

duisportmagazin

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duisport 
excellence in logistics

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duisport and Hupac intensify cooperation

Better connection to the port of Rotterdam and expansion of trade with China.



On good cooperation: Erich Staake, CEO of duisport Group (r.), and Beni Kunz, CEO of Hupac group (l.), intensified their cooperation. duisport client Hans-Jörg Bertschi, Executive Chairman, Board of Directors der Bertschi Group (2. f. r.) and Peter Plewa, Management board of duisport agency GmbH (2. f. l.), also being present while the signing ceremony.

(klü) Duisburger Hafen AG (duisport) and the Swiss company Hupac Intermodal are intensifying the strategic cooperation already agreed in July 2018.

At the transport logistic trade fair in Munich, duisport, the most important logistics hub in Central Europe, and Hupac, one of the largest operators of international intermodal transport networks, agreed to better connect the Maasvlakte terminal in Rotterdam by means of a shuttle system running several times a day. This will strengthen the Port of Duisburg as a gateway for the onward transport of maritime freight from Rotterdam within Europe.

In addition, duisport and Hupac will increasingly cooperate to optimize their activities within the framework of the „Belt & Road“ initiative. Both partners will jointly develop terminals along the Silk Road and work on solutions to reduce the journey times of Chinese trains.

„Through this cooperation, we are developing additional services for our customers and we are expanding our international network as a premium port and our position as the most important European hub in intra-European and international trade,“ says duisports CEO Erich Staake.

Michail Stahlhut, CEO of Hupac Intermodal, says: „We see great potential in strengthening our decades of cooperation. The aim is to connect the Hupac network in the centre of Europe to the transcontinental traffic flows on the East-West axis. To this end, we are jointly building a pipeline, strengthening the Duisburg location and using the strength of the respective partner.“

duisport builds rail terminal in Great Stone

The Port of Duisburg consolidates its leading position in the trade with China.

(klü) By making additional investments and entering into cooperation agreements, duisport continues to expand its leading position in central Europe for the trade with China along the corridors of the “Belt & Road” initiative. In early 2018, duisport acquired a minority stake in the development company for the world’s largest industrial and logistic park Great Stone near the city of Minsk in Belarus.

On the basis of this participating interest, a rail terminal (including a logistics area) will be built in Great Stone on the initiative / under the leadership of duisport together with its partners China Merchants China-Belarus, the Belarus state-owned railway and the Swiss company Hupac. The corresponding agreement was signed in Minsk.

The 80-hectare logistics parcel will include a 30-hectare bimodal terminal with an initial annual handling capacity of 180,000 standard containers (TEU), which can be increased up to 500,000 TEU. The other 50 hectares will be used for attracting logistics companies. It is expected that the construction of the rail terminal will start in early 2020 and that the terminal will be commissioned in 2021.

In addition, duisport, the Chinese and Polish logistics service providers China Merchants China-Belarus Commerce & Logistics Corporation and Erontrans, along



with Belintertrans, a subsidiary of the Belarus state-owned railway, also founded the company dpa Polska Intermodal in Minsk.

The company’s business activities focus mainly on the development, marketing and organization of rail transport between Poland and Germany. dpa Polska Intermodal aims to significantly reduce the transport time of the China trains as of the Polish-Belarus border. The transport time between duisport and the various destinations in China are supposed to be reduced from the current 14 to ten days.

“I am pleased that such strong international consortia have been established for both projects,” says duisport Chief Executive Officer Erich Staake.



The Belt and Road Forum for Regional Cooperation and Development took place at the China-Belarus Industrial Park Great Stone on 2 July with about 500 participants from European and Asian countries.



duisport stays the course in a difficult environment

Revenues grow by 11% to approximately EUR 279 million.

(klü) The duisport Group is staying the course in an increasingly difficult economic environment. In the 2018 business year, the company generated revenues of EUR 278.6 million. This is 11.6% or EUR 28.9 million higher than the comparative figure of the previous year (EUR 249.7 million).

The operating result (EBITDA) improved by 4.9% from EUR 40.5 million to EUR 42.5 million. The net profit increased by 4.3% from EUR 11.7 million in 2017 to EUR 12.2 million. A particularly positive development: The participating interests made a significant contribution to the good result.

At the press conference on the financial statements, Chief Executive Officer of Duisburger Hafen AG Erich Staake lowered the expectations for the current business year. "We cannot remove ourselves from global developments. Based on current RWI estimates, global container handling volumes already fell to 133.9 index points in February. In January, this figure was still at 138.2. That is the fourth-largest monthly decline observed to date. We are heading into rough waters."

In this context, Staake also mentioned other uncertainties, which already had a negative effect on group revenues in the past business year: The low water levels

on the Rhine in 2018 and the questions surrounding Brexit are just two examples in this context.

Against this background, the positive numbers for 2018 are "a successful result that will likely be difficult to repeat."

The customer comes first: duisport as international "premium port"
At the same time, Staake also emphasized the strict strategic focus on quality criteria. In an international field, duisport has established a leading position as a "premium port".

"We focus on quality. The logistics parcels developed by us are premium locations. We also offer diversified and stable value chains."

This intense customer focus has made duisport into a networking platform for logistics services. Our customers value this market position as a quality provider, and we will continue to develop this strategy at the global level.

Overview of the four divisions

Of the four duisport business divisions, the **Infra and Superstructure** segment generated sales revenues of EUR 56.9 million (2017: EUR 50.7 million).

Revenues in the **Logistic Services** segment increased by 1.7% from EUR 75.8 million to EUR 74.5 million.

Similarly, the largest business segment - **Packing Logistics** - also reported strong growth of 7.6%, from EUR 87.0 million to EUR 93.6 million.

In the **Contract Logistics** segment, duisport generated sales revenues of EUR 24.4 million.

Investments

In 2018, the duisport Group invested EUR 20 million in fixed assets and financial investments. In 2017, this figure was an extraordinary EUR 34 million due to the acquisition of Bohnen Logistik and the construction of the logistics building for Daimler on Duisburg's Mercatorinsel.

Total handling volume

Total handling volumes, including private commercial ports, amounted to 127.5 million tonnes (2017: 130.6 million tonnes). This represents a decline of 3.0%. In the ports of the duisport Group, handling volumes declined from 68.3 million tonnes to 65.3 million tonnes. Bulk material volumes declined by ten percent due to the low water levels. Particularly the handling volumes for iron, steel and coal declined, while the handling volumes for mineral oil and chemicals remained stable.

Container handling, which accounts for 55% of the handling volume and is duisport's most important goods segment, reached the record level of the previous year with handling volumes of 4.1 million TEU.

Central hub



Approximately 30% of the trade between China and Europe transported by freight train is already processed through the Port of Duisburg. This means that the Rhine-Ruhr region is becoming a central hub for the trade between the EU and China. Every week, 35 trains run between Duisburg and a dozen destinations in China. In the last financial year, approximately 130,000 TEU were transported on these trains.

Collaborations with Chinese partners are supposed to lead to further growth along the corridors of the Silk Road in the interest of the German export economy. At this time, duisport is primarily involved in the construction of the world's largest industrial and logistics park "Great Stone" near the Belarus city of Minsk. The consortium of European and Asian partners is working to reduce the transport time of the Chinese trains from the current 14 days to 10 days in the medium term.

Major projects in 2018



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Garzweiler commercial and industrial area

duisport and RWE Power AG have joined forces to develop a 53-hectare parcel on land belonging to the city of Grevenbroich and the municipality of Jüchen. The purpose of this venture is to develop a commercial and industrial area on the re-cultivated land of the Garzweiler surface mine. The project is supported by local politicians and the state government as an important step in the structural transformation process.

startport

Since the "startport" logistics innovation platform was established by duisport at the end of 2017, a total of 20 start-up companies have been given an opportunity to develop innovative logistics solutions in Duisburg's interior port. The interest of start-up founders is increasing. At the beginning of 2019, startport exclusive partners Evonik, Klöckner & Co and Initiativkreis Ruhr were joined by the RAG Foundation and Borussia Dortmund. duisport rounds off its engagement in this sector by actively participating in the Digital Hub of the Dortmund Fraunhofer Institut.

© Hans Blossey



logport V in Oberhausen

logport ruhr GmbH, a joint venture of duisport and RAG Montan Immobilien, is in the process of preparing a 30-hectare area in Oberhausen for Edeka Handelsgesellschaft Rhein Ruhr mbH. The parcel will be home to a logistics center that will create over 1,000 jobs.

logport VI in Duisburg-Walsum

The dismantling works on the 40-hectare parcel of the former paper factory have been completed. This parcel will be the future site of a trimodal container terminal located directly on the Rhine. A number of operations have already set up residence. This project is supposed to create approximately 600 new workplaces. At this time, negotiations are already under way for an expansion involving the purchase of additional lots totaling approximately 15 hectares.

New developments

In 2018, duisport was once again successful in marketing commercial and logistics parcels totaling 223,000 square meters, including parcels for Amazon in Kesslerfeld, Flaschenpost in the free port, EMR European Metal Recycling on the Schrottwinsel, and TIP Trailer Services in logport III. In total, the Port of Duisburg has access to more than 2.2 million square meters of covered warehouse space, which is used by approximately 300 companies that are based in the port.

Automotive cluster

In 2018, the VW Group concentrated its CKD business for Audi and VW in logport II. This means that Duisburg-Wanheim is now the world's largest CKD packaging center in the group. Daimler's engagement already got off to a successful start.



© Hans Blossey



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Jobs for the Rhine-Ruhr region

The addition of Amazon and the former start-up Flaschenpost created more than 500 new workplaces in the Port of Duisburg in 2018. It is estimated that approximately 47,000 workplaces in the Rhine-Ruhr region directly or indirectly depend on the Port of Duisburg.



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Sustainability

As part of the 2016 cooperation between duisport and innogy to develop the Port of Duisburg into the "Hub for the Energy Transformation", the first self-adhesive, ultra-light **solar film** was applied to a building front in the Port of Duisburg in 2018. The film was developed by innogy affiliate Heliathek; this is the first time the film has been used in a port.

Three **shore power fueling stations** operated by innogy were installed in Duisburg-Ruhrort in the spring of 2019. They can supply electricity to up to six moored inland water vessels simultaneously. Additional shore power fueling stations for the growing number of river cruise ships moored in the Port of Duisburg are in the planning stage.

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As part of a joint research project between duisport, RWE Supply & Trading and the University Duisburg-Essen for the environmentally-friendly liquid natural gas LNG, the first retrofitted vehicles went into operation in logport III in 2018. The vehicles are filled with a mobile LNG fueling system. A stationary **LNG** fuel station is planned in the Port of Duisburg.

The lighting for over 100,000 square meters of warehouse space was converted to **energy-efficient LED** in 2018. The more than 500 luminaires in the port's entire road system will be converted to LED this year.

Trade via Chinese trains to be strengthened

duisport intensifies its cooperation with Chongqing.

(klü)duisport is intensifying its cooperation with Chongqing, a Chinese metropolis of 30 million people. During a multi-day trip to China made by North-Rhine Westphalia Transportation Minister Hendrik Wüst and duisport Chief Executive Officer Erich Staake, a cooperation agreement was signed with the Chinese company YuXinOu. Already in the past year, duisport and the mayor of Chongqing had agreed to enter into closer collaboration during the latter's visit to the Port of Duisburg.

