



duisportmagazin

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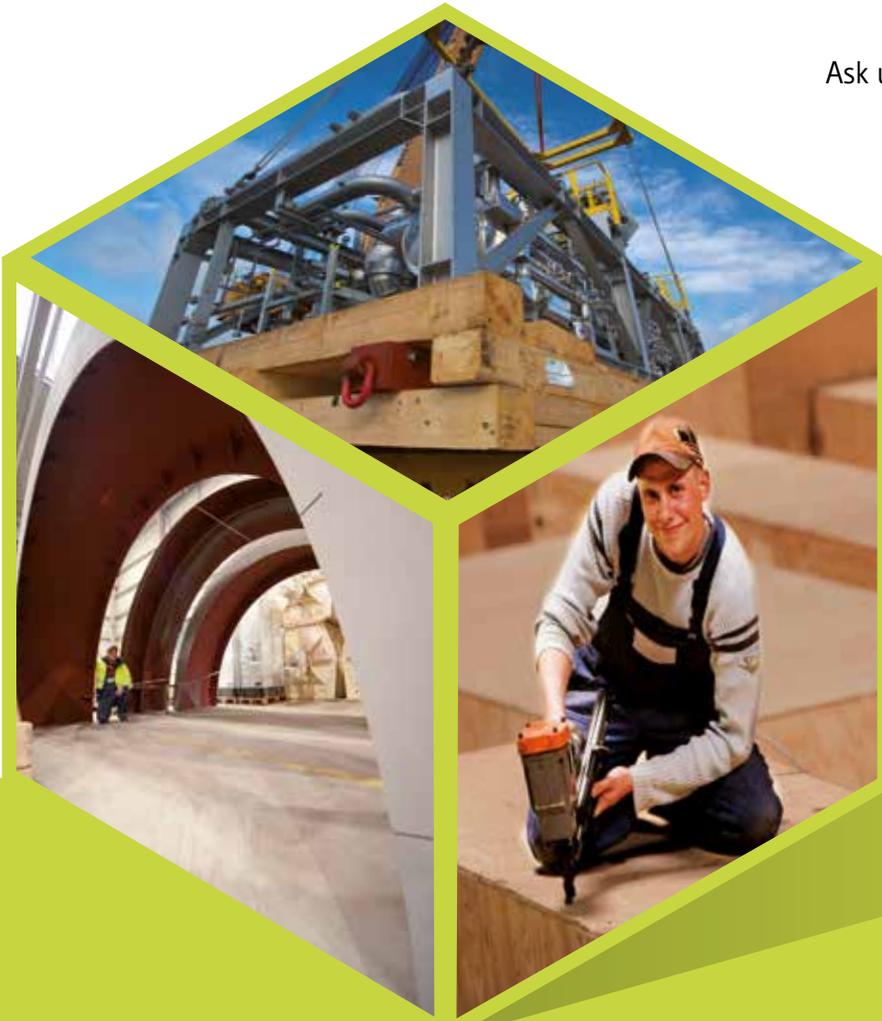
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4 duisport to break the 3.5 million TEU mark in 2015

Despite a difficult global economic environment with bleak economic growth in China and international crises with considerable effects on the transport and logistics markets, duisport expects solid overall growth for 2015. Erich Staake, Chief Executive Officer of Duisburger Hafen AG is confident to exceed last year's record of 3.4 million TEU by 6% and, with 3.6 million TEU, to break the 3.5 million TEU mark for the first time.

14 Arkas and duisport establish joint venture

In November the Turkish logistics company Arkas Holding S.A. and duisport announced the creation of a new joint venture with the objective of the joint development of multimodal logistics parks and the development of intermodal services in Turkey. The agreement was signed in the presence of North Rhine-Westphalia Minister of Transport Michael Groschek at Logitrans, the leading Turkish logistics trade fair.

19 Heavy cargo transport to Chile

The global project logistics provider IPS – Integrated Project Services GmbH succeeded in delivering a 130-ton mining locomotive to the world's largest copper mine, El Teniente in Chile. Even unforeseen circumstances could not prevent IPS from executing its contract on schedule for its customer, thanks to its solution-oriented project planning.

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duisport to break the 3.5 million TEU mark in 2015

The duisport Group will continue to grow its container handling volume in 2015.

(dü) Despite a difficult global economic environment with bleak economic growth in China and international crises with considerable effects on the transport and logistics markets, duisport expects solid overall growth for 2015. „After the record year of 2014, we predict a moderate increase in revenue of 4% to 5% and hope to be able to maintain the good economic result of the preceding year of € 35 million,“ says Erich Staake. The Chief Executive Officer of Duisburger Hafen AG also expects single-digit growth in container handling and total transshipments.

In container handling, the duisport group is expected to exceed last year's record of 3.4 million TEU by 6% and, with 3.6 million TEU, to break the 3.5 million TEU mark for the first time. „The development apparent in these growth rates reflects the difficult general situation faced by intermodal traffic this year: While we could still register an increase of 10% in container handling in the first half of the

year, this growth dropped to a mere 3% in the third quarter. For our total transshipments, we anticipate an increase of 3% to 4% to over 67 million tons in 2015 over last year's total of around 65 million tons.

„Currently, there are no real drivers of global economic growth,“ assesses the Chief Executive Officer of Duisburger Hafen AG. As Staake explains, the BRIC countries (Brazil, Russia, India, and China), which have been the drivers of growth of the past decade, have been suffering under either political or structural problems, forcing them to adjust their in part ambitious growth forecasts downwards. On the other hand, due to the trend towards increasingly large container ships with decreasing holding costs and containerized cargo also being transported in the hinterland, the logistics industry has come to be marked by extremely high competitive and pricing pressure. „The decreasing costs of entire logistics chains are advantageous for the shipping industry, helping it posi-

tion itself in increasingly tight export markets. However, the participants of the supply chain are suffering under the falling rates,“ Staake points out.

Settlement projects create growth

„As in past years already, our growth and solid economic performance is based above all on the handling volumes generated on site. These are the result of the settlement of new companies and the development of new Continental European relations in rail transport, for example to Turkey, Scandinavia or China. Both market segments are showing signs of expansion for the future, as well,“ Erich Staake is convinced. The permanent quality and reliability of duisport logistics services are what ultimately determine customer satisfaction and meet with approval, Staake emphasizes. It is in this light that Rupert Stadler, chairman of the board of Audi AG, described his company's settlement in the Port of Duisburg with the world's largest CKD center as a „clever investment.“

The year 2015 saw the completion of a series of projects. For example, the Heidelberg investor Harder & Partner completed over 60,000 square meters of warehousing space on logport I, about 35,000 square meters of which will be handed over to Simon Hegele at the end of the year. In October, Benteler Distribution Deutschland officially inaugurated Europe's largest high-rack warehouse for tubes. Benteler thus now operates a central warehouse in the Port of Duisburg with a total area of 35,000 square meters accommodating up to 27,000 tons of tubes. Moreover, a major Turkish customer is set to locate in Duisburg at the beginning of 2016, generating new combined transport volumes. And additional projects are underway. „We are currently holding final marketing discussions for logport IV. Thanks to our successful cooperation with the responsible planning and approval authorities, nothing stands in the way of a rapid implementation of the announced project,“ Staake reports. The CEO of Duisburg Hafen AG also has another project to announce: „On December 18, 2015, coal production will come to an end in Marl with the closing of the Auguste Victoria mine. At this location, we will take over an area of 50 hectares, which we will prepare and then also put on the market starting in 2016.“

Yet another major project to go into its implementation phase in 2016 is the marketing of 50 hectares of space at the Evonik site in Lülldorf, located on the right bank of the Rhine between Cologne and Bonn. „The joint venture started by Evonik and duisport in October is to continue the strategic cooperation initiated by the two partners last



Erich Staake, Chief Executive Officer of Duisburger Hafen AG, in an interview.

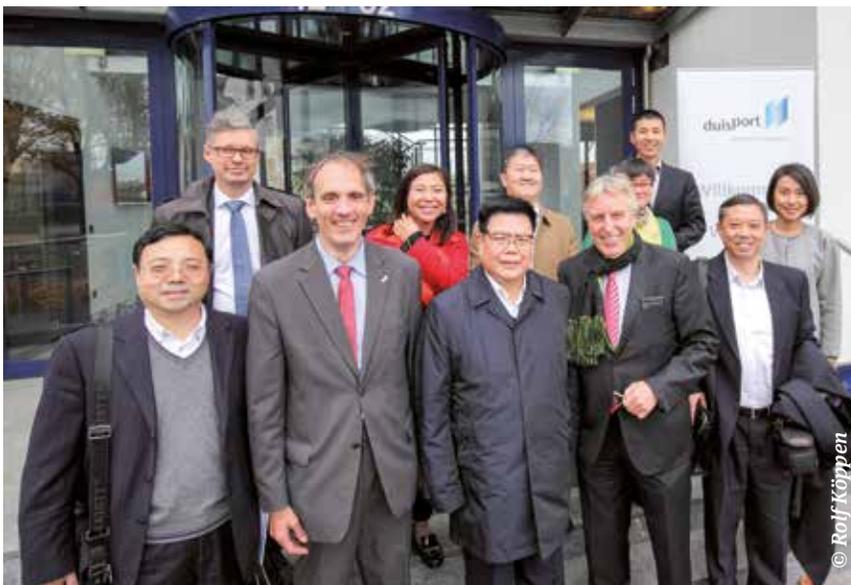
year. The goal of this cooperative effort is the development and implementation of state-of-the-art logistics concepts and sustainable location development. In addition to the development and marketing of space, the joint venture will further optimize the on-site logistics present at the location,“ Staake continues. „At the Lülldorf site, we will establish a state-of-the-art combined transport terminal which will give medium-sized businesses from the Sauerland and the Siegerland a new quality in their connection to world markets. The immediate proximity to the Cologne Bonn Airport – Germany's third largest cargo airport – will open up additional market potential for logistics companies that settle there,“ Staake emphasizes.

duisport marketing for the industrial location NRW

„With the project in Lülldorf, we are again reinforcing our commitment to develop and implement qualified settlement solutions for the industrial landscape of NRW. Even before acquiring the majority of our corporate shares, the state of North Rhine-Westphalia has acted as our strategic partner, strongly supporting our efforts to market abandoned industrial areas in the Rhine-Ruhr region worldwide. The fact that NRW is now considered to be the leading logistics region in Europe is also due to the close cooperation between the NRW state government and duisport,“ Erich Staake is convinced. In the course of the past 17 years in the settlement of industrial, trading, and logistics companies, duisport has developed a professional team with extensive know-how, whose consulting and practical support is in worldwide demand.

The growth market of China

After the Chinese President Xi Jinping visited duisport last year, Staake received China's Vice Minister of Transport Wang Changshun for an exchange of ideas about multimodal transport models. „With daily train connections to Chinese industrial and logistics locations, the Port of Duisburg today maintains excellent connections to the most important growth market in Asia,“ says Staake. In order to push its economic development further ahead, China is currently investing massively in the construction of new rail connections in the western parts of the country. This also includes the expansion of the southern route of the Silk Road to Europe via Iran, Turkey, and the Balkans. According to



China's deputy transport minister visited the port in November.



Federal Minister Sigmar Gabriel praised the Port of Duisburg during his visit in October.

the „One Belt, One Road“ development strategy announced by the Chinese President Xi Jinping, the economic potential offered by the development of these new trade routes should be jointly exploited. „The objective must be to position NRW as the central starting point for these trade routes. In this respect, the southern route via the Balkans and Turkey is expected to gain in importance. We must prepare ourselves for this in Europe,“ demands Erich Staake.

duisport /Arkas joint venture constructing dry ports in Turkey

For a number of years now, Turkey has played an important role for duisport in the expansion of new intermodal connections between Europe and Asia. „The geographical location of Turkey, which functions as a bridge between Europe, the Middle East, Asia, and Africa, is the ideal condition for the development of an important international logistics hub,“ Erich Staake points out. For this reason, duisport has launched a joint venture with the Turkish logistics company Arkas Holding S.A. in order to work together in the further development of multimodal logistics space and the organization of intermodal services in Turkey. „With the Arkas Group, we have gained a strong multinational partner that ideally complements our own network. By pooling our expertise, we are able to realize significant added value potentials in the region and further optimize the transportation chains of our customers,“ Staake emphasizes.

One of the first projects under the joint venture will focus on the development and operation of an over 250,000 square meter multimodal logistics area near Istanbul. Plans include the construction

of a bimodal terminal and the marketing of the premises to production and logistics companies. Initial construction activity will begin in 2016. Thanks to its vicinity to Istanbul, the resulting logistics space will be optimally integrated into the multimodal networks of both partners. duisport already offers 15 weekly train connections to different Turkish destinations. The use of the Marmaray tunnel in Istanbul for freight transport allows a direct connection to the new logistics area. This will create a gateway terminal for Istanbul and the entire region.

Paradigm shift in logistics markets

As in the developments in international logistics markets, Erich Staake also sees a paradigm shift at the Duisburg site:

„The industrial goods sector has reached the limits of its growth in many markets. We will have to increasingly orient our business towards the consumer goods sector, which is fueled by the growth driver e-commerce. The earlier we take this into account in the strategic orientation of our infrastructure policy and integrate it into the design of the transport connections of our port and logistics locations, the greater our chances to avoid the negative effects of this development by means of targeted transfers of traffic to rail and inland waterway transport,“ Staake explains.

Port of Duisburg celebrates 300 years in 2016

The Port of Duisburg will celebrate its 300th anniversary in 2016. „Next year, we intend to celebrate this special birthday properly. We are looking forward to joining our customers, guests from throughout the world, and the people of Duisburg in looking back at our port’s history, which also represents the industrial and cultural history of the entire region, and bringing the port more strongly into the focus of social interest,“ says Staake. „This of course also means that we will continue to deliver good transshipment figures and economic results in the anniversary year, which, considering the worsening of the general situation, will entail the full commitment of our employees.



The Port of Duisburg celebrates its 300 year anniversary in 2016.



