

# duisportmagazin

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A magazine published by Duisburger Hafen AG 1/2015



duisport heading towards another record year

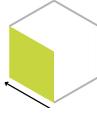
Pilot project logport I: Integrated Truck Guidance

CHINA 8 - Chinese art in Germany

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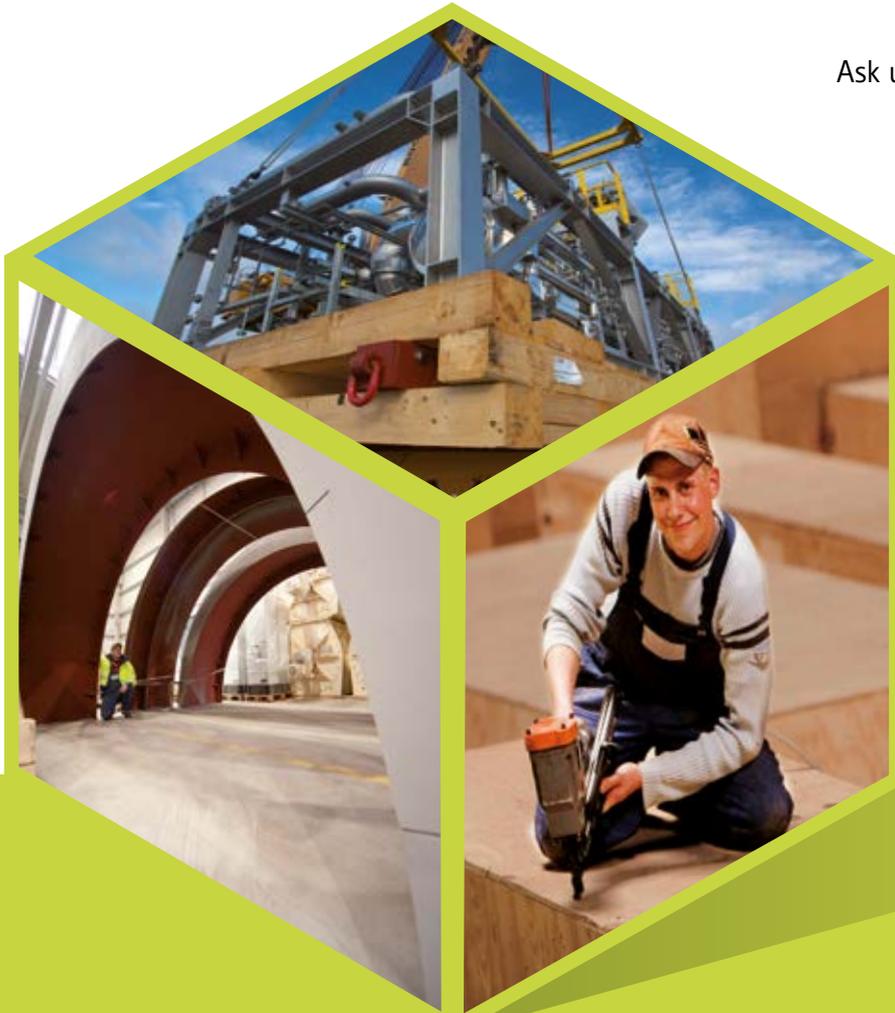
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duisport packing logistics GmbH  
Port Number 3650  
Alte Ruhrorter Strasse 42-52  
47119 Duisburg  
Germany  
Phone: +49 203 8032-0  
Fax: +49 203 8032-204  
dpl@duisport.de



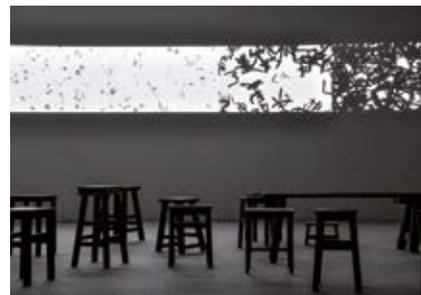
**4 Duisport Group: Positive balance 2014**

With a total of 198 million euros, the Duisport Group was again able to increase its overall performance in the fiscal year of 2014. With a consolidated result of 14 million euros, the group reached a new record level. Erich Staake, Chief Executive Officer of Duisburger Hafen AG, stressed that all three divisions contributed to the extremely good overall performance.



**10 Integrated Truck Guidance**

As the economy grows, so do the requirements for the infrastructure of logistics hubs. Particularly transportation routes into the hinterland are limited in terms of their capacities, and offer only limited potential for expansion. Therefore the Duisport Group has entered into a strategic cooperation with Siemens, and is setting the trend with the Integrated Truck Guidance pilot project.



**24 CHINA 8 – Chinese art in Germany**

Eight cities in the Rhine and Ruhr region, nine museums, around 120 artists – the CHINA 8 exhibition is the biggest showcasing to date of contemporary Chinese art in Germany. From the 15th of May to the 13th of September 2015 art in various categories like painting, photography or installation art is displayed. In the middle of May the Ambassador of the People’s Republic of China, Shi Mingde and Sigmar Gabriel officially opened the composite exhibition “CHINA 8”.

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**IMPRINT**

41. Volume – Edition 1/2015  
 Frequency: Published twice per year, June and December  
 Publisher:  
 Duisburger Hafen AG  
 Alte Ruhrorter Straße 42–52  
 47119 Duisburg  
 www.duisport.com  
 mail@duisport.de

Editor and advertisements:  
 Linda Wosnitza (lw)  
 Tel: +49 203 803-4455  
 Fax: +49 203 803-4409  
 linda.wosnitza@duisport.de

Authors of this edition:  
 Julian Böcker (jb), Hans-Wilhelm Dünner (dü),  
 Tim-Oliver Frische (tof), Andreas Fröning (frön),  
 Axel Granzow (gran), Normen Preuss (np)

Layout: Visuell Marketing – visuell-marketing.com  
 Satz: media-grafixx, Mülheim an der Ruhr  
 Print: SET POINT Medien GmbH  
 Translations: Kern AG, Bonn  
 Cover: logport I, Duisburg Rheinhausen  
 Cover photograph: Hans Blosssey

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# Significant increase in sales revenue and profits for the duisport Group

*The members of the Executive Board of Duisburger Hafen AG are pleased with the positive result for the fiscal year of 2014 (left to right): Markus Bangen (Member of the Executive Board), Erich Staake (Chief Executive Officer) and Prof. Thomas Schlipköther (Member of the Executive Board).*

(j/b) In the fiscal year of 2014, the duisport Group was again able to achieve top values. With an overall performance of 198 million euros, the company's performance, including revenues from strategic participations, increased by around 13% compared to the previous year (2013: 175 million euros). In the case of EBITDA (earnings before interest, tax, and depreciation and amortization), the result from 2013 (30 million euros) was surpassed by an impressive 17% (35 million euros). The result before taxes on earnings also reached a new record at 14 million euros (2013: 12 million euros). "All three business segments contributed to the excellent overall operating performance of the duisport Group. Despite a difficult market environment in the logistics and packing area in terms of price, we have been able to increase the total return of the group by implementing a large number of process improvements. Our integrated service portfolio thus remains the basis for stable earnings development," emphasized Erich Staake, Chief Executive Officer of Duisburger Hafen AG, at this year's financial statement press conference in mid-April.

All of the three business segments of the duisport Group - Infra- and Suprastructure,

Logistic Services and Packaging Logistics - were able to increase their business volumes in 2014. While Infra- and Suprastructure increased its revenue by 4% to approximately 48 million euros (2013: 46 million euros), revenue in Logistics Services grew by 11% to 60 million euros (2013: 54 million euros). The increase in revenue in this business segment is mainly due to the automotive business, the expansion of activities on the coal island, and higher handling volumes at the logport III combined transportation terminal. Packaging Logistics generated an increase of 24% on the previous year with a turnover of 72 million euros (58 million euros in 2013). In addition to the newly acquired Weinzierl companies, which were fully included for the first time, this segment was also successful in expanding existing customer relationships and acquiring new customers.

The duisport Group undertook investments of approximately 17 million euros in the fiscal year of 2014 (2013: 50 million euros). The investment focus was on expanding handling and terminal capacities.

### **Pleasing employee development**

During the course of the year, the num-

ber of employees of the duisport Group passed 1,000 for the first time. Employment levels thus increased by around 9% compared to the previous year (920 employees). "Qualified and committed employees ensure sustained growth. We are therefore confident that we will be able to continue the excellent results of the past year into 2015," says Staake.

### **Increased performance for all transport carriers**

The increase in the overall handling of goods of all Duisburg ports, resulting from a rise in the handling-related increase of the private commercial ports and the volume jump of the duisport Group, was 131 million tons last year (2013: 123 million tons). The total handling volume at the ports of the duisport Group reached a new record at 65 million tons (2013: 62 million tons). Compared with 31 million tons in 2013, 33 million tons of goods were handled in 2014 via rail and ship. Both the rail handling volume of 17 million tons (2013: 16 million tons) and the ship handling volume of 16 million tons (2013: 15 million tons) exceeded the previous year's values.

The company's result for combined transportation was particularly positive.

The handling volume for containers rose by 13 percent to 3.4 million TEU (2013: 3 million TEU). “In the container area, we are registering double-digit growth for all transport carriers. Our aim is to continue expanding our market share in 2015, as we have done in previous years,” says Staake. The positive developments in 2014 are mainly due to the successful investments of the past few years, the resulting influx of international customers, and the demand-based expansion of terminal and handling capacities at the Port of Duisburg.

#### Expansion of handling capacities to 5 million TEU

Terminal and handling capacities at the logistics centers logport I and logport III, which are situated on the left side of the Rhine, were expanded in 2014. Four new gantry cranes were commissioned in addition to the expansion of the rail infrastructure and the enlargement of handling and storage areas by a total of 13 hectares. The last rail crane will go into operation at logport III in the summer of this year. There will then be a total of 21 gantry cranes at the Port of Duisburg, with a total handling capacity of 5 million TEU.

“Combined transportation will continue to be the main growth driver at the Port of Duisburg in the future. With the targeted expansion and development of terminal capacities, we are creating the conditions for additional growth. This will allow us to further consolidate our position as the largest container handling location in Central Europe,” explains Staake. Additional measures, such as the hub concept for customers from the logistics and loading industries, developed by duisport during the last few years, also increase the attractiveness of

this location. “The example of the Dutch rail operator DistriRail, which now uses duisport as a central hub for distributing its goods into the European hinterland, underlines this positive development.”

#### Successful marketing activities to continue

With around 232,000 m<sup>2</sup> (2013: 265,000 m<sup>2</sup>), a similarly high marketing performance was achieved last year as in the previous year. Following the 2013 reactivation of the first approx. 60,000 m<sup>2</sup> area on the coal island taken over by the duisport Group for the handling of imported coal, usable space more than doubled at the beginning of 2014 to 125,000 m<sup>2</sup>. Furthermore, in October 2014, the company entered into a long-term partnership with HMS Bergbau AG Coal Division (HMS) for the further development of the coal island. Up to 500,000 tons of additional coal a year will be handled at this location in the future.

In March 2014, long-standing customer NYK/Yusen Logistics moved into a new 26,000 m<sup>2</sup> logistics center at logport I. This was the customer’s fourth expansion. In April 2014, the ground was broken for the construction of a new approx. 15,000 m<sup>2</sup> central warehouse for Benteler Distribution. The construction of Europe’s largest high-rack facility should be completed in the second quarter of 2015. Once the warehouse is completed, Benteler will have a warehouse area of 35,000 m<sup>2</sup> with capacity for 20,000 tons of piping.

“The future outlook for this region lies in the efficient networking of industry and logistics. With the development of additional commercial and logistics areas in the Rhine/Ruhr region, we will continue

to offer our customers an excellent connection to the multimodal duisport hub in the coming years,” says Staake.

#### Further expansion of international commitment

The duisport Group continued to expand its international range of services in 2014. Particularly in the field of packaging logistics, the company pushed the development of new markets for its customers. A focus was placed on the development of activities in South Germany and the step-by-step expansion of activities in China and India. duisport packing logistics (dpl) is now represented in 20 locations in six countries, and therefore offers excellent support for its customers in the machinery and plant engineering sector for the bundling and logistical optimization of their flows of goods.

