

WITHOUT BOUNDARIES

Local · Regional · Global

duisport Group, key figures 2014–2016 (in EUR million)

	2014	2015	2016	Change in % ¹ 16/15
Sales revenue ² (incl. sales that cannot be consolidated)	197.6	217.3	230.0	+6
Sales revenues ²	183.3	195.0	205.5	+5
Balance sheet sum	343.7	349.1	371.8	+7
Gross investments	17.0	19.9	18.3	-8
Earnings before interest, taxes, depreciation, and amortization (EBITDA)	35.2	37.3	40.4	+8
Earnings after taxes	10.1	10.5	10.8	+3
Cash flow I ³	24.2	22.3	31.0	+39
Permanent employees	823	856	877	+2

Goods handled at all Duisburg ports (incl. private company ports, in million metric tons)

	2014	2015	2016	Change in % ¹ 16/15
	51.1	51.9	53.1	+2
Ship	30.4	28.4	30.8	+8
Rail	49.6	48.9	49.2	+1
Truck ⁴				
Total	131,1	129,2	133,1	+3

Goods handled at duisport Group ports (in million metric tons)

	2014	2015	2016	Change in % ¹ 16/15
Ship	15.6	15.6	16.2	+4
Rail	17.1	19.1	17.6	-8
Truck	32.0	33.9	33.1	-2
Total	64.7	68.6	66.9	-2

¹ Percentage figures have been rounded; rounding tolerance 0.1.

² Sales revenues +/- changes in stocks + own work capitalized.

³ Annual profit + depreciation for fixed assets + change in provisions (previous year: in long-term provisions).

⁴ Truck-handling volume at company ports has been estimated.

The duisport Group and its business segments



Without boundaries

The Port of Duisburg is the leading logistics hub in Central Europe. As a logistics provider with the port at the center, we are active at the local, national and international level. Using Duisburg as the hub location, we are steadily expanding our international network. At this location, we view ourselves as a responsible neighbor who creates jobs for the people in the region. We are a reliable partner to our domestic and international customers. We are also a strong advocate of free trade. Protectionism creates borders and excludes many people and nations from participating in economic growth.

duisport acts without boundaries.

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“The Port of Duisburg has had a long and exciting history. And even after 300 years, it is not showing any signs of fatigue. On the contrary: There is still so much to do.”

Erich Staake, Chief Executive Officer of Duisburger Hafen AG

The lead role of culture in the port's anniversary

300 Jahre
Duisburger
Hafen

Commerce and culture, the two pillars of societal growth, are closely linked – much more frequently than some observers might expect. This is highlighted by a look back to the 300-year anniversary of the Port of Duisburg: Among the more than 250 registered publications in the anniversary year, cultural events played a main role, particularly in the publications in local and regional media. At the same time, in-depth analyses and descriptions of the economic importance of Duisport often helped to significantly increase public understanding of the overall context: Major media such as FAZ, Die Welt, Handelsblatt, Wirtschaftswoche and – leading in the region – the papers of the Funke-Mediengruppe were contributors in this regard, as were BILD and the popular corporate publications (RAG, Evonik) and all key industry media for the logistics industry.



26 February to 13 May

Port "accents"

Right at the beginning of the anniversary year, the traditional "Duisburger Akzente" cultural festival already featured impressions of the port's development: Artists used the tools at their disposal to highlight what the "job engine" port means for the people and their lives in the region. "Nah und fern – 300 Jahre Duisburger Hafen" (Near and far – 300 years Port of Duisburg) was the motto. The special cultural event became reality after the head of the port, Erich Staake, and the company managed by him had supported "Akzente" in accordance with the occasion.



Book presentation in 2016 on the Karl Jarres from left to right: Michael Groschek (transportation minister of North Rhine-Westphalia until June 2017), Dr. Dirk Reder (Reder, Roeseling & Prüfer historical services agency), Erich Staake, Andreas Postert (illustrator of the children's book).



2 May

Big history – also for the little ones

History enthusiasts welcomed the comprehensive chronology that was published by duisport in the spring on the occasion of its 300-year anniversary celebrations: a richly illustrated standard work that impressively describes the path from the first loading site for hard coal to the undisputed leading logistics hub in the center of Europe.

Students in the Ruhr region also welcomed a book present from the Port of Duisburg: "Port master Harry and the duisport time travel" is the name of the children's book with happy illustrations and short stories. It was extremely popular among the youngest of the Ruhr students.

10 April to 10 July

Young piano talent from Marxloh

The situation was similar with respect to the Ruhr piano festival: In the anniversary year, the port company was the main sponsor of this globally unique exhibition of the best pianists. And it was not just fans of the big names that benefited. In the nature park Duisburg-Nord, students from Duisburg-Marxloh, who receive special support from the festival, played at a special concert of the "Little Piano School" festival campaign. The audience, which included parents, siblings and relatives, responded with great enthusiasm.



Professor Franz Xaver Ohnesorg and patron Erich Staake were excited about the distinguished program of the 2016 Ruhr Piano Festival.

2 May



Erich Staake and Michael Groschek, Transportation Minister of North Rhine-Westphalia (until June 2017), at the opening of the new bicycle tour through the Port of Duisburg.

“Port route” for biking enthusiasts

Also in the spring, thousands of route maps and eleven information tables were set up on the side of the road: Transportation Minister (until June 2017) Michael Groschek and port head Erich Staake opened the new 47 kilometer long “port route” on their bikes. The route turns the port into an experience for biking and hiking enthusiasts, and represents an anniversary present in terms of the local history.

Hannelore Kraft, Governor until June 2017

“The port was and continues to be an engine for the transformation of the region and also for North Rhine-Westphalia, Germany and Europe.”



27 May

Big art as a present for the city and the region

An exhibition featuring the works of the great sculptor and painter Prof. Markus Lüpertz in the Küppersmühle Museum in April was so successful that the exhibition was extended. And this was only the prelude for a really 'big' event: For the Duisburg port anniversary, Lüpertz, the former rector of the Düsseldorfer Kunsthochschule, created the sculpture "Echo of Poseidon", which is more than ten meters high. Since the festive unveiling by former Federal Chancellor Gerhard Schröder on 27 May 2016, this art installation on the Mercatorinsel has become the new landmark of the port and its city. Art enthusiasts from all over Germany make the trip to this location right beside the entrance from the Rhine into the port area.



Erich Staake, Gerhard Schröder (former Federal Chancellor) and Dr. Hans Rolf (attorney) in front of the unveiling of the Echo of Poseidon.

“The unveiling of the “Echo of Poseidon” is the **most beautiful event** in the 300-year anniversary celebrations for the Port of Duisburg.”

Gerhard Schröder, Former Federal Chancellor



Erich Staake also welcomed Wolfgang Clement (former Governor, former federal minister) to the festive unveiling of the art piece.



▲ Gerhard Schröder (former Federal Chancellor) and Prof. Dr. Walter Smerling (Director MKM Museum Küppersmühle).

▲ Sculptor and painter Prof. Markus Lüpertz created the more than ten meter high sculpture "Echo of Poseidon" for the port's anniversary; the sculpture was unveiled on 27 May 2016.



3 to 6 June

Ruhrort in flames

The first weekend in June was also the first time the monumental sculpture shone brightly in the reflection of the great fireworks which signaled the start of the traditional "Ruhrorter Hafenfest". The fireworks were also an anniversary present from the port company to its neighbors in Ruhrort and Rheinhausen, and the citizens of the entire city.

29 August

Trendsetter in digitization

More than 100 leading companies witnessed a discussion round in the Küppersmühle Museum, which was initiated by the IHK together with Duisburger Hafen AG. Two former governors, the president of the chamber and the Chief Executive Officer of the port, together with experts from industry and science, discussed various options for the future of the economy on the Rhine and Ruhr. The coming digitization transformation is unavoidable, agreed former Governor Wolfgang Clement and his successor Jürgen Rüttgers across party lines. That evening, port head Erich Staake announced that duisport would take its responsibility seriously and would also aim to take on a pioneering role in this development.

On the occasion of the port's 300-year anniversary, Duisburger Hafen AG and the Niederrheinische Industrie- und Handelskammer Duisburg-Wesel-Kleve invited participants to join them in the discussion round "Industry 4.0 – Potential and perspectives for industry and the logistics industry on the Rhine and Ruhr" at the end of August.



“The Port of Duisburg is to North Rhine-Westphalia and far beyond the state’s borders what the port of Hamburg is to northern Germany: a center of maritime technology and an innovation driver for the region.”

