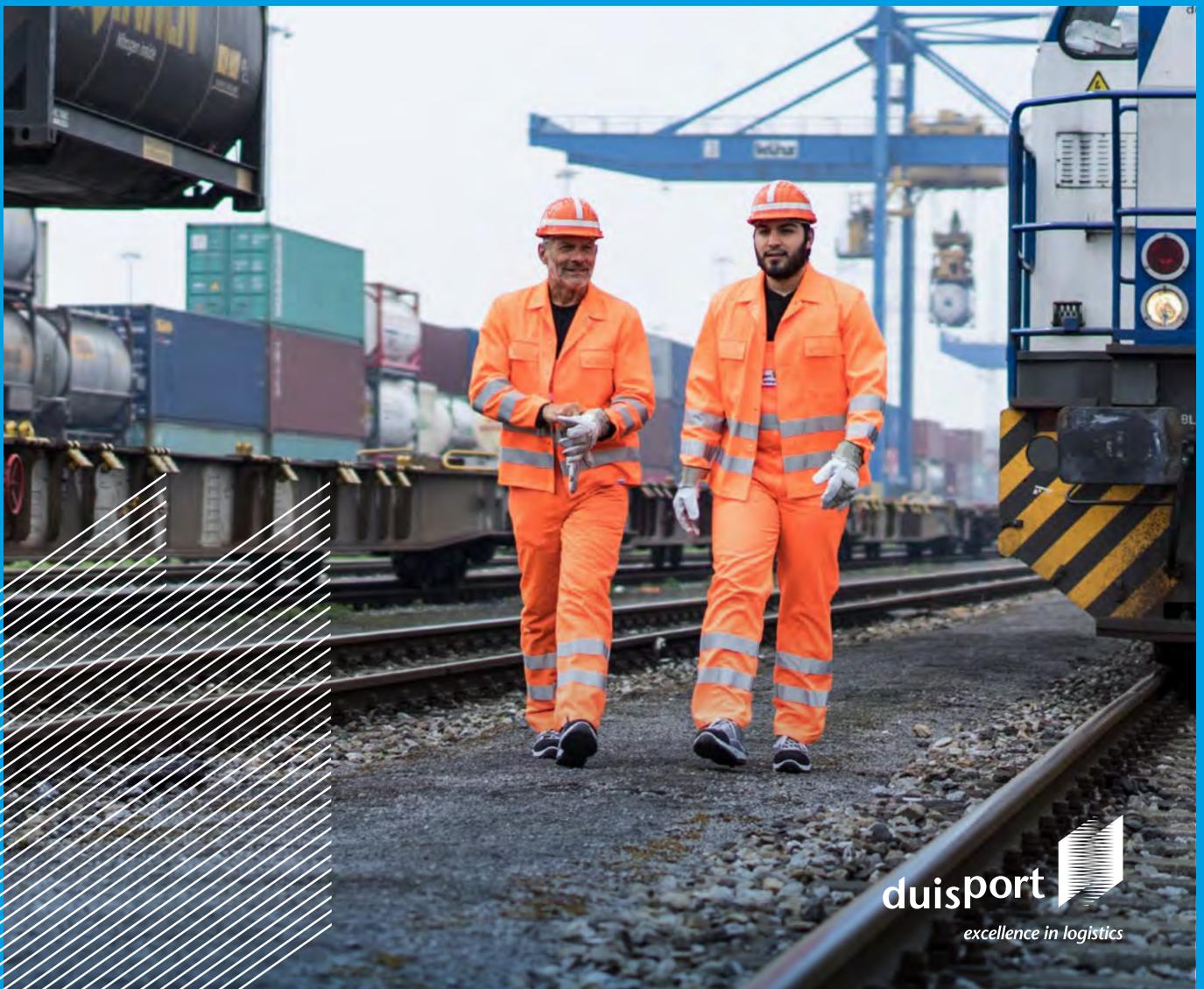


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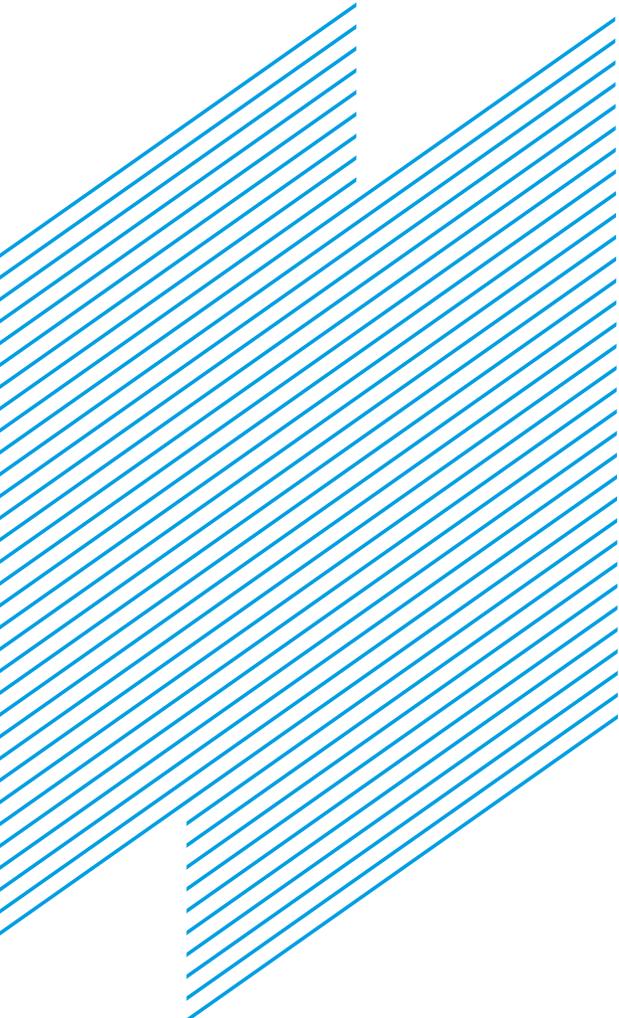
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duisport 
excellence in logistics

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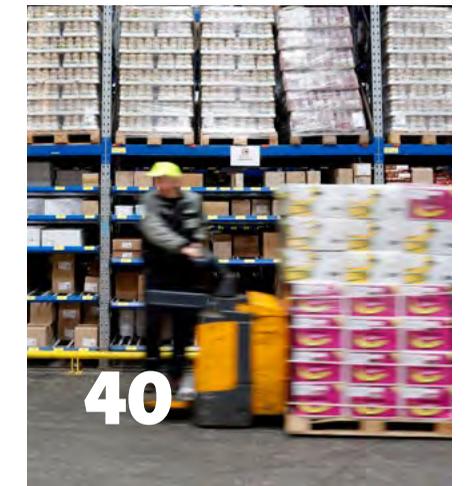
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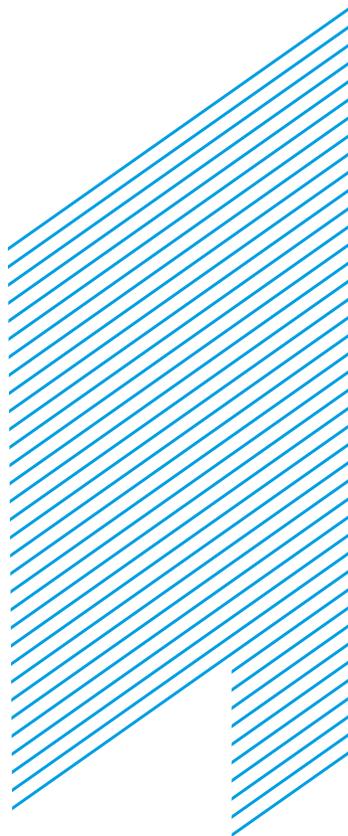
duisport will also break the 4 million TEU mark in 2018

(dü) Despite long-lasting low water periods on the Rhine and the first economic slowdown in the third quarter of 2018, the container handling of Duisburger Hafen AG (duisport) is expected for the entire year to again reach the record margins of the previous year. "The total handling volumes in the ports of Duisburg will decline by four to five percent in 2018, which is solely the result of the decrease in imported coal volumes due to the closing of power plants. This trend will also continue in the future", according to duisport's Chief Executive Officer Erich Staake.

In Staake's opinion, new business opportunities will also materialize medium-term from this, since the power plant locations are mainly conveniently situated on waterways or have an efficient rail and highway connection. They will be available in the foreseeable future for the development of new logistics and industrial settlement areas. "20 years ago, with the development of the logport family, we laid the foundation for sustainable and successful structural transformation, now at eight locations in the Rhine-Ruhr region. Also, due to our close cooperation with power plant and mining companies such as RWE, E.ON and Ruhrkohle AG, we are today already working on projects for the development of former power plant and mining locations".

Driving force of the structural transformation in NRW

As a current example Staake mentions the founding of a project company by duisport and RWE Power AG for the development of a modern commercial and industrial area with connected container terminal on the left side of the Niederrhein. Most of the 53-hectare plot consists of the recultivated area of the Garzweiler surface mine in the cities of Grevenbroich and Jüchen. While 45 hectares of the area will be made available for commercial-industrial use, an eight-hectare parcel is intended for a combined transportation terminal, which will be connected to the national rail freight network. "The logistics distribution centers already settled near the planned commercial area will also profit from this, since they will be able to shift their traffic from the road to the rails", said Staake.



Also the two projects further in development, logport VI in Duisburg-Walsum and the premises developed jointly with Evonik at the chemical location Lülisdorf near Cologne, are making good progress. In Walsum the marketing of the 40-hectare premises is proceeding and the first area will be developed in 2019. A trimodal handling facility for bulk cargo and a container terminal offer customers efficient transport connections.

In Lülisdorf, the 50-hectare area on which chemical related companies and logistics companies should settle are cleared and the marketing has begun. The location has a port, pipelines and a connection to the rail network. The Cologne/Bonn airport is a 15 minute drive and Cologne is 15 kilometers away. The approval process for the construction of a trimodal container terminal is in progress, completion is planned for the end of 2019.

“The Rhine will also continue to be interesting in the future for more area development projects from duisport“, ...

according to Staake, “since only with trimodal connected logistics and handling facilities can we shift more truck traffic from the roads to the environmentally friendly transport carriers rail and ship“.

In Staake’s view, duisport made the right decision after the first record low water in 2003 and consistently strengthened the rail connections to the current eight combined terminals at the seaports. In 2003 the water levels of the Rhine sunk below 1.80 meters in just a few weeks. In 2018 there were water levels from 1.50 m to 1.70 m for several months, which significantly influenced the use of transport carriers of inland waterway transport. As a

logistics company we always have to think of alternatives and offer our customer functioning transport routes at all times.”

European rail freight network needed

Unfortunately, on the contrary, German transport policy has invested too little, too late in the expansion of the roadway, waterway and rail infrastructure. “While the Dutch already completed a modern rail freight line for 1000-meter long trains from Rotterdam to the German border ten years ago with the Betuweleijn and the Swiss opened the new Gotthard base tunnel two years ago, the expansion measures of the German route network that was contractually assured decades ago is still to a large extent in the planning, approval and first construction phase“, said Staake. “Even the urgently needed expansion of the “Iron Rhine“, an efficient rail connection between Antwerp and the Ruhr region, is still not yet in the final decision phase after decades of discussion. Such projects must be implemented more consistently and faster, otherwise we will not reach our ambitious climate protection goals. How do we intend to survive in global competition if we conduct small-state mentality with each other?“ The realization of the “Iron Rhine“ project could be put to the test for overcoming this, if the soapbox speeches of the politicians from Germany, the Netherlands and Belgium finally are put into practice.

That fresh thinking is needed in establishing an efficient rail freight network in Europe is not only shown by the example of Betuweleijn in the Netherlands, but also the long-lasting low water periods in the last months of this year, according to Staake. “Due to the inadequate state of expansion of the rail network and the numerous rail construction sites, the freight trains were not in the position to compensate through additional services in sufficient measure for the loss of capacity of the inland waterway transport. As a result, companies of the steel and chemical industry had to cut back portions of their production, since the supply of raw materials did not suffice. In the future, new concepts with buffer stock will be requested



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for this, which also could be located in inland waterway ports.

Opportunities for growth of logistics

As a preeminent player in the structural transformation of the Ruhr region, we have already proven that “we can do transformation“ and that we are constantly meeting new challenges. With our successful logport projects we were a role model and inspiration for many other settlement projects in the Rhine-Ruhr region, which have become critical driving forces in the structural transformation in NRW and made our state the leading logistics location in Germany and beyond“, said Staake. “As a multimodal freight traffic and logistics platform we connect companies from the entire world with European markets and thus simultaneously create the prerequisites to open up new markets for industry in our region“. This means the industrial, commercial and transport markets will be subject to constant change. Globalization

and digitization accelerate the processes. “With increasing expectations for quality, service and speed, the challenges grow – especially for logistics. We meet them with consistent digitization of the structures inside the duisport Group. In the meantime we have become a significant hotspot of E-commerce in NRW. Today, duisport is the driving force for new developments in regards to international logistics and services“, said Staake.

During the development of the logistics industry, the outstanding significance of logistics for the future economic development of our country has not yet been satisfactorily conveyed to the people.

USA trade policy's obstacle to growth

Staake is concerned about the current economic development. The gross national

“We should stop measuring logistics as a burden of noise and pollution but rather recognize the future opportunities of this branch as a growing service provider sector in an industry sector trending towards decreasing importance“.

product of our country has shrunk by 0.2% in the third quarter of 2018 compared to the previous quarter for the first time since the beginning of 2015. Certainly the problems of the automotive industry were recognized as a cause; however this development is also the result of the counter-productive trade policy of the USA in the past months. “The global process chains of the industry are closely linked. Turning the screws in individual markets, for example by introducing duties and other trade obstacles, has effects on all areas of the economy up to the supplier industry and logistic service providers“, according to Staake. “But a Brexit without clear contractual agreements between the EU and the United Kingdom could also hit the industry and transport economy hard. Therefore, seaports and also larger inland waterway ports are preparing the appropriate emergency plans. Also, if Italy is serious about its planned debt policy it will affect the rest of Europe. Currently the economic risks predominate – hardly any positive impulse is detected for the immediate future.“

Growth market in China

Staake sees more growth perspectives in the rail traffic with China in the ‚One Belt One Road‘ initiative. “We currently operate 35 trains per week between Duisburg and China, and we expect additional growth for 2019 as well. The dispatching of trains in the Duisburg terminals is a major challenge for those involved, since train delays are the order of the day due to bottlenecks on the route – such as on the border between Poland and Belarus“, says Staake. “In Minsk, Belarus the ‚Great Stone Industrial and Logistics Park‘ large-scale project will be built with participation from duisport. During our negotiations with the Belarusian Government, we have introduced the idea of constructing more rail crossings into Poland, which would help to reduce the running times of the China-bound trains by several days.“ Furthermore, duisport worked out a master plan for the Belarusian government in Minsk for future connection of the Republic of Belarus to the ‚Belt & Road‘ initiative, taking into consideration the Great Stone project. The master plan stipulates the construction of a railport, which would take over logistic services in rail traffic between China, Russia, Belarus and Western Europe, and establish logistic linking of Great Stone with these countries.