Working with different rail operators, duisport continued to expand its transcontinental railway connections to China last year. Now, up to four trains a week run between Duisburg and various destinations in China, including Shanghai, Beijing, and Chongqing. In particular, the automotive industry uses the rail connection to China to transport automotive components to local production locations. In addition, trains carrying finished goods from premium German manufacturers have been running between Duisburg and Chongqing since August 2014.

“The growth markets in Asia and neighboring European countries are of great interest to us. We are also willing to take a look at engagements in South Eastern Europe,” concludes Staake.

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# Chinese market leader NGC set up European head office at the Port of Duisburg



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*From the new European head office at the Port of Duisburg, customers have now direct access to NGCs products and services.*

(jb) The transmission and drive technology specialist Nanjing High Accurate Drive Equipment Manufacturing Group Co., Ltd (NGC) will be serving the European market from Germany in the future. The benefits of the Port of Duisburg as a location and the available logistics know-how have once again proven convincing.

NGC - a global player in the field of transmission and drive technology - is the first Chinese company to move to the Port of Duisburg. By establishing a European head office in Duisburg, the manufacturer now offers European customers direct access to its products and services. Proximity, spare parts inventories, and bundled know-how provide a platform for optimum customer support and rapid response times. NGC is supported in this by the large range of services of the duisport Group. "This is an important step in the process of further developing the diversified connections to the Chinese market that we have established during recent years," says Erich Staake, Chief Executive Officer of Duisburger Hafen AG. "NGC's decision to set up its European head office at the Port of Duisburg confirms the attractiveness of this location and its importance as the leading logistics hub in Central

Europe. With our full service approach for the development of logistics solutions for the loading industries, we will optimally enhance the service offering of NGC. As a result, we will meet the increasing requirements placed on flexibility and performance as well as generating new added value at this location," Erich Staake emphasizes.

## **Optimum connection**

From the new NGC location, European customers have direct access to sales and distribution, engineering, and all services related to the design, procurement, inspection, maintenance, and preparation of transmissions for wind power applications and industry. NGC was supported in the search for a location by the regional economic development agency NRW.INVEST.

"Duisburg is the ideal location for our market entry in Germany and Europe. The central location, proximity to our customers and research institutions, and an excellent connection to all transport carriers made this an easy decision. Added to these factors are the various logistics services provided by the duisport Group, which is also highly valued at our corporate headquarters in Nanjing due to the direct rail connection to China, among

other aspects," says Dr. Heinz-Peter Ehren, Managing Director of NGC Transmission Europe GmbH.

The parent company was founded in 1969 as the Nanjing Machine Tool Repair Factory, and was subsequently renamed Nanjing High-Speed Gearboxes Factory (NHSGF) in 1976 following a restructuring and expansion process. Additional restructuring followed in 2001 when the company became listed on the stock exchange; since 2007 it has been listed on the Hong Kong stock exchange as "China Transmission" (stock code 0658). Within China, the company, which has approximately 10,000 employees, is considered one of the 100 most important and most competitive companies in the Chinese mechanical engineering industry.

As a result of the globalization process that started two years ago, China Transmission has already established a presence in the US for the North and South American market and in Singapore for the Asia-Pacific region. The official opening of the office buildings at the inland port and of the approximately 1,000 square meter industrial building at the Port of Duisburg is planned for the middle of the year.



## New Duisburg – Ludwigshafen train connection

*The expanded intermodal transport offering connects the industrial region of Ludwigshafen with Duisburg from the DIT in Rheinhausen.*

(np) Together with the Dutch rail operator B.V., duisport agency GmbH expanded the existing intermodal transport offering between Duisburg and Frankfurt on January 7th by adding a connection to Ludwigshafen.

In particular, this new connection will benefit combined transportation (CT) operators, who - thanks to the expansion - now have an alternative to existing CT options. In addition, via Duisburg, these operators have access to the Europe-wide duisport network, and in particular to connections to the Western ports.

The new shuttle runs three times a week, connecting the important industrial regions of Ludwigshafen and Frankfurt with the Port of Duisburg. The train leaves Duisburg from the Duisburg Intermodal Terminal. In the Rhine-Main area, the connection is served by Frankfurt Intermodal Terminal (FIT) with an area of 75,000 square meters and a storage capacity of 1,800 TEU and the Ludwigshafen Combi Terminal (KTL).

The FIT is operated by Contargo Industriepark Frankfurt-Höchst GmbH. The KTL is owned by BASF and the operator is Kombi-Terminal Ludwigshafen GmbH. As well as BASF, shareholders include

the transport companies Bertschi (Switzerland) and Hoyer (Hamburg) as well as the combined transportation specialists Hupac (Switzerland) and Kombiverkehr (Frankfurt).

### **A further building block in the development of the Ruhr region**

The train has an overall length of 650 meters and splits into two in Frankfurt to serve the two terminals. In the opposite direction, the two parts of the train come back together in Frankfurt. There are

various possible connections from the KTL, e.g. to Lyon and Marseille.

Thanks to this route, the chemical parks in Ludwigshafen, Frankfurt, and Marl are now connected by rail. This means that the move constitutes a further building block in the development of the Ruhr region into the largest inland transportation hub in Europe with the Port of Duisburg as the leading hub and gateway for the central European markets.

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## duisport a logistics-maritime magnet at transport logistic 2015

Between 5-8 May the 15th transport logistic took place in Munich and set another record with more than 55,000 trade visitors.

(di) The logistics industry knows its stuff, and has found numerous ways to get to Munich despite the rail strike. With 2,050 exhibitors from 62 countries over 110,000 square meters of exhibition space and more than 55,000 trade visitors from 124 countries, the 15th 'transport logistic 2015' trade fair set another record and as a result strengthened its position as the world's leading international trade fair for logistics, mobility, IT and supply management. The 270 square meter brightly-lit duisport trade fair stand in the entrance area of hall B 3 was a logistics-maritime magnet for sustainability and 'green logistics' between 5 - 8 May.

Federal transportation minister Alexander Dobrindt emphasized the importance of the trade fair for the entire industry at the opening festivities: "transport logistic is the world's main trade fair for logistics and supply chains. We highlight the challenges of the future today. The logistics industry is in the midst of

the digital transformation. It is a process that will also have a great impact on the value chain."

### International increase

Stefan Rummel, Managing Director of Messe München, was also very pleased with the positive outcome of transport logistic: "The fact that the number of visitors, especially international visitors, has grown substantially only underlines the importance of the leading global trade fair. In addition, it shows that even a rail strike cannot stop the transport and logistics industry from coming to visit us in Munich." The number of non-German exhibitors increased to 48 percent, while 41 percent of visitors came from abroad. The top ten visitor countries besides Germany: Austria, Netherlands, Italy, Poland, Czech Republic, Switzerland, France, Belgium, UK and Romania. The top ten exhibitor countries besides Germany: Netherlands, Italy, Belgium, France, UK, Austria, Spain, Czech Repub-

lic, Switzerland and China. Exhibitors were particularly impressed with the high caliber of trade visitors. Lars Wedel, Sales and Marketing Manager at Kühne + Nagel (Germany): "transport logistics is always an important highlight for Kühne + Nagel. This year, the fair's focus was clearly on globalization. We wanted to present our organization as a global company and create even more proximity to our customers with a new and modern stand concept. We were very successful in this regard, as we gained additional customer contacts and strengthened and expanded our relationships with existing customers. I am very pleased with the successful trade fair performance of our motivated trade fair team, and would like to thank all those involved for the excellent organization."

This was Turkish exhibitor Ekol's second appearance at the trade fair. Corporate Communication Manager Melis Taşkın

was again very pleased with the results for the leading intermodal service provider: “For us, transport logistic is a useful platform that brings together all interest representatives in the industry and also enables new partnerships and the development of new business relationships. We were satisfied with the result.”

#### **duisport - more than a port**

Many of the exhibitors in Munich certainly got a taste of the economic recovery: “We have been at transport logistic since the beginning, and this trade fair has again set very positive accents, while the number of visitors was as good as expected. In addition to the current developments taking place in the port, we were also able to introduce new projects in Munich, such as the marketing of logport IV in Kamp-Lintfort. Similarly, the new strategic direction and increased globalization in the different operational areas advisory services and duisport packing logistics also elicited great interest. We were able to establish new contacts in all of our activity fields, and took part in promising negotiations,” summarizes duisport CEO Erich Staake.

Competent staff from all areas of the company were available to trade fair visitors, and were able to provide all types of advice. The Managing Director of duisport agency, Volker Schmitz, also noticed a sense of optimism in Munich: “In Munich, we negotiated additional concrete projects related to the daily business with logistics providers, freight forwarders and loading companies, and are now in the process of preparing offers. Therefore I am optimistic about the future!”

#### **Satisfied co-exhibitors and an attractive supporting events program**

Duisburger Hafen AG and nine other co-exhibitors presented the entire ser-

vice range of the Duisburg logistics location under the duisport umbrella brand. Well-known handling, freight, shipping and charter companies from the Rhine-Ruhr region participated in the Port of Duisburg community stand.

For Heiko Brückner, CEO of Haeger & Schmidt International, the trade fair was “a great success, as we were able to establish numerous new international contacts and take home concrete projects to work on.” Andreas Kahl, Managing Partner of Kahl Schwerlast GmbH, shared this positive view: “This was our second time at the trade fair; we maintained existing contacts and established connections with new international partners, with whom we are working on two new logistics projects.” CTS Cremerius Transport Service GmbH Internationale Spedition participated in the duisport stand for the third time. Managing Director Rainer Cremerius and authorized representative Thomas Heymann were very busy with a number of technical discussions: “We expanded our network and established new contacts. A new project is in the works, and two to three others are still in negotiations with a promising outcome - an overall positive result!” For DTG Deutsche Transportgenossenschaft Binnenschiffahrt e.G., it was the sixth time at the duisport trade fair stand. CEO Roberto Spranzi: “This trade fair has become a ‘must’ event, which we use mainly to maintain existing contacts with our numerous regular customers. The pleasant ambiance, good food and very attractive supporting events program was also a big hit with our business partners.”

The women’s band “night flight girls”, which performed daily between 4:00 pm and 6:00 pm (and later) created a good atmosphere among the exhibitors and guests at the duisport community



*The Red Sofa – Eyecatcher and space for conversations with important personalities within the logistics industry. Also present duisport CEO Erich Staake.*

stand. The professional musicians also did their part in ensuring that the representatives of duisport attracted a lot of visitors during the nightly ‘Blue Hour’, and finished the day with excellent soul, jazz and rock.

Just as popular was transport logistic’s supporting events program with 5,000 participants in 45 events. The next transport logistics trade fair will be held 9 - 12 May 2017 in Munich.

For additional information, please contact: [www.transportlogistic.de](http://www.transportlogistic.de)



## Everything flows smoothly

Pilot project for the integrated traffic management of a multimodal logistics hub

*Intelligent flow control for inland ports, seaports and airports as well as for freight distribution centers.*

(lw) As the economy grows, so do the requirements for the infrastructure of logistics hubs such as ports, airports or freight terminals. Particularly transportation routes into the hinterland are limited in terms of their capacities, and offer only limited potential for expansion. Therefore the Duisport Group has entered into a strategic cooperation with Siemens, and is setting the trend with the Integrated Truck Guidance pilot project.

Even though the global economic motor has slowed down recently, Duisport's business has continued to grow. But these positive developments are also creating considerable challenges for the Duisport Group, which also affect many other sea and inland ports, airports and distribution centers that act as handling hubs. Accessibility, hence the efficiency of connections, plays a key role in addition to the capacity of the terminals. What are the water-related limitations that restrict access to the port? Are there suf-

ficient and easily accessible rail sidings? Is truck traffic able to proceed on access routes without disruption? And most of all: Will it be possible to handle the growing flows of goods without problems in the future? As the world's largest inland port and trmodal logistics handling location, which offers a variety of logistics services, Duisport analyzed these questions and developed corresponding solutions by working together with Siemens.