Burkhard Landers, IHK President

300 Jahre
Duisburger
Hafen

16 September

Big birthday gala with many big names

And then the big anniversary gala on 16 September. Federal Chancellor Angela Merkel had already agreed to join the festivities some time ago. But she was forced to cancel on short notice after the first EU special summit on "Brexit" was convened for the same date. The Federal Chancellor greeted the anniversary guests with a contribution on the first page of a special newspaper edition, which was distributed hot off the press during the gala with current photos from the early evening. The next day, readers of the Duisburger WAZ and NRZ editions also found the anniversary insert with pictures and reports from the port in their Saturday edition.



At the gala, Federal Chancellor Merkel was represented by Federal Transportation Minister Alexander Dobrindt, who was promptly delayed by a traffic jam on the autobahn. Dobrindt arrived at almost the same time as Governor (until June 2017) Hannelore Kraft. Port head Erich Staake and Duisburg's Lord Mayor Sören Link welcomed both individuals in front of the entrance to the pavilion.



Almost 500 invited guests from industry and science, politics and society came to celebrate the anniversary with duisport. The federal state was represented by Landtag President (until May 2017) Carina Gödecke, the ministers (until June 2017) Garrelt Duin (Economy) and Michael Groschek (Construction, Transportation), the Chairman of the SPD state fraction, Norbert Römer, and Transportation State Secretary Michael von der Mühlen, the Chairman of the duisport Supervisory Board. Ruhr bishop Franz-Josef Overbeck was also among the guests, as were the two former Governors Wolfgang Clement and Jürgen Rüttgers. The head of ThyssenKrupp, Heinrich Hiesinger, innogy SE head Peter Terium, Ronald Pofalla, member of the Management Board at Deutsche Bahn, and logistics market leader Klaus-Michael Kühne represented a veritable Who is Who of industry.



Together, they also witnessed another moving marriage of art and commerce right at the beginning of the event: The Duisburg Philharmonic provided live accompaniment to a seven-minute film featuring a quick succession of scenes from the exciting history of the Port of Duisburg. The concert for the film was a world premiere: Prof. Dr. Bernhard Eichner from Folkwang-Universität Essen had composed the suite in four sets especially for the anniversary evening.



Commerce and culture were again joined at the end of the evening: After the festive dinner, the port guests from industry and society experienced the illuminated "Poseidon" sculpture created by Markus Lüpertz for the first time: Everyone was moved and impressed.

18 September

The celebration of the duisport family

Two days after the gala, the Mercatorinsel and the pavilion were once again the destination for welcome visitors: The spouses and partners, children and grand-children of the employees of Duisburger Hafen AG were also invited to the anniversary celebration. Moderator Steffi Neu from WDR again moderated this family celebration in the same relaxed and cheerful style as at the gala.



11 December



And at the end a Christmas Market

As it did at the start ("Duisburger Akzente") and during the year (port route for bikes and the Ruhrorter Hafenfeste), duisport once again celebrated together with the citizens of the city at the end of the anniversary year. In this spirit, the first Christmas Market was held in logport I on 11 December – in the Bliersheimer Villenkolonie and in the premises of the Rheinperle Villa. The trombone quartet and the string quartet of the Duisburg Philharmonic ensured a pre-Christmas atmosphere, while the children listened to a reading from the children's book "duisport – A journey through time" and received presents from Santa Claus. The main attraction was the children's train, which traveled through a winter wonderland on a specially designed "snowy" route. At the same time, the adults had lots of time to purchase art works and Christmas accessories. At the end, the head of the port Erich Staake handed out EUR 2,500 each to the Evangelischer Binnenschiffahrtssdienst and Katholische Seemannsseelsorge (Protestant Inland Waterways Services and Catholic Seaman's Pastoral Care) – a calm ending to a moving anniversary year.

300 Jahre
Duisburger
Hafen

400 railway connections
per week to 80 destinations in Europe and Asia.

1,550 hectares
offer enough space for establishment of logistics operations.

130 cranes
with load capacity of up to 500 metric tons.

2 m. square meters of indoor warehouse space
offer ideal protection for especially sensitive goods.

20,000 ships & 25,000 trains
are processed per year.

45,000 jobs
are directly and indirectly dependent on the port.

8 container terminals
with a total of 21 gantry cranes handle more than 3.7 million TEU per year at the port.



The logistics center for global mobility

Vehicle parts for the global market

duisport is setting up a logistics center for DB Schenker on the Mercatorinsel in Duisburg. From there, DB Schenker will pack individual van components and vehicle components of Daimler AG and distribute them to production sites overseas. "We are developing into a competence center for the automotive industry," says Erich Staake, the head of duisport.



At the symbolic ground-breaking ceremony on the Mercatorinsel (from left to right): Erich Staake (Chief Executive Officer of Duisburger Hafen AG), Dr. Jörg Homering (Director Supply Mercedes-Benz Vans), Dr. Thomas Böger (Head of Contract Logistics/SCM at Schenker Deutschland AG) and Sören Link (Lord Mayor of Duisburg).

Record year for new additions

In its 300th anniversary year, the Port of Duisburg once more became a magnet for numerous logistics companies. A new record of 355,000 square meters were marketed in the port in the past financial year. Logistics buildings and office complexes with a total area of 180,000 square meters were built and offer companies plenty of room for the global handling of their goods via the Port of Duisburg.

As Europe's most important logistics hub and the world's largest inland port, Duisport offers its customers state-of-the-art multimodal transportation connections and also a large spectrum of its logistics know-how. That is what makes the Port of Duisburg so attractive for multinational logistics companies. Today, Duisport is an experienced and globally connected logistics service provider with the port at the center.

The current 2017 financial year will be characterized by one new important addition. Daimler will be handling automotive parts from its service provider DB Schenker for delivery abroad from Duisburg over an area of 50,000 square meters.

At the topping out ceremony in March 2017 (f. l.): Peter Chaljawski (Managing Director Chal-Tec), Michael von der Mühlen (Secretary of State, Ministry for Construction, Housing, Urban Development, and Transportation for the State of North Rhine-Westphalia until June 2017), Michael Habacker (Executive Partner of Habacker Holding) and Prof. Dr. Christoph Landscheidt (Mayor of the City of Kamp-Lintfort).



A vibrant labor market

2016 over 1,000 new jobs

With the addition of new companies, the port continues to create considerable momentum in the labor market. More than 45,000 people from the region are directly or indirectly employed in the Port of Duisburg.



The port as job engine

The Port of Duisburg has led the creation of new workplaces in the Rhine-Ruhr region for many years. The successful addition of Fressnapf, Trinkkontor, NGK Spark Plug Europe, Steinhoff and Chal-Tec in 2016 created more than 1,000 new jobs in the Port of Duisburg.

In the region, the successful settlement strategy pursued by the Port of Duisburg is also creating momentum for the labor market. The region is already home to more than 45,000 employees whose jobs are directly or indirectly dependent on the port. This represents a growth of 26,000 workplaces since 2000.

For the year 2017, we expect several new additions that will create another 1,000 workplaces. Of these, more than 500 jobs will be created in connection with the addition of Daimler on the Mercatorinsel in Ruhrort.



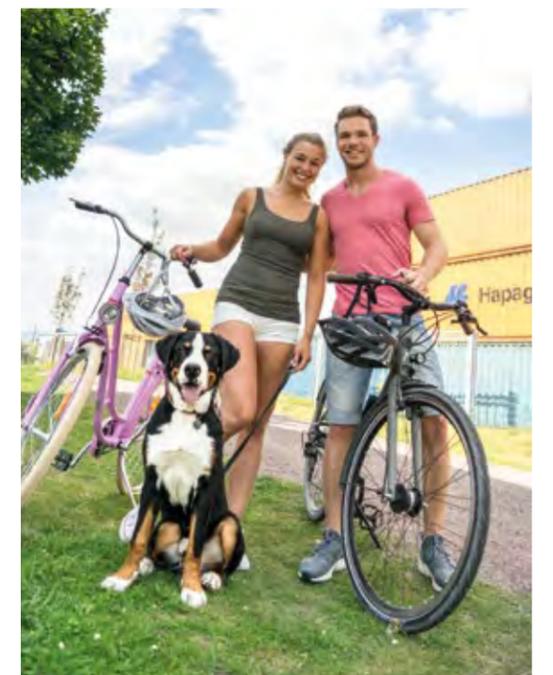
A modern logistics building with approximately 15,000 square meters was built for trinkontor BACHER-CARINA & STAMS GmbH (part of the Bitburger Brau-gruppe) in logport I.