“China 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 10,000 km route are eliminated,“ said Staake. “In the meantime, Duisburg has developed into an important bridgehead for China’s trade and industry in Europe. The NRW market is interesting for Chinese companies and we have quite a lot to offer our partners“. Staake expects the consequences of the trade conflict of the USA with China to strengthen the economic and political cooperation between China and Europe. The globalized economy always reacts to changes of course in politics. Customers of



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duisport are globally active. duisport is in the position, with its worldwide network, to logistically support changes in the flow of goods and production priorities.

Staake: “But in spite of all the changes, we remain true to our principles. We take responsibility for the companies in our region and the people who live here, and we maintain our claim to grow our success through collaboration and partnerships.

As before, we will view the challenges of a new era as an opportunity, and we will become actively involved in shaping the future“.



Within the sustainability-projects of duisport four electricity charge columns have been installed in the port to gradually electrify the vehicle fleet.

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First LNG vehicles in use

Infrastructure project by duisport, RWE and University of Duisburg-Essen.

(klü) The first vehicles that have been retrofitted for the environmentally-friendly liquefied natural gas (LNG) are now in operation in the Port of Duisburg. They consist of a reach stacker and a terminal tractor in use at logport III in Duisburg-Hohenbudberg. The vehicles are filled with a mobile LNG fueling system.

The retrofitting of the vehicles forms a part of a joint research project undertaken by duisport, RWE Supply & Trading and Universität Duisburg-Essen, which is designed to increase the use of LNG as a replace-

ment for diesel in the Port of Duisburg. Because of its trend-setting innovative potential, this LNG infrastructure project is also supported by the European Fund for Regional Development in the amount of EUR 740,000.

“We will consistently pursue the expansion of the LNG infrastructure in the Port of Duisburg. With this initiative, we can make an important contribution to environmental policy,” says duisport’s Chief Executive Officer Erich Staake.



The first vehicles that have been retrofitted for liquefied natural gas (LNG) are now in operation at logport III in Duisburg-Hohenbudberg.



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Amazon sets up distribution center in the Port

100 new logistics jobs in Duisburg.

(klü) Since October Amazon supplies customers in Duisburg and the Rhine-Ruhr region directly from the Port of Duisburg (duisport). To this end, Amazon has leased 9,300 square meters of warehouse space and 1,200 square meters of office and employee space on the port grounds in the Kaßlerfeld city district.

Approximately 100 employees ensure that goods are delivered to customers as quickly as possible, assisted by medium-sized freight companies hired by Amazon. The entire delivery process is organized by Amazon. The Port of Duisburg's good connection to the A3 and A40 was an important consideration for Amazon to ensure optimum access to end users in the Rhine-Ruhr region.



In September 2018 Amazon has opened a distribution center within the port area in Duisburg-Kaßlerfeld.

“We are very pleased to open up a distribution center in Duisburg – a center that combines more than 20 years of logistics expertise, technological progress and investments in transport infrastructure.” ...

We are now in a position to offer our customers a greater number and faster delivery options,” says Bernd Gschaider, Director of Amazon Logistics in Germany. “Amazon Logistics not only supports its local delivery partners with expanding their business but also provides them with the latest technology for package deliveries.”

The port is a stable job engine

duisport creates over 46,000 jobs.

(klü) A total of approx. 500 jobs have been created through the newest settlement of Amazon and the former startup flaschenpost in the port of Duisburg. The significance of duisport in the creation of jobs also highlights the study just completed by the well-known Berlin marketing research institute Regionomica GmbH. Already in 2006, 2011 and 2015 the regional economic effects emanating from the port of Duisburg's logistics location and the companies connected with it were identified by the institute.

According to the latest study, the number of direct and indirect jobs in 2017 in the port of Duisburg (duisport) has increased to 46,510. That is a growth of 2.7 percent over the research period of 2015. From 2015 to 2017 the number of employees directly dependent on the port increased from 18,420 to 19,570. This represents an increase of 6.2 percent. "This also means that the city of Duisburg can again profit more heavily from the positive development and that the growth of jobs in the city amounts to 8.6 percent", according to the study. During this, the developments at duisport and the logport areas were critical for this positive development.





The study forecasts that the employment effect will also increase in the future through logport V in Oberhausen with over 1000 forecast jobs and through the initiated development of logport VI in Duisburg-Walsum.

The plans for expansion of many logistics companies additionally point out the need to also develop more logistics areas in the region in the future.

The value added arising by the port has increased by 280 million euros to around 3 billion euros. According to the study the city of Duisburg profited disproportionately from this growth with around 200 million euros.

“These figures are impressive proof of the stable growth dynamics of the port of Duisburg. This creates jobs and value added for Duisburg and the region“, according to duisport’s Chief Executive Officer Erich Staake.

duisport 2018 customer contact trip to St. Petersburg and Minsk

Opening up logistics
development potential in
Russia and Belarus

(dÜ) St. Petersburg, being Russia's largest container port with two million TEU, and Minsk, the capital of Belarus, lying 700 kilometers southwest, and the huge logistics project in construction on the new silk road, Great Stone Industrial Park, were the stops for this year's duisport customer contact trip at the end of August, with representatives of the port and logistics service providers located here.

315 years ago, in May 1703, Czar Peter the Great, in the process of modernizing Russia, founded St. Petersburg as the gate to the west and to secure access of the country to the Baltic Sea. The ports of St.

Petersburg in the delta of the Newa on the Gulf of Finland are an important Russian transportation node for maritime transport, inland waterway transport and rail transport. With a cargo turnover of approx. 60 million tons annually, St. Petersburg, the second largest city in Russia after Moscow, is of great importance for all of Eastern Europe and the Northern Asia region.

Containers – a driver of growth

Container traffic is increasing rapidly. Scheduled connections include those to Stockholm, Helsinki, Kiel, Lübeck and other port cities on the Baltic Sea, as well as to all important container ports on the North Sea and also to Duisburg. Further growth of the port at the present locations in the urban area of St. Petersburg is certainly curbed by a lack of space, neighboring residential buildings and the difficult connection to the hinterland transport via the overloaded city streets and rail network. For this reason and also to reduce the traditional dependency of the Baltic neighboring states once belonging to Russia, Estonia, Latvia, Lithuania, and Finland, the neighboring ports of St. Petersburg in Primorsk, Wyborg and in Wyssozk were expanded and new ports erected in Ust-Luga and Bronka in the past two decades. The "major port of St. Petersburg" founded in 2009 comprises the city port, including the berths of Kronstadt, Lomonosov, Gorskaya, Lisyj Nos and Bronka and today is considered the most important seaport in Russia. 20 percent of the seawards Russian export trade alone and around half of all goods imported into Russia are handled via these ports.

In 2015 a new deep-water seaport, Bronka, opened for handling containers and RoRo on the south shore of the Newa Bay, 120 kilometers west of St. Petersburg. The first expansion stage of the container terminal



An area with over 90 square kilometers, directly on the route of the new Silk Road, as a connector between Europe and Asia – that is the planned Great Stone Industrial and Logistics Park near Minsk. duisport is involved with their development know-how and will optimize the traffic concept of the future node.

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made available an area of 107 hectares with connection to the Russian railway network and the St. Petersburg highway ring, as well as an annual handling capacity of 1.45 million TEU. In the neighboring RoRo terminal with a size of 57 hectares, up to 260,000 units can be handled annually. The new port will be developed in stages in the following years and offers in its total expansion area of 207 hectares the best prerequisites for growth in Russian coastal goods handling and in the settlement of value-added services in the logistics zone planned for it.

Even more significant and vast are the expansion plans for the almost ice-free universal deep-sea port (17.5 meter water depth) of Ust-Luga, a small town about 120 kilometers west of St. Petersburg and not far from the Estonian border, which currently contains 11 terminals. Around 18.1 million tons of coal were handled in 2016 at the port of export for Russian raw materials, which has expanded since 2001. In 2011 the ULCT (Ust-Luga Container Terminal)

“With more than 2000 short-sea connections, Duisburg is closely connected to all of Europe.

was opened, built with participation from the Eurogate Group from Bremen and the Russian terminal operator NCC. ULCT was developed in three phases and with a planned capacity of three million TEUs will be expanded in 2025 to be the largest, most modern technology facility in Russia. The terminal is located outside the urban area, so that its development and opera-

tion is not restricted by infrastructural and ecological factors. In 2012 a liquid cargo export terminal was completed in Ust-Luga for an annual handling capacity of up to 28 million barrels of crude oil. The goal of a handling capacity of 180 million tons annually should be reached with the expansion to a total of 20 terminals.

High-capacity inland waterways

The Neva is the entry gate to the widespread Russian waterway network that includes a total of 102,000 kilometers and can be traveled with 8000 tons in conventional river-sea push barge combinations and 3500 tons for individual operators with loading capacity and high-capacity inland water vessels. The ships travel at night through the urban area of St. Petersburg, where the city bridges are raised for them. Navigable connections from the St. Petersburg ports exist via various canals over the 72,000 kilometer comprehensive European waterway network of Russia, to Lake Ladoga and to the White Sea in the north, via the Volga to the Caspian Sea, and via the Don and the Sea of Azov to the Black Sea in the south.

The 19 member group from Duisburg was greeted on August 29th by the Director of the Agency for Foreign Trade, Alexandra Bachmutskaya, from the St. Petersburg city government, on the occasion of a presentation organized by the German-Russian Chamber of Foreign Commerce. She was happy about the visit of the first large delegation from German inland ports and called for strengthening of the relationship between Duisburg, the largest inland port in Europe, and the largest Russian port.

In front of more than 30 leading representatives of Russian and international logistics companies and representatives of the Russian ports of Ust-Luga, Bronka and Wyborg, in St. Petersburg, Erich Staake,

Executive Officer of Duisburger Hafen AG, presented the Port of Duisburg as the largest hub in Central Europe with an annual total of 20,000 ship arrivals and 30,000 dispatched trains. “With more than 2000 short-sea connections, Duisburg is closely connected to all of Europe. The represented container operator, Samskip, which has its own multi-purpose terminal in Duisburg, reaches Moscow via St. Petersburg with container short-sea transport twice weekly. The CSG container ships connect Duisburg with St. Petersburg six times per week and with Ust-Luga once weekly. Furthermore, the short-sea shipping companies Amadeus Schifffahrt- und Spedition GmbH, HWS Logistics and RMS Rhenus Maritime Services, based in Duisburg, travel to St. Petersburg and other Russian ports in the

Baltic with short-sea tramp and regular services with bulk cargo, general cargo and project cargo.”

The growth driver of Duisburg – Russia – China railway logistics

The over 300-year-old port of Duisburg has developed in the past 20 years from port into logistics hub. “Today our handling guideline is in intermodal logistic concepts and total solutions for our customers, where we closely integrate service providers based in the port of Duisburg and our external ‚logport‘ logistic centers“, explains Erich Staake: “Today a significant role is also played by the now more than 35 weekly whole-train connections to more than 20 destinations in China, such as Beijing, Wuhan or Shanghai with running

The palace square is the largest and most impressive plaza and at the same time the architectural crown of St. Petersburg. The north of the plaza is adorned by the former residence of the Czar, the breathtaking baroque Winter Palace from the Italian architect Rastrelli.

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times of from 12 to 20 days, which also connect Moscow. Since the trains also present an attractive alternative to expensive air freight transport, we see substantial growth potential in this business.“

The second station of the customer contact trip was the Great Stone Industrial Park, located 25 kilometers from Minsk, the capital of Belarus. After visiting the park, which should be completed by 2030 in several construction stages and is one of the largest investment projects along the new Silk Road, a meeting with freight forwarders and logistics operators on the morning of August 31st completed the technical excursion to Russia and Belarus. In his presentation of the Duisburg logistics hub and the description of the experience from the development of the currently seven

logport locations, Erich Staake gave the Belarus guests courage to see the development project of the Great Stone Industrial Park as the chance for the formation of new economical and logistical contacts with Western Europe and the recruitment of international investors in this attractive location: “Logistics is global network management and thus Minsk and Belarus can also create a profitable future!“



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Great Stone Industrial and Logistics Park large-scale project visited in Belarus

duisport developed logistics concept for future integration of the Republic of Belarus into the “Belt & Road“ initiative.

(dü) In the scope of this year's customer contact circle, the end of August saw a delegation of logistics companies from the port of Duisburg visiting the Chinese-Belarusian mega-project “Great Stone Industrial and Logistics Park”, located 25 kilometers east of Minsk. Alexander Yaroshenko, head of the Industrial Park Administration, presented the guests from Duisburg model-based planning for the entire project. It should be finished within the next 30 years in a 112 square kilometer area. According to the expectations of investors from China and Belarus, 200 high-tech companies and logistics service providers should then be located here, which will employ 120,000 people in the future.

During the subsequent visitation of already completed buildings and infrastructure facilities of the first phase of construction, the General Director of the industrial park development company, Li Haixin, and his second in command, Kirill Koroteev, explained more details about the emerging largest industrial and logistics park in Europe. Director of the China Merchants Group, Hu Zheng, who is also CEO of the

China-Belarus industrial park, traveled from Beijing especially for this. In the scope of his presentation Hu Zheng also highlighted the good relationship of his company with Duisburger Hafen AG, with whom shared projects have also been implemented in China.

