

duisportmagazin

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Cooperation between duisport and Triest

Logistics center on the Mercatorinsel

Rail connection between Duisburg and Wilhelmshaven

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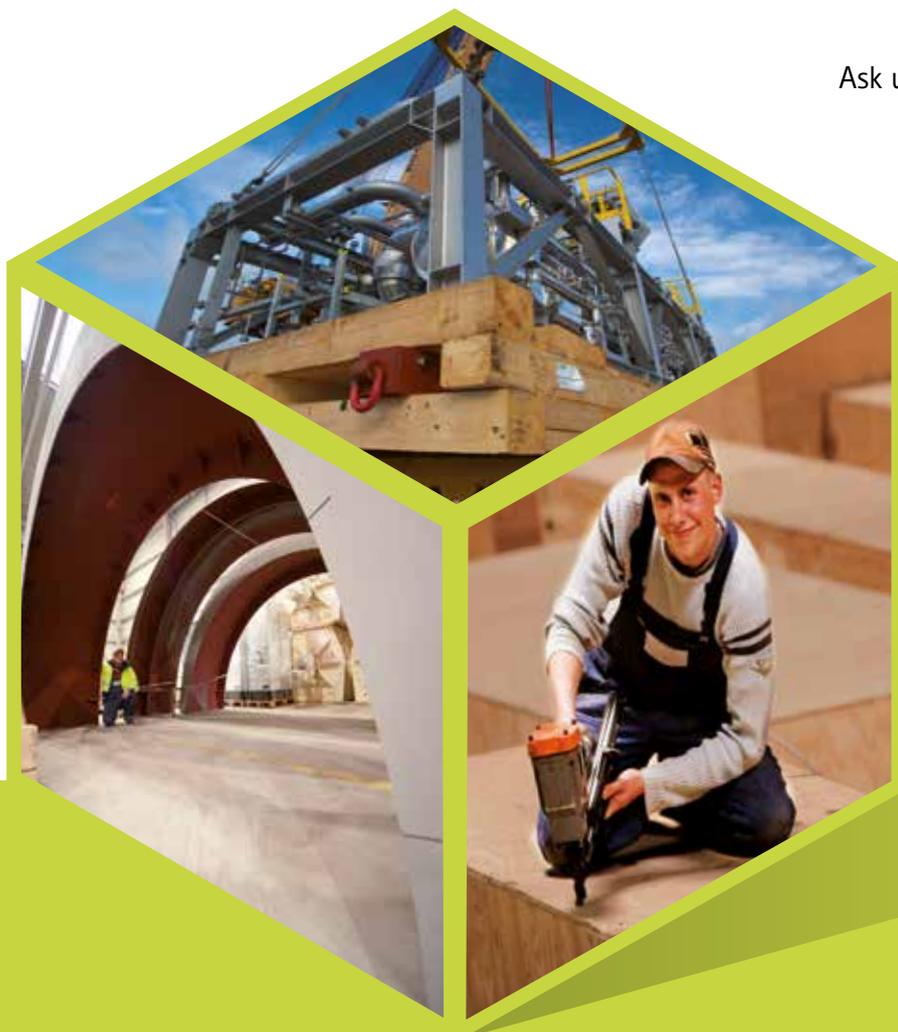
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duisport packing logistics GmbH
Port Number 3650
Alte Ruhrorter Strasse 42-52
47119 Duisburg
Germany
Phone: +49 203 8032-0
Fax: +49 203 8032-204
dpl@duisport.de



4 Close cooperation between duisport and Triest

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6 Logistics center on the Mercatorinsel

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Duisburger Hafen AG (duisport) is expanding its rail freight volume. Since May the Port's own rail company duisport rail is running one container train weekly between the Port of Duisburg and the container terminal of the JadeWeserPort in Wilhelmshaven.

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 Duisburger Hafen AG
 Alte Ruhrorter Straße 42–52
 47119 Duisburg
 www.duisport.de
 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:
 Hans-Wilhelm Dünner (dü), Axel Granzow (gran), Jan Herzogenrath (jh), Wilhelm Klümper (klü)

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Close cooperation between Trieste and Duisburg

With this agreement, the largest Italian seaport in the Adriatic Sea and Duisport, Europe's central logistics hub, are joining forces and strengthening the corridor between the two locations.

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hub, are joining forces and strengthening the corridor between the two locations.

Rail freight and trailer transportation between the two port cities will be expanded and logistics centers will be jointly planned and constructed. Staake: "This will increase duisport's freight transport to and from Greece and Turkey, since these countries prefer to handle goods destined for central and northern Europe through the port of Trieste."

Investments in the hinterland

In addition to expanding the transport between Duisburg and Trieste, both partners are also looking into joint investments in the hinterland of the Trieste port for the establishment of intermodal hinterland terminals, so-called "dryports".

With this collaboration, both ports also optimize their integration into the Chinese Silk Road initiative. Already now, around 25 freight trains travel weekly to several Chinese des-

tinations from Duisport via the northern Silk Road. The port of Trieste is connected by ship through the maritime Silk Road from South China via the Suez Canal to the Mediterranean Sea.

Therefore Staake views this cooperation as a win-win for both ports: "Trieste obtains access to the northern Silk Road through Duisport, and the Port of Duisburg is connected to the maritime Silk Road via Trieste. This will lead to higher handling volumes in both ports."



At the press conference: Zeno D'Agostino and Erich Staake.

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Haeger & Schmidt | Vinckeweg 22 | 47119 Duisburg
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Logistics center on the Mercatorinsel

3D view of the final expansion on the Mercatorsinsel.

(klü) Duisburger Hafen AG (duisport) is building a logistics center for DB Schenker on the Mercatorinsel in Duisburg-Ruhrort. It is from this location that DB Schenker will consolidate, pack and ship individual parts and vehicle components for the global production network of Daimler AG's Mercedes-Benz Vans business segment in the future. The symbolic ground-breaking ceremony took place today, with Erich Staake, Chief Executive Officer of Duisburger Hafen AG, Dr. Thomas Böger, Management Board Contract Logistics/SCM of Schenker Deutschland AG, Dr. Jörg Homering, Daimler AG, Manager Supply Mercedes-Benz Vans and Duisburg's Lord Mayor Sören Link in attendance.

Up to 500 new jobs

duisport has made available a land parcel measuring approximately 100,000 square meters on the Mercatorinsel in the Ruhrort port area. An area of 50,000 square meters will be used as part of a first step. duisport will build a 25,000 square meter industrial building complex and a 1,500 square meter office complex on the land parcel this year. The buildings will be leased to DB Schenker. Up to 500 new jobs are to be created once all building sections have been completed.

The location is in the immediate vicinity of existing container handling facilities for the further transport of the Daimler components. "We are very pleased that Daimler AG will be

processing portions of its parts and vehicle component logistics through the Port of Duisburg in the future, and that it has engaged DB Schenker, a long-standing service provider of Daimler AG and an excellent logistics firm, for this purpose. After Volkswagen AG and Audi, Daimler AG is already the third automotive manufacturer to export vehicle components from the Port of Duisburg. "duisport, which is the major European logistics hub, has established itself as a competence center for the automotive industry," says Staake.

35,000 square meter park

At the same time, a 35,000 square meter park is to be built with the city's agreement at the tip of the Mercator-



From left to right: Erich Staake (Chief Executive Officer Duisburger Hafen AG), Dr. Jörg Homering (Director Supply Mercedes-Benz Vans), Dr. Thomas Böger (Head of Contract Logistics/SCM of Schenker Deutschland AG), Sören Link (Duisburg's Lord Mayor).

insel, which is not designated for construction. It will include a wide promenade towards the Ruhrort side, and a riser for river cruise boats. The plans also include a new foot bridge that would connect the Mercatorinsel with Ruhrort.

Staake: "In this way, we are creating an attractive environment for our "Echo of Poseidon" structure by Markus Lüpertz, which has become a tourist magnet far beyond the borders of Duisburg. We are creating workplaces on the Mercatorinsel while also making the island more attractive for citizens and tourists with the addition of parking facilities."

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Rail connection between Duisburg and Wilhelmshaven



© duisport/Frank Reinhold

By running one container train weekly between the Port of Duisburg and the container terminal of the JadeWeser-Port, duisport is expanding its rail freight volume.

(klü) Duisburger Hafen AG (duisport) is expanding its rail freight volume. Since May the Port's own rail company duisport rail is running one container train weekly between the Port of Duisburg and the container terminal of the JadeWeserPort in Wilhelmshaven. In future this rail connection can be extended into three departures a week. The duisport agency is managing the organizational aspects.

The deepwater port JadeWeserPort is the only German port that can harbor and process the world's largest container ships carrying 18,000 standard containers (TEU) and more.

Direct access

„The new rail connection gives the JadeWeserPort direct access to Europe's largest logistics hub. "This is good for both Wilhelmshaven and the handling volume of the Port of Duisburg," according to duisport's Managing Director Erich Staake.

Services

The range of services includes the organization of initial and final legs via truck, container stuffing and stripping including Procurement/distribution logistics as well as documentation and customs clearance.

Do you have questions about our services?

Please contact us!

Matthias Rubbert	+49 203 803-4461	matthias.rubbert@duisport.de
Sebastian Hau	+49 203 803-4459	sebastian.hau@duisport.de
Normen Preuß	+49 203 803-4427	normen.preuss@duisport.de

duisport generates another record result



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Business year 2016: The revenues of duisport increase of 6% to EUR 230 million.

(klü) In the 2016 business year, the duisport Group generated record revenues of EUR 230 million. This represents an increase of 6% or EUR 13 million over 2015, when the company generated EUR 217 million in revenues. In the case of earnings before interest, tax and depreciation (EBITDA), the 2016 result improved by 7% to EUR 40 million (2015: EUR 37 million). In this way, net income has risen steadily and consistently for almost 20 years. The result before taxes is EUR 19 million, which is also higher than the previous year's value of EUR 17 million. "In view of the stagnating global economy and European logistics markets, and the saturated container business, this is indeed a very good result. It is also good to see that all divisions genera-

ted higher results," says Erich Staake, Chief Executive Officer of Duisburger Hafen AG.

Review of the three divisions

Of the three duisport divisions, the infrastructure and suprastructure segment generated revenues of EUR 48.6 million (2015: EUR 48.4 million). As in the previous year, this stable level is almost entirely due to fully leased industrial building space. The infrastructure division marketed approximately 335,000 m² in 2016, the most ever achieved in a business year.

In the logistic services division, revenues in 2016 rose by 4.4% to EUR 78.9 million (2015: EUR 75.6 million). The packing logistics division recorded

revenues of EUR 73 million in 2016, which represents an increase of EUR 3.8 million over the previous year (EUR 69.2 million).

Investments

In the past business year, the duisport Group invested approximately EUR 24 million (2015: EUR 20 million) in fixed assets and financial investments. In addition to projects for increasing the capacities of existing logistics facilities, investment activities in 2016 focused particularly on the acquisition of a former paper factory in Duisburg-Walsum. This industrial space is now developed into a modern, trimodal logistics location ("logport VI"). Staake: "We continue to set another important structural impetus for the region."

The earnings position of the duisport Group, which has been stable for years, is also the result of a long-term investment policy for the region, and the targeted expansion of our international activities. In addition, it also reflects the successful settlement of international customers and logistics providers in the Port of Duisburg. The consistent enhancement and expansion of customer-focused services represents another driver for success. Total handling volume

The total 2016 handling volume, including private commercial ports, for the entire Port of Duisburg was 133 million tonnes (2015: 129 million tons). In 2016, the ports of the duisport Group handled traffic volumes of 66.8 million tonnes (2015: 68.5 million tonnes) with regard to the three transport carriers vessel, train and truck. The decrease over the previous year is due to the loss of a special business in the rail cargo segment.

Handling volumes per ship improved to 16.2 million tonnes in 2016 (2015: 15.6 million tons). With 17.6 million tonnes, railway traffic was below the level of the previous year (2015: 19.1 million tons). Truck cargo (initial and final leg) generated a handling result of 33.1 million tonnes in 2016 (2015: 33.9 million tons).



From left to right: Prof. Thomas Schlipköther (Member of the Executive Board), Erich Staake (Chief Executive Officer), Markus Bangen (Member of the Executive Board).

Including all transport carriers, container handling volumes in the ports of the duisport Group for 2016 reached another record of 3.7 million TEU (2015: 3.6 million TEU). Accordingly, the duisport Group was able to further expand its leading position as a central European logistics hub.

Expansion of international commitment

In line with the “one belt, one road” Silk Road initiative, the company entered into cooperative arrangements with Chinese companies in

2016 for the purpose of implementing joint projects in the entire trans-Eurasian region. Today, more than 20 trains a week run between the Port of Duisburg and various destinations in China.

The purpose of the Silk Road initiative is to improve China’s connection to the markets in Western Europe, while at the same time improving the economies of central and western China. In the coming years, the company plans to significantly expand the volume of goods transported from China to Europe directly via Duisburg. duisport has been engaged in the large Chinese cities along the Silk Road Chengdu, Chongqing and Urumqi in the north-western part of the country for some time.

Staae: “We are very pleased with the growing importance of the China trains. This trend will continue and lead to rising handling volumes in the Port of Duisburg, also because China has now replaced the US as Germany’s most important trading partner. In addition, China is also the world’s most important e-Commerce market (before the US), which will become a major economic driver in the transport logistics sector in the future.”



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Port of Duisburg as job engine

The Port of Duisburg has led the creation of new workplaces in the Rhine-Ruhr region for many years. This is also confirmed by the 45,000 employees in the region who are directly and indirectly dependent on the port, an increase of 26,000 workplaces since 2000. More than 300 operations are based in the public ports of Duisburg. Last year, more than 1,000 direct workplaces were created in line with a record number of new business additions.

hectare large grounds. It is expected that more than 500 workplaces will be created as a result of these developments.

The logport family continues to grow with the project in Walsum. Four logistics centers have been and continue to be built in Duisburg, including three with direct water access; a logistics center is currently under construction in Kamp-Lintfort, and another one is planned for Oberhausen. Moreover,

The logport family

The main investment focus for the year 2016 was the acquisition of the former paper factory in Duisburg-Walsum ("logport VI"). "In this way, the success story of the 'logport' idea is continued and another beacon project is created in Duisburg," says Staake. Approximately 50 leading international logistics companies have settled at logport I in Rheinhausen since 1998, with more than 5,000 employees.