With the new logistics center for Fressnapf in logport I, the company continues to implement its growth strategy. The Fressnapf Group is using the facility as an import warehouse for goods from Asia and North America.



Duisburger Hafen AG has also become an attractive employer in the region. The number of employees has increased from 210 in the year 2000 to almost 1,200.

In its role as employer, and by virtue of its successful settlement strategy for logistics companies, duisport continues to be the job engine for the city and the region.





eCommerce wrapped up

Chal-Tec branch office in Kamp-Lintfort

Chal-Tec from Berlin, a distributor of entertainment electronics products as well as products from the health, sports, household and gardening segment, was the first purely eCommerce company that was acquired as a large addition for a logport parcel.



“THE BRAND IS THE STAGE,
AND THE PRODUCT IS THE
STAR. THAT IS THE ONLY
IMPORTANT THING FOR US.”

COO Bernd Backasch at the Berlin headquarters.

A short interview with COO Bernd Backasch

It has been a long time since the start-up days of eCommerce pioneer Chal-Tec. But even after 12 years, that spirit is still alive and well at the company's headquarters in Berlin. While the consistently positive balance sheets are impressive, they are not the highlight of the company's profile. Chal-Tec's comprehensive autonomy from first product idea to market introduction is simply unique.

Almost three quarters of all internet users in Germany made an online purchase last month. Has the online business reached a peak for the moment?

B. Backasch: On the contrary. eCommerce has established itself in the wider society. But we are not primarily concerned with customer numbers. We want to improve the quality of the user experience as a whole. This goal gave rise to the idea of not just gaining control of as many parts of the marketing chain as possible, but doing so earlier in the process. Namely at the point the first idea for a product is created.

A successful online retailer who goes into product development. Not someone who sticks to what he knows?

B. Backasch: That is the last thing we want. Looking at the bigger picture is part of our company DNA. Over the years, during our observations of the market, we often had ideas for new products that did not yet exist. So we thought: We do it ourselves and thus have the possibility to flexibly design the individual product and furthermore we are not bound to any trade prices. Our own brands, our own products ... that was the birth hour of Chal-Tec as a brand incubator.

What is special about your product development process?

B. Backasch: The cost-performance ratio, for one. This is the idea that also gave rise to Chal-Tec – namely better products at affordable prices. It began with the first record player, which Peter (Chaljawski, founder of Chal-Tec) bought directly from the manufacturer and sold on eBay. And it is also an important aspect for our own brands. Premium products can be had anywhere on the Net, and the same goes for cheap goods. But it is not easy to get top quality from the elite high-price segment and make it available to a wider public. Having control of one's own product development process is a key factor in this regard.

Are there other special features?

B. Backasch: The aggregation of customer feedback across different online platforms – and the integration into our development and optimization work. Here, our autonomy is once again a valuable asset. Where possible, we already incorporate relevant information into the production of the next generation of a product. Product development and customer service are seamlessly linked, and create synergies that are unique in the eCommerce sector.

How do your online stores fit into this concept?

B. Backasch: That is where the user experience becomes complete. Peter (Chaljawski) recognized this trend very early on. Because today the product is the star, not the seller. It must offer more than just the ability to function. Even products for the necessities of life have become a part of the lifestyle circle. In this context, I like to talk about the third wave of eCommerce. During the first wave, it was all about the provider. The Amazons of this world. Then came the category killers ... Segment stores for one variety of products. The third wave is characterized by a strong focus on the individual product; its image and its ability to stand out from the unwieldy mass of available items. You also have to be able to look at user experience as a whole, past the point of sale. This is the idea that drives our store design. Product, content, customer.

Is that why your online stores are more well-known than Chal-Tec itself?

B. Backasch: The brand is the stage, and the product is the star. That is the only important thing for us.



What about young talent in your industry? Are you approached by start-ups?

B. Backasch: Yes. And I hope that this type of communication will increase. The contacts with up-and-coming developers and start-ups, as we once were, are important to us. We view it as an important breeding ground for new, mutual impulses and collaborations in the future. For this reason, we established our new innovation hub EIGHTPRODUCTS: an innovation platform for founders, tinkerers and creative individuals, who can take their product ideas to us. We then sit together, provide support with know-how and our infrastructure, and offer a platform for exchange and networking. In this way, young founders receive the required modules for realizing product ideas more quickly. In this context, we do not care whether we are approached by a university student, a young company or a foreign developer. Thanks to our wide range of experience, we think in interdisciplinary terms, and use words and deeds to look beyond the confines of pure marketing. That makes us very different from other eCommerce players.



Describe the support you offer in more detail.

B. Backasch: We establish individual partner programs. There are many different possible models, such as a model consisting of permanent employment with profit-sharing and design freedom. In other cases, we offer assistance with business concepts or with the globalization of already existing products. An important aspect in this regard: The idea remains in the hands of its innovator.

Chal-Tec was founded in Berlin in 2005. Today, the capital city is very trendy indeed; space is getting tight. Why did you stay here?

B. Backasch: Berlin only became a eCommerce hub once we had already been established for some time. And as earlier in its history, the capital city still stands for flexible thinking and a consistent willingness to reflect, which we value very highly. Once we have established a new process, there is no need to endlessly optimize it. But you also cannot rest on your laurels. In this regard, Berlin maintains an especially direct culture of constructive criticism that avoids cramping up or becoming personal. This is who we are. In addition, over the years we have formed networks that we would not want to miss. Many of our business partners and friends live here. Therefore our headquarters will remain in its current location.





And yet big changes are imminent. Your new merchandise hub is currently being built in the logistics areal logport IV in Kamp-Lintfort (North Rhine-Westphalia). Why did you decide on the Rhine-Ruhr region?

B. Backasch: *logport IV is superior in many disciplines. We viewed various potential locations in Germany. But one of the main factors in favor of the logport areal was the proximity to our logistics focus! Namely our customers in Germany, because the region on the Lower Rhine is a metropolitan area after all. But also our European sales markets, especially western Europe. And we value the short routes to the important ports, such as Rotterdam or Antwerp. The availability of trimodal connections is of special significance in this regard. It offers the required flexibility for the last few miles. Hence close to our sales markets and also close to the inbound. In the future, we will be using inland water vessels as a resource-conserving and environmentally-friendly transport carrier. And not least, we can draw on already existing networks for our work at the new warehouse location. There are numerous competent partners and highly-qualified employees, which we need urgently. A total of 200 new jobs will be created as a result. A location offering such a large number of advantages is fairly rare these days.*

Are there already packages in the new warehouse?

B. Backasch: *We are officially in the test operations phase. The handling volume will then be gradually increased. With the second section, which is transferred in November, all buildings will be available. Finally, we intend to run the entire Chal-Tec handling volume through the new location as of mid-2018.*

What do you expect from the new location in the future?

B. Backasch: *In the end, more quality for our customers. We think that especially in the world of shipping-oriented eCommerce, the interface between warehouse logistics and shipping is one of the decisive factors for a positive customer experience. Both segments must be optimally linked to deliver the best possible results. We are very satisfied with all of our products. And we also want to practice this results-oriented autonomy at the new location in the future. Ideally, at the end of all our processes is a satisfied customer holding a high-quality product. And even if we are a little bit proud of our performance, there is still a lot of work to be done.*

Thank you for the interview.



More space for the logport family

Container terminal in Duisburg-Walsum

Now that logport I to IV have been successfully marketed, logport VI in Walsum is now the second-largest duisport project after logport I in Rheinhausen. There is still considerable demand for additional logistics space. Therefore duisport will prepare additional logport locations for its customers.



The logport family on the path to success

The success story of the logport brand continues. To date, duisport has developed four former industrial brownfield sites in Duisburg and the region, and has developed them into successful logistics centers. The marketing for logport I to IV is almost complete. What began with logport I in Rheinhausen in 1998, is currently continued with logport V in Oberhausen and logport VI in Duisburg-Walsum. The globally connected port needs additional space for further expansion. That is why it is already pushing ahead with the expansion of the logport family to 12 locations in the region.

logport I in Duisburg-Rheinhausen

Several new companies settled in logport I in 2016. The Fressnapf Group, the European market leader for pet supplies, built an import warehouse for handling goods from Asia and North America over an area of 47,000 square meters.

Trinkkontor Bacher-Carina & Stams, a subsidiary of the Bitburger Braugruppe, provides services for the food service sector and beverage markets over an area of 35,000 square meters. Chemical logistics company Greiwing, which settled in logport I in 2005, doubled its current warehouse space by 37,500 square meters to a total of 80,000 square meters.

