

duisportmagazin

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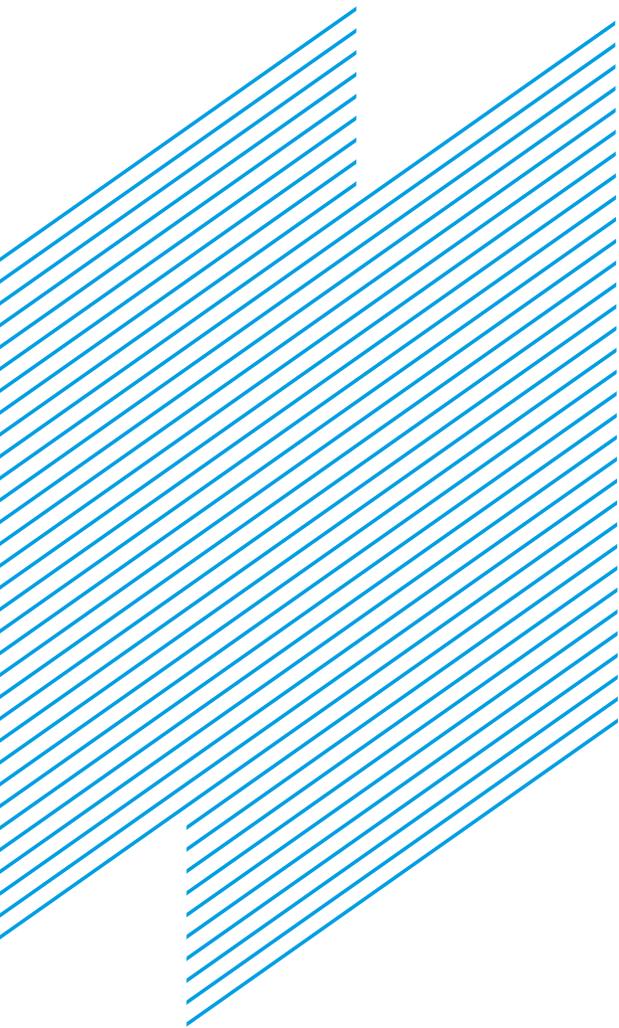
ENGLISH VERSION

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duisport 
excellence in logistics

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The Port of Duisburg responds to economic slowdown with new projects

In interview with Erich Staake.

Erich Staake takes stock of the business year 2018.



(dü) The global economy is clouding over. What was already apparent in the first half of the year continued in the second half and will have a negative impact on transshipment business in the Port of Duisburg. "In 2019 the total throughput of the ports

of the duisport Group will again decline by four to five percent and is expected to reach a volume of just over 60 million tons. The reasons for this are declines in production in the steel industry, slowdown of the chemical industry and decreasing quantities of imported coal resulting from the closure of power plants. In the container segment, however, we expect earnings to be only slightly below the previous year's record level of 4.1 million TEU," explains duisport CEO Erich Staake.

The slight drop for containers is mainly due to lower Scandinavian volumes, which were caused by security-related restrictions to rail transport. With a share of around 55 percent, container handling is the most important goods segment of the duisport Group and continues to gain in importance. "The renewed growth in container turnover in the Rotterdam and Antwerp seaports of four to five percent is not reflected in the hinterland volumes, but is rather attributable to the increase in container transshipments to other seaports, such as the UK, as large container ships only serve a few large terminals. While Rotterdam and



© Frank Reinhold

Antwerp already exceeded the peak handling values achieved before the economic crisis of 2008 as early as in 2010, Hamburg, Germany's largest seaport, will only reach the 2008 figures again this year," as Erich Staake explains the growth differences between seaports and inland ports.

After years of continuous growth, duisport now operates in an increasingly difficult environment. This is not only due to a noticeable slowdown of the world economy as a result of trade policy differences between the USA, China, and Europe, but also to the structural transformation experienced by important growth drivers of world trade, such as the automotive industry and the energy industry. "After the duisport Group successfully mastered the structural policy challenges in our region in the past 20 years, we did not expect to have to find solutions for fundamental structural changes in certain areas of the economy again so soon. In this respect, I expect a transitional period with stagnating and falling turnover figures for the next two to three years until the economy as a whole can once again settle on a new growth path," predicts Erich Staake.

Lower growth rates in China

According to the German Federal Statistical Office, incoming orders for the export-dependent German industry were down 6.4 percent in August 2019 compared with the previous year. With the lowest growth in 30 years, the Chinese economic zone is feeling the effects of the trade conflict with the USA. According to the Chinese National Bureau of Statistics in Beijing, the world's second-largest economy grew by only six percent in the third quarter of 2019 compared with the same period last year. "No region in the world can compensate for the resulting decline in imports and exports," says Erich Staake: "Europe too still has no answers to the challenges of the future."

The structural shift of the automotive industry so important for German foreign trade away from internal combustion engi-

nes and towards electric drives is leading to considerably lower demand for jobs, as far fewer components are installed in electric vehicles. "The results can be seen in the cutbacks in human resources currently announced by automobile manufacturers and their suppliers. This in turn will have an impact on the steel and chemical industries, which represent an important factor in our region. We will not be able to compensate for the expected downturn in coal, oil, and steel handling volumes in the short term," believes Erich Staake.

New opportunities through structural transformation

Nevertheless, the duisport CEO is optimistic about the future in the medium term: "The structural transformation is also opening up new business opportunities, and with our logport projects over the past 20 years we have shown how to take advantage of them." For example, the discontinued power plant sites in the Rhine-Ruhr region are usually conveniently located on waterways or have efficient rail and road connections and will be available in the foreseeable future for the development of new logistics and industrial sites.

"20 years ago, with the development of the logport family, we laid the cornerstone for a sustainable and successful structural transformation at eight sites in the Rhine-Ruhr region."

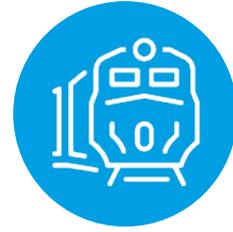
And also thanks to our close cooperation with power plant and mining companies such as RWE, E.ON, and Ruhrkohle AG, we are already working on projects to develop former power plant and mining sites today. Furthermore, we are currently in the

process of marketing the logport projects being developed in Walsum, Lülsdorf, and Jüchen/Grevenbroich, which will be expanded over the next two to three years," Erich Staake emphasizes.