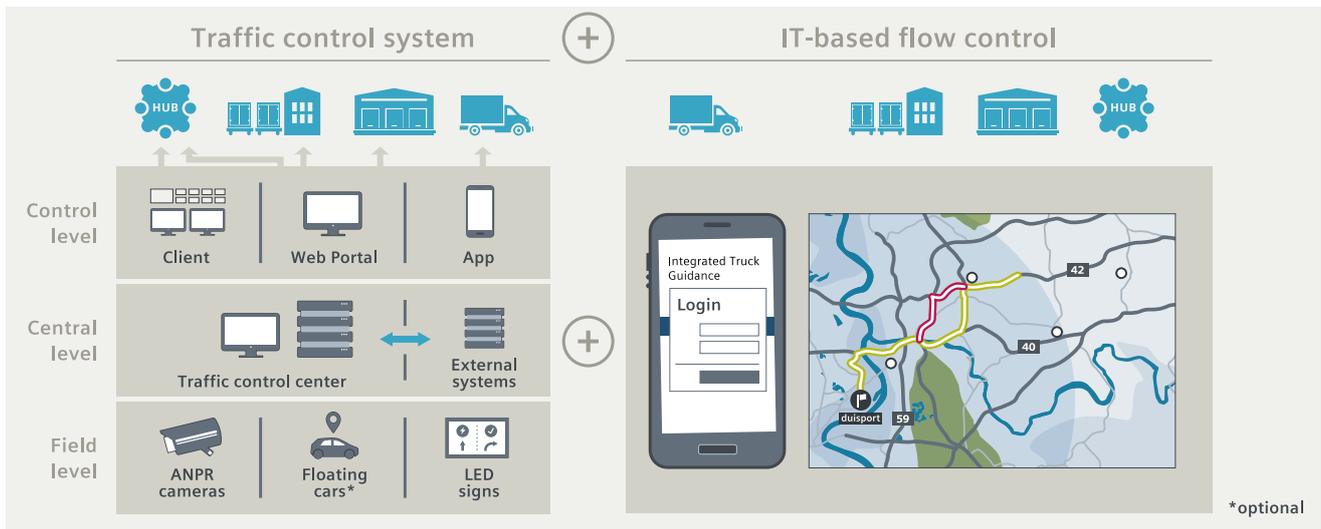
### Massive investment program

"With the targeted expansion and addition of terminal capacities, we have created the conditions for future growth, and also experienced strong growth in terms of container handling," says Erich Staake, Chief Executive Officer of Duisburger Hafen AG, and offers the following forecast: "As early as this year, we will have capacities to handle five million standard containers per year." With a massive investment program, the port company is also expanding its track

connections to the surrounding region and sea ports, and will take an increasing role in organizing freight trains into southern Europe. This also creates considerable challenges for the local infrastructure, as access roads to the terminals in particular will have to handle additional traffic volumes.

### Cooperation agreement with Siemens

Therefore the company commissioned the team from Siemens Mobility Consulting with a targeted analysis of the current situation and a search for technological solutions. The cooperation with the specialists from Siemens already proved itself a few years ago during an international project for optimizing the port hinterland of the Brazilian sea port Santos. At the beginning of May, Duisburger Hafen AG and Siemens AG signed a strategic cooperation agreement in the presence of North Rhine-Westphalia transportation minister Michael Groschek. It aims to jointly develop innova-



Truck flow control

figure: duisport

tive concepts for optimizing traffic flows in multimodal transportation hubs.

**Step by step towards the ideal**

The main question for the project was outlined quickly: How can traffic flows to and from the port facilities on existing transportation routes be managed and optimized, and how can the existing resources be used more efficiently? It was also clear that: Solutions to this problem must be efficient and sustainable, reduce bottlenecks in and around the port network as efficiently as possible, and streamline work flows in a meaningful way. The consultants, supported by the Siemens experts for rail and road traffic technology, selected the logport I port area as the pilot region for the study. Initially, and in cooperation with those in charge of the project at duisport, they defined the critical areas at the terminals, roads and rail, and calculated the projected traffic volume for the years 2015 and 2020. At the same time, they analyzed the potential and limits of the existing transportation infrastructure, and developed a possible future scenario on the basis of already available technology. In this way, the sample project region was used to prepare a plan consisting of several stages, as well as a detailed cost-benefit analysis.

The initial result: Already now, the log-

port terminals sometimes reach the limits of their capacity during peak times. On the access roads, truck drivers are already facing wait times at certain times of the day, and forecasts are pointing to additional growth: By the year 2020, traffic volumes could increase by around 65 percent - however, this means that the access areas of the terminals would be overburdened, while long and time-consuming traffic jams would lead to planning uncertainty at truck transporters and loaders, making it virtually impossible to predict demurrage for ships and container trains. It would also result in unnecessary breaks in information with respect to the registration process. In other words: Without targeted counter-measures, logport I would face considerable transportation problems in the medium term, which put the port's growth and competitiveness at risk.

**A rational concept: Intermodal Hub Control**

But there are solutions that have been developed with already proven, logically combined technologies for optimizing all of the processes in the logistics chain. Recommendations primarily consist of three packages of measures for intelligent inflow services, which are described as Intermodal Hub Control concept.

**• More transparency:**

All of the important information about the general road traffic situation and truck data is compiled and analyzed in real time. Data from a variety of sources, such as detectors, cameras or traffic information, guidance and scheduling systems, can be considered in this context.

**• Customized inflow management:**

Using IT interfaces, different stakeholders such as loaders, terminals or truck drivers receive route and slot information via mobile devices or LED traffic information signs, thus preventing traffic jams, reducing wait times and freeing up additional capacities.

**• Establishment of an intermodal port control center:**

All relevant information - e.g. traffic situation or arrival times of trucks, trains and ships - are bundled, processed and forwarded at this hub, for the centralized management and optimization of transport management inside and outside of the port.

Transport logistics on the road and rail, and the forecast arrival times of the various transport carriers are integrated and synchronized in line with Intermodal Hub



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Control. There are plans to significantly improve logistics processes with the help of intelligent linkages between the transport carriers and information about currently available resources. “The integrated management of all transport carriers is the only way that logistics hubs will be able to manage growing transport capacities,” says Dr. Padideh Moini Gützkow, Siemens Mobility Consulting, North Rhine-Westphalia transportation minister Michael Groschek puts it as follows: “Where, if not right here in the

Port of Duisburg, would it make sense to implement modern traffic management to accelerate intermodal connections between the various transport carriers? When, if not right now on the threshold of autonomous driving, would be the right time for such an initiative? And who, if not the market leaders in logistics and traffic management, would be the best stakeholders for this type of project? I wish you all the best with your project.”



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F. l. t. r.: Markus Schlitt (Head of Intelligent Traffic Systems of Business Unit Road and City Mobility, Siemens AG), Michael Groschek (NRW Minister of Transport) and Erich Staake (Chief Executive Officer, Duisburger Hafen AG).

**Pilot project: Integrated Truck Guidance**

The pilot project Integrated Truck Guidance (ITG), is now in the process of gradually implementing the Intermodal Hub Control concept. ITG by Siemens is an intelligent truck inflow management system designed to improve the efficiency of existing infrastructure. The solution connects port operators and truck drivers bringing in supplies. The driver uses a Smartphone app to log into the port’s IT system. In the case of traffic jams or other delays, the system can respond promptly and offer truck drivers new dispatch dates or alternate parking positions. “Our primary objective is to better exploit our capacities and prepare this location for the future,” says duisport’s project manager Lars Nennhaus.

**One strategy - many possible applications**

The pilot project also takes a look at user acceptance and investigates other improvements for all process participants, such as better planning security and better fault management. This is also designed to demonstrate how well the solution can be transferred to similar cases - and thus offers an opportunity to continue the successful collaboration between duisport and Siemens in other projects. After all, there are many other global cargo airports, ocean and inland ports, along with other large handling centers, that face the same challenges as duisport: They must protect their connections to the hinterland against imminent traffic collapse before they become less attractive for logistics customers.

In the opinion of those involved, the ITG offers a very good basis for the optimization and harmonization of multimodal freight carriers for the hub of the future. In addition, it drives forward the integration of IT systems to guarantee early communication between the various stakeholders, and improve general traffic flows both into the hinterland and to sea ports.

“The strategic collaboration with Siemens opens up an opportunity to optimize the efficiency of traffic flows at logistics hubs. This constitutes an important approach towards eliminating future bottlenecks, and also creates new capacities. With our combined technical and logistical know-how, we will be able to increase the efficiency of any global logistics hub in the long term,” emphasizes Erich Staake.



## LNG-Alternative source of energy

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*The importance of the energy source LNG is growing and offers an attractive option for operators of truck fleets, the maritime industry and industrial companies.*

(Iw) Global demand for natural gas is growing steadily, and is driven mainly by the economic boom in several emerging markets. Similarly, the debate regarding future energy supplies in Germany is also increasingly dominated by the search for alternative sources for energy.

Due to its many advantages, Liquefied Natural Gas (LNG) is gaining increasing importance in this respect. Advantages such as environmental compatibility, reduction in CO<sub>2</sub> emissions and costs make this natural gas-based energy source an attractive option for operators of truck fleets, the maritime industry and industrial companies. The amount

of sulfur is also significantly lower compared to oil. In light of global developments, the federal department of the economy forecasts that the majority of international gas trade will be made up of LNG by 2030.

The duisport Group is also aware of the growing importance of this energy source, and is currently investigating the potential for the Port of Duisburg location. A first industry meeting was held at the end of March as part of an event at the duisport head office, in order to kick-start a discussion on the issue of LNG together with potential customers, buyers and transporters.

During the next few months, the company will work on preparing an LNG logistics concept as part of a comprehensive planning process. To this end, it aims to develop an approach for the procurement, storage, distribution and use of LNG in the Port of Duisburg.

### LNG contact person

Lars Nennhaus  
Port Development  
Lars.Nennhaus@duisport.de

**duisport**  
excellence in logistics

# The drones are coming ...



© Aibotix

*Today, the Aibotix aerial drone is already used for inspection tasks on high voltage lines, for example.*

(*tof*) When, in December 2013, Amazon said it was thinking of delivering packages using drones, many thought it was nothing more than a PR gag. However, what then still seemed very much like pie in the sky has already become reality - at least in field tests. For example, DHL has tested a “packet-copter” that was used to transport medication from the mainland to the island of Juist. The focus is on the logistics benefits of the use of drones.

“From a technical point of view, package transports using drones are perfectly possible,” confirms Prof. Dr. Michael ten Hompel, Managing Director of the Fraunhofer Institute for Material Flow and Logistics (IML), Dortmund. “But due to legal considerations, I don’t think they’re going to work out in Germany.” However, ten Hompel can “very well imagine” a scenario where swarms of drones fly through high-rack warehouses or over Duisburg’s port facilities to carry out an inventory or inspection, take photographs, scan containers, or survey package freight stores.

The academic, who teaches Transportation and Warehousing at the University of Dortmund, is currently working on a research project on the topic. He’s working with the Kassel-based start-up company Aibotix, a producer of flying robots for civilian use, the logistics service provider Panopa, the University of Bonn (or, to be more precise, the Autonomous Intelligent Systems Institute for Computer Science, which is based there), and the forwarding company Spedition Wiedmann, based in Böbingen bei Schwäbisch Gmünd.

Speaking of Aibotix: Founded around three years ago, the company initially comprised just four people, and they could scarcely have imagined that by today, with 60 employees, they’d be able to successfully acquire German technological leadership in the field of aerial drones. “In 2014, we produced and delivered more than 200 systems,” says Aibotix’s spokeswoman, Friederike Nielsen. Demand for these little flying helpers is growing; there’s already a lack of space at the old Kassel barracks at the

technology park. “We’ve already moved the production of the frames to another location, significantly increased the production area, and adapted facilities to the new volumes,” Nielsen confirms.

## Aibotix

The name Aibotix is formed from “AI” for artificial intelligence and “botix” for

## InventAIRy

InventAIRy is sponsored by the German Federal Ministry for Economic Affairs and Energy (BMWi) as part of the “Autonomics for Industry 4.0” technology program. The research project began in January 2014 and has an anticipated overall duration of three years. The consortium unites the know-how of the aerial drone system manufacturer Aibotix with the cognitive robotics expertise of the University of Bonn and the Fraunhofer IML’s experience in the field of logistics. Application partners Spedition Wiedmann and Panopa provide the link to practical usage by defining suitable scenarios.

robotics. The cost of a drone starts at 30,000 euros. Six rotors drive the device – including its integrated reflex camera. It is controlled by an operator who remains within sight.