Therefore logport I stands for a successfully completed structural transformation. Following the closure of the Krupp steel works, 50 leading international logistics companies have settled on the 265 hectare parcel since 1998, creating more than 5,000 new workplaces in the process.

“THE PORT OF DUISBURG
IS AN EXAMPLE OF
SUCCESSFUL STRUCTURAL
TRANSFORMATION.”

Armin Laschet
Governor of the federal state of North Rhine-Westphalia (since June 2017)

logport IV in Kamp-Lintfort

duisport and RAG Montan Immobilien established the joint venture “logport ruhr GmbH” for the revitalization of former mining areas. The first joint project was the conversion of the former coal storage of the mine in Kamp-Lintfort. The 30 hectare large brownfield was developed and marketed in record time: The site development plan was approved at the end of 2015, and within a year the premises were fully occupied except for four hectares.

The South African Steinhoff Group, a worldleading provider in the furniture industry, is building a distribution center for its Poco furniture stores over an area of 110,000 square meters. In the direct vicinity of Steinhoff, the Berlin-based eCommerce company Chal-Tec is building its main distribution center with an area of 100,000 square meters. Products from the entertainment electronics industry and the health, household and garden sector are distributed into 18 countries from Kamp-Lintfort.



The Steinhoff Group, one of the world's leading providers in the furniture industry and domiciled in South Africa, is the first company to set up operations in the logistics area logport IV in Kamp-Lintfort with its subsidiary Global Warehouse.



“AS A LARGE INDUSTRIAL NATION,
GERMANY DEPENDS ON RELIABLE
TRADING ROUTES, LOGISTICS CHAINS
AND THEREFORE ALSO MODERN
HANDLING LOCATIONS AS ONE
CAN FIND IN DUISBURG.”

Angela Merkel
Federal Chancellor



To expand its offering for intermodal transportation in Duisburg, GREIWING logistics for you GmbH opened a new logistics warehouse in the Port of Duisburg on 1st September.

logport V in Oberhausen

logport ruhr GmbH, the joint venture of duisport and RAG Montan Immobilien, will also convert a former coal storage location in Oberhausen into a logistics center. The site development plans for the 30 hectare plot are currently being processed. The first logistics companies are expected to settle there starting in 2018.

logport VI in Duisburg-Walsum

After logport I, logport VI is the second largest project undertaken by Duisburger Hafen AG in the last 16 years. After the insolvency of the Walsum paper factory, duisport bought the 40 hectare plot, which is located directly on the Rhine in the northern part of Duisburg. It is supposed to become the new home of a container terminal that allows for the trimodal handling of goods. The dismantling works for the paper factory will be completed by the end of 2018. Demand for the premises, which offer trimodal connections, is brisk. duisport expects that logport VI will double the 280 workplaces created by the former paper factory. Accordingly, logport VI promises to become another beacon project in our logport family.



By working together, we achieve more

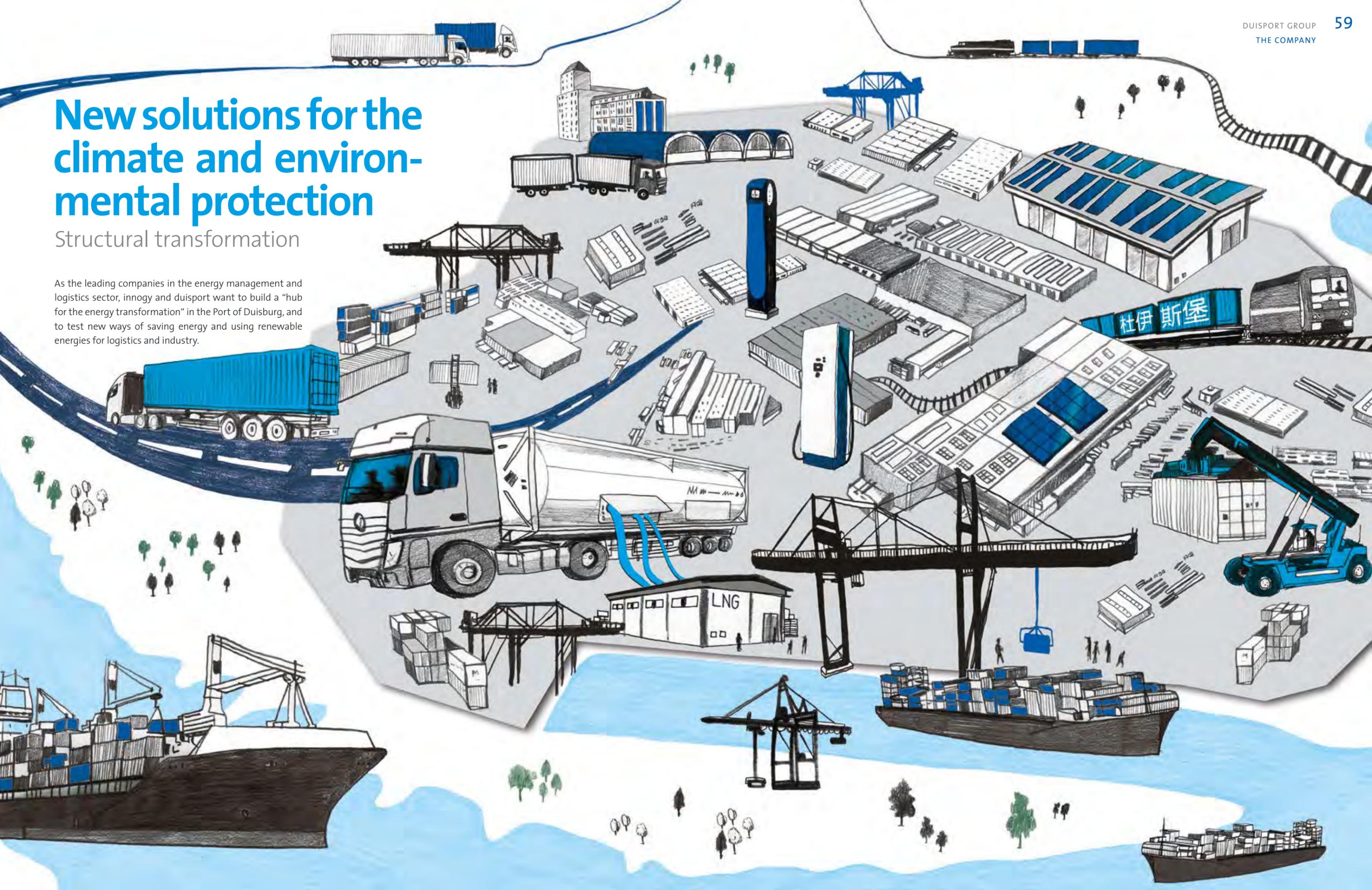
Cooperation with RWE and innogy

We use technical innovations to work on achieving environmentally-friendly and sustainable logistics processes. innogy, for example, wants to generate electricity photovoltaic films on buildings in the Port of Duisburg.

New solutions for the climate and environmental protection

Structural transformation

As the leading companies in the energy management and logistics sector, innogy and duisport want to build a "hub for the energy transformation" in the Port of Duisburg, and to test new ways of saving energy and using renewable energies for logistics and industry.





The objective of the joint venture is to develop the 50 hectares of open space that are currently available in the combination park Niederkassel-Lülldorf, and to market these premises with the aim of attracting production and logistics companies.

▨ Terminal area ▨ Area of development

Cooperation with Evonik in Niederkassel-Lülldorf

duisport and Evonik have taken an active interest in the combination park Niederkassel-Lülldorf near Cologne. In that location, dev.log GmbH – a joint venture of duisport and Evonik – is developing a 50 hectare plot for the settlement of production and logistics companies. A trimodal container terminal will be constructed directly on the Rhine. duisport will build the terminal that will be operated by an operator company that has yet to be established. The completion date has been slated for the end of 2019.



Sustainability projects with the partners innogy and RWE

duisport does not believe that environmental protection and economic growth are mutually exclusive concepts. Two years ago, we took the climate protection legislation passed by the state of North Rhine-Westphalia as motivation to develop our own energy and climate protection concept.

duisport operates a highly efficient intermodal transportation network. One project concerns the introduction of a traffic guidance system in the Port of Duisburg, which reduces traffic noise for residents. Intelligent traffic and logistics concepts provided by duisport and the logistics companies on location make it possible to shift a large portion of freight transport from the road to the alternative transport carriers rail and inland water vessel. In this way, we reduce the pressure on roads and autobahns by more than 100,000 truck journeys a year. We view climate protection as an integral component of all business segments, projects and activities. We recognized the importance of sustainable logistics early on, and combine it with technical innovations, an ecological transportation chain and the efficient use of space.