With respect to sales and earnings, the CEO expects to achieve the earnings of the previous year. The reason for this is the consistently stable development of the 35 companies that now belong to the duisport Group, as well as that of further joint ventures and cooperations. "In packaging logistics, we will achieve sales of over EUR 100 million for the first time in 2019, thereby catching up with the market leader. We already rank among the leading companies in many other business areas. And thanks to considerable investments and qualified employees, we are also making significant progress in the digitization and optimization of our business processes," reports Erich Staake.

Growth driver

"While we are seeing declines in maritime container volumes with China, we still see rail business in China as an important growth driver. Even now, around 30 percent of all rail-based trade between China and Europe runs through the Port of Duisburg, which is the starting and end point of the China trains.



A total of 35 to 40 trains travel between the Port of Duisburg and various destinations in China every week.

In the 2019 business year, duisport was able to further consolidate its leading position in Chinese trade. For example, duisport has been cooperating with international partners on joint projects along the corridors of Belt & Road, such as the construction of a railport in the "Great Stone" industrial and logistics park in Belarus. This is intended above all to shorten the journey times of freight trains, which will significantly improve the competitiveness of this transport system.

"With new train services along the corridors of the New Silk Road, we are also opening up new growth markets in Poland, Belarus, Russia, and China, which will help make Duisburg the central European gateway hub for rail transport," says Erich Staake.



© Anya Bartels-Suermond

"Today, logistics is about thinking and acting in terms of international networks. For companies, it is the only way to set the stage for future growth and long-term success in this extremely competitive market," said Erich Staake in his keynote address at the start of the BCO Conference 2019 in Bern.

duisport welcomes German President

German President Steinmeier visited logport I and startport.

At the end of november Germany's President Frank-Walter Steinmeier visited the Port of Duisburg as part of his visit to the Ruhr region. He toured logport I with duisport Chief Executive Officer Erich Staake. The former site of the Krupp steel mill in Rheinhausen has given way to a booming 265-hectare logistics area that is now home to approximately 50 companies and more than 5,000 employees. Directly or indirectly, the Port of Duisburg employs over 47,000 people and is therefore the job engine in the Rhine-Ruhr region.

logport I is also the starting point and destination for the China trains, 35-40 of which travel weekly between the Port of Duisburg and a dozen Chinese destinations. This means that duisport is the most important central European logistics hub for the China trade.

The second destination of President Steinmeier's visit was duisport subsidiary startport, which is located in the Wehrhahn-mühle. Started two years ago, the startup accelerator has grown into a platform for globally inspiring and innovative ideas for the logistics industry.

"We are very pleased that we had an opportunity to personally inform the President of our activities for the region. With logport I, the Port of Duisburg delivered a major impetus for the structural transformation of Duisburg and the Rhine-Ruhr region. In addition, startport provides a breath of fresh air for the logistics industry right here in the Port of Duisburg," says Staake.

Germany's President Frank-Walter Steinmeier (r.) visited the Port of Duisburg and toured logport I with duisport Chief Executive Officer Erich Staake (l.).



© Frank Reinhold



Erich Staake to join the **Logistics Hall of Fame**

Splendid honour: Erich Staake was inducted to the world-famous hall at the annual gala reception of the Logistics Hall of Fame at the Federal Ministry of Transport.

(Logistics Hall of Fame) Thunderous applause, standing ovations and a flurry of flashlights for Erich Staake: On December 5, the Chairman of the Executive Board of Duisburger Hafen AG was inducted to the world-famous hall at the annual gala reception of the Logistics Hall of Fame at the Federal Ministry of Transport in Berlin as the “modernizer of inland port logistics”. 250 guests from logistics, politics and industry paid tribute to the work of the man who, with his logport concept, had led inland port logistics into a new era and made the regional port of Duisburg to one of the leading logistics hubs in Europe.

Power, management and courage

“Erich Staake has characteristics that are rarely found among managers: He combines power, management and courage. He assumes responsibility, leads and sets the direction. And he has shaken up logistics,” said former Bertelsmann manager Mark Wössner, who delivered the laudatory speech for the new member. The manager

has not only made a significant contribution to the port of Duisburg, but has also impressively demonstrated how logistics strengthens the economic power and quality of life of an entire region. A total of 50,000 jobs, 7,000 directly and indirectly, in the port, have been created in the past 20 years.

Staake, who worked as a manager for Preussag, the construction group Philipp Holzmann, Wella and Bertelsmann among others, is the 35th member of the Hall of Fame of the world’s most famous logisticians. In the historic Erich Klausener Hall of the Federal Ministry of Transport he accepted the prestigious membership certificate made of glass and metal.



© Logistics Hall of Fame / Gabsch



Erich Staake was inducted to the Logistics Hall of Fame.



The Logistics Hall of Fame honours personalities who outstandingly contributed to the further development of logistics and supply chain management. The aim of the Logistics Hall of Fame is to act as a worldwide platform to publicise the performance capability of logistics and its importance for society.

duisport strengthens its international network

Port of Duisburg expands activities in China.

Duisburger Hafen AG (duisport) and China Railway Container Transport Corp., Ltd (CRCT), a subsidiary of the China State Railway Group Co., Ltd, will work together more closely in the future. The parties have just concluded a framework agreement for the continued expansion of the China Railway Express traffic.

CRCT, which is based in Beijing, was founded in November 2003 with a capital stock of EUR 502 million. The company's service portfolio covers the transport of goods, international freight services and the international trade of goods.



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duisports CEO Erich Staake (left) and Ji Yi Zhang, Chairman of China Railway Container Transport Corp., Ltd. (right)



© Rolf Köppen

With this strategic cooperation, the two leading companies in the transport and logistics sector are promoting rail freight between China and Duisburg. In addition, duisport also strengthens its position as Europe's main hinterland hub and expands its international network. At this time, up to 40 trains already travel between Duisburg and China every week.

“The collaboration with CRCT not only provides our customers with an additional service but also allows us to increase capacity utilization and efficiency,” says duisport Chief Executive Officer Erich Staake.

Together with CRCT Europe Logistics GmbH, CRCT will officially open its European branch office in Duisburg on 26 November 2019.



Cooperation between duisport and Cosco Shipping

The hinterland connection between Duisburg and Zeebrugge has been completed.