History

The prototype for the Chinese-Belarusian project is the China-Singapore Suzhou Industrial Park. After initial meetings in 2010 on the realization of such a project in Belarus, the governments of China and Belarus signed a contract in September 2011 to build the China-Belarus Industrial Park, which was ratified by both countries at the beginning of 2012. The founding of the industrial park development company followed in August 2012 as a Chinese-Belarusian Joint Venture with a share capital of 10 million US dollars. Barely a year later, the Belarusian government approved the master plan for the construction of the industrial and logistics park. In 2014 the project was presented in several Chinese regions, after which the first investors and other shareholders for the development



company could be acquired. On May 12, 2015 the president of the Republic of Belarus, Alexander Lukashenko, and the president of the People's Republic of China, Xi Jinping, visited the construction site of the industrial park. During this visit the first seven investors received their registration certificate: the companies China Merchants Group, YTO Corporation, Zoomlion, Huawei, ZTE, XINZHU Corporation and LLC Nanopektin could begin with the construction of the facilities they had planned. Another 14 companies signed letters of intent for investments in the industrial and logistics park, including Chinese automobile producers Geely Holding Group, BAIC Motor Corporation and other leading Chinese automotive suppliers, metal processing companies, banks, insurance companies and high-tech companies from the agricultural and health care sectors. The start of construction for the first logistics facilities of the China Merchants Group was December 11, 2015.

Concept with tax advantages

Great Stone Industrial and Logistics Park is located in the Smolevichsky region, immediately adjacent to the airport of Minsk, the capital of Belarus. There is a connection to the Belarusian railway network and the

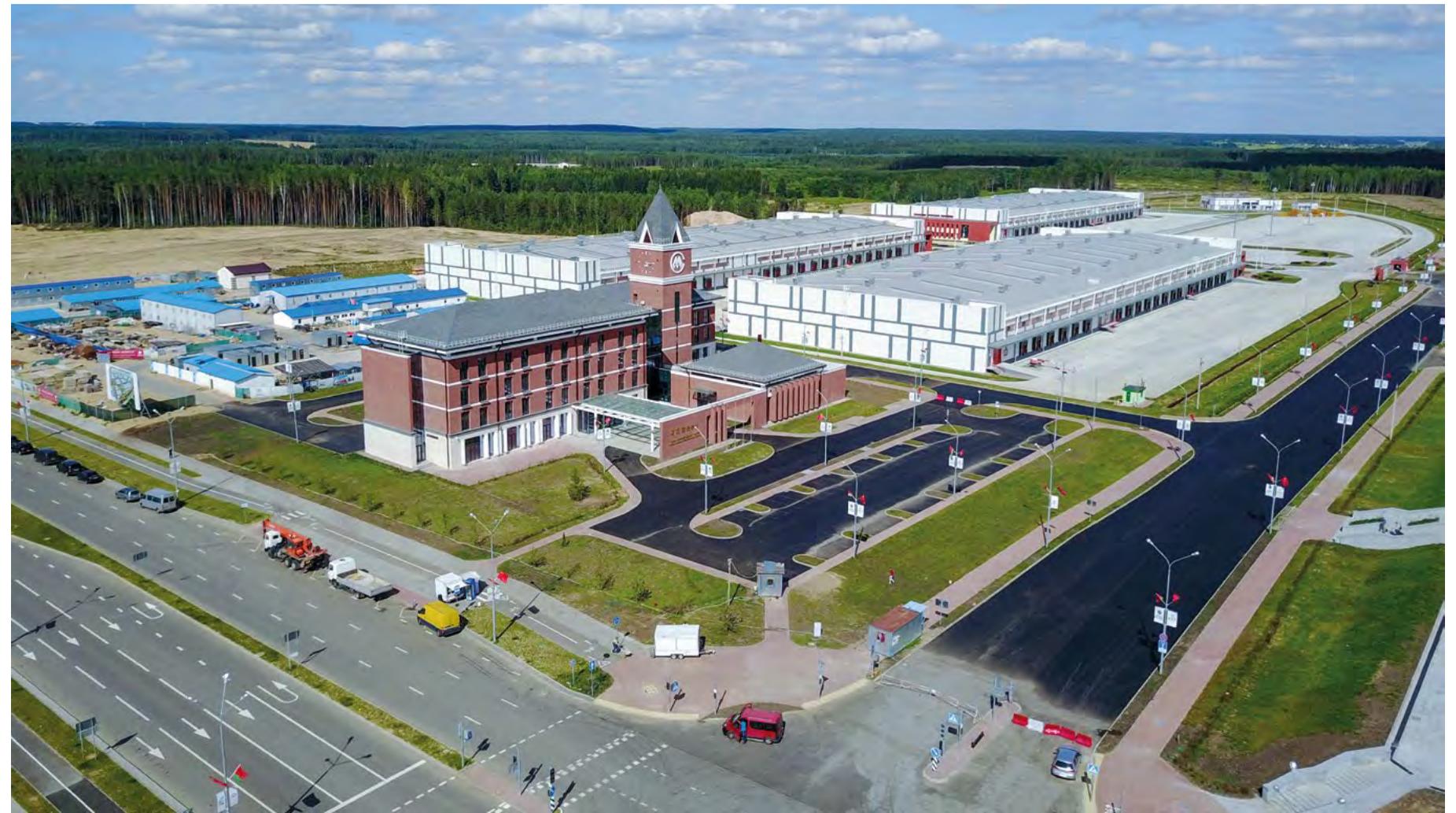
international Berlin-Moscow motorway, as well as access to the Lithuanian port of Klaipeda on the Baltic Sea, which is 500 kilometers away. On the 112 square kilometer building site, which is furnished as a special economic zone with a specific legal framework and taxation advantages, there will be industrial production and logistics facilities, residential areas and recreational facilities, offices and shopping centers, banks and scientific research centers. The principle objective is to establish future-oriented high-tech companies and export oriented industries, which can reach their markets in the European Union, the Russia-Belarus Union, the Eurasian Economic Union and the CIS Commonwealth of

Independent States via rail, truck and ship connections in the shortest distance, and partially duty-free. The close proximity to the capital of Belarus with a population of 1.9 million, of which 450,000 are students, and the neighboring city of Smolevichy with 15,000 residents, opens the park up to access a potential qualified labor force.

In order to reach the largest possible circle of international investors, the highest tax deductions in Belarus are applied to Great Stone Park, and are guaranteed by a presidential decree: income tax for persons employed in the park is nine percent. Companies settled in the park are exempt from property tax and land transfer tax



View of the logistics hub of the China Merchants Group with three logistics halls with 50,000 square meters of usable space. Front: the hotel for park users, left: the lodging for 400 Chinese construction workers working in the park.





© Great Stone



Two modular production halls are completed and 80 percent leased, three more halls are in construction and will be ready for occupancy at the end of 2018.

and pay no duty on imported goods. In the first ten years there are also no taxes on profits, and afterwards they are taxed at one-half the rate. Distributed dividends are tax-free in the first five years. There are also reductions in VAT and the raising of export duty. Investors can lease land for 99 years or purchase it as private property. In order to exclude bureaucratic hindrances for investors, the park administration founded a special independent management unit, which provides all necessary approvals according to the one-stop service principle and takes care of other official services. Furthermore the park administration makes technical infrastructure available, such as energy, water and waste water supply, as well as the transport infrastructure of rails and roads.

Management structure and circle of shareholders

The management structure consists of three levels: While the Chinese-Belarusian coordinating unit, the Intergovernmental Coordination Council, defines the strategic goals, coordinates support for the park and looks after actions in which the participation of several government departments is required, the Great Stone Industrial Park administration makes technical and transport infrastructure available and ensures the un-bureaucratic flow of management for the investors via the independent management unit one-stop service.

The Great Stone Industrial Park Development Company is lastly responsible for the development and marketing of the project

and for recruiting investors. Similarly, it builds up the infrastructure and the necessary facilities for business growth and makes suitable land available for investors. Included in the shareholders are the China National Machinery Industry Corporation, China Merchants Group, China CAMC Engineering Co., Harbin Investment Group, the Great Stone Industrial Park Administration and, since April 18, 2018, Duisburger Hafen AG.

Implementation status

Meanwhile, 37 companies have located in the industrial park, of these 20 are Chinese, 9 are Belarusian, 3 are German and 5 other companies have come from Austria, Russia, Lithuania and the USA. The infrastructure in the first construction stage is completed. The properties developed via streets will be turned over to the investors with all supply lines and connections for power, water, waste water and fiber optic cable. At this time two production halls are completed and are 80 percent leased; three more halls

are in construction and will be ready for occupancy the end of 2018. Four industrial halls will be added in 2019. During the erection of these production areas investors will be supported by local skilled trades, installation and construction companies in the park.

The China Merchants Group put a storage hall with 50,000 square meters into operation in the first construction phase, in which a bonded warehouse with customs office is located. Furthermore, the company built a 22,000 square meter exhibition hall, where products from the companies resident in the park are exhibited and trade fairs are organized.

Also completed is the Business Center with conference center and the One-stop service desk. In the eight-story office building, two floors have been completely leased in the meantime, with three banks included among the occupants. Every investor can carry out their registration into the park



The participants of the presentation of the "Great Stone" Industrial Park in the conference center of the Industrial Park Development company from l. to r.: Alexander Yaroshenko (Industrial Park Administration), Vladimir Morozov (Belarusian Railway), Erich Staake (duisport), Hu Zheng (Director China Merchants Group/ CEO Industrial Park Development Company) and Sergei Vaitekhovski (Industrial Park Development Company).



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entirely on the Internet and also communicate in this way with the one-stop service or, of course, also alternatively by telephone and in person. A modern hotel offers reasonable lodging and meals and another restaurant with pub will be completed shortly.

New master plan for duisport presented

In the scope of the Great Stone presentation, Erich Staake, Chief Executive Officer of Duisburger Hafen AG, reported that the Belarusian government in Minsk recently presented a master plan for a logistics concept for the future integration of the Republic of Belarus into the “Belt & Road” initiative, taking into account the large Great Stone Industrial and Logistics Park project. Erich Staake thanked the Director of the China Merchants Group, Hu Zheng, that his company can be involved in Belarus and that also here on site, as in China, joint projects will be developed. The core element of a strategy for international success of the Great Stone project must be the networking with the “One Belt One Road Initiative” of the Chinese government. The master plan worked out by duisport stipulates the construction of a railport, which takes over logistic services in rail traffic between China, Russia, Belarus and Western Europe and establishes the logistic linking of Great Stone with these countries.

Hu Zheng welcomed the involvement of Duisburger Hafen AG in the Great Stone project as an important contribution to the future development of the industrial and logistics park, and thanked Erich Staake for working out the new master plan. Belarus assumes an important bridge function between Europe and Asia, with more than

3000 container trains passing through annually. With investments of 500 million US dollars, of which 140 million dollars have already flowed in, Great Stone will expand to be the most significant logistics hub in Belarus. Through further development of rail logistics and the integration of container trains traveling between China and Europe, new options will result which speak for investments of the German partners in the joint Great Stone project. In conclusion, Hu Zheng spoke out for continued strengthening of the contacts and business activities of his company to the German partners.

The General Director of the Belarusian Railway, Vladimir Morozov, also emphasized the growth potentials for his company that are a result of the “One Belt One Road” project and “Great Stone”. With investments in the rail infrastructure, the expansion of more intermodal terminals and additional development facilities on the border to the EU, contributions are made to raise these potentials and to further shorten the running times of the trains between China and Western Europe.

www.industrialpark.by

Did you know?

duisport offers a highly-efficient intermodal transportation network that shifts a lot of freight transport from the road to alternative transport carriers such as rail and inland water vessel. This reduces the number of trucks on roads and highways by more than 100,000 a year.

Pocket terminal navigation

The DIT uses the digital navigation app Site Guide as an electronic guide



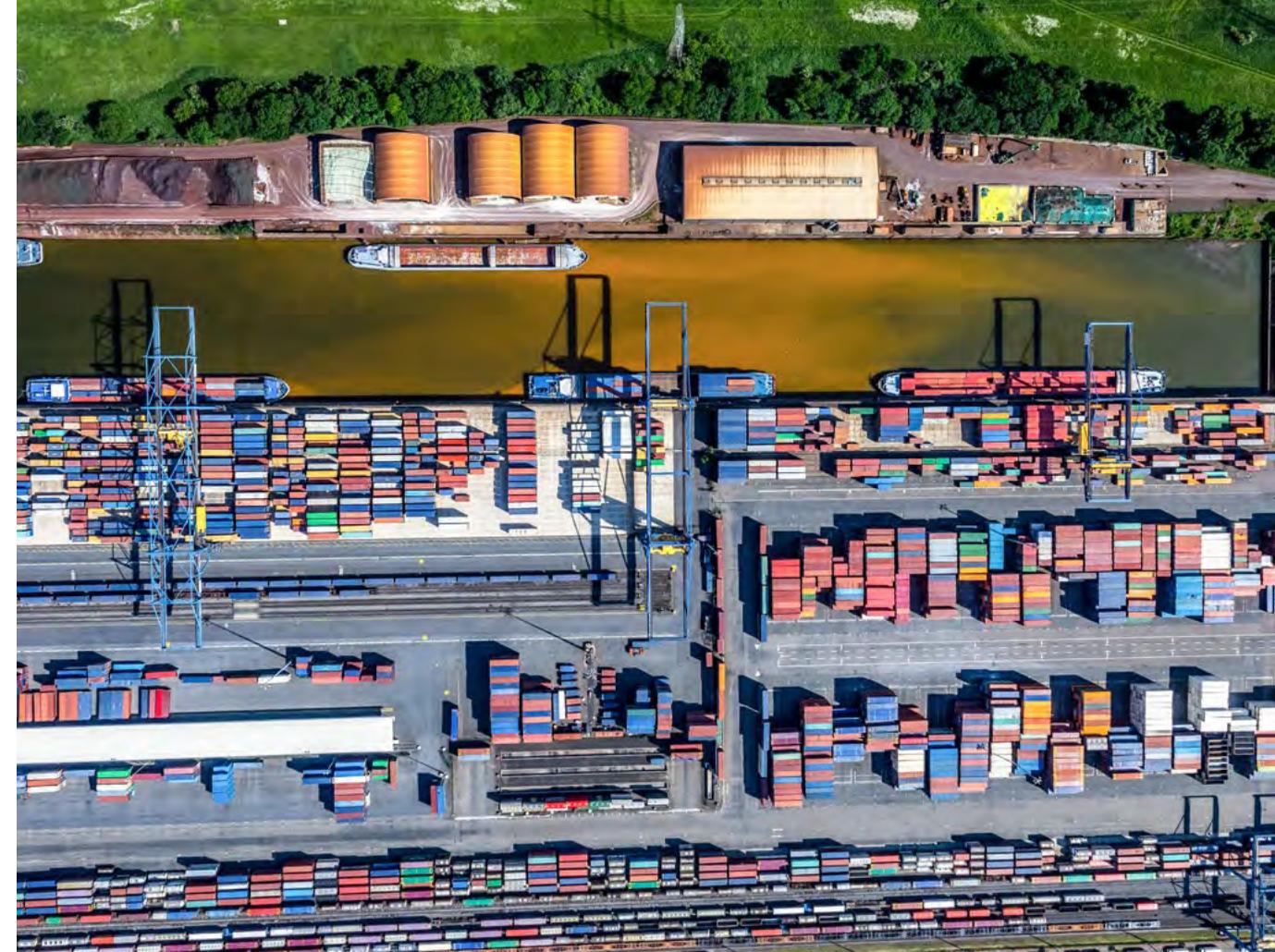
For the route guide on the DIT, truck drivers can already use the navigational aid via app on their smartphone.