YuXinOu organizes the rail freight of Chinese trains to and from Chongqing. The connection to the Port of Duisburg, which was started in 2011, is the oldest within the Silk Road initiative "Belt & Road". Of the 1,400 trains destined for Europe, about 80% came through the Port of Duisburg in 2018. Overall, 30% of the trade between China and Europe transported by freight train is now already processed through the Port of Duisburg. By now, around 40 trains already travel between duisport and various destinations in China every week.

Mainly electrical appliances and components made by locally based, globally active electrical engineering companies are imported from Chongqing, one of the largest industrial locations around the world.

Cooperation agreement

The governments of China and Singapore are working together intensively to promote Chongqing's development into one of China's major logistics hubs. Singaporean terminal operator PSA is playing a crucial role in this process. duisport has also signed a cooperation agreement with PSA to develop multimodal logistics platforms together. This collaboration brings together their expertise in the development of inland and maritime hubs.

North-Rhine Westphalia Transportation Minister Hendrik Wüst: "I am very pleased that duisport and the logistics platform YuXinOu signed a mutual cooperation agreement during my visit here in Chongqing. This will further consolidate the excellent relations between the two logistics hubs of the Rhein-Ruhr region and Chongqing.

Binding international partnerships are good for the economy of North-Rhine Westphalia."

Growth in the exchange of goods

"Duisburg and Chongqing are, respectively, the most important logistics hubs in Europe and China. This way, we're creating ideal conditions for growth in the exchange of goods between central China and Central Europe," says Erich Staake.



In the presence of North-Rhine Westphalia's Transportation Minister Hendrik Wüst (back row, 2. f. l.) as well as the vize-mayor of Chongqing Mrs. Yuqin Pan, duisports-CEO Erich Staake (front row, 1. f. l.) signed a cooperation agreement together with Mr. Lim Chin Chuan (front row, 2. f. l.) from PSA.

Heineken Deutschland

contracts

Bohnen Logistik

Since many years, Bohnen Logistik operates a warehouse for Danone Waters at logport I in Duisburg.



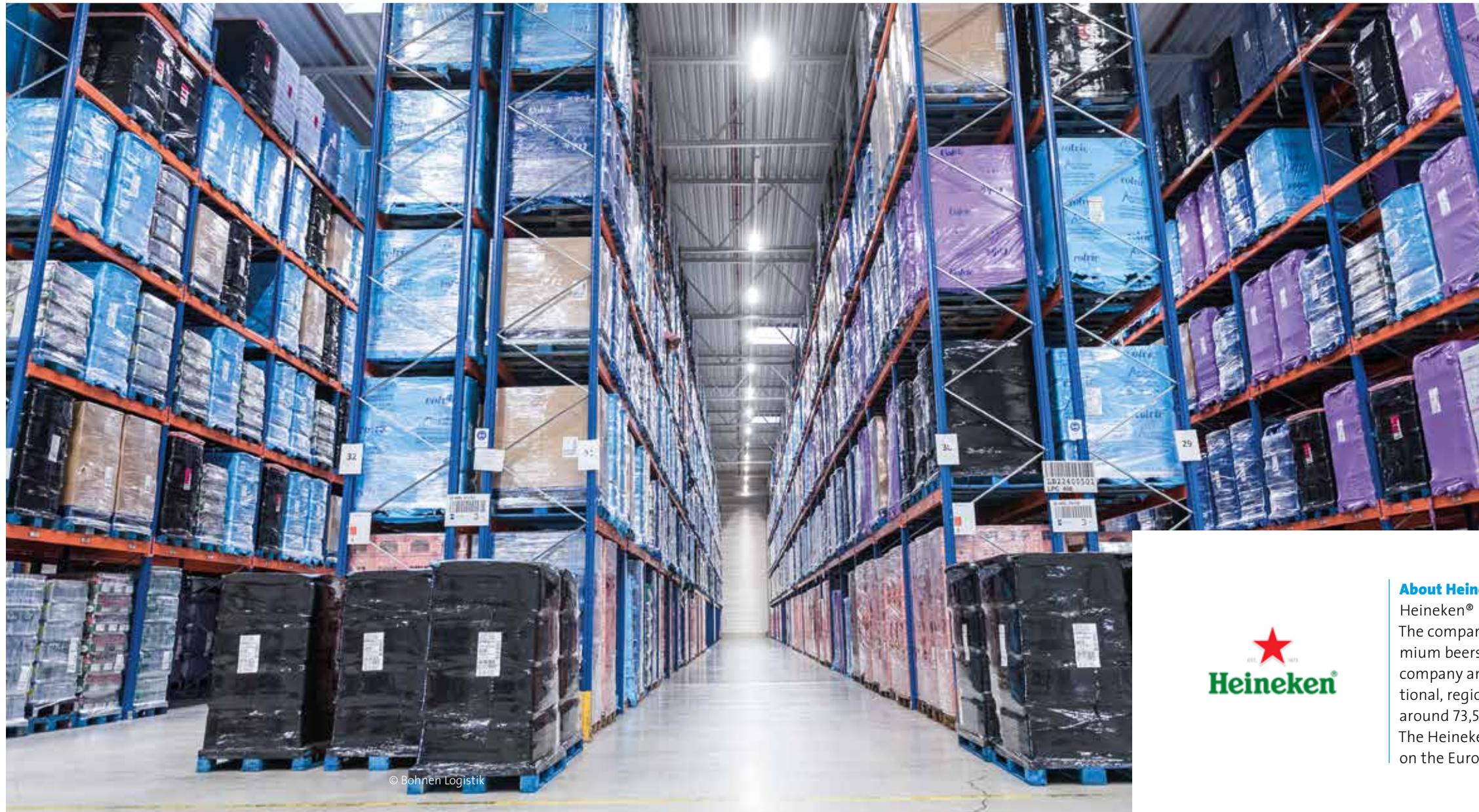
Sales taking place from the German central warehouse in Werne.

(klü) The contract logistics service provider Bohnen Logistik belongs to the duisport Group and it has been operating a modern central warehouse in the Westphalian city of Werne as of the 1st of March 2019. It operates this warehouse on behalf of Heineken Deutschland GmbH and the warehouse contains beer and wine products.

Anton Relyovski, Supply Chain Director at Heineken Deutschland, had the following to say: "The logistics market is becoming more and more complicated and it is presenting even a company such as ours with brand new challenges. As such, we are all the more excited to have found a partner in Bohnen Logistik that can assist us in carrying out our plans to grow sustainably in Germany."

Bohnen Logistik has developed the logistics concept along with Heineken Deutschland and with it, they have created a solution for Heineken Deutschland that is both sustainable and fit for the future. Bohnen Logistik will handle the disposal of production waste for the Heineken breweries using its own vehicles. Alongside that, the company will work in the 15,000 square meter German central warehouse, taking care of storage and picking and packing as well as delivery of several hundred items of keg and case goods for Heineken Deutschland.

duisport's Managing Director, Erich Staake, said: "Bohnen Logistik has decades of experience as a logistics service provider in the drinks industry. We are proud of the fact that our company will now take care of logistics for the German subsidiary of Europe's largest beer brewery Heineken."



© Bohnen Logistik



About Heineken Deutschland GmbH

Heineken® is the most international beer brewery in the world. The company is the leading manufacturer and provider of premium beers and ciders. The Heineken® brand spearheads the company and it has a wide portfolio of more than 250 international, regional and local beers and ciders. The company employs around 73,500 staff in more than 165 breweries in 70 countries. The Heineken N.V. and Heineken Holding N.V. stocks are traded on the Euronext in Amsterdam. www.heineken.com/de

5th CAR-Symposium China in Shanghai

The CAR-Symposium went international in 2015 and has taken place in China ever since.

(lv) So this April, high-ranking representatives from the automotive industry met again and discussed new developments and the future of the sector at the 5th CAR-Symposium in Shanghai

Eric Staake also participated in the panel discussion, which also included the Chief Executive Officer of Porsche AG, Oliver Blume.



© CAR Symposium

From left to right: Tolga Oktay (President & CEO, Mercedes-Benz Financial Services China), Karsten Crede (Member of the Board of Management, ERGO Digital Ventures AG – Part of Munich Re Group), Prof. Dr. Ferdinand Dudenhöffer, Oliver Blume, Chairman of the Executive Board Porsche AG, and Eric Staake (CEO of duisport Group).



In an Interview with:

Erich Staake, CEO duisport Group // conference proceedings CAR-Symposium 2019

What significance does the One Belt-One Road project have for Duisburg?

The New Silk Road is already noticeable as a growth driver at its end points. This applies to industrial metropolises such as Chongqing in China, where brand electronics for European households in particular are sent by rail in containers. It applies to Duisburg, where the highest regional share of the Chinese trains destined for Europe are handled. Around 30% of the full trade of freight train between China and Europe is handled via the Port of Duisburg, and the trend is rising.

The China connections expand the portfolio of locational advantages: Duisburg's port is located in the heart of one of the world's most compact industrial regions. Within the radius of a single day by truck, 150 million inhabitants can be reached. duisport is closely networked with Rotterdam and Antwerp, the premium ports of Western Europe. Regular rail and sea services connect duisport with more than 100 destinations far beyond Europe.

How often does the train run today and what intervals are planned for the future?

Today, around 35 to 40 trains a week run between duisport and a dozen destinations in China. The journey time of such a train is currently 12 to 18 days. Further growth along the corridors of the Silk Road is to be achieved through cooperation with Chinese partners. duisport is involved, for example, in the construction of the world's largest industrial and logistics park „Great Stone“ near Minsk in Belarus. In a consortium with partners from China, Belarus

and Poland, the transport time of the Chinese trains is to be reduced to 10 days in perspective.

On the one hand, the train connections to China are in competition with sea freight, whose large container ships are much cheaper than rail freight from Duisburg, but take 40-45 days. Air freight is shorter, but many times more expensive.

Due to stable, significantly shorter transit times by rail via the Port of Duisburg, we can offer a realistic alternative to air freight.

Which companies regularly use this transport route?

The main customers in the direction of Duisburg include manufacturers of computer and electronic articles (e.g. Hewlett Packard). In the direction of China, the trains are used especially by companies from the automotive sector as well as from mechanical and plant engineering.

However, it is clearly noticeable that other sectors such as the consumer and luxury goods industry or the pharmaceutical industry are also increasingly interested in services. Furthermore, Germany's automotive industry has recognized this competence and is now using it for its own export purposes. For the VW and Audi flagship brands, Volkswagen has more than 800,000 cubic metres of prefabricated vehicle components packed and stored in containers every year at logport II in Duisburg on more than 50,000 square metres from the Group's world's largest CKD location. The components are then transported by rail to the Chinese production lines or by feeder and ship to the USA or Central and South America.

What significance did the visit of China's President Xi Jinping in 2014 have for the city of Duisburg and the port?