Regular transports of goods have started between the Cosco Shipping port Zeebrugge Terminal (CSP) and the Port of Duisburg. This means that the trilateral agreement for the new hinterland connection between duisport, CSP and the



The hinterland connection between Zeebrugge and duisport has been completed. The happy cooperation partners (from left to right): Peter Plewa, Managing Director duisport agency GmbH; Sun Ping, Representative of Cosco Shipping (Europe) GmbH; Sven R. Repp, Branch Manager Cosco Shipping Lines GmbH, Frederik Degroote, Business Development Manager CSP Zeebrugge.

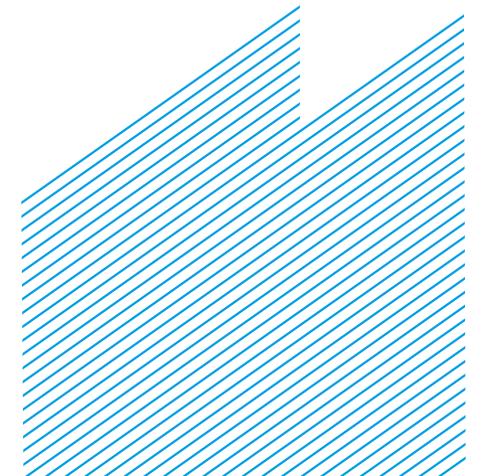
Belgium port of Zeebrugge (MBZ), which was approved in June of this year, has now been implemented.

The Chinese company Cosco Shipping Lines recently expanded its activities as part of the “Belt & Road” initiative with two weekly maritime connections from China to Zeebrugge. With this regular hinterland connection, dpa now uses the network of the Port of Duisburg as the central logistics hub for further transport into Europe.

The operational aspects of the connection between Zeebrugge and the Port of Duisburg will be handled by duisport subsidiary duisport agency GmbH (dpa). dpa is the central marketing company for intermodal transport solutions, which also include the option of using duisport as an extended gate. Therefore, goods do not have to be cleared for customs at the Zeebrugge seaport because this function has been transferred to the terminals in the Port of Duisburg. This dpa service considerably reduces the transport time for the goods.

In addition, Cosco Shipping will create the required logistics environment in the Port of Duisburg, so that it can organize the further transport of the goods “from door to door” into the surrounding area on its own.

“Cosco Shipping is a major multinational partner who believes in the advantages of our international network and who uses the Port of Duisburg as a gateway into all of Europe,” says duisport Chief Executive Officer Erich Staake.



The New Silk Road boosts logistics and the port industry

“One Belt/One Ruhr – Rail Highway of Opportunities” conference at the beginning of October in Duisburg.

(gran) Even if one considers the continuous growth of freight traffic alone, the New Silk Road from China to Europe is proving to be a success story. The Rhine-Ruhr region and the Port of Duisburg are among its largest beneficiaries in Germany. The logistics industry is already benefiting from the upstream and downstream traffic on the New Silk Road. A number of international forwarding companies have even specialized in Asian business via the rail connection. But there are also risks – especially those of a political nature. However, the strong imbalance in the movement of goods in favor of China and the very high

proportion of Chinese companies in orders to expand the infrastructure around the New Silk Road are also subject to criticism. For German companies, there is still room for growth. This became clear at the “One Belt/One Ruhr” conference organized by the chambers of industry and commerce of the Ruhr region in Duisburg, which was attended by around 200 participants.

Every week, around 35 freight trains transport up to 60 container loads of mainly electronics, textiles, and toys from the Chinese metropolis of Chongqing to Duisburg. However, the loads transported in the opposite direction – above all cars and consumer goods – constitute only a third of this total. About 30 percent of the flow of goods by rail between China and Europe passes through the Ruhr area and is largely handled in the Port of Duisburg. The Rhine-Ruhr region and duisport therefore play a key role in Europe with respect to trade with China.

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“Through our international network management, we cooperate with strong partners and invest in promising projects along the corridors of ‚Belt & Road‘. This enables us as a premium port to consistently expand our leading position in Central Europe when it comes to trade with China,” said Erich Staake, Chief Executive Officer of Duisburger Hafen AG, at the conference.

Only recently, duisport launched a regular train service together with Cosco Shipping to the Cosco Shipping terminal in the Belgian seaport of Zeebrugge. Thanks to the new hinterland connection, the duisport subsidiary duisport agency (dpa) is using Duisburg Port as a logistics hub for customers in Europe. dpa is the central marketing company of the duisport Group for intermodal transport solutions. One benefit resulting from this is the option of using the Port as an extended gate. This eliminates the need for customs clearance in Zeebrugge, as it is carried out in the Port of Duisburg. This considerably shortens transport time. As part of the “Belt & Road” initiative, Cosco Shipping had previously expanded its activities with two weekly maritime connections from China to Zeebrugge. This will increase the flow of goods in the future. To achieve this, the logistical prerequisites must be fulfilled in Duisburg, i.e. handling capacities must be secured for the containers. Today, containers still account for three to four percent of the total volume in the Port of Duisburg.

China’s economy is growing, and the People’s Republic is driving this development forward with the “Belt & Road” initiative by using the New Silk Road to establish a global network for goods transport. This

is not just one line, but several routes. For example, there is a northern and southern Silk Road via Kazakhstan, Russia, Belarus, and Poland or via Turkey, each with further branches and connections, as well as a maritime Silk Road. However, Professor Eberhard Sandschneider of the Freie Uni-

Every week, around 35 freight trains transport up to 60 container loads of mainly electronics, textiles, and toys from the Chinese metropolis of Chongqing to Duisburg.

© Frank Reinhold



versität Berlin also warned of the risks of China's growing global role and its increasing influence. According to Sandschneider, the New Silk Road represents a "geopolitical counter-instrument" against the USA. Moreover, Chinese companies benefit most from this development. This also applies to participation in contracts for the expansion of infrastructure.

