in the entire Eurasian region along the corridors of the Silk Road initiative. In this context, duisport is involved in the construction of the "Great Stone" industrial and logistics park near

Minsk (Belarus), which covers more than 90 square kilometers, and a logistics hub near Istanbul.

More than 100,000 TEU were transported via the China trains in the past financial year. duisport expects that the trade with China will continue to grow. The infrastructure measures along the Silk Road and efforts to harmonize customs modalities mean that the travel time between China and duisport can be reduced as a result. This creates additional handling opportunities.

**logport VI in Walsum is  
expected to be available for  
new construction by the end  
of 2019 at the latest.**

# duisport acquires Bohnen Logistik

Complementation of  
the duisport product  
portfolio.

(klü) Duisburger Hafen AG (duisport) and the freight company Bohnen Logistik have placed their long-standing business and personal relationships on a new footing. duisport has acquired the third-generation medium-sized company from Niederkirch in connection with a succession planning process.

#### Product portfolio

Bohnen Logistik processes large volumes of goods through the Port of Duisburg. Working with duisport, the company has already developed and expanded an integrated logistics concept for one important customer for a number of years. "The activities of Bohnen Logistik complement our product portfolio in an excellent way", says Erich Staake Chief Executive Officer of duisport.

With its 150 employees, Bohnen Logistik generates annual sales revenues of EUR 25 million. The freight company will continue to operate in two companies and under its current name.

**"Through this purchase, we are assisting this established family company with the success planning process."**

"Through this purchase, we are assisting this established family company with the success planning process. We are pleased that Jürgen Bohnen will continue to be active in an executive management role in the future," says Staake.

Since the beginning of 2018  
Bohnen Logistik is part of  
the duisport Group.  
© Leenders Photography



# The first five teams have joined startport

**The five logistics teams Aindex.Ruhr, Cargo-Bay, DepotCity, Heuremo and Shippion joined the start-up platform program in March.**

(klü/recito) The young companies have approximately one year to turn their innovative ideas into market-ready logistics products or services. Soon, employees of the Klöckner & Co spin-off XOM will also be using the co-working workstations at startport.

Erich Staake, Chief Executive Officer of Duisburger Hafen AG and initiator of the project: "We are taking an important step towards digitization. The demand proves that our concept is paying off. At the same time, we also need persistence and patience, because this project is not a sprint but rather a marathon."

The founder teams have moved into one of the floors of the Werhahn mühle in the Duisburg interior port for a period of 12 months (with support from a team of Duisburger Hafen AG). Now the teams submit regular reports about their results - and receive extensive coaching services from partner companies and mentors.

## Success-oriented approach

Using this approach, the start-ups are supposed to develop their ideas into market-ready products in Duisburg. Additional teams are expected to join them in the Werhahn mühle by the end of 2018. "We expect a strong commitment and a success-oriented approach. Our support is based on the performance principle. It is not enough to have a good idea; one must also work to implement the idea. So far, we are very satisfied, because our teams are highly motivated," says Staake.

The innovation platform startport also targets post-secondary students and graduates interested in starting their own companies. The founder teams receive advice from duisport and the logistics professionals at the exclusive startport partners Evonik, Klöckner & Co and Initiativkreis Ruhr.



**From left:** Peter Trapp (Managing Director of startport GmbH), Axel Feldhoff (Bereichsvorstand der Bechtle AG), Bernd Bönte (Head of Digitalization Cisco Germany) and Erich Staake (Chief Executive Officer of Duisburger Hafen AG).



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## Technology partners

Cisco, the world's market leader for IT and networks, and IT system vendor Bechtle have joined startport as technology partners. "The strong support from well-known companies in industry confirms that the idea behind startport, namely to bring together start-ups and industry, is the right way to go," says Staake.

Additional assistance is provided by network/workshop partners such as Fraunhofer IML, Universität Duisburg-Essen, Zentrum für Logistik und Verkehr, Netzwerk DIALOGistik Duisburg, consulting company Roland Berger, advertising agency dws, auditors from Ernst & Young, tax advisors from PKF, Deutsche Bank, IDE (Competence Center for Innovation and Start-ups at Universität Duisburg Essen), Instafreight, Digital Hub Logistics, lawyers from Taylor Wessing and Hochschule Rhein-Waal.



**Erich Staake in dialog with the start-ups Aindex.Ruhr, Cargo-Bay, DepotCity, Heuremo and Shippion.**

# Interregional collaboration in the Rhine-Alpine corridor

**The “Interregionale Allianz für den Rhein-Alpen Korridor“ (Interregional Alliance for the Rhine-Alpine Corridor) held its first conference in Brussels at the beginning of June.**



Photo of workshop on Chinese Belt and Road Initiative.



© Interregionale Allianz EVTZ

Alliance for the Rhine-Alpine Corridor in Brussels. A total of 120 participants listened to 30 presentations and in workshops discussed how the achievement potential of the 1,300 km long transportation corridor between Rotterdam and Genoa can be strengthened for passenger and freight transport, while simultaneously improving the quality of life.

The Port of Duisburg, which is a founding member of the Alliance, also participated in the conference. Sascha Noreika, Head of China Rail at duisport Agency GmbH, provided information about duisport's activities along the Silk Road. Alain Baron from the European Commission reported on the progress of the “EU-China Connectivity Platform”. The relevant issues in this context include not just infrastructure planning but also a regulatory framework for the public awarding of contracts, competition, environmental protection and technical standards (e.g. for rail traffic). The workshops were followed by a political plenary session with participants from science, industry, government and politics. Two introductory speeches by Alliance Chairwoman Conny Bieze, Vice Governor of Gelderland province, and Paweł Wójcikowski, European Coordinator for the TEN-T Rhine-Alpine Corridor, supplied the framework for the panel discussion. The importance of a joint and coordinated development of this important European corridor was highlighted as a key result.



© Interregionale Allianz EVTZ

The Interregional Alliance for the Rhine-Alpine Corridor was established as the European Grouping of Territorial Cooperation (EGTC) in 2015. This legal form, which was only created by the EU in 2006, facilitates institutionalized cross-border and interregional cooperations.

Members of the EGTC can be states, regional or local entities, associations and institutions under public law. This legal form is a novel construct in that it allows for collaborations between government agencies of different member states in order to realize joint projects without requiring a signed international treaty that was previously ratified by national parliaments. There are more than 60 EGTC projects at present.

The Interregional Alliance for the Rhine-Alpine Corridor has 21 members from six countries. Its members include cities, regional associations, ports and organizations. The Port of Duisburg is one of the founding members. The Port of Genoa will soon join the Alliance as its 22nd member.



Additional information about the Interregional Alliance can be found at: [www.egtc-rhine-alpine.eu](http://www.egtc-rhine-alpine.eu)

Interregional Alliance for the Rhine-Alpine Corridor EGTC

Since the municipal and regional levels are also represented, the Alliance is very close to citizens and the various participants (e.g. logistics providers, passengers). The goal is to design the Rhine-Alpine corridor for the joint benefit of all residents, users and companies. To this end, a joint strategy was developed with the following focus areas:

Another objective is the allocation of funds for projects and activities in connection

with the corridor to implement the joint strategy. Several projects under the Horizon2020 EU support program, in which the EGTC is a project partner, are being implemented at this time.

The EGTC is once again invited to Corridor Week, which is organized by the province of southern Holland in Rotterdam in November 2018.

01

#### **Creation of equal starting conditions and guarantee of fair competition between the modalities**

Creation of a community from Rotterdam to Genoa through the increased use of digitization to maximize freight movements.

02

#### **Increase in capacities**

Optimization of modal shifts via the use of an intelligent corridor to vitalize local projects, address bottlenecks that could have a negative impact on the entire system, and to remove barriers in long-distance passenger transportation.

03

#### **Integration of zoning and traffic planning, noise reduction and alternative fuels**

Creation of a green corridor through innovation and integration for a better future.

04

#### **Ensure acceptance**

The corridor is vitalized with the creation of a platform for the exchange of information. It shows how infrastructure projects can reduce excess traffic and reduce transportation costs. The objective is to increase acceptance of infrastructure projects in the logistics sector and also increase the visibility of the sector itself.

(klü) For many years duisport has had close economic ties with India. Duisburger Hafen AG operates a subsidiary of duisport packing logistics (dpl) near Pune.

As a member of the delegation of selected representatives of German industry, Staake learned about German-Indian development teamwork and the efforts for digitizing Indian industry, among other things. Furthermore, the delegation had the opportunity to meet with Suresh Prabhu, Minister for Trade, Industry and Civil Aviation, Ram Nath Kovind, President of the Republic of India and Premier Minister Narendra Modi.

# **duisport executive accompanies Frank-Walther Steinmeier on his state visit to India**

**Erich Staake, Chief Executive Officer of Duisburger Hafen AG, at the invitation of Federal President Frank-Walther Steinmeier, accompanied him March 21st–26th on his state visit to India.**



Federal President Frank-Walther Steinmeier, his wife Elke Büdenbender and Erich Staake, Chief Executive Officer of Duisburger Hafen AG, together at a state visit to India in March 2018.



© Hans Blossey

# In-house software optimizes the assignment of crane facilities

**With the help of an engineering firm and the company's own crane experts, one of the portal cranes was successfully installed in the bimodal logport III terminal in Duisburg-Hohenbudberg.**

(dū) With its subsidiary duisport facility logistics GmbH, Duisburger Hafen AG has already operated terminals for combined transportation for a number of years, and has gained experience in the tender, construction, operation and maintenance of rail-mounted gantry cranes (in short: RMG), says duisport Executive Board member Prof. Dipl.-Ing. Thomas Schlipköther.