Today, these drones are used in disaster zones and for inspection tasks on high voltage lines, wind turbines, and bridges. German companies such as Eon and RWE are among the customers. Aibotix has also managed to win some major international customers such as the energy company Austrian Power Grid APG (Alpiq), the Swiss energy service provider Axpo, and the Italian Group Autostrade as well as numerous surveyor's and engineering offices.

However, Prof. ten Hompel in Dortmund wants even more. For him, autonomous droner are the icing on the cake. The aca-

and carry out inventories. This would mean that - in one possible scenario - the inventory could take place at night when, in the traditional 2-shift system, no members of staff generally remain at the warehouse. The inventory could take place each evening as an ongoing inventory or on a key date as a one-off inventory realized by a service provider. In a further step, drones might be able to compete with human pickers in the halls of logistics centers, collecting up goods for packing and shipment. However, today's drones are not (yet) intelligent enough to do this. Ten Hompel is thus more restrained on the topic of aerial drones than "a few of our American friends who already believe that drones are the future in all fields". The head of the postal service, Frank Appel, believes that widespread usage in Germany will be restricted primarily due to



Prof. Dr. Michael ten Hompel



The „DHL Paketkopter 2.0“ has already achieved several problem-free test flights.

demical calls this "real research". Getting drones to move autonomously in three dimensions is not easy. The project group, which is composed of prominent people, is - he says - getting close to this goal, which means that "the first swarms of drones might be flying off for industrial usage" within one and a half years. "For individual drones," clarifies the professor, "we're already doing really well here. We can position the drones to the centimeter, allowing surveying with the same precision. But it's still just research at the moment. I really should be clear on that point," stresses ten Hompel.

#### InventAIRy research project

The expert's referring to the current InventAIRy research project here. Its aim is to develop an autonomous aerial drone that uses sensors to navigate independently through warehouses

and carry out inventories. This would mean that - in one possible scenario - the inventory could take place at night when, in the traditional 2-shift system, no members of staff generally remain at the warehouse. The inventory could take place each evening as an ongoing inventory or on a key date as a one-off inventory realized by a service provider. In a further step, drones might be able to compete with human pickers in the halls of logistics centers, collecting up goods for packing and shipment. However, today's drones are not (yet) intelligent enough to do this. Ten Hompel is thus more restrained on the topic of aerial drones than "a few of our American friends who already believe that drones are the future in all fields". The head of the postal service, Frank Appel, believes that widespread usage in Germany will be restricted primarily due to

Appel has flown his "DHL Paketkopter 2.0" copter to Juist several times without problems - to test the provision of emergency supplies for the island's drugstore. Nevertheless, Appel and ten Hompel believe that the use of aerial drones will indeed be restricted to offshore use and the odd delivery to hard-to-access places.

But are drones the only development we might see in the future? "Following consolidation and some major acquisitions in recent years, new players are increasingly appearing in the logistics market," observes ten Hompel. "For example, Amazon is already taking hold of the reins for certain parts of actual transport logistics in Los Angeles and London in conjunction with 7-Eleven" (an international conglomerate based in Tokyo with its own fleet of panel trucks).

The expert also predicts a renaissance of bicycle couriers, and is involved in a further research project about this. For UPS, we have developed a tricycle with this in mind. Thanks to the EffizienzCluster LogistikRuhr logistics association, we're in an enviable position here," ten Hompel is pleased to say.

#### Aerial drones

The height mobility of aerial drones along with their payload of several kilograms, a smooth flight behavior, and the possibility of autonomous flight using GPS mean that new fields of use for this technology keep opening up at present. As a result, the aerial drones market has grown significantly, and experts forecast further growth in the coming years. This is corroborated by figures from statista.de, one of the world's largest Internet statistics portals, which offers access to relevant data from 18,000 sources. According to the portal, in 2006 there were around 50 different models of civil aerial drones. By 2013, this was approaching 250.

# CKD center at the Port of Duisburg meets expectations



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*The CKD center at logport II: From here, Audi exports up to 800,000 cubic meters of automotive components around the world. The automotive logistics service provider Schnellecke Logistics is responsible for operative processes in Duisburg.*

(dü) At the end of 2014, the new CKD (Completely Knocked Down) location at the Port of Duisburg came to the end of its ramp-up phase and practically reached the planned volumes. Car manufacturer Audi is using this center to export up to 800,000 cubic meters of car components per year to China, India, Brazil, and Mexico. Operative CKD operations are run by the automotive logistics company Schnellecke Logistics.

The new logistics complex was erected in just eight months of construction on the logport II plot of the duisport Group, which is also organizing the integrated logistics and transport services. The total investment amount was more than 25 million euros. Around 500 new jobs have been created in Duisburg as a result of the new complex. "With the CKD location, it has been possible to bring activities of the automotive industry to Duisburg for the first time. This shows that the port has far more than just a strategic significance for the region and is also an attractive location for numerous industry sectors," said Erich Staake,

Chief Executive Officer of Duisburger Hafen AG, at the opening in August 2013. Now, the parent company Volkswagen is also working with the Duisburg location. In 2014, it opened an export hub

for 350,000 cubic meters of automotive components at Duisburg-Kaßlerfeld.

All in all, the CKD site covers a plot of 106,500 square meters with around



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*Operative CKD operations are run by the automotive logistics company Schnellecke Logistics.*

53,000 square meters of hall space. The complex has its own in-house railway siding for the delivery of conventionally packaged parts by rail. In addition, there is opportunity for expansion in the log-port II area. The good transport connections and short routes, trimodal transportation (road, water, and rail), and full service offering of Duisburger Hafen AG must be emphasized. The containers required for exports are supplied from the Western ports and - in some cases - from the adjacent empty container depot. The Duisport Group also organizes the conventional delivery of goods by rail, operations at the nearby termi-

nal, and the transport of the containers to the sea ports (primarily Antwerp).

The possibility of realizing transports by means of rail and waterways also contributes to green logistics. "The mode of transport split is around 80% by barge and 20% by rail. The majority of containers are shipped to China via Antwerp. At the end of 2014, we were already dispatching up to 220 forty foot boxes per week," reports the Executive Board of Duisport agency GmbH, which is commissioned with the transportation of containers. "We still have room for expansion and can handle additional

volumes in the logistics chain without problem," assures the Duisport agency. In particular, it sees a potential for growth in the rail sector in the connection between Duisburg and China, not least due to the high frequency of transportation here. "Since the start of 2015, we have been dispatching four trains a week for various customers from China in Duisburg. When they return, they are predominantly loaded with vehicle and automotive components of different manufacturers and suppliers."

## Interview with Simon Motter, Head of International Logistics, AUDI AG, at the Logistics Center of Duisburg



*Simon Motter, Head of International Logistics, AUDI AG.*

### What's special about the logistics facilities at the Port of Duisburg?

**Simon Motter:** The Port of Duisburg has a significant advantage thanks to its trimodal transportation offering. Materials can be delivered by truck or via the private rail connection. The outbound containers can be loaded directly onto a barge at the adjacent container terminal. Furthermore, the logistics facilities correspond to the image of a modern and innovative CKD packing location.

Following the launch in July 2013, the Logistics Center of Duisburg was ramped up successively. Have your expecta-

tions of the logistics concept using barges and rail to dispatch goods to the sea ports of Antwerp and Rotterdam been met?

**Simon Motter:** Transportation by barge and rail makes an important contribution to reducing CO<sub>2</sub> emissions. At the same time, it relieves the burden on the road network. Experience has shown: For logistics concepts of this kind, it's particularly important to focus on the detailed planning of the entire process chain, taking all points of intersection into account.

Has it been possible to meet your ocean vessel deadlines punctually?

**Simon Motter:** At all times, goods have been transported to the sea ports on time. No ship departures have been missed.

Have you achieved your planned potential savings targets?

**Simon Motter:** The ramp-up of the Duisburg CKD packing location is now complete. Next, we need to optimize the established processes. We're convinced of one thing: Even more potential savings can be achieved in order to ensure the attractiveness of the location in the long term, too.

At present, consignments to China dominate activities. Is there a potential for growth for the Logistics Center of Duisburg in other markets?

**Simon Motter:** In addition to China and India, our packing network will also

serve locations in Brazil and Mexico in the future. We expect to consolidate individual consignments in Duisburg, too. The volume of goods shipped to China will continue to make up the majority of the consignments.

Each week, 400 combined transport trains leave the Duisburg hub to more than 80 destinations in Europe and Asia. Do you make use of this opportunity?

**Simon Motter:** In principle we use our CKD packing locations to supply locations overseas. For this reason, connections to the sea ports are most important to us.

At present, there are four weekly direct train connections with containers from Duisburg to China. Is this of interest to Audi?

**Simon Motter:** We already send individual containers to our plant in Changchun, Northern China, via the Trans-Siberian Railway. This transport route has a shorter duration than sea transportation and is more cost-effective than air freight. For this reason, the Trans-Siberian Railway is our optimum alternative for the dispatch of consignments required to alleviate bottlenecks.



# IPS: Global project logistics for plant and mechanical engineering

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*Thanks to the comprehensive know-how in project forwarding, IPS was able to cover the entire supply chain. Thus, from the end of April to the end of May 2014, the company was able to transport a 515 ton converter to Point Lisas in Trinidad & Tobago without any problems.*

(dü) From huge to gigantic - this is the service description by project logistics provider Integrated Project Services GmbH (IPS). To further increase its performance, the joint venture between Duisport and plant builder Ferrostaal joined the cooperation platform World Cargo Alliance (WCA) in March 2015.

“Never before has global project logistics placed such complex demands on clients and service providers - both with respect to joint collaboration and coordination, as well as communication”, says IPS Managing Director Stefan Hütten. Therefore IPS has linked itself to WCA Projects, one of the world’s largest and most powerful associations of independent freight forwarders and logistics providers with 5,815 member representations in 187 countries and 766 cities and ports. This high-ranking club of project logistics providers has introduced a demanding approval process for quality assurance, during which (among other things) five ‘Best Practice’ examples from a candidate’s logistics projects are subjected to a comprehensive review. “We are proud to have passed this test successfully just two years after starting our operations,” says a pleased Hütten.

## Independent project freight forwarder with global partners

The company was established in Duisburg in May 2013, and offers customized solutions for logistical challenges related to plant and equipment building. Its services include multimodal innovative logistics concepts, customized transport solutions for all transport carriers, demanding packing logistics, documentation, customs clearance and just-in-time project management along with many value-added services.

“We plan, organize, coordinate, monitor and document multimodal transport concepts worldwide for entire plants or plant components from the production site to the receiving construction site. In addition, we assume responsibility for planning project logistics design and heavy goods transports in the form of a pure service,” is how Stefan Hütten describes the company’s daily business.

If needed, IPS can also draw on the network of the parent companies. “As a neutral project freight forwarder, IPS is self-sufficient and independent from the parent companies, whereby customers benefit from the company’s ability to draw on the parent companies’ networks

at any time,” assures Hütten. Ferrostaal GmbH, which is based in Essen, has added the shipping activities from the equipment building and industry services divisions to the joint venture. Duisport opened up its diverse performance range in logistics services and packaging logistics, as well as infrastructure, to IPS. In addition to project logistics for the shareholders, IPS also expanded the third-party business from the beginning.

## Breathing organization

“No matter the size, weight or the destination - with the help of the global organization structure and air, land and sea freight resources, we offer ‘turnkey’ solutions for project logistics and heavy cargo transport management around the world,” says Stefan Hütten. The core team at Duisburg consists of eight members. “Depending on the size of the project, we can expand our team with additional technical personnel from the Duisport Group, including project and packing logisticians, engineering from the construction department, or rail experts. In addition, we also hire external experts for special tasks and solutions.” Hütten describes this flexible personnel structure as a ‘breathing organization’. The ability to adapt quickly is an impor-



Delivery of 515 tons at the final destination: The construction site in Trinidad & Tobago.

tant requirement to compete in a global environment with high-quality services - which requires qualified and experienced personnel above all else.