After logport I, logport VI is the second-largest project undertaken by Duisburger Hafen AG in the last 16 years. Transports of goods will be coordinated from road, rail and waterway on a trimodal basis on the 40

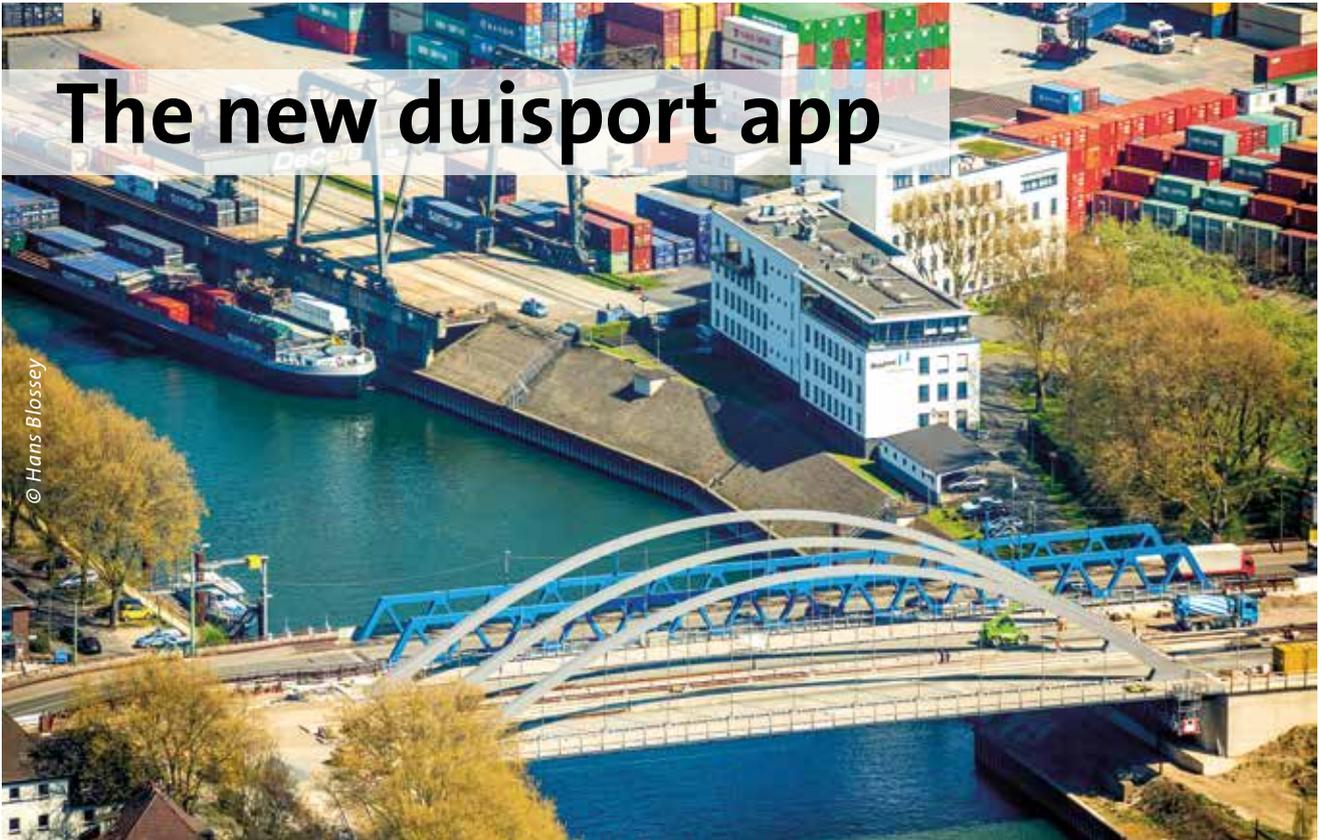


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an area of approximately 50 hectares is currently being developed for the settlement of production and logistics companies at the Lülldorf site in the south of Cologne via the joint venture dev.log GmbH.

New addition Daimler

This year, duisport is building a logistics center with a warehouse space of approximately 50,000 m² on the Mercator island in Duisburg-Ruhrort. In the future, premium automotive manufacturer Daimler will be exporting vehicle components via Duisburg. This large addition will create approximately 500 new workplaces.



The new duisport app

© Hans Blosssey

The new duisport app offers users a lot of valuable information about the Port of Duisburg.

(jh) Use the new duisport app to access relevant information about the logistics hub Port of Duisburg via Smartphone or tablet, anytime and anywhere.

The app was released at the end of April, and offers users valuable information about the port and the duisport Group.

Functions

duisport News provides up-to-date information about new developments. Finding your way around the Port of Duisburg is easy thanks to the port information that also includes the port plan and the water level in Ruhrort, for example. You can also use the safety information for orientation purposes. Once a port number is entered, the app immediately provides the navigation to the requested destination. The port fee calculator makes quick work of calculating the costs of a stay. The app can also be used to conveniently register ships with the Pegelhaus. In addition to many other applications, the app also includes an overview of emergency num-

bers, services and duisport contact persons, along with contact information for government authorities.

The immediate and compact availability of relevant information and the gradual relocation of processes to the mobile device optimize the processes

at the Port of Duisburg and reduce the amount of work at the customer.

The app is free and is available for the operating systems Android, iOS and Windows Phone 10 in the respective app stores (in German and English).



Simple to operate and access to many functions.



Hellmann packs more cars in the container

By using so-called racks for vehicle delivery Hellmann Logistics is the first logistics provider applying this new loading technology.

(gran) Using a new loading technology that significantly increases the capacities, the logistics provider, Hellmann, has attracted the attention of customers from the automotive industry. This is because up to four vehicles now fit into a container instead of one. „We are using so-called racks for vehicle delivery to Western China on the new Silk Road“, explains Vedat Serbet, Business Development Manager Rail Solutions International at Hellmann. The family company from Osnabrück is the first logistics provider in Germany to use this special loading technology for the transport of vehicles. Duisburg is the most important departure point of China trains with Hellmann boxes.

„It pays off for every category of vehicles“, emphasizes Vedat Serbet. Because this reduces transport costs. Up until now the transport of one vehicle per container was standard. Using a special lifting device more than two vehicles can now be loaded into a 40-foot container. Depending on the axle width, even up to four passenger cars can be stowed, for example upper and lower middle class vehicles. On the other hand, only three SUVs fit into a container. „Since the start of the new loading technology we have already loaded and transported more than 600 vehicles to Western China in this kind of special container.

Transportation on rail to China is sig-

nificantly more economical than air freight and around twice as fast as sea freight. Transport by rail, including the initial and final leg, takes 21 days from the time it is picked up from the factory of the manufacturer until the vehicle is delivered in Chongqing to the car manufacturer's Chinese partner. The duration of the pure train trip on the 10,000 kilometer southern route of the „new Silk Road“ from Duisburg to Western China takes 15 to 16 days. The northern route from Hamburg to Northern China takes 18 to 19 days. During this the boxes are permanently monitored using GPS and are fourfold sealed. In addition, the temperature and humidity are controlled in the container.

Reduction of damage risk

„It is critical that the risk of damage to the vehicles is reduced to a minimum“, stresses Vedat Serbet. Thanks to the new loading technology, the vehicles are strapped down so securely that the container could be set upside down with no problem, since there is no room for movement of the vehicles. The technology is certified by automobile manufacturers. „The risk of damage is significantly higher with transport by sea due to many interfaces and transshipments as well as other risks, for example the weather“, according to Vedat Serbet. Air transport for cars is significantly more expensive and thus mainly used for especially exclusive models. Automobile manufacturers such as VW and Audi, which are represented with their logistics service providers in the port of Duisburg, therefore rely alternatively on the shipping of dismantled vehicles (CKD – Completely Knocked Down), which are then completely assembled in countries like China.

The containers from Hellmann are loaded in the automotive Competence Centers of the company in Augsburg and Karlsdorf, as well as in Hilden, after the vehicles have been picked up from the automobile manufacturer. The packed containers are then driven by truck to the

terminal or the departure rail station of the China train. Trains also leave from Hamburg and Nuremberg. Forty-one boxes can be transported per train. Therefore as logistics provider, Hellmann also uses special trains, so far 80. Therefore they not only book a place for the container on the train, but also assume risk as train operator. Using its own network in Germany and China, Hellmann can offer all shipping services from a single source. In addition to the Chinese Railway, partners are most of all the Russian Railway (RZD) and the German Railway (DB).

20,000 containers

In total in 2016 Hellmann transported around 20,000 containers to China and back. This included not only transporting complete vehicles, but „everything possible from bolts to blouses“, as Vedat Serbet reports. In addition to the automotive industry, customers also come from machine construction and the textile industry. Hellmann is known as one of the largest logistics company in the business, with total volume estimated at 100,000 TEU a year. Other suppliers are for example DB Schenker and DHL. This year Hellmann anticipates 30,000 TEU. „The market is booming especially for complete vehicles“, says

Vedat Serbet. He admits that there is still a considerable imbalance in imports and exports. While about three-quarters of the goods come from China, only one-quarter goes to China. „We must continue working on this and German manufacturers must be convinced of the advantages of the China train“, he says.

Hellmann handles about 80 percent of the China train traffic via the southern route and 20 percent via the northern route. Also Hellmann includes other goals along the stretch and even further, such as to Japan and Korea via China, for example. „These types of multimodal solutions are demanded more and more“, says Vedat Serbet. Because from China they continue further by ship to Japan and Korea. Even an alternative stretch via Georgia, Turkmenistan and Iran into Turkey is an interesting option for the manager. Right now the rail tunnel in Turkey under the Bosphorus is being renovated.

Reducing travel times

The big goal is to reduce travel times on the new Silk Road. Vedat Serbet thinks that a travel time of ten days on the southern route is possible. Presently technical and regulatory hindrances delay the travel. Thus the trains must change gauge at the borders between Poland and Belarus and between Kazakhstan and China. Furthermore, Poland has the first customs crossing into Europe for goods from China. All of this creates delays, according to Vedat Serbet. If it must go faster, Hellmann then loads goods for Austria and Hungary onto trucks in Poland. In addition there are numerous construction sites along the stretch. However, the manager doesn't count on a fast solution. „We should not set the bar too high at this point and continue to be flexible“, he believes. „Anyway the customers are happy if the goods arrive earlier than expected“,



Duisburg is the most important departure point of China trains with Hellmann boxes.

DIT makes container handling more sustainable: First hybrid reach stacker in operation



© Dürner

The new hybrid reach stacker lifts up to 45 tonnes. Its green coat of paint documents its environmental friendliness.

(dü) It lifts up to 45 tonnes and, in normal operation, consumes at least 30 percent less fuel than an equivalent, diesel-operated model: The Duisburg Intermodal Terminal (DIT) put the first hybrid reach stacker into operation on May 2. The use of this innovative handling equipment is expected to reduce CO₂ emissions and cut down on costs.

The heavy-duty stacker has a diesel-electric hybrid drive consisting of a diesel engine, an electric generator and an electric traction motor. The diesel engine has an output of 230 kilowatts and runs at a maxi-

mum speed of 1,800 revolutions per minute in the optimum consumption range, resulting in longer maintenance intervals and the longer service life of the machine. The drive and the electrohydraulic lift system of the hybrid reach stacker are operated using regenerative electric motors. „We decided on this unit because it should help us get a little closer to achieving our sustainability objective of lowering CO₂ emissions by ten percent,“ explains Bernd Putens, Managing Director of Duisburg Intermodal Terminal GmbH, whose shareholders include the container hinterland logistics network

Contargo, Duisburger Hafen AG, and the intermodal operator Hupac. „We’re convinced that the machine can perform every bit as well as diesel-operated reach stackers. For the medium-term, we even expect cost savings thanks to longer maintenance intervals and reduced downtimes.“ After two months in continuous 24-hour operation, Bernd Putens even sees his expectations being exceeded: „The average fuel savings compared to conventional machines is about 50 percent, as the lowering and braking energy is recovered and made available for driving and lifting.“

The hydraulic pumps of the hybrid reach stacker are electrically operated and electronically controlled. Moreover, the speed of the pumps that provide the hydraulic energy for lifting and steering can be controlled independently of the speed of the diesel engine. This allows a significantly faster response time with a maximum power demand as well as a lower noise level in driving operation. „This makes the hybrid reach stacker especially suitable for terminals in the vicinity of residential areas demanding low-noise handling activities,“ Bernd Putens emphasizes.

All operating data of the new handling machine are carefully recorded to provide a solid decision-making basis for future procurements, the Managing Director explains. Prof. Dipl.-Ing. Thomas Schlipköther, member of the Management Board of Duisburger Hafen AG, sees even more development potential in the hybrid technology: „We are happy that terminal management decided to employ this new stacker type at our site in Duisburg. The findings

from the first few months of operation not only demonstrate that this was a forward-looking, pioneering decision, but will also add fuel to the argument to successfully continue on the path taken with our customers to sustainably reduce environmentally harmful emissions from handling equipment in our port. In close cooperation with the manufacturer, we will make consistent use of the the knowledge acquired to further optimize the equipment technology. Here I am also thinking of the use of alternative energies such as LNG, CNG, LPG or hydrogen.“

A pioneer in conserving resources

A total of 14,000 TEU can be stored at the DIT. The trimodal terminal has two moorings for inland waterway vessels, six railroad tracks for block trains, and parking spaces for 60 trucks. A gantry crane is available for water-side handling as well as a crane from the adjacent D3T terminal when necessary, while three bridge cranes are operated at the rail terminal. Six full container and three empty container reach stackers take care of truck handling.

The management has no lack of sustainable ideas: For example, smaller reach stackers consuming less fuel are used for empty containers. In addition, the speed of all vehicles was throttled to 21 kilometers per hour to save energy. Furthermore, the container storage spaces were optimized so that the trolley can be used more instead of having to move the entire gantry crane. At the same time, the crane operator and the reach stacker operator are trained in how they can work in a more energy-saving way. The office building is currently being converted to LED lighting, and in certain areas motion detectors are installed so the light does not remain on when unnecessary and the duration of the external lighting is automatically adjusted to the time of the year.