When the second RMG crane was erected in the bimodal logport III terminal Duisburg-Hohenbudberg, the crane supplier had to declare bankruptcy. This left the port with a half-finished crane in an operational terminal and the risk that it could not be commissioned - "For various reasons, we decided to complete the crane ourselves with the assistance of an engineering firm and our own crane experts. In the process, we learned a lot about the production planning, detailed construction and structure of cranes, and most of all about the interaction between crane manufacturers and the

suppliers of the various assemblies and components. Today, we are in a position to build such complex facilities on our own, based on the standards that we have established," says Thomas Schlipköther.

#### Crane management system

The company subsequently turned its focus on a different problem: "The crane management systems installed on the RMGs were not accessible to us operators. To learn more about our cranes, it was important to obtain access to this data. As a result, we worked with a partner to develop our own crane management system, which has now been successfully installed," says Thomas Schlipköther. Now, other terminal operators are also looking into using the system.

With the help of a self-programmed dashboard, it is now possible to not just collect all movement and performance data of the RMGs but also identify each individual



© krischerfotografie



**“The improved performance of our terminals also increases the competitiveness of the terminals operated by the duisport Group.”**

duisport Executive Board member  
Prof. Dipl.-Ing.  
Thomas Schlipköther

malfunction and its cause. The insights that were gained should help us to replace components that are not suited for continuous operations with better components.

To this end, duisport is developing new sensor-supported monitoring systems that will help with detecting and preventing imminent downtimes at an early stage - hence “predictive maintenance” by definition. “This is a self-learning system for proactive maintenance. In the case of a malfunction, the crane management system communicates the fault and the expected, statistically calculated downtime to the Terminal Operation System, so that move-job planning can be adjusted,” explains Thomas Schlipköther. To this end, all malfunctions will be reported to a cross-company Cloud in the future. It compares the current malfunction with the error data stored in the system. As a result, the crane operator receives information about the duration and costs associated with repairing the defect, and the Terminal Operation System receives a solution for contingency management. “Because of the planned merger with other terminal and port operators, the Cloud will generate a gigantic data basis. This “big data” basis will help us to significantly reduce

downtimes for our cranes due to technical defects and standardize future tenders,” says Thomas Schlipköther.

“Following the installation of load pins in the spreaders, all loading units have been automatically weighed in accordance with the IMO regulation (which went into effect in 2016) since the middle of 2016 - even though this is not actually relevant for our terminals. Because of that, we also learned a lot about the actual load cycles for the spreaders and hence for the cranes,” reports the member of the Duisburger Hafen AG Management Board. At this time, only the reach stackers and terminal tractors are fitted with GPS transponders. “We also plan to add them to our RMGs to consolidate everything into one single data basis. An accuracy of plus/minus 3 cm is achieved with the help of so-called repeaters. In this way, we want to achieve semi-automatic crane trips between the various locations of the loading units during the course of this year. Next year, the cranes will be fitted with laser sensors that detect the stack rows under the crane and that prevent collisions with the stack and employees when the loading units are moved,” announces Schlipköther.

#### Occupational safety

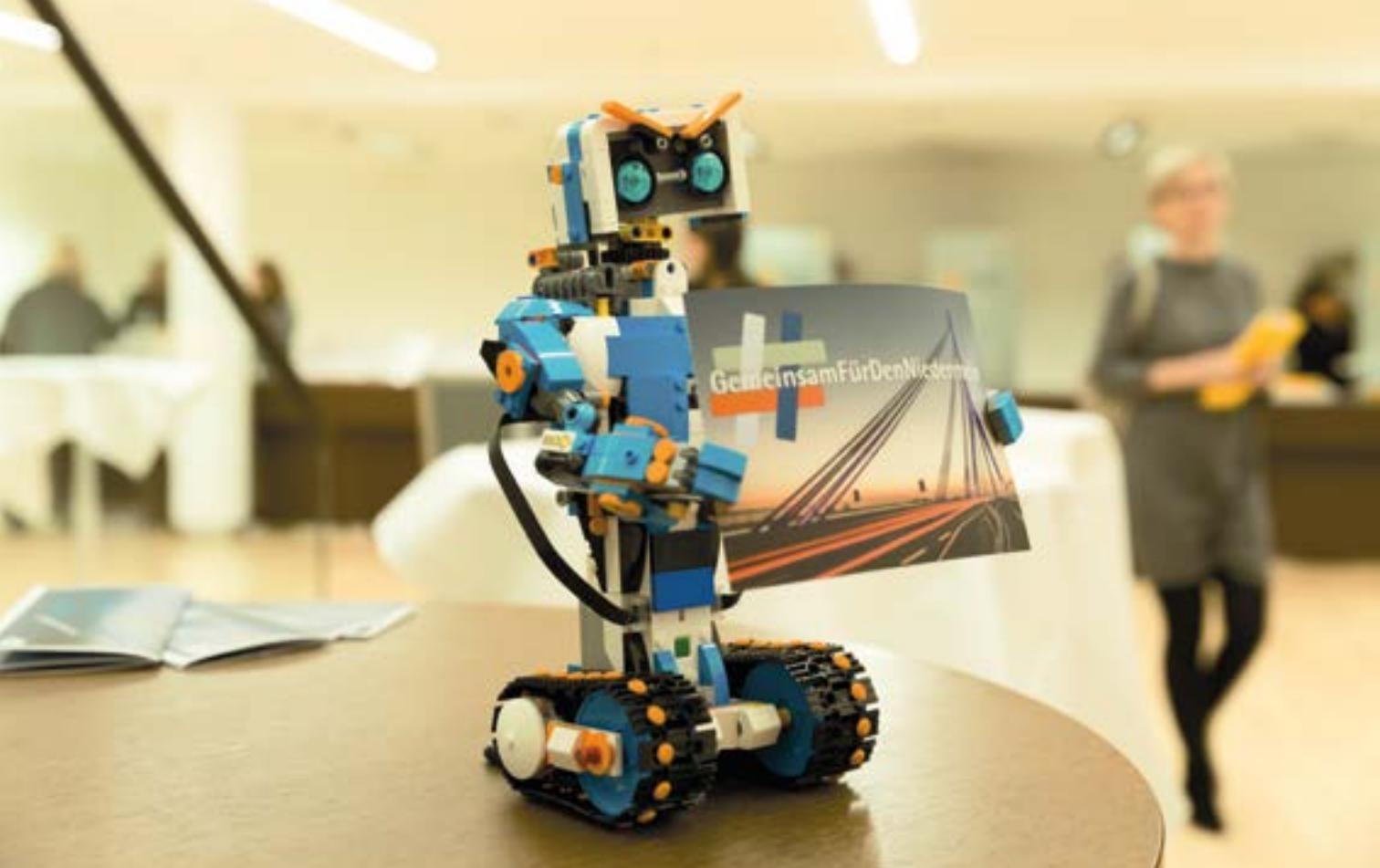
“The digitization of our crane facilities not only contributes towards reducing downtimes caused by technical factors, lowering maintenance costs and extending the service life of the cranes and components, but also increases occupational safety for our employees. The improved performance of our terminals also increases the competitiveness of the terminals operated by the duisport Group,” concludes Thomas Schlipköther.

## Did you know?

**More than 7.000 new workplaces ...**

... were developed on logport I to V within the last 20 years thanks to the revitalization of these brownfields.

And the growth continues.



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# Digitalization Requires Deep Pockets

**Leaner processes, digitally controlled supply chains and technically well-trained employees are only the start on the path to the logistics of tomorrow.**

(gran) In doing so, companies have different approaches to promoting digitalization and getting the support of employees. There is no silver bullet – yet deep pockets are required and one must be prepared

with a lot of money. The examples of Amazon, Klöckner & Co, DB Schenker and the Port of Duisburg demonstrated this at the “Digital logistics – Between Vision and Practice” congress, which was organized

by IHK Niederrhein in Duisburg. Under the motto “#Gemeinsam Digital”, the 300 participants shared technologies and new business models.

## Sense of networking

“It is fundamentally easier to be fully digital in logistics than in other branches”, thinks Sascha Lobo. The blogger, author and strategy consultant was invited as a digitalization expert. The branch has always had a sense of networking, he praised. Real time is not a foreign word here. The topic of platforming as a repeating pattern of digitalization is here essential for the branch. His advice: Companies should enter into partnerships in order to form platforms. In this way one can stand up to giants such as Amazon. In fact, certain sales principles must be suspended, he said with a grin. Many Internet companies work according to the “Uber principle” and initially pay little attention to profitability, in order to build up customer relationships and conquer markets. “Then later they start tightening the screws”, according to Sascha Lobo. In contrast, “break even thinking” still dominates in Germany. “However, to make the change one needs deep, very deep pockets”, he says.