**Reference projects in Algeria and the Caribbean**

The delivery of a 515 ton converter from Germany to Trinidad in the Caribbean is one of the company's reference projects. For another order, IPS delivered a complete factory in Algeria, provided support during installation and thus ensured that the facility was handed over in turnkey condition on time. In the Mauritanian Atlantic port of Nouadhibou, IPS is currently delivering a large railcar dumping system for loading ore onto maritime vessels. The ore is mined in Zouérat, one of the world's largest ore mines 650 km away from the coast, and transported to the Atlantic coast with two kilometer long block trains. Due to the difficult local

conditions, IPS personnel in Mauritania looks after customs clearances and delivery to the construction site on location, and thus ensures a smooth implementation process in close collaboration with their colleagues in Duisburg and the construction supervisor.

“When we provide support services for plant construction projects, we pick up the various components from all over the world, consolidate them in specific ports and transport them to the destination countries with maritime vessels. Our project team manages the entire supply chain and - if requested - the entire construction site logistics up to the turnkey handover of the finished factory or industrial equipment,” explains Hütten. Usually, IPS is already involved at the early stage of project implementation, in order to verify the logistical options in the delivery countries and destina-

tion country in advance, and take into account the resulting logistics costs in the price calculation of the plant builder.

**Helping shape project logistics trends**

According to Hütten, the task in the future will not just involve accompanying the trends in project logistics with innovative concepts, but also actively participating in shaping these trends. “The increasing complexity of components in modern industrial equipment has resulted in a trend towards ever larger and heavier equipment components. Typical examples are onshore and offshore wind power systems, whose transport and installation will remain a growth market due to the global growth in renewable energies. On the other hand, the development and use of natural resources and traditional sources of energy, such as fracking, will still remain an interesting market for project logistics - a market in which we want to develop additional segments. We are convinced that IPS is part of an interesting market with good growth perspectives, and that it is ideally positioned to take advantage of these opportunities,” concludes Stefan Hütten.



Currently, the IPS is delivering a railcar dumping system for shipping ore onto maritime vessels to Mauritania. The ore is mined in Zouerat, a remote desert town in the Sahara, and from there it is transported by freight trains to the port of Nouadhibou for the export.



**IPS Integrated Project Services GmbH**

Alte Ruhrorter Str. 42-52  
47119 Duisburg  
Tel. +49 203 803-4520

info@integrated-project-services.de  
www.integrated-project-services.de



# HSW Logistics – the new short-sea service provider in Duisburg

*The coast motor vessel MS H&S PRUDENCE is a vessel of the HSW fleet consisting of five permanently chartered river-ocean vessels, which are used in daily line traffic from Duisburg to the British ports.*

(*di*) The joint venture HSW Logistics GmbH of the Norwegian company Wilson ASA and Haeger & Schmidt International GmbH started operations a few months ago. The jointly controlled company, which is located in the Port of Duisburg, bundles the experience and competence of Wilson NRL Transport GmbH with the short-sea activities of Haeger & Schmidt International GmbH, which belongs to the Felbermayr Group. The objective of the new cooperation is to offer customers in the Rhine area and the destination countries for line and tramp traffic a broadly diversified offering of logistic services in Europe-wide short-sea traffic.

HSW Logistics combines access to the network and Haeger & Schmitt International's own handling capacities with the fleet of the Wilson shipping company, which has access to 110 maritime vessels with capacities ranging from 1500 to 8500 tonnes. The joint venture itself has a special fleet of five river-ocean ships with a capacity ranging from 1500 and

2500 tonnes. The main focus is on the direct line traffic on and from the Rhine section to Norway and the UK. This also opens up intermodal transport solutions in river-ocean traffic including pre and onward carriage by truck, rail and inland water vessel. As the link between the various transport carriers, HSW Logistics processes Europe-wide carriage-free traffic and complete logistics chains from one source.

The company is managed by the two Managing Directors Björn Zirotzki and Lutz Lehmann. They are assisted by an eight-member team of shipping and logistics experts, who are located in the modern and redeveloped third floor at Vinckeweg 22 in Duisburg-Ruhrort.

### Intermodal logistics chains across Europe

"Thanks to the very close linkages between Haeger & Schmidt International, Wilson ASA and a logistics group that is active across Europe, we offer our

customers a complete service portfolio that has been well received in the market in the first few months," says a pleased Björn Zirotzki.

"The good cooperation between Wilson and Haeger & Schmidt International during the past few years will be expanded under HSW Logistics. This joint venture bundles and improves proven services for our customers, and opens up new services: In this way, they become more efficient in the market and are able to benefit from synergies as we ensure and further optimize our expected on-time, secure and cost-effective services for our customers," says Lutz Lehmann.

The HSW fleet focuses on steel products, machines and equipment and seasonal agricultural products. "The H&S Main hub Duisburg is the most important port on the Rhine. At the same time, we also service all other ports on the Rhine section, particularly the center Rhine port of Andernach. During low tide, ships

can be loaded in Duisburg or Andernach, and completed in Rotterdam from parallel running inland water vessels,” reports Zirotzki. “In terms of the service for the UK, we offer daily departures from Duisburg to the UK and back. The UK line ports are Sutton Bridge (Wash) and Flixborough (Humber); other basic ports are Gunness, Ipswich, Grangemouth and Immingham,” explains Zirotzki. “As part of the Norway service, we offer weekly departures from the Rhine to Norway and back. The basic ports are Fredrikstad, Horten, Kristiansand-S, Sandnes, Bergen, Trondheim and Mo i Rana,” adds Lehmann.

The short-sea services to Norway and the British Isles are permanently expanded supplemented with new line connections to Spain. Every 14 days, larger maritime vessels with 3500 to 4000 tonnes of loading capacity ship into the ports of northern and eastern Spain. They start in the sea ports of Rotterdam and Amsterdam. Their load or part load is transported from the Rhine region by inland water vessel. Basic ports in northern Spain are Avilés, Pasajes and Bilbao, and Sagunt in eastern Spain.

**Charter supplements line traffic**

“The ships of our river-ocean fleet are also chartered for logistics projects outside of normal traffic. This allows us to



*Lutz Lehmann and Björn Zirotzki are the Managing Directors of HSW Logistics.*

offer short-sea and special services from the Rhine and ARA ports to all coastal regions of Europe. With reliable and tailored river-ocean transports across Europe, supplemented with intermodal solutions in the logistics group in combined transportation, we take advantage of all that direct river-ocean transportation has to offer, and provide outstanding performance and a high degree of flexibility for our customers,” emphasize

Zirotzki and Lehmann. For 2015, the HSW Managing Directors expect a transport volume of one million tonnes.

The corporate principles of HSW Logistics GmbH feature a clear customer focus: “We stand for long-term relationships with our customers and business partners. We work in the interest of our customers, and are at the center of the market. We respect our environment and prefer to work with environmentally-friendly transport carriers. We have the courage to chart a new course, as stagnation means regression. We treat each other with trust and respect,” adds Zirotzki. And Lehmann adds: “After only three months of preparation, HSW Logistics was certified according to ISO 9001:2008. All of the processes meet the strict specifications of this important quality standard.”

They foresee additional growth potential at all levels: “Our growth is fully underway”. We have permanent access to the Wilson fleet and the ships of the long-term Haeger & Schmidt partner, the Amasus shipping company from Delfzijl (Netherlands). Now we can charter shipping space for spot transactions, respond quickly to interesting market developments and develop new niche markets.” For additional information, please go to: [www.hsw-logistics.com](http://www.hsw-logistics.com)



*MS WILSON RHINE is used for weekly line traffic between Duisburg and Norwegian ports.*



# DHL Freight feels itself to be in goods hands at the Port of Duisburg – for the past 20 years

*Thanks to its great transport connections, the Port of Duisburg offers the best prerequisites for the national and international consignments of DHL.*

(gran) It wouldn't be possible to fit even one more truck onto the car park of the Duisburg Am Blumenkampshof DHL Freight office this lunchtime. Everything's parked up. Is this a good or a bad sign? "I'm really pleased that the yard is full with trailer trucks," says Birgit Krieger (46), as of 2013 Head of DHL Freight in Duisburg - one of the largest of the 36 offices of the forwarding subsidiary of Deutsche Post DHL in the package freight network in Germany. After all, the swap bodies with the red DHL logo on a yellow background are still needed. ("DHL" is formed from the first letter of the surnames of the company's founders - Adrian Dalsey, Larry Hillblom, and Robert Lynn.) Loading only starts in the afternoon, from 3 p.m. Deliveries then take place overnight. This means that the roads are clear and the goods reach the customers the following day.

National package freight makes up half of the business of DHL Freight here at the Port of Duisburg. In addition to this, the company handles international cargo and part/complete shipments as well as cross-docking for one major customer and the stowage of containers for some customers from the automotive

industry along with Global Forwarding, the company's air and sea freight affiliate. In three halls with a handling area of 10,000 square meters and an additional 2,900 square meters of storage space, the goods are received and either stored or immediately sorted by destination and loaded into the truck trailers to be sent to customers. Automation - the wrong decision Krieger had a chain hoist system removed again - apparently, it simply got in the way, and it was also too slow, she explains. Instead, forklifts rush between the mounds of cases, boxes, and pallets that rise up to the roof of the hall. They serve 128 loading gates where trucks arrive day and night for loading and unloading. Work takes place here around the clock using a three-shift system. In the past 20 years - since the existence of the office at Blumenkampshof - DHL Freight has moved around 31 million pallets in Duisburg.

"This means that we're approaching our capacity limit," says Krieger. However, due to a lack of space, expansion is not possible at the site. Still, this is not yet an issue at Duisburg. If necessary, DHL Freight will first adapt the network in such cases in order to reorganize the

flow of goods. For years now, the number of consignments dispatched annually has been floating around the 650,000 mark. Each day, 47 national routes are served from Duisburg.

### The advantages of Duisburg as a location

"Due to its great location, the DHL Freight Duisburg site offers the ideal prerequisites for national and international overland transports," explains Krieger, expounding the benefits of the Port of Duisburg's location, with its great connections to the motorway network. She's less happy about the state of the access roads to Blumenkampshof: "We'd really like the road conditions here to be brought up to a tolerable level at last," she says, complaining about insufficient maintenance work. Above all, she points out that the numerous potholes constitute a danger to life and limb in view of the high volumes of truck traffic. However, the arrival of new companies intensifies the pressure to provide better maintenance for the infrastructure and to develop it: "Due to the arrival of VW logistician Syncreon to the rear of our Site 1, we got a new motorway exit," Krieger says, confident that - in future - Duisburg will be more attentive to its responsibility

for the city's logistics trade.

In any case, the port has further location advantages: For example, DHL Freight collects package freight and stows containers for its affiliate DHL Global Forwarding, which offers sea freight solutions. Some of the containers are then transported by barge to the sea port of Rotterdam via the Port of Duisburg. Moreover, in the future, DHL Freight wishes to capitalize further upon the direct rail connection from Duisburg to China and back, so Krieger says. A China Competence Center is to be set up in Duisburg to manage the rail connection together with the Chinese Global Forwarding subsidiary. "As a DHL Freight subsidiary, we will then be responsible for the first mile - or, in the opposite direction, the last mile!" says Krieger. DHL Freight Duisburg also receives transport jobs from logistics companies that manage major warehouses at the port - another advantage of this logistics hub, according to Krieger. As well as DHL Freight and DHL Global Forwarding, Duisburg has a Deutsche Post mail center in Asterlagen and a subsidiary of the contract logistics firm DHL Supply Chain at the logport in Duisburg-Rheinhausen. "Duisburg thus provides all of the prerequisites required to be a logistics control center," Krieger says. "Nevertheless, when it comes to local politics, the vision of where Duisburg's heading is lacking somewhat," she states.

At present, Krieger is the only woman in charge of a DHL Freight subsidiary in Germany. She is also a trained postal clerk, which is now the exception rather than the rule in the Deutsche Post DHL Group. "I started work at the post office at what was then Deutsche Bundespost in 1987 and climbed up through various positions within the group to become staff manager on the HR Board. Most recently, I was active there as Labor Director with responsibility for DHL Freight," she says of her career progression. However, for Ms. Kruger, who hails from the Rhine-



*Birgit Krieger, Head of DHL Freight in Duisburg.*

land, in the long term this was a little too far away from the daily issues of operational business. Today, she's responsible for personnel at the site itself: At Duisburg, Krieger has around 200 employees plus more than 20 trainees, which is above the average.