Crane manufacture completes new logport III rail terminal

After the first railway crane with an annual capacity of 90,000 loading units began full operation at logport III in summer 2014, now a second identical crane has followed. This expansion in capacity is intended to accommodate the increased demand and additional rail traffic at logport III.

(dü) With the completion of the second crane in September, 2015, the expansion phases of logport III in Duisburg-Hohenbudeberg are now concluded. In the past three years, around 30 million euros have been invested in the state-of-the-art rail terminal, which currently serves as a daily connection point for eight European destinations.

The main customer at logport III is Samskip Van Dieren Multimodal, an intermodal logistics provider based in Genemuiden in the Netherlands. The first train was dispatched at logport III on January 1, 2013.

Now, seven 750 meter long handling tracks, two shunting tracks, and two gantry cranes are available on a total area of about 140,000 square meters. Since the start of operations in spring 2013, three loading tracks have been in service. Until the first gantry crane was delivered in 2014, handling was carried out using reach stackers. From that time on, the four additional loading tracks were also available. The daily shuttle trains are also the basis for intermodal connections to Scandinavia and Great Britain, the Netherlands, Belgium, Luxembourg, Ireland, Portugal, Spain, and Turkey via rail, barge, short sea ship, and truck. In addition, Eastern European markets such as Finland, Poland, Russia, and the Baltic states are also being served.

The bimodal multi-purpose terminal, built on the former DB classification yard Krefeld, is in the immediate vicinity of the CHEMPARK site in Krefeld-Uerdingen, which has established itself as the leading center for polycarbonates and polyamides in Western Europe. The 260 hectare site also houses the world's largest production site for inorganic pigments.

Both containers and trailers are dispatched at the logport III terminal. The new terminal's excellent road connections are therefore highly advantageous. From May 2014, the terminal has been connected to the now four-lane L 473N via a new bridge and, from there, to Autobahn A 57 and logport I. In addition, CHEMPARK operator Currenta has been directly connected with the CT terminal via a new private service road. By rail, the terminal is directly linked via Uerdingen station to the important Duisburg-Cologne route on the left bank of the Rhine. The majority of the dispatched combined transport trains have a length of up to 720 meters. Direct connection to the main routes ensures reliable turnaround times for the block trains, which are loaded and unloaded within just a few hours at the terminal. "Now that the second crane has been completed, the turnaround times for block trains at the terminal can be further reduced. This means that shorter dispatch times can help compensate for the delays of network rail connections traveling on the route," explains

Prof. Thomas Schlipköther, Member of the Executive Board of Duisburger Hafen AG.

Regrettably, completion of the second crane was delayed by months due to the insolvency of the crane manufacturer. "We quickly intervened and, in negotiations with the insolvency administrator and the suppliers, reached an agreement so that we could still complete the crane project," says Schlipköther. The crane project at logport III was a great challenge from the start. Its proximity to a forensic clinic required conformity with a very high noise protection limit. "Only two of the providers who had submitted applications were willing to guarantee this high limit. To ensure that the noise emissions associated with the cranes to be delivered would also stay below the limit, we started the 'Good Sound' research project and learned from the practical experiences gained from operating our other crane facilities," reports Schlipköther. "Both crane facilities are now below the limit value prescribed in the planning permission," he stresses.

"Currently, 21 gantry cranes are in operation at the Port, the history of which we intend to process and analyze extensively. On the basis of our many years of experience, we will participate more in the planning, construction and, and implementation of new crane projects in the future so delays can be prevented," Thomas Schlipköther concludes.



Evonik and duisport establish development company

At the official signing of the joint venture agreement (from left): Ralf Kranich, Hans Josef Fingerhuth, Thomas Wessel, Dr. Gerd Wölter, Dr. Franz Merath (all Evonik), Volker Schmitz, Erich Staake, Markus Teuber (all duisport), Gregor Hetzke (Evonik)

(lw) Evonik Industries AG and Duisburger Hafen AG (duisport) have established the jointly controlled company „dev.log GmbH“ for the development of Evonik’s Lülldorf location. In the end of October Erich Staake, Chief Executive Officer of Duisburger Hafen AG and Thomas Wessel, Chief Human Resources Officer of Evonik Industries AG, signed a joint venture agreement today.

„We look forward to expanding our positive and successful collaboration with duisport. dev.log GmbH provides incentives for additional companies to set up operations at Evonik’s Lülldorf site, which creates workplaces and contributes to the development of North Rhine Westphalia as an industry location,“ says Wessel.

„The special competitive advantage of the North Rhine-Westphalia region lies in the close linkages between industry and logistics. The joint venture represents an outstanding project of our strategic collaboration with Evonik, which was established last year. With the joint development of the Lülldorf site, we are bundling our know-how, which enables us to realize considerable value-added potentials in the region,“ emphasizes Staake.

dev.log GmbH, in which both partners have an equal stake, will commence operations on 1 January 2016. Its Managing Directors will be Hans Josef Fingerhuth, Logistics Manager of Evonik’s locations in Wesseling and Lülldorf, along with Volker Schmitz, Managing Director of duisport agency GmbH.

The objective of the joint venture is to develop the 50 hectares of open space that is currently available at the Lülldorf location, and to market these premises with the aim of attracting production and logistics companies. In addition, the existing on-site logistics activities will also be further optimized. In this vein, Evonik and duisport will continue their long-standing and successful partnership. At the Marl chemical park, they are joint shareholders of Umschlag Terminal Marl GmbH & Co. KG. This company operates the terminal for combined transportation at that location.

dev.log will continue the strategic collaboration between the two partners that was established last year. The objective of this strategic partnership is the development and implementation of modern logistics concepts and long-term site development.

Combined competencies

duisport has considerable logistics know-how in land development as well as port and rail handling. This expertise and Evonik’s existing logistics competencies at the Lülldorf site will now be combined within the dev.log GmbH.

Due to its location on the right side of the Rhine between Cologne and Bonn, the site offers optimum conditions for companies that specialize in both general and chemical-specific logistics, and also offers important infrastructure facilities such as a shipping pier, pipelines and a connection to the track network. dev.log and newly added industry companies will also be able to utilize the existing commercial logistics, such as the existing commercial port, commercial rail operations, incoming and outgoing goods processing and a hazardous material warehouse. Center piece of the marketing efforts is the establishment of a trimodal container terminal as an additional unit. It would offer flexibility in loading containers on trucks, rail or ship and vice versa.

duisport sponsors ECoL Summer School 2015



The six-day Summer School with the motto “Resilient Urban Industrial Systems” was held in Istanbul.

(UDE) „Resilient Urban Industrial Systems“ was the central theme during the first ECoL Summer School at Koç University in Istanbul. The event was jointly organized by the Center for Logistics & Traffic (ZLV) at the University of Duisburg-Essen and Koç University and sponsored by the logistics service providers duisport and Ekol Logistics. Students, scientists, and practitioners were invited to discuss innovations in interdisciplinary and service-oriented logistics.

The six-day Summer School began with an introductory seminar in which both instructors and students presented their topics and ideas. In the second part, guest speakers from the industry were invited to speak. Excursions to a series of corporate headquarters were also offered. The Summer School closed with two workshop days. There, participants dealt with various issues common to urban logistics and explored the challenges resulting from the complexity of urban systems.

Theory and practice

In addition to the opportunity of various disciplines to meet and exchange ideas, another special feature of the event was

its productive combination of theory and practice. Scientists and students were able to put their theories into concrete terms with the help of practical experiences. By the same token, industry representatives had the opportunity to receive suggestions and inspiration from a scientific perspective. The feedback of all those who participated clearly showed that the ECoL Summer School, thanks to its multidisciplinary and multicultural structure with more than 30 participants from eight countries, helped to broaden the participants' horizons substantially. With the interdisciplinary workshops, presentation, and excursions, it also made a significant contribution to building up the ECoL network.

The idea of ECoL – Emerging Concepts of Logistics – was born in the context of the EU research project LOG4GREEN. Its objective is to build a multidisciplinary network of young academics, specialists, and interest groups from business, politics, and science with various specialties in logistics. ECoL's express commitment is to international exchange, the structured promotion of researchers and innovators, and the integration of creative minds and

their ideas into relevant platforms and networks.

„Port of the Future“ – ECoL 2016

The ECoL Summer School was conceived as an opportunity to promote the development of such as network. The University of Duisburg-Essen will also hold a Summer School in the coming year in conjunction with its partners, duisport and Koç University. In commemoration of the Port's 300-year history, ECoL Summer School 2016 will take place in Duisburg under the banner of „Port of the Future“. Between the 22nd and 31st of August, international participants will pursue the question of what challenges the Port will have to face in future both as a globally active, network-oriented company and as a regional site developer and service provider. The question of how to meet those challenges in as efficient, resource-conserving, and environmentally friendly a way as possible will also be central.

A detailed report on ECoL Summer School 2015 can be found on the Summer School's homepage at: www.ecol-summer-school.net



The 2015 duisport customer contact journey to Bologna and Venice

The presenters for the Bologna and Duisburg locations (from left to right): Pietro Spirito, Giuseppe Iannaccone, Tiziana Ferrari, Erich Staake, and Silvia Giannini.

(di) Northern Italy – the region between Turin and Genoa, Milan and Bologna, Venice and Trieste – is the economic center of the country whose economic strength is comparable with the industrial regions of South Germany. The region is not only furnished with a well-developed road and rail infrastructure, but also has a 1,000 kilometer long inland waterway network which connects the seaports in the northern Adria with inland ports in Venice, Emilia-Romagna and Lombardy.

Thanks to its location at the intersection of important transport routes, Northern Italy can look back to a long tradition as a trade and transshipment center. For quite a while now, duisport has already been connected with the cargo transport center “Interporto Bologna” and the Trieste seaport with train connection running multiple times per week. With strong investments in the logistics centers and ports, the region is preparing itself for its role as a hub between Central Europe and the fast-growing states Turkey, Israel, Iran, the United Arab Emirates, Saudi Arabia, and Egypt. That was reason enough for Bologna and Venice to be the destinations of the duisport customer journey at the end of August.

Interporto Bologna – intermodal model for Italy

The first station was the cargo transport center Interporto Bologna, which has

three intermodal rail-road terminals. The 20-strong delegation from Duisburg was greeted by Pietro Spirito, the President of Interporto Bologna. “A total of 106 companies with 2,800 employees are now based here. 500,000 square meters of hall space are occupied,” he informed the visitors. According to Spirito, the terminal is now frequented by six national and international rail companies. One of the connections is a weekly unit train from Duisburg.

The fact that the Port of Duisburg acted as a model for a successful structural change in the further development of the site with 1.2 million square meters of reserve was suggested again and again in the different presentations. Silvia Giannini, for example, the Deputy Mayor of Bologna, reported that Emilia-Romagna is being expanded to become the logistics center of Italy: “Three European transport corridors run through our region. The expansion of infrastructure will give new impetus to intermodal transport in the Bologna region.” According to Giannini, intermodal transport in Italy has increased by 50% since 2004. Italian transport policy is pursuing the objective of shifting transport from the road to the rail: “In this respect, Emilia-Romagna and the Bologna region are acting as a model for the entire country.”

The representative of the industrial association of Bologna, Tiziana Ferrari,

pointed out important investment projects underway in the region launched by renowned international companies, such as Philip Morris, Volkswagen, and Audi, leading to a series of mergers and joint ventures of Italian companies with international partners. “For this reason, I see good prospects for closer cooperation with companies from Duisburg,” Ferrari said. Giuseppe Iannaccone from the Bologna Chamber of Commerce explained the structure of the 85,800 member companies. A total of 20% of exports from Italy to Germany and 12% of imports from Germany to Italy originate from the region: “Exports rose in 2014 by 5%, tourism by 4.7%. Mechanical engineering products from our region are especially popular in Germany, and we are proud of our positive trade balance with Germany – an important prerequisite for joint activities with Duisburg in the future,” Iannaccone said.

Stronger cooperation with Duisburg

Addressing a total of 30 leading representatives of Italian and international logistics companies, the Chief Executive Officer of Duisburger Hafen AG, Erich Staake, pointed out concrete possibilities for cooperation between the two regions. He emphasized the long-standing business relations between the two leading European logistics hubs, especially in combined rail transport: “Regular combined transport train connections to

more than 80 destinations in Europe and Asia allow our partners in Italy to develop new intermodal connections to Northern Europe, for example. On the now daily unit train connections to multiple destinations in China, e.g. Beijing, Wuhan and Shanghai, with transit times of 11 to 20 days, single containers can be booked at very affordable conditions, as the trains operate at full capacity and represent an attractive alternative to air freight transport.”

1,000 kilometers of waterways in Italy

The Duisport delegation also met with port representatives and logistics experts from the Venice and Trieste region. Giancarlo Leoni, Director of Transport of the Province of Mantua, gave a presentation of the Northern Italian waterway network. The inland waterway infrastructure belonging to the Venice-Milan EU corridor connects the Adriatic seaports Trieste, Venice, Chioggia, Porto Levante, Faro di Pila and Porto Garibaldi via the Venice lagoon, the Venice-Mantua canal, and the Po river, which is navigable 200 days per year, with the inland ports Rovigo, Ferrara, Mantua, Cremona, and Piacenza. The construction of a canal connection starting from the Po port of Cremona to allow



The participants of the customer contact trip in Bologna.

access to and from the industrial region of Milan is in planning, with a first section already completed. In 2014, push tows with loading capacities of up to 2,000 tons transported 892,000 tons or 81,800 20-foot containers and 784,000 tons of agricultural goods on the waterways. Additional transport goods include project cargo, heavy cargo, and iron and steel products. However, an impediment to the further development of inland waterway transport in the region of Northern Italy, according to Leoni, is that the Italian maritime authority has imposed the same

standards for inland waterway shipping as for maritime shipping, which entails unnecessary investments in the technical facilities of the fleet. Moreover, patents for seagoing vessels are prescribed for the ship captains, which additionally increases personnel costs.