## Technology available

Sascha Lobo received support from Professor Michael ten Hompel from the Fraunhofer Institute for Material Flow and Logistics IML with headquarters in Dortmund. “The technology is there – now it also must be used boldly”, he stressed. However, for this the economy must put money where their mouth is: “We must enter a little further into the market.” At least one percent of sales should be invested in research and development or digitalization. In trade the example has already been given – by Amazon. “We are not the most highly profitable company, but one with satisfied customers”, says Bernd Gschaiden, Regional Director of Operations for Amazon Germany. “In the meantime the online retailer has eleven logistics centers here in the country, three of which are in North Rhein-Westphalia (NRW). Another one is planned for Mönchengladbach, confirmed



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**Blogger, author and strategy consultant Sascha Lobo was invited to the congress as a digitalization expert.**

Bernd Gschaiden. The logistic centers are more or less standardized and normally around 100,000 square meters in size. Up to 2,000 employees work in each center. Since 2010 Amazon has invested more than eight billion euros in infrastructure in Germany. The basic goal is to open your own platform and infrastructure and thus work as a logistics service provider for other online retailers as well. “Around half of the goods in the logistic centers don’t belong to us”, according to Bernd Gschaiden. As supplier of an online sales channel, Amazon has indirectly created 90,000 more jobs in Germany, he surmises. Digitalization is however not an end in itself. Further automation and use of robots is always an advance of productivity with reservation, in other words whether the customer uses it and if one can be faster.

## New corporate culture

“We must first learn to look out of our box”, reports Gisbert Rühl, Chief Executive Officer of Duisburger Stahlhändlers Klöckner & Co SE. The company has therefore outsourced the development of digital strategies and settled in Berlin in its own digital hub. The introduction of a disruptive change only comes from outside, says Gisbert Rühl – especially in a traditional company such as Klöckner with

more than 100 years of history. "Start-ups work completely differently, because they must get into the market faster", said the Chief Executive Officer. Most of all a new company culture is necessary, especially when handling errors. Thus a digital academy was also founded to train employees appropriately. The core is the online trade platform "kloeckner.i" started in 2015. Around 20 percent of the revenues are operating through this, according to information from the company. New customers should also be won via the Internet. Today Klöckner has more than 80 employees in Berlin from 17 countries.



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**"The industry is already further than one sometimes reads about", thinks Erich Staake, Chief Executive Officer of Duisburger Hafen AG.**

"It is our vision to build an open platform for the industry that is also accessible to our competitors", according to Gisbert Rühl. The company has just taken the first step towards this with the founding of the wider market place platform, Xom Industry. It is open to all retailers and purchasers and should also be launched in the USA. This is a separate company – mainly for antitrust reasons. Klöckner is therefore looking for financial partners (venture capital) and is targeting a gradual withdrawal from the company so that it is independent. "We will be the Amazon of the steel trade", grinned the Executive Officer. However Klöckner will not be a fulfillment provider.

DB Schenker is also far advanced in digitalization. In this the company of the German Railway takes a completely different approach: "We promote digitalization within the organization", explains Christian Bockelt, Vice President of Digital Solutions at DB Schenker. For this the company initiated a digital unit to spearhead digitalization, which will be managed by a Chief Digital Officer, Markus Sontheimer. "We are convinced that the digitalization experts must sit very close to each other in the company", according to Christian Bockelt. The goal is to develop DB Schenker into an E-Forwarder. For its digital cargo exchange the company uses Drive4Schenker technology of the US start-up UShip, in which the corporation has a share. Christian Bockelt estimates this investment alone at 25 million euros. He leaves open the total amount the corporation has invested in digitalization.

#### Driving force of digitalization

"The industry is already further than one sometimes reads about", thinks Erich Staake, Chief Executive Officer of Duisburger Hafen AG, looking at the examples. Logistics is challenged to enter together with the industry as the driving force of digitalization. It had already shown a large influence on logistics, as Erich Staake illustrates with the example of 3D printing. Thus the US corporation General Electric uses increasingly additive production technologies in the manufacture of turbines. For example, for a new turboprop turbine already around one third of the components come from the 3D printer. This means 855 separate components are combined into only twelve 3D printed components. "If 3D printing catches on, less goods and more data will be transported through decentralized production locations in the future", Erich Staake is convinced. This will have immediate consequences for transport logistics. The Port of Duisburg will react to the development and soon offer a 3D printing center as a service facility "Where, if not in Duisburg, should innovation in logistics, mainly in the area of digitalization be pursued?", Staake

highlights the location's advantage in the center of the Ruhr region with its numerous industry operations. duisport has taken a first step in this direction with its initiative in the founding of the "startport", an innovation platform in logistics. In the founding laboratories, start-ups with innovative ideas in the area of logistics receive intensive support. Sponsors from industry, for example Klöckner & Co and Evonik, accompany them in their first steps.

Meanwhile Burkhard Landers, President of IHK Niederrhein stood up for inland waterway transport. "This is important for us, that inland waterway transport is also future-oriented. Particularly in regards to the topic of autonomous driving, knowledge from truck traffic must be used. "We are taking steps for a trial of autonomous driving for inland water vessels - actually there where the inland water transport is, so to speak, genealogically at home", said Burkhard Landers. He can imagine, for example, a test field for autonomous driving inland water vessels in the Ruhr

region in the direction of Dortmund in the channel system.

#### Model region for Mobility 4.0

Not wearing a tie, totally in the style of the start-up economy, NRW Transportation Minister Hendrik Wüst (CDU) announces his support of the digital change. "We want to develop NRW into a model region for Mobility 4.0", he said. Here an improved network of transport carriers and a better utilization of digital platforms stand in the foreground. The ministry has now created a new department for this: "Mobility, digitalization and networking". It will be led by Dirk Günnewig. He was previously the Head of the Ministry Office. However, Hendrik Wüst warns, with all the euphoria about digitalization, do not forget one thing: keep the traffic infrastructure in perfect condition. Because that is the top priority for ensuring economic growth. "Even in the future we will transport all goods via streets, rails and waterways – despite or perhaps because of digitalization", according to the minister.

**From left: Burkhard Landers (IHK Niederrhein), NRW Transportation Minister Hendrik Wüst, Professor Dr. Michael ten Hompel (Fraunhofer IML), Christian Bockelt (DB Schenker AG), Michael Lütjann (Imperial Logistics International), Erich Staake (duisport), Bernd Gschaidler (Amazon Deutschland) and DVZ-Chef redakteur Harald Ehren.**



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# Jump-start in the Digital Age

**Innovative E-Learning module  
Smart Qu@lification has started.**

(kvl) Advanced training and continuing education for inland sailors has up to now mainly meant classroom training at a fixed location. However, your workplace is mobile and often you are on board a ship for several weeks at a time. Therefore clubs, associations, institutions and companies from inland waterway transport have developed innovative E-learning modules

in the scope of the project "Smart Qu@lification", in which the training and continuing education of the branch should be in shape for the digital future.

What the DST-Development Center of Ship Technology and Transport Systems, Duisburg-Essen University, Bundesverband der Deutschen Binnenschifffahrt

**experience. innovation. partnership.**



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e.V. (BDB) (Federal Association of German Inland Water Transportation) as well as the associated project partners, the Bundesverband der Selbstständigen Abteilung Binnenschifffahrt e.V. (BDS) (Federal Association of Self-Employed Inland Waterway Transport Division), the Port of Duisburg AG/DIALOGistik and the RHEIN Mariners vocational School, represented by the Duisburg European Security Center, have worked out together within three years must be considered completely as pioneering work and a "jump-start" in the digital age of learning in inland waterway transport. The partners highlight this after completion of the project.

The Duisburg-Essen University did not only determine the demand for quality, but also the locations where would preferably be

taught. Finally the project partners worked out digital learning modules for the areas of inland waterway radio/UBI, radar, energy efficient operating, leakage defense, laws of inland navigation and route knowledge/warning routes. So that this can be designed to be practical and needs-based, the trainees in inland waterway transport, participants in advanced training and continuing education courses and also experienced practitioners continually provide feedback. Then the contents are extensively tested, evaluated and the suggestions for improvement are implemented.

## Operating simulation of an inland waterway vessel

One of the project highlights is an operating simulation of an inland waterway vessel developed by the Development Center



Thanks to the innovative E-Learning module "Smart Qu@lification", training and continuing education in inland waterway transport will be in shape for the digital future.

of Ship Technology and Transport Systems and able to be used on mobile devices. This makes control of a vessel a hands-on experience for the users.

The tested learning units facilitate location-independent and time-flexible preparation and follow-up as well as deepening of existing classroom offerings, both in apprenticeship training and in advanced training and continuing education (depending on the orientation of the contents). Certain modules, for example the introduction to freight contract law, can even be used for the new IHK certificate "Master Inland Sailor". The suppliers

will continually maintain, update and further develop the modules. Eventually in the future entire courses should be completely replaced by interactive learning and access to discipline-specific training offerings made easier for inland sailors. So that mobile learning on the water can play a significant role, it is essential that the expansion of fast Internet along the waterways is consistently pursued.

#### **Entrance into mobile learning**

"Smart Qu@lification" provides – despite all the challenges that must still be overcome to complete digitalization – a successful and promising entry into mobile learning in inland waterway transport. The project partners are in agreement with this after three years of constructive and trusting teamwork,

The project report will soon be on the homepage [www.smart-qualification.de](http://www.smart-qualification.de) as well as on the websites of the partners. There will also be information there on which suppliers and under what conditions the individual learning modules will be accessible.

The project was supported by the Federal Ministry of Education and Research and supervised by the project sponsor in the German Aerospace Center in Bonn.



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The silo logistics company Greiwing continued expansion of its Duisburg location in early 2018 with the start-up of a new hazardous material warehouse at logport I.

# Silo Logistics Company Greiwing Relies on Duisburg

## Expansion of the location in Duisburg for the logistics specialist for granulate goods.

(gran) The beginning of this year, after eight months of construction, the silo logistics company Greiwing started operation of its hazardous material warehouse at

logport I in Duisburg-Rheinhausen on Bliersheimer Straße. The new facility is in the immediate vicinity of the logistics center, which Greiwing has already been running at logport on Dubliner Straße since 2005 in an area of 40,000 square meters. A total of around 42 million euros have been invested in Duisburg up to present. In the meantime there are 130 employees just here alone.