The high-ranking visit underlines the importance of NRW as an industrial and logistics location. At the time, it was already an indication of the growing importance of German-Chinese trade relations: „Chongqing and Duisburg are two of the most important logistics hubs in China and Central

Europe connected by land. The fact that the Chinese President chose this starting point and destination for his European trip underlines the importance China attaches

to NRW as a business and logistics location," said Staake.

Since the visit of China's President Xi Jinping, the weekly departures of trains between Europe and China have risen steadily. In 2014 there were still around four departures a week, today the number has increased almost tenfold.

In recent years, duisport has entered a strategic cooperation with China's leading transport and logistics companies in order to efficiently and competitively map the value and process chains.



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duisport at the transport logistic

The brightly lit duisport stand, located directly at the entrance to Hall B3, once again became the meeting place for leading logistics experts from all over the world.

The transport logistic trade fair with top results for exhibitors and visitors.

(dü) The trade war between the USA and China, the driver shortage, the New Silk Road, and artificial intelligence were the top issues at transport logistic, which took place from June 4 to 7 in Munich. The brightly lit duisport stand, located directly at the entrance to Hall B3, once again became the place for the leading logistics experts from the Rhine-Ruhr region too meet with existing and potential customers from Europe and all over the world.

“transport logistic has reaffirmed its role as the world's largest intermodal logistics hub: With 2,374 exhibitors from 63



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Haeger & Schmidt Logistics GmbH | Vinckeweg 22 | 47119 Duisburg
T +49 203 8003-0 | info@haegerundschmidt.com | www.haegerundschmidt.com

countries, we've seen an increase of 10% as well as an increase in visitors of 5% with around 64,000 from 125 countries," reports Stefan Rummel, Managing Director at Messe München. The fact that the biggest logistics fair in the world has become even more international is also clearly reflected in these figures: The proportion of exhibitors from abroad rose by three percentage



© Messe München



**Federal Minister of Transport
Andreas Scheuer opened the
trade fair on June 4.**

points to 56%. 47% of visitors came from abroad, making three percentage points more than at transport logistic 2017. The exhibition area was a total of 125,000 square meters. The stands were spread across ten halls – one hall more than in 2017.

"We saw strong growth from China, which, with 30 new exhibitors, nearly doubled its amount to a total of 64," notes Stefan Rummel. "Chinese companies are increasingly looking for cooperation partners in Europe as part of the Silk Road Initiative."

Logistics as a driving force

At the opening of the trade fair, Federal Minister of Transport Andreas Scheuer described the German logistics industry as a driving force for innovation across the globe: "With the title of 'logistics world champion', the term 'Made in Germany'

has positive connotations. Still, other economic powers are hot on our heels. This is why we must always be one step ahead with innovations." In addition to "Logistics innovation program 2030", this is to be aided by the investment budget for infrastructure expansion, which was increased to EUR 17 billion in 2019. "The central objective of transportation policy continues to be to shift more traffic from roads to rails and waterways and to reduce emissions in freight transport. To do this, we want to make the growing traffic flows even more efficient and affordable, environmentally friendly, and climate-friendly.

Focus on the duisport trade fair stand

Head of duisport Erich Staake draws a positive conclusion after four days at the trade fair: "We've been involved at transport logistic from the beginning, and this trade fair was again to our full satisfaction. The visitor frequency was good as usual. In Munich we were able to present not only current developments in the Port but also the new, nearby company development currently being marketed, logport VI in Duisburg-Walsum, as well as the recently started expansion project at the Evonik site in Lülisdorf and further development projects." High-quality warehouse spaces and logistics areas continue to be a scarce commodity. According to the Port Chief, duisport's extensive offers for the development of integrated industrial and logistics solutions attracted great interest from both new and existing customers.

duisport offers everything from a single source – from property and real estate development to permit management, financing, construction, and facility management to a customized transport solution. "Our project teams represent over 20 years of logport experience and are usually able to meet promised completion dates well in advance," says Eric Staake.

Stronger internationalization in the area of advisory services met with considerable interest. The high turnout of exhibitors and industry visitors from China was also reflected in the meetings arranged at the

duisport trade fair stand. Numerous visitors from the Far East showed interest in opening representative offices in Duisburg. We were able to establish new contacts in all our areas of action in Munich and conduct promising negotiations," Erich Staake adds cheerfully.

New challenges with concrete projects

Competent employees from all areas of the company were on hand to advise visitors of the trade fair and left nothing to be desired. Member of the Executive Board and COO of duisport Prof. Thomas Schlipkötter and Managing Director of the TeGeCe Group Holger Müller mutually agreed to expand the combination terminal in Frankfurt/Oder originally planned and built two years ago by Prof. Schlipkötter by a further crane. In addition, Duisburg will conduct a feasibility study for the construction of a trailer port at the same site, where cranes and non-cranable semitrailers are to be transhipped on special wagons and transported from there

to the planned new trailer port KCT 2 in Krefeld-Linn.

Member of the Executive Board of duisport Markus Bangen also draws a positive conclusion about the trade fair in Munich: "Compared to the fair two years ago, this time we had more visitors with concrete project plans and sophisticated quality requirements – challenges that our trade fair team readily accepted."

duisport agency GmbH Managing Director Peter Plewa was able to sign and seal two new cooperation projects, which, among other things, will extend the "New Silk Road Initiative" from Duisburg to the ports at the mouth of the Rhine. "duisport and Swiss company Hupac Intermodal, one of the largest operators of international intermodal transport networks, have mutually agreed to improve transport connections at Maasvlakte Terminal in Rotterdam with a train shuttle system that will operate several times daily." As part of the "Belt &



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Erich Staake, CEO of the duisport Group, David Liu, CEO of CSP Zeebrugge Terminal, Joachim Coens, CEO Port of Zeebrugge and Peter Plewa, Managing Director duisport agency GmbH.

Road” initiative, both partners will work together to develop terminals along the Silk Road and then work to shorten the travel times of the Chinese trains. Moreover, duisport, the Belgian port of Zeebrugge, and the Cosco Shipping Zeebrugge Terminal contractually settled a tripartite agreement in Munich concerning a weekly shuttle train between the Cosco Shipping Zeebrugge Terminal and the Duisburg Intermodal Terminal (DIT) at logport I in the Port.

“Thanks to this collaboration, we will be able to develop additional offers for our customers and, as a premium port, further expand our international network and our position as the most important European hub in intra-European and international trade,” says Erich Staake.

Satisfied fellow exhibitors

Under the brand name duisport, Duisburger Hafen AG along with 13 fellow exhibitors presented the entire service spectrum of the Duisburg logistics location. Renowned transshipment, forwarding, shipping, and freighting businesses from the Rhine-Ruhr region, including DTG, EWT, CTS, MCL, Bohnen Logistik, and entrepreneur initiative startport, used the joint

stand of the Port in Munich to socialize with customer contacts and to initiate new business contacts.

Roberto Spranzi, Manager of Deutsche Transport-Genossenschaft (DTG), held over 70 qualified customer meetings there along with his team: “As in previous years, the open, communication-friendly duisport stand provided an excellent setting. Stephan Schmidt, Managing Director of EWT Schifffahrtsgesellschaft mbH from Duisburg, is also extremely satisfied: “For me personally, this was the most positive trade fair in Munich that I’ve been involved in in the past several years.” Phillip Cremerius, member of the management team at CTS Cremerius-Transport-Service GmbH, which operates a modern steel warehouse in the Duisburg Parallelhafen, is pleased about the large number of customers and service providers his team spoke with at the duisport stand: “Customs on steep products in the USA have led to a redirection of flows of goods to Europe and brought us additional storage volumes. This also benefits our trimodal freighting department, with growing transport volumes via truck, rail, and inland waterway vessel. We’ll continue to look ahead positively into the future.”

Milestone at logport V

EDEKA obtains building permit for central warehouse in Oberhausen.

(press release of Stadt Oberhausen/ Edeka/ duisport) EDEKA Rhein-Ruhr has received the approval to build and operate a central warehouse on the 279,000 square meter Waldteich parcel in Oberhausen from the City of Oberhausen. The approval under the Federal Emission Control Act for EDEKA Rhein-Ruhr was handed over by Lord Mayor Daniel Schranz. The new logistics location will initially create around 1,000 jobs.

The ceremony in the city hall was also attended by representatives of RAG Montan Immobilien GmbH and logport ruhr

GmbH. RAG is responsible for the redevelopment of the 279,000 square meter former coal storage. The redevelopment activities will be carried out by logport ruhr - a joint venture of RAG and Duisburger Hafen AG.

Continuing the success story

Peter Meis, Manager of Site Development & Expansion at EDEKA Rhein-Ruhr: “Thanks to the modern central warehouse, EDEKA can continue to grow and continue its success story. For the City of Oberhausen, EDEKA delivers economic stability and



State-of-the-art technology ensures smooth processes in the Logistics centers of Edeka.
© EDEKA ZENTRALE AG & Co. KG



many workplaces. We look forward to working with the city, RAG Immobilien and logport ruhr to create a positive future for Oberhausen and promote the structural transformation in the Ruhr region.”

logport ruhr plans to transfer the first parcel to EDEKA at the end of July. The absence of warfare materials in the parcel must be verified prior to the start of construction. The required applications to investigate the presence of warfare materials have been submitted, and the measures that are required in this context can be implemented. Construction of the high-rack warehouse will begin as soon as the soil is confirmed to be free of warfare materials.

Start in 2022

Following the completion of the state-of-the-art logistics center, EDEKA will supply over 1,000 food and beverage markets in the Rhine-Ruhr region. Based on the current situation, regular operations are expected to start in 2022. Edeka will invest

approximately EUR 100 million in the “Edeka central warehouse Oberhausen” project.

“When a company such as Edeka invests that much money in Oberhausen, we can certainly interpret this as proof of confidence in the growth of our city. With the handover of the building permit, we have taken another big step towards implementing this project,” says Lord Mayor Daniel Schranz.

The EDEKA central warehouse will create approximately 90,000 square meters of new logistics space. It will be connected to the nearby A3 with a new access road that will be built by logport ruhr - in coordination with the City of Oberhausen. The A3, which is one of the main highways in Germany due to its routing from the Netherlands through the Ruhr and Rhine region, is of particular importance to the location of the Edeka warehouse.

EDEKA Rhein-Ruhr has received the approval to build and operate a central warehouse on the Waldteich parcel in Oberhausen from the City of Oberhausen.



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“Projects such as “logport V” in Oberhausen play a key role in the success of the structural transformation in the Rhine-Ruhr region. They strengthen Germany as a place of trade and logistics services and secure thousands of workplaces,” says port chief Erich Staake.

© City of Oberhausen



(F. l.): Thomas Middelmann (Management Board logport ruhr), Peter Meis (Edeka Rhein-Ruhr), Sandra Strohbücker (Management Board logport ruhr), Reinhard Kopka (Department environment, City of Oberhausen), Mayor City of Oberhausen Daniel Schranz and Thomas Kerkenhoff (Management Board Edeka Rhein-Ruhr).