Together with innogy, we are working on innovative solutions for generating solar power and the use of electromobility in the Port of Duisburg. In cooperation with RWE, we are also building an LNG bunker and a distribution station for liquid gas in the port.



Together for the energy transformation: This was the motto under which Peter Terium, CEO innogy SE (left) and Erich Staake, CEO of Duisburger Hafen AG, entered into a future-oriented partnership.



Important young talent in the port

Promotion of young talent

duisport wants young and committed individuals to consider qualified training options. As part of the "Dialog mit der Jugend" program of the Initiativkreis Ruhr, duisport's Chief Executive Officer Erich Staake regularly informs youths from the region about the many activities in the Port of Duisburg.

Training along the logistics chain

We are proud of our apprentices, who support us in the competition for young talent. As so-called education ambassadors, they visit the schools in the region to promote training in the Port of Duisburg. As part of this program, which was initiated by the IHK, our education ambassadors talk about their personal educational experience in the following occupations: timber mechanics, storage logisticians, switchman and locomotive engineers, merchants for industry; freight forwarder and logistics services, and real estate.

For the purpose of meeting the digital challenges in the future, we will also begin a training program for "IT specialist for application technology". With this offering, we provide the entire training range in all relevant occupations within the logistics chain made available by us.

Training in the Port of Duisburg is carried out in line with the dual system, which means that training is provided both in the operational setting and also at school.

We have already been a part of the "Dialog mit der Jugend" program of the Initiativkreis Ruhr for years. As part of this initiative, duisport Chief Executive Officer Erich Staake answers questions about the port that are submitted by school classes from the region.

To promote young scientific talent, duisport also supports the Germany stipend at the University of Duisburg-Essen. A business management student is currently working in the Port of Duisburg and researches intelligent transportation systems. A win-win for both sides.

To ensure that we are able to continue the financial success story of the Port of Duisburg with good staff, we will increasingly rely on the strong support of our workforce in the future. With the program "Employees recruiting employees", we are introducing a new instrument for recruiting young talent this year. Those who are successful in recruiting a new employee will receive an award. And who better to convince others that duisport is an attractive employer with a future, than our own employees?



(Certified Educational Facility 2016)



Whether timber mechanics, switchman, locomotive engineers or merchants for industry – duisport offers various occupational training options along the logistics chain.

The Port of Duisburg once again assumed the patronage for the DRK Opera Gala in the year of the port's anniversary. Prof. Thomas Schlipköther opened the event with a speech. Among other cultural projects, the Duisburger Hafen AG also supported the „Little Piano School“ of the Ruhr Piano Festival.



duisport helps

duisport has always been aware of its social responsibility in society. Accordingly, in 2016 we supported almost 30 social and charitable projects, particularly projects for disadvantaged children and youth.

Some examples: The project “Young city district reporter” in Duisburg-Bruckhausen, which enables young migrants to improve their German language skills, has designed a booklet with handmade illustrations showing the 300-year history of the Port of Duisburg. And there was also an original rap composition about the port, which was put on YouTube by the kids. We lent our support with a donation.

In addition, similar to previous years Duisburger Hafen AG also supported the DRK Gala as a patron in 2016; all of the proceeds from this event go towards the work done by the DRK. The “Little Piano School” of the Ruhr Piano Festival for children also from migrant and refugee families, along with “Immersatt”, which guarantees needy children and youths a regular school breakfast, were popular initiatives.

At our duisport Christmas market on the logport I grounds, we sold 40 unique bags made by unemployed seamstresses from the fabric that was used for the unveiling of the “Echo of Poseidon”. The proceeds went to arts-therapeutic measures for the children in the care of the children's home Sankt Josef in Duisburg.

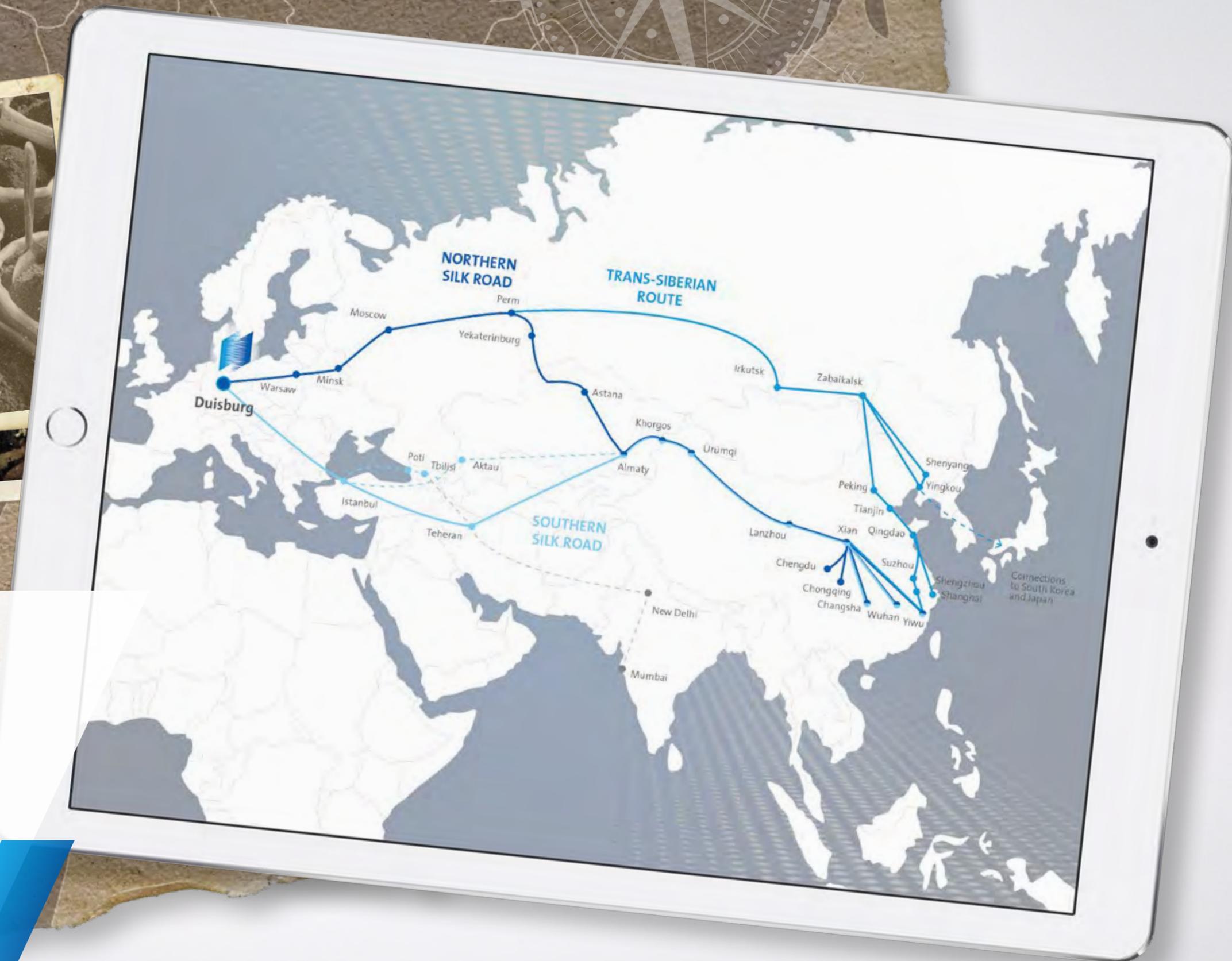
Logistics innovation platform

Logistics is Germany's top economic sector after the automotive industry and the retail sector. In the Rhine-Ruhr region, the logistics sector has grown into an outstanding job engine. In this case, the close linkage of industry and logistics has proven to be a locational advantage. At the same time, the continued growth of the region depends on its ability to push ahead with connecting industry and logistics in combination with high-performance digitization solutions. This is the promise offered by, among others, an innovation platform for start-up companies, which duisport is establishing together with industrial companies from the region in Duisburg's interior port.

The development of new and disruptive ideas and innovation is the strength of many start-up companies. The logistics innovation platform is designed in such a way that employees of established companies and founders of start-ups jointly use the premises of the innovation platform. This promotes the creation of new business models, applications and technologies. We expect that the companies at the location (and in the region) will derive longterm benefits from the ideas and developments of the young companies in our innovation lab.



duisports Chief Executive Officer Erich Staake met the Managing Directors of the start-up company parcelbox2go, Björn Marc Paulus (r.) and Oliver Maassen for an exchange of ideas in the port of Duisburg.



