

# duisportmagazin

# 2

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Handling volume exceeds 4 million containers

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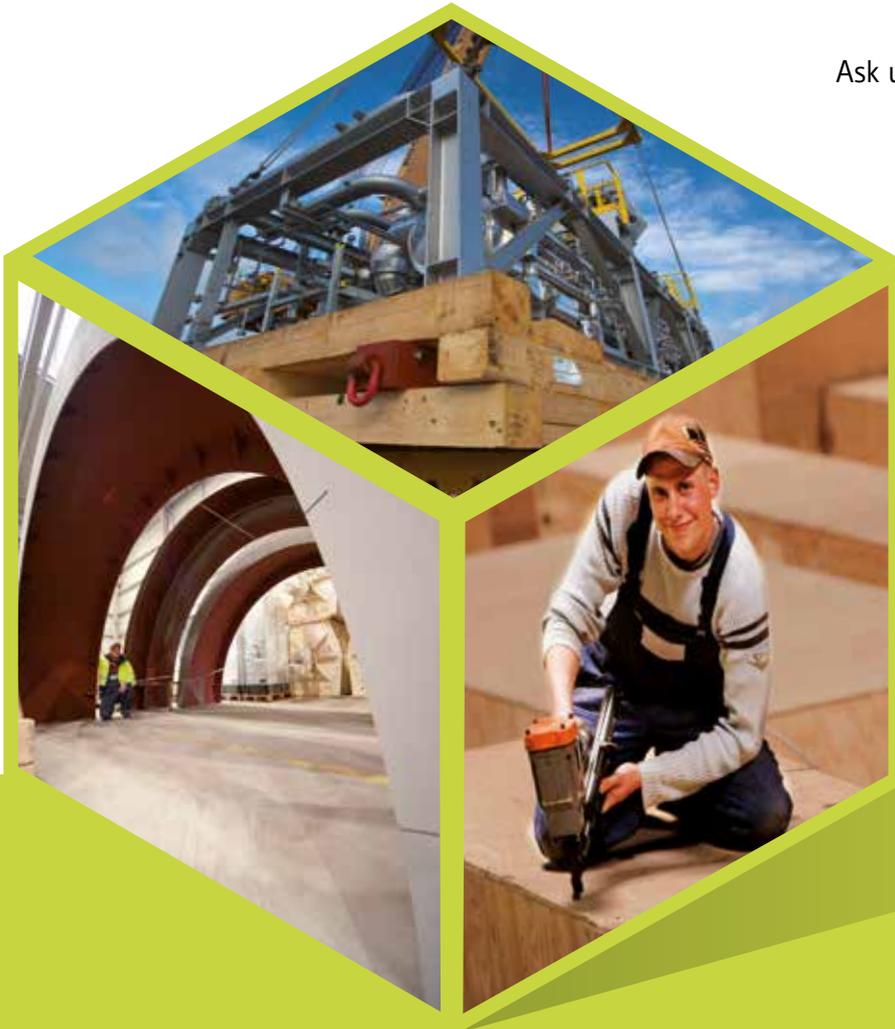
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**4 duisport to break the 4 million TEU mark in 2017**

duisport can expect solid growth for the whole of 2017. „While the overall cargo handling volume in the ports of Duisburg increased by 4 percent, we expect double-digit growth for container handling and will break the 4 million TEU mark for the first time,“ explains Erich Staake, Chief Executive Officer of Duisburger Hafen AG.



**8 duisport launches startport innovation platform**

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**10 Pioneer in Climate Protection**

In order to proceed with a good example and to take over a pioneering role, the port of Duisburg is starting cooperation with partners in the industry, such as Siemens, RWE and Innogy on the topic of sustainability.

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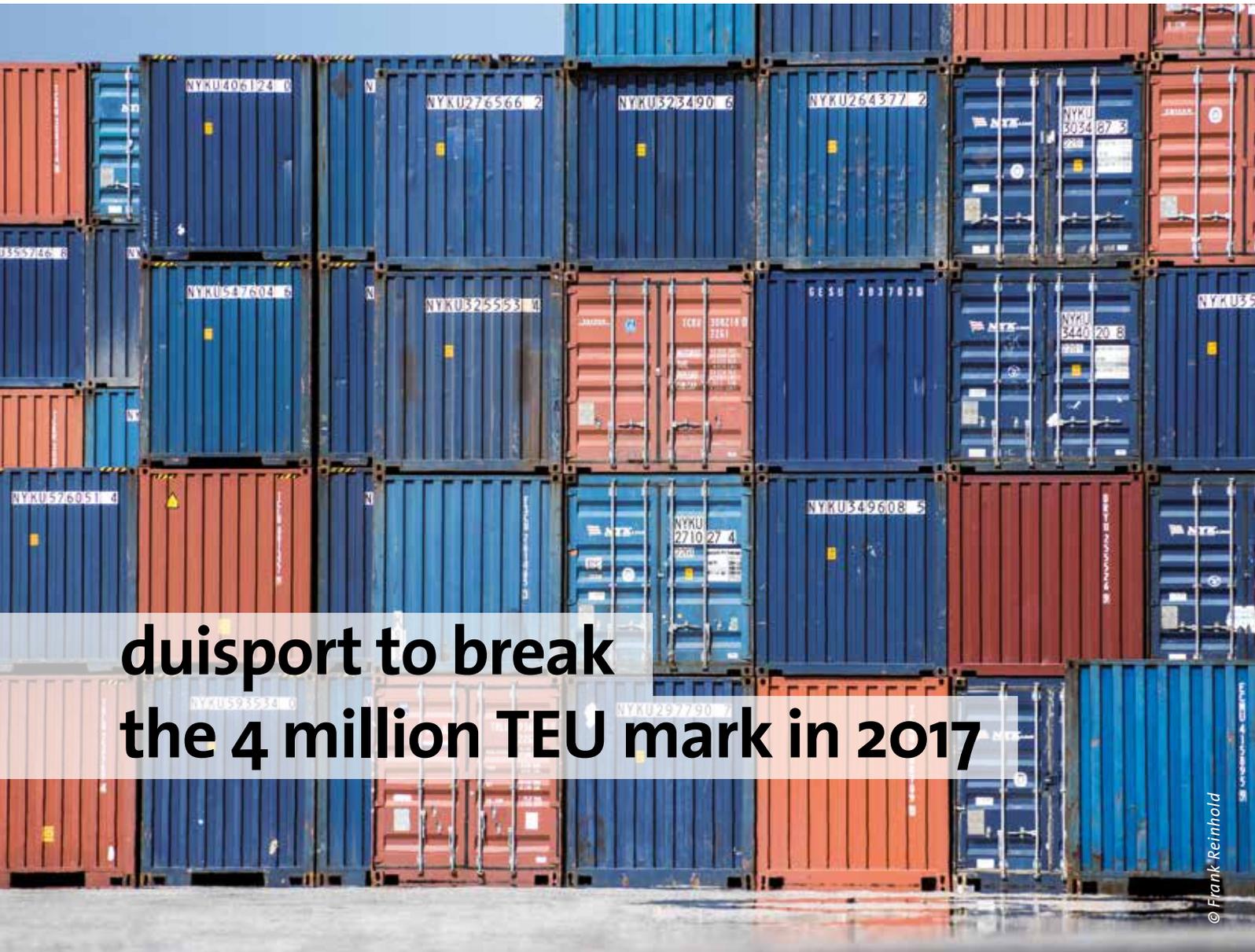
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# duisport to break the 4 million TEU mark in 2017

*For the business year 2017 duisport is expecting a double-digit growth in container handling and will break the 4 million TEU mark for the first time.*

(dü) Despite difficult political conditions, the global economy has shown stronger development in 2017 than expected at the beginning of the year. According to shipping analyst Drewry, the volume of loaded dispatched containers in international container shipping may exceed the 200 million TEU mark this year for the first time. Sharp increases were registered in North America, Latin America, and China, with Europe clearly lagging behind. duisport can also expect solid growth for the whole of 2017. „While the overall cargo handling volume in the ports of Duisburg increased by 4 percent,

we expect double-digit growth for container handling and will break the 4 million TEU mark for the first time,“ explains Erich Staake, Chief Executive Officer of Duisburger Hafen AG.

### **Record result despite dispatching problems in the seaports**

The record result in container handling is also gratifying because there were considerable, repeated delays throughout the year in the dispatching of inland waterway vessels and trains in the container terminals in Rotterdam and Antwerp. „Some of our direct rail connections waited two or three days

for dispatch, so that at times we had to cease operations at these terminals,“ Staake reports. While the primary cause for the dispatching problems in Antwerp was the relocation of a number of terminals from the inner port area to new sites on the lower Scheldt, the terminals at Maasvlakte II in Rotterdam still have problems starting up the fully automatic control for the crane systems. „We are satisfied with our involvement in the DP World Terminal in the Deurganckdok in Antwerp. The good management ensures satisfactory performance. Currently, new areas for the dispatching of

inland waterways vessels are in development, allowing the capacity to be increased to 2.5 million TEU per year. Our main customer is the largest shipping company alliance, the 'Ocean Alliance,' to whom we provide daily rail and inland waterway vessel connections from Duisburg," explains Staake.

### **Growth prospects for Rotterdam**

For the long term, the Duisburg port head sees strong potential for growth in Rotterdam: „The new terminals at Maasvlakte II have an excellent nautical location and enjoy significant competitive advantages over Hamburg thanks to their direct location on water deep enough for seafaring vessels and above all to their good connections to the hinterland via the Betuwe line and the Rhine. While the ports in the Hamburg-Le Harve range can expect an overall growth of five percent in 2017, the terminals in Rotterdam will see an increase of over ten percent and thus enter the double digits. Once the teething troubles experienced by the handling technology in the new terminals have been remedied, Rotterdam will be able to continue to expand its market share considerably. And we are able to profit from this in Duisburg, too!“

### **Settlement projects and investments generate growth**

For the coming year, Staake expects consolidation at the level achieved: „In January, the new Daimler-Benz facility on the Mercatorinsel will go into production, from which we can expect slight volume growth. The areas at logport IV in Kamp-Lintfort and logport V in Oberhausen are totally marketed. We will start with marketing in Lülisdorf in spring 2018. Additional settlement projects, such as logport VI in Walsum, will only generate additional container volumes starting in 2019. Here a new container terminal for trimodal utilization is being developed over an area of 40 ha, which gives us the capacity for further sett-

lements on the part of customers with new loading potential.“

But there are also projects underway in the existing container terminals in the Port of Duisburg that are expanding capacities by creating additional areas and crane facilities, which Staake views as a permanent task: „At logport I, we can expand the five-hectare D3T terminal by an additional reserve area of four hectares, which was previously used for automobile handling. And we have also purchased areas at logport III in Hohenbudberg to allow further growth and increased train frequencies at this bimodal terminal. In total, the different development and expansion projects will give the Duisport Group a container handling capacity of over 5 million TEU, so that we should be well equipped for future growth.

### **Overloaded trucks damage Rhine bridges**

A core element of intermodal transport is the shift of container and trailer traffic in the main run from the road to the rails and inland waterways and the reduction of truck transport to the last mile in pre-carriage and onward carriage. In order to ensure that containers with a total weight of up to 30 tons can also be accepted at the port terminals without difficulties, the carriers are allowed to increase of the total weight of trucks used for delivery from 40 to 44 tons. „This rule is abused again and again in seaport hinterland transport to carry out container transports with a total weight of 44 tons or more entirely by road without the use of ship- or rail based transport. Moreover, special semitrailers with a total weight of 60 tons or more are used in cross-border traffic, especially in the Netherlands, which has contributed considerably to wear problems on the Rhine bridges in NRW,“ complains Staake.