(gran) How do I get from the Gate In to the loading point in the terminal? Orientation around the port grounds and container terminals is a challenge. As an emergency solution many places work with paper site maps, as commonly was done previously with street maps on public roads. Navigation devices are now indispensable there, but they don't function on private and company premises. That is going to change: in the future the answer to the question of the correct route will be answered by app – at least in the port of Duisburg. For routing in the Duisburg Intermodal Terminal, DIT, at logport I in Rheinhausen, truck drivers can already access a navigational aid via app on their smartphone.

The start-up company Tagxter in Cologne is currently testing an electronic guide for a fast and reliable route to the terminal using the digital navigation app Site Guide. An evaluation at other terminals or locations in the “port maze” is anticipated. “Orient, inform, navigate – those are the three important functions that the Site Guide app from Tagxter offers”, explains Marius Müller, one of the founders of the company – a type of “Google Maps for private and company premises”.

“We hope that through this free app especially nonlocal drivers can quickly find the right parking space at our terminal and that we can still further improve our already familiar short throughput times on the DIT”, says Martin Körner, General Manager of DIT, Duisburg Intermodal Terminal GmbH. Up until now there has been very positive feedback from the drivers on the app and its use. Language barriers are easily overcome by using the multilingual app, according to Körner.



© Hans Blossey

The Company

Tagxter is made up of Marius Müller, Fabian Rühle and Andreas Zerbes, who in 2015, after completing their studies in Information Systems at the University of Cologne, decided to start a company. At that time they received a Gründerstipendium (startup grant) from the Federal Ministry for Economic Affairs and were supported by GATEWAY-Gründerservice of the University of Cologne. In the meantime they are in their own office in the Start-up and Innovation Center (GIZ) in Cologne and have further developed their navigation software. In principle, the app offers users large outdoor grounds information and navigation. The operating companies profit from the statistics, analysis and marketing functions. At the same time, companies

can better control the traffic on the premises and thus optimize processes – that is, save costs and increase efficiency.

Initially the focus was on large factory premises, for example chemical parks like InfraServ Knapsack in Hürth with “a digital factory map for the pocket”, but in the meantime additional explanations and information were also offered, for example digital construction site management with information on detours, like for the consumer goods manufacturer Henkel (“Persil”) in Düsseldorf. Even zoos and the archaeological park in Xanten are among their customers. They use interactive site maps in order to not only guide visitors around the grounds, but also to inform them about the animals and exhibits.



DIT is hoping that through this free app especially nonlocal drivers can quickly find the right parking space at the terminal and to further improve the already familiar short throughput times.

TAGXTER
SITE GUIDE



© Granzow



From left to right:
Fabian Rühle, Marius Müller
and Andreas Zerber.

“Port and terminal grounds have been added as totally new customers”, according to Marius Müller. To date there have only been stand-alone solutions in industry and logistics. “In contrast we want to establish a standard for navigation on private and company premises”, says Marius Müller. This facilitates synergies. Thus, for example, truck drivers can use the same application for loading, handling or delivery. Site Guide software has attracted a great deal of interest already also with freight forwarders, as Marius Müller reports. They are already partially pre-installed on telematics systems.

Taking root in the terminal branch

DIT is the first container terminal that uses the software. Along with the port of Duisburg, terminal operator Contargo (Rhenus Group) has a participating interest in DIT. More than 20 terminals along the Rhine belong to Contargo. The port of Duisburg alone has nine terminals on its premises. The market for the Tagxter software is huge. “We hope to be able to take root in the terminal branch”, said Marius Müller. The Site Guide Software is leased to the customers and adapted according to individual requirements. The customer is responsible for distribution to the users

and the input. “In principle everything is available. The truck driver has a smartphone; the operating companies have the maps. We only have to bring it together”, says Marius Müller.

The advantages of the app for terminal operators are evident: using it throughput times can be reduced and incorrect parking of trailers prevented. Analog site maps and verbal route descriptions will be obsolete. Quickly blocking off danger zones or moving stopping points is possible. Construction sites and the corresponding detours can be displayed up to date. The maximum speed on the premises would be monitored and the driver warned visually and acoustically if he/she is driving too fast. Navigation will be offered in 19 languages – a very critical point, since many drivers do not speak English or German adequately. The voice output is also done acoustically. Traffic safety on the premises will also be increased through clear route guidance.

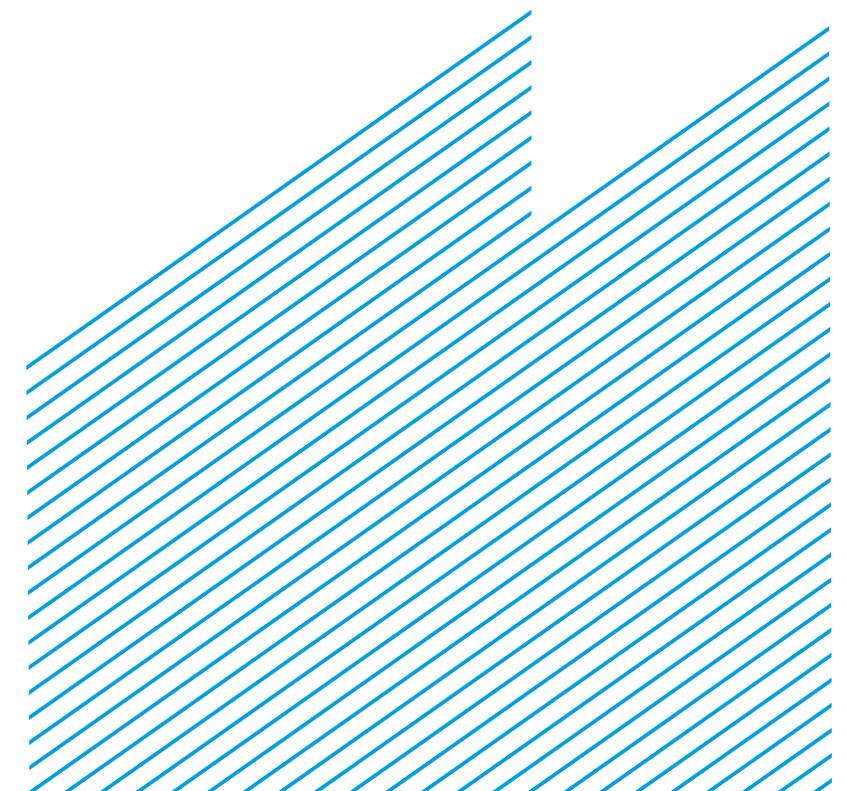
Therefore Marius Müller is optimistic about the future: “We can expand the navigation system”, he says. For example, the software only used GPS data up to now to determine the location of the user. Using this, navigation is not possible inside of

buildings – not yet. Other systems have to be accessed for this, such as WLAN. “However, up to this time a standard has not yet been crystallized”, according to Marius Müller. But as soon as this is the case, nothing will stand in the way of installation in Site Guide. “During the expansion of options, we orient ourselves to where the customer has problems”, says Marius

Müller. Individual solutions will be offered. For terminal operators the integration of an inbound traffic control, for example, would be interesting.

Duisburg Intermodal Terminal

The DIT is a trimodal hub terminal for handling containers. Inland waterway vessel services will be offered to Rotterdam, Antwerp and also optionally to other terminals along the Rhine. DIT has more than 50 European rail connections per week as well as other destinations in transit (via various rail companies) to China. The terminal has over 15,000 TEU storage capacity on a total area of 225,000 square meters, six railroad tracks (700 meters each), three rail cranes, a water quay (250 meters) and a water crane. Associates are Contargo GmbH & Co. KG, the port of Duisburg and Hupac. DIT has around 80 employees. Managing Directors are Michael Kleifges and Bernd Putens.



In the future Duisburg will autonomously control inland water vessels

Ruhr IHK creates a network for autonomous navigation.

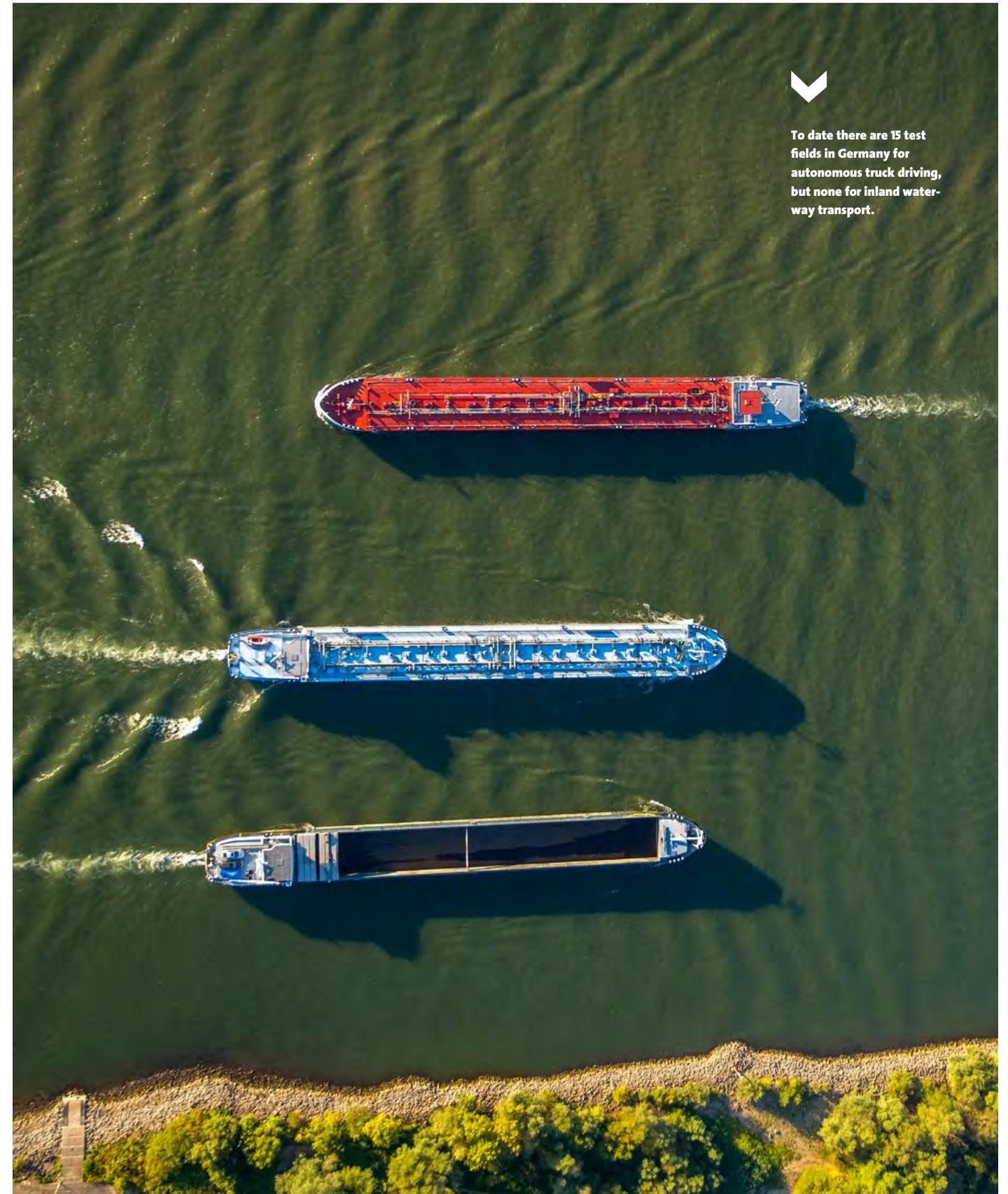
(gran) Autonomously navigating freight ships could be underway on Germany's waterways in as soon as 15 years. The Ruhr region is an ideal test field with its canal system. In the future the port of Duisburg will play a significant role in this. However, first a test route with connection to the port in Dortmund is planned.

“We have the concrete goal to see autonomously navigating inland water vessels on our waterways in 15 years“ ...

said Ocke Hamann, Managing Director of Niederrheinischen IHK Duisburg. Therefore, the Chamber of Industry and Commerce in the Ruhr region (Ruhr IHK) wants to bundle the existing competencies and launch a network for autonomous navigation on the water. However, they are mainly campaigning for a test field for autonomously navigating inland water vessels in the canal system of the Ruhr region. A 29 kilometer section of the Dortmund-Ems canal between Dortmund and the Waltrop lock is especially suited for this, as stated in a feasibility study presented in Duisburg. Docking maneuvers can be tested in the port of Dortmund and lock maneuvers at the Waltrop lock. In view of the widespread canal network with more than 300 kilometers in North Rhine-Westphalia (NRW), it also offers to expand the test area later to the west to the Rhine and the port of Duisburg. It states that in the port of Duisburg more complex maneuvering scenarios can also be tested.



To date there are 15 test fields in Germany for autonomous truck driving, but none for inland waterway transport.



The study will be drawn up by the DST Development Center of Ship Technology and Transport Systems and Duisburg Essen University. To date there are 15 test fields in Germany for autonomous truck driving, but none for inland waterway transport. More projects are being planned on the Elbe and around Berlin. The German Aerospace center (DLR) has already tested an inland waterway vessel with modern assistance systems on the Main at Würzburg. The vessel, which was partially controlled by the assistance system, passed through twenty bridges on a 20 kilometer route. The systems used are a prerequisite for partially autonomous navigation, according to the DLR. Abroad, such as in Norway, Belgium and the Netherlands, autonomous navigation is already significantly more advanced.