The successful way from West to East

New Silk Roads

For over 2,500 years the historic Silk Road was the only lifeline of exchange between Asia and Europe. Camels slowly carried the loads. Now China has brought back the connection even faster to a new life using modern container trains – over 10,000 kilometers were already mastered in around 12 days. duisport is participating at eye level in this as a partner on numerous projects along the new Silk road.



Signed a cooperation agreement to strengthen the transport of goods from China to Europe directly via Duisburg: Xun Tao, General Manager of Chengdu Industry Investment Co. Ltd. (front, left) and Erich Staake.

“We want to take advantage of this one-time opportunity in line with a smart and targeted strategy, in order to develop new, convenient and cost-effective opportunities for our customers and partners, and for Germany’s entire foreign trade. At the same time, the joint project also creates new perspectives for all companies and countries that conduct trade in the area of the Silk Road.”

Erich Staake, Chief Executive Officer of Duisburger Hafen AG



duisport's increasing importance for the global trade

Handling volumes and revenues at most of the world's ports are declining in growth momentum. In contrast, the same parameters in the Port of Duisburg continue to grow. duisport has obviously been able to expand its importance for the international exchange of goods and gain additional market share. On the one hand, this is the result of the early focus on a full-service offering of tailored logistics services. Added to this is the establishment of a dense regional and global network of combined transportation connections on rail, road or water.

The organization of hinterland transportation is one of duisport's strengths. As is the "transfer traffic" option: Smaller loading volumes, which may be heading to Italy for example, can be combined into new cost-effective collective cargo at the Port of Duisburg hub. In this way, general cargo still makes up around 50 percent of the entire handling volume.

Important industry partners and their logistics partners have settled in the Port of Duisburg with an eye on these locational advantages. Others now utilize the same options in the new "logports" that are established outside of the classic port area. The aim is to establish up to ten such multimodal logistics centers in the coming years.

How the "logport" idea works

The intelligent connection of transport carriers has resulted in growth, for example in connection with the chemicals industry: From Chemiepark Marl, for example, rail transports are leaving daily for Spain with growing success. Growth is also evident in the goods handling activities for retail companies, trailer transportation and in the container business. The business involving the consolidation and transport of vehicle components of German premium automotive manufacturers into the rest of the world also continues to grow. It has developed into a supporting pillar in the Port of Duisburg.

The strategic competence advantage qualifies the duisport Group for bigger tasks: It is the reason why decision-makers in China have selected the world's largest inland port as the start and destination point for one of the most important infrastructure projects of the last 150 years: People are talking about "the remeasurement of the global trading routes between Asia, Europe and Africa," emphasizes Erich Staake, head of the Port of Duisburg.

Quantum leap in goods handling

It concerns not just a moderate annual increase in freight rates on one single route, the "New Silk Road". Rather, it is a fully structured network of new rail routes with large efficient ports and logistics hubs at strategically meaningful interfaces. Where required and possible, ship transport, rail and road traffic are linked, and loading and storage capacities are expanded and made available. In the final result, the stakeholders are aiming for a quantum leap in the transcontinental handling of goods.

"One Belt, One Road" – this is the name given to the strategy by Chinese leaders since 2013. At this time, Duisburger Hafen AG is in the process of actively shaping the new infrastructure of the West-East exchange of goods with concrete agreements at eye level with the main partners in Asia and at other important sections of the route. This not only strengthens the role of North Rhine-Westphalia as the logistics centerpiece of the Rhine-Ruhr region and in Germany, but also increases duisport's central role in the European global trade, particularly on rail.



Today, more than 25 trains per week run between the Port of Duisburg and numerous destinations in China.

Increasing international connections with customers

“We want to use this one-time opportunity in line with a smart and targeted strategy, in order to develop new, convenient and cost-effective opportunities for our customers and partners, and for Germany’s entire foreign trade. At the same time, the joint project also creates new perspectives for all companies and countries that produce and transport goods, and conduct trade in the area of the Silk Road,” says duisport CEO Erich Staake.

The traditionally close linkages with customers and partners in Europe will be strengthened and further expanded in this manner. The new viewpoint also expands the options for everyone – also in view of the contrary tendencies towards protectionism in some markets.

Expanding international contacts at trade fairs

The visitors at the important logistics trade fairs are keeping an eye on this development, for example at the world’s leading trade fair “transport logistic”, which took place in Munich from 9–12 May 2017. duisport was represented at the trade fair together with regional and international co-exhibitors as a provider of integrated logistics solutions at a 270 square meter trade fair stand. In addition to the main issue of the digital transformation, the growing collaboration for the development of the transcontinental connections proved to be a special visitor magnet: An especially large number of people wanted to speak to the experts from our Chinese partner China Merchants Logistics Holding, who could be found at our stand. The Chinese government has selected this company as the key actor for managing the One Belt, One Road strategy.

To further expand its network of contacts, Duisburger Hafen AG also attends international trade fairs (f. l.): The members of the Executive Board Prof. Thomas Schlipkötter and Markus Bangen.



With a trade fair stand measuring 270 square meters, the duisport Group was once again represented at transport logistic, the world’s leading trade fair for logistics, mobility, IT and Supply Chain Management, in Munich.

The interest shown at the “logitrans” Istanbul trade fair in the middle of November 2016 was similar. This trade fair plays an important role for logistics providers in southern Europe, the Middle East and Africa, and it is also increasingly directing its attention to the trading routes from and to Asia. duisport has been an exhibitor for years, and this time it focused particularly on the new cooperation with the leading Turkish logistics provider Arkas Holding S. A.. At this time, the joint venture of the two partners is developing a 200,000 square meter multimodal logistics area at the edge of Istanbul, which borders on the routing of the “South Silk Road”. A majority of the visitors to the trade fair shared the view that, regardless of current political developments, Turkey remains a key location for industrial and logistics growth developments and thus an important future partner for Europe.

Shortly before that, at the end of October to the beginning of November, companies and political discussion partners met at the Western China International Fair in Chengdu, the capital of Sichuan (14 million inhabitants in the capital city, and 90 million consumers in the region). In the last 15 years of the fair, a total of 46,800 companies presented their services, and 10,000 investment contracts were concluded. duisport once again participated in the trade fair and was of course a much sought-after destination as an integral part of the Silk Road plans.

Focus on China

The Silk Road: What began with a handful of weekly train connections in 2011 and 2012 has been steadily expanded since that time. Now, 25 trains travel continuously and reliably between China and Duisport every week, whereby the travel time has also been reduced to 12 days from a starting value of 19 days. Capacity utilization is growing steadily, as is the number of destination cities and provinces in China. Opportunities for further growth are good – not least because China has in the meantime become the global market leader in the eCommerce growth industry. Moreover, new contracts signed by Duisport and strong partners in China also open the door to far greater trading dimensions.

For example, Chengdu Railways and Duisport recently agreed to enter into a close collaboration in order to expand future transportation relationships in this up-and-coming region around the capital city of Sichuan. Of particular and steadily growing importance is the strategic cooperation with the logistics division of the state-owned China Merchants Group (CMG), which – with Vice-Chancellor and former Federal Industry Minister Sigmar Gabriel and current North Rhine-Westphalia Transportation Minister Michael Groschek in attendance – was also set out in a contract in 2016.

CMG (annual revenues approx. EUR 70 billion) is China's largest state holding and also the leading player in the expansion of the South Silk Road, which is supposed to reach up to the Mediterranean through Iran and Turkey. The largest logistics company in China is also working on expanding the connections to the industrial metropolises Chengdu ("China's Silicon Valley" near Chongqing), Wuhan, Changsha and fast-growing Yiwu. Duisport is a sought-after partner due to its special competence in the development of hinterland network traffic and multimodal logistics hubs.

At the summer trade fair in Chengdu in June 2017, existing contacts should be intensified, additional contacts made and contracts prepared. Chengdu, still unknown in the West, is one of the up-and-coming large cities in the province of Sichuan. It is greatly interested in direct and high-frequency train connections to Europe via Duisburg – a metropolis with a cosmopolitan flair, with a vibe and desire for growth that is reminiscent of Dubai.

Erich Staake (front right), Chief Executive Officer of Duisburger Hafen AG, signed cooperation agreements with high-ranking Chinese business partners (from left) Hu Zheng, Director of CMG, Zhang Rui, General Manager of CML, Zhao Huxing, Deputy Chairman of CMG, with Vice-Chancellor Sigmar Gabriel and North Rhine-Westphalia Transportation Minister (until June 2017) Michael Groschek (right) in attendance.