“Our Rhine-Ruhr region is connected to this network, with Duisburg as its central location in Germany and Central Europe,”

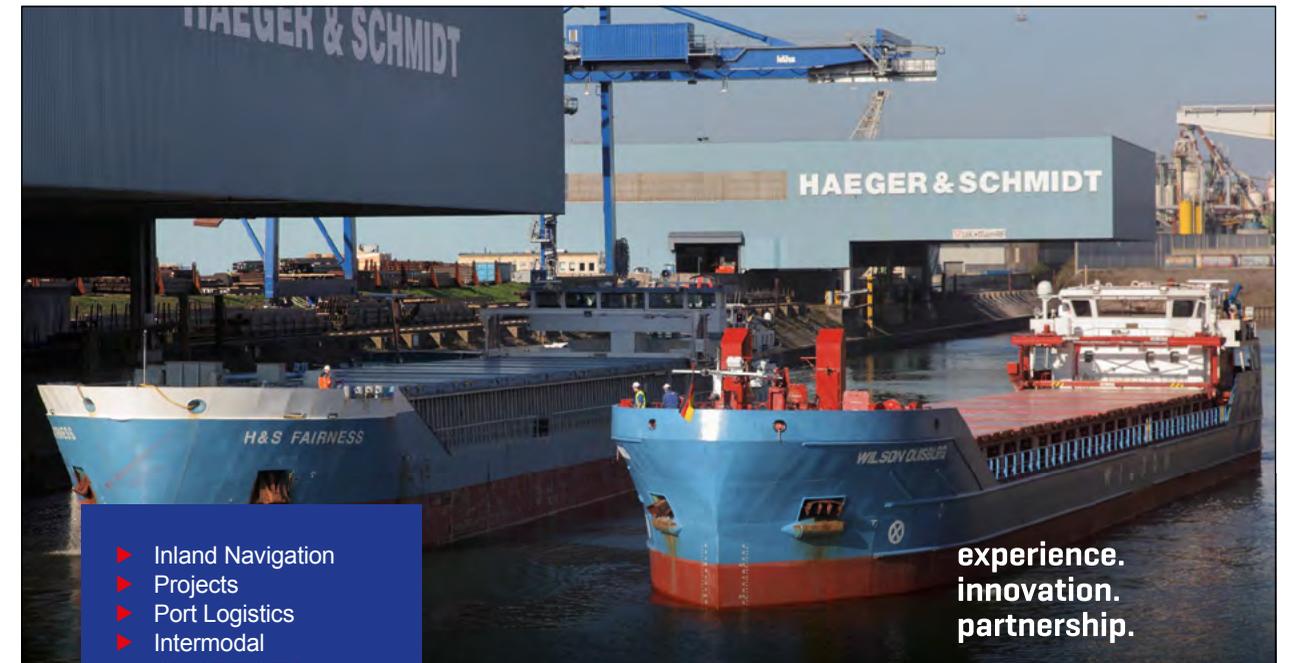
as Burkhard Landers, President of the Lower Rhine Chamber of Industry and Commerce in Duisburg, confidently said with respect to the economic impulses for the region. “The goods arriving here must be unloaded, stored, picked, and further loaded. Other products remain here and are further processed. This opens up considerable development potential for our region and its companies,” said Landers. The trains transport goods back and forth between China and the Ruhr area in only twelve days – a true rail highway in comparison to the water route, on which ships are in transit for 40 days. And transport by train is more economical than by plane. The companies from the Rhine-Ruhr region in turn reach around 200 million customers within a radius of 500 kilometers.

“The train connections will bring China and North Rhine-Westphalia even closer together. I see the New Silk Road as an opportunity for North Rhine-Westphalia's industrial exports to China,” said NRW Minister for Economic Affairs Andreas Pinkwart. The reduction of transport costs and times could open up new areas of business. He also expressed optimism that more goods could be shipped from Duisburg to China by train. Like other conference participants, he considers that both the participation of German companies in the expansion of the infrastructure to the left and right of the Silk Road and trade relations with the countries on the route, such as Kazakhstan, require further development. But he also showed understanding for China's dominant role as a country responsible for a pioneering achievement that must be rewarded. However, Pinkwart warned that rules had to be found governing “how China with its heavily state-controlled system” and Europe could be “further harmonized” in trade matters.

Haiyang Feng, Consul General of the People's Republic of China in Düsseldorf, emphasized the special relationship between China and NRW: “Thanks to our joint efforts, Duisburg has become the most important hub for regular transcontinental rail freight transport in Europe. The positive outcome has shown that the development of the New Silk Road can create a win-win situation for all parties involved,” he said, calling for the intensification of trade relations between NRW and China.

The Mayor of Duisburg, Manfred Osenger, pointed out the city's close ties with China. A town twinning with Wuhan was established as early as 1982. About 77 Chinese companies and institutions are now based in Duisburg. China Railways, for example, is currently looking for a location in Duisburg.

“We are on our way to becoming the number one Chinese city in North Rhine-Westphalia,” said Osenger.



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duisport and CargoBeamer focus on innovative rail logistics

For climate targets and sustainable growth.

A new boost for rail logistics: Duisburger Hafen AG, a trimodal logistics hub and Europe's largest hinterland hub, and Leipzig-based rail technology company CargoBeamer AG have entered into a long-term cooperation for more growth in the combined transportation (rail/road) segment. The objective of this collaboration is a massive increase in freight transport by rail. Innovative logistics products form the basis for this initiative. Three elements will be used to promote a climate-friendly transportation transformation: Automated handling for tractor trailers from road to rail, robotized cargo centers and the electromobility-based distribution of goods to industrial centers and urban metropolitan areas. This will lead to the emergence of a powerful European network out of North Rhine-Westphalia.

"Approximately three quarters of the freight on European roads is transported by tractor trailers, which have been unable to use rail for technical reasons. Duisburger Hafen AG, which is the European leader in trimodal goods handling (road/rail/ship), is expanding its services into this large market segment. Now we offer our customers efficient and excellent climate-compatible logistics chains from ramp to ramp on the basis of their existing vehicle fleet. That is another quantum leap for the type of logistics services that our customers have grown to (and can continue to) expect from our premium port. This effort combines the strong innovative power from the Rhine-Ruhr region with the sophisticated innovations out of Saxony," says Erich Staake.

Automation, parallelization and digitization

"The CargoBeamer technology was developed for exactly this market," says Dr. Hans-Jürgen Weidemann, CEO and co-founder of CargoBeamer AG. "The transportation transformation in the freight segment can only be achieved with automation, parallelization and digitization, and by addressing the huge market for tarp, reefer, silo and mega trailers of all types with innovative rail logistics products. The CargoBeamer technology is based on the entirely automated and high-throughput loading and unloading of tractor trailers of all types. A CargoBeamer transshipment track can unload and load an entire train in 15 minutes, and within 20 minutes on 'half-long' tracks," says Weidemann.

The network of innovative arrival and departure train stations for tractor trailers is just one pillar in the partners' vision for the future. In addition to the handling centers and automated cargo centers, the duisport Group will also implement digital platforms for processing "LTL" ("Less than truck") and "LCL" ("Less than container") shipments for its freight forwarder and logistics customers.