In response to an extended block of the Duisburg Rhine bridge A40 in

August, Staake pointed out the problem to NRW Minister of Transport Hendrik Wüst, demanding stricter weight controls before the Rhine bridges. The NRW roads authority subsequently carried out truck weighing at the A40 bridge near Duisburg and, within 30 hours, discovered 100 overloaded trucks that exceeded the permitted total weight of 44 tons or the permitted axle load of 11.5 tons, some of them considerably. In 2018, an automatic truck scale is to be installed on the bridge that will detect overloaded vehicles, diverting them through a gate before the bridge. „This initiative shows that the new state government is responding to practical proposals and is employing strict measures to protect infrastructure facilities until new bridges are completed. Ten out of twelve Rhine bridges in NRW have been damaged by decades of overloading. Only consistent controls carried out by the police and the Federal Office for Goods Transport (BAG) can prevent additional bridges from having to be permanently blocked for truck traffic, as in Leverkusen“, says Staake.

### **Container handling growing more rapidly than general and bulk cargo**

According to Staake, the share of container handling in overall handling, which already amounts to more than 50 percent at the ports of Duisburg, will continue to increase in the future: „20 years ago – as was typical of a mining location like Duisburg – steel, coal and ore had a share of 75 percent of the handling volume. Today, it is less than 20 percent. In the past 20 years, the main driver of growth was intermodal transport, which has experienced a growth rate of 600 percent, above all thanks to the strong development in the chemical and mineral oil sectors. In 2017 too, steel handling has increased by 100,000 tons, but only part of the steel landed at the Duisport terminals as spillover volumes, the majority being loaded at Duisburg private commercial ports.“



In Walsum on logport VI area, a new container terminal for trimodal utilization is being developed over an area of 40 ha.

**The energy transition brings a structural transformation in cargo handling**

The effects of the German energy policy and the replacement of coal-fired power stations by renewable energy sources are a matter of concern for Staake: „20 years ago, Duisburg was the largest coal export port in Germany. Today, it's the largest coal import port in our country, offering traders and power station operators a wide range of logistics services. This year, a series of older coal-fired power stations were closed down in NRW and other German states. The consumption quantities no longer required could not be compensated by volume demands among the state-of-the-art coal-fired power stations recently put into operation. We therefore currently support the consolidation of the coal handling areas in the Duisport port region and have taken over areas and handling facilities no longer needed by a number of terminal operators that we can now market in other ways. At the same time, we have also increased our capital share in the state-of-the-art bulk cargo terminal Masslog to 50 percent and have been able to acquire a new major customer there, giving us a

prospect for the long-term utilization of this site.“

The employment trend in the field of industrial packaging has also been welcome. „German machine and plant manufacturers are well employed thank to new overseas projects, which makes itself known to us in the form of new orders in contract logistics. With the end of the year, the order

volume is 20 percent above the target figure, and we also expect additional revenue growth in the year to come,“ as Staake reports.

**The growth market of China**

Erich Staake sees additional prospects for growth in rail traffic with China. Duisport supports the Chinese government in its plans to expand the New Silk Road by concluding joint development projects for the construction of railports and logistics hubs along the route. „We currently operate 25 trains per week between Duisburg and China, and we expect additional growth for 2018, as well. The dispatching of trains in the Duisburg terminals is a major challenge for those involved, as train delays are the order of the day due to bottlenecks on the route – such as on the border between Poland and Belarus. „In Minsk, Belarus, the largest industrial and logistics park in the world is currently being built with the participation of Duisport. During our negotiations with the Belarusian Government, we have introduced the idea of constructing a second rail crossing into Poland, which would help to reduce the running times of the

**duisport acquires Bohnen Logistik**

(klü) With the contract signing on Tuesday, 12 December, Duisburger Hafен AG (duisport) and the freight company Bohnen Logistik have placed their long-standing business and personal relationships on a new footing. duisport has acquired the third-generation medium-sized company from Niederkrüchten in connection with a succession planning process.

Bohnen Logistik processes large volumes of goods through the Port of Duisburg. Working with duisport, the company has already developed and expanded an integrated logistics concept for one important customer for a number of years. “The activities of

Bohnen Logistik complement our product portfolio in an excellent way”, says Erich Staake Chief Executive Officer of duisport.

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

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

China trains by 2 to 3 days.“ In order to advance this project on the Polish side, as well, Staake recently hired a renowned expert from Poland. „The Chinese government wants to triple rail traffic with Europe in the next three years. If this ambitious goal is to become a reality, we have to work together to bring about a significant reduction in train running times, which can only be achieved if all the known bottlenecks on the more than 9,000 km route are eliminated,” Staake is certain.

Despite a variety of project inquiries from throughout the world, Erich Staake wants the Duisport Group to concentrate in the future on the development of East-West traffic: „The New Silk Road, the project of the century, will turn the world of logistics upside down and offer us and our customers a wide variety of new business opportunities. Cosco and the China Merchants Group are long-standing, reliable cooperation partners who value our expertise and work with

us to develop interesting projects. With investments of Chinese partners at the Duisburg site, we will also strengthen our region and open up new market opportunities in the Far East for industrial, trade, and logistics companies based here,” Erich Staake concludes.

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# duisport launches startport innovation platform

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*Erich Staake, Chief Executive Officer of Duisburger Hafen AG, and North Rhine-Westphalia's Minister of Economic Affairs and Digitalization, Andreas Pinkwart, together at startport's opening ceremony.*

(klü) At the end of October Duisburger Hafen AG (duisport) has launched its “startport” innovation platform. Covering an area of 550 square meters in the creative surroundings of the Werhahnmühle in Duisburg’s interior port, it offers start-up companies an opportunity to develop innovative logistics solutions. “The Port of Duisburg, as the leading hub of central Europe, and many companies in the region face the significant challenge of permanently optimizing their logistics activities. Industry and logistics must be connected as much as possible.

The ideas generated by young start-ups can help with this process,” said duisport’s Chief Executive Officer Erich Staake at startport’s opening ceremony, which were attended by North-Rhine Westphalia’s industry minister Andreas Pinkwart.

**Apply now**

Interested start-ups can now apply for a spot in the startport program at [www.startport.net](http://www.startport.net). If accepted, they will be able to use the infrastructure and workshops of startport free or charge over a period of one year and

develop their ideas into a business model.

After the end of the year, duisport and its exclusive partners Klöckner & Co, Evonik and the Initiativkreis Ruhr would have the option of investing in the start-ups. The partners are members of the startport GmbH advisory board, and are also involved in deciding which start-ups will be admitted into the program. In addition, duisport and the exclusive partners may also place their own project teams working on logistics innovations in the start-

port premises. Besides the exclusive partners, the project is also supported by Universität Duisburg-Essen, Hochschule Rhein-Waal, Deutsche Bank, the Fraunhofer Institut and Roland Berger. They offer workshops on digitization issues in startport for the start-ups and the other partners of the innovation platform. "By becoming a meeting place for young companies and practitioners from industry and science, startport is a lively place of exchange and creativity. It will become an incubator for innovations in logistics," says Erich Staake.



One young company that has developed innovative software for optimizing crane controls and warehouse strategies in container terminals has already been accepted into the startport program.

North Rhine-Westphalia's Minister of Economic Affairs and Digitalization, Andreas Pinkwart, said: "In this region, the logistics industry is the third-largest economic sector after the retail and automotive industry. On our way to Logistics 4.0, we welcome the com-

*Covering an area of 550 square meters in the creative surroundings of the Werhahnmühle in the Innenhafen Duisburg, it offers start-up companies an opportunity to develop innovative logistics solutions.*

mitment of strong partners to startport. The new innovation platform in the world's largest inland port will continue to strengthen North-Rhine Westphalia as a location for start-up companies. We wish nothing but success to the start-ups that will make the logistics chain even more intelligent in the future with digitization, automation and modern traffic concepts.

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# Pioneer in Climate Protection



*Proceed with a good example: Sustainability is an important topic for the Port of Duisburg.*

(gran) The port of Duisburg is starting cooperation with partners in the industry, such as Siemens, RWE and Innogy on the topic of sustainability. „After all we cannot do everything ourselves, but we want to proceed with a good example, take charge of resources and take over a pioneering role“, said Lars Nennhaus, Manager of Sustainability Affairs of Duisburger Hafen AG and responsible for company development.

The main shareholder of Duisburger Hafen AG is the state of North Rhine-Westphalia (NRW). As such the company belongs to the „other public authorities“ targeted in Paragraph 5 of the Climate Protection Law NRW.

These perform a model function when it comes to reducing greenhouse gases, expanding the use of renewable energies and adapting to climate change. Duisburger Hafen AG launched their own energy and climate protection concept, in cooperation with the University of Duisburg-Essen. In addition to sustainable mobility, relocating traffic from the streets to rail and inland waterway transport, optimization of transport chains and development of industrial sectors (Brownfield Development), also the proper projects with partners from the industry belong to this, where technical innovation plays a decisive role. For example, duisport works with Siemens on the implementation of a traffic con-

trol system in the port. Together with the energy provider Innogy, duisport is developing innovative concepts for the generation of solar energy in areas surrounding the port and the use of electromobility. An LNG infrastructure (Liquified Natural Gas) with bunkers and distribution station should be built in cooperation with RWE. “For all projects we can report progress“, according to Lars Nennhaus.

## **Travel times and alternative routes**

This expands the traffic management system directly to other parts of the port. So far time traffic flow collection and dynamic sign systems were installed on logport I in Duisburg-Rheinhausen. Now more components



*With the traffic management system travel times are recorded and alternative routes are transmitted via the information signs to the truck drivers.*

should be set up in Ruhrort. The traffic management system includes the road network all around the locations. Travel times are recorded and alternative routes transmitted via the information signs to the truck drivers. Thus they continually receive updated information in order to decide on the most favorable route. „In this manner we can react to current traffic problems and if necessary reroute the traffic“, explained Lars Nennhaus. Along with this an app for using the system on a smartphone is being tested. The overarching goal is the implementation of the „Intermodal Hub Control“ vision, which is a digital, automated access and flow control of traffic in the port.

### **LNG infrastructure**

Together with RWE the port of Duisburg wants to build a local LNG infrastructure at the port. LNG is natural gas that is converted to liquefied gas through strong cooling down. It is considered more environmentally friendly than other fuels, since sulfur oxide and fine dust emissions can be reduced by almost 100 percent and nitrogen oxide emissions by 80 to 90 percent. Nevertheless so far its use has been rather limited. Up to this time in Germany only a few trucks, ships or trains are in transit with LNG

drive. However, duisport now wants to equip two terminal vehicles with it, in order to promote a corresponding infrastructure in the port. „Together with RWE we will start with the use of LNG in the port“, says Lars Nennhaus. The funding request has already been made and now is currently in the final test phase. Investments are running into over a half-million euros. The kick-off for the test operation is planned for mid-2018. In fact, property for a stationary LNG filling station (directly on the oil island) has been identified. However a mobile refueling system should first be brought into use, which supplies their own vehicles and local carriers as needed. Meetings with potential customers should be carried out parallel to this, to continue promoting the topic and to generate increasing demand.

In the coming year duisport will also install the first charging stations for electric vehicles in the port. „We want to first install four of these stations, each with two charging ports at two locations“, reports Lars Nennhaus. duisport is working with Innogy on this. However, the power charging stations are accessible for service vehicles of the duisport Group, employees and duisport guests with

their own electric cars for the start. „We aren't starting here with the installation of a charging infrastructure in the port“, emphasizes Lars Nennhaus. This is only an internal pilot trial of the duisport Group. The port operator will correspondingly equip their vehicle fleet in the commercial area. Eight electric vehicles should be procured by 2019. For the years 2020 to 2021 duisport plans the installation of an additional two to four charging stations to meet the growing demand.