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DIT Workshop Manager Meik Mueller and Managing Director Bernd Putens are excited about a 50 percent fuel savings and correspondingly fewer exhaust emissions.



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New Silk Road multi-billion project is impressive

An important topic during the German-Netherlands logistics conference of the DVZ in Duisburg was the „new Silk Road“ between China and Western Europe.

(*gran*) The „new Silk Road“ between China and Western Europe is emerging more and more as a gigantic infrastructure program for developing the markets along the different lines and beyond. The port of Duisburg can benefit greatly as the central transshipment point in Germany for trains to and from China.

„This project is not just about connection of China with Western Europe by rail, but rather about the expansion of a traffic network to develop Central Asia and all neighboring regions“, explains Karl Gheysen, CEO of Khorgos Gateway, the operator of one of the, by his account, largest dry ports

on the line in Kazakhstan. The CEO reported during the German-Netherlands logistics conference of the DVZ in Duisburg. „China and the countries lying on the line are subsidizing billions in the project“, said Karl Gheysen. Thus the Silk Road funds are being increased from 40 to 54 billion US dollars, as China shared at the forum for the new Silk Road. Also, representatives from more than 100 countries and some 30 heads of state and government leaders came to Beijing, including the Russian president, Vladimir Putin. Streets, railways and ports should be developed – a new trading network between Asia and Europe. Behind this are tangible eco-

nomical and geopolitical interests.

According to Karl Khorgos there were already over 1200 trains on the connection between Western China and Western Europe since the start of the project in mid-2015, which transported more than 41,600 TEU. In the meantime in Duisburg alone around 25 trains per week are processed and the trend is rising. „The new Silk Road should be presented as a combination of various traffic corridors that connect regions on the main line from east to west to the network“, according to Karl Gheysen. He spoke of more than 15 transit routes. Streets and highways will also be built parallel to the train lines. Even a new Silk

Road on highways in the future was not excluded by the CEO.

The project is heavily driven by the booming online trade. One of the first ones showing interest was the Chinese online retailer Alibaba, said Karl Gheysen. However, Alibaba is not looking to Western Europe, but rather countries along the line, such as Kazakhstan and Uzbekistan, and even beyond to the Russian market and the Baltic. Alternative routes of the new Silk Road also include the Near East, such as Turkey and the Arabic countries. End stations in Europe are then via Rotterdam, London or also Madrid. A first freight train just reached the city of Yiwu in eastern China from London in 20 days, loaded with whiskey, infant formula, medications and machine parts, reports the operating company.

The advantage of the train connection is that it is faster and more economical in comparison to sea or air freight, according to Karl Gheysen. Depending on the destination, trains from Western China take about 14 days to get to Duisburg. Transport on the more economical sea route takes around 45 days. An airplane only takes about three days, but is significantly more expensive.

Karl Gheysen acknowledged that there are mainly problems with the trains at the border to Europe „due to numerous regulations“ that still lead to considerable time delays. Participants at the event spoke of two to three days waiting time. Thus Carsten Schneider, General Manager at CMA CGM LOG Germany, reported that the carriers frequently have to transship the containers onto trucks at the Polish border train station and transshipment hub, in order to get the goods to customers in Germany faster.

„We only talk about faster sea freight

in Duisburg“, suggests Lars Nennhaus, Managing Director Port & Logistics Development of Duisburger Hafen AG. He expects an increase to 100,000 TEU this year of China freight. „The port of Duisburg profits from this additional transshipment volume“, says Lars Nennhaus. Duisport wants to engage in transshipment points, such as rail hubs, for example, along the line together with regional partners, for example in Turkey. In Duisburg the company cooperates with DHL and others. „Our goal is to lower travel time from China to Duisburg to under ten days“, announces Lars Nennhaus. This is because rail is also an alternative to air shipment. For example, free trade zones were discussed to speed up handling.

Project-related cooperation

In order to attract more transshipment in the port of Duisburg, Erich Staake, the Chief Executive Officer of Duisburger Hafen AG, just recently agreed upon strategic and project-related cooperation with the China Merchants Logistics Co. Ltd. (CML), the logistics division of the China Merchants Group (CMG). The partner promises bright prospects: CMG has 31 ports in 18 countries, operates 1148 logistics centers in significant metropolitan regions and wants to expand business along the new Silk Road. Furthermore, Erich Staake has already signed cooperation agreements with Chengdu International Railway Port Investment Co. Ltd. (CDIRPI), a wholly-owned subsidiary of Chengdu Industry Investment Co. Ltd. (CDII). This company plans to significantly expand the volume of goods transported from China to Europe via Duisburg. „We want to develop Duisport into the leading European transportation hub for Chinese transport“, according to Erich Staake on the occasion of the contract signing.

However, at this time there are still large trade imbalances. While the trains from China should be well uti-

lized, to China utilization is still unsatisfactory. Carsten Schneider indicated the ratio for CMA CGM with 3:1. The carriers and terminal operators at the conference agreed that this imbalance is especially a challenge for rail operators. It is regarded as an open secret that the mostly state-owned enterprises are heavily subsidized.

A look at the statistics in the area of logistics properties shows that Germany, and especially North Rhine-Westphalia, is positioned in Europe as a logistics hub. „In Germany there are a disproportionately high number of large logistics properties – and the demand is growing“, said Rene Geujen, Senior Consultant at Buck Consultants, during the conference. Between 2015 and 2017 there were 65 so-called XXL logistic centers (larger than 40,000 square meters) planned and 32 in The Netherlands. Here the trend is in multi-functional buildings that can be used flexibly, according to Rene Geujen. However, large areas are needed for that, which are hardly even available.

Brownfield Development

The port of Duisburg is thus focused on the development and restoration of industrial areas, the so-called brownfields. Just recently the Duisport Group acquired a paper factory in Walsum am Rhein in the scope of their logport concept. It will now be dismantled to make room for the new construction of a container terminal, including further logistics properties. This should begin in the summer. A buyer is being sought for the paper machine of the factory, which must be dismantled into its individual parts. In addition, Duisport is building its own access road for site improvement. „That is then our sixth logport project“, explained Sandra Strohbücker from Duisburger Hafen AG. She acknowledged that this also involves higher prices for the user. However, Duisport wants to compensate for this with an additional range

of services in logistics. All projects follow the same pattern. For some projects Duisport will be supported by RAG Montan Immobilien GmbH, a subsidiary of the previous Ruhrkohle. Logport 1 in Duisburg-Rheinhausen with a 265 hectare area is the largest of its type and is on the site of a closed steelworks. Three container terminals will be operated there. Today more than 4500 employees work here in 50 companies, more people than last in the steelworks.

The Silk Road

The historical Silk Road is the oldest trade route of the world and was already used in antiquity. Spices, tea, paper and, most of all, silk were transported over the caravan road in the 13th/14th century. The discovery of sea routes to East Asia caused the Silk road to lose its importance. But now it is experiencing a renaissance at the initiative of China. In addition to the existing trans-Siberia railroad through Russia and Kazakhstan, a road-rail

connection further south is planned with a spacious economic belt. The project for building up the infrastructure in Western China and for developing the neighboring markets, such as Kazakhstan, Kyrgyzstan and Uzbekistan, will cost China tens of billions of US dollars. In addition there are plans for the expansion of a rail line via Iran into Turkey. Europe will also get on board and is expecting closer trade relations.

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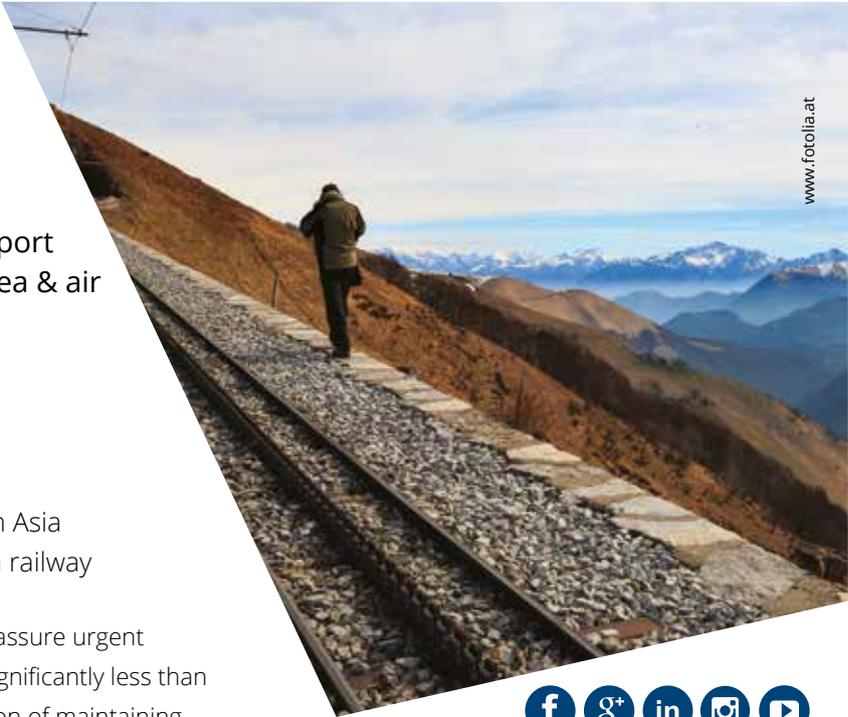
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Large-scale project to Egypt



With duisport packing logistics as service provider, a total of 42 rotors of Ventilatorenfabrik Oelde GmbH made their way to Alexandria, Egypt.

(Iw) With the help of duisport Group, a total of 42 rotors made their way to Alexandria, Egypt in April. „We were the packing service providers for Ventilatorenfabrik Oelde GmbH,“ informs Ulrich Maaß, responsible project manager at duisport packing logistics GmbH, the packing subsidiary of Duisburger Hafen AG. The Oelde fan factory is one of ten companies worldwide that can manufacturer fans of this size.

With packaging units the size of a single-family house, the major project was split into three lots in total, in each of which 14 fans could be transported and shipped. The first delivery therefore consisted of 14 machine

components with unit weights between 3 and 24 tonnes that left the Venti factory in Oelde in April and were transported to the Freihafen in Duisburg. Two additional delivery installments with a similar scope followed, with a total of about 3,300 tonnes of freight conveyed from Oelde via the Port of Duisburg to the target port in Alexandria, Egypt and then the end customer in Cairo. The transported heavy parts had a diameter of 280 to 390 centimeters and all had to be packed. „We were already closely involved in the project planning phase“, Maaß reports. This is because the coordination and exchange of information between all involved, from the manufacturer to

the packer to the transporter, is the alpha and omega of such a project. The initial details for a packing solution are worked out in this phase. „We must have detailed knowledge, for example, of the transport procedure, which vehicles are to be used and what kind of handling and intermediate storage to expect. Every detail is important for finding the ideal packing solution,“ he adds.

The duisport packing logistics (dpl) planned the transfer of the unpacked rotors with special transport racks fabricated by Venti. The transport of these extra wide and high fans also required the organization of special low-bed trailers. Special per-

mits were also required for this, and some of the rotors were transported to Duisburg with a police escort. The shipping department of duisport Group took care of the organization of the special transports from Oelde to Duisburg. But the further process illustrates the broad service range of the Port.

Full-service package

The integrated solution and the very good logistics options offered at the Port of Duisburg were the main criteria for Venti to commission dpl as the partner for this project. This way, the project order, the collection of the rotors at the Oelde site, the delivery by heavy-duty transport to Duisburg, the seaworthy crate packaging, and the transport via inland waterway vessel to the seaport of Antwerp and the onward transport via maritime ship to Egypt could remain entirely in one hand. This full-service package thereby allowed the customer to deal with only one contact for all necessary services.

In addition to dpl and the internal group shipping service, the global project logistics provider IPS Integrated Project Services GmbH (IPS) also supported the large-scale project. IPS organized the transport of the rotors by sea freight from Antwerp to Egypt.



The transport of the extra wide and high fans required the organization of special low-bed trailers.

Packing in Duisburg

„From the moment the first package is ready, everything depends on strict compliance with deadlines,“ Maaß emphasizes. For the parts often go directly from the workbench to packaging. „We have to work properly so that no deadlines in the supply chain are put in danger, let alone operations in the works obstructed,“ he explains further.

Each rotor received a specially manufactured crate with the necessary interior construction and preservation using desiccants and were shrink-wrapped in aluminum composite film for a preservation duration of up to 24 months. In addition, the stres-

ses of the different modes of transport during transport to Egypt were accounted for in the design phase. This way, it could be guaranteed that the goods would be delivered intact in the recipient country.

dpl packed a total of 42 heavy cargo parts with a total weight of just under 700 tonnes. Admittedly, the packing material added up: the 6,400 square meters of plywood employed correspond roughly to the area of a soccer field.

Transport via inland waterway vessel from Duisburg to Antwerp

From the packing hall in Duisburg, in-house indoor cranes with a capacity of up to 100 tonnes were used to load the completely packed crates onto a total of 3 inland waterway vessels. Two days later, the heavy freight was lifted from the vessel and immediately stored on the dock until it was reloaded onto a maritime ship by means of large port cranes. Then the securely stowed crates with seaworthy packaging went on their journey to Alexandria.



Each rotor received a specially manufactured crate.



Beacon of maritime logistics in Munich

The 270 square meter brightly-lit duisport trade fair stand in the entrance area of hall B 3 was in 2017 again an logistics-maritime magnet.

(dü) The digital revolution was the hot topic at the 16th transport logistic 2017 that took place in Munich from May 9 to 12. Once again, the world's largest meeting of the industry enjoyed a record attendance with 2,162 exhibitors from 62 countries on an area of 115,000 square meters and a total of 60,726 visitors from 123 countries. The brightly lit duisport trade fair stand in Hall B 3 proved yet again to be the beacon of maritime logistics at the world's largest trade fair for logistics, mobility, IT, and supply chain management.