High-volume rail container

This method is even supposed to work all the way to China, as the partners are relying on another innovation: the "CBoXX" - a high-volume rail container that can be loaded and unloaded by robots. The ubiquitous sea container, which dominates the market and the transcontinental movement of goods, is optimized for maritime vessels and not for automated continental rail logistics. The "CBoXX" will allow the environmentally-friendly but hitherto not very flexible freight trains to connect to modern cargo centers and offer competitive unit costs especially in the flexible market for less-than-full-load shipments.

duisport is already the leading hub for freight trains from China: Every week, around 35 trains from Chinese commercial centers reach one of Duisburg's "logports" via the "New Silk Road". With the "CBoXX" technology, trains will be able to transfer additional ocean freight volumes to the faster rail segment using automation, rapid track changes at the Russian and Chinese border and the optimum use of volume and weight on the rail cars. "The land route using rail is not only faster but also connects many urban metropolitan areas in China, Central Asia, Russia and Europe," says Erich Staake.

As a first step, the partners will shortly start transport routes using the first CargoBeamer rail car park for all types of tractor trailers, with Duisburg as the starting point and destination. In this way, the already existing container terminals in Duisburg can also be utilized.

The CargoBeamer rail car technology is fully compatible with existing cranes and reach stackers: "Customers only have to bring their tractor trailers to logport and pick them up at the destination. It is just like traveling in person - you get on board and off you go," says Weidemann. At present, the rail cars of the Leipzig-based company are traveling solely on one of the first Alpine-crossing routes to Milan/Domodossola.

About CargoBeamer:

The CargoBeamer Group is a logistics service provider in the "combined transportation road-rail" segment" and is based in Leipzig, Germany. Using the company's technology of rail cars, handling terminals and logistics software, standard truck semi-trailers of all build types can use the train without additional conversions and reinforcements for the tractor trailer, without a driver and tractor unit, without Sunday and holiday restrictions and with four tonnes of additional payload per trip. A first route from Kaldenkirchen at the German/Dutch border through Switzerland and into northern Italy has been serviced by daily trains since 2015 and is fully utilized - approximately 60,000 truck journeys through Germany and the Alps have been transferred to the environmentally-friendly railroad track to date. www.cargobeamer.com

TIP expanding workshop network in Germany

New truck workshop under construction in Duisburg-Rheinhausen.



©TIP



With 16 workshops in Germany alone, TIP is a strong partner of the transport and logistics industry, taking charge of all maintenance and repair issues for commercial vehicles.

(ask) TIP continues to set a course for growth in 2019, building new workshops for commercial vehicles in Germany.

TIP is one of the leading manufacturer-independent rental companies and an integrated service provider for the transport and logistics industry. The company's product range covers the entire life cycle of a vehicle, from procurement and maintenance to repair and resale. With 16 workshops in Germany alone, TIP is a strong partner of the transport and logistics industry, taking charge of all maintenance and repair issues for commercial vehicles. Whether with or without a service agreement, sole proprietors or large logistics companies, TIP's employees are ready to support any customer.

New branch office

One of the new branches is located on Dahlingstraße 210 in Duisburg Rheinhausen. Conveniently located opposite the entrance of the Samskip Terminal, 5 traversable double tracks, a washing area, an office building for rental and workshop employees, and a parking area for approx. 40 semitrailers are currently under construction.

Following the ground-breaking ceremony in June, the company has since worked diligently to make the planned start-up in December 2019 a reality. "We are very much looking forward to tapping the potential of this region," says Ulli Thum, Regional Manager at TIP Trailer Services. "And of course we are also looking for other employees for our workshop and rental office."

Reinforcements wanted

The company is mainly seeking mechanics and master craftsmen (m/f/d) with experience in the field of commercial vehicles who can perform maintenance and repairs of all kinds on TIP's own vehicles, but also primarily on customer vehicles.

TIP offers its employees an open corporate culture, supported company pension schemes, fantastic development opportunities, further training, and much more.

Current positions can be found at www.tipeurope.de/karriere-bei-tip

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On the go on Rhine and Ruhr: The "Johann Hinrich Wichern" church boat



© Evangelischer Binnenschifferdienst/Deutsche Seemannsmission Duisburg

“We give the Port a human face”

In conversation with the Seamen's Mission in Duisburg.

(gran) Frank Wessel (55) can also operate the church boat, the “Johann Hinrich Wichern”, himself if he has to. After all, the Protestant pastor from Duisburg has his boating license – as does his colleague, Deaconess Gitta Samko. So far, this hasn't been necessary. His five-man team of the Evangelical Inland Skipper Service / German Seamen's Mission in Duisburg also includes two ship operators, two retirees in honorary positions, and a cleaner for the offices on Dr.-Hammacher-Strasse in the heart of Ruhrort. “If we're ever missing both skippers, we could step in and run the boat ourselves,” says Frank Wessel, sounding slightly anxious. “Until a few years ago, we had 16 people in Duisburg,” he reports. The work of the pastoral workers has changed greatly in recent years. The

church's need to save money due to a great loss of members and the changes in port economics in the age of containers and digitalization have left their mark.