The hazardous material warehouse encompasses an area of 7500 square meters on a

large parcel having a total of 37,500 square meters and on 1300 square meters offers a picking and sorting area as well as space for 3000 palettes in a mobile rack. A total of 3000 tons of non-flammable Hazardous Substance Class 6.1 barium chloride can be stored there. According to the service provider, construction of the hazardous material warehouse has created 14 jobs. The company quotes the total investment at 5.5 million euros. The logistic company supplies the chemical industry in Duisburg and the surrounding area from the warehouse. "The short construction time reflects the efforts that we had to make, however not entirely", said Jürgen Greiwing, managing partner of Greiwing logistics for you GmbH with headquarters in Greven, at the opening. The upstream legal emission protection license became especially complicated. Among other things, it required the participation of the public and supporters of public interest. Thus in early 2016 there was a public hearing, for example. The company reacted to protests of residents against the planned hazardous material warehouse.

Comprehensive construction planning  
The construction planning was also comprehensive, according to Jürgen Greiwing, especially concerning personal protection. The reason for this was the many requirements for construction and operation of the hazardous material warehouse. "To be on the safe side here, not only did we meet all the requirements, but also voluntarily went above and beyond them", according to the managing partner. For example, the fire water containment was designed three centimeters higher than required. In this respect the company could ensure that from the warehouse no negative influences could emit either for the environment nor for the residents, stressed Jürgen Greiwing. The barium chloride is only delivered in Big Bags in overseas containers, which are picked up at the directly adjacent Duisburg Intermodal Terminal (DIT). During this the packages are neither emptied nor transferred. Only one sample of around 500 grams is taken per charge. This is done according to the specifications of the

company in a special room that is equipped with technical ventilation. At goods issue the Big Bags are loaded in closed container semitrailers.

The products are only conveyed with our own vehicles on established routes that correspond to the positivnetz of the city of Duisburg. "Therefore there will be no driving through residential areas", ensures Jürgen Greiwing, "We have gathered extensive experience in handling hazardous materials in the past and gained a lot of expertise in this field." That we can also now use this know-how at our location at logport makes us very happy, of course."

### Strategic goals

The expansion of the location to logport remains one of the most important strategic goals of the company, according to Jürgen Greiwing. However, there is still around 15,000 square meters of expansion reserve available for possible expansion. On the other hand, project planning for other customers requires an area of at least 40,000 square meters. Not least because of this, the company has currently already leased around 16,000 square meters



Where previously there was only a reach stacker available, Greiwing can now draw on a gantry crane and a tilting platform at the Bliersheimer Straße location.

© Greiwing

warehouse area with a further 20,000 pallet bays at logport. On Dubliner Straße itself, the next to be expanded are the food logistics and the workshop. The construction of a new tower silo warehouse is also planned.

A new logistics warehouse was first opened in summer 2016 on Bliersheimer Straße. According to the company, the facility offers space for an additional 25,400 pallets and features a gantry crane and a tilting platform for containers. This expands the capacities at the location by more than a third to 66,000 pallets, according to Jürgen Greiwing. Among other things, titanium oxide and PVC will be packaged there in sacks, Big Bags and on pallets.

The facility has seven loading ramps and a shuttle train, through which the specially equipped trucks can load and unload especially quickly. Where previously there was only a reach stacker available, the company can now draw on a gantry crane and a tilting platform. The container storage area offers space for up to 400 twenty-foot

mats. The silo logistics company also offers their customers in Duisburg warehouse and high tower storage and filling along with the container handling. And for the food industry, even clean room conditions.

In addition, the new logistics center on the Bliersheimer Straße has direct access to the Duisburg Intermodal Terminal (DIT) available. "The company which processes considerable portions of its transport volume by ship and rail can use all the advantages here from our extensive duisport network", said Erich Staake, Chief Executive Officer of Duisburger Hafen AG, at the opening of the new facility. Thanks to the link to shipping traffic, multimodal transports to the overseas ports of Antwerp, Rotterdam and Amsterdam are possible.

10 locations throughout Germany  
The family-operated company Greiwing operates ten locations in Germany and is one of the top 3 silo logistics companies in the country. "In the past ten years we were able to continually increase all relevant corporate key figures and keep within the planned timeframe", according to Jürgen Greiwing. A very pleasing aspect is that this concerns organic growth, which shows that the concentration on silo logistics in combination with expansion of value-added services was strategically correct. The company still reached revenues of 94 million euro in 2017 and is targeting 100 million euro this year. The positive development is not only shown in increasing revenues, but also the number of employees is increasing. In the past five years they grew from 506 to more than 700 employees. Almost 100 employees were added in 2017 alone. In addition the company has more than 45 trainees.

equivalent units (TEU). "The classic ISO container also offers many advantages for loose goods", said Jürgen Greiwing. One of these is the economies of scale, which result from the standardized container for-

**"In the past ten years we were able to continually increase all relevant corporate key figures and keep within the planned timeframe."**

equivalent units (TEU). "The classic ISO container also offers many advantages for loose goods", said Jürgen Greiwing. One of these is the economies of scale, which result from the standardized container for-



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semitrailers. According to Jürgen Greiwing the personnel development is mainly due to the disproportionate growth of the personnel intensive value-added services division. Furthermore there is a trend being observed, especially with large companies, towards outsourcing. "Many of our customers want to concentrate on their core competence and outsource upstream and downstream processes", said Jürgen Greiwing.

#### Silo logistics

The forecasts for tank and silo logistics are good. The segment will develop itself stably in the long term, according to Prof. Christian Kille, logistics expert from the Hochschule Würzburg-Schweinfurt. He

expects a growth in sales of around 1.5 percent. The challenges have changed. In the meantime, the spectrum of requests stretches from pure transport services up to complex outsourcing projects. Transport capacities will be concentrated on advantageous transportation relationships, or an own fleet will be dispensed with entirely.



The family-owned company Greiwing operates a total of ten locations in Germany.

# After Restructuring Ready for the Future

## Relocation and conse- quential restructuring.



© HEBO

**Dismantling of the road bridge at Piesport on the Mosel using the HEBO LIFT 6 and 8 floating crane.**

(dü) The relocation from Mülheim to Duisburg into logport I in 2015 and consequential restructuring gave HEBO Maritime GmbH "room to breathe for that which we do best: getting new customers and projects", according to authorized representative Reimer Druschel. Several challenging projects have already been successfully

carried out, backed up by the strong Dutch parent company HEBO Maritiemservice BV and with new partners. The group of companies specializes, among other things, in special transport, heavy cargo handling and oil spill management.

The beginnings of the German business unit reach back into the 1980's. Salvage expert Norbert Barthel founded "Barthel & Schreiber GmbH" in 1977 together with Ulrich Schreiber. In 1997 the company acquired a 10,000 square meter area on the Ruhr in Mülheim and operated the floating cranes ATLAS and GRIZZLY. The acquisition by the Dutch family-run company HEBO Maritiemservice BV in August 2014 was a step "back to the roots" for the floating crane experts from the Ruhr, explains branch manager Reimer Druschel, observing the family structures of HEBO. The Dutch-German teamwork was excellent.

In 1989 Henk Bosink and his wife Catharina founded in Zwartsluis, Holland HEBO SLEEP EN KLUSSENBEDRIJF, later HEBO Maritiemservice BV, to commercially use the self-developed oil collection system on the water. The first ship was the VROUWE ANNA. After acquiring a tugboat, who the pair christened with the name of their youngest daughter CATHARINA, HEBO developed slowly but surely from a small, push boat and tugboat company into a company for all services on and beside the water. The customers already started trust-

ing the company in 1994 with high value yacht pools. In 2010 a branch office was founded in Rotterdam. This began a time of fast growth. Still today heavy transport and salvages, along with collecting oil, are the core competencies of the company. In 2014 HEBO expanded by adding the German branch in Mülheim on the Ruhr. At that time Henk Bosink turned the management of the company over to his sons Gerrit and Wiebbe. Now they are continuing his life's work. "HEBO has a great passion to always offer the best solutions. Whether oil spill management, special transport or heavy cargo handling – our mission is always to be the best supplier", says the HEBO Managing Director.

### Restructuring

The German branch was recently restructured in order to further expand the spectrum of services. "HEBO Maritime moved in 2015 from Mülheim to Duisburg into logport I. Here neither personnel nor mooring is to be found. Here we run purely a project and sales office, everyone does everything", explains Reimer Druschel. "With HEBO LIFT 6 and HEBO LIFT 8, previously ATLAS and GRIZZLY, we have two of our own floating cranes, which have over 200 or 300 metric

tons lifting capacity. They belong to the GmbH, but the engineering and service is done by the parent company in Holland.

Furthermore, we completely modernized the push boat KATHARINA 10, previously BÜFFEL." The moorings are in Rotterdam. "HEBO has strengthened engineering there and in the meantime runs a large machine engineering department." This keeps the floating powerhouses always in perfect shape. There are 95 employees active in the total group at nine locations. Seven of them are in Holland and two in Germany, namely in Duisburg and Hamburg. "We are happy with the new structure. We have space for acquisitions and know that the equipment and the development are in good hands at the parent company. We are looking for new partners, groups and contacts."