About the EDEKA Rhein-Ruhr group of companies

Together with its independent dealers, EDEKA Rhein-Ruhr operates over 850 full-range supermarkets under the brands EDEKA and Marktkauf, 250 beverage markets (mostly under the brand trinkgut), as well as Fleischhof Rasting and Bäckerei Büsch (as at: 31 December 2018). In the 2018 business year, the company generated EUR 4.8 billion in sales revenues. EDEKA Rhein-Ruhr has over 10,000 employees and together with the employees of the more than 500 independent dealers is one of the largest employers and training facilities in North-Rhine Westphalia and parts of the neighboring regions of Lower Saxony and Rheinland-Pfalz. More than 800,000 customers daily rely on the freshness, quality and diversity offered by EDEKA.

startport start-ups attract international investors to the Ruhr region

Investor conference at
duisport subsidiary.

(klü) North Rhine-Westphalia Minister of Economic Affairs and Digitization Prof. Dr. Andreas Pinkwart: “An awareness of tradition, a vision for the future and a founder’s spirit are coming together in the Duisburg interior port. It is on this basis that the first startport conference is bringing together investors, industry and start-ups from the logistics sector. This innovative environment for new ideas and future concepts is an important idea that benefits the entire economic location of North Rhine-Westphalia.”

1st startport conference

Industry, investors and start-ups in one place: The investor conference of the port subsidiary startport was held for the first time on 4 July 2019 in the Duisburg interior port. With this event, the “1st startport



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Conference” set new trends for the logistics sector and for the attractiveness of the start-up scene in the Rhine-Ruhr region. “Our start-ups are magnets for international investors and industrial corporations. We are very proud to provide the right stage for them here in the port,” says duisport CEO Erich Staake. “The conference highlighted the great potential for logistics and digitization in the region. The right investments from industry and venture capital are an important driver,” says startport General Manager Peter Trapp.

Positive feedback from initiators and participants

Initiated by the startport team, the startport Conference aims to become the outstanding event for the founders scene on the Rhine and Ruhr. It brings together the three main stakeholders start-ups, industry and investors to drive investment and partnerships. duisport CEO Erich Staake is pleased with the attention received by the startport initiative: “I am very impressed by the performance of our founder team. startport has only been in the market for 18 months but is already perceived as a leader in logistics start-ups. That should encourage us to continue to expand the initiative.”

Event attendees included the “Who is Who” of the venture capital scene

Participants included providers of capital and investors from Earlybird Venture Capital, Coparion, TEV I Tengemann Ventures, DN Capital, Almaz Capital and Silicon Valley Bank. Borussia Dortmund, Klöckner & Co, Initiativkreis Ruhr, Deutsche Bank and Thyssengas participated in the industry panel discussion.

startport: The place to be in the logistics industry

After only one year, the successful startport accelerator has become the place to be for founders from the logistics industry across Europe. Working in the Werhahnmühle, they are the focus of attention and receive professional all-round support.



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Partners of startport as guarantors of success

Erich Staake thanked the partners of startport for their engagement: Klöckner & Co, RAG-Stiftung, Borussia Dortmund, Evonik and representatives of the Initiativkreis Ruhr promote the ideas of the start-ups with cooperations and mentoring. This special environment opens up opportunities for securing workplaces in the Rhine and Ruhr region, while also creating new and viable workplaces.

startport’s pull and learning effect

Start-up ecosystems such as startport in the Duisburg interior port exert a strong pull factor for investors around the world. The possibility of partnering up with established industrial companies plays a major role in this regard. This combination has become a magnet for interested venture capital firms around the globe. The 1st startport Conference will expand this special “ecosystem” in the logistics metropolis of Duisburg. As a powerful accelerator, surrounded by the highest density of scientific and research institutions for logistics in Europe - not to mention the hundreds of logistics and industrial companies - startport makes digital start-ups successful and drives the development of digital business models.



From left: Erich Staake
(CEO of duisport Group),
anchorwoman Anja Müller
(Handelsblatt), North
Rhine-Westphalia Minister
of Economic Affairs and Dig-
itization Prof. Dr. Andreas
Pinkwart and Peter Trapp
(Managing director startport
GmbH).



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New research project in the Port

The TrailerPort research project aims to eliminate bottlenecks in inland ports.

Gefördert durch:



aufgrund eines Beschlusses des Deutschen Bundestages

(jcm) The handling of trailers in inland ports, whose terminals are predominately designed for container handling, has long led a niche existence. Trailers need more space for parking compared to stackable containers. This did not play a decisive role until a few years ago because trailers had been processed more or less on the side in many cases. But between 2012 and 2017 the number of trailers handled in Germany rose by 234% to 941,000 units. This increase has led to a scarcity of parking areas in many locations, as well as to severe bottlenecks. This in turn has a negative effect on the overall handling capacity of combined traffic terminals. The transshipment terminals in the Port also have to

deal with this challenge. Only if we intelligently integrate trailers into ports and terminals can we realize the full potential of shifting from roads to the more environmentally friendly transport carriers of rails and waterways. For this reason, Duisburger Hafen AG has initiated the TrailerPort project in cooperation with TX Logistik AG and SGKV e. V.

Project approach

The project follows an integrated approach. Its objective is to reduce both the effective usage of parking areas and the retention time of trailers in inland ports.

On the one hand, a technical solution for stacking trailers is being created, simultaneously seeking to integrate the system optimally into the existing port infrastructure and terminal processes. The main focus lies in the “marriage” of the two systems NiKRASA (short for “nicht krankbare Sattelaufleger”, or “non-cranable semitrailers”) from project partner TX Logistik, and the successfully tested stacking solution developed by duisport in the previous project, VertiModal.

On the other hand, various approaches towards organizational measures are being considered to help reduce the standing times of trailers in the port terminals. For example, researchers are investigating whether secondary and satellite areas inside and outside the terminal or port can be utilized. They are also looking for contacts with other participants in the process (truck drivers and shippers) to develop models jointly that will shorten the retention time of trailers in the handling facilities.

With a duration of three years, the project is being funded as part of the “Innovative Port Technologies” (IHATEC) initiative of the Federal Department for Transport and

Digital Infrastructure. The first user workshop with terminal operators and other participants in the terminal environment took place in May 2019. Since partners in practice are being integrated into the solution-development process, the TrailerPort project is intended to result in application-oriented prototypes.

Objective

The results of the project are meant to help make trailer handling more uniform and efficient in port terminals, thereby increasing the handling volume of port terminals, enabling ports with limited parking areas to handle trailers as well, and supporting further transfers of traffic.

You can also find more information about the project at www.trailerport.eu.

TrailerPort
OOO



IHATEC
Innovative
Hafentechnologien

Contargo tests electric truck at logport I

The first electric truck in local traffic is in operation at the DIT terminal.

(gran) The Rhenus Group will be testing the use of six electric trucks in local traffic in the fleet of its subsidiary Contargo. The first vehicle to be deployed is a DAF CF Electric on the grounds of the Duisburg Intermodal Terminal (DIT) at logport I in Duisburg-Rheinhausen.

Electric projects at duisport

duisport Group already has eight electric vehicles in operation. The duisport fleet is gradually being further electrified. With its partner innogy, four electric charging stations have also already been set up in the Port with a further station at the dpl in Chemnitz, all of which can be used by employees, customers, and guests of the Port. In addition, solar films have been installed on a 200 square meter hall facade in the free port. These ultralight films were developed by the innogy-affiliated company Heliatek based in Dresden. After successful testing, up to ten million square meters of facade and roof surfaces could be utilized for energy generation in the Port.

Contargo is a participating company at the DIT. A further truck of the same type will commence operation there in the fall. By then, two further electric trucks from Framo (based on a MAN) and Eforce (based on an Iveco) will also be employed at each of the Contargo terminals in Neuss and Emmerich. The DAF CE Electric tractor weighs just under ten tons. The permitted total weight is 37 tons. The vehicle can cover about 100 kilometers and is fully charged in 90 minutes.

Reducing CO₂ emissions

“This is the first step towards our goal of becoming fully decarbonized by 2050,” said Kristin Kahl, authorized representative at Contargo in the area of sustainable solutions, while presenting the project in the Port. Since trucks and inland waterway vessels have caused the most CO₂ emissions, that’s exactly where Contargo wants to start. The use of six electric trucks alone will reduce CO₂ emissions by at least 38% compared to diesel trucks – even with the use of conventional electricity. “If we switch completely to green electricity at all participating terminals, CO₂ emissions will even drop to nearly 90%,” said Kristin Kahl.

NRW Minister of Transport Hendrik Wüst (CDU) greeted the commitment of Rhenus: “Usually, a minister does not come to the



© Contargo

presentation of a particular new vehicle. However, such electric vehicle projects are highly welcome at a time of intensive discussion about air pollution, fine dust, nitrogen oxide, CO₂, and noise protection,” he maintained. “In view of the growth in freight traffic, we cannot ignore trucks. This is why it is all the more important these emissions are reduced,” said the minister.

A pioneering role

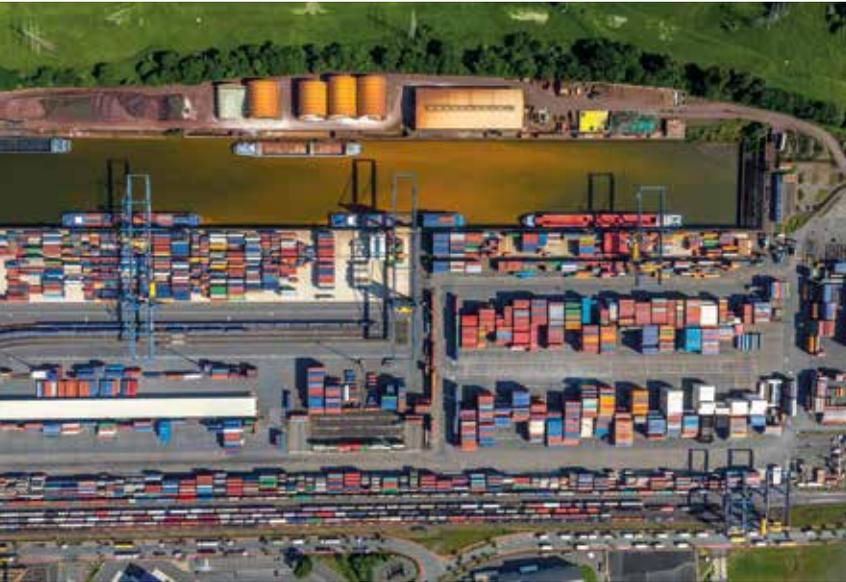
“The six trucks we are providing to Contargo represent the first battery-operated electric truck fleet in Germany,” claimed Sascha Hähnke, Managing Director of Rhenus Trucking, also a Rhenus subsidiary. Rhenus Trucking has acquired the vehicles and is providing them to Contargo. The medium-sized family business Rhenus is considered to be one of the pioneers in the logistics sector in the area of electric drives – even if many parcel and express service providers, usually large corporations, are a significant step ahead. Three

smaller electric vehicles (the FUSO eCarter from Daimler) are already being utilized by the Rhenus subsidiary Rhenus Home Delivery in Berlin. Contargo also works with hybrid reach stackers and electric shunting devices at the terminals. Further alternative drives are being tested. Other automobile manufacturers also offer heavy electric trucks. For example, more than 20 companies from various sectors are currently testing electric trucks from Daimler Trucks such as the logistics service provider Rigterink, which is testing an E-Actros refrigerated truck in the Rhine-Main region. As a rule, only one electric truck is deployed at a time however.