Activities along the new trading routes

duisport's cooperation is in high demand for various large projects along the South Silk Road. One example is the expansion of the logistics hub in the large city of Urumqi (western China). Works on a 700 hectare plot are progressing swiftly – a location that lends itself as a hub for the transactions of important duisport customers and partners.

At the same time, the operators of the already existing northern route of the Silk Road (through Almaty, Astana, Perm, Minsk, Lodz and Warsaw towards Duisburg) aim to develop at least one other logistics hub of a similar size on this route – here too duisport is part of the team as an equal partner.

Strategic hub Minsk

The Supervisory Board of Duisburger Hafen AG received a project recommendation that would significantly strengthen duisport's role in the further development of the Silk Road plan. In addition, industry and the logistics sector in North Rhine-Westphalia, Germany and central Europe would also obtain important new growth opportunities due to the growing trading options with China and all other stakeholders along the train route.

To talk about the participation in the „Great Stone“ project, Erich Staake (r.) and Michael Groschek (2nd l.), Transportation Minister of North Rhine-Westphalia (until June 2017), have welcomed the Belarusian government in the Port of Duisburg: Anatoly Sivak, Transport and Communications Minister of Belarus (l.) and Nikolai Snopkov, Deputy Head of Belarus' Presidential Administration (3rd l.), visited the Port.



The duisport Group is a participant in the development of the largest infrastructure project in Belarus, the "Great Stone" industry and logistics park in Minsk.

The Belarus government and China Merchants Holding have asked the duisport Group to participate in a "closed joint stock company" that began 25 kilometers from Georgia's capital Minsk, and to develop an industrial and logistics park of more than 91 square kilometers. It is supposed to be completed in several building sections by around 2030 as a special economic zone "Great Stone", with a 10-year tax exemption. High-tech companies, financial services providers and logistics companies are supposed to settle in this "GS Park"; the Chinese investors and the Belarus government also want to bundle the entire China-Europe traffic at that location. The park's location in direct vicinity to the East-West autobahn Berlin-Moscow and the existing East-West train connections also opens up new opportunities to create links to additional freight routes.

Progress with logistics hub near Istanbul

The preparations for the logistics hub near Istanbul, which is located directly on the future route of the new “South Silk Road” and which has already been contractually agreed in 2016, have moved forward another step. In this case, the responsibility rests with duisport and the largest Turkish logistics company Arkas Holding S. A., as part of a joint venture. The plot also offers considerable growth potential for suppliers and logistics companies from the two owner countries.

Cooperation with the port of Trieste

duisport is expanding its strategic cooperations surrounding the large Silk Road project. In June 2017, the European logistics hub duisport and Italy’s largest Adriatic port of Trieste entered into a cooperation agreement. As a result, Duisburg obtains better access to the maritime Silk Road, including the markets in Greece and Turkey, while Trieste is even better connected to the railway connections of the northern Silk Road through its connection with duisport.

The purpose of the “railport” joint venture is the development of multimodal logistics areas and intermodal services in Turkey. In this context, duisport plays a key role in assisting the development and operation of a more than 200,000 square meter multimodal logistics area near Istanbul.



Through this cooperation, the largest Italian sea port of Trieste and duisport combine their forces and strengthen the corridor between the two locations.

Through four climate zones with refrigerated containers

Future challenges with regard to optimizing the intercontinental long-distance traffic along the “Silk Road” include the harmonization of customs clearance and a reduction in the lead time, as well as the development of the refrigeration technology during the transport through a total of four climate zones. But many providers are already making use of the newest generation of refrigeration containers on their way between China and Duisburg. This facilitates the transport of additional goods (food products etc.).

At the same time, the routes are also being modernized: The stops that are currently required to change the track width will gradually be made redundant. This means that travel times of ten days will become a realistic scenario – which makes it much easier to maintain the cold chain in terms of technical aspects.

Particularly the German and European food industry and the extremely fast-growing eCommerce sector foresee great opportunities in the development of the transportation connections to Asia.

duisport is being asked to use its already existing know-how to help develop new global supply chains. Therefore a new large market is also likely to emerge in this sector.

Simplified customs clearance

Customs-related issues provide additional material for political talks: On the one hand, there are deliberations about simplifying the customs clearance process along the Silk Road through the introduction of uniform digital processes. In addition, there are also discussions about setting up duty-free “Rail Trading Corridors” along the routing. This is one of the concrete long-term goals that are to be achieved with the development of the “GS Park” near Minsk.

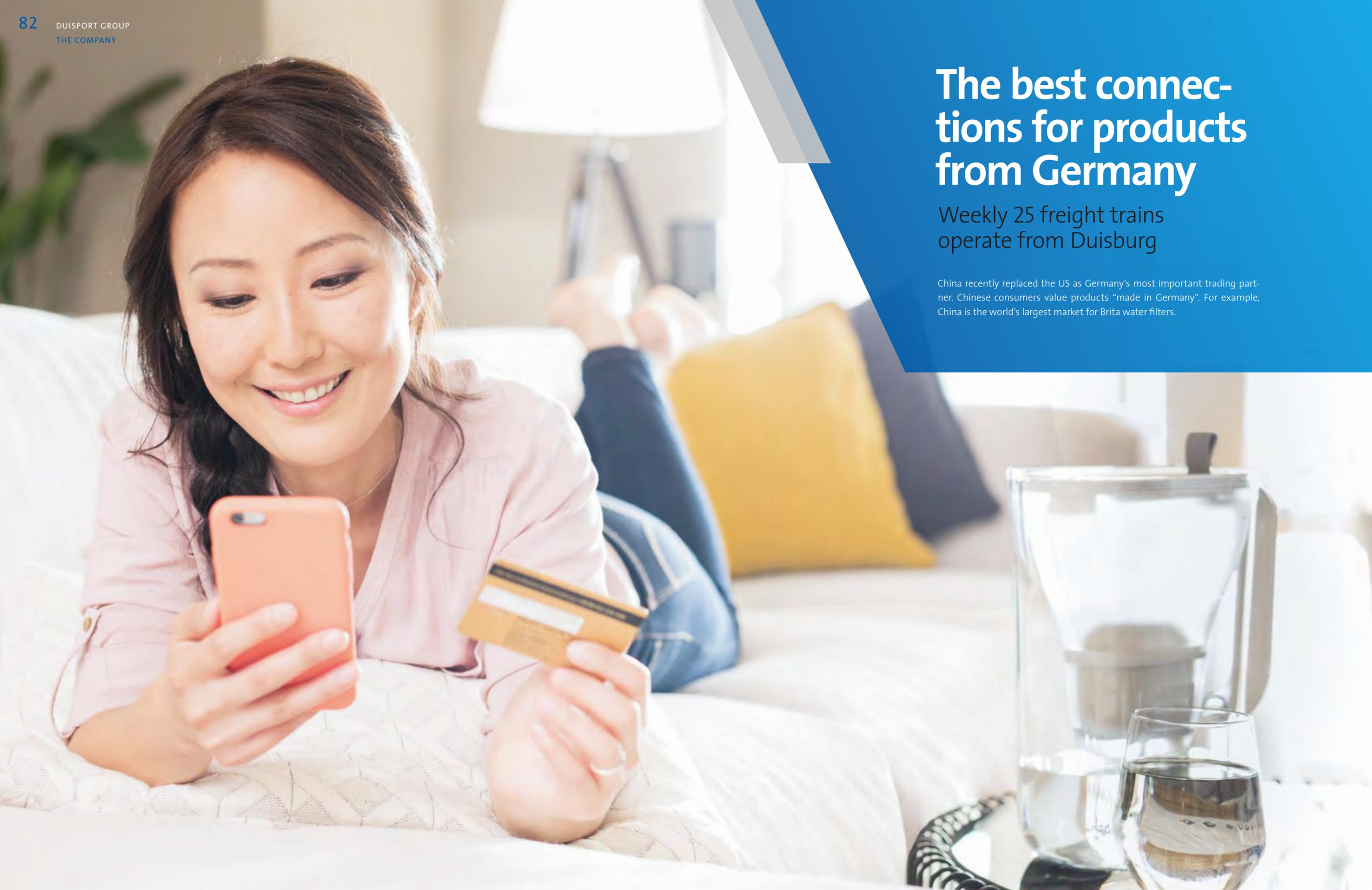
Activities in India

New perspective for additional route connections between India and the “South Silk Road” have also been considered more recently. The development of a logistics hub, for example near the Indian capital New Delhi, is currently being discussed as a first step. Here too, duisport is part of the discussions as an advisor and a strategic partner.