A few months ago the fleet was enlarged by a new construction, the crane ship HEBO LIFT 2. The ship, equipped with two cranes of 300 metric tons lifting force each with a hook height of 53 meters, can be used very flexibly. The lattice boom crane can be varied in height from the foundations and can be braced to the back, also individually,

© HEBO



**HEBO LIFT 2 with up to 600 metric tons of lifting force is one of the best performing inland waterway floating cranes in the world.**



**Manager of the HEBO branch office in Germany, Reimer Druschel, and project manager Nico Frisch focus on quality and reliability: "HEBO places a high value on perfectly functioning material."**



© SUT Archive

for high loads. They can be used separately or in tandem operation. 150 metric tons – i.e., 75 metric tons per crane – is possible with a hook height of 95 meters. The crane pontoon measures 55.4 by 23.8 by 4 meters, the minimum clearance is 9.10 meters. “The new ship has already proven its capability in a project in Holland for Siemens. It picked up a 400 metric ton weir”, said Reimer Druschel.

There are eleven oil spill response and multifunction boats in the fleet of the parent company. Added to this are four floating cranes up to 300 metric tons, three crane pontoons up to 600 metric ton lifting force, 31 pontoons with up to 3,500 metric tons capacity and seven push/tugboats with useful equipment such as hydraulic coupling winches, deck cranes or salvage pumps. The Oil-Spill-Response-Container is an innovative solution, which can be put together according to customer request and includes everything required for fast reaction to oil spills. HEBO takes over the service of the container and the equipment

and training of the responsible employees at the respective customer. According to Reimer Druschel: “We are one of the largest private Oil-Spill-Response service providers in Europe.”

#### Hamburg and Rotterdam

HEBO itself is active in the area of Oil Spill Response at the Hamburg and Rotterdam locations. “In Hamburg we have a good partner with Jongen Dettmer and POOC”, reports the branch manager. “POOC mans the office around the clock, seven days a week and is perfectly networked. The employees know the port like the palm of their hand. And Jongen Dettmer is a professionally engaged company with good employees, good shipping capacity and a great deal of specialist knowledge in the handling of hazardous cargo.” A current project was the salvage of the sunken cargo ship NAWA 9, which was carried out together with the diver Knoth. There are also work assignments all around Duisburg. “In August 2017 we lifted a bridge in Henrichenburg. Also, a sunken dredger pontoon in Duisburg and an inland barge in Kehl were salvaged by HEBO. Each year we are active on the Mosel in the lock over-haul”, explains Reimer Druschel.

The branch manager sees the successfully completed heavy cargo project as proof of the special competences: “Two years ago we removed a bridge within three days and floated in a new one in a consortium with Weiland in the Marl Chempark. The new bridge came from Northern Germany by pontoon and a coupler pontoon with heavy load towers and strand-jacks was waiting in the Chempark. It lifted the new bridge. Floating cranes on land lifted the old one out and laid it on land for scrapping.” In Hamburg the Baakenhafen pedestrian bridge weighing 300 metric tons was floated in. “This kind of project can be optimally mastered with the support of the HEBO Group. The new structure allows us to find and realize new perspectives”, concluded Reimer Druschel.

## Did you know?

**371 soccer fields can now find space at the logport I area.**

These are 265 ha for industrial & logistics.

# Scrap Recycling with Tradition

**The name sounds almost idyllic, the appearance in reality is anything but:**

(TSR Recycling) On an area over 130,000 square meters, 70 employees on the Duisburg scrap island move and process around 70,000 to 75,000 metric tons of scrap per month. This makes the location of TSR Recycling GmbH & Co. KG one of the largest scrap yards in Europe. TSR, a fully owned subsidiary of the REMONDIS Group, is an important link between scrap producers and the recycling industry as a recycling company and thus annually brings more than 7.5 million metric tons back into the recycling loop. The scrap island in the Port of Duisburg, where TSR has already been active for more than 60 years, is one of 140 locations across Europe.

**“We very carefully separate the different types of scrap, which can then be used again for the manufacture of new products after preparation depending on quality.”**

What at first glance seems like a disorganized collection of scrap piles, transforms itself into a large and very well sorted area after taking a closer look. Supporting this is an innovative and future-oriented company. “For us, scrap is not just scrap”, explains Thorsten Bremer, who has been branch manager on the island since 2015. “We very carefully separate the different types of scrap, which can then be used again for the manufacture of new products after preparation depending on quality.” The use of so-called recycled raw materials not only protects valuable resources, but also reduces the energy consumption and CO<sub>2</sub> emissions that are required for the generation of the primary raw material. This means that the company makes an important contribution to the responsible handling of resources.

The range of used metals that are further processed into recycled raw material on the scrap island reaches from car rims to compacted car bodies up to reinforcing steel from demolition work. Household appliances, such as washing machines and clothes drying racks, which frequently come from municipal collections or from scrap dealers, also land on the scrap piles, which are sometimes many meters high. Also workshops deliver their metal scrap to Duisburg. So-called new scrap – mainly



The scrap island of TSR Recycling GmbH & Co. KG in the Port of Duisburg is conveniently accessible by ship, rail or truck. © Hans Blossey

punching waste from automotive production – is also processed by the employees at the yard. “Thanks to trimodal logistics the scrap can be delivered by ship, rail or truck and further transported after preparation”, Bremer says, in praise of the good connection of the location. “Thus we are in the position to supply our customers with the prepared recycled raw materials quickly and simply – depending on request also just-in-time”, continues the branch manager. Cranes and excavators aid the loading and unloading or distributing the scrap in the yard. In Duisburg mainly recycled raw materials for use in steel production are processed on the island. Thus this location is the supplier of steelworks locally, in Germany and all over Europe. Some of the raw materials are also shipped to the USA or China.

A total of three recycling systems are operated by TSR on the scrap island. The heart of the operation is the two shredders. “With 4000 HP our large shredder, for example, chops car bodies into small pieces in only 15 seconds”, Bremer said, pointing out the performance of the device. Fourteen so-called hammers, each with an own weight of around 180 kilograms, hit at 270 kilometers per hour onto the car bodies inside the shredder and tear them

into pieces. The shredder spits the chopped pieces back onto the transport conveyors – separated into individual fractions. “But we don’t leave it there”, interjects Bremer. “Our approach is to take out as much of the recyclable material as possible from the scrap, if not all of it.” Thus the so-called heavy shredder fraction, which contains very valuable metals such as copper, is further processed in a special facility by the subsidiary HKS in Holland. “For us added-value is a priority!”

While the large shredder mainly processes old metal, in the second somewhat smaller shredder mostly new scrap is chopped. The high quality sheet metal, mainly from the automotive industry, is then formed into small, round balls, which can then be again used in steel production as so-called cooling scrap. Since there are enormous temperature fluctuations in steel production, the cooling scrap is used for quick cooling of the raw steel.

In addition to the two shredders there are also hydraulic scrap shears available for the workers. It is no problem to cut thick steel beams into the desired lengths with these. The feed box of the shears is equipped with a lateral pressure, which then presses together the scrap to be cut so that even



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bulky parts can be pushed under the blades of the shears. “Furthermore we chop up train cars and railroad tracks, which must be separated with cutting torches however”, explains Bremer.

With the piles of scrap one doesn’t guess how much detail planning for the production, logistics and purchasing and sales control is required in order to coordinate a place of this size. The processing of various types of scrap only succeeds if all the work steps are coordinated perfectly with each other. “Especially our employees, who in shift work ensure the smooth operation on the island, work here hand in hand. Without their experienced teamwork the scrap

island would be unthinkable”, the branch manager says happily. “As service provider and producer we supply high quality recycled raw materials to steelworks worldwide. That is our core business and for that we are very well set up.” Nonetheless the location must confront the changes of the coming years: “Topics such as digitalization, competition and environmental regulations will occupy us more and more in the near future. The task of the future is to find the right answers and solutions, along with promoting internal innovations, in order to successfully further develop this tradition-rich location”, says Thorsten Bremer.



Scrap piled many meters high is waiting for recycling in the shredder.



© dws Werbeagentur GmbH



A park with an area of  
25,000 square meters  
is being created on the  
Mercatorinsel.

# Port of Duisburg Automotive Cluster

**The Port of Duisburg has become an important  
Automotive Cluster.**

(klü) After VW and Audi, now Daimler AG is also processing its SKD/CKD business for the global production network of the Mercedes-Benz Van division from the Port of Duisburg. Within the scope of the total restructuring concept of the Ruhrtor Mercatorinsel, Duisburger Hafen AG (duisport) finished a 25,000 square meter hall in a construction time of eight months. Since the end of 2017 this has been leased by DB

Schenke to pack and ship from there Daimler individual parts and automotive components. This completes the first construction step on the Mercatorinsel.

## Structure of the Mercatorinsel

Furthermore, in the second step work began in mid-January 2018 on the design of the tip of the Mercatorinsel. A park with an area of 25,000 square meters is being

created there. Adjoining this on the south-eastern section is a species conservation area of around 10,000 square meters.

A promenade along the water connects to the park. Also the erection of a dock for river cruisers is planned there. One completion of the work, forecast for mid-2018, the steps should be available there again which lead from the Friedrich-Ebert bridge to the Mercatorinsel. In addition, the city of Duisburg and duisport are working on financial support for a pedestrian bridge over the Vincke canal, to provide a complete walk around from Ruhrtor over the Mercatorinsel.

The development of the park, which will cost a total of around 500,000 euros, will be financed with Federal funds in the scope of the Kommunalen Investitionsoffensive (KIDU) [Municipal Investment Campaign]. Here duisport will take over the planning, construction supervision and bear the cost of project management.