Satisfied fellow exhibitors

Under the brand name duisport, Duisburger Hafen AG along with 13 renowned transshipment, forwarding, shipping, and freighting businesses from the Rhine-Ruhr region, including DTG, EWT, CTS, MCL, and IPS, presented the

entire service spectrum of the Port of Duisburg. The Jamaica Port Authority and the Turkish company Arkas-Holding were also gratified by the lively interest. „The first project of the Arkas-duisport joint ventures, the intermodal logistics terminal in Izmit Kartepe near Istanbul, is in its realization phase and was a subject of great interest in Munich – the Turkey boom continues unabated in the economy,“ explains Markus Bangen, member of the Management Board of Duisburger Hafen AG.

duisport – more than a port

After four days of the fair, duisport CEO Erich Staake was positive: „We're involved at the transport logistic from the beginning, and this trade fair was again to our full satisfaction. The visitor frequency was very good as usual. In addition to the current developments

in the Port, we also had the opportunity in Munich to present new projects, such as the Daimler AG logistics center under construction in Duisburg and the new settlement areas in logport VI in Duisburg-Walsum located close to the water.“ The increasing internationalization in the area of consulting services generated considerable interest. The strong participation of exhibitors and industry visitors from China was also reflected in the meetings arranged at the duisport trade fair stand. „The rise in the rates of Far East maritime container transport goes hand in hand with a noticeable increase in train frequencies between Duisburg and China. Numerous visitors from the Far East showed interest in opening representative offices in Duisburg. We were able to establish new contacts in all our areas of action in Munich and conduct promi-

„... negotiations,“ Erich Staake adds. Markus Bangen also noticed the positive mood in Munich: „Our extended service range was met with lively interest by the trade fair visitors. We were able to have many qualified expert discussions with logistics, forwarding, and shipping companies and negotiate concrete projects in daily operations. So I'm starting the second half of the year with a spirit of optimism.“

Representing the fellow exhibitors from the region of Duisburg, Roberto Spranzi, Manager of Deutsche Transport-Genossenschaft (DTG), summarizes his impressions as follows: „Once again, the transport logistic offered an excellent framework to maintain old customer contacts and to establish new ones. A contribution to this was the open and communication-friendly duisport stand well positioned directly at the entrance of the hall.“ Visitor attendance, according to Spranzi, was noticeably higher than in previous years. There was never a lack of conversation partners. „The interest in our company focused on the structure of our fleet and its capability for use especially in the area of heavy lift/heavy cargo,“ Roberto Spranzi explains. Other topics according to Spranzi included the structure and availability of shipping space with respect to security of supply. Moreover, he explained, the question of how goods that are becoming increasingly bulky and heavy can be transported by road. Roberto Spranzi looks back: „New chartering systems based on digitization were also discussed. Logistics is and remains a people's business.“

International trade as a factor for prosperity

According to Stefan Rummel, Managing Director of Messe München, digitization is the leading topic of the transport logistic 2017. National protectionism tendencies were the subject of critical discussion. „Following the Brexit and America First, the vote

in France is a positive signal for the globally positioned logistics sector,“ Rummel adds. „The international exchange of goods, knowledge and ideas is an essential factor for prosperity.“ The importance of the industry was also underscored by Alexander Dobrindt, Federal Minister of Transport and Digital Infrastructure: „Logistics is and remains a key factor of modern national economies.“ According to Dobrindt, the strongly increased budgetary resources for the expansion of roads, railways and waterways could not be invested promptly enough, as there is a lack of projects sufficiently ready for construction. For this reason, he wishes to promote an „innovation forum for planning acceleration“ to significantly shorten planning and

approval procedures before the end of the current legislative period.

New exhibitors from all over the world were on board in Munich, including DP World, Heathrow Airport, Kerry Logistics, Maersk, and China Railway Container Transport. The representative of the latter company, Na Lu, considers the industry meeting to be very important: „We are very satisfied with the transport logistic 2017. Already back in 2015 we were represented with a small stand, and this year we significantly increased the size of our stand. We profit greatly from this trade fair and will probably participate again in next year's fair.“

The next transport logistic in Munich will take place from June 4 to 7, 2019.

Development of global economic relations Tribute to duisport CEO Erich Staake

(klü) Erich Staake, Chief Executive Officer of Duisburger Hafen AG (duisport), has been awarded by BVL (Bundesverband Logistic) with the golden badge of honor. BVL thereby acknowledges Staake's „great personal voluntary commitment to the development of the logistics sector in North Rhine-Westphalia and the development of global economic relations.“ The

tribute took place during the BVL general meeting held on the occasion of this year's transport logistic trade fair in Munich.

Staake has been a member of the BVL advisory board since 2001. BVL also expressly acknowledged that, with the EffizienzCluster LogistikRuhr, Staake initiated the largest European logistics research project.



BVL-CEO Prof. Dr. Raimund Klinkner (right) consigns Erich Staake with the golden badge of honor.



New Options in Container Stuffing

The stevedoring operation of the dpa is specialized in stuffing and stripping (loading and unloading) of containers and offers their customers complete solutions concerning their goods.

(Iw) Whether it is container stuffing, container stripping, storage, picking, distribution or export packaging with in-house production - here the container stuffing operation of dpa is the right contact and they stuff up to 15,000 containers per year in Duisburg.

The new options are becoming even more recognizable in the area of train systems, which are especially found in the transcontinental connections to and from China. The significance of these connections for the Port of Duisburg have continually increased for years. Already currently around 20 trains operate every week between Duisburg and various destinations in China. This also has an impact in the container stuffing area, since increasingly the country manages transportation from the Far East, unloads

the import containers in the stevedoring company and arranges the distribution of the goods. "The container stevedoring also takes over the Supply-Chain-Management from the suppliers on request, including customs clearance up to meeting the delivery deadline to the customers", explains Stefan Hütten, authorized representative of dpa. Even for export there is the option to organize pick-up of the goods, to store them temporarily and stuff them in containers according to requirements. The dpa, as producer of wood packaging, works according to IPPC standard and is ISPM 15 certified.

Complete solutions

The stevedoring operation of the dpa is specialized in stuffing and stripping (loading and unloading) of containers and offers

their customers complete solutions concerning their goods. Also the organization of transportation via roads, rails or ship is included in their comprehensive service portfolio. In addition to the 6,000 square meter covered handling hall with direct track access, there is also a 2,000 square meter warehouse for material capable of being transported with a forklift, and over 10,000 square meters of outside storage available to the fully equipped operations at two trimodal connected locations. The tri-modality is achieved by both operating sites in Duisburg-Ruhrort and Rheinhausen (logport) via their direct connections to the container terminals DeCeTe and DUS or D3T and DIT. With this dpa container stuffing guarantees the customers optimized transportation routes.

Thanks to the advantageous location



The container stuffing operation in Duisburg, Ruhrort.

in the center of the traffic junction of Duisburg, even in the future there will be significant advantages and options for the customers of container stuffing. Here the synergies through the connection to the duisport Group are paramount to the duisport agency.

Service spectrum

Tailor-made solutions from one source are offered for a wide variety of customer requirements. Stuffing of equipment and machine parts, cars, palleting, packaged and unpackaged goods and consumer and steel goods also belong to our range of services, for example LCL transports (Less-than-Container-Load) including intermediate storage. This means that individual goods shipments can be shipped together in a consolidated goods container. „Often we load heavy, bulky machine parts or also unload consolidated goods containers. During this procurement logistics is a part of our services just as is intermediate storage. Conversely, the goods are sorted and we organize the distribution for the customers“, explains Claudia Waldmüller, director of the container stevedoring company. Thanks to modern software, the services are processed IT-supported. Also the operation regularly increases their equipment, in order to continually correspond to the

positive business developments, including through transcontinental transport operations.

In-house solution

With new developments and guidelines, the container stuffing operation ensures their customers that they are

always up-to-date. In 2016 the new SOLAS VI (Safety of Life at Sea) guidelines of the IMO (International Maritime Organization) was introduced worldwide. The result of this is that the gross mass of a container must be verified before loading onto a maritime ship. Every shipper is correspondingly obligated before delivery of the container in the sea port to report to the shipping company the confirmed gross mass of the container, the so-called VGM (Verified Gross Mass). The duisport agency has correspondingly expanded their stevedoring operation. The hall crane in Duisburg-Ruhrort has been equipped with certified equipment in order to execute weighing according to the first method as per SOLAS. Through the in-house solution dpa offers clear advantages to the customers, so a reliable measurement result according to the specifications is guaranteed and no Multistop arises. Of course, the additive method on location is also possible.



Tailor-made solutions from one source are offered for a wide variety of customer requirements.

CTS turns 25: From forwarder to steel logistics provider



© CTS

Coasters and inland waterway vessels with a loading capacity of 3,000 tonnes and more land regularly at the dock of the Duisburg CTS terminal. The loading hall extending over the water allows the transshipment of moisture-sensitive steel products.

(dü) In 1992 Rainer Cremerius founded a trucking company specializing in the steel industry in a gatehouse of the former Mannesmann Röhrenwerke in the South of Duisburg. Since 2007, CTS Cremerius-Transport-Service GmbH has been based in the Duisburg Parallelhafen, where the company handles logistics services for steel products of all kinds in five halls and an open-air storage area. The former transport company is now an internationally active logistics service provider operating branch offices in Frankfurt an der Oder and Chemnitz.

With the founding of the company in 1992, Rainer Cremerius (57) opened the first chapter of a 25-year company history. His customers took notice of the

company's high reliability in the processing of forwarding orders, leading to queries in the area of warehousing and transshipment. For this reason, the company boss started the second chapter of the company's history by investing just under € 10 million in the construction of a trimodal logistics center initially with four 2,500 square meter halls on a 26,000 square meter lot in the Duisburg Parallelhafen. Following renovation, the former Brenntag premises were leased for 50 years by the Port.

Full capacity utilization leads to company expansion

Two years later, the facility was already being used to full capacity. As a result, an additional hall and a 6,500 square

meter trimodal open-air storage area were added.

A total of € 6 million was spent on the expansion of the steel logistics center, whose storage area is now utilized down to the last square meter. Up to 60,000 tonnes of coils and flat products can be stored in the CTS halls, an additional 20,000 tonnes outdoors. In two halls, a ceiling heating system ensures optimal conditions for the storage of weather-sensitive steel products. Thanks to Hall III, which extends over the water, these can be unloaded from inland waterway vessels and coasters without difficulty, even in bad weather. A total of 9 crane systems with payloads of 20 to 40 tonnes, fork lifts, and rail-based cross-transporters

with a carrying capacity of 60 tonnes transport the goods to their destined storage location. The main goods handled are steel coils, sheets, carriers, slabs, and wire rod.

Despite the economic crisis at the end of the last decade, Rainer Cremerius saw the full expansion of the logistics site on the Parallelhafen through. „Our anticyclical investment strategy and the development of innovative services for the steel industry finally paid off, as the technical advantage of our state-of-the-art facilities and our qualified team of motivated employees have helped us to conquer new market shares,“ describes a pleased Rainer Cremerius, whose sons Thorben (28) and Phillip (25) have been active at the company since 2015.

Expansion to include logistics services

More than 100 employees at the three CTS sites in Duisburg, Frankfurt an der Oder, and Chemnitz handle about 500,000 tonnes of steel and other products per year. „Due to our function as a buffer storage service for industry and trade, we experience volume fluctuations over the course of the year that we have to compensate with fle-

xible storage planning and intelligent intermodal logistics,“ explains Rainer Cremerius, who has developed logistics as a second source of income apart from storage operations since 2007.

Up to 70 internal and external trucks are on the road for CTS, the entrepreneur reports: „Our customers requirements for securing loads and on-time transport processing are rising. As a quality-conscious service provider, we leave nothing to chance. For this reason, we place high value on a correct image on the part of our drivers and trucks, for they are the business card for our customers. This applies equally to the well-kept appearance of our warehouses and handling terminals.“

Rainer Cremerius’s son Phillip has been in charge of the development of a separate internal waterway transport department since October 2015: „Our storage customers currently purchase steel worldwide and increasingly relegate the entire logistics chain to us, from the overseas supply plant to warehousing on our site. By request, we organize handling and customs clearance in the seaport and the transport to our main storage site

in Duisburg via inland waterway vessel,“ he reports. Right at the start of our internal waterway transport activities, the company acquired certification according to GMP+, allowing the transport of bulk goods, grain, and fertilizers. In 2016, 600,000 tonnes were processed in internal waterway freighting operations, among them 160,000 tonnes of grain and 440,000 tonnes of steel products. The main relations are the Rhine and channel stations, and the main seaport is Antwerp.

Quality in the handling of steel products takes priority

Today, CTS customers include many well-known steel traders. In addition to the handling and storage of all steel products, the daily business at the Duisburg location includes picking, packing, and shipment by rail, ship, and truck. By request, the steel products can also be burned, cut, or restamped. Moreover, CTS „draws“ material samples that are delivered to laboratories to determine mechanical values. At the Duisburg CTS terminal, the company also loads containers with steel coils, slabs, flat steel, tubes, or stainless steel products, shipping them worldwide via one of the nine terminals in the Port of Duisburg. In the reverse direction, incoming sea containers are unloaded and the goods checked for damage, which are subsequently put into storage or transported directly to the end customer with the company’s internal fleet.

Training secures young talent

With a continuous training program, CTS is securing young talent. „We currently have five commercial and six industrial trainees at our Duisburg site. We take on over half of the trainees regularly,“ explains authorized representative Thomas Heymann, member of the CTS management and works manager since 2010. Jörg Thielen is the Forwarding Manager, Kay Vosmerbäumer in charge of Sales.



The management team in the company’s anniversary year (from left to right): Phillip Cremerius, Thomas Heymann, Rainer Cremerius, Jörg Thielen and Thorben Cremerius.