Port development projects in Venice

Dr. Paolo Costa, President of the Venice Port Authority, explained the maritime development projects underway in the Venice region. A 2,000 hectare former industrial area in Marghera, which is situated at the edge of the lagoon and has a 135 kilometer rail network as well as a port basin, is currently being resettled and developed what will be the “Venice Cargo Port.” Duisport is to act as a model in the realization of this project, with not only logistics companies, but also trading and service companies setting up at the location. Furthermore, the construction of an off-shore terminal for mineral oil products, liquid gas, and containers is in planning in the lagoon. With specially developed carriers, the containers are to be transported from there both to other seaports in the region and, via the existing canal system, to the country’s interior. Dr. Costa sees the Adriatic ports as the future gateway to Europe and estimates the market volume to rise to six million standard containers by 2030.

Spirit of change in Northern Italy

“In view of the apparent increased integration of ports and container terminals on the Mediterranean Sea into Continental European combined traffic flows and the further development of their function as a transit to the growth markets in the Southern and Eastern Mediterranean, I see good opportunities for the ports of the region to develop into important hubs in Southern Europe,” as Erich Staake is confident to predict. “As in the past, we will continue to support these development processes with cooperative projects as well as our own ideas and initiatives.”

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The revival of the Silk Road: New economic prospects

The renewal of the Silk Road and the economic prospects associated with it, were topic at the Astana Economic Forum.

(lw) It is one of the largest international forums worldwide: From May 21 to 22, the Astana Economic Forum (AEF) 2015 took place in Astana. High-ranking representatives from industry and politics came together in the Kazakh capital to find solutions to current economic and social challenges. A key topic was the infrastructure as a driver of sustainable economic growth.

The largest conference in the scope of the forum concerned the renewal of the Silk Road and the economic prospects associated with it. The discussion considered the economic potential of the transport route and the effects infrastructure projects have on the economic growth of the individual regions that connect Europe and Asia. In this context, the expansion of Kazakhstan into a hub for logistics and transport as a connection between Europe and Asia was also discussed.

Apart from His Eminence Sultan Ahmed bin Sulayem (Chairman of DP World, the Kazach port operator), Asset Isseke-

shev (Minister of Industry and Trade of Kazakhstan), and Askar Mamin (President of Kazakhstan Temir Scholy, the Kazakh national railway company), the prominent guest speakers also included Erich Staake, Chief Executive Officer of Duisburger Hafen AG, who pointed out many examples of positive development. For years, duisport has been working actively with different partners to devise intermodal transport solutions. The logistics service provider has been continuously expanding its rail network to make the hub Duisburg attractive for customers and to open up growth markets. More than 360 rail connections per week to 80 national and international destinations are now offered in intermodal transport. For a number of years now, the Port of Duisburg has also been the point of departure and destination of several transcontinental train connections to China, which are currently being established as the „New Silk Road,“ presenting an alternative to transports by maritime vessel or aircraft. Since the visit of the President of China in March 2014, the interest in rail services from

Duisburg to China has grown continuously and is being used increasingly by customers from a variety of industries.

All participants of the forum saw great potential in the axis via Kazakhstan. The land is focusing its investments in this area, especially in domestic Chinese connections. Kazakhstan views logistics as a field for the future. Communication at the top management level already exists between Kazakhstan Temir Scholy and duisport in order to evaluate joint developments in the future.

Moreover, it is to be assumed that rail transport to Europe via Iran and Turkey will be bolstered in the coming years. Here too, the duisport group is already holding talks about joint development projects.



New crane facility to improve performance quality at the Stahlinsel

Steel construction of the new crane was completed at the beginning of November.

(dü) With two modern covered handling halls covering a total area of 8,000 square meters and 13,500 square meters of open storage and handling space, Haeger & Schmidt International (H&Si) is among the most important service providers for the steel industry in Duisburg. To further improve the quality of its services, the company, which belongs to the Austrian Felbermayr Group, invested just under four million euros in a new crane facility.

To operate their open depots, Haeger & Schmidt International has two bridge cranes at their disposal, of which the water-side crane has no longer been meeting growing requirements regarding unit weights and handling speed in the long run. This is why the previous “Crane 3” will be replaced by a much more efficient successor at the end of the year. The crane, newly constructed by the Austrian crane manufacturer Künk, has a 25% higher load capacity of 40 tons. It is also wider in design and equipped with the latest technology. The electronic

control and up-to-date dimensioning of the crane trolley, trolley traveling gears, and slewing gear significantly shorten loading times and enable more precise work when handling long materials and flat steel. In future, other goods will now be able to be handled as well.

Transport of the steel construction from Austria was organized by the Felbermayr subsidiary BauTrans at the beginning of October. In parallel to the construction of the new crane, the 200 meter long crane track is being refurbished. Projecting 25 meters over the water and 30 meters over land with a lifting height of 28 meters, of which 18 meters is over the rail level, the new crane is trimodal and will provide services to ships, three loading tracks, the street, and the open depot. The construction project is being professionally monitored and controlled by duisport Consult GmbH.

Haeger & Schmidt International handles more than a million tons of steel products annually on the trimodal

logistics platform at the Südhafen Ruhr Basin location and dispatches them for international shipment. This is why the company also likes to call the terminal the “Stahlinsel”, or “steel island”. Containers play an important role in the handling process. In H&Si’s halls, more than 1,000 boxes are professionally stowed, secured, and sent on an inland voyage on a ship of H&S Container Line, also belonging to the Felbermayr Group. Several hundred ships are dispatched every year in conventional handling on 400 meters of quay length, of which the majority is represented by the inland waterways sector of H&Si and HSW Logistics, who specialize in short sea shipping. The two warehouses, each protruding 30 meters over the water, ensure that moisture-sensitive goods are handled regardless of weather conditions.



Arkas and duisport establish joint venture



© Arkas

F. l. t. r.: Lucien Arkas (Chairman of Arkas Holding), Michael Groschek (Minister of Transport of North Rhine-Westphalia), Erich Staake (Chief Executive Officer of Duisburger Hafen AG).

(jb) In November the Turkish logistics company Arkas Holding S.A. and duisport announced the creation of a new joint venture at Logitrans, the leading Turkish logistics trade fair. The objective of the joint venture is the joint development of multimodal logistics parks, and the development of intermodal services in Turkey. The agreement was signed in the presence of North Rhine-Westphalia Minister of Transport Michael Groschek, which underlines the importance of this cooperation for the industrial and logistics location North Rhine-Westphalia.

“The bridge between Duisburg and Turkey highlights the importance that duisport’s logistic activities have in our globalized world. The new, efficient connection between Istanbul and Duisburg paves the way for a wide variety of development and growth opportunities for shippers in North Rhine-Westphalia. Başarılar dilerim! Good luck!” wishes Michael Groschek, Minister of Transport of North Rhine-Westphalia.

One of the first projects under the joint venture will focus on the development

and operation of a more than 200.000 square meter large multimodal logistics area near Istanbul. This area is located in the vicinity of the Gebze industrial district. Plans include the construction of a bimodal terminal and the marketing of the premises to production and logistics companies. Constructions will start in 2016. Total investments are in the high double-digit million range.

“Turkey is one of the main growth markets for the industrial and logistics value chain. With the Arkas Group, we have gained a strong and multinational partner that ideally complements our own network. By bundling our know-how, we are able to realize significant added value potentials in the region and further optimize the transportation chains of our customers,” emphasizes Erich Staake, Chief Executive Officer of Duisburger Hafen AG.

“We are creating a joint venture in Turkey with the management company of the leading multimodal logistics hub in Central Europe. Up to now we have always invested by trying to foresee and meet

the sector’s needs. By 2023 the railway’s share in the freight transportation of Turkey’s foreign trade is expected to reach 15%. In order to achieve these objectives, the focus should be on increasing logistics and rail capabilities which is why we are speeding up our investments. The intermodal logistics terminal at İzmit Kartepe, which will be the first within our duisport joint venture, will become a real hub once the Marmaray tunnel will start to be used for freight transportation and also when the Baku-Tbilisi-Kars rail link will become operational. Cargo will move between Asia and Europe, Europe and the Balkans and also the Central Asian (CIS) countries. Since the terminal will be rail-linked it is also very important that the regulations to liberalize the railways are completed as soon as possible. Once the liberalization comes truly into effect we shall also invest in locomotives”, says Lucien Arkas, Arkas Holding Chairman.

Thanks to its vicinity to Istanbul, the logistics area will be optimally integrated into the multimodal networks of both partners. duisport already offers



The objective of the joint venture is the development of multimodal logistic parks and the development of intermodal services in Turkey.

15 weekly train connections to different Turkish destinations. The initial of the usage for freight transportation on the Marmaray tunnel in Istanbul will provide a direct connection to the new logistics area. This will create a Gateway Terminal for Istanbul and the entire region.

The close linkages between the two hubs Istanbul and North Rhine-Westphalia offer customers tremendous potential for optimizing their transportation chains. Using the integrated logistics services of the two partners, companies are able to draw on an extensive and reliable intermodal transportation network that extends from Central Europe to Asia and North Africa.

As early as 2014, Arkas and duisport signed a “Memorandum of Understand-



About Arkas Holding

Arkas Holding S.A., a pioneer holding company in shipping, terminal operations and logistics services, was founded in 1902. Alongside its main fields as agents, shipowning, port & terminal services and logistics services that integrate sea, land, rail and air transportation, the company also is active in bunkering, automotive, insur-

ance services, information systems and cruise ship tourism.

Arkas Holding currently has 57 offices, 14 in Turkey and 43 abroad and employs 6500 people with 61 different companies. As a multinational company Arkas has achieved synergies with local and foreign partnerships in Turkey and abroad.

ing”, with the aim of completing the required preliminary investigations for the joint venture, and developing the joint projects. Other multimodal logis-

tics areas at the main transportation axes in Turkey have already been identified. The joint venture will begin its marketing activities shortly.



DUSS rises to new market challenges

The DUSS terminal in Munich-Riem is the central hub between Northern and Southern Europe.

(dü) The German Rail-Road Transshipment Company (Deutsche Umschlagsgesellschaft Schiene-Straße – DUSS) is Germany’s largest inland terminal operator for intermodal rail-road transport. With its 24 terminals, a roll-on roll-off facility, 55 gantry cranes, 10 reach stackers, and roughly 550 employees, DUSS handles an average of about 2.2 million intermodal loading units and generates a revenue of almost € 60 million per year. As owner of the terminal facility Duisburg-Ruhrort-Hafen, the Combined Transport Planning Company (Planungsgesellschaft kombinierter Verkehr mbH - PKV) cooperates closely with DUSS.

With a central location in the Port of Duisburg, the terminal was established by PKV in 1990 and put into operation in 1992. Since January 2003, the facility has been operated by DUSS, which has driven its expansion since. As the owning company and owing to its competence for the further planning and development of the local terminal infrastructure, PKV assumes responsibility for the facility’s infrastructure and is currently developing the terminal into one of the most important intermodal trans-

port hubs of DUSS in Germany. DUSS cooperates with railways and European operators in Duisburg to allow the processing of transports within Germany as well as to Scandinavia, Poland, the CIS, Italy, Spain, Portugal, Hungary, the Benelux, and Great Britain. In addition, all important European economic centers are reached by means of gateway traffic. The Duisburg terminal has also increasingly developed into a hub for seaport hinterland transport.

DUSS at a glance

“We hold the transport chain together” – this is the slogan with which DUSS promotes its comprehensive range of services in intermodal transport in Germany. Founded in November 1982, participating companies are DB Netz AG with a share of 75%, DB Mobility Logistics AG with 12.5%, and Kombiverkehr GmbH & Co. KG also with 12.5%. The company headquarters are based in Bodenheim near Mainz.

Dipl.-Ing. Wolfgang Müller has been Chairman of the Board of DUSS since 1990. Hans Pieper been the Managing Director of the company since 2004 and,

since 2003, has assumed an especially active role in the expansion of the terminal in Duisburg. Both are highly satisfied with the current business development: In 2014 the number of paid transshipments rose by 1.5% to 2.2 million loading units. “The operational business result was also highly satisfactory,” as Wolfgang Müller is happy to relate. The self-imposed quality figures in the terminals were achieved everywhere: “Of the incoming train delays, 75% were compensated for by terminal operations – 90% of our trains left the terminals again on time in 2014,” reports Hans Pieper. The daily measurement of these key figures for each train and terminal, he continues, is the basis for the high customer satisfaction that DUSS has garnered for itself over its 33 years of business operation.

“Today DUSS stands for state-of-the-art terminal operation management, effective transshipment technology, and know-how. In the intermodal transport chain, DUSS combines the essential conditions for the efficient linkage of road and rail as modes of transport 24 hours per day and 365 days per year,”

as Wolfgang Müller clarifies the claim made by his company in the intermodal transport market. “In this regard, we are not only a neutral partner for loading, logistics, and forwarding companies; we also ensure all intermodal operators and railway companies nondiscriminatory access to our intermodal transport facilities,” adds Hans Pieper.

Though an original focus of our business activities was intermodal seaport hinterland transport, the growth experienced in continental intermodal transport has increased perceptibly over the last few years. “This can also be clearly seen in the fact that the number of cranable semitrailers is growing continuously and already accounts for 35% of the loading units handled in Duisburg, for example,” Hans Pieper says. “Today the shipping industry is putting pressure on logistics companies to procure cranable transport vehicles and to increase the share of environmentally friendly intermodal transports. The additional costs for an intermodal trailer are currently so low that even medium-sized companies can deal with them,” as Wolfgang Müller expects.

But DUSS is also adapting to new market developments in another way: “The inland terminals are increasingly becoming the extended workbench of the sea terminals. Ever larger seagoing vessels with 16,000 TEU and, in the future,

20,000 TEU have led to handling problems in the maritime container terminals, which are pushed to their capacity limits again and again,” Müller reports. Potential remedies for this could be effective intermodal hubs in the hinterland, which reload “mixed” trains from the seaports onto targeted trains to the hinterland terminals. “We operate such facilities in Hamburg, Munich, and Cologne, for example. We are developing the Duisburg terminal into an intermodal hub and are constructing a new intermodal hub in Hanover-Lehrte.” On the other hand, the necessity then arises of loading trains in the hinterland for concrete maritime vessel departures.