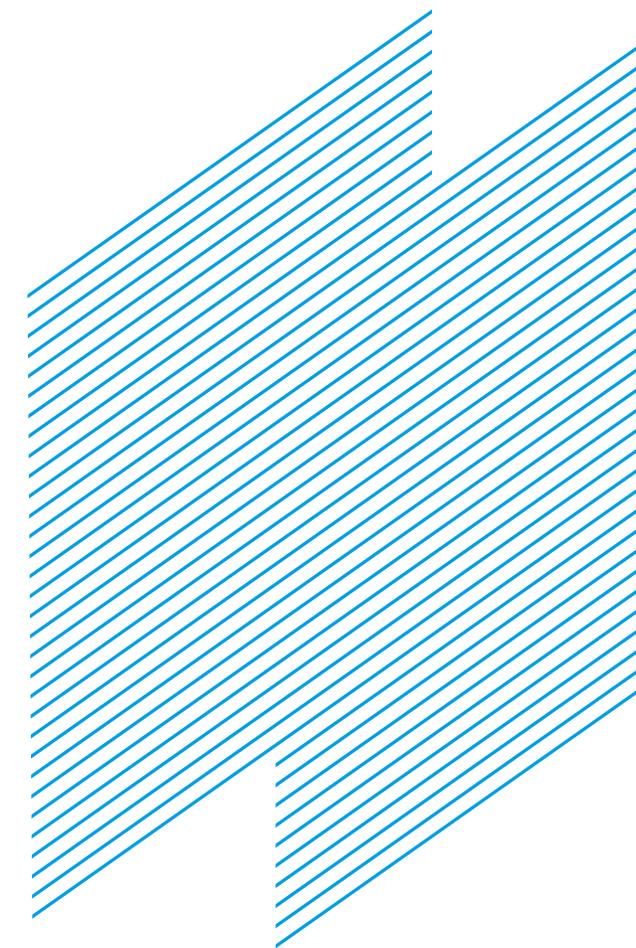
Skipper pastor in Germany

“I am the last skipper pastor in Germany,” regrets Frank Wessel, who has been a full-time skipper pastor in Ruhrort since 1994. Gitta Samko has been assisting him for 15 years now. Both look after the spiritual welfare of inland skippers in the area of the Regional Evangelical Church in the Rhineland with the Port of Duisburg as their main base, also providing practical help as part of the diaconate. They use the “floating church”, with its small prayer room, to visit the seamen on their ships, where they also perform weddings and baptisms. If Frank Wessel should retire one day, the ministry might be threatened by a fate similar to that of the Catholic Church. Catholic inland skipper counseling hasn't been available in Duisburg since the death of the priest. The church ship “Sankt Nikolaus” ceased service in 2010 after almost 50 years. A colleague of Frank Wessel's is still in active duty in Mannheim, where she also sails on a boat of the same name, but she is only on the water to a limited extent and mainly works on land.

The church boat had better not have any problems, either. When the “Johann Hinrich Wichern” had to go to the shipyard last year because of machine damage, it was almost threatened with extinction. The boat has already been in service for 40 years. The church alone would not have

been able to pay for the repair, which was only possible with the help of donors such as the Port of Duisburg, the shipyard, and other supporters.

The “Johann Hinrich Wichern” is 15 meters long and 4.20 meters wide. The church boat is equipped with a skipper's cabin, a prayer room with room for 15 people, a kitchen, ten sleeping berths, and a bathroom. It's named after the theologian Johann Hinrich Wichern, who in 1870 sent the first skipper pastor to the Port of Hamburg



because he was troubled about the neglect of morals in the ports. In 1848, Johann Hinrich Wichern, who never became a pastor, founded the “Inner Mission” at the first church congress in Wittenberg, which is now called the diaconate.

On the go on Rhine and Ruhr

The church has already sold the house of the maritime parish house in Homberg as part of its austerity measures. There they had 18 rooms with the possibility to spend the night. The church-organized youth work in cooperation with the training ship “Rhein”, where the vocational trainees of the skipper vocational college are accommodated, also had to be discontinued. At the vocational school for inland navigation in Homberg, the pastor teaches religion two days a week. “We miss the youth work the most,” he says. Premises have been rented in Ruhrort, where they also offer a meeting place in rather cramped conditions – with moderate success. The inland navigation service is supported by the church district of Duisburg and the Evangelical Church in the Rhineland. The Port of Duisburg is the center of activities for the pastoral workers. Yet they are responsible for a total of 700 kilometers of rivers and canals in the area of the Regional Evangelical Church – from Emmerich to Trier on the Rhine, Moselle, Lahn, and Saar rivers as well as in the canal network in the Ruhr area. “However, we normally only work in the Port of Duisburg and the surrounding area, including Mülheim an der Ruhr and Essen as far as Krefeld in the south and Walsum in the north,” explains Frank Wessel. More remote areas, such as the Moselle region, can only rarely be served. “After traveling to Trier and back we will have been on the move for 14 days

or more. We can only do this during the holidays,” says the priest. Fuel has to be bunkered three times. That costs money. One tank of fuel, with 1,000 liters of diesel, devours almost 1,000 euros. This often exceeds budgetary limits.

Pastoral care takes priority

On average, Frank Wessel and Gitta Samko depart by boat three times a week from Duisburg. The pastor calls the service “outreach work” and considers this to be a trend-setting approach for the church in general. After all, it’s often best to seek people out instead of waiting for them to come on their own. “We sail on a wing and prayer, see which ships are in the area, and make on-board visits,” he reports. That makes roughly 600 visits a year. Pastoral care takes priority, and that means dialog. But counseling and diaconal services are also part of their duties. During Christmas, the church boat starts a gift-giving tour, including brass music. The religion and denomination of the crew do not play a role. “We embrace ecumenism,” says Frank Wessel – cooperation with the Catholic Church. A Catholic priest will come on board if necessary.

Always an open ear

Frank Wessel and Gitta Samko are familiar with the work and technical language of sailors and have an open ear for all possible worries and problems, both professional and private. They also provide very practical help – in emergencies, during doctor’s appointments as escorts or at the hospital, by making small purchases, or simply by handing out telephone cards. Many seafarers are not allowed to leave their ships, especially if they are ocean-going ships that do not come from Schengen States.



On the “floating church”, with its small devotional room, wedding ceremonies, baptisms, and other events are also held.

Isolation, loneliness, and homesickness can dampen the mood. On board the ships it is often necessary to overcome language barriers. Many sailors come from Eastern Europe or the Philippines.

For example, the ISPS terminals, located in the Parallelhafen, are hermetically sealed according to the rules of the International Ship and Port Facility Security Code. Containers for the USA are handled there and particularly high security requirements apply. For this reason, Gitta Samko regularly visits the seamen onshore. The container in particular has not only changed the port industry, but also the work of pastoral workers. The volume has increased sharply. The boxes are handled around the clock.

“The processes in the Port, the handling, the travel times – everything has become much faster.”

The rest periods for the crews have decreased. The strain on people on board has risen,” says Frank Wessel. “We often have to take a very close look to see whether our visit might disrupt procedures and whether there is any time for us at all,” he reports. The owner-operator, and thus the small family business with one or two ships, is an outdated model. More and more, fleets of the shipowners with their hired sailors and skippers are shaping the business. They work shifts with alternating work and leisure periods. More and more families of skippers live on shore.