At present, electric trucks are still very expensive, maintained Sascha Hähnke. He estimated the acquisition costs at more than three times that of a heavy diesel truck. “There are also additional costs for the charging infrastructure and range-based limitations that schedulers will have



Richard Zink, Member of the Executive Board of DAF Trucks, Michael Viefers, Member of the Executive Board of Rhenus, Martina Klassen, truck driver at Contargo, Hendrik Wüst, NRW Minister of Transport.



© Hans Blossey

to get used to,” added Sascha Hähnke. Still, the goal is to gain experience with the electric truck. If the test has a positive result, Rhenus wants to acquire additional heavy electric trucks.

Rhenus tested six electric trucks from three manufacturers, but not only for ecological reasons, stressed Michael Viefers, Member of the Executive Board of Rhenus. The tests

are primarily concerned with questions of efficient deployment. “The acquisition costs are anything but low. The electric truck must now prove that it will come out ahead in the running costs and can be used sensibly at the terminal,” said Michael Viefers. He criticized the fact that public promotion of electromobility leaves a lot to be desired.

Contargo, with 24 terminals the container hinterland logistics network of the Rhenus Group in Europe, primarily relies on inland waterway vessels and rail in the modal split. While inland waterway vessels accounted for 73% of transports in 2018, 21% was accounted for by rail and only six percent by trucks. Contargo employs trucks especially in local traffic for terminal supply and disposal. In 2018, Contargo transported two (previous year: 2.2) million TEU and recorded a turnover of EUR 534 (415) million with 1133 (903) employees.

LNG as an alternative to diesel in the inland waterways sector

“Liquefied natural gas – New energy for ships and trucks?”

What is LNG?

Liquefied Natural Gas (LNG) is natural gas that cooled to -161° degrees to create liquefied gas. This has the effect of reducing the volume to approximately 1/600 of the volume of natural gas under normal pressure, which makes it possible to transport large volumes of natural gas. LNG is much more environmentally-friendly since emissions of carbon dioxide, nitrogen oxide, sulfur dioxide and particulates are much lower than for other fuels.

(gran) Methanol, hybrid drives and pure electric drives, liquid gas (LNG), biomass, waste, or even the wind – there are a number of alternatives for replacing ship diesel motors with more environmentally friendly drive solutions. Ships with conventional engines contribute significantly to the emission of traffic-based air pollutants. And the political pressure to switch drives to environmentally friendly fuels is rising. Liquefied natural gas, LNG in short, is considered to be an especially market-ready alternative to oil-based fuels like heavy fuel oil and diesel.

This is the conclusion drawn by the study “Liquefied natural gas – New energy for ships and trucks?” conducted by the German Aerospace Center (Deutsches Zentrum für Luft- und Raumfahrt, DLR) and the Technical University of Hamburg (TUHH) on behalf of the mineral oil and gas group Shell. During combustion, LNG releases significantly fewer air pollutants like nitric oxide and hardly any fine dust particles.

“We see great potential for LNG, especially in marine transport,” says Jörg Adolf, Chief Economist at Shell. This is allegedly all the more true for container ships because of their high fuel consumption. Passenger ships such as cruise liners and ferries would have a pioneer role. “If LNG replaces heavy fuel oil, the emission advantages would be great,” maintains Jörg Adolf. Assuming that there are 6,000 LNG vessels worldwide by 2040, especially large ones, greenhouse gas emissions in the shipping sector may be reduced by as much as 132 million tons by then. An ambitious goal: By the end of 2018, only 125 seagoing vessels driven with LNG and 230 large LNG transport

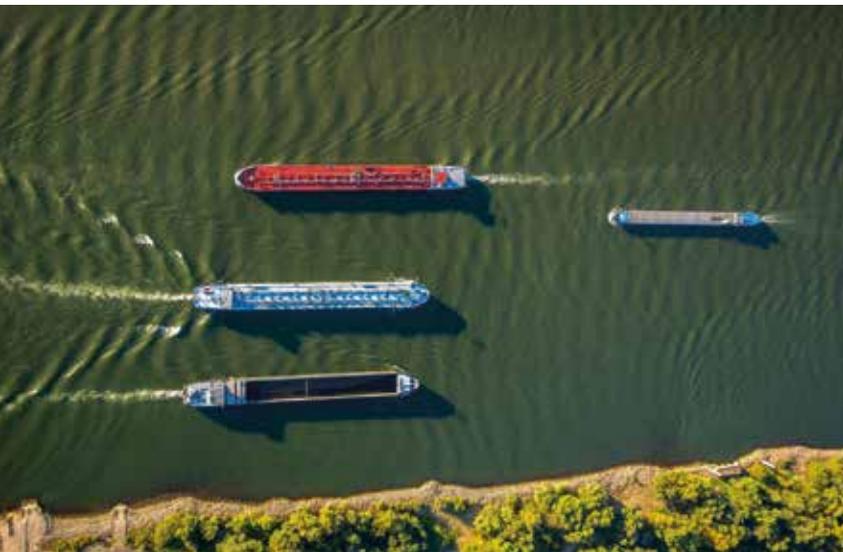
The first electric truck in local traffic is in operation at the DIT terminal in Duisburg-Rheinhausen.



© Contargo

ships were operating on international seas. Yet political pressure is mounting. While marine diesel exhaust emissions currently only need to comply with emission limits in a few maritime areas, in future there will be significantly more regulation.

In the inland waterways sector, the use of LNG remains uncommon and is still largely in the project phase – especially since the use of diesel has been mandatory since



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According to the Shell study, the inland waterways sector offers potential for using LNG as fuel.

only 2011. According to the Shell study, the fleet of European inland waterway vessels consists of a total of 13,500 ships with a loading capacity of 17 million tons. The study states that only five inland vessels powered with natural gas are in operation on European waterways so far – four chemical or LNG tankers and one container ship. Other alternative fuels are also being tested. For example, experiments with bio-fuel (waste wood and waste oil products) have been carried out in recent months on the Dutch inland vessel “For-Ever”. With a capacity of 104 TEU, the ship commutes between the Heineken production plant in Zoeterwoude and the sea port of Rotterdam for the Combined Container Terminal (CCT) company with beer containers from the Heineken brewery.

According to the Shell study, increased use of LNG in the inland waterways sector has been hampered by technical, regulatory, infrastructural, and financial obstacles. So-called “binary travel profiles”, i.e. the inefficient use of dual-fuel engines when traveling downstream and high performance requirements when traveling upstream, are especially challenging from a technical standpoint. Uniform guidelines – on the use and transport of LNG, for instance – are still under development as well. In addition, there are still too few bunker stations. Currently, LNG-based inland waterway vessels are still supplied predominately by tankers. The first fixed bunker station on the Rhine will soon go into operation in the port of Cologne-Niehl.

The biggest hurdle to expanding the use of LNG vessels in the inland waterways sector is that it is dominated by small and medium-sized companies. Often, such companies can barely cope with the high costs associated with new LNG vessels or LNG upgrades and the long amortization times associated with them. “To introduce and use LNG, support will be needed,” says Jörg Adolf. Furthermore, an expansion of the infrastructure must be promoted. According to Jörg Adolf, reliable economic user benefits are necessary to win users over to LNG technology. These benefits can be created by means of regulatory or fiscal instruments.

Utilization potential

Nevertheless, the inland waterways sector also offers potential for using LNG as a fuel according to the Shell study. Globally, the inland waterways sector is only a minor emitter of air pollutants and greenhouse gases. But locally, in port areas and on shipping routes, it can be a significant polluter, especially of air pollutant emissions. Political pressure exists on this issue as well: EU governance of the pollutant emissions of diesel engines is becoming increasingly stringent. Besides LNG drives, retrofitting inland waterway vessels with exhaust gas cleaning systems is another possible way to significantly reduce nitrogen oxide emissions.

However, the study claims that the quantitative potential of LNG is much smaller compared to marine transport and truck traffic: Inland waterway vessels account for only 6.1% of the EU modal split. Over 70% of the transport performance of European inland waterway vessels is carried out in only two countries, in Germany and the Netherlands, and around 85% of EU inland waterways traffic is in the catchment area of the Rhine, followed by the Danube. In addition, European inland waterway vessels generate a relatively small demand for fuel according to the study. In other words: The demand for LNG in the inland waterways sector alone will not suffice to provide the necessary LNG infrastructure. Trucks and marine transport must be in the foreground.

LNG in the Port

In the Port, the first LNG-equipped vehicles have been in operation since the end of 2018. These consist of a reach stacker and

a terminal tractor at logport III in Duisburg-Hohenbudberg. The vehicles are filled with a mobile LNG fueling system. A stationary LNG filling station for inland waterway vessels and trucks is in the planning stages. The retrofitting of the vehicles forms a part of a joint research project undertaken by duisport, RWE Supply & Trading, and the University of Duisburg-Essen with the objective of replacing the diesel drive of port-type handling equipment with LNG in the Port. The project is being subsidized by the European Regional Development Fund (Europäischer Fonds für regionale Entwicklung, EFRE). “We will consistently advance the expansion of the LNG infrastructure. This way, we will make an important contribution to the environment,” says Erich Staake, Chief Executive Officer of Duisburger Hafen AG.

The vehicles in the Port are fueled with a mobile LNG fueling system.



Jaegers shipping company celebrates 100 years

From a dry goods shipping operation on the lower Main to the most important tanker shipping company in Europe based in Duisburg.

(dü) At just 21, shipping specialist Josef Jaegers founded his own freighting company on February 19, 1919 in Frankfurt am Main. Since then, the still family-operated Jaegers shipping company has developed from a regional dry goods shipping operation on the lower Main to the most important inland tanker shipping line in Europe with its headquarters in Duisburg.

In early June, the company celebrated its 100th birthday. 360 guests came to the party on the event ship OCEANDIVA, which anchored off the Mühlenweide in the port of Duisburg-Ruhrort. That evening, the dominant color was blue. This was mainly because of the many Jaegers flags and the clear blue sky. Beside the OCEANDIVA, the motor tanker PETER JAEGERES moored in the mouth of the port, named after the company founder's father, Josef Jaegers. His grandson, Dr. Gunther Jaegers, spoke with guests from a number of countries all over the world about the diverse history of the company, now led by the Jaegers and Valentin families.

The beginnings

The shipping company started in the 1920's and 1930's as a simple shipping service on the River Main with small barges and tugboats, which primarily transported building materials for the expansion of the Main area. At the beginning of the 1930's, Josef Jaegers relocated the headquarters to Aschaffenburg and acquired a transshipment site for building materials, so that the company could contribute to the expansion of the highway and road infrastructure.

During the Second World War, the company lost almost its entire fleet. In 1946, the US military government commissioned Josef Jaegers with the recovery of shipwrecks in the Main and with the removal of bridge debris from the channel. His son, Edgar Jaegers, born in 1920, returned from Russian war captivity in 1949 and worked in his father's company after training as a shipping businessman. In the meantime, the range of services had expanded considerably: A 1949 advertisement mentions shipping, storage and bulk transportation of gravel and sand, handling with floating crane and crawler excavator, scuba diving, and salvaging.