Training future generations is her hobby horse: "In the years to come, we will continue to need really well trained specialists," Krieger says. "Since it's hard to find these on the market, we're really involved in training, and have been training up our own specialists of the future for many years." At present, training is taking place for the following careers: Business specialist for forwarding and logistics services, warehouse specialist, specialist in warehouse logistics, and professional driver.

120 drivers from subcontractors also realize transports for DHL Freight. "For us, these drivers are just the same as our

own employees," stresses Krieger. After all, during everyday business, they're "the faces that the customers see". For local transport alone, DHL Freight Duisburg employs around 15 subcontractors, mostly medium-sized transport companies with between five and twelve trucks. 115 distribution vehicles regularly transport goods for DHL Freight Duisburg. The company does not maintain its own fleet of trucks. The number of swap bodies is currently 180.

**More than 180 subsidiaries in Europe**

DHL Freight, a subsidiary of Deutsche Post DHL, headquartered in Bonn, is a leading provider of overland transportation by road, rail, and intermodal transport in Europe, parts of the CIS, North Africa, and the Near East. With 14,000 employees throughout Europe, the company moves more than 44 million tons of goods per year in more than 50 countries. There are more than 180 subsidiaries in Europe alone. The company forwards package freight and part/complete shipments. Last year's turnover was more than 4.2 billion euros. DHL Freight has a presence at a total of 69 locations throughout Germany, transporting around 24 million tons of goods each year. Around 4,000 employees help the logistics company to serve 1,600 domestic and 220 European cargo routes each day. The company also offers logistics services in the fields of trade fair logistics, foodstuff transportation, and customs handling as well as solutions for the transportation of temperature-controlled and high-value goods.



*About 31 million pallets have been moved at the location during the last 20 years.*

# CHINA 8 - Chinese art on its travels



© Hung Keung

*This work by artist Hung Keung is one of the many pieces of art at the exhibition. Exhibited at the Glaskasten Museum of Sculpture Marl: Hung Keung, Dao gives Birth to One, 2010 (Detail), 8 screen and 20 chairs, 20 min (Loop), Courtesy of the Artist.*

(frön) Eight cities in the Rhine and Ruhr region, nine museums, around 120 artists – the CHINA 8 exhibition is the biggest showcasing to date of contemporary Chinese art in Germany. Nine museums in Düsseldorf, Duisburg, Essen, Gelsenkirchen, Hagen, Marl, Mülheim an der Ruhr, and Recklinghausen have joined together to realize this project. From the 15th of May to the 13th of September 2015, they will be displaying art in the categories of painting, photography, calligraphy, ink painting, sculpture, installation art, and video.

Hans-Ewald Schneider, Managing Director of the Hasenkamp transport company in Cologne, was looking forward to the ceremonial opening. His company, which specializes in the transportation of art and cultural artifacts, is responsible for enabling the display of the works of art in the Rhine and Ruhr region, since the CHINA 8 exhibition organizers commissioned the transport firm with the transportation of the exhibition items.

Discretion is one of the most important prerequisites for this work, as is apparent from an interview with the managing director. Each piece of work is unique and irreplaceable. “If you destroy a piece of art, it’s gone for ever. If you damage a gold-plated Rolls Royce, it will be extremely expensive to repair or recreate, but it can be done. That’s the fundamental difference between art and all other commodities. If it’s damaged or destroyed, a piece of art is simply gone.” For this reason, anyone carrying out such work must have an appropriate sense of humility as well as respect for art.

In the case of a job of this kind, the actual physical movement of the goods apparently only makes up about five percent of the work in some cases. It’s more accurate to say that – as a logistician – Schneider is responsible for taking a holistic view of all of the job’s facets. “Aspects such as insurance, packaging, customs, climatic conditions during transportation, interim storage if

required, sensitivity to impact and other influences, and many other issues are just as important. The spectrum of topics and intermeshed tasks that we have to deal with is really broad”. He’s happy to provide an example, too: The transportation of the Bernward Column in Hildesheim – a top-of-the-range piece of art. Logisticians were not aware of how much the object weighed or where and how it would be best to grip it. The only thing that was clear was that the column had to be cushioned even more gently and safely than the proverbial princess from the Princess and the Pea during transportation. “It was really spectacular. The actual movement process took two days. But it took us around 9 months to prepare the transport arrangements”. This is hard for the layman to comprehend. For CHINA 8, instead of just moving one object, they had to move 500 items by 113 artists. And instead of moving them just a few kilometers, they had to transport them around the world, through different climatic zones.

For around 15 months, Schneider and some of his employees have formed a team that is responsible for planning and realizing the China exhibitions in the Rhine and Ruhr region. Among other things, the team has worked on the budget, issues relating to the selection of the works of art, and packaging requirements. Following the final session, the experts started to make specific plans for the realization of the project.

The company's employees were flexible when choosing a transport method. First, they considered transporting some of the valuable cargo from China by train. However, this idea was rejected for climatic reasons, and it was decided to transport the goods by sea and air, instead. When planning transports of this kind, the value of the items also plays a part. The armor-plating of the vehicles, constant GPS monitoring, and access control measures are just some of the possible ways of contributing to the safety of works of art during transportation. "Art is not standardized. For this reason alone, everything's always relatively unique in our line of business. Artists don't work to DIN standards; instead, they feel driven to create pieces of art based on their inspiration. And that's what's so wonderful and unparalleled about art. It's what makes the job so exciting," says Schneider. He points out that it's extremely inspiring to meet often with the artists themselves during the conception of logistics solutions and to talk with them about their vision and motivation. "That's when you get the chance to listen and learn about how these people really think. That's always exciting and surprising."



*The Work of Zeng Fanzhi (Hare, 2012, Oil on canvas, 400 x 400 cm, 2 panels, Pinault Collection) can be seen at the MKM Küppersmühle museum.*

Hasenkamp is now both an experienced and a reputable actor on the international stage. The family-run business was founded 112 years ago, and is now in the hands of the fourth generation of the family. The transport company even moved artwork between the two world wars – albeit still on a small scale only. This changed when the company made a name for itself after World War II by transporting back pieces of art that had

been moved to safety during the war. "That was really when things started to take off," reports the managing director.

Today, the company is represented all over Europe, in the Middle East, and in China – which was a fundamental condition in the case of the current exhibition, as Schneider explains: "For a job of this kind, you need to meet certain prerequisites that not many companies can achieve." This includes experienced employees as well as the requisite subsidiaries. "You can't simply hire the right experts at a moment's notice. We needed experienced specialists, some of whom have been working in this field for decades." At present, the expert is not worrying about the fact that – after the end of the exhibition – he and his employees have to transport the pieces of art back to their artists or owners. "One of the main aspects is the packaging, and we'll still have that from the inbound journey."

#### **CHINA 8 exhibition at the MKM Museum**

Just as the various partners are embracing their respective tasks for the transport process, the involved museums have diversified in their conception of the presentations. Through various facets, visitors can see what's currently influencing and motivating Chinese art-



*The MKM Küppersmühle Museum of Modern Art at the Inland Port of Duisburg.*



ists, which topics and types of imagery are important, which stylistic paths are being pursued, and whether the notion of “Chinese art” even exists. The Lehmbruck Museum in Duisburg will be showcasing sculptures, the Mülheim Museum of Art on the Ruhr will be hosting installation and young art, and the Gelsenkirchen Museum of Art will be featuring ink paintings and calligraphy. The Kunsthalle Recklinghausen Gallery focuses on young and critical painting whereas the MKM Küppersmühle in Duisburg is concentrated on established painting. Films/videos are available for viewing at the Glaskasten Marl Museum of Sculpture and installation art and applied art is housed at the Osthause Museum Hagen. The Folkwang Museum in Essen are home to the photography section of the exhibition. The NRW-Forum Düsseldorf is acting as the point of access to the exhibition and shows works by several involved artists from the various disciplines.

Overall artistic responsibility lies in the hands of Walter Smerling (Spokesman of the Advisory Board and Director of

the MKM Küppersmühle), Tobia Bezola (Director of the Folkwang Museum), and Ferdinand Ullrich (Director of the Kunsthalle Recklinghausen Gallery). Through dialog with the directors of the involved museums, the Advisory Board formulated the overall artistic concept.

“Artists in China are currently finding their own language,” explains Smerling, “and we wanted to document this through the CHINA 8 exhibition. RUHR.2010, the campaign that got the region named European Capital of Culture 2010, showed what the cultural metropolis of the Ruhr can achieve through cooperative partnerships. We wanted to tap into this with our exhibition project, and we’re particularly pleased with our close collaboration with the regional capital of Düsseldorf.”

**Organiser, Sponsors, Partners**

CHINA 8 is being organised by the “Stiftung für Kunst und Kultur e.V.”, which has already showcased contemporary Chinese art in Europe with the exhibitions “China!” (1996) and “Chinart” (2002). The exhibition is sponsored by the Brost-Stiftung and Evonik Industries AG. Exclusive partners of the exhibition are BILD, China Arts and Entertainment Group, DB Bahn Rheinlandbus, DB Regio NRW, Finnair Plc, the Flughafen Düsseldorf, FUNKE MEDIENGRUPPE, the Sparkassen in North Rhine-Westphalia, Ströer Media SE and the Duisburger Hafen AG.

The Bonn-based foundation “Stiftung für Kunst und Kultur e.V.” was born out of a private initiative in 1986. It sees itself as a literal instigator of more civic involvement in art: As its motto says, it wants to achieve a “public impact through private initiative”. Everything possible must be done to preserve the existing cultural diversity, and here the State has to rely on support from the private sector. As a creative think tank, the foundation encourages artistic and politico-cultural activities, making these into reality with the help of an evolved network of dedicated partners. The required funds are raised almost entirely by sponsors from industry or the private sector.

Three undertakings in particular have had a special and lasting significance: With the exhibitions “China!” (1996) and “Chinart” (2002), the foundation took on a pioneering role with regard to raising awareness of contemporary Chinese art in Europe. In Duisburg, it established the MKM Küppersmühle museum for modern art, which it has operated since it was founded in 1999

and where it hosts four exhibitions each year. From 2002 to 2011, the foundation worked with the Salzburg Foundation to realize the “Walk of Modern Art” project in Salzburg, a freely accessible sculpture walk around the public spaces of the Old Town of Salzburg, featuring works by Anselm Kiefer, Marina Abramovic, and Erwin Wurm. In total, the foundation has realized more than 200 projects to date, ranging from exhibitions and politico-cultural discussion forums to art installations in public spaces, catalog productions, and talks by artists.

**Terrific start**

Several hundred visitors participated in the middle of May, in the hopelessly overcrowded MKM Küppersmühle when the Ambassador of the People’s Republic of China, Shi Mingde and Sigmar Gabriel, Vice-Chancellor and Federal Minister of Economic Affairs and Energy, together with the CEO of Brost Foundation Wolfgang Heit, officially opened the composite exhibition “CHINA 8”. The first impression of the Vice-Chancellor: “Fantastic! Art is a universal language. It connects across national borders and continents. It arouses emotions and trigger associations. The exhibition makes us even more curious about the country with which Germany is connected in so many ways,” said CHINA8 patron Sigmar Gabriel.

For further information please visit: [www.china8.de](http://www.china8.de)

**Opening hours  
Museum Küppersmühle**

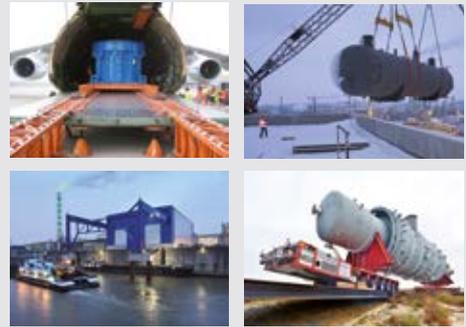
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## Duisburg's local recreation areas attract many local visitors

*The Immanuel-Kant-Park, nearby Wilhelm-Lehmbruck museum, is the central greenspace destination in the city of Duisburg.*

*(frön)* It is summer time in Duisburg's parks and gardens - every weekend, tens of thousands flock to the city's local recreation areas for barbecues, games, sunbathing, reading or simply enjoying the nature around them. Yet few recognize the privilege of being able to live in such a green city. And just as few realize just how much commitment and work goes into maintaining these areas.