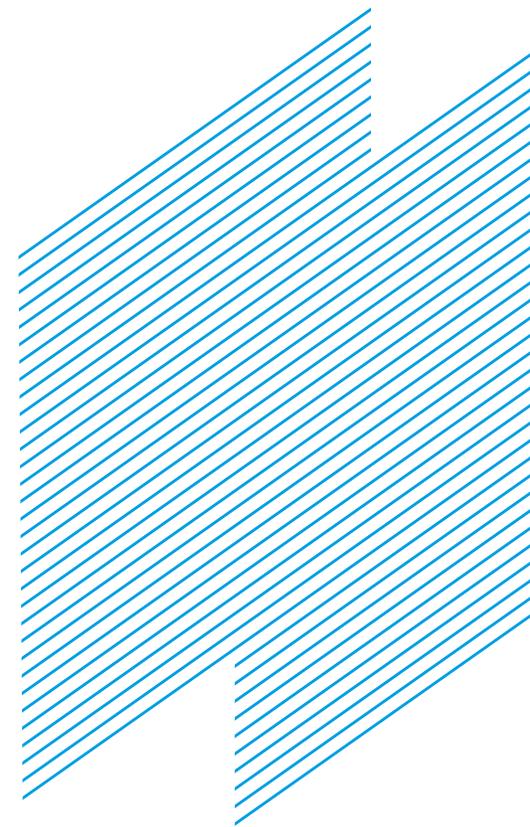
But Frank Wessel still knows many skippers from his vocational college, as they are former students of his. This makes it easier to make contact. He has already wed many of them or baptized their children. “Weddings and baptisms always take place on the church boat – as long as there’s enough room. If not, we’ll move to a church on shore,” said the priest. Sailors prefer to celebrate on the water.

Idea: church bus

The activities of the pastoral workers are financed by church funds, a collection, public subsidies for the Seaman’s Mission, and donations. Duisburger Hafen AG is one of the largest donors. Every year during the Christmas party, the executive board presents the inland skipper service with a check containing “a generous donation”. There are other donations as well, such as the recent donations for the repair of the “Johann Hinrich Wichern”. Other Duisburg companies are also among the donors, such as the Neue Ruhrorter Schiffswerft. “We are grateful for any support,” says Frank Wessel, with an eye to a somewhat modest circle of sponsors. “A handful of companies have recognized that our work serves to enhance job satisfaction. We give the Port a human face,” says the pastor. It is his wish to involve the many truck drivers in the port’s logistics centers in the service. They are often forced to spend the night in their trucks and camp in the port area.

“It would be wonderful if we could organize a church bus in addition to the ship so that we could also attend to the truck drivers on a regular basis,”

says Frank Wessel. Perhaps further donors can be found for this purpose.





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Greiwing a major investor at logport I

**Solution-oriented out of
conviction and tradition.**

(dü) When Alfons Greiwing founded a trucking company in Münster-Sprakel in 1930, he could not have foreseen that it would evolve into an internationally active logistics service provider. Initially, Alfons

Greiwing concentrated on the Ruhr region, supplied the coal ovens with fresh coal with his truck, and after the war he helped rebuild the area by transporting cement. With the purchase of the first silo truck in 1950, Alfons Greiwing began to transport granulated goods. Until 1990, the now medium-sized company operated exclusively in truck transport. With the opening of the first high-rise silo facility in Wesel, the company ventured into logistics and developed contract logistics solutions for granulated, powdered, and powdery raw materials, components, and products.

Today, the family-run company is represented at ten important hubs in Germany with state-of-the-art logistics centers and 190 tower silos. It employs more than 800 people, including 255 truck drivers, and has its own fleet of 200 tractor units, over 550 special semitrailers, and 300 silo pressure containers. The truck fleet is updated every three years to ensure that only state-of-the-art vehicles with the highest safety and environmental standards are ever deployed. Investments made by the company in vehicles and equipment are making a contribution to meeting the increasing demands of customers in the food and che-

“GREIWING logistics for you GmbH” is an internationally active specialist for complete solutions in silo logistics. The services offered by the company based in Greven, Westphalia include conventional and combined transports, storage, and handling. In addition to bulk goods, the company has special silo trailers used to transport rice, sugar, cocoa powder, and other foodstuffs. Unique in Germany, Greiwing maintains a granule technical center in Wesel used to provide granule pre-carriage, sorting, homogenization, drying, packaging, and post-carriage services for its customers. The company’s service portfolio is complemented by cleaning facilities for tank and silo containers, which are also available to other transport and logistics service providers. Greiwing has 89 years of industry experience and ten locations in Germany. In addition to its headquarters in Greven, these include branch offices in Wesel, Duisburg, Raunheim, Worms, Ludwigshafen, Weiden, Leipheim, Burghausen, and Gendorf. The family-run business currently employs a staff of over 800 and generates a revenue of over 100 million euro.

www.greiwing.de



© Greiwing

mical industries for international logistics solutions.

Logistics hotspot logport I

After the opening of the branch office in Worms with its emphasis on food logistics in 2001, the office was rebuilt on logport I on Dubliner Straße in Duisburg in 2005. The location is optimally connected to the national road network via highways 40 and 57, and the neighboring port facility provides access to combined transport by rail and ship. In 2016, a further warehouse was opened with movable high-rise racks, an automatic loading and unloading facility for pallets, an in-house depot for 400 TEU with a gantry crane, and direct access to the neighboring trimodal container terminal DIT. The following year, a tilting platform was completed for transferring overseas containers into silo vehicles or silo containers, which is loaded with the gantry crane. A new hazardous materials warehouse was also opened. Granulated goods are packed in big bags and sacks in further handling halls, then stowed in sea-

worthy containers and shipped worldwide via the now nine combined terminals at the Duisburg location.

“At logport I, we maintain large storage areas and offer extensive services and even offer clean room conditions for the food industry. Today, with 150 employees and 75,000 pallet spaces, Duisburg is our largest location in terms of overall space,” reports Jürgen Greiwing, who manages the company together with his brother Roland as managing partner in the third generation. The management at the Greven head office is further supported by managing directors Matthias Gehrigh and Matthias Geiß. “In Greven, 140 employees work in the areas of sales, HR, QSHE, IT, finance, and workshop,” says Jürgen Greiwing.

Customized logistics solutions

The focus is on logistics and services for the food and pharmaceutical industries, the plastics industry, the chemical industry, the



The container warehouse for 400 TEU at logport I features a gantry crane that can move loads of up to 45 tons.