## New jobs

Included in the total planning of the Mercatorinsel a second hall is foreseen, also with 25,000 square meters. The construction of these hall areas should be started after establishing an ongoing business with the Daimler automotive components. The exact deadline is not yet determined. "The restructuring and enhancement of the Mercatorinsel is making great progress. Through this we are creating the basis for several hundred new jobs and park scenery all around our Poseidon from Markus Lüpertz, which is already attracting many more visitors to Duisburg", according to Erich Staake, duisport's Chief Executive Officer.



© Frank Reinhold



The restructuring and  
enhancement of the  
Mercatorinsel is creating  
the basis for new jobs and  
park scenery all around the  
sculpture Poseidon from  
Markus Lüpertz.



# Shipping list

## LINER CONNECTIONS

### Sea-going container transport

International	from Duisburg	Shipping Company	Terminal	Ship type*
<b>Belgium</b>				
Antwerp	4 x per week	1	RRT, GWW	B
Antwerp	3 x per week	5	DeCeTe	B
Antwerp	5 x per week	7	DeCeTe / DIT / D3T / GWW	B
Antwerp	2 x per week	4	DeCeTe	B
<b>The Netherlands</b>				
Rotterdam	5 x per week	5	DeCeTe	B
Rotterdam	6 x per week	7	DeCeTe / DIT / D3T / GWW	B
Rotterdam	5 x per week	1	RRT, GWW	B
Rotterdam	5 x per week	4	GWW	B

### Sea-going container transport

International	from Duisburg	Shipping Company	Terminal	Ship type*
<b>Azerbaijan</b>				
Baku via Georgia	1 x per week	10	DeCeTe	B/S
<b>Great Britain</b>				
Hull, London	5 x per week	10	DeCeTe	B/S
Tilbury	4 x per week	10	DeCeTe	B/S
Thamesport	1 x per week	3	DeCeTe	B/S
Teesport	1 x per week	3	DeCeTe	B/S
Grangemouth (Scotland)	1 x per week	10	DeCeTe	B/S
<b>Finnland</b>				
Helsinki	7 x per week	3	DeCeTe	B/S
Oulu, Kemi, Torino (via Klaipeda)	3 x per week	3	DeCeTe	B/S
via Mänttalo	1 x per week	10	DeCeTe	B/S
via Kotka	2 x per week	10	DeCeTe	B/S
<b>Georgia</b>				
Poti	1 x per week	10	DeCeTe	B/S

Status: August 2018

<b>Ireland</b>				
Belfast	1 x per week	10	DeCeTe	B/S
Cork	2 x per week	10	DeCeTe	B/S
Dublin	2 x per week	10	DeCeTe	B/S
Waterford	2 x per week	10	DeCeTe	B/S
<b>Kazakstan</b>				
via Riga	4 x per week	3	DeCeTe	B/S
<b>Latvia</b>				
Riga	4 x per week	3	DeCeTe	B/S
Tallinn	2 x per week	10	DeCeTe	B/S
<b>Lithuania</b>				
Klaipeda	3 x per week	3	DeCeTe	B/S
<b>Norway</b>				
Flekkefjord, Husoy, Bergen, Tanner, Maloy, Alesund, Larvik,				
Frederikstad, Moss	1 x per week	10	DeCeTe	B/S
Oslo, Kristiansand	2 x per week	10	DeCeTe	B/S
via Brevik	1 x per week	10	DeCeTe	B/S
<b>Poland</b>				
via Gdynia	2 x per week	10	DeCeTe	B/S
<b>Russia</b>				
Moscow	2 x per week	10	DeCeTe	B/S
St. Petersburg (Terminal Moby Dik)	6 x per week	3	DeCeTe	B/S
St. Petersburg	2 x per week	10	DeCeTe	B/S
Ust-Luga	1 x per week	3	DeCeTe	B/S
<b>Sweden/Denmark</b>				
Varberg, Stockholm, Sundvall, Umea/Holmsund, Helsingborg	1 x per week	10	DeCeTe	B/S
<b>LINER CONNECTIONS</b>				
<b>Sea-going container transport</b>				
International	from Duisburg	Shipping Company	Terminal	Ship type*
<b>Schweden / Dänemark</b>				
via Göteborg	2 x per week	10	DeCeTe	B/S
via Oxelösund	1 x per week	10	DeCeTe	B/S
Södertälje	1 x per week	10	DeCeTe	B/S
Aarhus	4 x per week	10	DeCeTe	B/S
<b>Spanien/Portugal</b>				
Bilbao, Leixões	2 x per week	10	DeCeTe	B/S
Gijon, Vigo, Lissabon	1 x per week	10	DeCeTe	B/S
<b>Ukraine</b>				
via Klaipeda	3 x per week	3	DeCeTe	B/S
<b>Conventional sea-going transport</b>				
International	from Duisburg	Shipping Company	Ship type*	
<b>Dänemark</b>				
wöchentlich		2	S	
England	wöchentlich	2	S	
East Coast UK	tägliche Abfahrten	6,8	S	
Sutton Bridge, Flixborough	tägliche Abfahrten	6,9	S	
<b>Schweden</b>				
wöchentlich		2	S	
<b>Ost-Spanien</b>				
wöchentlich		6	S	
<b>Nord-Spanien</b>				
wöchentlich		6	S	
<b>Norwegen</b>				
wöchentlich		6	S	

**TRAMP / TRANSPORT PROJECT CARGO****Conventional sea-going transport - Regular sailings upon request**

National	Shipping Company
Deutsche Ostseehäfen (z. B. Kiel, Wismar, Rostock, Stralsund)	2,8,9,11
International	Shipping Company
Denmark (e. g. Fredericia, Copenhagen, Odense)	2,6,8,10,11
England (e. g. Grangemouth and all british Seaports)	2,6,8,9,11
Finland (e. g. Saimaa-basin; Ports on the South and West Coast)	2,6,8,10
France (e. g. Bordeaux, Caens, Le Havre)	2,6,8,10,11
Greece, Italia, Northern Africa all Ports on the Mediterranean Sea	2,6,8,9
Ireland (e. g. Cork, Drogheda, Fojnes)	2,6,8,10,11
Lithuania, Latvia, Estonia, CIS Countries all baltic Countries/Seaports	2,6,8,10,11
Mozambique	8
Norway (e. g. Oslo)	2,6,8,9
Poland (e. g. Danzig, Gdynia, Stettin)	2,6,8,9,11
Portugal (e. g. Aveiro, Figueira, Leixões, Lissabon, Setubal)	2,6,8,9,11
Russia (e. g. St. Petersburg)	2,6,8
Scotland	2,6,8,9,11
Sweden (e. g. Göteborg, Malmö, Söderborg, Stockholm)	2,6,8,9,11
Skandinavia	2,6,8
Spain (e. g. Aviles, Bermeo, Bilbao, Pasajes, Santander)	2,6,8,9,11
Turkey, Black Sea	2,8

**SHIPPING COMPANIES**

Name	Telephone	E-Mail
1. neska Container Line B.V.	+31 88 8760220	sales@neska-containerline.nl
2. Amadeus Schiffahrts- und Speditions GmbH	+49 203 31880	amadeus@imperial-international.com
3. Containerships CSG GmbH	+49 203 51925010	sales@containerships.de
4. CONTARGO GmbH & Co. KG		info@contargo.net
5. Haeger & Schmidt Logistics GmbH	+49 203 80030	info@haegerundschmidt.com
6. HSW Logistics GmbH	+49 203 80030	info@hsw-logistics.com
7. HTS intermodaal b.v.	+31 183 668866	willemvaneijk@htsgroup.nl
8. Rhenus Maritime Services GmbH	+49 203 804247	info.rms@de.rhenus.com
9. Saar-Rhein-Transportgesellschaft mbH	+49 203 800760	srt@saarrhein.de
10. Samskip B.V.	+49 211 6504470	duisburg@samskip.com
11. See-Transit Schiffahrts- und Speditionsge. mbH	+49 203 2808080	operating@seetransit.de

**TERMINALS**

Name	Telephone	E-Mail
DeCeTe Duisburg Container-Terminal GmbH	+49 203 8090600	sales@neska-containerline.nl
DIT Duisburg Intermodal Terminal GmbH	+49 2065 499265	sales@containerships.de
GWW	+49 203 3185622	info@contargo.net
RRT Rhein-Ruhr Terminal	+49 203 318560	info@haegerundschmidt.com

\* B: Barge, S: Vessel (Short Sea), B/S: Barge / Vessel · All data in the shipping list are based on information provided by the shipping companies.