The best connections for products from Germany

Weekly 25 freight trains operate from Duisburg

China recently replaced the US as Germany's most important trading partner. Chinese consumers value products "made in Germany". For example, China is the world's largest market for Brita water filters.



“Building bridges” instead of protectionism

“Where there is trade, there is no war” – this old political insight gains in importance during a time that is characterized by a new emphasis on national objectives and the call for more protectionism. In the middle of May 2017, the Chinese government set a new global accent in this regard. It invited more than 100 countries to a conference in Beijing, at which President Xi Jinping introduced the culmination of the “Silk Road” project: China plans to spend thousands of billions to bring new life to the historic trading routes. The program is considered the world’s largest investment in modern infrastructure since the American Marshall Plan, which returned western and central Europe to growth after the Second World War.

To this end, China pursues a trade agreement with as many neighboring states as possible. But obviously nobody expected that they would agree directly without additional negotiations. The required agreements regarding the different general conditions will take some time. But the duisport Group has the home field advantage of being able to play an active part in shaping the development of this generational project from the beginning. In this context, the well-practiced ‘doubt’ mentality of our “Old World” comes up against the willpower and imagination of a nation that claims a leadership role and that reinterprets the motto ‘think big’ in a real vision.



“LAST YEAR, THE WORLD BANK SELECTED GERMANY AS THE WORLD’S **LOGISTICS CHAMPION**. HIGHLY-EFFICIENT PORTS SUCH AS THE PORT HERE IN DUISBURG PLAYED A BIG PART IN THIS DEVELOPMENT. THE PORT OF DUISBURG IS AN IMPORTANT LOGISTICS HUB FOR GERMANY AND SECURES WORKPLACES IN THE REGION.”

Sigmar Gabriel
Vice-Chancellor of the Federal Republic of Germany



“一带一路”国际合作高峰论坛 BELT AND ROAD FORUM FOR INTERNATIONAL COOPERATION

2017年5月14-15日 中国·北京

14-15 MAY 2017 BEIJING, CHINA



Xi Jinping, President of the People's Republic of China, mid-May in Beijing: China's Belt and Road Forum for International Cooperation (BRF) was a key event for China, showcasing its signature economic and strategic policy as well as the Belt and Road Initiative (BRI) which aims to support regional connectivity and infrastructure in Southeast Asia, Central Asia and Europe.

Free trade between Europe and Asia

In front of the doors to the Port of Duisburg, the roles changed even before the Brexit vote in the UK and the elections in the US: China is already Germany's most important trading partner, before the US. This does not reduce the importance of the Atlantic partner, but it does put the concerns about the possible consequences of new trade barriers in the West into perspective.

North Rhine-Westphalia is already home to almost 1,000 Chinese companies or companies with Chinese holdings. The Chinese community on the Rhine and Ruhr is 30,000 people strong. And the University of Duisburg-Essen is the university with the most Chinese students in Europe – a potential that Duisport plans to develop in a pro-active manner to create additional benefits for the location.

In fact, against this background the expansion of trading relationships with a continued fast-growing Chinese partner and the entire Asian market has turned into a trump card of renewal in the hands of Duisburger Hafen AG: It was 301 years ago that the building of the first dock for coal transports commenced – long before the start of industrial hard coal mining. Approximately 100 years later, Duisburg was the home port of the first shipyards for steam ships, which revolutionized transport, and not just on the Rhine. And now Duisport will become the European hub for the epochal project of an integrated land connection for open trade between Europe and Asia.

In this way, the Port of Duisburg offers its neighbors probably the most reliable growth perspective of our time, in addition to strengthening the logistics job engine and the expansion of the “logport” family: a hope for the future of Duisburg, North Rhine-Westphalia, Germany and all of Europe.

Evidently things have not changed all that much since the times of the old Silk Road and the Hanseatic League: The peaceful exchange through trade helps to build bridges between people and culture. It changes the world and it probably remains the most realistic alternative to protectionism and nationalism. The Port of Duisburg stands for this form of bridge-building – even in year one after its 300th anniversary, and far beyond that.

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Arkas Holding S. A., Turkey
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Thomas Bittera, Leverkusen
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krischerfotografie, Duisburg
Friedhelm Krischer and Tobias Lühe
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Feenstaub Entertainment, Duisburg
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Frank Reinhold, M.A. (RCA)
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Dominik Schröder, Munich
Title motif

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ZAPFENSTREICHE, Cologne
Michael Szyszka
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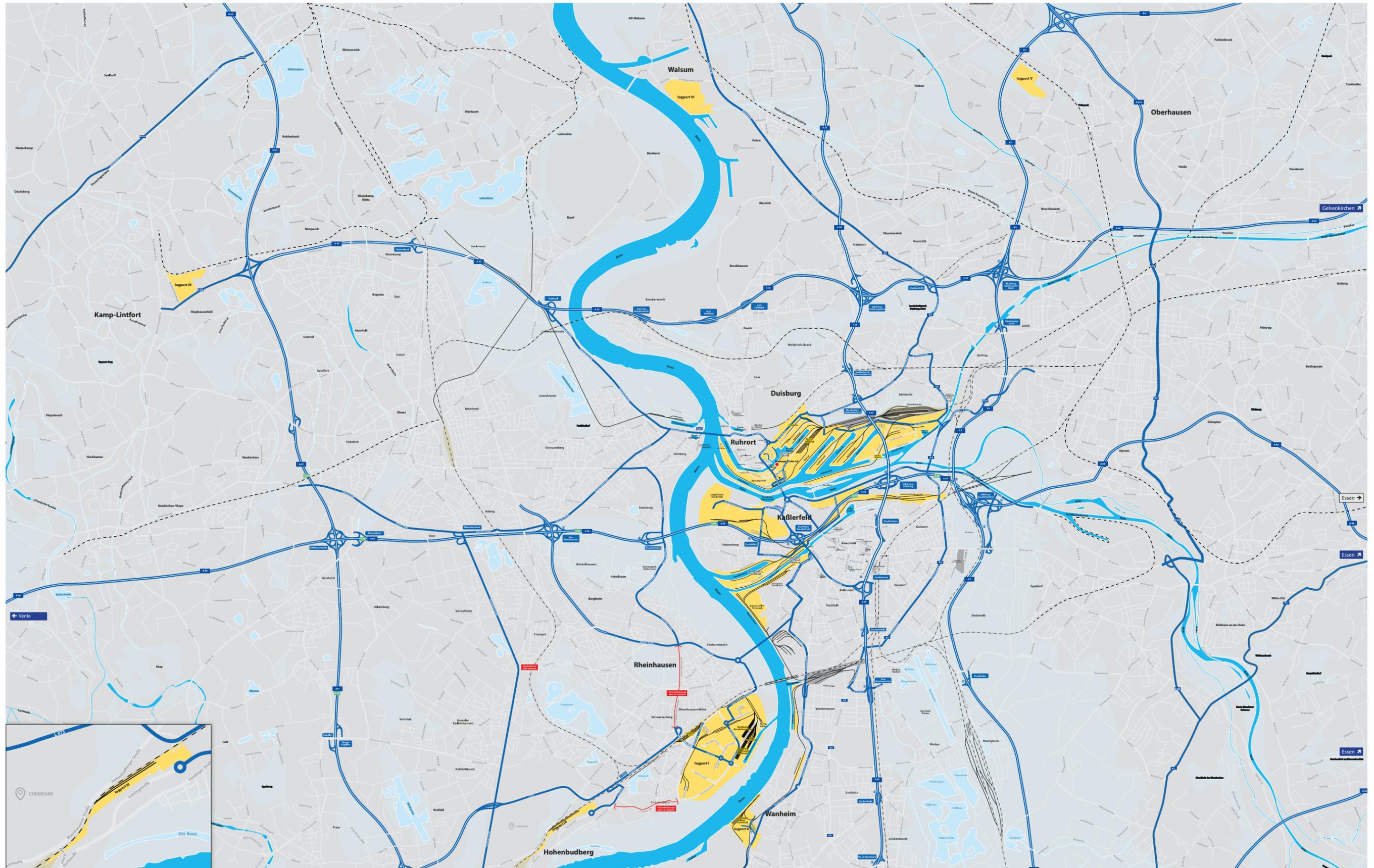
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Port map



Zeichenerklärung/Legend

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|--|---|---|--|
|  Autobahn/Motorway |  Haupteisenbahnlilien/
Important connecting railway |  Wasserfläche/Water area |  Sitz der/Headquarter of
Duisburger Hafen AG |
|  Haupteisenbahnlilien/
Important connecting road |  Eisenbahn/Railway |  Hafengebiet duisport/
duisport Port area | |



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