Soul of the company

At the end of the 1950's, Edgar Jaegers entered the tanker shipping sector and, with the completion of the first contract for the transport of mineral oil and chemicals in 1958, he laid the foundation for a business relationship with the BASF chemical company in Ludwigshafen, which continues to this day. Subsequently, the series production of tankers commenced, and the shipping company was completely converted to tanker shipping. Edgar Jaegers died in 1965 at the age of 45 after a serious illness. His mother Elisabeth Jaegers – who played an important role in the development and expansion of the company and, as the versatile “soul of the company”, provided it with a decisive impetus – led the shipping company until the end of the 1960's. With her husband now seriously ill, and her grandchildren much too young to enter the company in the foreseeable future, Elisabeth Jaegers sold the controlling interest in 1970 to Fendel Schiffahrts-AG in Mannheim. The founder's wife retained 45% of the shares, which she secured through her ownership of tankers, and granted herself a right of first refusal in the shareholder agreement.



© Reederei Jaegers

Rhine shipping company

After relocating from Aschaffenburg to Mannheim, the Main shipping company became a Rhine shipping company. In 1971, when Fendel Schiffahrts-AG merged with the Stinnes shipping company to form Fendel-Stinnes Schiffahrts AG, the Jaegers fleet became one of the largest German inland shipping companies based in Duisburg, but continued to be operated independently as a small company unit with 17 ships. On July 1, 1972, Klaus Valentin joined the shipping company as an authorized representative and shifted company management from Mannheim to Duisburg on January 1, 1973. Soon the fleet was expanded by new vessels, while older ships were converted and modernized.

In 1991, Elisabeth Jaegers rearranged the structure of her company shares. She sold 22.5% of her shares to Klaus Valentin, thereby committing him to the company

The company history “100 Jahre Reederei Jaegers” has been published by the SUT Verlag, St. Augustin, as volume 26 in the “Historisches vom Strom” book series; 134 pages, partially with four-color illustrations, clothbound. ISBN no.: 978-3-9815047-1-2, EUR 32.50.

Order from your local bookstore or at www.schiffahrt-undtechnik.de/home/shop/shop-beucher/



Company founder Josef Jaegers and his wife Elisabeth Jaegers, née Klöckner, in 1960 at the launching of the TMS ELISABETH JAEGERES.





© Reederei Jaegers

↑
TMS PETER JAEGER, named after the Duisburg-born father of Josef Jaegers, was moored in the mouth of the Ruhrort port during the anniversary celebration.

for the long term as a managing partner. The remaining 22.5% of her shares remained the property of her grandsons Gunther, Jörg, and Markus Jaegers. From then on, the shipping company would have ten of its own ships, which were largely debt-free.

With the liberalization of inland waterway shipping markets on January 1, 1994, the VEBA-Stinnes Group lost interest in shipping activities and put their entire inland tanker fleet up for sale. In mid-1995, Klaus Valentin and Dr. Gunther Jaegers had preliminary discussions with the executive and supervisory boards of the Stinnes shipping company and, on November 15, 1995, they took over their tanker shipping activities.

Development of the traditional company

At the start of 1996, the fleet of the new Reederei Jaegers GmbH, in the full ownership of the Jaegers and Valentin families, consisted of 68 tankers with a carrying capacity of 126,276 tons. Hubert Petzelt took over management duties alongside Klaus Valentin. Dr. Günther Jaegers has reinforced the management team since 1997.

In the meantime, the next generation is now involved in the company: Christian Valentin has been on board since 1998 and is today a member of the management board. Philipp Valentin entered the company in 2001 and heads the Operating department as authorized representative. The Reederei Jaegers Group is now a first choice for liquid transport in Europe with branches, among other places, in Duisburg, Hamburg, Rotterdam, Vienna, and Budapest, and commands about 170 vessels – 110 of them their own ships – with a total carrying capacity of 320,000 tons.

Focusing on the customer

Yusen Logistics combines Japanese corporate culture with German precision.

(dü) In 1999, Yusen Logistics (Deutschland) GmbH – then still under the name New Wave – was the first investor at logport I and initially used several older warehouses on the former Krupp grounds in Rheinhausen. In 2000, the modern logistics building on Marseiller Straße was opened. After expanding and acquiring vacant neighboring logistics properties, the 100% subsidiary of the Japanese NYK Group now has over 61,000 m² of covered warehouse space, making it the second-largest rental customer at logport I.

Mathias Schaeffer (58) was there from the beginning, first coming to New Wave in 1994 as a forwarding manager. Since 2011, the company has operated under the name Yusen Logistics. Mathias Schaeffer expanded the Overland Transport division from three to the current total of 70 employees. In 2011, he also took over the area of Automotive Logistics and, a year later, assumed responsibility for Contract Logistics until the divisions were separated in March 2015. In April 2016, the trained forwarding agent was appointed General Manager of overland transport. Since March 2015, Volker Henßen (40) has been General Manager of the Contract Logistics division, which employs over 150 employees at the Duisburg location at peak times.

Global structures

With 341 employees and a total of 67,000 m² of logistics space, Duisburg is the largest of eight branches in Germany. The company employs about 700 people across Germany and manages more than 125,000 m² of warehouse space. Besides Duisburg,

the company is represented in Düsseldorf, Frankfurt, Alzenau, Stuttgart, Munich, and twice in Hamburg. The parent company Yusen Logistics Co., Ltd., based in Tokyo, was founded in 1955 and has over 24,000 employees worldwide at more than 2.65 million m² of warehouse space. The company is a global market leader in logistics. In 2016, it generated annual sales revenues of USD 945 million in Europe, and USD 4.17 billion worldwide.

↓
Mathias Schaeffer has over 30 years of experience in logistics, especially in the area of overland transport.

© Yusen Logistics



Volker Henßen comes from consulting, where he has advised companies ranging from start-ups to global corporations in all matters relating to the supply chain.



© Yusen Logistics

“Craftsmanship with attention to detail, absolute reliability, and customer orientation define our actions,” explains Mathias Schaeffer concerning the company’s philosophy. “In this way, we’re following the guidelines of our Japanese owner, ‘Everything for the customer’. In Japan, the customer is not only a ‘king’, but a ‘god’, Volker Henßen adds: “We specialize in individually structured, complex logistics solutions for demanding customers from the automotive, pharmaceutical, trade, aerospace, technology, and food sectors by making use of our global structures with the four performance areas of contract logistics, air transport, marine transport, and overland transport.

Medium-sized management structure

The secret to the success of Yusen Logistics (Deutschland) GmbH is its medium-sized management structure in eight branch offices. “Our on-site contacts analyze the needs of the customer and work out individual, flexible solutions that also cater

to complex requirements. Thanks to short decision paths, we can then implement the logistical concepts offered at short notice,” explains Volker Henßen. The use of in-house transport equipment plays an essential role. “In Germany, we have 35 tractor units and 40 mega trailers with a loading capacity of 25 tons and a weight of 40 tons. For the most part, we employ our own, German-speaking driving personnel. Only in this way can we ensure the reliable handling of the often complex transport requirements of our customers and absolute punctuality,” says Mathias Schaeffer.

As an example, the manager cites the supply of construction sites throughout Germany with air conditioners and insulation material. After initial route planning, specially trained drivers travel one by one to sites with company-owned trucks equipped with loading platforms. En route, the driver coordinates the exact unloading dates with the respective site manager by mobile phone. Another customer’s branches in the Rhine-Ruhr area are supplied from the central warehouse in Duisburg. The goods must be delivered to the premises with the lift truck punctually before 7 AM in the morning. “The customer continually monitors deliveries to ensure they are on time – a challenge we gladly accept despite the well-known traffic problems in the Rhine-Ruhr metropolitan area,” says Mathias Schaeffer.

Supporting start-ups

According to Volker Henßen, one new area of business with interesting challenges is helping start-ups from e-commerce to tap into new markets. “Especially when handling shipping orders for the luxury fashion or cosmetics sector, a high level of logistics quality, including returns management, is essential. Also, we must constantly be

able to support our customer’ growth after they develop their market successfully and provide corresponding storage capacities. Economic changes can result in fluctuating volumes, and we must also be able to meet these challenges as a reliable long-term partner.

Thanks to a high quality of contract logistics, the constant availability of “breathing” warehouses, and a cutting-edge truck fleet with our own expert personnel, the Duisburg location has achieved continuous growth with numerous premium customers in the past several years. Volker Henßen summarizes the company’s business principle: “We seek out areas of business that are fun and have complex tasks which we can perform with precision and our characteristically Japanese sense of dedication. In the process, we supply added value that is ade-

quately rewarded by our customers.” “At the Duisburg location, we annually handle the contents of 2,500 TEU from incoming containers, move over three million packages, and also logistically process returns – for shoe shipments, for example. The good infrastructure at logport I, with its excellent connections to rails and waterways and short routes to the autobahn, is of crucial importance for us,” Mathias Schaeffer adds.

Growth perspectives

To ensure future growth as well, Yusen invests in personnel. “We work closely with regional universities in the framework of dual courses of study in logistics and employ 20 trainees annually across Germany, a large proportion of which we end up employing at the end of the training period,” says Mathias Schaeffer. “We are increasingly employing staff with perma-

The warehouses in logport I contain a wide range of goods belonging to Yusen customers from the automotive, pharmaceutical, trade, aerospace, technology, and food sectors.

© Yusen Logistics



With a total of 341 employees and 67,000 m² of logistics space, Duisburg is the largest of eight Yusen branches in Germany.



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ment contracts. “This way we meet our social responsibility, which is very important to us,” Volker Henßen adds.

“In our IT department, we employ seven employees in hardware and software maintenance, five in development, and four in the interface support,” says Volker Henßen.

“With the Yusen track & trace portal, customers have digital access to status reports for goods they have entrusted with us.”

Both Yusen managers find it a source of concern that the warehouses in logport I are now being utilized to such an extent that they are reaching the limits of their capacity: “To guarantee further growth in the future, we would like to have two more warehouses. Unfortunately, we came in second in the recent awarding process.

Warehouse space has become a scarce commodity all over Germany. For this reason, we hope to be able to rent new properties on a long-term basis in view of the upcoming new logport projects,” conclude Volker Henßen and Mathias Schaeffer.



© Bertschi



Longtime employees from across Europe came to the traditional employees meeting on 19 January and were honored by Hans-Jörg Bertschi.

Sales record at the Bertschi Group

Successful globalization strategy - Driven by Asia and South America.

(dü) 2018 was an extremely successful year for Bertschi, the specialist for chemical logistics: The company not only continued the growth phase from the previous years but also generated record revenues of CHF 960 million thanks to a positive economic environment and its globalization strategy. Based on these excellent numbers, the Swiss family-owned company will continue to invest in the company's future in 2019. Significant progress was also made in the digital transformation of the company's business processes last year.