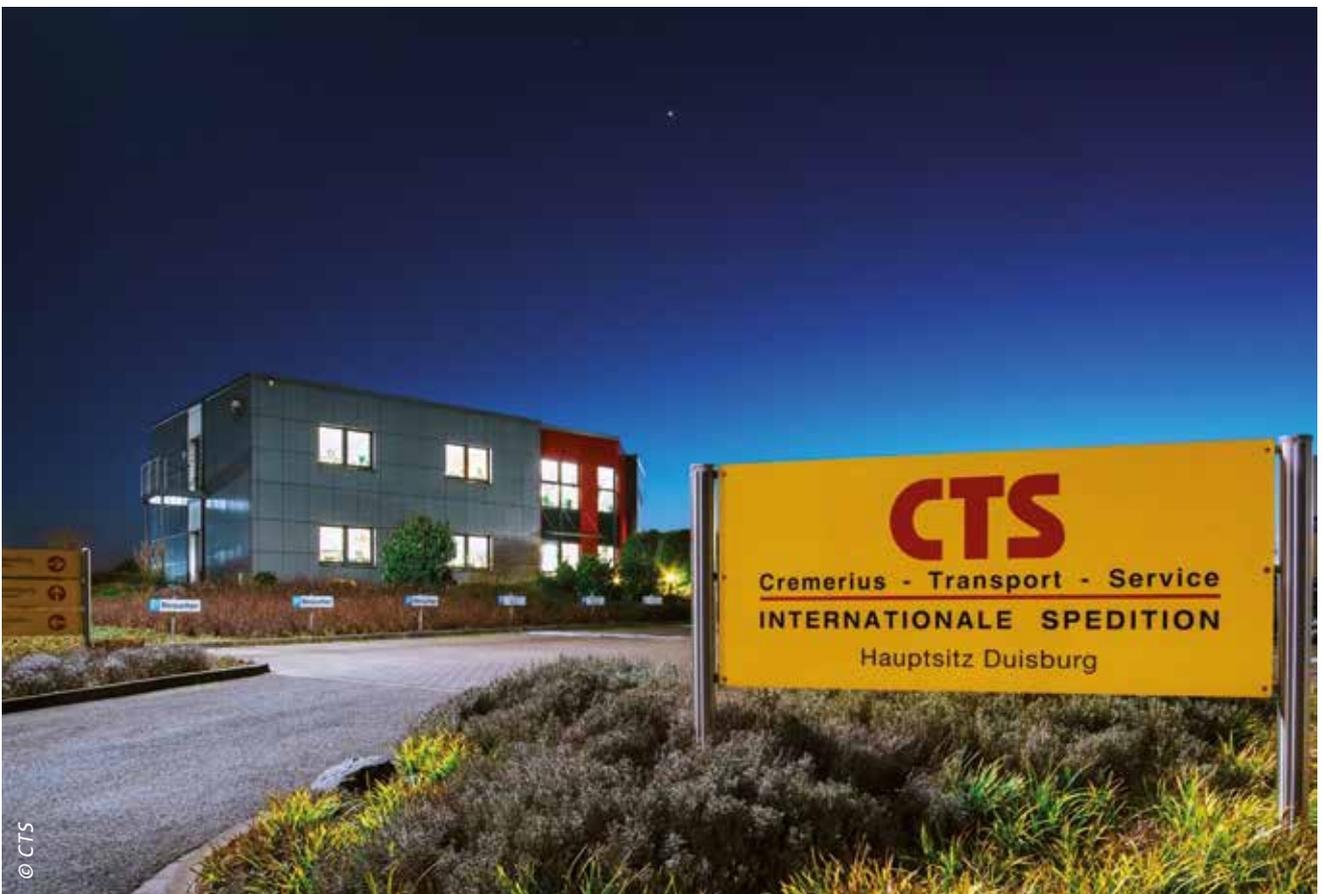
In the coil storage area, steel coils can be stored in three to four layers. Adjustable plastic coil stoppers secure the raw material.

Positive prospects

Rainer Cremerius sees his company well-equipped for the future: „In the first 15 years of our company history, we grew above all as a trucking business. With the construction of a state-of-the-art hinterland hub on the water with technically sophisticated equipment, we have been tapping into new customer bases since 2007, ones

which have also placed new demands on our company. We have met these demands with an increasingly wide range of services. In the process, our clear customer orientation and high service quality have proven to be a recipe for success. In goods receipt and goods and container dispatch, we are currently offering more and more complete logistics chains and intend

to bolster this development by expanding our forwarding and inland waterway transport departments. I'm glad that the next generation will stay on the course we are setting now.“ On June 30, the company will celebrate its 25th anniversary with customers, friends, and colleagues.



The headquarters in South of Duisburg.

Transshipment hub for scratching posts and dog collars



© Fressnapf Holding SE

The new warehouse at logport in Duisburg-Rheinhausen on Europaallee was put into operation at the end of 2016, after a record construction time of only six months.

(gran) The establishment of the Fressnapf Group of Krefeld on the grounds of logport should make the port of Duisburg even happier, since the company continues to focus on growth and thus is investing in logistics. „Both in stationary and in online business we have experienced a sensational year“, said Alfred Glander, Chairman of the Management Board of the Fressnapf Group, during a tour through the new logistics center in the port of Duisburg. The company will invest 200 million euros in the coming years in expansion and globalization. In this year the European market leader of suppliers of pet food and pet supplies for the first time aims for sales of more than two billion euros.

Growth potential

So it is no wonder that also logistics is designed for growth. In the new warehouse at logport in Duisburg-Rheinhausen on Europaallee, which was put into operation the end of

2016 after a record construction time of only six months, mainly imports of non-food articles from overseas and Asia should be handled. „With this we optimize our supply chain“, explains Alfred Glander. Thanks to more efficient and faster goods processing, Fressnapf makes the logistics fit for the growth of the coming years. „With its trimodal infrastructure, logport offers the ideal conditions for the new Fressnapf import hub“, says Erich Staake, Chief Executive Officer of Duisburger Hafen AG. „The group of companies is experiencing rapid growth. We are pleased to be able to assist in this venture in a logistics capacity,“ says Erich Staake.

To date Fressnapf leased five smaller warehouses in the region. The company is a renter in Duisburg. The lessor and investor of the 18 million euro logistic center is the real estate developer Goodman. Fressnapf itself has around two million euros invested in

the intralogistics according to Alfred Glander. 50,000 pallet bays are available on the 31,000 square meter area, reports Udo Rogowsky, Senior Vice President Supply Chain Management & Logistics of the Fressnapf Group. The hall height of around twelve meters makes it possible to install high-rack shelving and to create a total of 1,800 square meters of mezzanine area. „The additional hall height and 29 loading gates ensure efficient intralogistics and optimum container and truck handling“, explains Udo Rogowsky. Large windows ensure a lot of daylight, which is supported by energy efficient LED lighting. Due to the sustainable design, the property received the Gold Certificate of the Deutschen Gesellschaft für Nachhaltiges Bauen (DGNB) (German Sustainable Building Council).

80 employees work in the two-shift operation. In a three-shift operation it could be 130. The goods arrive in the

container in Duisburg on inland waterways via the seaports Antwerp and Rotterdam and finally by truck into the logistics center. „Using the multimodal infrastructure the location as logistics hub is especially attractive for us“, says Udo Rogowsky.

Computations estimate 15 to 20 boxes per day. In the logistics center the goods are prefabricated as needed and prepared on pallets for further transport. From Duisburg the articles, such as scratching posts or collars, are supplied to the Fressnapf delivery warehouses in Krefeld, Feuchtwangen and Passau and also to the warehouse for Internet business in Heidelberg near Leipzig. There picking and shipping is done to branches in Europe or to E-commerce customers. „In view of the strong surge in online business we are already considering how we can include the warehouse for the stationary trading in the online business“, said Udo Rogowsky, In Duisburg a distribution center can be quickly made from a transshipment warehouse with little effort. In addition, another complete hall is available for expansion that up to now was used for block storage.

„Online business as expansion“

After the change to Bertelsmann subsidiary Arvato as the new fulfillment service provider, the online business of the Fressnapf Group experienced a rapid upswing. The entire market for pet needs is estimated in Germany at more than four billion euros, the online sales at 840 million euros with



In the new warehouse at logport I in Duisburg-Rheinhausen, mainly imports of non-food articles from overseas and Asia are being handled.

a strong increasing tendency. Meanwhile Alfred Glander is relaxed about it. „The growth rates as such really still do not make any statement about the quality of the business behind it“, he thinks. Marketing and customer service manage the company themselves since the change in partner. „We see the online business as an expansion“, says the head of Fressnapf. Cross-channel marketing is what the experts call the sales concept. „We don't think in channels, rather about the customers“, according to Alfred Glander. To do this the company is focusing increasingly on private labels and a range of services, which along with consultation are the service provider offerings, such as dog salons or veterinary practices.

In the year 2016 the sales of the group increased by 7.7 percent to 1.86 bil-

lion euros. In Germany 1.18 billion euros were realized, almost six percent more than the previous year. The remainder accounted for around ten European countries. With around 60 million euros the portion of the online business was comparatively small. However, Fressnapf grew here with a plus of good 22 percent. „We have grown profitable“, emphasized the company owner Torsten Toeller, during the financial statement press conference. In 2016 there were 1378 markets of the Fressnapf and Maxi-Zoo trademarks counted, from this 879 in Germany and in turn 228 own branches and 651 operations of franchise partners. In this year alone the company plans around 80 new locations, especially in France, Italy and Poland. In the coming five years more than 800 new branches should open in Europe.

Consolidate from three into one: Haeger & Schmidt is bundling activities under one trade name.



© H&S/Laubner

View of the terminal of Haeger & Schmidt Logistics in the port of Duisburg-Ruhrort with the two warehouses extended over the water and the new 40 t portal crane erected in 2015.

(dü) The Haeger & Schmidt Group, with headquarters in the port of Duisburg, has restructured itself: The activities of Haeger & Schmidt International GmbH and H & S Container Line GmbH were combined under the name Haeger & Schmidt Logistics GmbH. The Belgian subsidiary RKE NV will now operate as part of the group under the name Haeger & Schmidt Logistics Belgium NV. „Now, in the 130th year of the company’s history, it is time to make an impression with a modern look and consolidation of activities under a strong trade name“, said CEO Heiko Brückner in Duisburg at the beginning of March. „With the new uniform logo we are going back to the beginning, to be known as Haeger & Schmidt as branding for reliable logistic services throughout Europe.“

One hundred and thirty years ago, on January 11, 1887, Robert Haeger and Carl Schmidt, two Germans who found themselves working in the port city of Antwerp, founded their joint shipping



company. „The two men had different temperaments. Today we would call Robert Haeger the CEO, who further developed the company and gained certain contacts, and Carl Schmidt the CFO, who managed internal operations. They complemented each other well, so that the company developed continuously“, reported Heiko Brückner, who has been the CEO of the logistic service provider since 2012.

After the Second World War, the company was dissolved and the assets of the founders were confiscated by the Belgian government. Robert Haeger and Carl Schmidt fled to Germany. The Rheinischen Stahlwerke intended to establish their own shipping company in Duisburg and requested a new establishment under the well-known name, which was notarized on January 5, 1920 as Haeger & Schmidt GmbH with head-

quarters in Duisburg-Ruhrort. The area of business encompassed forwarding, shipping, freight businesses, insurance and trading with ships, generally all trading on the Rhine, its tributaries and the canals.

Most important mainstay – steel transport

In 1918 Rhein Stahl founded N. V. Scheepvaart-en Agentuur Maatschappij (SEAM) in Rotterdam, whose job was freighting of the Dutch ships leased by Rhein Stahl and their own fleet. After registration of Haeger & Schmidt (H&S) in the Duisburg company registry, the partners transferred their shares to SEAM. Carl Schmidt died in 1920, Robert Haeger in 1924. The new management and strength of the Rhein Stahl parent company enabled fast development of the company at the start of the 1920’s. Steel transport to sea ports was an important mainstay.

Due to the economic emergency situation, on April 1, 1926 the Vereinigten



Even after 130 years steel still plays a significant role in Haeger & Schmidt Logistics.

Stahlwerke (VSt) was founded from various steel producers, also including Rheinstahl and August Thyssen-Hütte (ATH). A condition made by Fritz Thyssen was transport using the Thyssen subsidiary shipping company Vulcaan. For this reason Rheinstahl sold SEAM and H&S to the prospering coal trading company, Raab Karcher, in Karlsruhe, that from then on was the sole shareholder of H&S. Since 1906 Raab Karcher has belonged to Bergwerks AG, which also joined the VSt in 1926.

Only ATH and the Niederrheinische Hütte worked with the Vulcaan shipping company. All other plants of the VSt made use of the Raab-Karcher subsidiary H&S, which therefore has the most significant part of the shipping and transport business of the VSt. „In this step we continued to take more of the task of sea port business via SEAM for the raw material supply and Haeger & Schmidt took over a strong role in the increasing steel exports. At the end of the 1920's we had a leased fleet of 120 ships“, reports Heiko Brückner. This was the basis for the strong growth of the company and in 1936 „Tausend-Fenster-Haus“ in Duisburg could be obtained as H&S company headquarters. In 1939 H&S already transported two million tons.

During the Second World War the course of expansion quieted down. Regular upriver traffic with coal and ore first began in 1946; downriver traffic was quiet until the production of steel resumed. In 1952 the headquarters could be occupied again. Over time H&S could again gain presence in the market. The economic miracle did the rest for positive business development.

In October 1967 Thyssen-Verkehr purchased the push boat fleet from Raab Karcher and their subsidiary H&S. Thus H&S belongs to the largest shipping companies on the Rhein. In ensuing years the push boat fleet successively merged over to the Dutch Thyssen subsidiary Veerhaven for reasons of company strategy. Critical to further development was the decision of ATH to move all shipping related transport over to H&S. Hans-Wilhelm Schürings, up to this time head of ship scheduling at ATH, took over management of the shipping/transshipment areas as authorized representative and one year later Heinz Iffland also changed to H&S. Both determined the shipping destiny of H&S in the following years and in 1988 became managing directors.

Expansion of company activities

The takeover of H&S by Thyssen was favorable to the expansion of company

activities. In 1978 Thyssen restructured their traffic companies and moved all holding companies active in the traffic sector to H&S. In 1987 – at the 100th year anniversary – there were 2000 employees in 95 operating sites. On the streets are 600 of their own vehicles, in the inland waterway transport area a total of 250,000 tons of shipping space was administered in the central location in Duisburg-Ruhrort, of this 150,000 tons of own and long term chartered shipping space and 100,000 ton on privately owned ships. Ten million tons are transported annually.