First test navigation 2021

“The technology is predicted to be ready for the market in 10 to 15 years”, confirms Rupert Henn from the DST. He thinks that the first test navigation could already start in 2021. Initial research proposals for the

project have already been requested and more requests are being prepared. In 2020 a “Competency center for autonomous navigation in inland waterway transport“ should be founded, in order to bundle the expertise of the project partners. However, Henn only expects that in 25 years at the soonest inland water vessels will navigate fully automated, that is they will get along without a crew and captain.

The Ruhr region has outstanding prerequisites available for setting up a test field, according to Henn. In addition to the appropriate waterway and port infrastructure, there are also well known ship operators and suppliers as well as research and apprenticeships represented here, which are indispensable for the development of autonomous navigation. This mainly involves sensor technology and mastering data interfaces as well as the use of artificial intelligence, for example for traffic forecasts and some navigation strategies. In addition, the shallow water navigation simulator SANDRA from DST in Duisburg can be used for training. However, Henn points out that public support is necessary to finance the test. The purchase of two test vessels is planned first, and that alone will cost around one million euros. He estimated continuing costs of the project to be 1-1.5 million euros per year.

Cost and competitive advantages

The branch especially hopes that assistance systems and systems for autonomous navigation will mitigate the shortage of skilled labor and with it reduce the costs - especially for personnel. “We hope for cost and competitive advantages as well as quality improvement from the new technology. Ultimately it is a matter of being able to serve our customers better“,



© Niederrheinische IHK

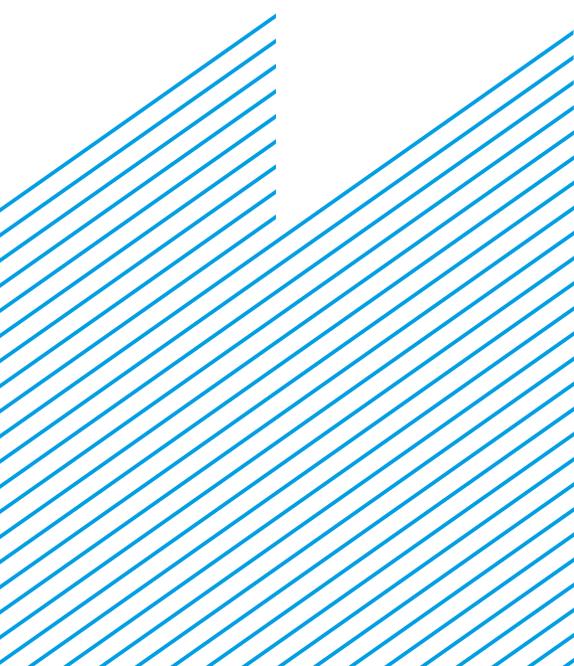
said Michael Viefers, Board of Rhenus SE in the subsequent panel discussion. The question of autonomously navigating inland water vessels is theoretically solved. So now it is a question of how to finally get started.

The study also specifically recognizes a big chance to economically transport small sized batches with smaller vessels – possibly also with flatter vessels in view of the current low water. “Feeding of cargo using smaller vessel units to larger handling hubs can be particularly attractive especially for the Ruhr region and the companies there“, it furthermore states. Because with this it will be attractive for cargo, which is transported in large vessel units on the Rhine, to be transferred for

transport in the canals again on an inland waterway vessel and not to a truck or rail car. An inland waterway vessel capable of navigating a canal replaces approx. 50 trucks. In this time of overloaded streets and railways, canals offer an alternative – if it is economically viable. “Inland waterway transport needs new momentum. Connection to digital transport chains, other ship sizes and new product categories should make it a high-performance and modern pillar for the economy in the Ruhr region“, said Wulf-Christian Ehrich, Deputy Managing Director of IHK Dortmund, which currently represents Ruhr IHK.



Presenting the feasibility study of autonomous navigation in inland waterway transport: from l. to r. Prof. Dr. Bettar Ould el Moctar (U-DE), Wulf-Christian Ehrich (IHK at Dortmund), Prof. Dipl.-Ing. Thomas Schlipköther (duisport), Michael Viefers (Rhenus SE), Dr. Ing. Rupert Henn (DST), Prof. Dr. Ulrich Radtke (U-DE), Ocke Hamann (Niederrheinische IHK).



Augmented Reality for inland waterway ports and seaports

Research project should determine the possibilities for digitization in the working world of inland waterway ports and seaports



Along with Duisburger Hafen AG and Fraunhofer IML, other project partners are Materna AG Information & Communications and Materna TMT GmbH. In addition, Haeger & Schmidt, CTD Dortmund and Eurogate are participating as associated partners.



© IHATEC

(jcm) Digitization of the port and terminal processes continues to move forward. That's why Duisburger Hafen AG, as a coordinator together with other partners, started the project "InnoPortAR" in October 2018, which should determine through a practical trial which workflows can be

supported by inland waterway ports and seaports using Augmented Reality (AR). The project is subsidized with almost 2.5 million euros and is funded around 70 percent by the Federal Ministry of Transport and Digital Infrastructure (BMVI) in the scope of the initiative Innovative Hafentechnologien (Innovative Port Technologies) (IHATEC).

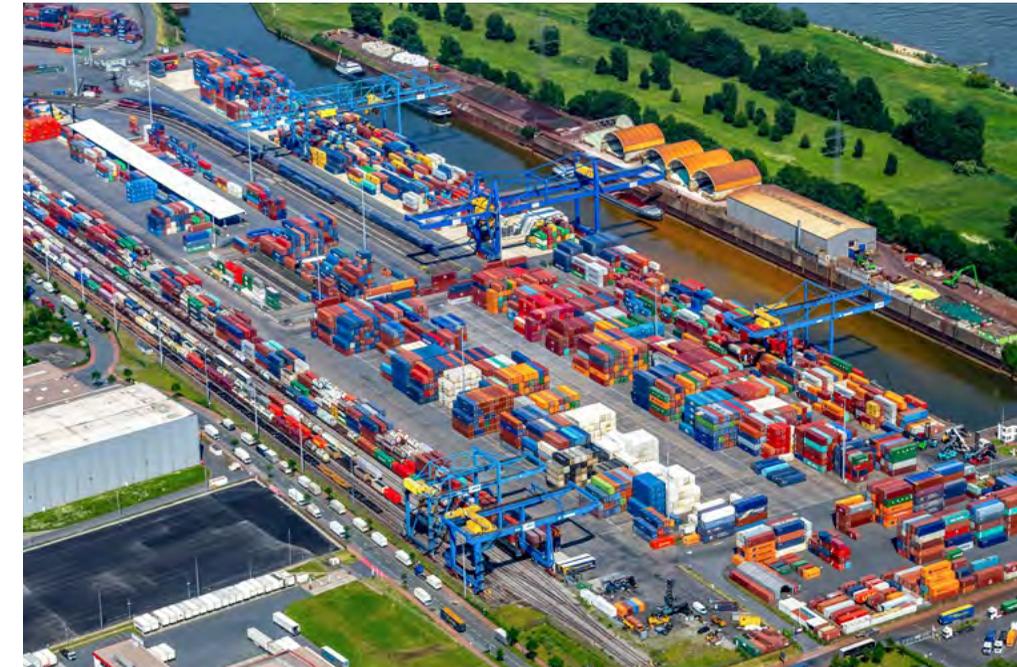
With increasing digitization in the working world, on the one hand the stress on the employee increases, since there is always more information available which must be processed. On the other hand, more digital information is definitely desirable in other work steps in order to support employees and optimize processes.

human-technology interaction

The project "InnoPortAR – Innovative fields of application for Augmented Reality in inland waterway ports and seaports" addresses these issues. It strives to support work flows in ports by using AR. Various use cases were implemented in four test environments for the application of AR and tested in practice. By using AR, employees obtain additional information about their environment in their field of view – a human-technology interaction, which supports them while carrying out their tasks and does not make the work obsolete, in contrast to automation. The coordination of the project by Duisburger Hafen AG will extend over three years. Along with



The project "InnoPortAR" should determine through a practical trial which workflows can be supported by inland waterway ports and seaports using Augmented Reality (AR).



© Hans Blossey

Fraunhofer IML, other project partners are Materna AG Information & Communications and Materna TMT GmbH. In addition, Haeger & Schmidt, CTD Dortmund and Eurogate are participating as associated partners.

"InnoPortAR" should contribute to increasing and improving the efficiency and competitiveness of trimodal terminals in inland waterway and sea ports using these solution approaches.



The project will specifically check which improvements are possible for employees in inland waterway ports and seaports through the use of AR, including container handling in trimodal terminals, in service and maintenance and in load securing. Here a practice-oriented tracking and control solution for AR will also be developed, which goes beyond the current options on the market. During this, the implementation intends to show the various use cases and the scope of the application fields, as well as optimizing processes through the support of AR. Downtimes can be reduced in the area of service and maintenance.



Bananas also ripen in Duisburg

DHL FoodLogistics organizes the transport of bananas or mangoes for the Duisburg organic fruit importer BioTropic. The office in the port within walking distance of the customs office is considered a location factor.

(gran) Frank Terpoorten first had to tempt his son with sweet baby bananas, but in the meantime the fruit from the south became the favorite food of the family of six from Duisburg. Terpoorten, however, grinningly disputes that he had a professional interest in that. "Bananas are just simply healthy and delicious in a practical package", he asserts.

Terpoorten is a specialist for food transport and branch manager for DHL FoodLogistics with headquarters in the port of Duisburg, a business unit of DHL Freight, the forwarding company of the Deutsche Post DHL Group specializing in road transport



DHL FoodLogistics has nine branches in Germany alone, with 135 employees. Terpoorten along with DHL FoodLogistics and others developed an in-house process for delay-free import for the customer BioTropic, an importer of ecologically produced fruit and vegetables. The method has contributed to the minimization of losses due to rotten fruit on the way from the plantations to the stores. Also BioTropic, behind which stand several large organic food retailers, has headquarters in Duisburg and operates there a logistics center in the city district of Neumühl together with Naturkost West, which has eight ripening chambers available for bananas and four for mangoes.

“Bananas are a sensitive product“, explains Terpoorten. They must not ripen on the transport route from overseas to Duisburg. “In addition to the cold chain, an eye must also be kept on the total time of transport“, he explains. The fruit should only be underway three weeks between harvest and ripening chamber. “If the trip takes longer, they begin to ripen uncontrolled and then can no longer be sold“, he reports. The same applies to mangoes from Peru or Ivory Coast, cherries from Turkey, pomegranates, coconuts and avocados.



Frank Terpoorten
Branch manager at DHL
Foodlogistics.

© Deutsche Post DHL



Important location factor

“We are the classic forwarding company - without its own fleet“, says Terpoorten. He authorizes subcontractors for the transport, who drive the trucks with refrigerated containers or trailers. A good 10,000 trucks are moved annually. A lot of Turkish food is offered in the region, for which import is also ensured. As a rule, customs clearance of the products is also assumed here for customers such as BioTropic directly

ison: Food wholesaler Edeka alone handles 250 to 300 containers with bananas per week – however, not only organic goods. Also Edeka operates four ripeners for this in Germany. In contrast, others such as Rewe, work together with partners. Over five million tons of bananas are imported each year into the EU according to data from the Deutschen Fruchthandelsverbände (German Fruit Trade Association). The largest percentage goes to Germany.

Seven employees plus two apprentices comprise the team of DHL FoodLogistics in the port of Duisburg. They plan and organize the transport of sensitive freight per ocean-going vessel or trucks.

in Duisburg, to save time and keep the route short. This also applies to the official channels: The team is based on the Alte Ruhrorter Straße, not far from the customs office. “The close walking distance to the customs office is an important location factor for us“, says Terpoorten. Despite advanced digitization, there is still a lot of paperwork back and forth between the officials and importers. The personal presentation of original documents is often still required, especially with organic goods that are certified extensively. A quick walk in Ruhrort often prompts the processing.

5 million tons of bananas annually

700 to 800 containers with organic bananas are processed annually for BioTropic alone. Around 1080 boxes on pallets fit in one container. For the sake of compar-

After apples, bananas are German’s most favorite fruit. The Edeka network reports that around 10 percent of sales in the area of fruit and vegetables are made with bananas. Often large quantities of bananas are transported in refrigerated ships. Here losses are significantly higher, however because of the quantity this is not of consequence. “Organic bananas in contrast are transported in refrigerated containers“, according to Terpoorten. There is currently no alternative to trucks for him. “Transport with rail and inland barges from the seaports in the direction of the hinterland are too unreliable“, he explains, focusing on maintaining the cool chain and long waiting times for loading and unloading.



© Deutsche Post DHL

Goods from overseas

The majority of BioTropic goods from overseas lands in the seaport of Rotterdam. Instead of leaving the bananas to be unloaded, temporarily stored and prepared for customs by another provider, the trip continues on in the refrigerated container to Duisburg per truck without reloading. "Thus there is no interruption in the cool chain through another reloading of the bananas", emphasizes Terpoorten. Acceptance and customs clearance is

done first on site at the customer. The reefers, as the refrigerated containers are called, are sealed the entire time. "To introduce this system we applied for the authorization of BioTropic as "approved weigher" and expanded our permit as "approved receiver" to BioTropic", reported Terpoorten. In this way the goods can be provided directly to the customers, without including a stop at customs or being dependent on the opening times of customers for unloading. Thus DHL FoodL-

ogistics can operate a so-called temporary storage facility, where customs processing takes place. There an employee of BioTropic, tested and registered by customs as weigher, establishes a weight of 13 boxes from one charge, for example. The duties owed are calculated from this. Thus the fruit goes directly from the reefer into the ripening chamber.

For their 20 year company anniversary in mid-2017 BioTropic expanded the number of ripening chambers from four to twelve. A sorting machine for mangoes was also newly purchased. In addition, picking and packing are taken care of here. Shipping is done per truck with various mid-sized transport companies.

Globally active

BioTropic, founded in 1997, is now represented in eight countries: in addition to Germany - in Holland, France, Italy, Spain, Cost Rica, Ivory Coast and the Dominican Republic. Almost 30 are employed in Duisburg alone.