The public parks are managed by experts at the businesses on behalf of the city. The „Green“ division is divided into the two sections Cemetery and Parks & Botanical Gardens, explains Markus Ostermann. He manages the second section, which comprises 548 hectares out of a total of 1,139 hectares of greenspace in Duisburg (without forest areas).

This area is looked after by more than 230 employees, including men and women working in administration, as well as planners and tree and play-

ground inspectors. But most of the staff works on the construction and maintenance of the facilities on a daily basis.

And in the summer, the job is not easy on a hot Monday morning when the parks have to be cleaned of what was left behind by visitors on the weekend. Each facility generates not just bags of waste, but entire truck loads. „Unfortunately, people's behavior with regard to the environment has deteriorated,“ says Ostermann, who has already been working for the city of Duisburg for 23 years. „Things really get out of hand on long weekends with great weather. We are sometimes amazed by what we find.“ This situation creates an enormous amount of work for him and his staff - after all, they want to ensure that citizens can always enjoy a clean, safe and pleasant environment. The amount of waste that is collected in containers and must subsequently be disposed of also creates costs. Some of these costs are reflected in the fees paid by each citizen of Duisburg, while the rest must

be covered with funds from the public parks budget.

### A piece of city history

At the same time, the team is very happy when the citizens of Duisburg visit the recreational areas: „Such as the Meidericher Stadtpark, where the first loungers start to appear in the early morning, or in the middle of downtown in the Kantpark or Goerdelerpark. The Jubiläumshain in Hamborn is another extremely popular venue. It creates a very beautiful and impressive scenery.“ Not to mention a lot of praise for the staff, as it shows how they have done a lot of things right in terms of planning and maintenance, when the parks are truly accepted by the people.

The objective is to create areas for discovery and experience. But more than that: Each of these facilities embodies a piece of the city's history, and is witness to the ever changing relationship between humans and nature. Today's demands on public parks have changed



*Duisburg's local recreation areas are the perfect pleasure area for families.*

significantly. Before, they were used for promenading, whereas today the focus is on multi-purpose use. „Some park and greenspace facilities were improved or redesigned in recent years despite a tight budget situation, in order to address the changing and multi-functional requirements of today,“ says Ostermann with pride.

**Public art and green space**

Another component of this approach is the combination of natural meadows, ponds and thick bamboo groves with fields for games and sports. Or art in the public space. One example is the Immanuel-Kant-Park, the central greenspace destination in the city of Duisburg. Parts of the sculpture collection of the nearby Wilhelm-Lehmbruck museum have been embedded into the area. Around 40 works, supplemented by temporary exhibitions, invite visitors to experience art. It has been the first point of contact with modern art for many young people since the 1960s, as they climbed on the sculptures. Art that can be touched and experienced - then and today.

**Botanical gardens redesigned**

The two botanical gardens play a special role among Duisburg's local recreation zones. The garden situated at the foot of the Kaiserberg at the Schweizer Strasse traces its roots back to the previous century. It was opened in 1891/1892 and rebuilt after the Second World War (at the same time the garden in Hamburg was created in the north of the city); now the park has been redesigned. Today's focus points are the Alpine and heather garden, medical plants and herbs, roses and a natural garden. The Hamborn botanical gar-

den is located immediately beside the city forest, separated only by the Hamborner Strasse. The renovation works have been completed and the entire areal is again accessible to visitors, who will immediately notice the new entrance on Beecker Strasse. This entrance opens up the garden to the city district of Hamborn and the Duisburg-Nord park. The former botanical facilities were redeveloped into a shrub and farmer's garden. The former sub-tropics building has been re-purposed into an orangery that will be home to olive trees, oleanders and citrus trees during the winter.

A walk through the other Mediterranean-designed outside areas on the premises of the dismantled greenhouses is like taking a small holiday. The new seating areas at the water lily pool

invite visitors to rest for a while. Other focus points of the garden are the heather landscape as well as the rhododendron, primrose and fuchsia collections.

Other popular destinations in the summer are the playgrounds, which are also looked after by the public parks maintenance department. More so than the botanical gardens and the parks, playgrounds are very dynamic facilities, as pointed out by the regional manager: „In this case, we take our cue from the population and always take into account the age structures within the residential areas or catchment area during the planning process.“ New buildings result in a demand for facilities for smaller children, while dismantling or a new concept might be required after 20 years. „When I walk by one of these places and hear the laughter of children, I know that we have done a lot of things right,“ says Ostermann. He has never regretted his decision to work in this area: „It is a challenge and the reason why I joined the public service, namely to dedicate my work and knowledge in the service of the city and its citizens.“

And it is a task that also involves the exchange of information with colleagues and other communities - to find out about emerging ideas, what is proving popular with citizens and might be copied, or find out which ideas are not working well.





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Antwerp	3 x per week	5	DeCeTe	B
Antwerp	3 x per week	6	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	4 x per week	6	DeCeTe	B
Rotterdam	5 x per week	7	DIT/D3T, GWW, DeCeTe	B
Rotterdam	5 x per week	1	RRT, GWW	B
Rotterdam	5 x per week	4	GWW	B
Rotterdam	5 x per week	5	DeCeTe	B

#### SEA-GOING CONTAINER TRANSPORT

International	from Duisburg	Shipping Company	Terminal	Ship type*
<b>Azerbaijan</b>				
Baku via Georgien	1 x per week	11	DeCeTe	B/S
<b>Finland</b>				
Helsinki	3 x per week	3	DeCeTe	B/S
via Kotka	2 x per week	11	DeCeTe	B/S
via Mäntuluo	1 x per week	11	DeCeTe	B/S
<b>Georgia</b>				
Ponti	1 x per week	11	DeCeTe	B/S
<b>Great Britain</b>				
Hull, London	5 x per week	11	DeCeTe	B/S
Tilbury	4 x per week	11	DeCeTe	B/S
Grangemouth (Schottland)	1 x per week	11	DeCeTe	B/S
<b>Ireland</b>				
Belfast	1 x per week	11	DeCeTe	B/S
Dublin	2 x per week	11	DeCeTe	B/S
<b>Kazakstan</b>				
via Riga	3 x per week	3	DeCeTe	B/S
<b>Latvia</b>				
Riga	3 x per week	3	DeCeTe	B/S
Tallinn	2 x per week	11	DeCeTe	B/S
<b>Lithuania</b>				
Klaipeda	3 x per week	3	DeCeTe	B/S
<b>Norway</b>				
Oslo, Kristiansand	2 x per week	11	DeCeTe	B/S
via Brevik	1 x per week	11	DeCeTe	B/S
<b>Poland</b>				
via Gdynia	2 x per week	11	DeCeTe	B/S
<b>Russia</b>				
Moskau	2 x per week	11	DeCeTe	B/S
St. Petersburg	7 x per week	3	DeCeTe	B/S
St. Petersburg	2 x per week	11	DeCeTe	B/S
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<b>Spain/Portugal</b>				
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Gijon, Vigo, Lisbon	1 x per week	11	DeCeTe	B/S
<b>Sweden/Denmark</b>				
via Gothenburg	2 x per week	11	DeCeTe	B/S
via Oxelösund	1 x per week	11	DeCeTe	B/S
Södertälje	1 x per week	11	DeCeTe	B/S
Aarhus	4 x per week	11	DeCeTe	B/S
<b>Urkaina</b>				
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<b>Norway</b>			
Horten, Kristiansand, Sandnes, Bergen, Trondheim			
Frederikstad, Stavanger, Aalesund	weekly	6	S
<b>Sweden</b>			
	weekly	2	S
<b>North-Spain</b>			
	two-weekly	2	S

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<b>Scotland</b>	2, 6, 9, 10, 12
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Buna	1-5	B 2-5	B	5	DUSS	
Dortmund	1-5	B 2-6	B	2	DIT/D3T	
Frankfurt	2,4	B 1,3	B	2	DIT	
Frankfurt	5	D 5	D	2	DIT	
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Hamburg Süd-Waltershof	1-5	C 1-5	C	2	DIT/D3T	
Hamburg-Billwerder	1-5	B 1-5	B	8	DUSS	
Hamburg-Billwerder	6	C 6	C	8	DUSS	
Kiel-Ostufertafen/Schwedenkai	2,4	B 1,3,5	B	8	DUSS	
Kiel-Ostufertafen/Schwedenkai	6	B -	-	8	DUSS	
Leipzig-Wahren	1-5	B 1-5	B	8	DUSS	
Lübeck-Skandinavienkai	1-6	B 1,2,4,5,7	B	8	DUSS	
Lübeck-Skandinavienkai	1-6	B 1-6	B	13	HBB	
Ludwigshafen (Rhein)	1-5	B 1-5	B	8	DUSS	
Ludwigshafen	2,4	B 1,3	B	2	DIT	
Ludwigshafen	5	D 5	D	2	DIT	
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 2,4,6	B	12	GWW	
München-Riem	1-4,5	B 1-5	B	8	DUSS	
Rostock	1,3,6	B 2,4,7	B	8	DUSS	
Schwarzheide	5	D 6	C	5	DUSS	
Schwarzheide	1-4	B 2-5	B	5	DUSS	
Singen (Htw)	1-5	B 2-6	B	5	DIT	
Stuttgart	1,3,5	B -	-	12	RRT GWW	
Unna	1,3,5	A 1,3,5	B	12	GWW	

International	From Duisburg		To Duisburg		Operator	Terminal
	Dep.	Arr.	Dep.	Arr.		
<b>A - Austria</b>						
Wels	1-5	B 2-4	B	8	DUSS	
Wels	-	- 6	C	8	DUSS	
Wels	-	- 5	D	8	DUSS	
Wien-Nordwest (via Wels)	1-4	C 1-4	C	8	DUSS	
Wien-Nordwest (via Wels)	5	E 5	D	8	DUSS	
WienCont	1,2,3,6	C 2,3,4,5	C	5	DIT	
Wien	3,5	C 3,5	C	11	DIT	
<b>B - Belgium</b>						
Antwerpen	1,2,3,4,5	B 1,2,3,4,5	B	2	DIT	
Antwerpen	2,4,6	B 1,3,5	B	8	DUSS	
<b>CN - China</b>						
Chongqing	2,3,4,6	- -	-	14	DIT	
Shanghai	2,3,4,6	- -	-	17	DIT	
Zhenzhou	2,3,4,6	- -	-	14	DIT	
<b>CZ - Czech Republic</b>						
Lovosice	1-4	B 1-4	B	8	DUSS	
Lovosice	5	C 6	C	8	DUSS	
Brno via Lovosice	1-4	C 1-3	C	8	DUSS	
Brno via Lovosice	5	E 1,2,6	D	8	DUSS	
Paskov via Lovosice	1-3	C 1-3	C	8	DUSS	
Paskov via Lovosice	5	D 5	D	8	DUSS	
Paskov via Lovosice	4	E -	-	8	DUSS	
Prerov via Lovosice	1-4	C 1-3	C	8	DUSS	
Prerov via Lovosice	5	E 1,2,6	D	8	DUSS	
Prerov via Lovosice	-	- 4	E	8	DUSS	
Prag	2,4,6	B 2,4,6	B	9	DIT	
<b>DK - Denmark</b>						
Kopenhagen	1-4	B 2-5	B	13	HBB	
Kopenhagen	5	D 5	D	13	HBB	
via Hamburg	1-4	C 1-5	C	8	DUSS	
<b>E - Spain</b>						
Barcelona (Granollers) via Ludwigshafen				8	DUSS	
Barcelona (Granollers) via Ludwigshafen				2	DIT	
Tarragona (Constanti) via Ludwigshafen				8	DUSS	
Tarragona (Constanti) via Ludwigshafen				2	DIT	
<b>EST - Estonia</b>						
via Lübeck	Further connections			8	DUSS	
<b>FIN - Finland</b>						
via Lübeck	Further connections			8	DUSS	
via Rostock	Further connections			8	DUSS	
<b>F - France</b>						
Bayonne via Ludwigshafen				8	DUSS	
Le Boulou via Bettembourg				16	HBB	
Lyon	1-4	B 1-5	B	8	DUSS	
Lyon	6	C -	-	8	DUSS	
Lyon via Bettembourg				16	HBB	
Marseille via Ludwigshafen				8	DUSS	
Marseille via Ludwigshafen				2	DIT	
Miramas	1,3,4	B 1-3	C	8	DUSS	
Miramas	2,3	C -	-	8	DUSS	
Miramas	6	D -	-	8	DUSS	
<b>GR - Griechenland</b>						
Thessaloniki	2,4,5	E 2,5	E	11	DIT	