„The concept of the Haeger & Schmidt Group to develop complete transport chains in-house was already the impetus at that time to always use new areas and ideas. Thus H&S participated in DeCeTe Duisburger Container-Terminal GmbH founded in 1983 with seven percent and in ICG, Inland-Containerterminals Germersheim GmbH, founded in 1986 with ten percent“, Heiko Brückner remembers the early entry of H&S in the new container growth segment with their own ship traffic in the hinterland of the ports at the mouth of the Rhine. New areas for short sea and container traffic was established for this.

H&S coped with the liberalization of the national inland waterway market done in 1994 with new strategies. „For this the stable company structures ensured that we could survive these developments without damage“, according to Heiko Brückner. Also the founding of the business area Project Logistics in 1997 contributed to this.

In 1998 the Belgian railway SNCB took over the H&S company together with other subsidiaries. The integration and strengthening of the branch offices in Basel and Thionville followed. In 2000 H&S founded a branch office in Szczecin, the BEST company, to strengthen activities in Poland and in the area of heavy transport and project logistics.

At the end of 2001 Wolfgang Lepak

became the successor of Heinz Iffland as managing director of H&S. Hans-Wilhelm Schürings retired as Chairman of the Management Board in 2002. Wolfgang Lepak was able to strengthen the position of inland waterway and maritime transport and transshipment logistics further in the market and together with Heiko Brückner develop the intermodal divisions.

Since 1983 H&S is active in the container hinterland traffic on the Rhine and is one of the pioneers of this rapidly growing market segment for inland waterway transport and ports. With integration in the SNCB group there were additional opportunities for use of the H&S locations on the Rhine through their own rail traffic, which opened new growth potentials. On January 1, 2006 the spin-off of the container activities into H&S Container Line GmbH was done, which has since, under the management of Heiko Brückner at six European locations, offered independent customer specific solutions in combined traffic. In 2006 the location network was expanded by branch offices in Strasbourg, Ottmarsheim and ETK Euro Terminal Kehl GmbH.

In 2008/2009 duisport decided to fill in the Nordhafen dock. The service profile was strengthened and volumes and sales were expanded through the restructuring and change of loading

structure, and the use of a new crane in 2015 on the south side.

In early 2012 Heiko Brückner was appointed as successor to Wolfgang Lepak in the management of Haeger & Schmidt International GmbH and since then has managed both companies as CEO together with Per Nyström, who has strengthened the management as CFO since 2014.

„The takeover of H&S by the Austrian Felbermayr Group in 2013 was a windfall for our company and its employees. After years of stagnation we can finally expand and invest again. Short decision paths and a trusting relationship of the H&S management with the owners and management of the Felbermayr Group help us to react quickly to new challenges. The expansion of our service portfolio through the offerings and technical equipment of the Felbermayr Group in the areas of heavy transport, industrial assembly, construction and hydraulic engineering sharpen the quality and depth of the logistic chains offered by us and help us to open up new market potentials“, as Heiko Brückner describes the most important company political decisions of the most recent past.

HSW Logistics GmbH

The CEO mentions the example of the joint venture HSW Logistics GmbH

founded in October 2014 of the Norwegian company Wilson ASA and Haeger & Schmidt International GmbH. The expertise of Wilson is combined with the short sea activities of H&S by the joint venture headquartered in the central location in Duisburg. Furthermore, there is access to the fleet of 110 maritime ships of the Wilson shipping company with capacities between 1500 and 8500 tons and the chartered short sea ships (Amasus Shipping) from HSW with 1700 to 2750 tons. „Also, thanks to the good connections of the Felbermayr Group, HSW could open up new market potentials in the past three years both in England traffic as well as in coastal traffic to Scandinavia, Portugal and Spain“, says Heiko Brückner happily.

„In container traffic there was the founding in 2016 of new traffic pooling on the upper Rhine, the expansion of rail traffic from Kehl to Rotterdam, additional rail departures from Straßburg to Antwerp, the founding of a new branch office in Weil/Rhein and the establishment of a new train connection from Andernach to Antwerp“, according to the CEO. „With the expansion of our rail traffic we meet the requirements of our customers who want to develop larger container volumes on the rails.“

The core competencies of the H&S group today lie in inland waterway transport, warehouse logistics, cargo transshipment, river/maritime traffic and in the sea port shipping. Currently the company has around 220 employees at ten locations in Europe, who generate revenue of more than 150 million euros annually. „Through the concentration of our activities under the new trade mark we create all the requirements for further development of the group, oriented to the customer and the future with a strong branding“, emphasized Heiko Brückner. „Together with our employees we are moving into the future strengthened as one unit“.



Management Board 2017: Heiko Brückner (CEO), Peter Stöttinger and Per Nyström (CFO).

Soccer in the Port



© duisport

At the end of May the 6th duisport Soccer Cup took place in Duisburg-Homberg.

(Iw) On May 27, it was „summer, sun, and soccer time“ again as our port teams played in the PCC-Stadion Homberg for the 6th duisport Soccer Cup. A large number of fans cheered the logisticians and service providers on as they played – and this year the duisport team emerged from the tournament as the overall winners.

In an exciting final game, the duisport Group team prevailed against the Siemens Healthcare team with 3:0. The third place was taken by the Schauinsland-Reisen team, while Wirtschaftsbetriebe Duisburg ranked fourth at this year’s duisport Soccer Cup.

A total of 20 companies based around

the Port of Duisburg took part in the tournament, bringing along an enjoyment of the game and a healthy por-



© duisport

A total of 20 companies based around the Port of Duisburg took part in the tournament.

tion of ambition. The four best teams from the preliminary round games qualified for the final round, during



In an exciting final game, the duisport Group team prevailed against the Siemens Healthcare team with 3:0.

which the participants delivered an exciting showdown.

Many spectators loudly cheered on „their“ teams, creating a great atmosphere in the PCC-Stadion. Thanks to an excellent performance on the part of the referee and a wonderful fair play on the field, all the games went by without injury and significant penalties. For this reason, this year saw the first Fair Play Trophy awarded for especially fair playing. The winners of this trophy were ThyssenKrupp Printmedia.

Active support by volunteer helpers

The duisport Soccer Cup was a full success again this year. We would like to take this opportunity to thanks all the helpers involved with the setup for their active support. After the final game, the organization team was positive: „Thanks to the weather and motivated teams, things went perfectly again this year. We had a very nice tournament.“

To be continued in 2018

The tournament will be continued in the summer of 2018. All the companies in the Port who would like to take part in the seventh duisport Soccer Cup can already register now under the following e-mail address: fussball@duisport.de.

We would like to thank all participants for joining in and are already looking forward to next year!



Thanks to an excellent performance on the part of the referee and a wonderful fair play on the field, all the games went by without injury and significant penalties.



LINER CONNECTIONS

SEA-GOING CONTAINER TRANSPORT

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

SEA-GOING CONTAINER TRANSPORT

International	from Duisburg	Shipping Company	Terminal	Ship type*
Azerbaijan				
Baku via Georgien	1 x per week	11	DeCeTe	B/S
Finland				
Helsinki	7 x per week	3	DeCeTe	B/S
Oulu, Kemi, Tornio (via Klaipeda)	3 x per week	3	DeCeTe	B/S
via Mäntuluo	1 x per week	11	DeCeTe	B/S
via Kotka	2 x per week	11	DeCeTe	B/S
Great Britain				
Hull, London	5 x per week	11	DeCeTe	B/S
Tilbury	4 x per week	11	DeCeTe	B/S
Thamesport	1 x per week	3	DeCeTe	B/S
Teesport	1 x per week	3	DeCeTe	B/S
Grangemouth (Scotland)	1 x per week	11	DeCeTe	B/S
Georgia				
Poti	1 x per week	11	DeCeTe	B/S
Ireland				
Belfast	1 x per week	11	DeCeTe	B/S
Cork	2 x per week	11	DeCeTe	B/S
Dublin	2 x per week	11	DeCeTe	B/S
Waterford	2 x per week	11	DeCeTe	B/S
Kazakstan				
via Riga	4 x per week	3	DeCeTe	B/S
Latvia				
Riga	4 x per week	3	DeCeTe	B/S
Tallinn	2 x per week	11	DeCeTe	B/S
Lithuania				
Klaipeda	3 x per week	3	DeCeTe	B/S
Norway				
Flekkefjord, Husoy, Bergen, Tananger, Maloy, Alesund, Larvik, Frederikstad, Moss	1 x per week	11	DeCeTe	B/S
Oslo, Kristiansand	2 x per week	11	DeCeTe	B/S
via Brevik	1 x per week	11	DeCeTe	B/S

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

Poland				
via Gdynia	2 x per week	11	DeCeTe	B/S
Russia				
Moskau	2 x per week	11	DeCeTe	B/S
St. Petersburg (Terminal Moby Dik)	6 x per week	3	DeCeTe	B/S
St. Petersburg	2 x per week	11	DeCeTe	B/S
Ust-Luga	1 x per week	3	DeCeTe	B/S
Sweden/Denmark				
Varberg, Stockholm, Sundsvall, Umea/Holmsund, Helsingborg	1 x per week	11	DeCeTe	B/S
Ukraine				
via Klaipeda	3 x per week	3	DeCeTe	B/S

SHIPPING COMPANIES

Name	Telephone	E-Mail
1. Alcotrans Container Line B.V.	+ 31 (0) 88-8 760 220	info@alcotrans.nl
2. Amadeus Schiffahrts- und Speditions GmbH	+ 49 (0) 203-5 79 40	chartering@amadeus-schiffahrt.de
3. Containerships CSG GmbH	+ 49 (0) 203-519 250 10	sales@containerships.de
4. CONTARGO GmbH & Co. KG		info@contargo.net
5. Haeger & Schmidt Logistics GmbH	+ 49 (0) 203 80 03 0	info@haegerundschmidt.com
6. HSW Logistics GmbH	+ 49 (0) 203-80 03-0	info@hsw-logistics.com
7. HTS Intermodaal b.v.	+ 31 (0) 183-66 88 66	willemvaneijk@htsgroup.nl
8. Meerpahl & Meyer GmbH	+ 49 (0) 203-7 13 96 90	duisburg@meerpahl-meyer.eu
9. Rhenus Maritime Services GmbH	+ 49 (0) 203-80 4-247	info.rms@de.rhenus.com
10. Saar-Rhein-Transportgesellschaft mbH	+ 49 (0) 203-80 07 60	srt@saarrhein.de
11. Samskip B.V.	+ 49 (0) 211-6 50 44 70	duisburg@samskip.com
12. See-Transit Schiffahrts- und Speditions-ges. mbH	+ 49 (0) 203-28 08 08-0	operating@seetransit.de

LINER CONNECTIONS

SEA-GOING CONTAINER TRANSPORT

International	from Duisburg	Shipping Company	Terminal	Ship type*
Sweden/Denmark				
via Göteborg	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
Spain/Portugal				
Bilbao, Leixões	2 x per week	11	DeCeTe	B/S
Gijon, Vigo, Lissabon	1 x per week	11	DeCeTe	B/S
Ukraine				
via Klaipeda	3 x per week	3	DeCeTe	B/S

CONVENTIONAL SEA-GOING TRANSPORT

International	from Duisburg	Shipping Company	Ship type*
Denmark	weekly	2	S
Great Britain			
East Coast UK	daily	6, 9	S
Sutton Bridge, Flixborough	daily	2, 6, 10	S
Sweden	weekly	2	S
East-Spain	weekly	6	S
North-Spain	weekly	6	S
Norway	weekly	6	S

TRAMP/TRANSPORT PROJECT CARGO

CONVENTIONAL SEA-GOING TRANSPORT - Regular sailings upon request

National	Shipping Company
German Baltic Ports (e. g. Kiel, Wismar, Rostock, Stralsund)	2, 9, 10, 12
International	
Denmark (e. g. Fredericia, Kopenhagen, Odense)	2, 6, 9, 10, 12
England (e. g. Grangemouth and all british Seaports)	2, 6, 8, 9, 10, 12
Finland (e. g. Saimaa-basin; Ports on the South and West Coast)	2, 6, 9, 10
France (e. g. Bordeaux, Caens, Le Havre)	2, 6, 9, 10, 12
Greece, Italia, Northern Africa all Ports on the Mediterranean Sea	2, 6, 8, 9, 10
Ireland (e. g. Cork, Drogheda, Fojnes)	2, 6, 9, 10, 12
Lithuania, Latvia, Estonia, CIS Countries all baltic Countries/Seaports	2, 6, 9, 10, 12
Mozambique	9
Norway (e. g. Oslo)	2, 6, 9, 10
Poland (e. g. Danzig, Gdynia, Stettin)	2, 6, 9, 10, 12
Portugal (e. g. Aveiro, Figueira, Leixoes, Lissabon, Setubal)	2, 6, 8, 9, 10, 12
Russia (e. g. St. Petersburg)	2, 6, 9
Scotland	2, 6, 9, 10, 12
Sweden (e. g. Göteborg, Malmö, Sölvesborg, Stockholm)	2, 6, 9, 10, 12
Skandinavien	2, 6, 8, 9
Spain (e. g. Aviles, Bermeo, Bilbao, Pasajes, Santander)	2, 6, 8, 9, 10, 12
Turkey, Black Sea	2, 9, 8

TERMINALS

Name	Telephone	E-Mail
DeCeTe Duisburger Container-Terminal GmbH	+ 49 (0) 203-80 90 600	info@decete.de
DIT Duisburg Intermodal Terminal GmbH	+ 49 (0) 2065-49 92 65	zentrale@dit-duisburg.de
GWW	+ 49 (0) 203-31 85 622	gateway@rrt.container-terminal.de
RRT Rhein-Ruhr Terminal GmbH	+ 49 (0) 203-31 85 60	info@rrt.container-terminal.de



Important combined water and rail destinations.