### **Organic solar film**

Another hot topic in cooperation with Innogy is the decentralized supply of electricity, heat and efficient energy use to logistics properties. New energy concepts should be tested, such as the use of organic solar film on roofs and especially facades for which conventional photovoltaic modules are not suitable. The ultra-light films were developed by Innogy-holding Heliatek out of Dresden. „We also want to start with this in the coming year“, according to Lars Nennhaus.

Also the use of heat pumps, which use water from the Rheine as ambient warmth, and intelligent LED light



*New energy concepts should be tested, such as the use of organic solar film on roofs and especially facades.*

control will be tested. Such a smart lighting concept is already implemented and an existing property of the duisport Group is appropriately equipped. „Through this we can immediately achieve savings and lower energy consumption“, reports Lars Nennhaus. In the next step this model should also be introduced and offered to customers.

Furthermore, it should be tested in what way the energy supply can be optimally ensured to ships docked in

the port in order to reduce the use of marine diesel in the port. The goal of this is to guarantee a power supply to the ships with decentrally generated current.

In order to use areas around existing logistics properties that are not logistically usable, the cooperation came up with something especially clever: the leasing of free areas for the installation of photovoltaic systems in the external area, so-to-speak for the green space around the corner.

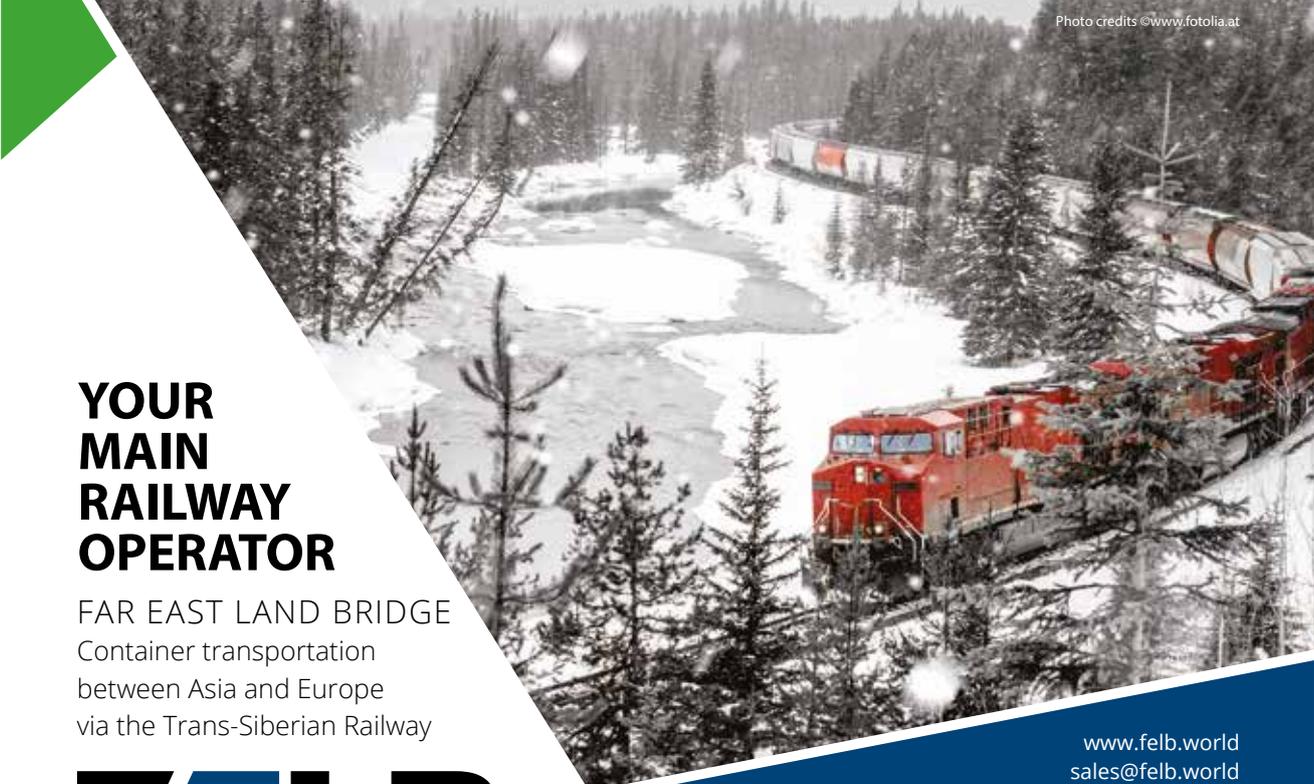


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# New EDEKA Rhine-Ruhr logistics center



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*At the press conference (f.l.t.r.): Markus Teuber (Spokesman of the logport ruhr GmbH Management Board), Erich Staake (Chief Executive Officer of Duisburger Hafen AG), Thomas Kerkenhoff (Managing Director for Logistics at EDEKA Handelsgesellschaft Rhein-Ruhr mbH) and Oberhausen Lord Mayor Daniel Schranz.*

In the future, the central shipment warehouse for EDEKA Rhine-Ruhr will be operating from Oberhausen Waldteich, another logport area. A state-of-the-art warehouse with 290,000 square meters and approximately 1,000 workplaces will be built at this location. EDEKA Rhine-Ruhr secured this parcel, which was previously used by RAG as a national coke and coal storage location, from logport ruhr GmbH, a joint venture of RAG Montan Immobilien GmbH and Duisburger Hafen AG; the purchase is subject to final committee decisions. logport ruhr GmbH is currently preparing the parcel for use.

“The negotiations were complicated,

and at times very difficult. I would like to thank all of the participants for ensuring that the negotiations resulted in a successful outcome,” said Oberhausen Lord Mayor Daniel Schranz. “It is a joyful day for our city. The new location and workplaces are very important not just to the area but also for the dynamic growth of the city.”

## **Structural transformation process on the Ruhr**

Projects such as “logport V” in Oberhausen play a key role in the success of the structural transformation process on the Ruhr. “They strengthen Germany as a place of trade and a logistics location. And they create

and secure thousands of workplaces while hard coal mining is preparing its final exit,” states port head Erich Staake.

Oberhausen will start the citizen participation process in preparation for the site development plan. EDEKA Rhine-Ruhr expects that construction can still begin in 2018, subject to a positive site development plan decision by the Oberhausen City Council and a building permit issued in 2018. EDEKA expects that construction will take about 24 months.

## **20,000 items a day**

“The new logistics center will play a central role in supplying the almost

1,000 EDEKA, MARKTKAUF and Trinkgut markets in the Rhine-Ruhr region. This will enable future growth in the company,” says Thomas Kerkenhoff, Managing Director for Logistics at EDEKA Handelsgesellschaft Rhein-Ruhr mbH. The location will handle around 20,000 items a day. In EDEKA’s view, the connection of the new warehouse location to the nearby A3 autobahn is one of the benefits offered by the Waldteich parcel. The warehouse is accessed via a separate road, which will run parallel to the autobahn. This means no additional stress will be added to city roads.



At the Oberhausen Waldteich location a state-of-the-art warehouse will be build.



“The new logistics center will enable future growth in the company,” says Thomas Kerkenhoff, Managing Director for Logistics at EDEKA Handelsgesellschaft Rhein-Ruhr mbH.

#### About the EDEKA Rhine-Ruhr group of companies

Together with its independent dealers, the EDEKA Rhine-Ruhr group of companies operates 677 full-range supermarkets under the brands EDEKA and Marktkauf, 247 beverage markets (mostly under the brand trinkgut), as well as Fleischhof Rasting and Bäckerei Büsch (as at: 31 December 2016). In the 2016 business year, the company generated EUR 4.3 billion in sales revenues. With the approximately 40,000 employees of its independent dealers, EDEKA Rhine-Ruhr is one of the largest employers and educational facilities in North-Rhine Westphalia and in parts of the neighboring regions of Lower Saxony and Rheinland-Pfalz. More than 800,000 customers daily rely on the freshness, quality and diversity offered by EDEKA.



# Ranking of container handling volumes

© Hans Blossey

*duisport moves up to 36th place among the world's largest ports.*

(klü) The Port of Duisburg ranks 36th among the world's largest ports. With a container handling volume of 3,7 million TEU in 2016, duisport moved up two places compared to 2015. That is the result of the ranking just published by the international magazine "Container Management".

"The ranking highlights our steadily increasing importance as the most important logistics hub in central Europe," says duisport Chief Executive Officer Erich Staake.

duisport is the only inland port in the Top 100 group, and one of three German ports. Only the two sea ports Hamburg (17th place) and Bremerhaven (26th place) handled more containers in 2016.

Compared to the rest of Europe, duisport is still ahead of the Italian and French ports.

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# First start-up in the „startport“



*In addition to the premises, startport offers workshops and forums for the entrepreneurs.*

(gran) The port of Duisburg, together with partners, is ready to launch with an incubator as the nucleus for logistic innovations. Young entrepreneurs, especially from the IT sector, should be funded with the „startport“ innovation platform. With ACTOS (Advanced Container Terminal Operation System) the first start-up is currently moving into premises leased for them in historic Werhahnmühle in the Duisburg Innenhafen (inner harbor). „ACTOS is a spin-off from the University of Wuppertal, which is concerned with the optimization of software for container crane facilities and container terminals“, explained company founder Christian Trumpp (37). The project is funded by duisport.

„Startport has found an attractive work environment in the previous Werhahnmühle“, according to Chief Executive Officer of Duisburger Hafen AG, Erich Staake, on the occasion of the opening of the start-up center. There on the 500 square meter area on the sixth and seventh floor, Start-

ups should „incubate“ innovations in teamwork with established companies and develop business models from them. „In addition to the premises, we offer workshops and forums for this for the entrepreneurs. And last but not least, we also provide contacts to potential investors and customers“, explained Johannes Franke, Head of Support & Events of startport GmbH and employee in the Company Development area of the duisport Group. Of course the IT entrepreneur ambience is also right for this: foosball table and lounge area are available. Today the inner harbor is an office and leisure location with numerous restaurants and museums and thus offers a comfortable atmosphere for young IT entrepreneurs.

### **Future viability of logistics**

„This is nothing less than the future viability of logistics“, emphasized Erich Staake, not least in light of the challenges of digitalization. „The port of Duisburg, as leading logistic hub in Europe, and many companies in

the region are faced with a large challenge to permanently optimize their logistics. Industry and trade must be optimally networked for this. The ideas of young start-ups can help us with this“, according to Erich Staake. Therefore also preferably topics should be handled that bring benefits to the „exclusive partners“ of the startport. These are, in addition to duisport, the steel distributor Klöckner & Co, the chemical company Evonik and the Ruhr initiative circle with more companies. „We assume that this circle will expand further“, says Erich Staake. The partners are members of the advisory board of startport GmbH and take part in the decisions of start-ups in the program. They can also delegate their own project teams in the startport areas. In addition the University of Duisburg-Essen, Hochschule Rhein-Waal in Kleve, Deutsche Bank, the Fraunhofer Institut IML and Roland Berger belong in the network. „This network and also the coaching opportunities convinced us to join in startport“, confirms Christian Trumpp.

The business administration graduate had the business idea and is the founder of ACTOS. Rudolf Bauer (34) and David Bachtenkirch (30) along with two computer scientists and programmers belong to his team. At this time they are looking for another programmer. All team members work as scientific employees or PhD students at the chair for Information Systems and Operation Research (WINFOR) of the University of Wuppertal under the guidance of Prof. Stefan Bock or were active there. The institute has a key role in the development. The starting point was a research project that should test whether it is possible to create the flow in a container terminal more efficiently through real-time capable controls.