International	From Duisburg		To Duisburg		Operator	Terminal
	Dep.	Arr.	Dep.	Arr.		
<b>H - Hungary</b>						
Budapest	1,2,3,4,6	C 1,2,3,4,5	C	5	DIT	
Budapest via Wels	1,2,3	D 1-2	D	8	DUSS	
Budapest via Wels	4,5	E 4	E	8	DUSS	
Sopron	1,3,5	B 1,3,5	B	11	DIT	
<b>I - Italy</b>						
Bologna	1,3,5	C 1,3,5	C	7	DKT	
Busto Arsizio/Gallarate	6	C 6	C	8	DUSS	
Busto Arsizio/Gallarate	1-5	B 1-5	B	8	DUSS	
Milano	2,4	B 2,4	B	7	DKT	
Novara	1,3,5	C 1,3,5	C	6	HBB	
Pomezia	1,3,5	B 1,3,5	B	7	DKT	
<b>LT - Lithuania</b>						
via Kiel	Further connections			8	DUSS	
<b>LU - Luxemburg</b>						
Bettembourg	2,4,6	B 1,4,6	B	16	HBB	
<b>LV - Latvia</b>						
via Lübeck	Further connections			8	DUSS	
<b>N - Norway</b>						
via Kiel	Further connections			8	DUSS	
via Lübeck	Further connections			8	DUSS	
via Göteborg	Further connections			13	HBB	
<b>NL - The Netherlands</b>						
Rotterdam (MVTE 1+2, RSC, Cobelfret, Botlek)	1-6	B 1-6	B	1	DIT/D3T	
Rotterdam MVTE	1-5	B 1-6	B	8	DeCeTe	
Rotterdam RSC	1-5	B 1-5	B	5	DIT	
Rotterdam RSC	1-5	A 1-4	B	8	DUSS	
Rotterdam	-	- 1,3,5	B	12	GWW	
<b>PL - Poland</b>						
Brzeg Dolny	5	B 4	B	10	D3T	
Dabrowa Górnicza	-	- -	-	5	DUSS	
Dabrowa Górnicza	4,6	C 1,6	E	8	DUSS	
Dabrowa Górnicza	2,4	D 3,5	F	8	DUSS	
Gadki (Poznan)	1,2,3,5	B 2,3,4	B	8	DUSS	
Gadki (Poznan)	-	- 6	C	8	DUSS	
Gadki (Poznan)	1,3,5	C 1,3	C	5	DUSS	
Gadki (Poznan)	1,3,5	C 5	E	5	DUSS	
Gdańsk	5	B 4	B	10	D3T	
Gliwice	5	B 4	B	10	D3T	
Kutno	5	B 4	B	10	D3T	
Pruszkow (via Poznan)	2,4	C 2	D	8	DUSS	
Pruszkow	2,6	D 1,4,6	E	8	DUSS	
Wroclaw	2,4	C 4,6	E	8	DUSS	
Wroclaw (via Poznan)	1,3	D 2	D	5	DUSS	
Wroclaw	-	- 2	D	8	DUSS	
<b>RO - Rumania</b>						
Curticia via Budapest				5	DIT	
Ploiesti via Budapest				5	DIT	
<b>RUS - Russia</b>						
Moskau	2,3,4,6	- -	-	14	DIT	
via Kiel	Further connections					
<b>S - Sweden</b>						
via Lübeck und Kiel	weitere Verbindungen			8	DUSS	
Ålmhult	1-4	B 1-5	B	13	HBB	
Ålmhult	5	D -	-	13	HBB	
Göteborg	1-4	B 2-5	B	13	HBB	
Göteborg	5	D 6	D	13	HBB	
Katrineholm	1-5	B 1-5	B	13	HBB	
Katrineholm	6	C 6	C	13	HBB	
Malmö	1-5	B 1-5	B	13	HBB	
Malmö	6	C 6	C	13	HBB	
Nässjö	1-4	B 1-5	B	13	HBB	
Nässjö	5	D -	-	13	HBB	
<b>SK - Slovakia</b>						
Bratislava	1-5	C 1-3	C	8	DUSS	
Bratislava	-	- 4,5,6	E	8	DUSS	
Dunajska Streda	-	- 2,4,6	C	9	DIT	
Cierna nad Tisou	5	F 3	F	8	DUSS	
Zilina	1-5	D 1,2,6	D	8	DUSS	
Zilina	-	- 3,4,5,6	F	8	DUSS	
Zilina	-	- 1,6	E	8	DUSS	
Kosice via Lovosice				8	DUSS	
<b>SLO - Slovenia</b>						
Ljubljana	1,3	C 1,3	C	8	DUSS	
Ljubljana	2,5	D 1,5	E	8	DUSS	
Ljubljana	4	E -	-	8	DUSS	
Ljubljana	2,3,4,5,7	C 2,3,4,5,7	C	11	DKT	
<b>TR - Turkey</b>						
Cerkesköy	2,4,5	E 3,5,7	E	11	DIT	
Istanbul (Pendik) via Triest	-	- -	-	13	HBB	
Istanbul (Pendik) via Triest	3	F 5,7	F	8	DUSS	
Istanbul (Pendik) via Triest	2,5	G 4	G	8	DUSS	
Istanbul (Pendik) via Triest	1,4	H 2,3	H	8	DUSS	
Tekirdag via Triest	3	G 4	G	8	DUSS	
Tekirdag via Triest	2	H 7	J	8	DUSS	



Important combined water and rail destinations.

- National railway transportation
- Ship connections
- International railway transportation
- Indirect connections

- 1 - 7 = Monday - Sunday
- Dep. - Day of departure
- Arr. - 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
- G - Arrival six days later

**OPERATORS**

Name	Telephone	Fax	E-Mail
1 <b>DistriRail B.V.</b>	+ 31 (0) 10-20 10-716	+ 31 (0) 10-20 10-795	info@distrail.nl
2 <b>duisport agency</b>	+ 49 (0) 203-803-415	+ 49 (0) 203-803-430	dispo_dpa@duisport.de
3 <b>Ewals Intermodal NV</b>	+ 49 (0) 2065-89 3-0	+ 49 (0) 2065-89 31 99	joerg.wille@ewalsintermodal.com
5 <b>Hupac</b>	+ 41 (0) 90-6 95 29 20	+ 41 (0) 90-6 95 28 01	avalenti@hupac.ch
6 <b>Interferryboats</b>	+ 32 (0) 32 70 27 00	+ 32 (0) 32 70 97 74	edwin-schepens@interferryboats.be
7 <b>Italcontainer</b>	+ 39 (0) 5166-5 10 35	+ 39 (0) 5166-5 09 91	an.gennari@fslogistica.it
8 <b>Kombiverkehr</b>	+ 49 (0) 69-79 50 50	+ 49 (0) 69-79 50 51 19	Info@kombiverkehr.de
9 <b>Metrans</b>	+ 42 (0) 267 29 31 36		hornik@metrans.cz
10 <b>PCC</b>	+ 48 (0) 585858 210		sales.intermodal@pcc.eu
11 <b>Rail Cargo Austria</b>	+ 43 (0) 5 77 50	+ 43 (0) 5 77 50 700	info@railcargo.at
12 <b>Rhein-Ruhr-Terminal Gesellschaft</b>	+ 49 (0) 203-31 85 60	+ 49 (0) 203-31 85 622	info@rrt.container-terminal.de
13 <b>Samskip</b>	+ 31 (0) 38 385 2623	+ 31 (0) 38 385 2627	niels.van.der.vlist@samskipvandieren.com
14 <b>Trans Eurasia Logistics GmbH</b>	+ 49 (0) 30-29 75 48 00		guchmazova@trans-eurasia-logistics.com
15 <b>BALO</b>	+ 90 (0) 232 479-0999	+ 90 (0) 232 479-4888	info@balo.tc
16 <b>CFL</b>	+ 352 (0) 519 810 606	+ 352 (0) 519 810 611	sebastian.bideau@cfl-mm.lu
17 <b>Far East Land Bridge</b>	+ 43 (0) 1890 63 390	+ 43 (0) 1890 63 3963	rhawranek@fareastlandbridge.com

**TERMINALS**

Name	Telephone	Fax	E-Mail
<b>DeCeTe</b>	+ 49 (0) 203-80 90 60	+ 49 (0) 203-8 09 06 34	info@decete.de
<b>D3T</b>	+ 49 (0) 2065-678380	+ 49 (0) 2065-6 783820	rail.operations@d3t-duisburg.de
<b>DIT</b>	+ 49 (0) 2065-49 90	+ 49 (0) 2065-49 92 90	info@dit-duisburg.de
<b>DKT</b>	+ 49 (0) 2065-89 35 00	+ 49 (0) 2065-8 93 50 20	contact@dkt-duisburg.de
<b>DUSS</b>	+ 49 (0) 203-80 90 50	+ 49 (0) 203-8 09 05 55	duisburg@duss-terminal.de
<b>GWV</b>	+ 49 (0) 203-31 85 60	+ 49 (0) 203-31 85 622	gateway@rrt.container-terminal.de
<b>HBB</b>	+ 49 (0) 203-803 4427		dpa-bahn@duisport.de

All data in the rail schedule are based on information provided by the operators without engagement.

## duisport - The Port

The port of Duisburg, at the confluence of the Rhine and Ruhr, is the largest inland port in the world with handling volumes of 130 million tonnes and value creation of 3 billion euros per year.

The trimodal (water, rails and roads) logistics turntable 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, 40,000 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 and 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.

#### Contact for Shipping

Port Authority and Shipping Authority  
Tel: +49 203 803-4240 | hs@duisport.de

#### Ship Reporting Station

Tel: +49 203 479 76 36 | VHF channel 14  
anmeldung@duisport.de | mail@duisport.de

#### The Web Portal

**www.duisport.com**

#### Corporate Communication

Tel: +49 203 803-4455 | pr@duisport.de

## Contacts

### Infrastructure and suprastructure



#### Duisburger Hafen AG

property development and marketing  
facility management, maintenance  
Tel: +49 203 803-1  
mail@duisport.de



#### Logport Logistic-Center Duisburg GmbH

investor management  
Tel: +49 203 803-4180  
info@logport.de



#### logport ruhr GmbH

logistics real estate in the Ruhr region  
Tel: +49 203 803-4230  
markus.teuber@logport-ruhr.de

### Logistic services



#### duisport agency GmbH

transport chains, marketing, sales  
Tel: +49 203 803-4417  
dpa@duisport.de



#### dfl duisport facility logistics GmbH

port logistics  
Tel: +49 203 803-4233  
dfl@duisport.de



#### duisport consult GmbH

port and logistics concepts  
Tel: +49 203 803-4210  
dpc@duisport.de



#### duisport rail GmbH

public railroad utility  
Tel: +49 203 803-4202  
dpr@duisport.de

### Packaging logistics



#### duisport packing logistics GmbH

packaging logistics and transport solutions  
für the investment goods industry  
Tel: +49 203 803-20  
dpl@duisport.de



# Our sites connect Europe.



## **duisport/logport is the leading logistics hub in Central Europe**

As a multifunctional cargo handling platform offering integrated industry and logistics solutions, we connect companies from all over the world with European markets. With the continual development of new logport sites throughout the Ruhr area, you too can become part of this international network and benefit from our comprehensive range of services – from real-estate development to tailor-made transport solutions. For more information visit [www.duisport.com](http://www.duisport.com)

**duisport**   
excellence in logistics