Behind BioTropic stands the companies Hubert Bois Naturkost (a regional organic producer from Rheinland), Terra Naturkost and three managerial staff. The founding principle was the purchase of organic

bananas from reliable sources. This is why the company, in cooperation with local partners, also maintains several own agricultural projects in Central America and West Africa. In Ivory Coast for example, modern farming techniques and new value-added chains were introduced, for example by drying and juicing fresh fruit. This secures long-term jobs. Currently around 190 containers with pineapples, mangoes, and coconuts in organic quality are imported per year to Europe, according to data from BioTropic.

Banana culture

Bananas grow in warm, humid regions and as a rule are farmed as cultivated plants in plantations. The still unripe, green fruit is cut in stalks with a banana knife from the trees and separated into smaller so-called ‚hands‘. They are normally transported in standardized banana boxes on refrigerated ships or in refrigerated containers. In the destination country they first are put into ripening chambers by the importer, where they are gassed with the ripening gas Banarg, which consists of up to 4 percent ethylene and 96 percent nitrogen, in order to trigger the ripening process in the appropriate temperature control. After four to six days, depending on the desired degree of ripeness from the retailer, they can be delivered to the retailer.



Did you know?

Every year, 400 trains a week travel between the Port of Duisburg and more than 100 destinations in Europe and Asia.



© Stiftung TalentMetropole Ruhr



Eva-Maria Mohnfelder, Head of Human Resources Management at duisport.

© Stiftung TalentMetropole Ruhr

Talent-Award 2018 awarded

TalentMetropole Ruhr distinguished five role models for the innovative promotion of young talent.

(TalentMetropole Ruhr/PR) It was a grand evening for committed young talent promoters: TalentMetropole Ruhr, the main educational project of Initiativkreis Ruhr, distinguished five impressive examples of talent promotion on September 20th, 2018 at TalentAward Ruhr 2018, in the thyssenkrupp quarter in Essen. In front of around 750 guests, the prize awarded honored people who outstandingly advocated for the training and continued education of the younger generation in the Ruhr region. It is endowed with a total of 20,000 euros, which flows directly into the projects.

The prize winners of the sixth TalentAward Ruhr are: Dorothee Streier-Laufs, teacher at the city center vocational school in Mülheim an der Ruhr, for the upper school project "Involvement for sufferers of dementia", Nicolas Martin from the organization needforfeed for POTTpuri, a drop-in center for socially disadvantaged children

In front of around 750 guests, the prize awarded honored people who outstandingly advocated for the training and continued education of the younger generation in the Ruhr region.

and youth in Bochum, Julia Gajewski, head of the Bockmühle municipal comprehensive school in Essen, for her program for continuing talent promotion and Melanie Stroisch for the Essen adventure kindergartens of the Vereins für Kinder- und Jugendarbeit (VKJ) (Organization for child and youth work) in socially disadvantaged areas of the Ruhr region. Westnetz GmbH received a non-monetary special award for outstanding involvement in sustainable career orientation and training.

Applause was given to Bärbel Bergerhoff-Wodopia, member of the Board of Directors of the RAG Foundation and education officer of the Initiativkreises Ruhr, Dr. Hildegard Bison, member of the Board of Directors of BP Europa SE, Eva Mohnfelder, Head of Human Resources Management at Duisburger Hafen AG, Thomas Wessel, member of the Board of Directors of Evonik Industries AG, and Dr. Britta L. Schröder, Managing Director of the foundation TalentMetropole Ruhr gGmbH.



◀ The five prize winners, their talents and the laureates together at the sixth TalentAward Ruhr.

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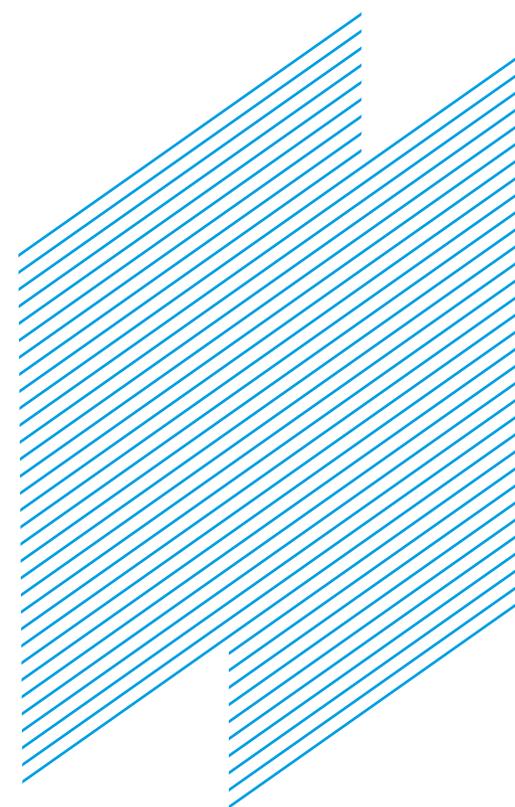


▶ **Brandon Ayissou (Bockmühle municipal comprehensive school, Essen), prize winner Julia Gajewski (Head of the Bockmühle municipal comprehensive school in Essen) and Eva Mohnfelder (duisport).**

“Every awarded project and the people behind it represent unique and successful involvement”, said Bärbel Bergerhoff-Wodopia. “They are true role models for innovative promotion of young talent in the Ruhr region. Initiativkreis Ruhr and its educational project, TalentMetropole Ruhr, along with strong partners, want to make the Ruhr region the top education region in Germany. If we combine all of our potential, we can create maximum leverage for education in our region. The TalentAward Ruhr demonstrates that we are well on the way.”

After the first day of the trade congress, ZukunftsBildung Ruhr, the award ceremony was the celebratory start of the TalentTage Ruhr 2018, an educational exhibition that is unique in Germany. At “11 days for talent in the Ruhr region” on the 19th to 29th of

September, 140 initiatives, universities, companies, chambers and municipalities highlighted where young talent can be found and how it can be promoted with targeted educational offerings in 27 cities and in the scope of roughly 200 individual events.



flaschenpost arrives in Duisburg

Order beverages quickly, simply and comfortably.

(gran) The beverage delivery service, flaschenpost, has now started up in Duisburg too. The startup company from Munster opened its at present largest logistics center in Germany in the free port. Duisburger Hafen AG is the lessor of the approx. 8,500 square meter hall with space for easily 50,000 crates of beverages.

From there flaschenpost delivers to the Duisburg city district and Moers, says Gero Hippke, Head of Expansion of the company. “flaschenpost is happy to now be able to also deliver beverages to customers in the Duisburg region quickly and easily”, says Gero Hippke. The real estate agency, Red Property from Düsseldorf, acted as broker. flaschenpost is currently expanding a network of logistics centers in metropolitan areas around the entire country.

Up to 400 jobs

flaschenpost will create up to 400 jobs in Duisburg with its beverage delivery service (as delivery drivers and warehouse staff) and will operate a fleet of over 80 delivery vehicles. The headquarters of the company is Munster, where in the Management department alone there are 100 employees.

The interior structure of the hall is divided into different zones for loading, picking and goods receiving and dispatching. A self-written algorithm assigns orders for an optimum route for a driver according to the

picking of the goods. During his/her route, the driver also takes empty containers from the various customers. In its own empty container area there is sorting, preparation and handling of the beverage crates. “In contrast to the trends in retail, we draw on a reuse system”, emphasized Gero Hippke. The hall has a total of five gates and an upstream ramp. In front there is adequate free space for parking.

All drivers are equipped with a handheld device, which drivers of parcel services, for example, also use. “We equip all drivers not only with a handheld device, but also with clothing and a vehicle”, stressed Gero Hippke. In addition to mini-jobbers, flaschenpost is also intensely searching for students and full-time employees. “We offer flexible shift models, to reconcile the delivery job with both the second job and studies”, said Gero Hippke.

Fast, simple and comfortable

The business model of flaschenpost is simple: delivering beverages to the customers quickly, simply and comfortably. flaschenpost delivers for free right to the front door within two hours of ordering the beverages – within a delivery window of Monday to Saturday, 9 am to 9 pm. The prices are comparable with supermarkets; the minimum order is only 15 euros. Empty containers are picked up and directly offset with the customer during the purchase



© Christoph Papsch

transaction. Ordering is done on an online shop. The selection is very extensive with more than 1000 items. From mineral water to beer and wine and also juices, soft drinks and liquor. Even local specialties are sold, such as Kölsch or Altbier. Also toilet paper, milk, coffee and snacks are offered. The final result intends to make it easier for the customers to make purchases. According to information from flaschenpost, today they

already deliver several thousand orders daily at each location.

“We want to be the beverage distributor market leader in Germany”, says Gero Hippke, naming his goal – quite ambitious. To do this flaschenpost is giving it everything it’s got. After the startup in Münster in 2016 – where, according to their reports, in the meantime 25 beverage markets



© Christoph Papsch

were replaced in terms of sales—Cologne followed in 2017 with one location initially. Both locations should already be operating profitably, according to the company. According to Hippke, in the meantime there have been more than 2000 orders per day at each location. This past spring the Rhine /Neckar region was added with a central warehouse in Mannheim. Since summer the Düsseldorf/Neuss region, Eastern Hamburg and Bochum/Herne have also been supplied. In the fall Hannover followed and now Duisburg/Moers.

More locations

And it continues: according to the job advertisements on the homepage of the

company, employees are already being searched for in Essen, Bremen, Frankfurt am Main, München, Stuttgart, Leipzig and Dortmund. The company is planning additional locations in some metropolitan areas, such as Cologne and Hamburg. The central warehouses have an average size of 5000 to 10,000 square meters depending on the catchment area. Generally, locations near the city are searched for – they are rarely found. “In Duisburg we found an ideal location in the free port”, according to Gero Hippke. In the medium term, flaschenpost wants to be represented in all metropolitan areas with a population of more than 200,000, said Gero Hippke, that is at least 40 cities around the country.

flaschenpost will create up to 400 jobs in Duisburg with its beverage delivery service (as delivery drivers and warehouse staff) and will operate a fleet of over 80 delivery vehicles.

The project is economical due to centralization and efficient logistics, according to the company. Instead of expensive sales areas with a lot of parking lots, one central warehouse in a sales region is operated without upstream trade levels. This is because the goods for the most part are obtained directly from the producers, so trucks can drive without an intermediate stop from the breweries or bottlers to the flaschenpost warehouses.

The beverage trade is not bothered by this. At the moment the success of flaschenpost has not had an impact, according to the Federal Association of German Beverage Wholesalers. In fact, there are already copycats. For example, the Radeberger

Group in Berlin is reported to have a comparable delivery service, with Durs-texpress. Furthermore, some traditional beverage distributors are already working on common platform concepts for online trade and delivery services. It's no wonder that flaschenpost is speeding up their expansion.

LANDO

eurasiatransports.com

BKB Globe international forwarding company, Krefeld - multimodal logistics and more

High-performance mid-sized companies serve a global network in the import and export business.

(dü) The organization of global logistics chains in imports and exports for industry and trade in Germany is a complex business. It is the backbone of economic success and the foundation of Germany's leading role in the global concert of economic nations. A majority of this business is in the hands of well-known logistics companies, such as Kühne + Nagel, DHL or DB Schenker. However, high-performance mid-sized companies, such as Krefelder BKB Globe internationale Spedition GmbH, also impress their customers in industry and trade with intelligent, qualified and flexible logistic concepts in the import and export business.

In mid-July 1976 Stephan C. F. Bergius began his specific forwarding company apprenticeship at Kühne + Nagel in Wuppertal. Two years later, after successful exams, he switched to the branch in Cologne Porz and in Fall 1978 became the

land and sea freight Import Manager. After further stations as managing employee in the import and export areas at forwarding companies in Stuttgart, Hamburg, Zürich and Cologne, Stephan Bergius became self-employed. At the beginning of 1997 he founded BKB Globe internationale Spedition in Krefeld in order to market his experience and, by then, his global network in the import and export business. He used the infrastructure of the long-established Krefelder Bönders GmbH forwarding company, whose shareholders are also co-shareholders at BKB Globe and act under the umbrella of the B+K Group.

Apprenticeship brings a qualified core workforce

“From the beginning I have been serious about high quality services, as we have carried out together with mid-sized domestic and foreign partners with high flexibility and absolute reliability. Of course, many



© BKB Globe

customers from trade and industry knew me from my previous professional stations and the trust already gained was my starting capital, which I could further develop together with my new employees“, reported Stephan Bergius about the first years. From the start he relied upon the apprenticeships of younger people in his own company. Today he proudly reports that 80 percent of his now 14 employees in the operative business, accounting and scheduling started as apprentices at BKB Globe and the sister company Bönders GmbH Spedition, and have now been working with the company for 15 to 20 years.

“Continual new intelligent logistics solutions are critical for business success with the demanding customers from industry and trade, and offer advantages against competitive offers“, Stephan Bergius is

convinced. A good example is the logistics concept developed ten years ago for a notable international discounter for the comprehensive supply of its central warehouse with goods and promotional merchandise delivered in import containers.

Intelligent logistics for discount stores

“In contrast to the competition, who unload the import containers in the seaport and transport their contents via truck to the regional companies, I rely from the start on the set up of four regional head-end stations, where the shipping containers are delivered by rail or inland barge. Here, the stripping of the containers is significantly more economical than in the seaport due to my own personnel and equipment. The incoming goods were checked, picked and packed on pallets by my own employees. On request of the



Acceptance of five reactor vessels as deck cargo on a maritime ship with onboard loading equipment.



© BKB Globe



The BKB Globe team.

customer, the goods can also have labels applied, be processed or receive alternative packaging. Finally, the punctual delivery is made to the respective branches via truck“, says Stephan Bergius, explaining his current environmentally-friendly and cost-saving distribution concept. He operates the head-end stations with reliable mid-sized forwarding company partners: “The intelligent IT link to our four regional warehouses plays a critical role for us and for the customers, where we have fast reaction times 24 hours a day, seven days a week and can also implement short lead times.”

Today, with 20,000 TEU annually, discount logistics makes up about a third of yearly sales. Another third is contributed by sea freight import logistics for wholesale and foreign trade with consumer goods, electronics or furniture, and the last third comes from export logistics for industry, especially the chemical industry, merchandise and machine construction.