“Whether to bridge over holidays, as a reaction to delays of seagoing vessels due to storms or to the increasing growth of the loading and unloading lots of large maritime container ships – we need additional storage space in the hinterland terminals to act as a buffer for certain containers for one to two days. Connecting maritime and continental transports on the one hand and north-south and east-west transports on the other represents a new challenge for us as a terminal operator, one which we must meet by furnishing new storage and parking areas for trailers,” Müller emphasizes. This fundamental change in terminal design is not, however, deemed by the German Federal Railway Authority as eligible for financing in all projects. “We still have some convincing to do here and also hope to receive support in this regard from experts from the inland ports. They have been familiar with this problem in their trimodal terminals for a while now and solve it by providing the required reserve space,” Müller explains.

Potential for optimization

“In terms of our terminal operations, we have to develop overall from a ‘factory’ into an ‘industrialized intermodal world’ in which as many operations as possible can be processed automatically,” the Chairman of the Board demands. “Intermodal transport must become more productive over the entire logistics chain, otherwise we will lose the market. For this, we need better cooperation with maritime vessel and maritime terminal operators, as well as with hinterland service providers. Unfortunately, this insight has not yet been sufficiently explored on the maritime side – there is considerable potential for optimization there.”

When asked about the constantly lamented deficiencies of the rail infra-



Management Board: Hans Pieper and Dipl.-Ing. Wolfgang Müller (Chairman of the Management Board).

structure, Wolfgang Müller and Hans Pieper point out a process of rethinking among national and European network operators: “The absolute prioritization of public transport in network expansion is now clearly part of the past. International cargo transport now has priority over national public transport, and this has also been put into practice by the national railways,” assesses Wolfgang Müller. “Intermodal trains now travel 120 kilometers per hour faster than regional passenger trains,” adds Hans Pieper: “A different dynamic has developed in freight transport over the last few years: Intermodal trains now have no problem keeping up with intercity transport.” Intermodal transport, he adds, also clearly profits from the fact that it generally operates according to plan and can therefore be reliably synchronized by route schedulers. “The gratifying growth experienced by rail freight transport since the liberalization of the rail markets is mainly due to the increase of combined transports, with a clear decline in single wagon freight transports.

Noise reduction

Intermodal transport is also a trailblazer when it comes to noise protection: “Spurred on by the bonus scheme of DB Netz for low-noise wagons, the fleet owners have invested heavily in equipping their vehicles with whisper brakes. A number of operators intend to fit entire wagon fleets with disc brakes that are even quieter than the composite brake pads,” Hans Pieper reports. Wolfgang Müller is convinced: “These investments pay off much more quickly in intermodal transport than in other wagon types, as the vehicles are in constant use and boast high productivity. Intermodal transport is destined to become the first service area in rail transport to have a completely low-noise fleet in operation.” For additional information, please visit our homepage at: www.dbnetze.com/duss-terminal



The PKV terminal in Duisburg-Ruhrort is being developed into one of the largest DUSS intermodal transport hubs with Europe-wide rail connections.



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130-ton heavy cargo transport to Chile

The 130-ton mining locomotive was unloaded in the Chilean port with the help of the two ship-based cranes.

(w) The global project logistics provider IPS-Integrated Project Services GmbH (IPS) succeeded in delivering a 130-ton mining locomotive to the world's largest copper mine, El Teniente in Chile. Around 18,000 kilometers separated the production site in Gelsenkirchen from the operation site in the Andes. Even unforeseen circumstances could not prevent IPS from executing its contract on schedule for its customer.

Chile is one of the most stable and affluent countries in South America and a key regional player with main export sectors encompassing copper, paper, pulp, and chemicals among others. The mining industry is an especially thriving growth market in Chile – which is why a major mine operator placed the order for a new locomotive to be manufactured in the Ruhr region with subsequent transport to the site.

On average, locomotives are used in the mine 22 hours a day, 360 days a year, each transporting about 135,000 tons of copper below and above the ground. Loads of up to 2,400 tons per trip and the rigors of continuous use, demand a

high-performance, technically sophisticated locomotive.

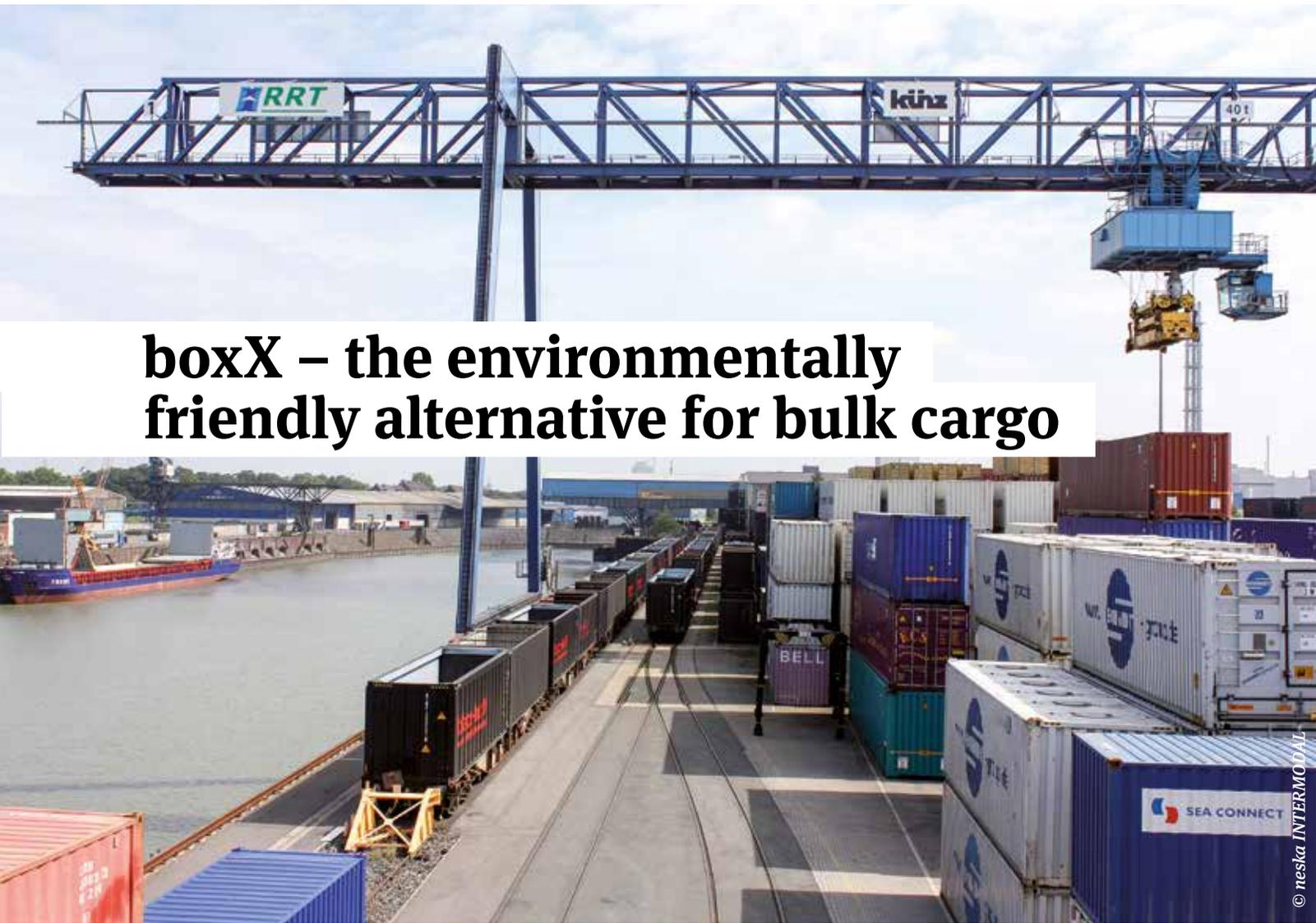
Solution-oriented project planning

The order began for IPS, which was commissioned with the entire transportation chain, after the new locomotive was handed over in July 2015. However, a long and detailed planning stage had to be made first, along with a number of preliminary discussions. Technicians, suppliers, and packers agreed jointly on an exact time frame to ensure the process would run smoothly. One critical aspect that had to be considered was that the seagoing vessel should have its own cranes for loading and unloading the heavy cargo, as there are no adequately sized crane facilities in the Chilean port. Yet this required precise timing, because every month only one seagoing vessel departs from Europe with the possibility of transporting this kind of cargo to Chile.

From Gelsenkirchen to the Port of Antwerp

In order to prepare the locomotive in Gelsenkirchen for shipping in Antwerp, it was expertly packed by the support team

from Duisport Packing Logistics GmbH and braced on specially manufactured steel frames. This ensured that the 130 tons were distributed evenly. Having arrived safely in Antwerp by barge, the locomotive was loaded into the cargo hold below the deck of the large seagoing vessel with two ship-based cranes – and a great deal of finesse – where it would stay for most of the journey. In addition to the usual provisions regarding the load-capacity of the ship, the experienced project logistics providers at IPS also took a number of safety aspects into account. During shipment, the locomotive was located on a steel frame, which was itself anchored on a steel loading floor. Long wooden planks and an undercarriage fastened with wooden blocks prevented the heavy load from slipping and being damaged. And so, safely stowed, the locomotive finally reached the Port of Valparaiso in September. There, IPS demonstrated its solution-oriented approach right up to the end of the project. The expert steel-frame anchoring was able to withstand the unexpected challenge of an earthquake, so the locomotive could make its way unscathed to Rancagua on a special low-loader.



boxX – the environmentally friendly alternative for bulk cargo

Unit train with black-boxX containers in the RRT in Duisburg.

(dii) neska INTERMODAL, a company of the Duisburg-based neska Group, is a specialist in intermodal container logistics for ship, rail, and truck. neska INTERMODAL has developed a sophisticated container system which is used for trucks and ships on a growing route network. An important hub is the Rhine-Ruhr Terminal (RRT) in the Port of Duisburg, which belongs to the neska Group. Logistics can hardly function without them: Containers allow the fast handling of cargo on different transport carriers – be it from the road to the rails, from the water or vice versa. Moreover, they ensure the efficient handling thanks to standardized dimensions and short transit times. They also lower the transport costs in comparison to direct truck transports. However, not every container is the same.

Product-preserving transport requires the right box. For this reason, neska intermodal has expanded its range of

black-boxX containers, which it already introduced five years ago, into an entire container system and has developed a container family for light and sensitive bulk cargo. The company belongs to the neska Group based in Duisburg and specializes intermodal container logistics for ship, rail, and truck. “By using our boxX system in a customized way, we can organize transport chains with our own unit trains and ships in an efficient, product-preserving and sustainable way,” explains neska Managing Director Hans-Peter Wieland.

Apart from the black boxX, customers now have the blue-boxX and the grey-boxX at their disposal. Each of these containers was developed for a special set of tasks. They all share the following advantages: pallet-wide loading space, fivefold stackability, space-saving loading, unloading with tipper chassis, cargo protection thanks to transport to recipient without transshipment, and

a cost-effective storage facility for consumer-optimized inventories.

black-boxX

The black-boxX is suited for moisture-resistant cargo. The cargo is loaded into the 30-foot open top container from above. This is much gentler than handling cargo with grippers and wheel loaders. And precisely this is an important criterion for more sensitive bulk cargo, such as foundry coke, whose quality suffers with each handling. In designing the black-boxX, neska intermodal also took safe unloading into account and furnished the containers with door locking hooks. At the beginning of 2015, the network of black-boxX trains was further expanded for the customer ThyssenKrupp Metallurgical Products GmbH. Since February, a unit train from Poland now travels to the container terminal of Puhl GmbH in Saarbrücken and, alternately, to the terminal of TSG GmbH in Singen. As a result, customers in Saarland, France, and South



black-blue-grey - the innovative boxX container family can be easily identified by their colors.

Germany can now also be served. For the expansion of the network, neska intermodal had specifically invested in 180 additional black-boxX containers.

blue-boxX

As with the black-boxX, the blue-boxX can also be loaded like a tipping truck. It keeps sensitive cargo and waste safe. A seawater-proof tarpaulin protects the load during transport from all inclement weather, thereby ensuring that the bulk cargo reaches the customer in perfect condition – and that regardless of whether by road, rail, waterway or short sea shipping.

grey-boxX

The grey-boxX was developed especially for rail transport as an alternative to the conventional rail wagon. The rail container has side doors and can be loaded



Whether sensitive bulk cargo, such as coking coal, or brown coal briquettes: the black-boxX ensures their gentle transport from the producer to the consumer.

control and scheduling location for the boxX system throughout Europe.

Additional information at www.neska-intermodal.eu



neska unit train with coking coal loaded in black-boxX en route from their Polish producer to their German consumer.

Benteler Distribution opens central warehouse



© BENTELER Distribution Deutschland

The new BENTELER Distribution Deutschland main warehouse in Duisburg adds diversity to the industrial landscape with its conspicuous mosaic front facade.

(*gran*) Benteler Distribution Deutschland has opened a modern central warehouse at the Port of Duisburg with Europe's largest high-rack facility for tubes. The objective is to improve service for customers and suppliers by optimizing logistics and inventory management.

Those passing over the A 40 Rhine bridge in Duisburg can now admire a new specimen of architectural art: For some time now, a blue-white-gray mosaic pattern has been drawing the eyes of drivers traveling in both directions towards a new commercial property. This is the new logistics center of Benteler Distribution Deutschland GmbH & Co. KG, whose 25-meter-high, 120-meter-long high-rack warehouse rises colorfully above the dull uniformity of the logistics properties at the Port of Duisburg. The company logo „BENTELER“ is proudly displayed in thick letters on the west and east sides of the building. On the 1st of October, the steel tube wholesaler and processor opened its new central warehouse in the Kasserfeld industrial park at the Port of Duisburg.