Following the significant growth phase in the previous year, the Bertschi Group

was able to continue the trend in 2018. In this context, the multinational units, which now generate a third of the group's revenues, once again achieved the highest growth rates, particularly in Asia and South America. The important Chinese market and the doubling of storage and filling capacities at Bertschi's chemical terminal in Singapore for distribution in south-east Asia were also significant drivers. In addition, Bertschi successfully expanded its global network into the South American market with the subsidiary in São Paulo (newly founded in the previous year), which had a positive effect on the group's growth.

Changes at the top operational management level

Overall, the earnings situation was stable last year, with all five business divisions contributing to the positive result. At the same time, the earnings situation in the European business did not improve because of the quality deficits in the European rail freight sector.

There were also changes in the management team: In August, Jan Arnet replaced Hans-Jörg Bertschi to become CEO of the Bertschi Group. "The transfer of group management to Jan Arnet went smoothly. We are securing the continuity of company management for our customers and employees - but also for our future as a strong and enduring family-owned company," says Hans-Jörg Bertschi, Executive Chairman.



Asia provided a lot of momentum for the growth of the Bertschi Group in 2018. The doubling of storage and filling capacities in the Bertschi chemical terminal in Singapore for the distribution in south-east Asia were significant drivers.



Focus on digitization and capacity development

In 2018, Bertschi invested heavily in the company's future: New staff was hired for software development, and the digital transformation process was also driven forward, whereby the development and roll-out of the TruckTracer app, which is also used by all subcontractors, represents a milestone in this context. Using the app on a smartphone, drivers enter all transport status reports on a central company platform.

The real-time data can be used to optimize internal transport planning, and customers benefit from better transparency and planning security for their supply chains.

In 2018, the company also invested in expanding its tank and silo container fleet, which grew to 34,500 units (+9%). Moreover, it also invested in terminal and storage capacities. In Duisburg, Bertschi Transport GmbH and the company's own rail terminal "DKT Duisburg Kombi-Terminal" in logport I in Duisburg-Rheinhausen; this location has two portal cranes and

In Duisburg, Bertschi has its own rail terminal "DKT Duisburg Kombi-Terminal" in logport I in Duisburg-Rheinhausen.



© Rolf Köppen

serves as a hub for the combined transportation segment of the Bertschi Group in the North.

Positive outlook for 2019

The positive trend is expected to continue this year - despite some economic uncertainties. "Looking for further growth in 2019, the Bertschi Group will continue to invest heavily in digitization, the container fleet and the terminal/storage infrastructure. In addition, the company also aims to further expand its presence in Asia in addition to Europe," says Hans-Jörg Bertschi.

A new handling center for the import, handling and storage of plastics from overseas started operations in the port of Antwerp in 2018; the center is supposed to be gradually expanded into a significant chemical logistics terminal over the next few years. "It is also expected to become a storage location for liquid dangerous goods, and a place where distribution transports in Europe are moved directly from the terminal to European consumer centers by rail," comments CEO Jan Arnet. "With our strategy of shifting road transport to environmentally-friendly and safe rail traffic, we confirm Bertschi's sustainable business strategy."

In the course of the successful globalization strategy and the digital transforma-

tion process, the company's workforce at the head office in Dürrenäsch has also grown significantly. An expanded office building is gradually being occupied since January; it offers modern office workplaces as well as a canteen with kitchen, cafeteria and patio, and an outside wellness area. "We want to attract talented people with attractive workplaces away from the large centers, and thus lay the foundation for the company's future growth," says Jan Arnet.

The company will continue to pursue the digital transformation in the coming year, with a focus on those business processes that are supposed to become more efficient, safer and more customer-friendly with digital solutions. According to Hans-Jörg Bertschi, these activities can also be used as a basis for automating repetitive tasks. "Nonetheless, our employees remain at the center of everything, even in the digital age. They will be able to dedicate even more of their time to personal communication with customers and partners, and to solving complex logistics challenges. And there are certainly a lot of those."



© Bertschi



The company invested heavily in terminal and storage capacities, such as the Zomerweg Terminal in Antwerp.

About the Bertschi Group

Bertschi is a logistics services provider for the chemical industry that specializes in the transport of liquid and granular products. The family-owned company, which is based in Switzerland, was founded in 1956. A total of 2,900 employees at 75 locations in 38 countries provide high-quality logistics services and support the company's customers on location. Bertschi owns 34,500 tank and silo containers, 1,100 trucks and 30 container terminals. In Europe, the company is the market leader for intermodal chemical transports on rail, road and water. It is also a leading global provider of tank container transport and supplementary logistics added-value services for the chemical industry. Important locations outside of Europe include Shanghai, Singapore, Houston, Moscow, São Paulo, Dubai, Al Jubail (Saudi Arabia) and Istanbul.

Soccer in the Port

23 company teams competed for the duisport Cup again this year.

(lw) On June 15, the time had come once again: a total of 23 port teams competed at the district sports facility of the Duisburger Spielverein 1900 e.V. (DSV 1900) for the 8th duisport Soccer Cup. A crowd of fans cheered the logistics experts and service providers on as they played. This year the Wirtschaftsbetriebe Duisburg team emerged as the overall winners from the tournament.

In an exciting final game, the Wirtschaftsbetriebe Duisburg team prevailed against the M. Zietzschmann GmbH team. The third place was taken by the WEWO

Schrauben-Befestigungsteile GmbH team, while the flaschenpost team ranked fourth at this year's duisport Soccer Cup. This time, the winner had to be decided in a nerve-wracking nine-meter penalty shoot-out.

A total of 23 companies based around the Port took part in the tournament, bringing along an enjoyment of the game and a healthy portion of ambition. The four best teams from the preliminary round games qualified for the final round, during which the participants delivered an exciting showdown.



A large crowd of spectators loudly cheered on their teams, creating a great atmosphere in the Duisburg DSV 1900 stadium despite initial rain showers.

Thanks to an excellent performance on the part of the referee and a wonderful fair play on the field, all the games went by without injury and significant penalties. The Fair Play Trophy, awarded for especially fair playing, went this year to the thyssenkrupp Digital-/Printmedien team.

Active support by volunteer helpers

The duisport Soccer Cup was a complete success again this year. We would like to take this opportunity to thank all the helpers involved with the setup for their active support. Our thanks also go to the fire protection service Hiller GmbH, which sponsored a set of trophies, as well as the flaschenpost and Obstbaron companies, which saw to the teams' wellbeing with free water and fruit.

After the final game, the duisport organization team, consisting of Markus Klenner, Karl-Heinz Wich-Kuhnlein, Lars Wich-Kuhnlein, and Linda Wosnitza, drew a positive conclusion: "Thanks to the motivated teams and our many supporters, the 8th duisport Cup went perfectly – we had a

fantastic tournament, and the teams obviously had fun".

To be continued in 2020

The tournament will be continued in the summer of 2020. All the companies in the Port who would like to take part in the ninth duisport Soccer Cup can already register now under the following e-mail address: fussball@duisport.de.

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



The 3rd place match finally had to be decided in the penalty shoot-out.

An excellent refereeing performance from the six-person team led by Dirk Scheel (duisport).

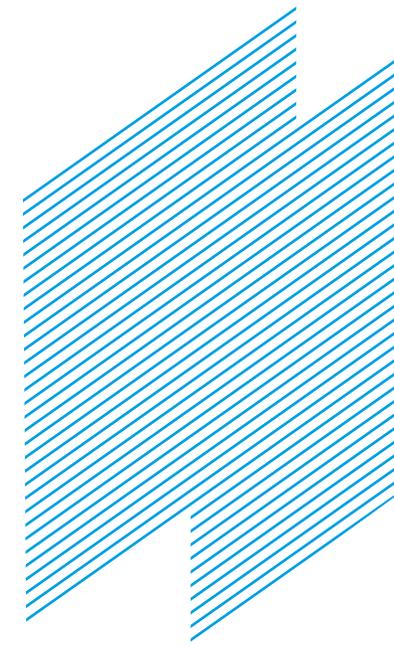


Wirtschaftsbetriebe, the winning team: Unbeatable – the Wirtschaftsbetriebe Duisburg team emerged victorious from this year's tournament.





Shipping list



LINER CONNECTIONS

Status: June 2019

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
Finnland				
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: June 2019

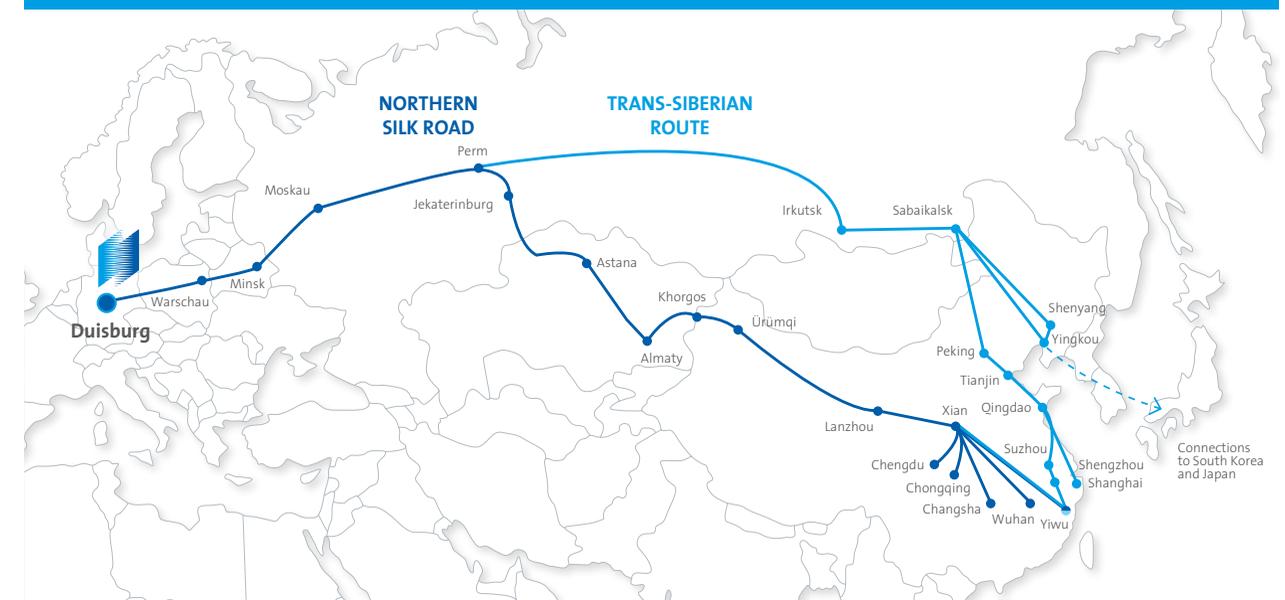
National	from Duisburg		to Duisburg		Operator	Terminal
	At	Et	At	Et		
Bönen	1-6	A	1-6	A	12	GWW
Bremen/Bremerhaven/WHV	2,4	B	1,3	B	12	GWW
Buna	2,5,6	B	1,4,5	B	5	DKT
Dortmund	2,4,6	B	2,4,6	B	23	DeCeTe
Hamburg-Billwerder	1-5	B	1-5	B	8	DUSS
Hamburg-Billwerder		-	7	B	8	DUSS
Hamburg-Billwerder	1,3,5	B	2,4	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	B	4	B	2	DIT
Antwerp	2,4,6	B	1,3,5	B	8	DUSS
Antwerp	6	-	-	-	8	DUSS
Zeebrügge	5	-	1	B	2	DIT
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
Melzo	1-6	B	1-6	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
Venedig	1,4,6	C	3,5,7	C	11	logport III
N-Norway						
Alnabru (Oslo) via Lübeck	2,4,5,6	D	2,4,5,6	C	8	DUSS
NL-The Netherlands						
Rotterdam (APM1&2, Euromax, ECT, Euromax)	1,3,5	B	1,3,5	B	12	GWW
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	DIT/D3T
Poznan	1,3,5,6	B	1,3,5,6	-	10	DIT
Warschau-Pruszków	1,3,5	B	2,4,6	B	5	DIT/D3T
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	1-3, 5	C	2, 4-6	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