# Rail schedule

- National railway transportation
  - International railway transportation
  - Ship connections
  - Combined water and rail links
  - Indirect connections

1-7 = Monday-Sunday  
At = Day of departure  
Et = Day of the arrival  
Op = Operator

A = Arrival on same day  
B = Arrival one day later  
C = Arrival two days later  
D = Arrival three days later  
E = Arrival four days later  
F = Arrival five days later

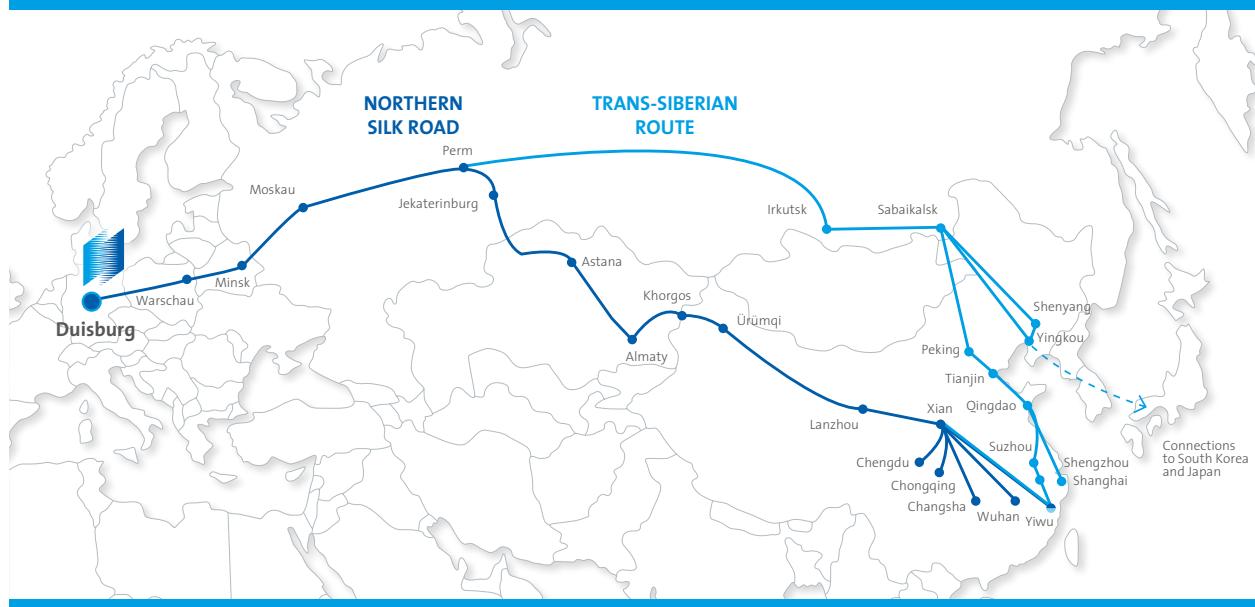
## **CONNECTIONS FOR COMBINED TRANSPORTATION**

National	from Duisburg		to Duisburg		Operator	Terminal
	At	Et	At	Et		
Bönen	1-6	A	1-6	A	12	GWW
Bremerhaven-Nordhafen	2,4,6	C	1-5	C	2	DeCeTe
Bremen	2,4	B	1,3	B	12	GWW
Buna	-		6	C	5	DUSS
Buna	1-6	B	2-5	B	5	DUSS
Dortmund	2,4,6	B	2-6	B	24	DeCeTe
Frankfurt/Oder	1,3,5	B	1,3,5	B	10	DIT
Hamburg Süd-Waltershof	2,4,6	C	1-5	C	2	DeCeTe
Hamburg-Billwerder	1-5	B	1-5	B	8	DUSS
Hamburg-Billwerder	-		7	B	8	DUSS
Hamburg-Billwerder	1,3,5	B	2,4	B	8	DUSS
Leipzig-Wahren	1-5	B	1-5	B	8	DUSS
Ludwigshafen (Rhein)	1-5	B	1-5	B	8	DUSS
Ludwigshafen (Rhein)	6	C	6	C	8	DUSS
Lübeck Skandinavienkai	1-5	B	1,7	B	8	DUSS
Lübeck Skandinavienkai	6	B	2-5	B	8	DUSS
Marl	1-5	A	1-5	A	2	DIT
Marl	1-4	B	1-4	B	2	DeCeTe
Marl	5	C	5	C	2	DeCeTe
Minden	1,3,5	B	2,4,7	B	12	GWW
München-Riem	1-4	B	1-5	B	8	DUSS
München-Riem	5	B	1-4	C	8	DUSS
Rostock	1,3	B	2,4	B	8	DUSS
Rostock	6	A	7	B	8	DUSS
Rostock	1-4	B	1-4	B	8	DUSS
Schwarzheide	5	D	6	C	5	DUSS
Schwarzheide	1-4	B	2-5	B	5	DUSS
Singen (Htw)	1-5	B	1-5	B	5	logport III
Stuttgart	1,3,5	B	-	-	12	RRT/GWW
Unna	1,3,5	A	1,3,5	B	12	GWW
Wilhelmshaven	5	B	7	A	2	D3T/RRT

International	from Duisburg		to Duisburg		Operator	Terminal
	At	Et	At	Et		
<b>A-Austria</b>						
Hall in Tirol	1-4	C	1,2	D	8	DUSS
Hall in Tirol	1,2,5	E	3,5	F	8	DUSS
Hall in Tirol			4	E	8	DUSS
Wels	1-5	B	2-4	B	8	DUSS
Wels	6	D	5	D	8	DUSS
Wels			6	C	8	DUSS
Wien-Cont (via Wels)	1-4	C	1-3	C	8	DUSS
Wien-Cont (via Wels)	5	D	4	E	8	DUSS
Wien-Cont (via Wels)			5	D	8	DUSS
WienCont	1,2,5,7	C	2-5	B	5	DIT
<b>B-Belgium</b>						
Antwerp	1-5	B	1-5	B	2	DIT / D3T
Antwerp	2,4,6	B	1,3,5	B	8	DUSS
Antwerp	6				8	DUSS
<b>CZ-Czech Republic</b>						
Brno via Lovosice	1-4	C	1-3	C	8	DUSS
Brno via Lovosice	5	E	1,2,6	D	8	DUSS
Lovosice	1-4	B	1-4	B	8	DUSS
Lovosice	5	C	6	C	8	DUSS
Ostrava Paskov via Lovosice	1-4	C	1-3	C	8	DUSS
Ostrava Paskov via Lovosice	5	D	1,2,6	D	8	DUSS
Prerov via Lovosice	1-4	C	1-3	C	8	DUSS
Prerov via Lovosice	5	E	1,2,6	D	8	DUSS
Prag	2,4,6	B	1,3,5	B	9	DIT
<b>DK-Denmark</b>						
Taulov via Hamburg	1-4	B	1-4	B	8	DUSS
Taulov via Hamburg	1,3	B	5	D	8	DUSS
Taulov via Hamburg	5	D			8	DUSS
Hoje Taastrup via Hamburg	2,3	C	1,2	D	8	DUSS
Hoje Taastrup via Hamburg	3	C	4	E	8	DUSS
Hoje Taastrup via Hamburg	4	E	5	F	8	DUSS
<b>E-Spain</b>						
Tarragona (Constant) via Ludwigshafen	1-4	E	1-4	E	8	DUSS
Barcelona via Ludwigshafen	2	D	2,4	C	8	DUSS
Barcelona via Ludwigshafen	4	E			8	DUSS
Barcelona via Ludwigshafen	5	F	6	E	8	DUSS
Irun via Ludwigshafen	1,5	F	1,5	F	8	DUSS
Irun via Ludwigshafen	2,3,4	D	2,3,4	D	8	DUSS
<b>FIN-Finland</b>						
Helsinki via Lübeck	1-3,4,5	D	1-3,5,6,7	D	8	DUSS
Hanko via Lübeck	6	C			8	DUSS
<b>F-France</b>						
Bayonne via Ludwigshafen	2	D	1	D	8	DUSS
Bayonne via Ludwigshafen	4	E	3	D	8	DUSS
Bayonne via Ludwigshafen	5	F	5	E	8	DUSS
Lyon	1-4	B	1-5	B	8	DUSS
Lyon	6	C			8	DUSS
<b>GB-Great Britain</b>						
London	1,4	B	3,6	B	4	D3T

International	from Duisburg		to Duisburg		Operator	Terminal
	At	Et	At	Et		
<b>H-Hungary</b>						
Budapest	1-4,6	C	1,6	C	5	DIT
Budapest			3-5	B	5	DIT
Budapest via Wels	2	C	1	D	8	DUSS
Budapest via Wels	5	D	4	E	8	DUSS
<b>I-Italy</b>						
Bologna	1,3,5	C	3,5-7	C	7	DIT
Busto Arsizio/Gallarate	6	C	5	B	8	DUSS
Busto Arsizio/Gallarate	2,4	B	1,3	B	8	DUSS
Busto/Gallarate	1-6	B	1-4	B	5	DKT
Busto/Gallarate	1-6	B	6	C	5	DKT
Busto A/Gallarate	2,5	B	1,3,5	B	5	DUSS
Busto A/Gallarate	2,5	C			5	DUSS
Gallarate	2,4	B	2,4	B	7	DKT
Melzo	1,3	C	2,4	C	14	logport III
Melzo	5	D	6	D	14	logport III
Mortara	1-5	B	1-5	B	19	logport III
Pomezia	1-3,5	B	3,5,6,7	B	7	DIT
Triest (via Ludwigshafen)	1,3,5	C	1,3	C	8	DUSS
Triest (via Ludwigshafen)			6	D	8	DUSS
Triest	1,3,6	B	1,3,6	B	14	logport III
<b>N-Norway</b>						
Alnabru (Oslo) via Kiel	1-3,5	D	1-3,5	D	8	DUSS
Alnabru (Oslo) via Lübeck	1-4,6	D	1-5	C	8	DUSS
<b>NL-The Netherlands</b>						
Rotterdam (APM2, Cobelfret, ECT, Euromax, RSC)	1-6	B	1-6	B	1	DIT / D3T
Rotterdam RSC	1-5	A	1-5	B	8	DUSS
Rotterdam RSC	1-3,5	B	4	B	5	DIT
Rotterdam RSC	6	C	6	C	5	DIT
Rotterdam RSC			2-4	A	5	DIT
Rotterdam RTB	1,2,4,5	A	1,3,4,7	A	22	DeCeTe
<b>PL-Poland</b>						
Brzeg Dolny	1,2,4,5	F	1,2,6	F	10	DIT
Brzesc	1,2,4,5	G	1,2	F	10	DIT
Dabrowa Gornicza (via Schwarzeide)	2	C	2	D	8	DUSS
Dabrowa Gornicza (via Schwarzeide)	5	D	4	D	8	DUSS
Gadki (Poznan)	1,4	C			8	DUSS
Gadki (Poznan)	2,4,6	B	1,3,5	C	25	DIT
Gadki (Poznan)			6	C	25	DIT
Kutno	1,3,5	B	1,3,5		10	DIT
Wroclaw (via Gadki)	2	C	1,3,5	E	8	DUSS
Wroclaw (via Gadki)	5	D	5	D	8	DUSS
<b>RO-Rumania</b>						
Curtici	1-5	C	1-5	C	28	DKT
Curtici	2,4,6	C	2,4,6	C	11	logport III
Curtici via Budapest	3,6	D	2,5	F	5	DIT
Ploiesti via Budapest	3,6	G	2,5	D	5	DIT
<b>RUS-Russia</b>						
Moskau	2,4,6,7	H	2,4,6,7	H	15	DIT