In his opening address, Jost A. Massenber, Chairman of the Board of the subsidiary Benteler Distribution International GmbH, welcomed the decision to

erect the new building in the immediate vicinity of the existing location as showing „clear commitment to the Duisburg location“. A major investment for Distribution: With it, the storage capacity in Duisburg was more than doubled, from 12,000 to 27,000 tons of tubes. About 25 million euros were invested. There are 40 workplaces at the new location. „The new logistics center is the biggest investment in the history of the company and an important, pioneering project,“ said Hubertus Benteler, CEO of the parent company Benteler International AG, during the opening ceremony. The company has been family-owned for the past 140 years. The new building is meant to contribute to the profitable further growth of Benteler Distribution in Germany. Improved logistics and upgraded service quality will help the division assert itself in a saturated, highly contested market. „We want to develop niche markets, create a competitive cost structure, and offer excellent logistics,“ said Dr. Jost A. Massenber. The expansion of the Duisburg logistics location was a major step in this direction, not the least because of the increased speed and turnover rate. The 15,000 square meter logistic center is in the immediate vicinity of the existing location, where there is already a

warehouse with an area of about 20,000 square meters. Together, the old and the new logistics centers constitute the new central warehouse. All standard materials are now in stock there, while especially rapidly rotating materials are in the high-rack facility.

More than 4,000 customers in Germany and neighboring European countries will be supplied by the Duisburg site in future. They benefit from higher product availability, shorter delivery times, and bundled deliveries. Suppliers have a central delivery point. They are provided with more efficient work flows, fast handling of delivery traffic, and enhanced unloading options. At the same time, there is a good connection to the national road system, with a direct connection to the A 40.

Mayor of Duisburg Sören Link (SPD) used the opening ceremony as an opportunity to criticize the excessive length of the planning period required to build the urgently needed reconstruction of the A 40 Rhine bridge. „If it takes over ten years to build a bridge on the A 40, there's something wrong,“ he claimed. According to Link, the federal government must finally step up and renovate



Dr. Jost A. Massenberg (CEO BENTELER Distribution International GmbH), Hubertus Benteler (CEO BENTELER International AG), Sören Link (Mayor of Duisburg) and Oliver Rechtsprecher (Managing Director BENTELER Distribution Deutschland GmbH & Co. KG) at the opening ceremony for BENTELER Distribution Deutschland's main warehouse in Duisburg (f.l.t.r.).

and maintain streets, railways, and waterways quickly.

Optimal warehouse structure and efficient processes

The logistics center has a total of four halls: one for incoming goods, another for the fully automatic high-rack warehouse, a third for processing with band and buzz saws and packaging and deburring machines, and a fourth for outgoing goods. New ceiling cranes make it possible for the employees to process orders quickly and easily. „Here in Duisburg, we keep an inventory of 27,000 tons of tubes in stock – from precision steel tubes to hot-finished steel tubes to stainless steel tubes. As specialists in warehousing and

processing, we make sure to live up to our customers' requirements as regards availability, flexibility, and quality," said Oliver Rechtsprecher, Managing Director of Benteler Distribution Deutschland. The trend is moving towards „small batches“. „Our customers want less and less as fast as possible," said Oliver Rechtsprecher. As a rule, single items weigh a few hundred kilos.

With a height of 25 meters, the high-rack warehouse is the centerpiece of the new facility. The 120-meter facility has a total of 10,000 cassette spaces with a carrying weight of 3.5 tons each. Tubes from the entire product portfolio are stored there. Tubes up to 8 meters in length can



Europeans largest high rack warehouse for pipes is located within the main warehouse of BENTELER Distribution Deutschland.

be packed in the cassettes, while longer tubes are stored in the old logistics center nearby.

Employees use the ceiling cranes to unload trucks as they arrive at incoming goods. Following a quality check, they then fill the cassettes at the storage station. The cassettes are automatically sent to the high-rack facility with the press of a button. Two computer-controlled stacker cranes are linked with the inventory management system via an interface. As specified by the order, they pull out the rack and retrieve the correct tube from its cassette. The tubes are then processed or directly prepared for shipping. Once they are well-packed, employees load them on a truck to be transported to the customer. Benteler Distribution Deutschland does not have

Benteler-Group

With around 30,000 employees and 170 locations in 37 countries, the Benteler Group stands for superior competence in materials, manufacturing, and technology in the automotive, steel/tube, and distribution sectors. Under the strategic management holding company Benteler International AG, the three areas of Automotive, Steel/Tube, and Distribution are organized as legally independent divisions. With a turnover of nearly 900 million euros and 12,000 customers, Benteler Distribution is one of the leading warehouse keepers and processors of steel tubes and accessories with more than 50 locations worldwide in over 30 countries, 290,000 square meters of storage area, and 1,500 employees. Benteler Distribution has been operating in Germany since 1957 and currently employs around 350 people.

its own vehicle fleet, so in Duisburg it collaborates with several shippers of long goods. Transport is carried out exclusively by trucks. In total, several thousand trucks are loaded and unloaded at the ramps in Duisburg per year.

The steel tube wholesaler operates two further warehouses in Germany, in Falkensee near Berlin and in Vaihingen an der Enz not far from Stuttgart. In addition, there is a processing center in Mannheim. At these locations, the company works for specific customers, from the automotive industry for example. The total area of the logistics facilities is 64,000 square meters. Duisburg is the largest location, followed by Vaihingen with 15,000 square meters.

Schenker is renovating



©Schenker Deutschland AG/Fotograf Michael Neuhaus

Schenker Deutschland AG officially started operating the new logistics center in logport in April 2008; now the branch office is converted into a pure handling terminal.

(gran) Schenker Deutschland AG is converting its overland transport office in logport to a pure transshipment terminal. In future, the Duisburg location will supply not only the Lower Rhine and western Rhine-Ruhr region but also Belgium and the Netherlands.

„We dismantled our high-rack warehouse at Europaallee 100 and will utilize the space to expand our handling capacities,“ said Michael Lederer, Branch Manager of Overland Transport/Logistics for Schenker Deutschland AG at Duisburg. The 5,000 square meter logistics facility, with 48 gates on a 40,000 square meter plot, will be used in future as a pure transshipment facility within the European transport network of DB Schenker. „We’ve been supplying to Belgium from Duisburg since October and will start serving the Netherlands in February 2016,“ explains Michael Lederer. In addition, Schenker Deutschland AG is investing a „significant amount“ in the renovation of the property, which is being equipped with 16 more loading gates. Ten to twelve new workplaces will be created. Contract logistics activities will be relocated to Mülheim an

der Ruhr – the logisticians had moved to Duisburg from there in 2008. Now the former location is being reopened – but with a new role. Michael Lederer will also be responsible for this location. The forwarding and traffic specialist came to Schenker Deutschland AG from Wincanton and the Raben Group in 2013.

Focus: bundling concepts

Background information: DB Schenker is departing from the hub-and-spoke system in the European network and is now backing bundling concepts. Until now, all individual country networks had a national orientation – now they are all merged into one system. „While DB Schenker was a federation of national networks until recently, our new strategy is pan-Europeanization,“ explained Ewald Kaiser, Director of Overland Transport for Schenker AG, in a recent interview with DVZ. „Europe is our home market now, not the individual countries,“ said Kaiser. The company expects the bundling of traffic to lead to a clear increase in productivity, capacity utilization, and delivery speed. The transition should be completed by the end of 2016 for all 36 European countries in which DB

Schenker operates separate networks. The first countries have already been merged. Those pilot countries include Germany, Poland, Denmark, and Finland. Others are now gradually being added, such as Belgium and the Netherlands via Duisburg. In future, France will be serviced via Saarbrücken, Italy via Munich, and Luxembourg via Trier. These „gateways“ preferably lie near national borders. The direct trade system will remain in effect.

„We expect over 200 tons of additional transport volume daily in Duisburg,“ explains Michael Lederer. He currently counts 1,500 shipments or 400 tons outgoing per day. In 2013, this figure was 1,100 shipments or 300 tons daily. „Duisburg

Schenker Deutschland

Based in Frankfurt am Main, Schenker Deutschland AG is, with approximately 15,500 employees at more than 100 locations and an annual turnover of about 3.9 billion euros, the leading provider of integrated logistics in the German market.



Michael Lederer, Branch Manager of Overland Transport/Logistics for Schenker Deutschland AG at Duisburg.

thus stands a lot to gain by the new network structure," says Michael Lederer with conviction. After all, the potential is there, the geographic location is excellent, and a trimodal connection is in place. There are also possibilities of expansion: A 20,000 square meter open space, today still a field, directly abuts the premises. The logisticians already have their eyes on it. A great luxury: logport is, after all, more or less occupied, with hardly any free space left – and not in such a good location. There is also a possibility of expanding the facility directly at the transshipment terminal. Associated plans are already on the branch manager's desk.

He expects that Schenker Deutschland AG will, via Duisburg, increasingly handle containers that have arrived by rail. Until now, the focus was on general cargo, which is predominately transported by truck. On average, 65 trucks leave the site daily to deliver national incoming shipments in the Duisburg region. Every night, 46 output lines were counted in addition to five to eight spot transports. Michael Lederer is satisfied with logport's connection to the road system. However, he is frustrated with the problems associated with a dilapidated Rhine bridge on the A 40. „There's no foreseeable alternative to this bottleneck," he believes and demands a new construction „as quickly as possible". Schenker Deutschland AG has further overland transport sites in Cologne, Dortmund, and Wuppertal. Michael Lederer employs 140 people in Duisburg and 35 in Mülheim.

Green logistics

As the branch manager says, DB Schenker is relying increasingly on green logistics in order to provide customers with a sustainable competitive edge. „It is certainly of decisive importance for our customers

For eight years in logport

In April 2008, Schenker Deutschland AG officially put the new logistics center in logport into operation. The ground-breaking ceremony for the facility took place exactly one year earlier. Erich Staake, CEO of Duisburger Hafen AG, welcomed the important client at the time: „We are very pleased that Germany's leading logistics service provider is settling here in Duisburg.“ DB thus reinforced, as Erich Staake then stated, Duisburg's strategic significance as a multimodal hub for national and international flows of goods. The company invested a sum of 10.5 million

euros to acquire the property and build the new logistics center. Since then, the entire Lower Rhine and western Rhine-Ruhr region has been supplied from there. „Since 2013, we have been able to increase our freight volume by 20%," says Michael Lederer, Branch Manager of Overland Transport/Logistics in Duisburg since that year. The number of workplaces rose from about 100 in 2008 to more than 140. In the course of internationalizing the logistics network, the Duisburg business site will also bundle general goods for Belgium and the Netherlands and service these countries.

that we as logistics service providers not only offer programs to compensate for CO2 emissions but also do everything we can to prevent environmental impacts," he stresses. In light of this, DB Schenker set the Group-wide goal of reducing CO2 emissions in overland transport by 26% by the year 2020 (based on 2006). A 13% reduction was already reached in 2013. Measures range from driver training to a modern truck fleet to the photovoltaic system and LED lighting. „The total is what counts," says Michael Lederer. The Duisburg location is also making a contribution: For example, the logisticians have all general goods deliveries for Kaiser+Kraft Europa GmbH from their dispatch center in Kamp-Lintfort made „climate-neutrally". In Germany, twelve DB Schenker trucks are en route daily for B2B mail-order companies for plant, warehouse, and office equipment, six departing from Kamp-Lintfort alone. Associated CO2 emissions are compensated by investments in environmental projects. Complete prevention of the harmful carbon dioxide emissions will hardly be financially and technically feasible in the foreseeable future, especially in

logistics. Yet the promotion of compensation projects can completely compensate for these emissions, which are produced for the most part in developing and emerging countries. Kaiser+Kraft is investing in a biomass power plant in India. At the plant, harvest residues are processed into energy. Farmers can profit from this as well by selling their harvest residues. „Cooperation with Schenker has an exemplary quality for us," says Eva Nickolaus, Director of Logistics at Kaiser+Kraft.

„We are currently holding talks with the air conditioning system manufacturer Daikin about further cooperation in the area of green logistics," announces Michael Lederer. In total, he counts several other customers in Duisburg besides Kaiser+Kraft and Daikin, for example the printer manufacturers Epson and Canon and the Krefeld porcelain dealer Van Well. Michael Lederer relies on green logistics in his own company as well: The entire lighting system is just now being converted to LED technology. Moreover, a roof-mounted photovoltaic system has been generating power since 2014.



The cooperation between Schenker Deutschland and Kaiser + Kraft serves as a model for others.



Seacon expands in Duisburg

© Seacon

Seacon Gruppe Deutschland GmbH is combining its activities at the Duisburg site as a base for market expansion in Germany and into South and Eastern Europe.

(dü) Seacon, a multimodal logistics service provider founded in the Netherlands in 1985, has had a notable presence in the Port since 2005 with its own modern warehouse and distribution center.

The family-owned company now employs a global workforce of 800 people and has various inland terminals in strategically key European locations as well as a worldwide network with subsidiaries and partners in more than 75 countries. After taking over ICT Internationale Container Transport GmbH in Neuss in 2011 and awarding management of Seacon Gruppe Deutschland GmbH to industrial engineer Dr. Jens-Albert Oppel in March of 2015, the companies are now being combined at the Duisburg site, where they will pursue a common goal of market expansion in Germany and into the regions of Southern and Eastern Europe.

Seacon Logistics provides its worldwide customers with innovative supply chain solutions, customs and warehouse facil-

ities, value-added logistics, and a tightly meshed distribution network in Europe.

The company's history of expansion

Started in 1986 with the construction of the first dry port in Venlo as a multimodal inland terminal in cooperation with the Rotterdam container terminal operator ECT. An exemplary warehouse and logistics concept for the entire sector, its rapid market acceptance led not only to constant expansion at the Venlo location but also to the establishment of further terminals in Born and Meppel in the Netherlands as well as Duisburg and Milan. Today, Seacon has more than 200,000 square meters of warehouse space in Europe at its disposal, of which 110,000 square meters are in Venlo, 22,000 in Born, 25,000 in Moscow, 15,000 in Duisburg, and 15,000 in Budapest with still further capacities in Antwerp, Meppel, Rotterdam, Hamburg, and Gera. All storage facilities are situated near European consumer centers and offer customers short distances and

quick reaction times for special market requirements. „We have reached the limits of growth at the Venlo site – on the other hand, we see a lot of potential for growth in Germany,“ says Seacon's Managing Director, Dr. Jens-Albert Oppel.