Christian Trumpp got the idea for the new product during his work for a logistic provider in the Leverkusen Chem-park. In the container terminal the large number of cost-intensive empty lifts of the container crane caused headaches. In addition, last minute changes in the order data or inconsistencies in the planning data caused more problems. The goal of the research project was to solve these complex logistical challenges with the aid of mathematical optimization methods and modern software technology. „Our vision is the automated container terminal in the inland ports and in terminals in the hinterland“, said Christian Trumpp. While automation of the terminals in the large sea ports has long been a reality, as a rule significantly smaller inland ports and hinterland terminals still lack such special IT technology – also in the eight container terminals in the port of Duisburg. Because, while in sea ports the main concern is a fast transshipment, which is „easier“ to master with software technology, in the inland ports the main focus is storage and reduction of crane movements. This is because crane movements incur very high costs. Especially with unfavorable storage and retrieval



*With ACTOS the first start-up is moving into the startport office.*

sequences, so-called blind lifts occur which are inefficient and cost intensive. Many relocations may be necessary. These must now be reduced through optimized planning. In addition it must be noticed that the order data can change in the course of a day.

#### **Real-time capable optimization software**

„We now offer real-time capable optimization software for minimizing the energy and cost intensive crane movements for this“, stated Christian Trumpp. For improved warehousing the retention time of the container is forecast during this using data from the past. The software is designed as adaptive controls, which can react in real time to unexpected changes through quick replanning of the routines. The offer is planned as Cloud-Service and can be docked via the web onto the existing warehouse management system. In the existing software there is no intervention in a container terminal. „With this solution a good one-third of the relocations can be saved – at least the tests showed this“, said Christian Trumpp. Soon the first field trial will start in a terminal in Duisburg. During this the product should be brought up to market readiness. The market is large: In the Rhein-Ruhr region there

are approximately 40 container terminals.

#### **Use infrastructure and workshops free of charge**

Other entrepreneurs can immediately apply for a place in the startport program. „Depending on the strength of each team we can offer four to five start-ups a place at the same time“, says Johannes Franke of startport. There have already been meetings held with another candidate. With successful acceptance the start-ups can use the infrastructure and workshops of startport for a year free of charge. After the year is up there is the option for Duisport and the „exclusive partners“ to invest in the start-ups. For example, Klöckner has set up its own venture capital funds for this. Up until now the company has mainly been engaged in the entrepreneur scene in Berlin. „However North Rhein-Westphalia also has a great deal of potential, if certain niches are concentrated on, for example logistics“, according to Christian Prokropp, Managing Director of kloeckner.i GmbH at the occasion of the opening. „Logistics is a huge topic for us as a steel distributor“, he said. Already today Klöckner gains 15 percent of the group revenue from digital channels. By 2020 it should be more than 50 percent.



# The 2017 duisport customer contact journey to Gothenburg and Oslo

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*The MS KVITNOS and the MS KVITBJORN operated by the Norwegian shipping company Nor Lines are the first LNG-driven feeder vessels and call at the Port of Gothenburg regularly.*

(dü) Gothenburg, the largest export port in Scandinavia on the west coast of Sweden, and the Norwegian capital of Oslo with the country's largest port were the destinations of this year's customer contact journey made by duisport and Duisburg-based port and logistics service providers. A delegation from Duisburg was hosted in Gothenburg as early as ten years ago. Since then, relations between the Scandinavian region and the largest inland port in Europe has been intensified – not least thanks to new ship and rail connections. Not only shipping, shipyards, automobile factories, and oil refineries characterize the economy of Gothenburg, but also the machine, steel, iron, and textile industries. The second largest city in

Sweden is one of the most important trade fair locations in Europe and home to banks and insurance companies. The founding of such companies as SKF (1906) was an important step for the industrial growth of the city. In 1926, the rolling bearing manufacturer also began with the production of automobiles under the name Volvo. Today, the automobile manufacturer is the most important industrial company in the region.

Ferry ships run from the port of Gothenburg, which is ice-free throughout the year, to Frederikshavn, Denmark, and Kiel. In 2016, the port registered a handling volume of just under 41 million tons of goods, among them 250,000 vehicles. The amount of containers

handled was just under 800,000 TEU. Moreover, Gothenburg is an important railway hub joining the main connections from Oslo, Stockholm, Malmö, and Copenhagen.

## **Daily direct connections between Gothenburg and Duisburg**

For an audience comprising the leading representatives of Swedish and international logistics companies, Erich Staake, Chief Executive Officer of Duisburger Hafen AG, presented Duisburg as the largest hub in Central Europe with an annual total of 20,000 ship arrivals and 25,000 dispatched trains: „Daily direct connections between Gothenburg and Duisburg allow our partners in Scandinavia to build up new intermodal connections on the basis of

regular combined transport train routes to over 80 destinations in Europe and Asia. On the now 25 weekly unit train connections to multiple destinations in China, e.g. Beijing, Wuhan, and Shanghai, with transit times of 12 to 20 days, single containers can be booked at affordable conditions. The trains represent an attractive alternative to air freight transport.“

Henk van Dieren, CEO of the Dutch forwarding company Samskip van Dieren Multimodal, reported that Sweden is currently the most important destination of the the Group. „In the past, everything used to run via ship and truck, but ten years ago we started with combined rail transports between the Ruhr region and Sweden and today we operate 9,000 trains per year on this route.“ According to van Dieren, the Samskip network consists of short sea shipping, inland waterway transport, and train and truck transport. „This July, Samskip took over the Norwegian container-feeder shipping company Nor Lines AS with an annual revenue of € 110 million in order to boost ship and rail-based intermodal activities in Scandinavia,“ as Henk van Dieren reports. The annual revenue of the group of companies now lies at over € 1 billion. Additional acquisitions are in planning. According to van Dieren, the key element of the Samskip van Dieren network for continental European intermodal transport is the Samskip Multimodal Rail Terminal in Hohenbudberg. „The terminal has an area of 175,000 square meters on which we can dispatch seven 720 meter long unit trains with containers and trailers simultaneously using two gantry cranes and three reach stackers. The annual capacity is 300,000 units.“ As Henk van Dieren explains further: „Here we use our own trains to connect Northern Europe to Southern and Western Europe and can make use of scheduled train connections to 80 additional locations in Europe and Asia thanks to the eight intermodal terminals in the Port of Duisburg.“

### Expansion projects

Claes Sundmark, Vice President of the Port of Gothenburg, presented a number of expansion projects. For example, a new inland water transport route to Vänern, Sweden’s largest lake, has been started for hinterland container transport. In addition, the construction of a new intermodal terminal at the port is in full swing. The first section is scheduled to be opened at the end of 2017. The second construction phase is planned for completion and commissioning in 2019. Three 630-meter tracks and four 420-meter tracks will be available for dispatch. „This allows us to further expand the intermodal connection of Scandinavian destinations, which currently include 25 daily combined rail connections,“ explains Claes Sundmark. Another project under construction is a bunker terminal for LNG ships, which is equipped with technology from the German fuel gas system

manufacturer MAN Cryo. „Three shipping lines arrive regularly at the Port of Gothenburg with LNG-driven feeder vessels,“ says Claes Sundmark.

In Oslo, the program offered to the travel group included a tour of the harbor and of the city. Almost 50 percent of the Norwegian population lives in Greater Oslo. For years now, the port has been undergoing a redesign in order to satisfy the growing need for residential space and handling capacities. The Sjørsøya Container Terminal currently under development will become the country’s largest container transshipment center. The facility will increase the handling capacity of the port to 450,000 TEU. In addition to the container terminal, spaces are also being created at the new port location for the handling of mineral oil products, cement, recycled goods, and new vehicles.



*The program in Oslo included a port tour as well as a visit to the unique Vigeland Sculpture Park.*



© duisport/Rolf Köppen

# Lack of parking space for trucks in and around Duisburg

*There is a lack of parking space for trucks in and around Duisburg - therefore the IHK recently presented a survey of the Lower Rhein and developed recommendations for solving the problem.*

(gran) In view of the growing freight traffic, the lack of parking places for trucks is increasingly becoming more of a problem for logistics locations such as the port of Duisburg. „No parking space burdens drivers, makes the planning of delivery times more difficult and, depending on the loaded goods, can also be a safety risk for the cargo“, said Ocke Hamann, Managing Director of Niederrheinischen IHK Duisburg-Wesel-Kleve, describing the situation. There is always frustration about trucks parking illegally in residential and commercial areas. Trucks that are waiting for their processing or drivers taking their breaks require space where they can park and relax.

Therefore IHK, in coordination with the University of Duisburg-Essen, recently presented a survey of the Lower Rhein and developed recommendations for solving the problem. Here the focus is on aspects such as safety for the driver and cargo, efficient control of traffic and expectations of drivers, companies and the population. „It is important for us to find common solutions with our customers and various actors locally“, as quoted from Markus Bangen, member of the Management Board of Duisburger Hafen AG, in the study „Controlling stationary traffic properly“. „Because problems regarding parked trucks naturally come back to us. Here there is not only one

originator of the problem, but on this topic we are all asked to work together and improve the situation. This means we also do something for the quality of our logistics location“, added Markus Bangen.

## Traffic management system per app

For example, the port of Duisburg is working together with Siemens on a traffic management system per app. The Integrated Truck Guidance is currently being tested in a pilot operation between Ruhrort/Kaßlerfeld and logport I in Rheinhausen. In the long term a parking management system should also be implemented and the system expanded to the entire port area. The

drivers will then be informed automatically via an app about available parking spots.

According to the study, truck drivers in Duisburg essentially have three options for parking: in private company parking lots, in parking bays and on shoulders along the public streets outside of residential areas and prohibited parking zones, as well as at the privately run truck stop Schlütershof in Kaßlerfeld. The study shows that this is too little. In Schlütershof alone up to 130 trucks come on night-time peak periods and weekends for 100 parking spots. Also 10 to 20 trucks regularly park on the side of the road nearby. While mainly non-local drivers park on and around the truck stop, in the surrounding industrial areas up to 50 percent are local drivers who park their cars there during the day and their trucks and trailers overnight and on weekends. 40 percent are Eastern European drivers who also sleep there. However, these areas are not designed for this. There are no garbage cans and no sanitary facilities. The result: the parked trucks hinder through traffic. Representatives of local companies point out that the trucks have too little room for oncoming traffic and this regularly causes minor accidents and in rare cases even serious ones with injuries. Also there are reports of blocked entrances and streets as well as damaged streets, company signs and property fences. There are also safety concerns. This also results in occasional robberies of license plates, fuel and parking heaters from the vehicles or even complete semitrailers on the surrounding company parking lots. Therefore business owners have now agreed with the city that as a first action the areas for trucks should be marked more clearly, that regular checks are made and employees of regulatory agencies give warnings. In addition, the frequency of street cleaning is up for discussion.

### Thyssen Krupp Steel

Thyssen Krupp Steel, with its steelworks and own port facilities in Duisburg, is a pioneer in modernization and digitization of the development process on factory gates. An overflow or pre-gate parking lot with 37 parking spots was already built near the factory in Bruckhausen. It will be integrated into a new traffic management and gate development system, so that trucks arriving early or delayed are detoured there and can wait

for their processing. There they can press their gate pass on a self-service terminal or also overnight there. In the long-term the gate development and traffic management should be possible via an app. The parking lot will have sanitary facilities and vending machines and secured with fence and gates. There will be no usage fees. Therefore the parking lot is only intended for suppliers and customers.