- National railway transportation
 - International railway transportation
 - Ship connections
 - Indirect connections
- 1 - 7 = Montay - 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 DistriRail B.V.	+ 31 (0) 10-20 10-716	+ 31 (0) 10-20 10-795	info@distrail.nl
2 duisport agency	+ 49 (0) 203-803-415	+ 49 (0) 203-803-430	dispo_dpa@duisport.de
3 Ewals Intermodal NV	+ 49 (0) 2065-89 3-0	+ 49 (0) 2065-89 31 99	joerg.wille@ewalsintermodal.com
5 Hupac	+ 41 (0) 90-6 95 29 20	+ 41 (0) 90-6 95 28 01	avalenti@hupac.ch
6 Interferryboats	+ 32 (0) 32 70 27 00	+ 32 (0) 32 70 97 74	sales@interferryboats.be
7 Italccontainer	+ 39 (0) 5166-5 10 35	+ 39 (0) 5166-5 09 91	an.gennari@fslogistica.it
8 Kombiverkehr	+ 49 (0) 69-79 50 50	+ 49 (0) 69-79 50 51 19	Info@kombiverkehr.de
9 Metrans	+ 42 (0) 267 29 31 36	-	hornik@metrans.cz
10 PCC	+ 48 (0) 585858 210	-	sales.intermodal@pcc.eu
11 Rail Cargo Austria	+ 43 (0) 5 77 50	+ 43 (0) 5 77 50 700	info@railcargo.at
12 Rhein-Ruhr-Terminal Gesellschaft	+ 49 (0) 203-31 85 60	+ 49 (0) 203-31 85 622	info@rrt.container-terminal.de
13 Samskip	+ 31 (0) 38 385 2623	+ 31 (0) 38 385 2627	niels.van.der.vlist@samskipvandieren.com
14 Trans Eurasia Logistics GmbH	+ 49 (0) 30-29 75 48 00	-	guchmazova@trans-eurasia-logistics.com
15 BALO	+ 90 (0) 232 479-0999	+ 90 (0) 232 479-4888	info@balo.tc
16 CFL	+ 352 (0) 519 810 1	+ 352 (0) 519 810 611	christian.nowag@cfl-mm.lu
17 Far East Land Bridge	+ 49 1 516 701 2299	-	jshan@fareastlandbridge.com
18 Shuttlewise	+ 31 (0) 10 428 6700	-	sales@shuttlewise.nl
19 IRS InterRail Services GmbH	+ 49 30 42 26 15 12	+ 49 30 42 26 15 40	info.irs@interrail.ag
20 ERS Railways B.V.	+ 31 10 4285200	+ 31 10 4285210	info-nl@ersrail.com
21 Ruhrtalbahn Cargo GmbH	+49 241 538073 50	-	dispo@rtb-cargo.de
22 Contargo AG	+41 61 639 36 36	-	-
23 CTD Container Terminal Dortmund	+49 231 998 91-0	-	info@ctd-dortmund.de
24 Polzug	+49 40 74114538	-	guido_bartel@polzug.de
25 Swissterminal AG	+41 61 906 45 45	-	info@swissterminal.com
26 RTSB Group	+49 61 725908-0	-	info@rtsb.de
27 Crossrail	+32 95 602 127	-	tom.deravet@crossrail.be

TERMINALS

Name	Telephone	Fax	E-Mail
DeCeTe	+ 49 (0) 203-80 90 60	+ 49 (0) 203-8 09 06 34	info@decete.de
D3T	+ 49 (0) 2065-678380	+ 49 (0) 2065-6 783820	rail.operations@d3t-duisburg.de
DIT	+ 49 (0) 2065-49 90	+ 49 (0) 2065-49 92 90	info@dit-duisburg.de
DKT	+ 49 (0) 2065-89 35 00	+ 49 (0) 2065-8 93 50 20	contact@dkd-duisburg.de
DUSS	+ 49 (0) 203-80 90 50	+ 49 (0) 203-8 09 05 55	duss-duisburg-terminalleitung@deutschebahn.de
GWV	+ 49 (0) 203-31 85 60	+ 49 (0) 203-31 85 622	gateway@rrt.container-terminal.de
logport III	+ 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.

CONNECTIONS FOR COMBINED TRANSPORTATION

National	From Duisburg		To Duisburg		Operator	Terminal
	At	Et	At	Et		
Bönen	1-6	A	1-6	A	12	GWV
Bremerhaven-Nordhafen	1-5	C	1-5	C	2	DIT/D3T
Buna	-	-	6	C	5	DUSS
Buna	1-6	B	2-5	B	5	DUSS
Dortmund	2,4,6	B	2-6	B	23	DeCeTe
Frankfurt/Oder	1,3,5	B	1,3,5	B	10	DIT
Hamburg Süd-Waltershof	1-5	C	1-5	C	2	DIT/D3T
Hamburg-Billwerder	1-5	B	1-5	B	8	DUSS
Hamburg-Billwerder	-	-	7	B	8	DUSS
Hamburg-Billwerder	1,3,5	B	2,4	B	8	DUSS
Leipzig-Wahren	1-5	B	1-5	B	8	DUSS
Ludwigshafen (Rhein)	1-5	B	1-5	B	8	DUSS
Ludwigshafen (Rhein)	6	C	6	C	8	DUSS
Lübeck Skandinavienkai	1-5	B	1,7	B	8	DUSS
Lübeck Skandinavienkai	6	B	2-5	B	8	DUSS
Marl	1-5	A	1-5	A	2	DIT
Marl	1-4	B	1-4	B	2	DeCeTe
Marl	5	C	5	C	2	DeCeTe
Minden	1,3,5	B	2,4,7	B	12	GWV
München-Riem	1-4	B	1-5	B	8	DUSS
München-Riem	5	B	1-4	C	8	DUSS
Rostock	1,3	B	2,4	B	8	DUSS
Rostock	6	A	7	B	8	DUSS
Rostock	1-4	B	1-4	B	8	DUSS
Schwarzheide	5	D	6	C	5	DUSS
Schwarzheide	1-4	B	2-5	B	5	DUSS
Singen (Htw)	1-5	B	1-5	B	5	logport III
Stuttgart	1,3,5	B	-	-	12	RRT/GWV
Unna	1,3,5	A	1,3,5	B	12	GWV
Wilhelmshaven	5	B	7	A	2	DeCeTe

International	From Duisburg		To Duisburg		Operator	Terminal
	At	Et	At	Et		
A - Austria						
Hall in Tirol	1-4	C	1,2	D	8	DUSS
Hall in Tirol	1,2,5	E	3,5	F	8	DUSS
Hall in Tirol	-	-	4	E	8	DUSS
Wels	1-5	B	2-4	B	8	DUSS
Wels	6	D	5	D	8	DUSS
Wels	-	-	6	C	8	DUSS
Wien-Nordwest (via Wels)	1-4	C	1-3	C	8	DUSS
Wien-Nordwest (via Wels)	5	D	4	E	8	DUSS
Wien-Nordwest (via Wels)	-	-	5	D	8	DUSS
WienCont	1,3,6	C	2,3,4	B	5	DIT
Wolfurt (via Frenkendorf)	2,3	C	3,5	C	25	D3T
B - Belgium						
Antwerpen	1-5	B	1-5	B	2	DIT/D3T/ GWV
Antwerpen	2,4,6	B	1,3,5	B	8	DUSS
Antwerpen	6	-	-	-	8	DUSS
CH - Switzerland						
Basel	1-5	B	2,4,7	B	22	DIT
CZ - Czech Republic						
Brno via Lovosice	1-4	C	1-3	C	8	DUSS
Brno via Lovosice	5	E	1,2,6	D	8	DUSS
Lovosice	1-4	B	1-4	B	8	DUSS
Lovosice	5	C	6	C	8	DUSS
Ostrava Paskov via Lovosice	1-4	C	1-3	C	8	DUSS
Ostrava Paskov via Lovosice	5	D	1,2,6	D	8	DUSS
Prerov via Lovosice	1-4	C	1-3	C	8	DUSS
Prerov via Lovosice	5	E	1,2,6	D	8	DUSS
Prag	2,4,6	B	1,3,5	B	9	DIT

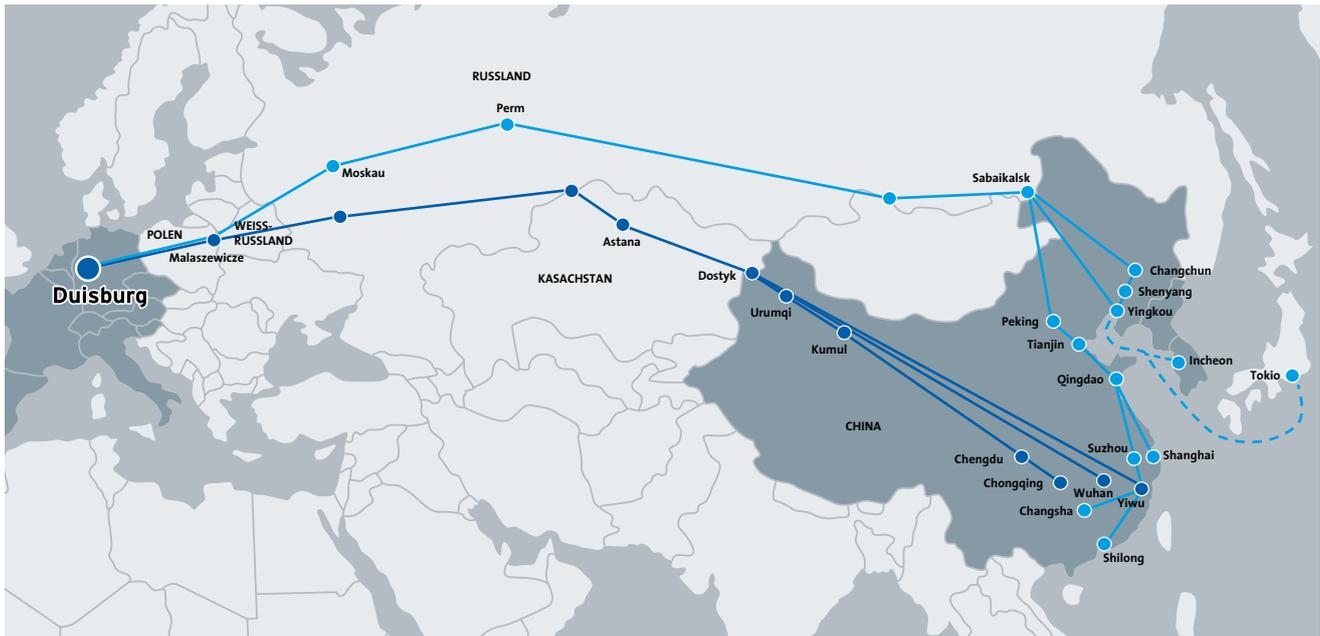
International	From Duisburg		To Duisburg		Operator	Terminal
	At	Et	At	Et		
DK - Denmark						
Taulov via Hamburg	1-4	B	1-4	C	8	DUSS
Taulov via Hamburg	1,3	B	5	D	8	DUSS
Taulov via Hamburg	5	D	-	-	8	DUSS
Hoje Taastrup via Hamburg	2,3	C	1,2	D	8	DUSS
Hoje Taastrup via Hamburg	3	C	4	E	8	DUSS
Hoje Taastrup via Hamburg	4	E	5	F	8	DUSS
E - Spain						
Tarragona (Constanti) via Ludwigshafen	1-4	E	1-4	E	8	DUSS
Barcelona via Ludwigshafen	2	D	2,4	C	8	DUSS
Barcelona via Ludwigshafen	4	E	-	-	8	DUSS
Barcelona via Ludwigshafen	5	F	6	E	8	DUSS
Irun via Ludwigshafen	1,5	F	1,5	F	8	DUSS
Irun via Ludwigshafen	2,3,4	D	2,3,4	D	8	DUSS
FIN - Finland						
Helsinki via Lübeck	1-3,4,5	D	1-3,5,6,7	D	8	DUSS
Helsinki via Lübeck	6	C	-	-	8	DUSS
F - France						
Bayonne via Ludwigshafen	2	D	1	D	8	DUSS
Bayonne via Ludwigshafen	4	E	3	D	8	DUSS
Bayonne via Ludwigshafen	5	F	5	E	8	DUSS
Lyon	1-4	B	1-5	B	8	DUSS
Lyon	6	C	-	-	8	DUSS
H - Hungary						
Budapest	1-4,6	C	1,6	C	5	DIT
Budapest	-	-	3-5	B	5	DIT
Budapest via Wels	2	C	1	D	8	DUSS
Budapest via Wels	5	D	4	E	8	DUSS
I - Italy						
Bologna	1,3,5	C	1,3,5	C	7	DIT
Busto Arsizio/Gallarate	6	C	5	B	8	DUSS
Busto Arsizio/Gallarate	2,4	B	1,3	B	8	DUSS
Busto/Gallarate	1-4	B	1-4	B	5	DKT
Busto/Gallarate	5	D	6	C	5	DKT
Busto A/Gallarate	2,4	B	1,3,5	B	5	DUSS
Busto A/Gallarate	3	C	-	-	5	DUSS
Milano	2,4	B	2,4	B	7	DKT
Melzo	1,3	C	2,4	C	13	logport III
Melzo	5	D	6	D	13	logport III
Mortara	1-5	B	1-5	B	18	logport III
Pomezia	1,3,5	B	3,5,7	B	20	DIT
Triest (via Ludwigshafen)	1,3,5	C	1,3	C	8	DUSS
Triest (via Ludwigshafen)	-	-	6	D	8	DUSS
Triest	1,3,6	B	1,3,6	B	13	logport III
N - Norway						
Alnabru (Oslo) via Kiel	1-3,5	D	1-3,5	D	8	DUSS
Alnabru (Oslo) via Lübeck	1-4,6	D	1-5	C	8	DUSS
NL - The Netherlands						
Rotterdam (APM2, Cobelfret, ECT, Euromax, RSC)	1-6	B	1-6	B	1	DIT/D3T
Rotterdam RSC	1-5	A	1-5	B	8	DUSS
Rotterdam RSC	1-3,5	B	4	B	5	DIT
Rotterdam RSC	6	C	6	C	5	DIT
Rotterdam RSC	-	-	2-4	A	5	DIT
Rotterdam RTB	1,2,4,5	A	1,3,4,7	A	21	DeCeTe
Rotterdam RTB	6	C	7	B	21	DeCeTe