Core business import logistics

“Imports from Asia, USA, South America, and the Middle East via sea and air freight have always been our core competence and will remain that way. We have almost 40 years of experience in this area of business and have established relationships with

competent partners on site who share our service philosophy and thus guarantee the smooth development of our customer requests, at the highest level and with the best quality“, explains Stephan Bergius. “Our partners overseas are predominantly mid-sized companies with European owners, with whom we have formed decades-long trusting business relationships, which our customers profit from.“

In addition to conventional shipping, the spectrum of services includes container transport, even with oversized and heavy cargo in special containers, Ro-Ro shipments, ATLAS and fiscal duties, container onward carriage via truck, barge and rail, container stripping, storage, picking, goods treatment and distribution.

Intermodal Export Logistics

“Export logistics is an exciting business with continually new logistical challenges. With the aid of the most up-to-date EDP and a broad global partner network, today we service the entire world out of Krefeld and Duisburg. Thanks to decades of experience and reliable partners in truck, barge, rail and heavy transport companies, we cooperate with transport carriers of comprehensive logistic chains and also take care of pre-carriage from suppliers for our customers, look after handling and customs clearance at the interfaces in the seaports and bring logistic services in the receiving countries up to delivery at the final destination“, Stephan Bergius describes the performance spectrum in the export area: “This means that the documentation is completed promptly. Because, in contrast to system suppliers, with us the documents are created ,by hand‘ and transmitted in the shortest time possible after loading confirmation by the shipping company. Our customers especially appreciate that.“

Roller coaster for St. Petersburg

Stephan Bergius mentions two unusual projects from the current orders for a manufacturer of amusement park rides. “Just recently we shipped a Ferris wheel

for an amusement park in Florida. At the same time we were preparing the transport of a roller coaster for installation in a shopping center in St. Petersburg, Russia. For both projects we were responsible for the complete intermodal logistics chain from acceptance at the manufacturer up to delivery to the customer.“

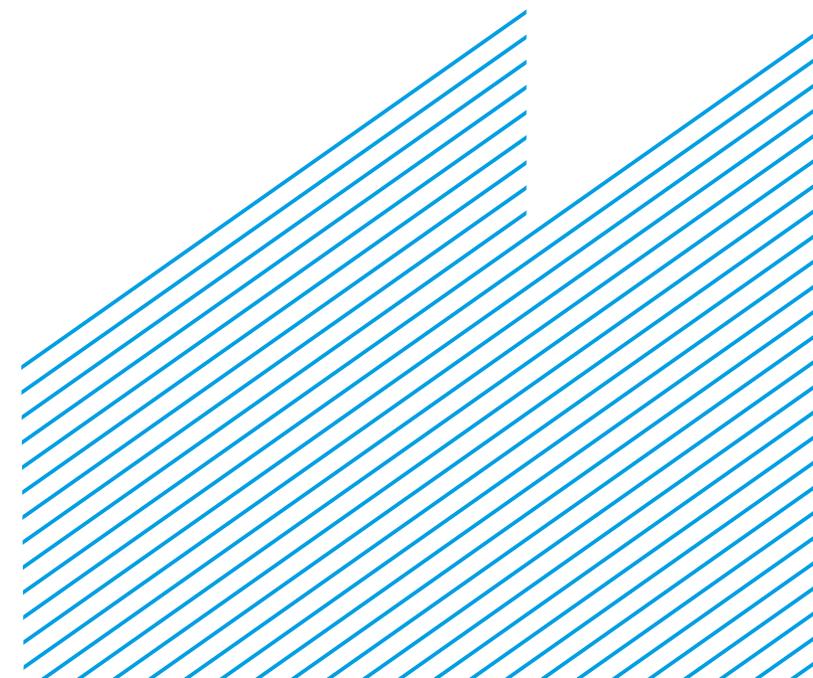
BKB Globe works in the container business primarily with the intermodal terminals in Duisburg and Krefeld as well as together with almost all container terminals on the Rhine. “Personal contact with our business partners is critical for our business success as is the trust established over decades in the quality of our project planning and development, since our customers place value on sensible service“, Stephan Bergius is convinced: “We only do that which we can really do well and which ensures sufficient added value. With this business principle we have had continued success in the last 22 years and are satisfied with what we have done. We are also quite proud of the high esteem of our customers, reflected in their comments!“



© BKB Globe



Transport of a press with individual pieces weighing up to 400 tons from the Richter factory, Lichtenau in Hesse. First, via truck to Münden/Weser in Hanover, loading onto a barge, transport to Antwerp, ocean transport to Houston, Texas, and from there transport via barge to Memphis, continuing via truck to SXP in Tunica, Mississippi.



Discovery of the Landscape

The painter Qiu Shihua in an exhibit at the Situation Kunst gallery in Bochum.

(Laurin) The Situation Kunst gallery in Bochum is exhibiting works of the Chinese painter Qiu Shihua, giving visitors a new view of landscape painting.

Is history true? No one knows exactly, but it is so wonderful that it almost doesn't even matter. When the Chinese hermit Zong Bing (375-443) was old he had to give up his beloved walks. He simply could not walk very well any more. In order to still see the magnificent Chinese landscapes, he painted them and hung the pictures in his house. Then Zong Bing could see mountains, forests, lakes and streams and enjoy them without having to leave his house. Landscape painting was born.

From now until April 22, 2019 the exhibit "Apparently: nothing. The visual worlds of Qiu Shihua in dialog" can be seen at the Situation Kunst gallery in Haus Weitmar in Bochum. Qiu Shihua is one of the most important Chinese contemporary artists. Since the 1980s he has painted landscapes that the observer hardly recognizes with a first, fleeting glance at the bright, almost white surfaces of his paintings. It takes a little while until the distant landscapes become visible, as if from a fog.

But the exhibit is not just about the works of Qiu Shihua, which are so fascinating that they would be reason enough for an exclusive show. His paintings are embedded in the works of traditional Chinese landscape painting and famous painters, such as Paul Cézanne, Claude Monet and Auguste Renoir.

All the paintings not only point to the influence that Chinese landscape painting has had on the art world for over 1500 years, but most of all they also show beautiful, exciting landscapes that the observer pulls into the paintings.

The gallery employees are also very pleasant. They engage in conversation with visitors without being intrusive. If asked, they explain the paintings, know a lot about their creation and meet the challenge of the exhibit to facilitate dialog.



© Situation Kunst



Since the 1980s Qiu Shihua is one of the most important Chinese contemporary artists who is painting landscapes.



The Situation Kunst gallery in Haus Weitmar in Bochum.

© Laurin



And this all takes place in a gallery that is unique and worth a visit for many reasons: Situation Kunst, the "Underground Museum" is near the ruins of Haus Weitmar in the middle of an extensive park landscape. In good weather one can look far into the Ruhr valley and take a long walk from here down to the Ruhr River.

During your entire walk you are accompanied by an exhibit of events and guides. For families and children there is a sheet of paper "Nicht nichts" (Not nothing) available for free at the museum ticket desk that, with the right moves, can become a folding game. Questions and observation tasks about the artwork in the exhibition can be unfolded randomly. These offer lots of opportunities to become familiar with the works of art and take time for each one individually.

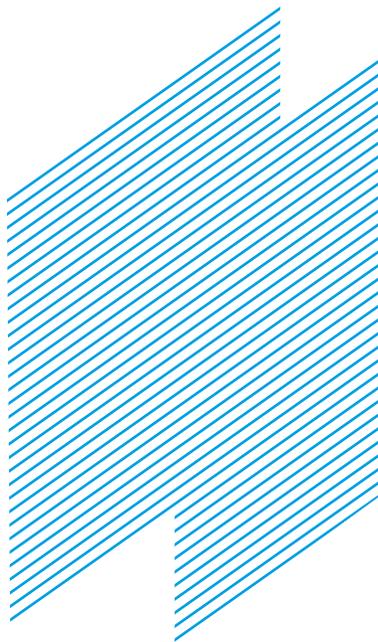
Situation Kunst
Nevelstraße 29C
44795 Bochum, Germany

Opening hours:
Wed. - Fri.: 2-6 pm
Sat. + Sun: 12-6 pm

Entrance fee:
5 euros (adults)



Shipping list



LINER CONNECTIONS

Status: December 2018

Sea-going container transport

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

Sea-going container transport

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

Ireland				
Belfast	1 x per week	10	DeCeTe	B/S
Cork	2 x per week	10	DeCeTe	B/S
Dublin	2 x per week	10	DeCeTe	B/S
Waterford	2 x per week	10	DeCeTe	B/S
Kazakstan				
via Riga	4 x per week	3	DeCeTe	B/S
Latvia				
Riga	4 x per week	3	DeCeTe	B/S
Tallinn	2 x per week	10	DeCeTe	B/S
Lithuania				
Klaipeda	3 x per week	3	DeCeTe	B/S
Norway				
Flekkefjord, Husoy, Bergen, Tananger, Maloy, Alesund, Larvik, Frederikstad, Moss				
Oslo, Kristiansand	1 x per week	10	DeCeTe	B/S
via Brevik	2 x per week	10	DeCeTe	B/S
via Brevik	1 x per week	10	DeCeTe	B/S
Poland				
via Gdynia	2 x per week	10	DeCeTe	B/S
Russia				
Moscow	2 x per week	10	DeCeTe	B/S
St. Petersburg (Terminal Moby Dik)	6 x per week	3	DeCeTe	B/S
St. Petersburg	2 x per week	10	DeCeTe	B/S
Ust-Luga	1 x per week	3	DeCeTe	B/S
Sweden/Denmark				
Varberg, Stockholm, Sundvall, Umea/Holmsund, Helsingborg				
Umea/Holmsund, Helsingborg	1 x per week	10	DeCeTe	B/S
Ukraine				
via Klaipeda	3 x per week	3	DeCeTe	B/S

LINER CONNECTIONS

Sea-going container transport

International	from Duisburg	Shipping Company	Terminal	Ship type*
Sweden/Denmark				
via Göteborg	2 x per week	10	DeCeTe	B/S
via Oxelösund	1 x per week	10	DeCeTe	B/S
Södertälje	1 x per week	10	DeCeTe	B/S
Aarhus	4 x per week	10	DeCeTe	B/S
Spain / Portugal				
Bilbao, Leixões	2 x per week	10	DeCeTe	B/S
Gijon, Vigo, Lissabon	1 x per week	10	DeCeTe	B/S
Ukraine				
via Klaipeda	3 x per week	3	DeCeTe	B/S

Conventional sea-going transport

International	from Duisburg	Shipping Company	Ship type*
Denmark	weekly	2	S
Great Britain	weekly	2	S
East Coast UK	daily	6,8	S
Sutton Bridge, Flixborough	daily	6,9	S
Sweden	weekly	2	S
East-Spain	weekly	6	S
North-Spain	weekly	6	S
Norway	weekly	6	S

TRAMP / TRANSPORT PROJECT CARGO

Conventional sea-going transport - Regular sailings upon request

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

SHIPPING COMPANIES

Name	Telephone	E-Mail
1. neska Container Line B.V.	+31 88 8760220	sales@neska-containerline.nl
2. Amadeus Schifffahrts- und Spedition GmbH	+49 203 31880	amadeus@imperial-international.com
3. Containerships CSG GmbH	+49 20351925010	sales@containerships.de
4. CONTARGO GmbH & Co. KG		info@contargo.net
5. Haeger & Schmidt Logistics GmbH	+49 203 80030	info@haegerundschmidt.com
6. HSW Logistics GmbH	+49 203 80030	info@hsw-logistics.com
7. HTS intermodaal b.v.	+31 183 668866	willemvaneijk@htsgroup.nl
8. Rhenus Maritime Services GmbH	+49 203 804247	info.rms@de.rhenus.com
9. Saar-Rhein-Transportgesellschaft mbH	+49 203 800760	srt@saarrhein.de
10. Samskip B.V.	+49 211 6504470	duisburg@samskip.com
11. See-Transit Schifffahrts- und Speditionsges. mbH	+49 203 2808080	operating@seetransit.de

TERMINALS

Name	Telephone	E-Mail
DeCeTe Hutchison Ports	+49 203 809060	order@decete.de
DIT Duisburg Intermodal Terminal GmbH	+49 2065 499265	zentrale@dit-duisburg.de
GWW	+49 203 3185622	gateway@rrt.container-terminal.de
RRT Rhein-Ruhr Terminal	+49 203 318560	info@rrt.container-terminal.de

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



Rail schedule

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

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

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

CONNECTIONS FOR COMBINED TRANSPORTATION

Status: December 2018

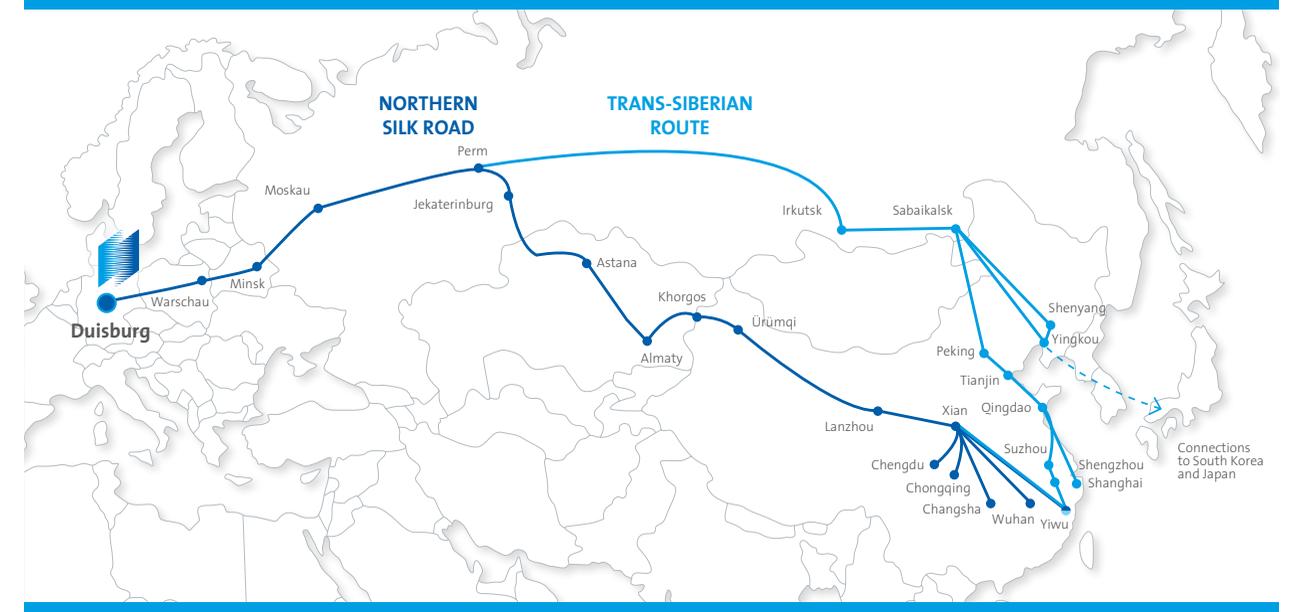
National	from Duisburg		to Duisburg		Operator	Terminal
	At	Et	At	Et		
Bönen	1-6	A	1-6	A	12	GWW
Bremen/Bremerhaven/WHV	2,4	B	1,3	B	12	GWW
Buna	-	-	6	C	5	DUSS
Buna	1-6	B	2-5	B	5	DUSS
Dortmund	2,4,6	B	2,4,6	B	23	DeCeTe
Hamburg-Billwerder	1-5	B	1-5	B	8	DUSS
Hamburg-Billwerder		-	7	B	8	DUSS
Hamburg-Billwerder	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	2,4	B	2,4	B	2	DeCeTe
Marl	1-5	A	1-5	A	12	RRT
Rheda-Wiedenbrück	1-5	B	1-5	B	12	GWW
München-Riem	1-4	B	1-5	B	8	DUSS
München-Riem	5	B	1-4	C	8	DUSS
Rostock	1,3	B	2,4	B	8	DUSS
Rostock	6	A	7	B	8	DUSS
Rostock	1-4	B	1-4	B	8	DUSS
Schwarzheide	5	D	6	C	5	DUSS
Schwarzheide	1-4	B	2-5	B	5	DUSS
Singen (Htw)	1-5	B	1-5	B	5	logport III
Stuttgart	1,3,5	B	-	-	12	GWW