International	from Duisburg		to Duisburg		Operator	Terminal
	At	Et	At	Et		
<b>S-Sweden</b>						
Almhult	1-4	B	1-5	B	14	logport III
Almhult	5	D			14	logport III
Göteborg	1-5	B	1-5	B	14	logport III
Göteborg	6	D	6	D	14	logport III
Katrineholm	1-5	B	1-5	B	14	logport III
Katrineholm	6	C	6	C	14	logport III
Malmö	1-5	B	1-5	B	14	logport III
Malmö	6	C	6	C	14	logport III
Nässjö	1-4	B	1-5	B	14	logport III
Nässjö	5	D			14	logport III
<b>SK-Slovakia</b>						
Bratislava (via Lovosice)	1-4	C	4	E	8	DUSS
Cierna nad Tisou (via Lovosice)	1-4	C			8	DUSS
<b>SLO-Slovenia</b>						
Ljubljana (via München)	1,3	C	1,3	C	8	DUSS
Ljubljana (via München)	5	D	1,5	E	8	DUSS
Ljubljana	1-5	C	2-6	C	11	DKT
<b>TR-Turkey</b>						
Ambarlı via Triest	3	G	2	H	8	DUSS
Ambarlı via Triest			5,7	F	8	DUSS
Istanbul (Pendik) via Triest	1,3,6	H	1,3,6	H	14	logport III
Istanbul (Pendik) via Triest	1,3,5	F	4,6	G	8	DUSS
Istanbul (Pendik) via Triest			2	H	8	DUSS
Halkalı via Wien	2,4	F	4,5	F	5	DIT
Haydarpaşa via Triest	5	G	2	H	8	DUSS
Haydarpaşa via Triest			7	F	8	DUSS
Cesme via Triest	1,3	G	3,5	H	8	DUSS
Cesme via Triest	5	H	7	J	8	DUSS
TR Mersin Port via Triest	1,5	F	3	H	8	DUSS
TR Mersin Port via Triest			6	G	8	DUSS
Istanbul	6	F	3	F	29	GWW

**TRANSCONTINENTAL CONNECTIONS**

International	from Duisburg		to Duisburg		Operator	Terminal
	At	Et	At	Et		
<b>CHN-China</b>						
Beijing			2,3,6		2,3,6	18 DIT
Changchun			2,3,6		2,3,6	18 DIT
Changsha					6	18 DIT
Chengdu						27 DIT
Chongqing			2,3,6			18 DIT
Chongqing			2,3,6		2,3,6	20 DIT
Chongqing			1-5			27 DIT
Chongqing						11 DIT
Dalian			2,3,6			18 DIT
Harbin			6			30 DIT
Hefei						27 DIT
Qingdao			2,3,6			18 DIT
Shenyang			2,3			18 DIT
Shilong			2,3,6			18 DIT
Suzhou			3			18 DIT
Tianjin			2,3,6		2,3,6	18 DIT
Urumqi			6			30 DIT
Wuhan						30 DIT
Wuhan						27 DIT
Xiamen						30 DIT
Xian						27 DIT
Xian						30 DIT
Yingkou			2,3,6			18 DIT
Yiwu			4			20 DIT
Yiwu			5		5	20 DIT
Zhenzhou						27 DIT
<b>JPN-Japan</b>						
Tokio						18 DIT
<b>KOR-South Korea</b>						
Incheon			2,3,6	C	2,3,6	18 DIT

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# The port & contacts

The port of Duisburg, at the confluence of the Rhine and Ruhr, is the largest inland port in the world with handling volumes of 131 million tonnes and value creation of 3 billion euros per year. The trimodal (water, rails and roads) logistics turnable duisport acts as a hinterland node for the seaports and as a gateway for goods transport to Central Europe. In addition to goods handling (primarily merchandise in containers, import coal, iron/steel, mineral oil/chemicals) the logistics location offers numerous logistics services.

## duisport – the company

Around 300 logistics oriented companies are based in the Port of Duisburg. In total over 20,000 jobs in Duisburg depend on the port, 45,000 in the region. Port induced investments made by companies at the location amount to more than 250 million euros a year.

## duisport – the port Group

Duisburger Hafen AG is the holding and management company of the Port of Duisburg. The duisport Group, which the subsidiaries of Duisburger Hafen AG also belong to, offers full service packages in infra- and suprastructure including relocation management for the port as a logistics location. Logistics services supplementing the portfolios of companies based in the port complete the Group's service spectrum. Thus the duisport Group sees itself as a partner of the logistics sector and makes its own contributions to optimizing transport chains to deliver to and from industry and retail.



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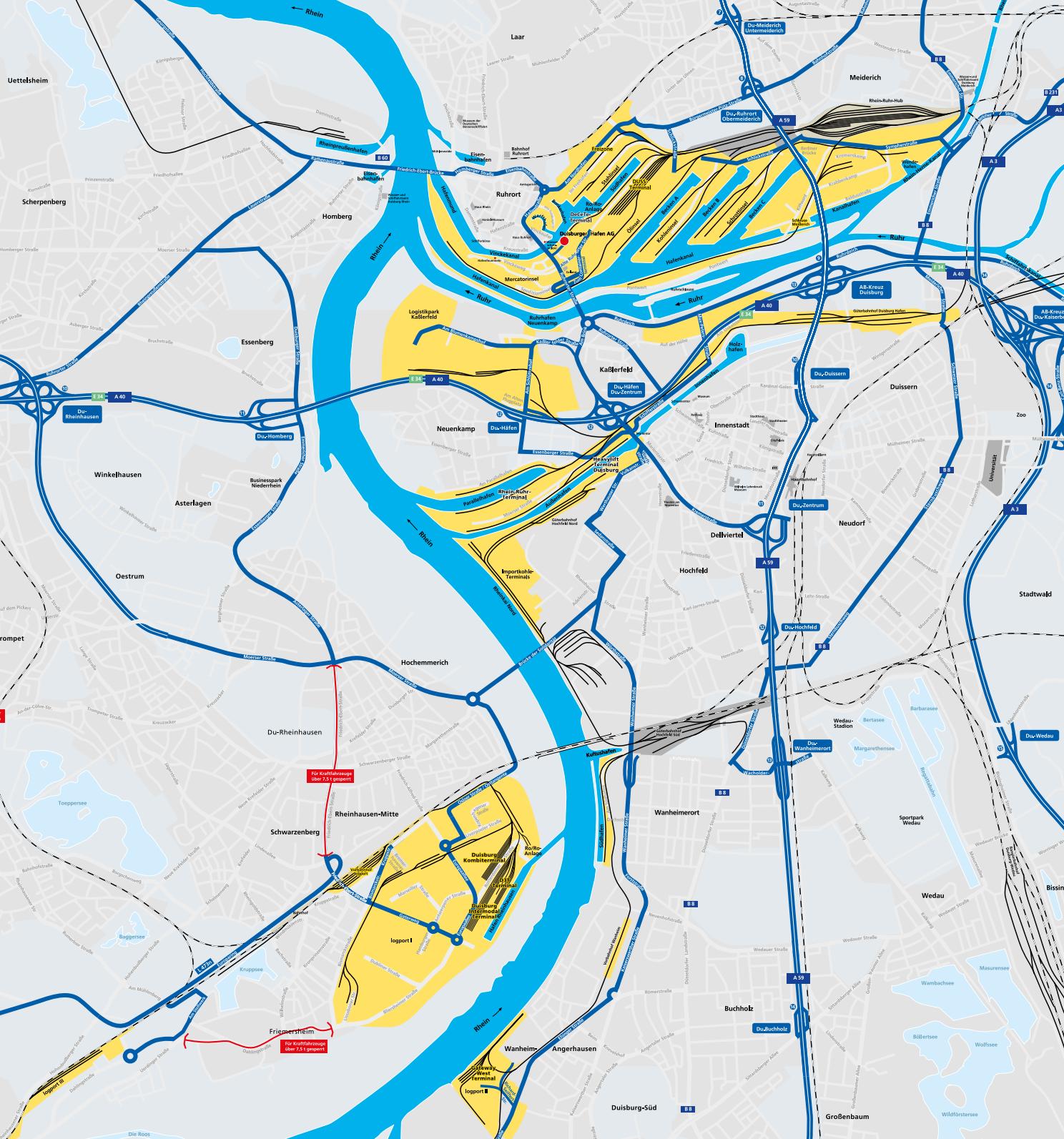


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Motorway

Important connecting road

Important connection railway

Railway

Water area

duisport Port area

Planned road

Headquarter of Duisburger Hafen AG



*excellence in logistics*

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