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	2,6	-	2,6	-	19	DIT
Chongqing	9	-	9	-	26	DIT
Chongqing	5	-	6	-	29	DIT
Dalian	6	-	-	-	17	DIT
Ganzhou	6	-	4	-	17	DIT
Hefei	1	-	1	-	26	DIT
Qingdao	6	-	-	-	17	DIT
Shenyang	6	-	6	-	17	DIT
Shilong	6	-	4	-	17	DIT
Suzhou	-	-	7	-	17	DIT
Tianjin	6	-	-	-	17	DIT
Wuhan	4,6	-	4,6	-	29	DIT
Wuhan	-	-	4	-	17	DIT
Wuhan	6	-	6	-	19	DIT
Xiamen	-	-	6	-	29	DIT
Xian	1	-	1	-	26	DIT
Xian	2,5	-	2,5,7	-	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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OPERATORS

Name	Telephone	Fax	E-Mail
1 DistriRail B.V.	+31 10 20 10716	+31 10 2010795	info@distrail.nl
2 duisport agency	+49 203 8034418	+49 203 8034232	dispo_dpa@duisport.de
3 Ewals Intermodal NV	+49 2065 8930	+49 2065 893199	joerg.wille@ewalsintermodal.com
4 Lineas	+49 32 486481364		sophie.delanney@lineas.nl
5 Hupac	+41 90 6952920	+41 90 6952801	avalenti@hupac.ch
6 Interferryboats	+32 32 702700	+32 32 709774	sales@interferryboats.be
7 Mercitalia	+39 2668950		lbortiletti@mercitaliaintermodal.it
8 Kombiverkehr	+49 69 795050	+49 69 79505119	Info@kombiverkehr.de
9 Metrans	+42 267 293136		hornik@metrans.cz
10 PCC	+48 585858210		sales.intermodal@pcc.eu
11 Rail Cargo Austria	+43 5 7750	+43 5 77 50700	info@railcargo.at
12 Rhein-Ruhr-Terminal Gesellschaft	+49 203 318560	+49 203 3185622	info@rrt.container-terminal.de
13 Samskip	+31 38 3852623	+31 38 3852668	alieke.van.zuthem@samskip.com
14 Trans Eurasia Logistics GmbH	+49 30 29754800		guchmazova@trans-eurasia-logistics.com
15 BALO	+90 232 4790999	+90 232 4794888	info@balo.tc
16 CFL	+352 519 8101	+352 519 810611	christian.nowag@cfl-mm.lu
17 Far East Land Bridge	+49 1516 7012299		jshan@fareastlandbridge.com
18 Shuttlewise	+31 104286700		sales@shuttlewise.nl
19 InterRail Europe GmbH	+49 6109 69692-21	+49 6109 69692-90	ireu@interrail.ag
20 ERS Railways B.V.	+31 10 4285200	+31 10 4285210	info-nl@ersrail.com
21 Ruhrtalbahn Cargo GmbH	+49 241 53807350		dispo@rtb-cargo.de
22 Contargo AG	+41 61 6393636		
23 CTD Container Terminal Dortmund	+49 231 998910		info@ctd-dortmund.de
24 Polzug	+49 40 74114538		guido_bartel@polzug.de
25 Swissterminal AG	+41 61 9064545		info@swissterminal.com
26 RTSB Group	+49 61 7259080		info@rtsb.de
27 Crossrail	+32 95 602127		tom.deravet@crossrail.be
28 Marslogistics	+90 2124114444	+90 2124114445	erdinerengul@marslogistics.com
29 DBO Bahnoperator GmbH	+49 203 9331170		marcel@deutschebahnoperator.com
30 TX Logistik AG	+49 2241 14920		planning-intermodal@txlogistik.eu
31 DeCeTe Hutchison Ports	+49 203 809060	+49 203 80906250	order@decete.de

TERMINALS

Name	Telefon	Telefax	E-Mail
DeCeTe Hutchison Ports	+49 203 809060	+49 203 80906250	order@decete.de
D3T	+49 2065 678380	+49 2065 6783820	rail.operations@d3t-duisburg.de
DIT	+49 2065 4990	+49 2065 499290	info@dit-duisburg.de
DKT	+49 2065 893500	+49 2065 8 935020	contact@dkt-duisburg.de
DUSS	+49 203 809050	+49 203 8090555	duss-duisburg-terminalleitung@deutschebahn.de
GWW	+49 203 318560	+49 203 3185622	gateway@rrt.container-terminal.de
logport III	+49 203 8034427		dpa-bahn@duisport.de

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Duisburger Hafen AG
Alte Ruhrtorstraße 42–52
47119 Duisburg, Germany
www.duisport.com
mail@duisport.com

Editor and advertisements:

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

For inquiries or requests for editorial contributions please contact:
linda.wosnitza@duisport.de.

Authors of this edition:

Hans-Wilhelm Dünner (dü),
Axel Granzow (gran), Wilhelm Klümper (klü), Jan-Christoph Maaß (jcm)

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Hans Blosssey

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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 127.5 million tonnes and value creation of 3 billion euros per year. The trimodal (water, rails and roads) logistics turntable duisport acts as a hinterland node for the seaports and as a gateway for goods transport to Central Europe. In addition to goods handling (primarily merchandise in containers, import coal, iron/steel, mineral oil/chemicals) the logistics location offers numerous logistics services.

duisport – the company

Around 300 logistics oriented companies are based in the Port of Duisburg. In total over 20,000 jobs in Duisburg depend on the port, 47,000 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.



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



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



Logport Logistic-Center Duisburg GmbH
investor management
Tel: +49 203 803-4180
info@logport.de



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



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



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



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



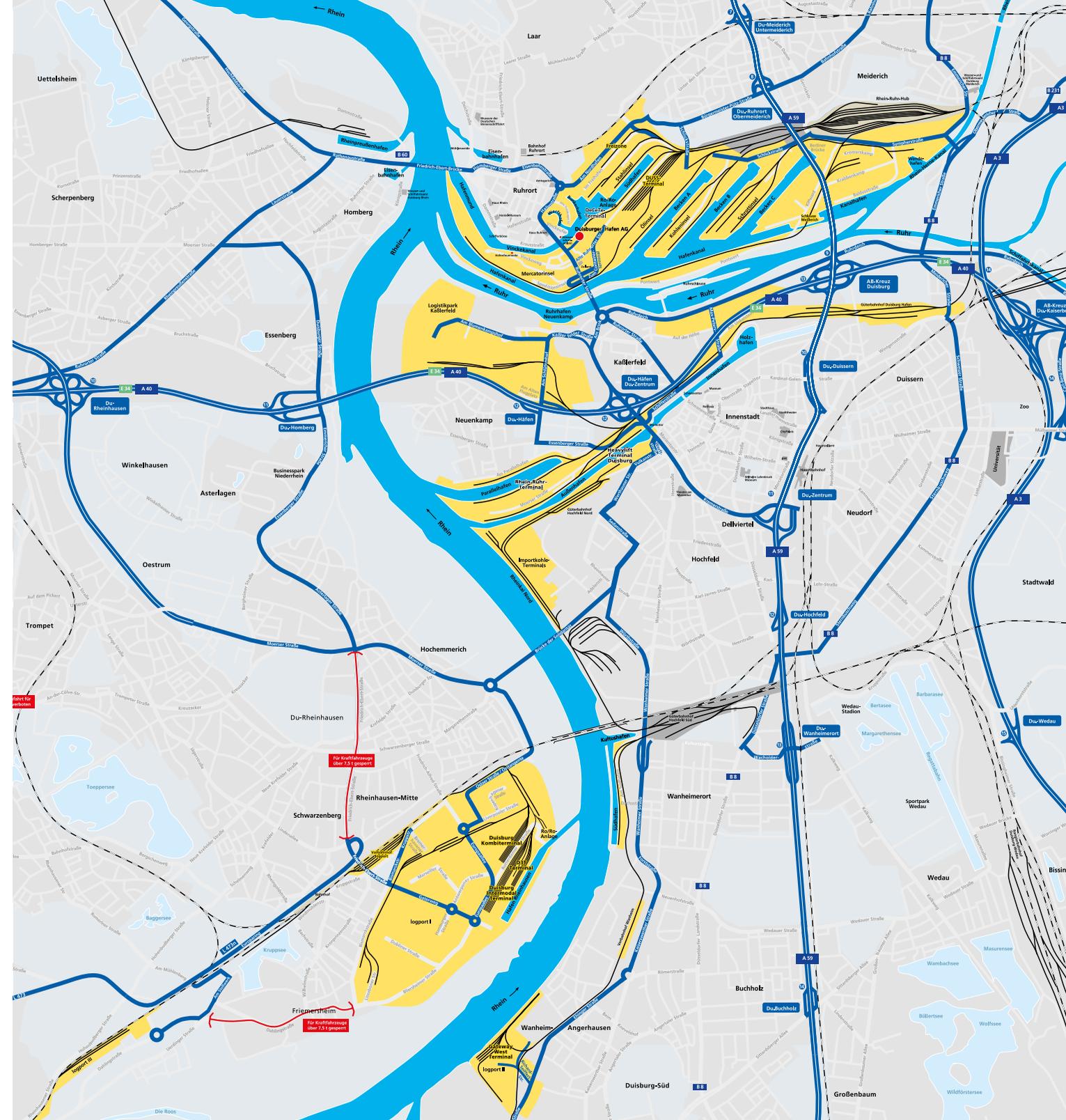
duisport packing logistics GmbH
packaging logistics and transport solutions
for the investment goods industry
Tel: +49 203 803-20
dpl@duisport.de

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

Ship Reporting Station
Tel: +49 203 479 76 36 | UKW-Kanal 14
anmeldung@duisport.de | mail@duisport.de

The Web Portal
www.duisport.de

Corporate Communication
Tel: +49 203 803-4455 | presse@duisport.de



- Motorway
- Important connecting road
- Important connection railway
- Railway
- Water area
- duisport Port area
- Planned road
- Headquarter of Duisburger Hafen AG



duisport – Duisburger Hafen AG

Port number 3650
Alte Ruhrorter Straße 42–52
47119 Duisburg

Phone: +49 203 803-0
Fax: +49 203 803-4232

mail@duisport.de
www.duisport.de