### Hot spots in Rheinhausen

According to the study, truck drivers find on the logport.I premises in Rheinhausen around 170 parking bays with a length of at least 20 meters along the public streets. The areas are used intensively. Hotspots are in the side streets, especially on Kopenhagener, Rotterdamer, Hamburger, Marseiller Straße and at the south end of Bliersheimer Straße. However, the parking bays there are not designed for a truck, so that the parked trucks protrude into the sidewalks or driving lanes. This leads to problems in the oncoming traffic, especially on Rotterdamer Straße. Freight companies report minor accidents and damaged exterior mirrors. For the many that park on nights and weekends there are also no sanitary infrastructure and garbage cans. There are no local public truck parking spots; however, there are a small number of company owned parking lots, some of which are also open outside of business hours and sometimes have chemical toilets.

### Room for 75 tractor units on Dahlingstraße

The study states that the situation in Duisburg-Hohenbudberg has significantly improved on logport III after the opening of a parking lot for more than 75 tractor units on Dahlingstraße. This was the result of an initiative of Duisburger Hafen AG in cooperation with

the city of Duisburg on a 1400 square meter brownfield. Flyers translated into seven languages informed the drivers of the rules of use. According to the study, investments and operating costs are a low six-figure amount. The parking lot is fenced, guarded and equipped with toilets and shower facilities. Previously there were problems with trucks parking and camping. However, the parking bays and individual company parking lots along Dahlingstraße and on the side streets are still heavily in demand on weekends. Mainly drivers with semitrailers, who cannot use the tractor unit parking lot, park there. Along with the increased control, adapted signs and marking, blockades also ensure that grass strips can no longer be driven over. Furthermore, additional trash cans were set out and in certain zones stopping restrictions were set up.

### Parking space lottery

In general the study determined in a survey that over half of the truck drivers on the Lower Rhein must drive more than 15 kilometers to find a parking spot. One out of four truck drivers must actually park more than 30 kilometers away from the delivery location. Thus the search for a parking spot becomes a lottery, they said. To comply with the legal quiet times, after 5 pm more than half of the drivers search an average of 30 to 60 minutes for a par-



*The parking-situation on logport III in Duisburg-Hohenbudberg has significantly improved after the opening of a parking lot for more than 75 tractor units on Dahlingstraße.*

king spot, and another thirty percent even require over 60 minutes. The search for parking spots means additional driving time, more fuel consumption, emissions, noise pollution and stress for the driver, the study says.

One reason for the long search for a parking spot, in addition to the limited number, is that there is not adequate information about the parking options. For more than 50% of the drivers the inner-city parking options are not visible. Also, up until now the special parking lot apps were hardly used. The number of in-town parking spots also gets bad reports from the drivers and even the signs are described as deficient. Additional waiting times also result due to imprecise scheduling by the clients or customers. Only about one-third of the drivers had waiting times less than one hour, a much

greater portion must wait up to two hours, before the entrance to the loading ramp was approved.

According to the study the risk of freight thefts has also increased due to the precarious parking space situation. The insurance branch estimates the damage due to cargo theft at around 300 million euros annually. In the meantime insurance companies advise avoiding certain parking spots, according to the study. This applies to parts of Duisburg, for example, but also to Wesel, Moers and the Netherlands border at Venlo. The insurers recommend searching for operating premises of cooperation partners or private truck stops. The risk is significantly lower here. Sometimes shippers implement existing company specific solutions for stationary traffic, as seen in the example from Thyssen Krupp

Steel (see box). Improvements are still needed concerning signs for routes along the autobahns to factory gates and parking spots.

**Positive examples in Rotterdam and Hamburg**

In addition to the expansion and new construction of rest stops, also recommended in the study for actions against the lack of parking spots were compact parking, shared parking, approval of car parking spots in peak times and creation of parking management systems. The parking space management concept in the port area of Rotterdam is a positive example. On the one hand, it restricts parking along the port streets, and on the other hand, it provides at this time four truck stops with 620 parking spots each. The prohibition of night parking is controlled by the Rotterdam city police. Fines for incorrect parking start at 90 euros. Wheel clamps are installed or vehicles are towed if necessary. Also the port of Hamburg has started a pilot project with telematic parking space management and compact parking on a privately operated truck stop in Hamburg-Moorfleet.

**Lack of parking in NRW**

The North Rhein-Westphalia (NRW) highway network currently has 6345 parking spots for road cargo traffic. 3200 parking spots are in planning, which will be finished in the coming five years. However, the NRW roads authority forecasts that by 2025 there will be a lack of 4000 truck parking spots in the state.



## Suggestion box and counselor: Uwe Gick is the man when it comes to personal contact

© Daniel Koebe

*Contact man and personal advisor: Uwe Gick visits the owner-operators directly on their ships.*

(*gran*) Uwe Gick (58) probably has a unique job in inland waterway transport: He is the contact man and personal advisor for the owner-operators en route on the Rhine and the canals as independent ship operators for the logistics group Imperial Logistics International. Such a job has never existed in this form until now. „This isn't a job that requires formal training. However, one should really have a good grasp of inland waterway transport and, above all, speak fluent Dutch," says Uwe Gick. For the entrepreneurs operating on the waterways are often Dutch. This has already allowed him to smooth out some language problems.

And one should always wear clean and darned socks at all times when

visiting an owner-operator on his ship, he says with a grin. You have to take off your work shoes before entering the living room. But Uwe Gick always has to wear his work shoes whenever he boards a ship. Apart from the safety shoes, a life jacket and helmet belong to the personal protective equipment of the owner-operator advisor of Imperial Shipping Services, a subsidiary of Imperial Logistics International based in Duisburg. And he can also take off his life jacket, by the way, which is designed like a slipover with a high collar.

Uwe Gick is a forwarding agent by profession and can look back to over 30 years of experience as a charterer in inland waterway transport. He knows many owner-operators – espe-

cially from the Netherlands – from former jobs. Born and raised in Duisburg, he is naturally also a fan of the second division soccer club MSV Duisburg. But he doesn't like to refer to his job as „unique." His modest, down-to-earth nature virtually predestined him for this job. „The job isn't common – that's true," is his only comment. For forwarding company schedulers and technical inspections also have personal contact with the skippers – though mostly just by phone. „Inland waterway transport is a highly personal business," reports Uwe Gick. The owner-operators want to be viewed as people and not as functional vessel units.

**„Contact person for everything“**

„I don't have a schedule," he emphasi-



*Apart from the safety shoes, a life jacket and helmet belong to the personal protective equipment of the owner-operator advisor.*

zes. Skippers are often in transit, have less and less time, and yet expect personal contact. „In the end, they always manage to find time for an extended coffee break,“ explains Uwe Gick. He is both their suggestion box and their counselor. His quiet, thoughtful demeanor probably works in his favor in this regard. „I’m the contact person for everything – except for freighting,“ he says with a smirk. While the „troublesome“ issues are also discussed, the conversations often touch upon quite personal matters. Skippers are family business owners. They live on board with their families and that is what they call home. On average, Uwe Gick boards a ship two to three times per week. He has been working as an owner-operator advisor since 2016 and is exclusively responsible for dry goods shipping. A total of 200 units operate for Imperial in this capacity alone, among them more than 50 large owner-operators.

The 58-year-old has been familiar with inland waterway transport from the cradle, so to speak. The forwarding agent learned the trade from above all from his father, who was an independent charterer in Duisburg. He learned to speak Dutch on the job. When his father had to retire for

health reasons, he took over the business – until he had to give up after ten years. „As a niche company, we were simply too small to keep going,“ he explains. From that point onwards, Uwe Gick was an employee. After working for De Grave and Haniel, he ultimately came to Imperial in 2003 following the numerous takeovers in the industry.

**Lack of new recruits**

His new job as an owner-operator advisor is not about coffee parties: „The main concern is to ensure that enough tonnage is available, especially in canal navigation,“ he emphasizes. This is because smaller ships are used on the Rhine for this purpose. These ships are generally operated by owner-operators. But new recruits are becoming harder and harder to find. The sons and daughters of the skippers prefer to pursue careers on shore. Capacities are becoming scant as a result. „An alarming development,“ Uwe Gick believes. A solution has to be found for this, such as the owner-operator advisor job – „supplier loyalty“ is probably an apt term for it.

For example, Uwe Gick reviews loans provided by shipping companies for

ship repairs or new constructions. At the same time, he advises the skippers about questions related to certifications or digitization issues. Imperial relies on the Imperial Freight Management System, or IFMS in short. This is a web-based e-commerce platform that matches ship capacities with cargoes – a freight exchange, in other words. Its purpose is to optimize scheduling and to better utilize the vessels. IFMS has been available for owner-operators since the beginning of the year. Soon the platform is set for release to external shippers, as well. Once Imperial channels its entire annual loading volume of 50 to 60 million tons to the IFMS, about 20 percent of the overall annual volume of German inland waterway transport will be registered on the platform.

The first owner-operators that handled a transport using the freight exchange have received a tablet computer. „Imperial promised an iPad to the first 100 skippers to process their transports via the IFMS,“ he explains. According to the 58-year-old, the IFMS is off to a good start and has been well-received by skippers because of its user-friendliness.“ He admits that older owner-operators are still reluctant to accept the new technology. „I may not be the support service. There’s a separate hotline for that. However, I can help with one or two questions they might have,“ he says – in a personal discussion of course.



## Talent Award Ruhr awarded

*In order to award committed talent promoters with this honorable award, talents, promoters, representatives from business and civic society, and educational players met on the invitation of the project sponsor Initiativkreis Ruhr Talente at the thyssenkrupp Quartier in Essen.*



(Iw) Well-deserved recognition for great commitment: The Initiativkreis Ruhr and its education initiative Talent Metropole Ruhr have awarded the Talent Award Ruhr for the fifth year in succession. The prize valued at € 25,000 honors individuals that have shown exemplary commitment to the education and professional development of young talent in the Ruhr region. The Initiativkreis Ruhr has awarded a total of five role models for the successful promotion of young talent. The event took place in the

ThyssenKrupp Quarter in Essen on October 12 as the ceremonial highlight of the Talent Tage Ruhr 2017.

In order to award committed talent promoters with this honorable award, talents, promoters, representatives from business and civic society, and educational players met on the invitation of the project sponsor Initiativkreis Ruhr Talente. „Every human being has talent that’s worth promoting,“ claims Bärbel Bergerhoff-Wodopia, Education Representative of the Initiativkreis Ruhr. „The TalentAward Ruhr highlights models, talent seekers, and talent supporters. Each awarded project is an example of the innovative, successful pro-

motion of young talent in the Ruhr region. Together with many strong partners, the Initiativkreis Ruhr and its education initiative TalentMetropole Ruhr are making the Ruhr region a top address for talents and their promotion.“

The evening focused on the five award winners. One of the recipients was Ali Sirin, a social scientist from Planerladen e.V., who created a platform for young people from many different cultures in the north of Dortmund. The objective of this „Nordstadt Youth Forum“ is to show the 14 to 24-year-olds that they can actively take part in shaping their immediate environment through their own own social engagement – a spe-



*Talent Samuel Boachie, Talent Award recipient Ali Sirin and Erich Staake.*

cial show of commitment, for which Erich Staake, Chief Executive Officer of Duisburger Hafen AG, honored Ali Sirin with the Talent Award and a laudation on the evening of the award ceremony.

Other recipients of the award for model commitment included Dr. Monika Goldmann from the association Dortmunder Forum Frau und Wirtschaft (dffw) for her project „Beruflich durchstarten in Deutschland“ for the promotion of qualified female refugees, Turgay Tahtabas for his project „Zukunft Bildungswerk“

for the promotion of children from age three in the north of Essen, and Lukas Wessel for his socio-educational „England project,“ in which the pupils of the Werner-von-Siemens-Hauptschule in Bochum independently organize a ten-day hiking trip in Southern England.

For its longstanding successful commitment, a special award was presented this year to the team of JOBLINGE gAG Ruhr, which gives young people with a difficult start in life vocational orientation.