„Our global customers come from the areas of electronics, automotive, mechanical engineering, textile, and consumer goods and have high expectations regarding the quality and reliability of the goods distribution solutions, which we develop, customize and implement on the basis of long-term investments. At the same time, we ensure constant innovation and process optimization with targeted logistics engineering. After all, logistical and environmental requirements are becoming increasingly strict, while incredibly rapid technological developments are daily challenges for our logistics experts,“ continues Dr. Oppel. The company's IT system, developed in-house with customized software to meet the needs of

their customers, plays a important role in the implementation of complex logistics concepts and supply chain solutions. Customers also have constant direct access to the system. For example, they can monitor inventories online or check the temperature of their products, as Dr. Oppel explains. „This provides us with an intelligent flow of goods and data.“

Location Duisburg

The Duisburg location will play an essential role in the further development of Seacon activities in Germany and Southern and Eastern Europe. „The Rotterdam/Antwerp – Duisburg axis, with its efficient rail and ship connections, has formed the basis for the Port’s rapid development in the past several years as the most important hinterland hub in Europe. So it’s only natural that we would wish to manage our expansion strategies from here,“ says Dr. Jens-Albert Oppel with conviction. „First of all, we’re considering further locations in Bavaria and Baden-Württemberg. The next step will be to expand into Northern Italy, where we are already being

port GmbH, which, as a forwarding company, has a large customer base in the region as well as its own global network. The forwarding company, founded in Neuss in 1972, now has its own branches in Bremen, Gera, and Ulm/Dornstadt in addition to full subsidiaries in the US and India. ICT is represented with further offices in Lithuania, Russia, Belarus, the Ukraine, and Uzbekistan.

„Traditionally, our customers are global players from the chemical sector. In the past several years, we have also acquired customers from the textile and mechanical engineering fields, who are becoming increasingly important,“ reports Ismet Sari, Director of Marketing and Sales. „The company has realized particularly strong growth since the opening of the Eastern European markets. We have a great number of regional representative offices there to this day, particularly in Russia and the Ukraine.“ While the company had only about 20 employees in 1990, today 160 logistics experts work for ICT, including 30 German-Russian employees for the



Dr. Jens-Albert Oppel and Ismet Sari.

recent years. We have been represented in this interesting market for more than ten years, so we see good potential for unlocking new growth opportunities for Seacon Group,“ stresses Ismet Sari.

ICT’s core business includes not only general cargo but also consolidated and project shipment, dangerous goods, and heavy loads. Their activities make use of all modes of transport – from trucks to trains, from sea craft to aircraft – in multimodal transportation chains. More than 100,000 containers are dispatched in intermodal transport every year. ICT’s service range also includes the preparation of letters of credit and in-house customs clearance with online connection to customs authorities in Germany and the Netherlands. „Together with our parent company Seacon, around 1,000 employees are working every day in sea and air freight, project shipment, CIS cargo, land freight, customs services, and warehouse logistics to ensure the satisfaction of our customers. The integration of Seacon and ICT in Germany will not only help realize our market expansion plans in Duisburg, but will also open up new growth perspectives for the entire Seacon Group,“ explains Dr. Jens-Albert Oppel in complete agreement with Ismet Sari. In conclusion, Dr. Oppel sums up Seacon’s corporate philosophy: „We offer our customers only what we can, but always with a high standard of quality. After all, we are interested in long-term partnership.“



The Seacon warehouse in Duisburg, covering an area of 15,000 square meters, is one of the major locations in Europe.

represented in Melzo. Finally, we wish to intensify our connections with German seaports from the Duisburg location. These connections will become increasingly important in our business activities in Eastern Europe,“ asserts the managing director.

An essential factor in the implementation of these strategic goals is the integration of the ICT Internationale Container Trans-

CIS markets. „Of course we are affected by the sanctions imposed on Russia as a result of the Ukraine conflict. Because of this, we’ve had to reduce our representative offices and personnel in these markets in the past two years,“ explains Ismet Sari in light of current developments. „On the other hand, ICT has been active in Turkey since 2004, a country which has developed into a new logistics hub for the Near and Middle East in

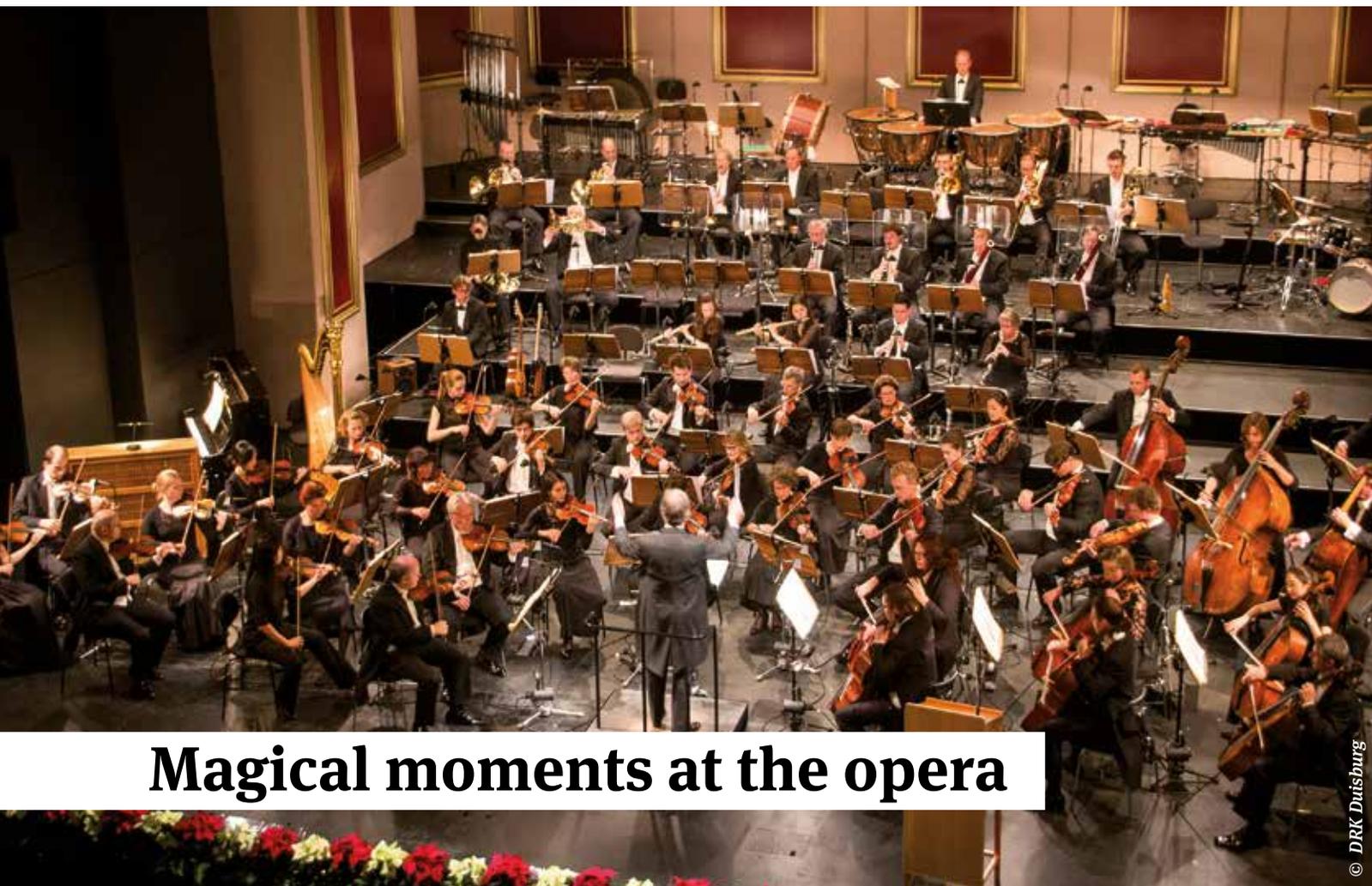


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Magical moments at the opera

© DRK Duisburg

Highlights of the opera: The DRK Opera Gala has been delighting its audience with a fantastic program for 12 years.

(frön) The 12th DRK Opera Gala took place at the end of November, with Duisburger Hafen AG acting as the main sponsor for the third time, and Erich Staake, Chief Executive Officer of Duisburger Hafen AG, representing the company at this important charity event in Duisburg as its patron.

Few social events are as closely associated with the city of Duisburg as the opera gala of the Deutsches Rotes Kreuz Duisburg (German Red Cross). And there is hardly another such event that highlights so well the structural changes taking place in former „Montan City“.

This becomes especially apparent as organizer Hans-Werner Hoffmeister, known to some as „Mr. Opera Gala“, flips through old newspaper clippings.

The event's forerunner can be traced back to the 1950's. The Deutsches Rotes Kreuz opened its first Red Cross fair in 1955, in a time of continuing suffering and need brought on by the Second World War in the Ruhr area. The venue was the Mercatorhalle, then commonly known as

„Duisburg's reception room“. The organizers were able to get many of the ladies of Duisburg society involved. The wives of chairmen and executive directors gladly donated their time for a good cause. At various stands, they sold Advent wreaths and hand-made items, sausage stew (a delicacy at the time) and much more. As Hans-Werner Hoffmeister remembers, many of the managers proved extremely open-handed thanks to the work of the Deutsches Rotes Kreuz and the commitment of those women. Apparently, the purchase of a large bowl of stew was often rewarded over the counter with an even larger certificate printed with the words „for the good cause“. Not forgetting their roots in the re-emerging city, many Duisburg companies supported the event with generous donations.

These funds were extremely important for the daily work of the aid organization. The Deutsches Rotes Kreuz is still one of the largest social welfare organizations today. Its staff and volunteers perform a wide variety of tasks, covering both humanitarian aid and social work. In Duisburg for example, the Deutsches

Rotes Kreuz operates two facilities for children with serious or multiple disorders as well as one of the city's biggest family education centers. Such projects require not only knowledge and commitment, but also money. A lot of money indeed, as Hans-Werner Hoffmeister reports – especially in times of limited local budgets. This is why Hans-Werner Hoffmeister, who was managing director of the Duisburg chapter of the Deutsches Rotes Kreuz for 32 years, chose to professionalize the volunteer work bit by bit. The involvement of chief executives and directors faded gradually into the background. Managers often no longer came from Duisburg itself. So they lacked the local connection needed to support the city as their „own“.

Inaugurating the Opera Gala

When the Mercatorhalle closed its doors in 1999, Hoffmeister's team, in conjunction with the long-standing deputy chairwoman of the Deutsches Rotes Kreuz, Almut Schulz, developed the idea of organizing an opera gala, the proceeds of which would go to the Deutsches Rotes Kreuz. It was meant to be a glamorous

evening, but not an elitist event – an opera gala for everyone, which is why the most economical tickets cost a mere 21 euros. Guests willing to spend a bit more can enjoy a festive dinner with a special buffet. As splendid as the buffet is, it always includes a kale stew with sausage as a tribute to Dr. Ekkehard Schulz.

An evening full of highlights

Together with professionals from the Deutsche Oper am Rhein, every year Hans-Werner Hoffmeister puts together a program offering well-known and unfamiliar pieces to entice regular opera-goers, as well as those who otherwise rarely make their way to König-Heinrich-Platz. The event's debut in 2004, moderated by the sports journalist Dieter Kürten, was so successful that the opera gala is now inseparable from Duisburg's cultural life. It is the largest Red Cross benefit event of this kind in Germany. Deutsches Rotes Kreuz president Dr. Rudolf Seiters is a permanent and welcome guest.

In November, the opera gala took place for the twelfth time. In addition to offerings from the world of opera and operetta, this year also saw a short departure to the genre of musical – in classical style, or course. Contributing artists included soloists and the choir of the Deutsche Oper am Rhein as well as the Duisburg Philharmonic under the musical direction of Axel Kober. The well-known cabaret artist Konrad Beikircher guided the audience through the program. All the artists waived their fees to benefit the Deutsches Rotes Kreuz, putting their talents towards a good cause.

Advance sale 2016 started

As in previous years, the event was sold out well in advance. This will probably



The first responders of DRK Duisburg accompany guests out of the theater.

also be true of 2016. The first ticket requests for the 1,100 seats were already being accepted on the night of the opera gala. Yet the coming year will have one new feature. After twelve years, during which time Hans-Werner Hoffmeister has made the opera gala into an institution of Duisburg's cultural life, he will be withdrawing from the organization. He announced his intentions well in advance. Two years ago, he had already stepped down as managing director of the Duisburg chapter of the Deutsches Rotes Kreuz. Since then, he has been focusing on his role as chair of the Duisburg Deutsches Rotes Kreuz fund, the acquisition of major donors, and the opera gala organization.

Words of thanks

As he explains, it was a matter of course for him when it came to assuming complete responsibility at the Deutsches

Rotes Kreuz all those years ago. His thanks go to supporters from the county chapter, including the service team, rescue workers, his secretary, and everyone who has contributed to the



Hans-Werner Hoffmeister expresses his thanks for 12 years of support.

organization's success. This also includes those companies who have supported the important work of the Deutsches Rotes Kreuz. For the third year in a row, the official sponsor was not the CEO of a major steel company. This time, the opera guests greeted Erich Staake, Chief Executive Officer of Duisburger Hafen AG, a man from the field of logistics, yet another sign that the structural changes in Duisburg have been a success.



Tickets for the DRK Opera Gala 2016 are available immediately at: operngala@drk-duisburg.de



When concrete pillars dance pirouettes

The newest colorful project of urban artist Martin Schmitz can be seen on the Autobahn bridge at the edge of the Außenhafen.

(frön) Drivers, bikers, and pedestrians are rubbing their eyes in astonishment time and time again as they pass Essenberger Strasse near the Marientor in Duisburg. There, where a melancholy gray had for so long been the dominant color, the viewer's attention is absorbed by shades of blue, orange and purple. The man behind this bright, colorful paintwork is urban artist Martin Schmitz. He designed the "Gate to Neuenkamp" under the highway bridge at the edge of the outer harbor.