International	from Duisburg		to Duisburg		Operator	Terminal
	At	Et	At	Et		
A-Austria						
Hall in Tirol	1-4	C	1,2	D	8	DUSS
Hall in Tirol	1,2,5	E	3,5	F	8	DUSS
Hall in Tirol	-	-	4	E	8	DUSS
Wels	1-5	B	2-4	B	8	DUSS
Wels	6	D	5	D	8	DUSS
Wels	-	-	6	C	8	DUSS
Wien-Süd	2,4	B	2,4	B	8	DUSS
Wien-Süd	1-5	A	1-5	A	8	DUSS
Wien-Süd	1-5	B	1-5	B	8	DUSS
WienCont	1,2,5,7	C	2-5	B	5	DIT
B-Belgium						
Antwerp	2,3,5	B	1,2,4	B	2	DIT
Antwerp	2,4,6	B	1,3,5	B	8	DUSS
Antwerp	6	-	-	-	8	DUSS
BUL-Bulgaria						
Stara Zagora	2	I	1	I	5	DIT
CZ-Czech Republic						
Brno via Lovosice	1-4	C	1-3	C	8	DUSS
Brno via Lovosice	5	E	1,2,6	D	8	DUSS
Lovosice	1-4	B	1-4	B	8	DUSS
Lovosice	5	C	6	C	8	DUSS
Ostrava Paskov via Lovosice	1-4	C	1-3	C	8	DUSS
Ostrava Paskov via Lovosice	5	D	1,2,6	D	8	DUSS
Prerov via Lovosice	1-4	C	1-3	C	8	DUSS
Prerov via Lovosice	5	E	1,2,6	D	8	DUSS
Prag	2,4,6	B	1,3,5	B	9	DIT
DK-Denmark						
Taulov via Hamburg	1-4	B	1-4	B	8	DUSS
Taulov via Hamburg	1,3	B	5	D	8	DUSS
Taulov via Hamburg	5	D	-	-	8	DUSS
Hoje Taastrup via Hamburg	2,3	C	1,2	D	8	DUSS
Hoje Taastrup via Hamburg	4	C	3	E	8	DUSS
Hoje Taastrup via Hamburg	5	E	4	F	8	DUSS
E-Spain						
Tarragona (Constant) via Ludwigshafen	1-4	F	1-4	F	8	DUSS
Barcelona via Ludwigshafen	1-3	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	4,5	F	4,5	F	8	DUSS
Irun via Ludwigshafen	1,2,3,4	D	1,2,3,4	D	8	DUSS
F-France						
Bayonne via Ludwigshafen	2	D	3	D	8	DUSS
Bayonne via Ludwigshafen	3	E	4	D	8	DUSS
Bayonne via Ludwigshafen	4	F	5	E	8	DUSS
Lyon	1-4	B	1-5	B	8	DUSS
Lyon	6	C	-	-	8	DUSS

International	from Duisburg		to Duisburg		Operator	Terminal
	At	Et	At	Et		
H-Hungary						
Budapest	1-4,6	C	1,6	C	5	DIT
Budapest	-	-	3-5	B	5	DIT
Budapest via Wels	2	C	1	D	8	DUSS
Budapest via Wels	5	D	4	E	8	DUSS
I-Italy						
Busto-Gallarte	1-6	B	1-4	B	5	DKT
Busto/Gallarte	1-6	B	6	C	5	DKT
Busto Arsizio	1-5	B	1-5	B	30	logport III
Pomezia	1-5	B	1-5	B	7	DIT
Triest (via Ludwigshafen)	1,3,5	C	1,3	C	8	DUSS
Triest (via Ludwigshafen)	-	-	-	-	8	DUSS
Triest	1,3,4,6	B	1,3,4,6	B	13	logport III
N-Norway						
Alnabru (Oslo) via Lübeck	2,4,5,6	D	2,4,5,6	C	8	DUSS
NL-The Netherlands						
Rotterdam (APM2, Cobelfret, ECT, Euromax, RSC)	1-6	B	1-6	B	1	DIT
Rotterdam RSC	1-5	A	1-5	B	8	DUSS
Rotterdam, Botlek	1,3	B	2,4	B	5	DIT
Rotterdam RTB (ECT, APM 1, Euromax)	2,4,5	B	1,3,4	B	31	DeCeTe
Rotterdam RTB (RWG)	7	B	-	-	31	DeCeTe
PL-Poland						
Brzeg Dolny via Poznan	1,3,5,6	F	1,3,5,6	F	10	DIT
Kutno via Poznan	1,3,5,6	G	-	-	10	DIT
Gadki (Poznan)	1,3,5	B	3,5,7	B	5	DUSS
Poznan	1,3,5,6	B	1,3,5,6	-	10	DIT
Warschau-Pruszków	1,3,5	D	2,4,6	D	5	DUSS
RO-Rumania						
Curtici	1-6	C	1-6	C	27	DKT
Curtici via Budapest	1-4,6	D	2,5	F	5	DIT
Ploiesti via Budapest	1-4,6	G	2,5	D	5	DIT
Oradea	5	C	7	C	5	DIT
RUS-Russia						
Moskau	3	H	3	H	14	DIT
S-Sweden						
Almhult	1-4	B	1-5	B	13	logport III
Almhult	5	D	-	-	13	logport III
Göteborg	1-5	B	1-5	B	13	logport III
Göteborg	6	D	6	D	13	logport III
Helsingborg	1-5	-	1-5	-	13	logport III
Helsingborg	6	-	6	-	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

International	from Duisburg		to Duisburg		Operator	Terminal
	At	Et	At	Et		
SK-Slovakia						
Bratislava (via Lovosice)	1-4	C	4	E	8	DUSS
Cierna nad Tisou (via Lovosice)	1-4	C	-	-	8	DUSS
SLO-Slovenia						
Ljubljana (via München)	1,3	C	1,3	C	8	DUSS
Ljubljana (via München)	4,5	D	1,5	E	8	DUSS
Ljubljana	1-4	C	2-5	C	11	DKT
TR-Turkey						
Ambarli via München	1,3	G	2	H	8	DUSS
Ambarli via München	4,5	-	5,7	G	8	DUSS
Istanbul (Pendik) via Triest	1,3,4,6	H	1,3,4,6	H	13	logport III
Istanbul (Pendik) via München	1,3	F	4,6	G	8	DUSS
Istanbul (Pendik) via München	5	-	2	H	8	DUSS
Cesme via München	1,3	G	3,5	H	8	DUSS
Cesme via München	5	H	7	J	8	DUSS
TR Mersin Port via München	1,5	F	3	H	8	DUSS
TR Mersin Port via München	-	-	6	G	8	DUSS
Istanbul	6	F	3	F	28	GWW

TRANSCONTINENTAL CONNECTIONS



International	from Duisburg		to Duisburg		Operator	Terminal
	At	Et	At	Et		
CHN-China						
Beijing	6	-	-	-	17	DIT
Changchun	6	-	3,6	-	17	DIT
Changsha	-	-	-	-	17	DIT
Chengdu	-	-	-	-	26	DIT
Chongqing	2,3,4,5,6	-	-	-	17	DIT
Chongqing	2,3,6	-	2,3,6	-	19	DIT
Chongqing	1-5	-	-	-	26	DIT
Chongqing	-	-	-	-	11	DIT
Chongqing	5	-	6	-	29	DIT
Dalian	6	-	-	-	17	DIT
Hefei	-	-	3,5	-	26	DIT
Qingdao	6	-	-	-	17	DIT
Shenyang	-	-	-	-	17	DIT
Shilong	6	-	-	-	17	DIT
Suzhou	-	-	7	-	17	DIT
Tianjin	6	-	-	-	17	DIT
Wuhan	2,4	-	2,4	-	29	DIT
Xiamen	-	-	6	-	29	DIT
Xian	1,4	-	1,4	-	26	DIT
Xian	2,5	-	2,5,8	-	29	DIT
Yingkou	6	-	-	-	17	DIT
Yiwu	4	-	-	-	19	DIT
Yiwu	5	-	5	-	19	DIT
JPN-Japan						
Tokio	6	-	3,6	-	17	DIT
KOR-South Korea						
Incheon	6	C	2,6	-	17	DIT

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The port & contacts

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

duisport – the company

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

duisport – the port Group

Duisburger Hafen AG is the holding and management company of the Port of Duisburg. The duisport Group, which the subsidiaries of Duisburger Hafen AG also belong to, offers full service packages in infra- and suprastructure including relocation management for the port 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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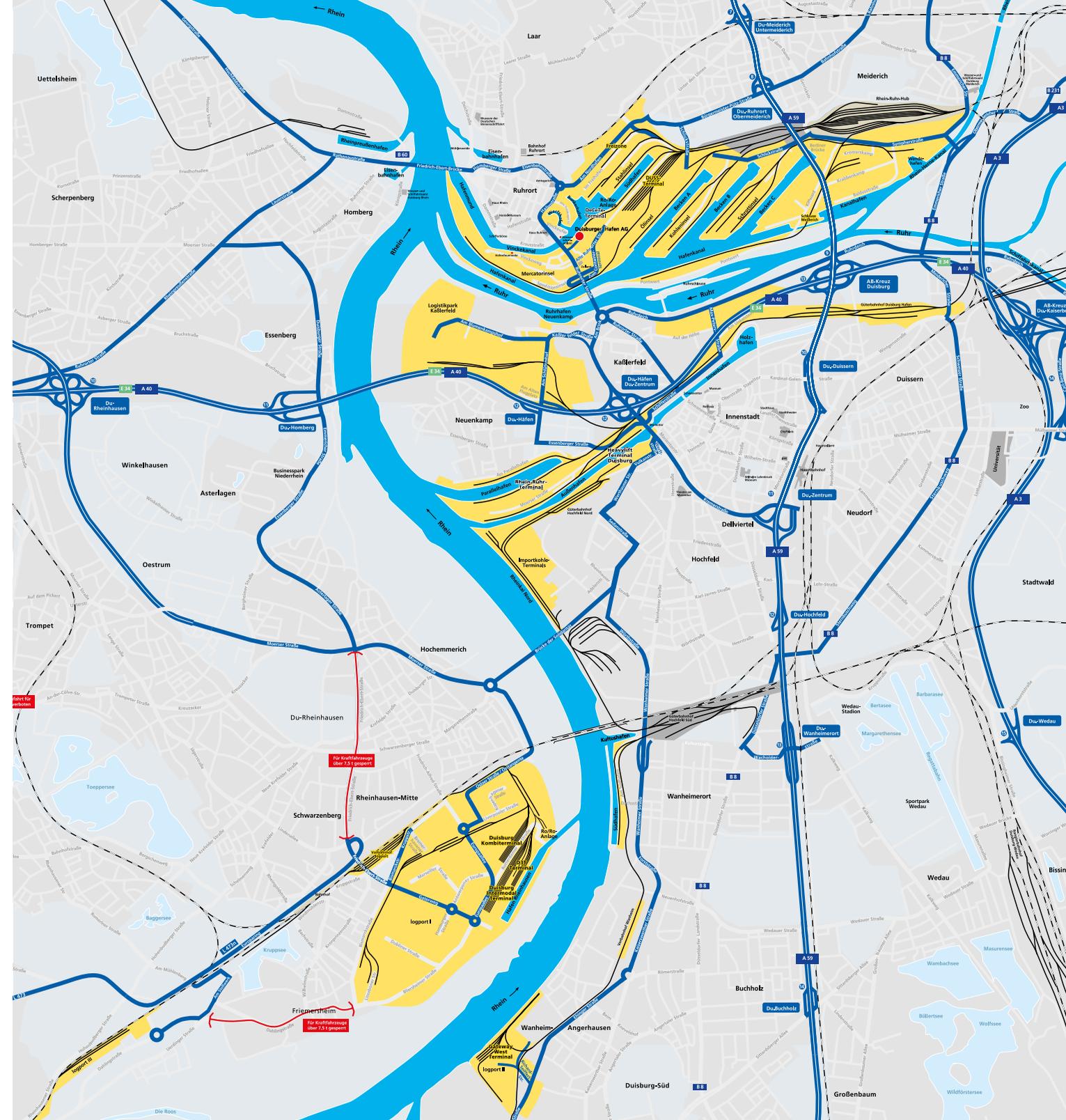
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- Motorway
- Important connecting road
- Important connection railway
- Railway
- Water area
- duisport Port area
- Planned road
- Headquarter of Duisburger Hafen AG



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