CONNECTIONS FOR COMBINED TRANSPORTATION

International	From Duisburg		To Duisburg		Operator	Terminal
	At	Et	At	Et		
PL - Poland						
Brzeg Dolny	1,2,4,5	F	1,2,6	F	10	DIT
Brzesc	1,2,4,5	G	1,2	F	10	DIT
Dabrowa Gornicza (via Schwarzheide)	2	C	2	D	8	DUSS
Dabrowa Gornicza (via Schwarzheide)	5	D	4	D	8	DUSS
Gadki (Poznan)	1,4	C	-	-	8	DUSS
Gadki (Poznan)	2,4,6	B	1,3,5	C	24	DIT
Gadki (Poznan)	-	-	6	C	24	DIT
Kutno	1,3,5	B	1,3,5	-	10	DIT
Wroclaw (via Gadki)	2	C	1,3,5	E	8	DUSS
Wroclaw (via Gadki)	5	D	5	D	8	DUSS
RO - Rumania						
Curtici	1-5	C	1-5	C	27	DIT
Curtici	2,4,6	C	2,4,6	C	11	logport III
Curtici via Budapest	3,6	D	2,5	F	5	DIT
Ploiesti via Budapest	3,6	G	2,5	D	5	DIT
RUS - Russia						
Moskau	2, 4, 6, 7	H	2, 4, 6, 7	H	14	DIT
S - Sweden						
Almhult	1-4	B	1-5	B	13	logport III
Almhult	5	D	-	-	13	logport III
Göteborg	1-5	B	1-5	B	13	logport III
Göteborg	6	D	6	D	13	logport III
Katrineholm	1-5	B	1-5	B	13	logport III
Katrineholm	6	C	6	C	13	logport III
Malmö	1-5	B	1-5	B	13	logport III
Malmö	6	C	6	C	13	logport III
Nässjo	1-4	B	1-5	B	13	logport III
Nässjo	5	D	-	-	13	logport III
Helsingborg	1,2,4-6	C	1,2,5-7	C	13	logport III
Helsingborg	1,2,4-6	C	1,2,5-6	C	13	logport III

International	From Duisburg		To Duisburg		Operator	Terminal
	At	Et	At	Et		
SK - Slovakia						
Bratislava (via Lovosice)	1-4	C	4	E	8	DUSS
Cierna nad Tisou (via Lovosice)	1-4	C	-	-	8	DUSS
SLO - Slovenia						
Ljubljana (via München)	1,3	C	1,3	C	8	DUSS
Ljubljana (via München)	5	D	1,5	E	8	DUSS
Ljubljana	1,3-5	C	2,3,5,6	C	11	DKT
TR - Turkey						
Ambarli via Triest	3	G	2	H	8	DUSS
Ambarli via Triest	-	-	5,7	F	8	DUSS
Istanbul (Pendik) via Triest	1, 3, 6	H	1, 3, 6	H	13	logport III
Istanbul (Pendik) via Triest	1,3,5	F	4,6	G	8	DUSS
Istanbul (Pendik) via Triest	-	-	2	H	8	DUSS
Haydarpasa via Triest	1,3	F	2	H	8	DUSS
Haydarpasa via Triest	5	G	2	G	8	DUSS
Haydarpasa via Triest	-	-	7	F	8	DUSS
Cesme via Triest	1,3	G	3,5	H	8	DUSS
Cesme via Triest	5	H	7	J	8	DUSS
TR Mersin Port via Triest	1,5	F	3	H	8	DUSS
TR Mersin Port via Triest	-	-	6	G	8	DUSS

TRANSCONTINENTAL CONNECTIONS FOR COMBINED TRANSPORTATION



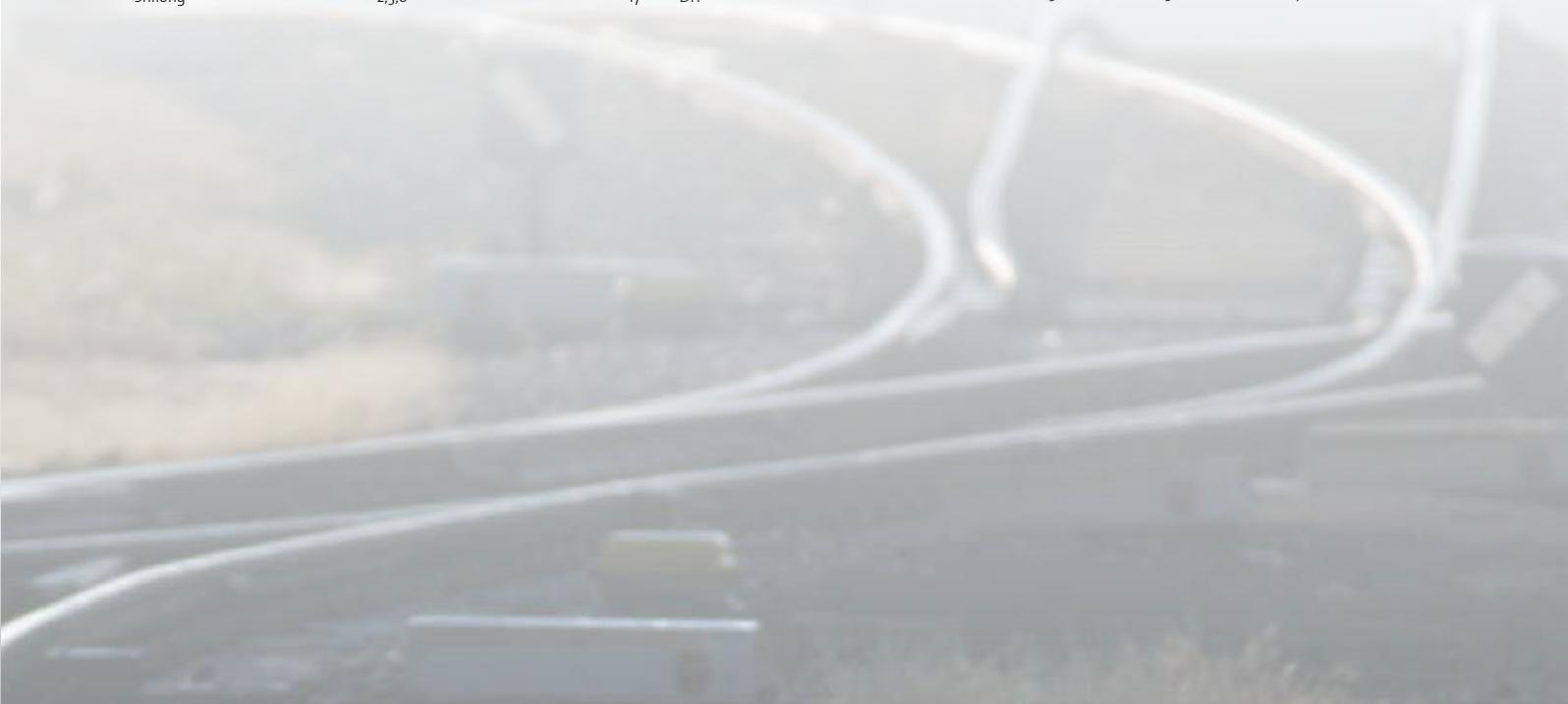
Combined rail and water destinations.

● Northern Route ● South Route ● Main served areas
 - - - Indirect connections

- 1 - 7 = Montag - 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

Transcontinental	From Duisburg		To Duisburg		Operator	Terminal
	At	Et	At	Et		
CHN - China						
Beijing	2,3,6	-	2,3,6	-	17	DIT
Changchun	2,3,6	-	2,3,6	-	17	DIT
Changsha	-	-	6	-	17	DIT
Chengdu	-	-	-	-	26	DIT
Chongqing	2,3,6	-	-	-	17	DIT
Chongqing	2,3,6	-	2,3,6	-	19	DIT
Chongqing	5	-	-	-	14	DIT
Chongqing	1-5	-	-	-	26	DIT
Dalian	2,3,6	-	-	-	17	DIT
Harbin	6	-	-	-	14	DIT
Hefei	-	-	-	-	26	DIT
Qingdao	2,3,6	-	-	-	17	DIT
Shenyang	2,3	-	-	-	17	DIT
Shilong	2,3,6	-	-	-	17	DIT

Transcontinental	From Duisburg		To Duisburg		Operator	Terminal
	At	Et	At	Et		
CHN - China						
Tianjin	2,3,6	-	2,3,6	-	17	DIT
Urumqi	6	-	-	-	14	DIT
Wuhan	6	-	-	-	14	DIT
Xian	-	-	-	-	26	DIT
Yingkou	2,3,6	-	-	-	17	DIT
Yiwu	4	-	-	-	18	DIT
Yiwu	5	-	5	-	19	DIT
Zhenzhou	-	-	-	-	26	DIT
JPN - Japan						
Tokyo and others on request					17	DIT
KOR - South Korea						
Incheon	2,3,6	-	2,3,6	-	17	DIT



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, 45,000 in the region. Port induced investments made by companies at the location amount to more than 250 million euros a year.

duisport – the port Group

Duisburger Hafen AG is the holding and management company of the Port of Duisburg. The duisport Group, which the subsidiaries of Duisburger Hafen AG also belong to, offers full service packages in infra- and suprastructure including relocation management for the port 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

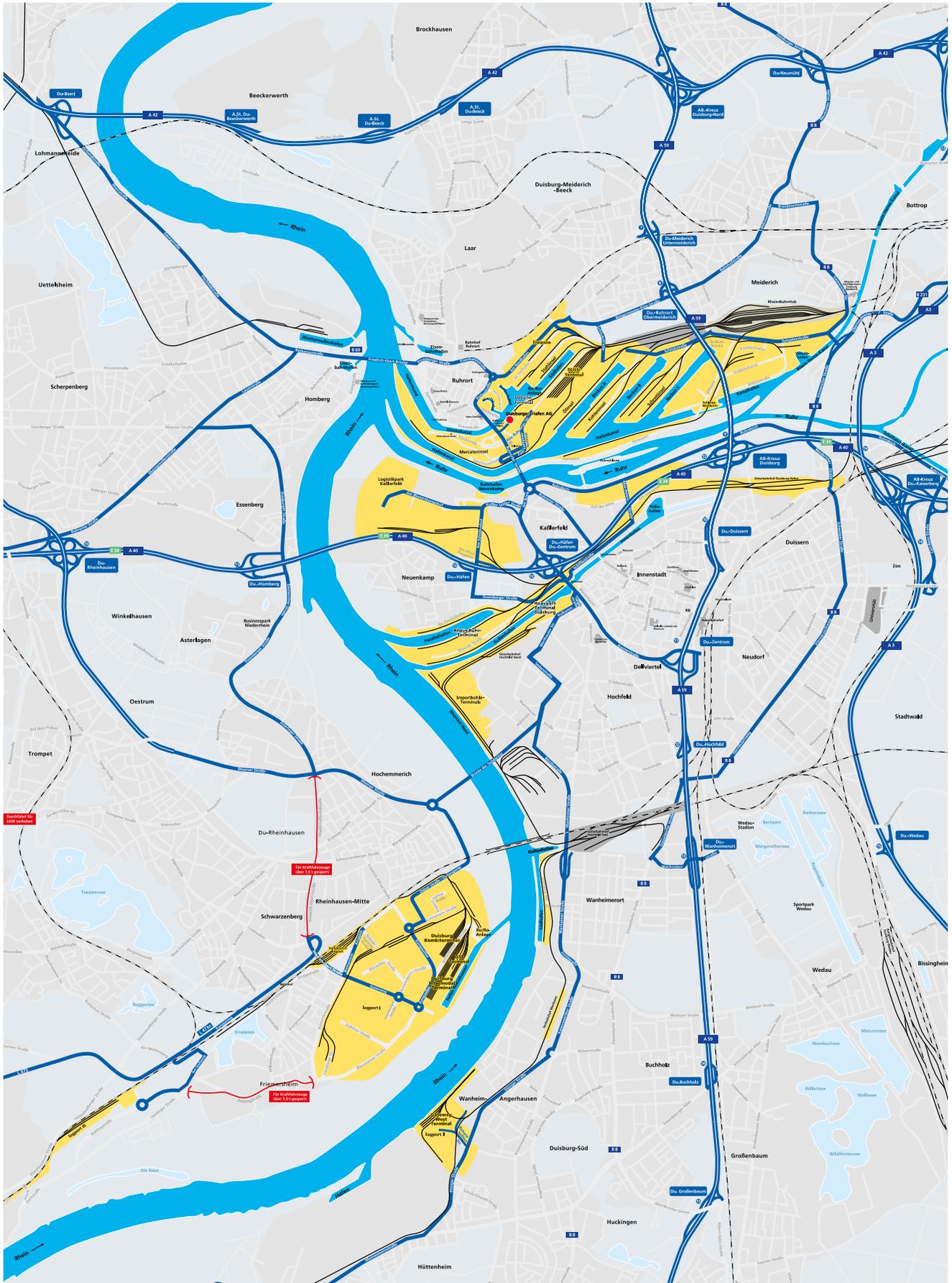
public railroad utility
 Tel: +49 203 803-4202
 dpr@duisport.de

Packaging logistics



duisport packing logistics GmbH

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



- | | | |
|--|--|--|
|  Autobahn |  Eisenbahn |  Geplante Straße |
|  Hapterschließungsstraßen |  Wasserfläche |  Sitz der Duisburger Hafen AG |
|  Haupteisenbahnlinien |  Hafengebiet duisport | |

The ideal network. New logistics sites in the Rhine and Ruhr region.



duisport/logport is the leading logistics hub in Central Europe

As a multi-modal cargo handling and logistics platform, we connect companies from around the world with European markets. With the continual development of new logistics sites in the Rhine and Ruhr region, you too can become part of this international network. Benefit from our comprehensive range of services: integrated industry and logistics solutions ranging from real estate development and approval management to financing, construction, facility management and tailor-made transport solutions.

For more information visit www.duisport.com

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excellence in logistics