"I wanted to make a banal location unforgettable and cheer it up in the best sense of the word," explains the artist. His efforts were a complete success. Skeptics or curmudgeons might protest that all he did was paint a few walls, columns, and bollards in a variety of colors. But it is precisely this play with colors that at one point stresses the underlying forms and at another dissolves them again, creating new interactions and surprising visual insights. If you look at the faces of passers-by, the multicolored art does seem to have an uplifting effect.

Yet Martin Schmitz wouldn't be an artist if this seemingly simple effect were to satisfy him. "Urban art is always something political, something democratic," he explains. "The 'Gate to Neuenkamp' shows that: I can create something like this in a city like Duisburg. My work is also challenging. With it, I want to communicate to people: Do something! Just as I have been allowed to do."

Inspired while beautifying the sheet pile wall at the parallel port

Martin Schmitz had the idea for the project when he opened his "Color Vibrations" at the nearby parallel port in 2014. He discussed the idea with mayor Manfred Osenger. Together they decided that Essenberger Strasse would be the location for Martin Schmitz's next work. The artist created color models on the computer and played with a variety of ideas. Originally, the project was to encompass only one wall. But this wasn't enough for him. So gradually neighboring pillars and street bollards were included. Shades and patterns were tested, discarded, and redesigned on the computer

monitor. "I play with the circumstances, the color spirals stress roundness and form, the two columns dance pirouettes while the wall creates the music," says Martin Schmitz, providing insight into his own interpretation.

The creation process also plays an important role for the artist. "The social interaction with my up to ten assistants, the fun we had together, and the fact that we were occupied not only with art but with each other are all essential factors for me," stresses Martin Schmitz. Among the volunteers were four refugees from Nigeria, who lent an enthusiastic hand. For them, the art event was a welcome change and a good opportunity to establish contacts with the other participants. The artist is thankful not only to Mayor Osenger but also to the citizens of the district, who have been accompanying and encouraging him in his work for years. A dialog that Schmitz finds essential. "I see it as my duty as an artist to make an impact on society. This type of publicity is important to me. My basic approach is that I want to give something back.



© Rolf Köppen

General view of the gate to Neuenkamp.

On-site implementation alone took 350 hours. Add to this the more than 220 hours that Martin Schmitz personally invested in the project, in preparation for example.

Colorful facets on Rhine and Ruhr

If you like what you see and would like to see more: Martin Schmitz painted the formerly gray rear sides of 15 shipping industry signs between the Lord Mayor Lehr bridge and the mouth of the Ruhr. Not far from the “Rhine Orange” sculpture at the confluence of Rhine and Ruhr, two bumble bees and the Berlin Sky await discovery by passing pedestrians. “For me it was an opportunity to utilize the space there and redesign it. It just needed a bit of color. Now it is a new place.” The “vibrations” at the parallel port were inspired directly by the surroundings. “Port means motion. What we perceive are slow, peaceful movements. If we take the time, we can discover the dynamics and incredible force at play here.” This is why the Port has supported Martin Schmitz in past projects and continues to do so now.

Future projects

Although the artist’s new work is bringing him more in the direction of the city center, he is envisaging a different location for the coming year: the Blue Grotto

in Ruhrort. “Across from it, there is an approximately 80 meter long railing,” he explains. In his eyes, this would be a perfect site for a long cascade of color. He has already begun with planning. A model should be drafted within the coming weeks. “There are so many corners in the Ruhr region that can be transformed into unforgettable places, just with a little bit of color,” proposes Mar-

tin Schmitz enthusiastically. This is why the native of Gelsenkirchen returned to his home region about nine years ago after his studies in Aachen and a stay in Berlin. But why Duisburg of all places? “The city has the port and the Rhine. Everything is in motion.” And thanks to Martin Schmitz, it’s a little more colorful, too.



© Martin Schmitz

Martin Schmitz could count on the support of many volunteers.



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LINER CONNECTIONS

INLAND 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	3 x per week	6	DeCeTe	B
Antwerp	5 x per week	7	DeCeTe/DIT/ D3T/GWW	B
Antwerp	2 x per week	4	DeCeTe	B
The Netherlands				
Rotterdam	4 x per week	6	DeCeTe	B
Rotterdam	5 x per week	7	DIT/D3T, GWW, DeCeTe	B
Rotterdam	5 x per week	1	RRT, GWW	B
Rotterdam	5 x per week	4	GWW	B
Rotterdam	5 x per week	5	DeCeTe	B

SEA-GOING CONTAINER TRANSPORT

International	from Duisburg	Shipping Company	Terminal	Ship type*
Azerbaijan				
Baku via Georgien	1 x per week	11	DeCeTe	B/S
Finland				
Helsinki	3 x per week	3	DeCeTe	B/S
via Kotka	2 x per week	11	DeCeTe	B/S
via Mäntuluoto	1 x per week	11	DeCeTe	B/S
Georgia				
Poti	1 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
Grangemouth (Schottland)	1 x per week	11	DeCeTe	B/S
Ireland				
Belfast	1 x pro Woche	11	DeCeTe	B/S
Cork	2 x pro Woche	11	DeCeTe	B/S
Dublin	2 x pro Woche	11	DeCeTe	B/S
Waterford	2 x pro Woche	11	DeCeTe	B/S
Kazakstan				
via Riga	3 x per week	3	DeCeTe	B/S
Latvia				
Riga	3 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 pro Woche	11	DeCeTe	B/S
Oslo, Kristiansand	2 x per week	11	DeCeTe	B/S
via Brevik	1 x per week	11	DeCeTe	B/S
Poland				
via Gdynia	2 x per week	11	DeCeTe	B/S
Russia				
Moskau	2 x per week	11	DeCeTe	B/S
St. Petersburg	7 x per week	3	DeCeTe	B/S
St. Petersburg	2 x per week	11	DeCeTe	B/S
Ust-Luga	1 x per week	11	DeCeTe	B/S

Schweden/Dänemark				
Varberg, Stockholm, Sundsvall, Umea/Holmsund, Helsingborg	1 x pro Woche	11	DeCeTe	B/S

LINER CONNECTIONS

SEA-GOING CONTAINER TRANSPORT

International	from Duisburg	Shipping Company	Terminal	Ship type*
Spain/Portugal				
Bilbao, Leixões	2 x per week	11	DeCeTe	B/S
Gijon, Vigo, Lisbon	1 x per week	11	DeCeTe	B/S
Sweden/Denmark				
via Gothenburg	2 x per week	11	DeCeTe	B/S
via Oxelösund	1 x per week	11	DeCeTe	B/S
Södertälje	1 x per week	11	DeCeTe	B/S
Aarhus	4 x per week	11	DeCeTe	B/S
Urkaina				
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			
River Humber-ports	daily	6, 9	S
Sutton Bridge, Flixborough	1 x per week	2, 6, 10	S
Norway			
Horten, Kristiansand, Sandnes, Bergen, Trondheim			
Frederikstad, Stavanger, Aalesund	weekly	6	S
Sweden			
	weekly	2	S
North-Spain			
	two-weekly	2	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 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, Italy, 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
Scandinavia	2, 6, 8, 9
Spain (e. g. Aviles, Bermeo, Bilbao, Pasajes, Santander)	2, 6, 8, 9, 10, 12
Turkey, Black Sea	2, 9, 8

SHIPPING COMPANIES

Name	Telephone	E-Mail
1. Alcotrans Container Line B.V.	+ 31 (0) 88-8 760 220	info@alcotrans.nl
2. Amadeus Schifffahrts- und Spedition GmbH	+ 49 (0) 203-5 79 40	chartering@amadeus-schiffahrt.de
3. Containerships	+ 49 (0) 203-51 86 93 35	christof.maas@containerships.de
4. CONTARGO GmbH & Co. KG		info@contargo.net
5. H & S Container Line GmbH	+ 49 (0) 203-80 03 265	info@hs-containerline.com
6. HSW Logistics GmbH	+ 49 (0) 203-80 03-0	chartering@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	duesseldorf@samskip.com
12. See-Transit Schifffahrts- und Speditionsges. mbH	+ 49 (0) 203-28 08 08-0	operating@seetransit.de

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

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



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Shipping · Chartering

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Fax
+49 (0)203 / 804 - 255
info.rms@de.rhenus.com
www.rhenus.com



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 Italcontainer	+ 39 (0) 5166-5 10 35	+ 39 (0) 5166-5 09 91	an.gennari@flogistica.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@samskipvandiieren.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) 519 810 606	+ 352 (0) 519 810 611	sebastian.bideau@cfl-mm.lu
17 Far East Land Bridge	+ 43 (911) 277 865-20	+ 49 (0) 1890 63 3963	rhawranek@fareastlandbridge.ch
18 Minsheng	+ 86 (0) 23 65885550	-	huangbo@mshipping.com
19 RS InterRail Services GmbH	+ 49 30 42 26 15 12	+ 49 30 42 26 15 40	info.irs@interrail.ag

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	duisburg@duss-terminal.de
GWW	+ 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
	Dep.	Arr.	Dep.	Arr.		
Bönen	1-5	B	1-5	B	12	GWV
Bremerhaven-Nordhafen	1-5	C	1-5	C	2	DIT/D3T
Buna	-	-	6	C	5	DUSS
Buna	1-5	B	2-5	B	5	DUSS
Dortmund	1-5	B	2-6	B	2	DIT/D3T
Frankfurt	2,4	B	1,3	B	2	DIT
Frankfurt	5	D	5	D	2	DIT
Frankfurt/Ode	5	B	4	B	10	D3T
Hamburg Süd-Waltershof	1-5	C	1-5	C	2	DIT/D3T
Hamburg-Billwerder	1-5	B	1-5	B	8	DUSS
Hamburg-Billwerder	-	-	6	C	8	DUSS
Hamburg-Billwerder	1,3,5	B	2,4	B	8	DUSS
Kiel-Ostufertafen/Schwedenkai	2,4	B	1-5	B	8	DUSS
Kiel-Ostufertafen/Schwedenkai	6	B	-	-	8	DUSS
Leipzig-Wahren	1-5	B	1-5	B	8	DUSS
Lübeck-Skandinavienkai	1-6	B	1-5,7	B	8	DUSS
Lübeck-Skandinavienkai	1-3	B	1-3	B	13	logport III
Ludwigshafen (Rhein)	1-5	B	1-5	B	8	DUSS
Ludwigshafen	2,4	B	1,3	B	2	DIT
Ludwigshafen	5	D	5	D	2	DIT
Marl	1-5	A	1-5	A	2	DIT
Marl	1-4	B	1-4	B	2	DeCeTe
Marl	5	C	5	C	2	DeCeTe
Minden	1,3,5	B	2,4,6	B	12	GWV
München-Riem	1-4, 5	B	1-5	B	8	DUSS
Rostock	1,3	B	2,4	B	8	DUSS
Rostock	6	A	7	B	8	DUSS
Schwarzheide	5	D	6	C	5	DUSS
Schwarzheide	1-4	B	2-5	B	5	DUSS
Schwarzheide	1,3	B	2-5	B	8	DUSS
Schwarzheide	5	D	7	B	8	DUSS
Singen (Htw)	1-5	B	1-5	B	5	DIT
Singen (Htw)	6	C	6	C	5	DIT
Stuttgart	1,3,5	B	-	-	12	RRT/GWV
Unna	1,3,5	A	1,3,5	B	12	GWV

International	From Duisburg		To Duisburg		Operator	Terminal
	Dep.	Arr.	Dep.	Arr.		
A - Austria						
Wels	1-5	B	2-4	B	8	DUSS
Wels	-	-	6	C	8	DUSS
Wels	-	-	5	D	8	DUSS
Wien-Nordwest (via Wels)	1-4	C	1-3	C	8	DUSS
Wien-Nordwest (via Wels)	5	D	4	E	8	DUSS
Wien-Nordwest (via Wels)	-	-	5	D	8	DUSS
WienCont	6	C	5	D	5	DIT
WienCont	1-3	C	2-4	B	5	DIT

B - Belgium						
Antwerpen	1-5	B	1-5	B	2	DIT
Antwerpen	2,4,6	B	1,3,5	B	8	DUSS

CZ - Czech Republic						
Lovosice	1-4	B	1-4	B	8	DUSS
Lovosice	5	C	6	C	8	DUSS
Brno via Lovosice	1-4	C	1-3	C	8	DUSS
Brno via Lovosice	5	E	1,2,6	D	8	DUSS
Paskov via Lovosice	5	D	5	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

DK - Denmark						
Kopenhagen	1-5	B	1-5	B	13	logport III
Kopenhagen	6	D	6	D	13	logport III
Taulov via Hamburg	1-4	C	1-4	C	8	DUSS
Taulov via Hamburg	5	E	5	E	8	DUSS
Arhaus via Hamburg	1,3	D	1,3	E	8	DUSS
Hoje Taastrup via Hamburg	1-3	D	1-3	D	8	DUSS

International	From Duisburg		To Duisburg		Operator	Terminal
	Dep.	Arr.	Dep.	Arr.		
E - Spain						
Barcelona (Granollers) via Ludwigshafen	1,3	E	1,3	E	8	DUSS
Barcelona (Granollers) via Ludwigshafen	5	E	5	E	8	DUSS
Barcelona (Granollers) via Ludwigshafen	-	-	-	-	2	DIT
Tarragona (Constanti) via Ludwigshafen	1-4	E	1-4	E	8	DUSS
Tarragona (Constanti) via Ludwigshafen	-	-	-	-	2	DIT

FIN - Finland						
Helsinki via Lübeck	1-5,6,7	E	1-7	E	8	DUSS
Hanko via Rostock	1,3,4,6	E	1,2,4,6	E	8	DUSS

F - France						
Bayonne via Ludwigshafen	1,3,5	E	1,3,5	E	8	DUSS
Le Boulou via Bettembourg	2-5,6	D	1-5	D	16	logport III
Lyon	1-4	B	1-5	B	8	DUSS
Lyon	6	C	-	-	8	DUSS
Lyon via Bettembourg	1-5,6	D	1-5,6	D	16	logport III
Marseille via Ludwigshafen	-	-	-	-	2	DIT