Additional award presentations were made by Bärbel Bergerhoff-Wodopia, member of the Management Board of the RAG-Stiftung and Education Representative of the Initiativkreises Ruhr, Sebastian Buntkirchen, Managing Director of the Stiftung „Schalke hilft!“, Wolfgang Langhoff, Chairman of the Board of Management of BP Europa SE, and Thomas Wessel, member of the Executive Board of Evonik Industries AG.

The award ceremony was the ceremonial highlight of the Talent Tage Ruhr 2017, an educational exhibition that is unique in Germany. In 26 cities and in the scope of roughly 140 individual events, more than 115 initiatives, universities, companies, chambers, and municipalities highlighted where young talent can be found and how it can be promoted with targeted educational offerings.

You can also find more information about the Talent Metropole Ruhr and the wide range of initiatives at: [www.talentmetropoleruhr.de](http://www.talentmetropoleruhr.de)

# Standard expressions in inland waterway transport available as an app



© Hans Blosssey

*The app includes more than 1,000 standard expressions in inland waterway transport.*

(/w) When it comes to inland waterway transport in Germany and Europe, there is no getting around Duisburg. This is the location of the only competence center for training in this sector throughout Germany: the present-day Schiffer-Berufskolleg Rhein. Here apprentices have learned their trade for the past 125 years to be well equipped to pursue their vocation on all European waterways.

Since 2009, the Schiffer-Berufskolleg Rhein has been a member of the association Education in Inland Navigation, or EDINNA in short. EDINNA functions as an educational network of inland waterway navigation schools and training institutes. Its objective is to structure the coope-

ration between users of the European waterway network more strongly and to harmonize the education, training, and certification system for inland waterway personnel in order to ensure the high-quality training of employees on board the vessels.

## Riverspeak

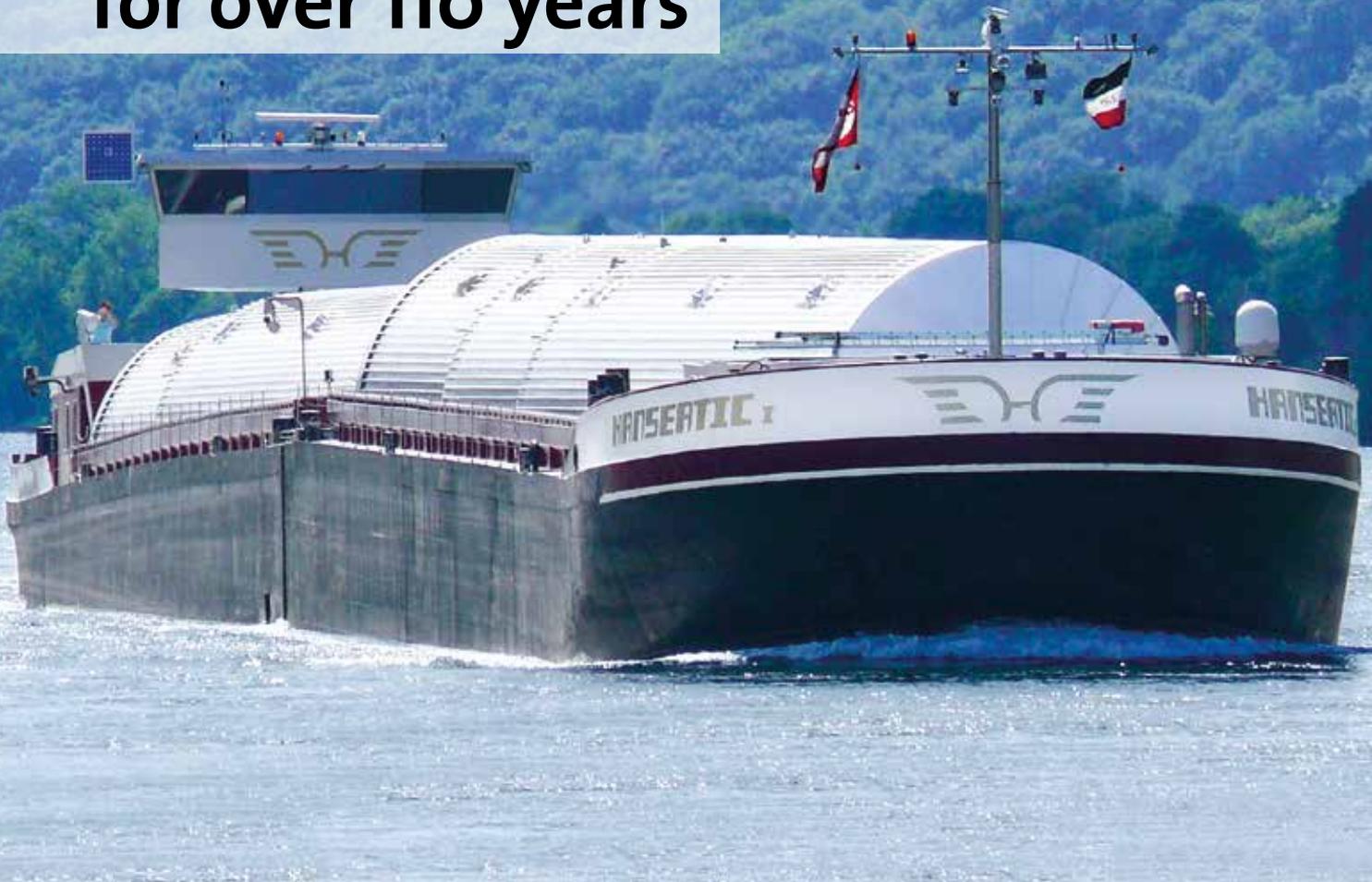
Under the working title „Riverspeak,“ a number of association members have collected French, Dutch, English, and German expressions required in day-to-day practice, e.g. for two inland waterway vessels to agree on a maneuver. This four-language collection was coordinated with the police committee of the Central Commission for Navigation on the Rhine (CCNR) and has since been recommended by the CCNR.

## Over 1,000 standard expressions

With the financial and organizational support of the European Interreg project „Ler(n)ende Euregio,“ the Schiffer-Berufskolleg Rhein has now converted these versions to a free app for mobile devices. In addition to more than 1,000 standard expressions for inland waterway navigation, the app also contains images with technical terms. Translations are available in all four languages and in all language directions. Moreover, the app offers an option for having the expressions read aloud in the desired language.

Users can obtain the app free of charge for Apple and Android devices by entering the search term „SINCP“ in their store.

# Specialist for bulk goods logistics for over 110 years



© HTAG

*Vessels and heavy cargo are also transported with the HTAG fleet.*

(dü) Traditionally operating as a service provider for the energy industry, HTAG Häfen und Transport AG is now a state-of-the-art logistics company with a wide service range in the areas of inland waterway and rail transport, handling, warehousing, and forwarding. The company with multiple locations in Duisburg reacted promptly to the structural transformation and, thanks to its solid growth and a flexible, forward-looking adaptation to market developments, ranks among the leading European providers of bulk and general cargo logistics on water and land.

Founded in 1904 as a shipping company for coal transport, the HTAG Group achieved a transport volume

of 10.4 million tons and a handling volume of 2.6 million tons in 2016, generating revenues of € 93 million. The company currently has about 100 employees at its headquarters in Duisburg and its branch offices in Berlin, Duisburg-Hochfeld, Ginsheim-Gustavsburg, Karlsruhe, Mannheim, as well as in Rotterdam and Metz. The shipping agency Oudkerk B. V. based in Rotterdam with branch offices in Vlissingen and Antwerp is a 100% subsidiary of HTAG. Moreover, HTAG has a 50% share in Masslog GmbH in Duisburg.

### **Optimistic prospects**

Despite the ongoing structural transformation in the energy markets,

HTAG Executive Board members Volker Seefeldt and Joachim Holstein look optimistically to the medium-term future. „Thanks to the commissioning of new high-performance coal-fired power plants and the closure of additional nuclear power plants, our customers from the power plant sector are assuming relatively stable transport volumes for hard coal imports via inland waterway and rail for the next five years,“ as Volker Seefeldt explains his expectations. „Due to environmental impacts, brown coal-fired power plants are under particular political pressure. The structural transformation to be expected in this field of the energy sector is favorable for state-of-the-art, hard coal-fired cogeneration



© HTAG  
 First unloading of the HTAG push barge combination HANSEATIC with hard coal during the commissioning of the new Uniper power plant in Datteln in mid-August.

power plants with an energy efficiency of almost 50%," adds Joachim Holstein.

**New types of cargo replacing lowering coal quantities**

Already for a number of years now, HTAG has been preparing itself for the eventuality that coal, the formerly

dominant transport material, will become less important in the future, and is acquiring other transport goods to use the capacity of its own port terminals and contractually connected inland waterway vessel fleet, as board spokesman Volker Seefeldt reports. Since 2002, under the umbrella of HGK Häfen und Güterverkehr Köln AG,

HTAG has developed over the past few years from a pure inland waterway transport company into a multimodal logistics company focusing on inland waterway transport and port handling that also offers rail and truck transport. This has allowed the company to benefit from the close cooperation with the parent company HGK, its affiliated company RheinCargo, and the subsidiary neska, which is also based in Duisburg. „This allows the achievement of synergies in the transport sector, a wider service range, and the improved utilization of the port and logistics location in the entire HG Group,“ emphasizes Volker Seefeldt, who is also Chairman of the Management Board of neska.

**Close cooperation with duisport**

„We’ve enjoyed a close cooperation with Duisburger Hafen AG at our Duisburg site for many decades,“ reports Joachim Holstein. The two companies each have a 50% share in Masslog GmbH, for example, which was founded in 2001 and is one of the largest coal and bulk goods handling terminals in the Port of Duisburg directly

**Water taxi bypasses bridge block**

(dü) The 14-day complete closure of the A-40 Rhine Bridge near Duisburg in August also impacted the neska container terminals in greater Duisburg. The reason: The truck processing times were difficult to calculate due to the increased risk of congestion. In order to ensure the supply of the sites with empty containers, neska intermodal temporarily set up a new water taxi with the MS AVANCE container ship chartered by HTAG that has since been commuting daily between the KCT terminal in Krefeld, the RRT terminals „Home“ and „Gateway-West,“ and the trimodal terminals DIT, D3T, and DeCeTe in Duisburg. The return system with a capacity of 148 TEU

cuts down on over 100 truck transports per day. More than 3,000 containers have been transported since it started. What was actually meant to

be a makeshift solution, the water taxi has generated so much positive feedback from all involved that it is set for permanent operation.



© HTAG  
 The internal waterway vessel MS AVANCE on the Rhine in Duisburg.



HTAG Executive Board members Volker Seefeldt and Joachim Holstein.

on the Rhine. „Together, the business partners have successfully acquired new customers for the handling of excavated soil and raw iron. New settlements where the goods are processed make the location of Masslog and the neighboring HTAG-owned handling facility on the Rhine attractive for new customers from the coal and coke sector, as well,“ as Joachim Holstein explains. In 2017, as part of the consolidation of Duisburg activities, HTAG will sell its shares to Navigare Stauerei- und Spedition GmbH, which was acquired in 1998, so that the handling areas thereby cleared can be offered to new users.

#### Continuous logistic chains

As Volker Seefeldt explains: „Today, our expertise allows us to tackle complex tasks in the control, coordination, and distribution of bulk and general cargo across traffic carriers and countries. Together with our subsidiary neska, we also offer our customers logistics concepts at our Duisburg site in the warehousing and material processing segments, as well as in international forwarding. With this wider service range, we are actively entering the market,“ Joachim Holstein adds. „The companies complement each other without having overlapping services. Our cooperation is continuously

improving, and the number of joint projects is developing well. Our customers today are from the energy, agricultural, construction, and disposal sectors, as well as the chemical industry.“ The main transport and handling goods are hard coal, grain, fodder, construction materials, waste, wood, chemical products, and various piece goods.

#### Customer proximity crucial for market success

For many years, HTAG has placed great value in qualified training. „Many of our executives and junior employees come from within the company,“ Volker Seefeldt reports: „Thanks to well-trained employees in all areas, we can afford lean structures and respond quickly to customer requests. The markets are becoming increasingly volatile: Customer proximity and flexibility are crucial for market success. And with added backing from our parent company HGK, we consider HTAG to be securely positioned for the future.“

# Locally active company with an international orientation



© Rolf Köppen Fotografie Duisburg

*A 40-ton overhead crane ensures the prompt processing of trucks.*

(dü) The chemical industry has proven to be a clear driver of growth in the structural transformation experienced in the Rhine-Ruhr industrial region. This has also made it an important driving force for logistics services. „ Köppen GmbH in Duisburg-Meiderich has profited from both developments. Today, the medium-sized family business is the leading tank container service provider in the region of North Rhine-Westphalia.

Situated in immediate proximity to the port region on the right bank of the Rhine and to motorways 2, 3, and 42, Köppen operates a forwarding and transport company specialized in tank containers including a workshop and cleaning and storage facilities. „With

our logistic services, we link the production plants of the chemical industry on the Rhine and the Ruhr to the container terminals in the region and the seaports,“ as managing partner Jochen E. Köppen describes the service profile of his company, which he has managed together with his father Hans-Wilhelm Köppen since 2008.

### **Eventful company history**

The beginnings of the company reach back to the 15th century. In 1910, Johann Köppen finally founded a transport and trading business for building materials, coal, and yeast in Meiderich. In 1929, the company purchased its first Krupp truck with a trailer. This was used to transport milk from farms

to the dairy early in the morning, followed by gravel or sand. Johann Köppens son Ewald procured the first tippers for transporting building materials in the mid-30s. Following the Second World War, the company built its own trucks from different scrap vehicles and started transporting milk again with two vehicles. Ewald Köppen received five red long-distance haulage licenses at the beginning of the 50s to carry out this important supply task. In addition to the milk trains, he also procured scheduled trains that were employed on behalf of the German Federal Railway.

In 1955, upon the purchase of its first tankers, the company began with the transport of mineral oil. Ewald's son

Hans-Wilhelm Köppen entered the company in 1957 and expanded the service range of the company to include transports for the chemical industry. At the time of the first major mineral oil crisis in the mid-70s, Köppen had a fleet of over 100 trucks. At the beginning of the 80s, the company acquired new premises in Duisburg-Meiderich, which became the site of warehouse and workshop facilities.

In the mid-90s, the decision was made to concentrate on the complete value chain for the logistics of tank containers, over 500,000 of which are now in use worldwide. „With our own fleet of 47 semi-trailer tractors, 70 chassis, and two tractor-trailers, we process more than 100 orders daily. These range from circuits between chemical sites in the region, the terminals in the Port of Duisburg, and our depot to long-distance hauls to ports at the mouth of the Rhine or all the way to Trieste,“ reports Jochen E. Köppen. A total of 150 employees, including 65 drivers, generated a total of € 13 million in 2016. „We employ 25 apprentices: 14 of them wish to become professional drivers, six work in the workshop, and five in logistics.“ The aspiring truck drivers spend their first apprenticeship year in on-site operations. In this time, they become equally familiar with the areas

of automotive engineering, repair, and the cleaning of containers as with warehousing and handling. Actual truck training only takes place in the second and third year of the apprenticeship. „We’ve had good experiences with female apprentices. They handle our valuable equipment with care, drive economically, and can also assert themselves with customers.“

Apart from dual vocational training, Köppen also gives high priority to in-service training. „For us, the knowledge, skills, and experiences of our employees form the basis of professionally qualified services. For we are increasingly taking on in-plant loading and unloading tasks for our customers from the chemical industry and have to meet high safety requirements in the process,“ adds Hans-Wilhelm Köppen, who is responsible for operational workflows.

The company premises in Duisburg-Meiderich currently covers an area of 23,000 square meters and accommodates office buildings, a workshop, a cleaning facility for tankers and tank containers, an outdoor storage area with a 70-meter-wide gantry crane for empty and loaded containers with hazardous materials tanks. Köppen GmbH has an additional site in Duis-

burg-Hochfeld used for handling granulates and powdery chemical goods for an industrial customer. A filling plant housed in two 3,000-square-meter halls is used to transfer goods from 1,000-liter big bags into containers and bulk containers. „In addition to collecting the goods from the manufacturer, we also offer this customer the picking, filling, and distribution of the products throughout Europe,“ explains Hans-Wilhelm Köppen.

#### Customized container service

All the required services are offered at the Duisburg site to prepare the containers after a transport and hold them available for the next order. Empty tank containers of all standard sizes are stored in the depot. „We clean tank containers and tankers with up to 2,500 bar to free them of the toughest residues of various precursors so that the next load can be received without contaminations,“ explains Hans-Wilhelm Köppen. In an in-house workshop, tank containers are serviced and repaired and the legally prescribed tests are carried out on the containers. „We offer comprehensive services covering all aspects of tank container technology ranging from an in-service check to major repairs, conversions, coating repairs, and heating systems.“

#### Logistics for the chemical industry

„The relocation of storage services from the seaports to inland facilities renders it possible to use loaded tank containers for import and export, as transports of empty containers to and from seaports that had been typical until now are no longer necessary,“ reports Jochen E. Köppen. The empty container depot has a capacity of up to 1,000 boxes. A total of 200 parking spaces are available for loaded containers. The cleaning facility can clean up to 50 tank containers per day. Loaded containers can be heated at 18 parking spaces. A 40-ton overhead crane and two ten-ton empty container



Kai Oliver Diemers, Professional driver apprentice in his second year.

forklifts ensure the prompt processing of the trucks. The in-house bonded warehouse allows the tax- and duty-free storage of loaded tank containers.

„Our main customers are tank container operating and leasing companies. We are also increasingly working directly with trade and industry,“ says Jochen E. Köppen. According to Köppen, as the chemical industry also produces smaller batches of special liquid products, external storage in tank containers represents an affordable alternative to keeping such quantities available in company-owned tank storage facilities. „We store loaded tank containers with water-endangering liquids and various hazardous materials. To ensure the products are delivered at the desired temperature, we offer heating with steam, hot water, and electricity.“

#### Duisburg’s locational advantage

As a location, Duisburg has played an important role in the development of the company over the past 25 years. „We are located at the heart of the chemical industry cluster of the Rhine-Ruhr, with production and refinement sites in Krefeld, Neuss, Dormagen, Cologne, and Wesseling on the left bank of the Rhine and Marl, Bochum, Dortmund, Wuppertal, Düs-

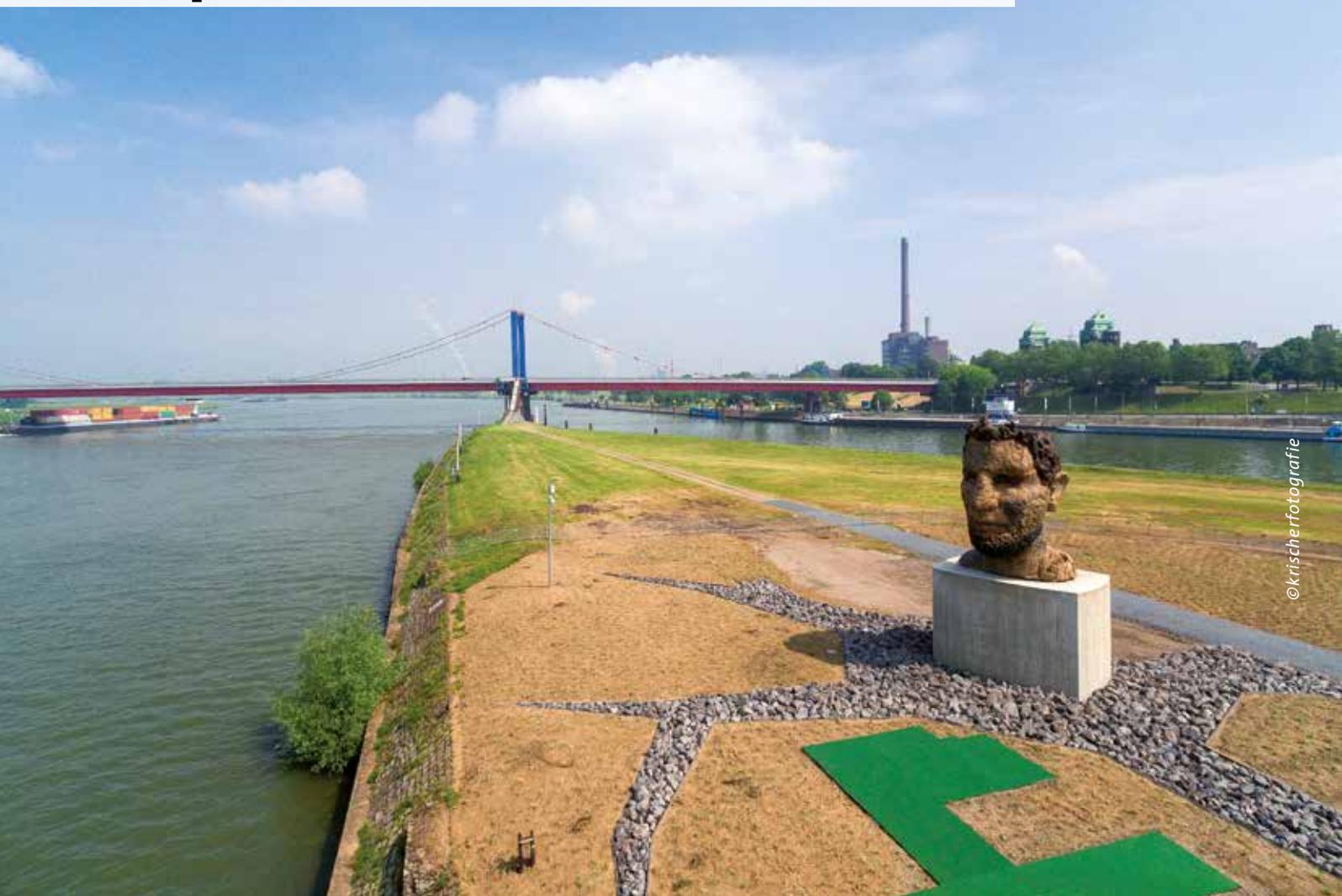


*With 47 company-owned semi-trailer tractors, 70 special chassis of 20 to 40 feet, and two tipper chassis, Köppen GmbH is prepared for all transport demands for tank containers.*

seldorf, Leverkusen, and Lülsdorf on the right bank. Thanks to the increasing division of labor among chemical companies, we profit not only from growing factory-to-factory transports in the region, but also from the increasing international exchange of goods of the internationally growing chemical industry,“ emphasizes Jochen E. Köppen. The company connects the locations of the chemical industry to the overseas terminals in Antwerp and Rotterdam on a daily basis via the intermodal transport facilities on the Rhine and the Ruhr. „The daily shut-

tle train and inland waterway vessel connections between the new multimodal terminals in the Port of Duisburg and the ports at the mouth of the Rhine form the backbone of these transports. For this reason, we consider ourselves well-equipped for the future,“ says Jochen E. Köppen. The future of the tank container service provider also lies in China: Here the company chief recently presented the service portfolio of his company to interested experts – true to his motto: „Think globally, act locally.“

# A park for the Mercatorinsel



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*As part of the expansion of the Mercatorinsel, the tip of the island, a previously inaccessible industrial area, will be developed as a green area for the general public.*

In the future, there will be a park at the northern tip of the Mercatorinsel. The Duisburg landscape architecture office Danielzik + Leuchter was responsible for planning. Lord Mayor of Duisburg Sören Link and Erich Staake, Chief Executive Officer of Duisburger Hafen AG, presented the jointly developed expansion plans for the northern tip of the Mercatorinsel at the end of September.