H - Hungary						
Budapest	1-4,6	C	1,6	C	5	DIT
Budapest	-	-	3-5	B	5	DIT
Budapest via Wels	3,6	E	1,4	E	8	DUSS

I - Italy						
Bologna	1,3,5	C	1,3,5	C	7	DKT
Busto Arsizio/Gallarate	6	C	6	C	8	DUSS
Busto Arsizio/Gallarate	1-4	B	1-4	B	8	DUSS
Busto Arsizio/Gallarate	5	D	5	B	8	DUSS
Ferentino (Frosinone-Fiuggi-Anagni)	1,3	D	2	D	6	logport III
Ferentino (Frosinone-Fiuggi-Anagni)	5	E	4,6	E	6	logport III
Milano	2,4	B	2,4	B	7	DKT
Melzo	1,3	C	1,3	C	6	logport III
Melzo	5	D	5	D	6	logport III
Melzo	?	B	?	B	13	logport III
Pomezia	1,3,5	B	1,3,5	B	7	DKT
Triest (via München)	2,4,6	C	1,3,5	C	8	DUSS
Triest (via Ludwigshafen)	2,5	B	3,6	C	8	DUSS
Triest	-	B	-	B	13	logport III
Gallarate	1-4	B	1-5	B	5	DUSS
Gallarate	5	D	6	C	5	DUSS
Gallarate	6	C	-	-	5	DUSS

LU - Luxemburg						
Bettembourg	2,4,6	B	1,4,6	B	CFL	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
via Göteborg	-	-	-	-	13	logport III

NL - The Netherlands						
Rotterdam (MVTE 1+2, RSC, Cobelfret, Botlek)	1-6	B	1-6	B	-	DIT/D3T
Rotterdam APM Terminal MVII	2,4	B	3,5	B	8	DeCeTe
Rotterdam Delta	1-5	B	1-5	B	8	DeCeTe
Rotterdam Euromax	1,3,5	B	2,4	B	8	DeCeTe
Rotterdam Euromax	-	-	6	C	8	DeCeTe
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 RSC	1-5	A	1-4	B	8	DUSS
Rotterdam	-	-	1,3,5	B	12	GWV

CONNECTIONS FOR COMBINED TRANSPORTATION

International	From Duisburg		To Duisburg		Operator	Terminal
	Dep.	Arr.	Dep.	Arr.		
PL - Poland						
Brzeg Dolny	5	B	4	B	10	D3T
Dabrowa Gornicza	1,4	E	1,5	D	5	DUSS
Dabrowa Gornicza	2,5	D	-	-	5	DUSS
Dabrowa Gornicza	3	F	-	-	5	DUSS
Dabrowa Gornicza	1,3,4	E	7	E	5	DIT
Dabrowa Gornicza	2	F	1,3,5	D	5	DIT
Dabrowa Gornicza	5	D	-	-	5	DIT
Dabrowa Gornicza (via Schwarzheide)	3,6	E	1	E	8	DUSS
Dabrowa Gornicza (via Schwarzheide)	-	-	4	E	8	DUSS
Gadki (Poznan)	1,2,4,5	B	1,3,5,7	C	8	DUSS
Gadki (Poznan)	-	-	6	C	8	DUSS
Gadki (Poznan)	1,3,5	C	1,4	B	5	DUSS
Gadki (Poznan)	3,6	A	-	-	5	DUSS
Gadki (Poznan)	4	D	-	-	5	DUSS
Gdansk	5	B	4	B	10	D3T
Gliwice	5	B	4	B	10	D3T
Kutno	5	B	4	B	10	D3T
Wroclaw (via Gadki)	2,4	C	1,3,5	E	8	DUSS
Warszawa	1,4	E	4,5	E	5	DUSS
Warszawa	3,6	C	1,2,6	D	5	DUSS
Warszawa	5	D	-	-	5	DUSS
Wroclaw (via Gadki)	-	-	2	D	8	DUSS
RO - Rumania						
Curtici via Budapest	3,6	D	2,5	F	5	DIT
Curtici via Budapest	-	-	2	F	5	DIT
Ploiesti via Budapest	3,6	G	2,5	D	5	DIT
RUS - Russia						
Moskau	2-4,6	H	-	-	14	DIT

International	From Duisburg		To Duisburg		Operator	Terminal
	Dep.	Arr.	Dep.	Arr.		
S - Sweden						
Malmö Port (via Lübeck)	1-5,7	C	1-6	D	8	DUSS
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
Nässjö	1-4	B	1-5	B	13	logport III
Nässjö	5	D	-	-	13	logport III
SK - Slovakia						
Bratislava (via Lovosice)	1-6	D	1-6	D	8	DUSS
Dunajska Streda	-	-	2,4,6	C	9	DIT
Cierna nad Tisou (via Lovosice)	1-6	F	1-5	F	8	DUSS
SLO - Slovenia						
Ljubljana (via München)	2,4	C	1,3,5	C	8	DUSS
Ljubljana (via München)	6	E	-	-	8	DUSS
Ljubljana	1,3-5	C	2,3,4,7	C	11	DKT
TR - Turkey						
Istanbul (Pendik) via Sopron	3x week	H	3x week	H	13	logport III
Istanbul (Pendik) via Triest	1,2,5,7	F	1,2,4,5,7	F	8	DUSS
Istanbul (Pendik) via Triest	4,6	G	6	G	8	DUSS
Istanbul (Pendik) via Triest	3	F	3	H	8	DUSS
Haydarpasa via Triest	2,3,6,7	G	2,4,6,7	G	8	DUSS
Cesme via Triest	2,4,6	G	3,5,7	G	8	DUSS
TR Mersin Port via Triest	3,7	H	3,6	H	8	DUSS

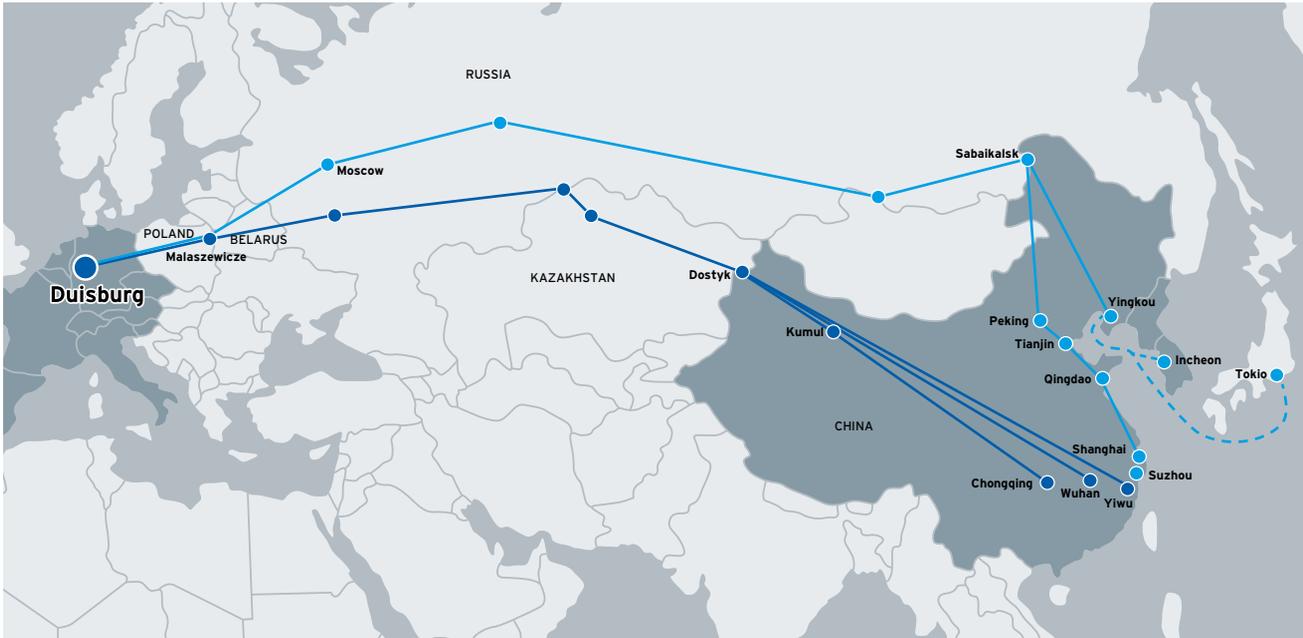


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TRANSCONTINENTAL CONNECTIONS FOR COMBINED TRANSPORTATION



Combined rail and water destinations.

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

Transcontinental	von Duisburg		nach Duisburg		Operateur	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
Chongqing	2,3,6	-	-	-	17	DIT
Chongqing	2,3,6	-	-	-	18	DIT
Chongqing	2,3,6	-	2,3,6	-	19	DIT
Dalian	2,3,6	-	-	-	17	DIT
Incheon	2,3,6	-	2,3,6	-	17	DIT
Qingdao	2,3,6	-	-	-	17	DIT

Transcontinental	von Duisburg		nach Duisburg		Operateur	Terminal
	At	Et	At	Et		
CHN - China						
Yingkou	2,3,6	-	2,3,6	-	18	DIT
Yiwu	4	-	-	-	18	DIT
Yiwu	5	-	5	-	19	DIT
Shenyang	2,3,6	-	2,3,6	-	17	DIT
Suzhou	6	-	7	-	17	DIT
Suzhou	2,3,6	-	6,7	-	17	DIT
Tianjin	2,3,6	-	2,3,6	-	17	DIT
Tokyo	2,3,6	-	2,3,6	-	17	DIT
Wuhan	2,4,6	-	-	-	14	DIT

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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.

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Ship Reporting Station

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anmeldung@duisport.de | mail@duisport.de

The Web Portal

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Corporate Communication

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duisport rail GmbH

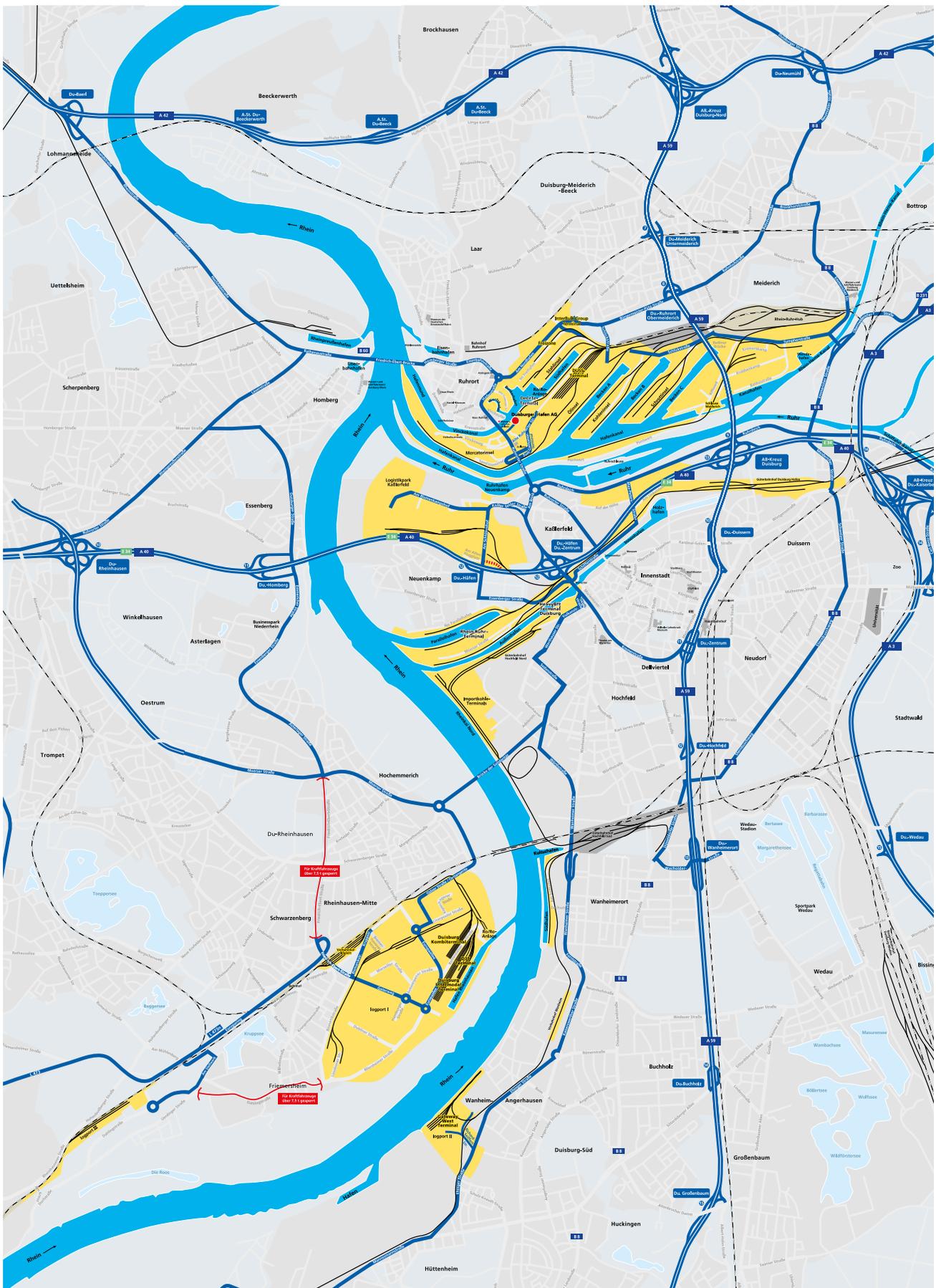
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Packaging logistics



duisport packing logistics GmbH

packaging logistics and transport solutions
für the investment goods industry
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-  Motorway
-  Important connecting road
-  Important connecting railway
-  Railway
-  Water area
-  duisport Port area
-  Planned feeder road
-  Headquarters of Duisburger Hafen AG

Our sites connect Europe.

2.000.000 sq.m. new logport sites

industrial zone available area (24/7)

Terminal Road

container yard
reshuffling, loading, depots

warehouse
4

warehouse
5

duisport



excellence in logistics

duisport/logport is the leading logistics hub in Central Europe

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