„There is hardly another place in Duisburg at which one can experience the exciting interplay between nature,

an industrial setting, and the port as well as here. Plans to develop this area have existed for a long time. Now they are becoming a reality. I am very pleased to be able to offer not only Duisburg residents, but also our visitors a new, attractive destination in the near future,“ announced Lord Mayor Sören Link.

As part of the expansion of the Mercatorinsel, the tip of the island, a previously inaccessible industrial area, will now also be redeveloped as a green area for the general public. The indus-

trial character of the surface structure will remain intact, creating a link between the historical use of the site for industry and its use as a recreation area. „This will create an attractive setting for our sculpture, ‚Echo of Poseidon‘ by Markus Lüpertz. This impressive work of art has become a magnet for a tourist audience reaching far beyond Duisburg. We are thereby creating workplaces on the Mercatorinsel while also making the island more attractive for citizens and tourists with the park,“ adds Erich Staake, Chief Executive Officer of Duisburger Hafen AG.



*The city of Duisburg and the Port of Duisburg presented the jointly developed expansion plans for the Mercatorinsel.*

An area covering roughly 2.5 hectares is being rendered accessible through water-bound routes as an extensive natural landscape. A wide prome-

nade and a riser for river cruisers will also be developed on the Ruhrort side in the future. The plans also include a new footbridge that would connect

the Mercatorinsel with Ruhrort. Paved areas will be furnished with benches and trash baskets, inviting passersby to linger. A railing will be incorporated along the bordering bodies of water as fall protection. A species conservation area adjoins the southeastern section, which is additionally separated by the green space by a planted earth wall and a pasture fence.

The bronze sculpture Echo of Poseidon and the Rhine Orange sculpture facing it together form an artistic space at the mouth of the Ruhr that contributes to the appeal of the green area. In total, the resources that have been provided for the project amount to about € 450,000.



**LINER CONNECTIONS**

**SEA-GOING CONTAINER TRANSPORT**

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

**SEA-GOING CONTAINER TRANSPORT**

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

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

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

## SHIPPING COMPANIES

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

## LINER CONNECTIONS

### SEA-GOING CONTAINER TRANSPORT

International	from Duisburg	Shipping Company	Terminal	Ship type*
<b>Sweden/Denmark</b>				
via Göteborg	2 x per week	11	DeCeTe	B/S
via Oxelösund	1 x per week	11	DeCeTe	B/S
Södertälje	1 x per week	11	DeCeTe	B/S
Aarhus	4 x per week	11	DeCeTe	B/S
<b>Spain/Portugal</b>				
Bilbao, Leixões	2 x per week	11	DeCeTe	B/S
Gijon, Vigo, Lissabon	1 x per week	11	DeCeTe	B/S
<b>Ukraine</b>				
via Klaipeda	3 x per week	3	DeCeTe	B/S

### CONVENTIONAL SEA-GOING TRANSPORT

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

## TRAMP/TRANSPORT PROJECT CARGO

### CONVENTIONAL SEA-GOING TRANSPORT - Regular sailings upon request

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

## TERMINALS

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



**Important combined water and rail destinations.**

- National railway transportation
  - International railway transportation
  - Ship connections
  - Indirect connections
- 1 - 7 = Montay - Sunday  
 Dep. - Day of departure  
 Arr. - Day of the arrival  
 Op - Operator  
 A - Arrival on same day  
 B - Arrival one day later
- C - Arrival two days later  
 D - Arrival three days later  
 E - Arrival four days later  
 F - Arrival five days later  
 G - Arrival six days later

**OPERATORS**

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

**TERMINALS**

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

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

## CONNECTIONS FOR COMBINED TRANSPORTATION

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

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

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

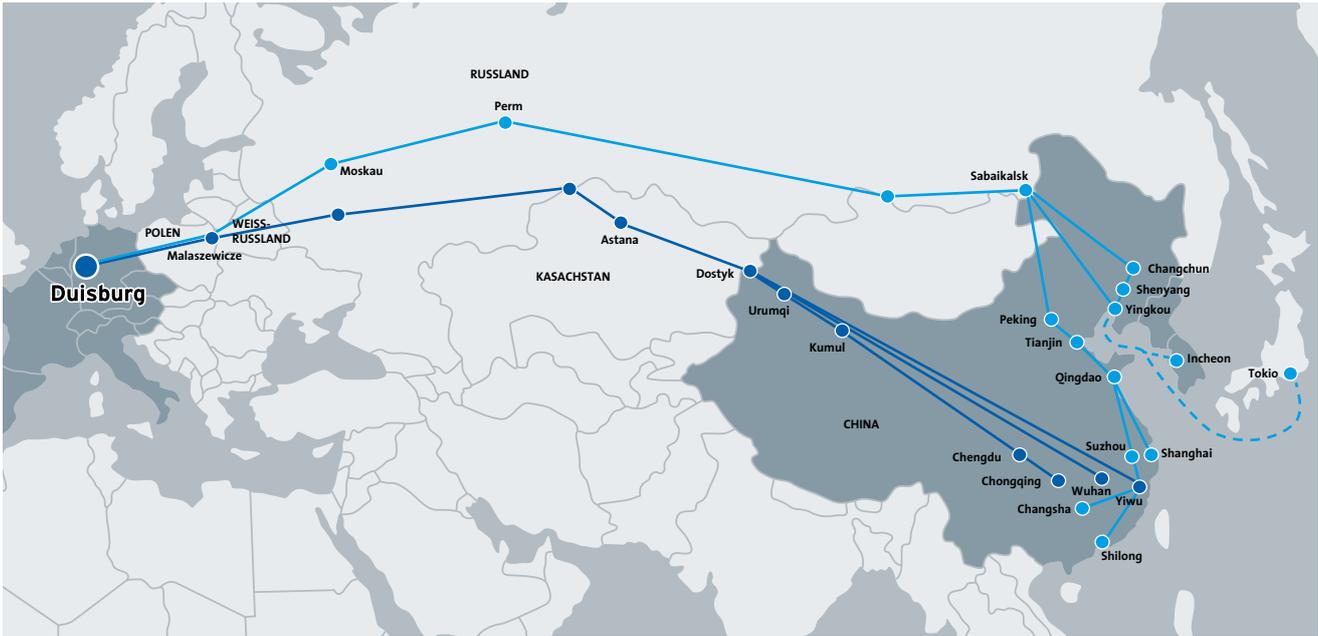
## CONNECTIONS FOR COMBINED TRANSPORTATION

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

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

TRANSCONTINENTAL CONNECTIONS FOR COMBINED TRANSPORTATION



Combined rail and water destinations.

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

- 1 - 7 = Montag - Sunday
- Dep. - Day of departure
- Arr. - Day of the arrival
- Op - Operator
- A - Arrival on same day
- B - Arrival one day later
- C - Arrival two days later
- D - Arrival three days later
- E - Arrival four days later
- F - Arrival five days later
- G - Arrival six days later

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

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

## duisport – The Port

The port of Duisburg, at the confluence of the Rhine and Ruhr, is the largest inland port in the world with handling volumes of 133 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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**Corporate Communication**  
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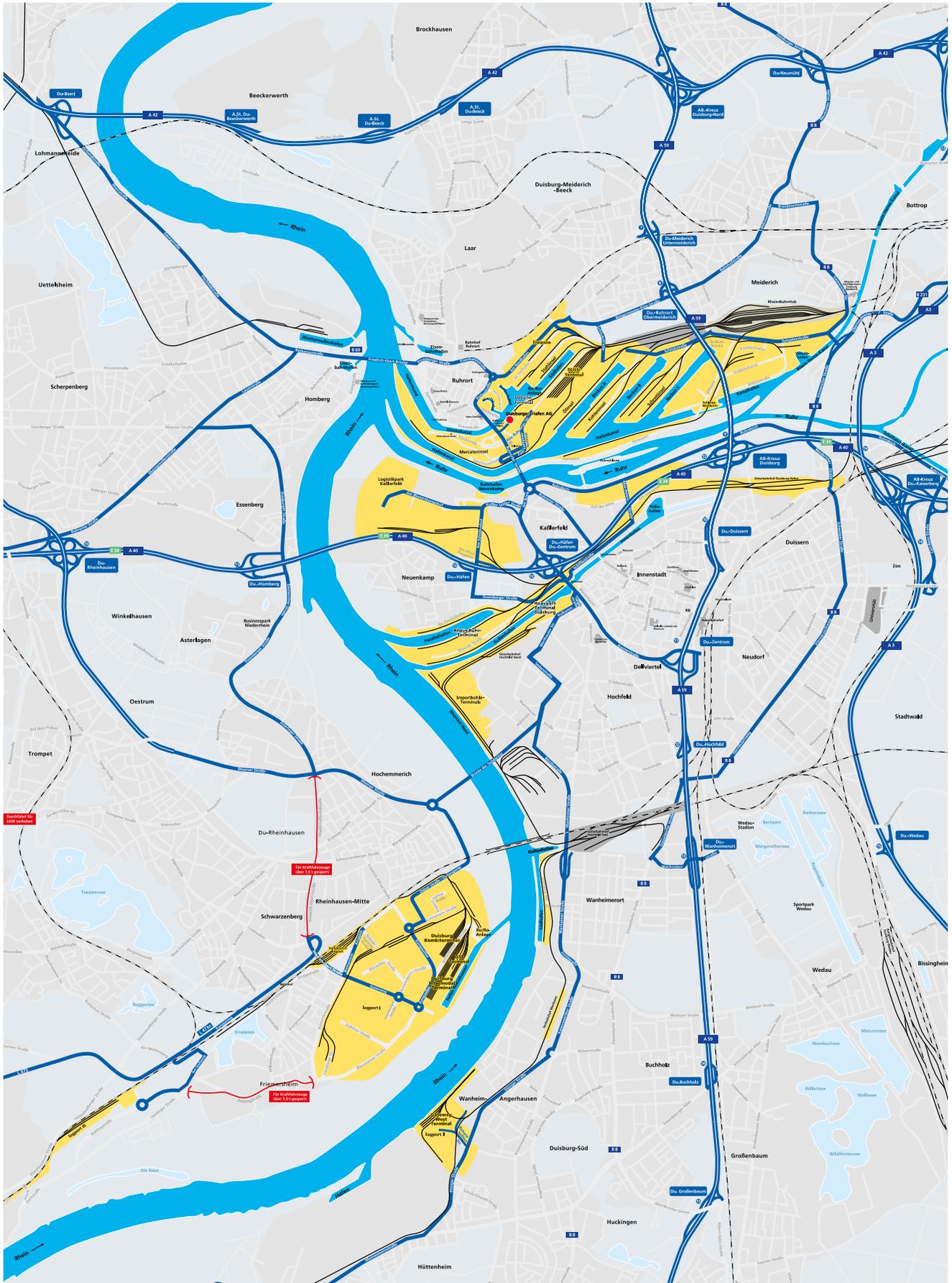
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- |                         |                      |                              |
|-------------------------|----------------------|------------------------------|
| Autobahn                | Eisenbahn            | Geplante Straße              |
| HAUPTSCHLIEßUNGSSTRAßEN | Wasserfläche         | Sitz der Duisburger Hafen AG |
| Haupteisenbahnlinien    | Hafengebiet duisport |                              |

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



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

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

For more information visit [www.duisport.com](http://www.duisport.com)

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excellence in logistics