© Greiwing



Completed in 2016, the mobile pallet warehouse in Duisburg with movable high-rise racks offers space for 25,400 pallets, whose movements can be planned by customers via a direct IT connection.

construction industry, and for pigments and hazardous substances in the paint and coatings industry. “The challenges of the customer always mark the beginning of our activities. We develop customized logistics solutions for our customers with seamless, interface-free logistics processes, 99 percent of which we handle with our own personnel and equipment – we just don’t cover air freight,” as Jürgen Greiwing explains the range of services: “We are specialists for bulk goods and their filling, container and silo transports, contract logistics, and outsourcing projects. In addition to bulk goods for industry, which we transport, store, and ensile among other services, our portfolio also includes food transports, hazardous goods transports, and all-round services for these transports.”

Simultaneously, the company enforces a strict separation between industrial products and food products. A separate unit is exclusively entrusted with the planning and handling of granulated food products. In-house clean room technology, siloing, repackaging of sacks or big

bags in specially marked food semitrailers, and a separate IT system ensure that the handling of granulated and powdered food as well as associated primary food products complies with the highest requirements of food regulations.

Ten strategically placed locations

Today, Greiwing is represented throughout Germany with locations in Greven, Wesel, Duisburg, Raunheim, Worms, Ludwigshafen, Leipzig, Weiden, and Burghausen-Gendorf, as well as at the combined terminal Burghausen. The company bundles both customer and goods flows through its ten logistics centers located at transport hubs covering a total of 400,000 square meters of logistics space. “This results in advantages in efficiency and productivity for our customers, who exchange order and loading data with us via IT interfaces. This also allows us to actively shape sustainability. We strive to expand our strategic locations with every further development of logistics processes, to which we contribute our knowledge and experience. We have our own certified silo cleaning facilities at all Greiwing sites in order to be able to maintain consistently high quality standards,” assures Jürgen Greiwing.

Short decision-making processes

The company has the character of a medium-sized company, with short decision-making processes, responsible employees, and a spirit of partnership with customers and suppliers. “The outsourcing of industrial processes has been on the rise again for the past two years. Our services, such as the filling, transfer, storing, and loading of granulated goods, are therefore becoming more and more directly located at industrial companies,” reports Jürgen Greiwing: “We either use the customer’s

existing facilities or invest in suitable state-of-the-art equipment ourselves, which we operate on site with our own staff. At the same time, long-term contracts with customers secure new investment opportunities for us. Due to our involvement in various industries and the high reliability and quality of our services, we have always been able to compensate for seasonal and economic fluctuations in the various industrial sectors. But in the end, an excellent performance is decisive for the satisfaction of our customers and the acquisition of new customers, and thus for the long-term success of our company!”

New paths in human resources management

The logistics service provider attaches great importance to cultivating a spirit of partnership with its employees. “As a family-owned company, we put people first. We know from experience that sustainable entrepreneurial success can only be achieved if all employees feel valued and can identify with their tasks and the corporate objectives. For this reason, all our employees’ opinions count for us,” assures Jürgen Greiwing.

© Dünner



Jürgen Greiwing in front of the tipping platform completed in 2017 for the transfer of overseas containers into silo trucks at logport I in Duisburg



“We place great value on making decision-making processes transparent and creating the conditions for the widest possible independent action on the part of our employees through further training and human resources development,” as Jürgen Greiwing explains the company’s human resources policy:

“We currently employ 255 truck drivers, mostly of German origin. A good and secure income is of utmost importance for our workforce. Furthermore, there are attractive additional benefits, such as a mobile phone, a company bicycle, special payments like vacation and Christmas bonuses, a company pension, reward bonuses, e.g. for suggestions for company improvements, special benefits, company anniversaries, and personal events through the Greiwing Employee CARD.”

On some routes, Greiwing has introduced fixed truck-to-truck transports. “This allows the truck drivers to exchange trailers

halfway through the trip. As a result, we achieve an optimum utilization of the vehicle and the drivers can be deployed in rotating shifts,” says Jürgen Greiwing.

The Managing Director sums the company’s future prospects as follows: “With stable customer relations, state-of-the-art storage, handling, and transport technology, and motivated and qualified employees, we see ourselves well-positioned for the future in the 89th year of our company history and are prepared for new challenges of the market.”

Did you know?

A total of 22,000 jobs in Duisburg are dependent on the Port, in the region this number is almost 47,000. This trend is only going to increase.

dasbach Spedition connects Duisburg with Antwerp

Worldwide plant and container logistics.

Rolf Saemann is head of the Duisburg branch of c. dasbach Spedition GmbH



(dü) Founded in Duisburg in 2006 as a fully owned subsidiary of c. dasbach Transportkantor BVBA, Antwerp, c. dasbach Spedition GmbH is one of the small but important globally active transport and logistics service providers. Today, the parent company is one of the leading independent seaport forwarding companies in Belgium.

Already the fourth generation is responsible for management in Belgium and Germany, documenting the continuity of the owner-managed company with a broad professional customer and market-oriented service spectrum and worldwide activities with a network of correspondents and partner companies.

The company focuses on logistics for the capital goods industry, the chemical, iron, steel and metal producing and processing industries, and commercial companies. As the sole authorized representative, Rolf Saemann is the head of the Duisburg branch and has built up and managed the company since its foundation in 2006: "I had already been in contact with c. dasbach in Antwerp since the eighties when I worked at the Düsseldorf branch of a Bremen seaport forwarder and was happy to accept the offer of the owner family to establish a representative office in Germany. Of course, Duisburg was the only location that came into question, as it offers a broad spectrum of potential customers, as well as access to efficient transport, handling, and warehousing service providers and all modes of transport with high departure frequencies to the seaports. Furthermore, there is a centuries-old relationship between Duisburg and the port of Antwerp, which is also appealing for goods other than containers."

© c. dasbach



Core competencies

Founded in 1967 in Antwerp, the parent company commenced operations in the fields of seaport forwarding and inland waterway transport.

With a fleet of contractually bound inland vessel owners, c. dasbach operates throughout Europe. The company focuses on feeder traffic to seaports, the transport of machinery and plant components, heavy

goods, iron and steel products, and large-diameter pipes to European industrial centers.

In addition, c. dasbach is a founding shareholder of the Antwerp-based SBO NV Specialised Barge Operators, holding 50 percent of the shares. The company plans and operates container terminals on smaller inland waterways in the hinterland of the Belgian seaports. Another shareholder



c. dasbach Duisburg handles more than 5,000 TEU bound for European seaports every year via terminals on the Rhine.

© iStock

Its core competencies today include all activities of the seaport forwarding business, such as worldwide shipments of containers, machinery, and industrial equipment, as well as decades of experience in shipping for the steel, chemical, food, agricultural, and recycling industries.

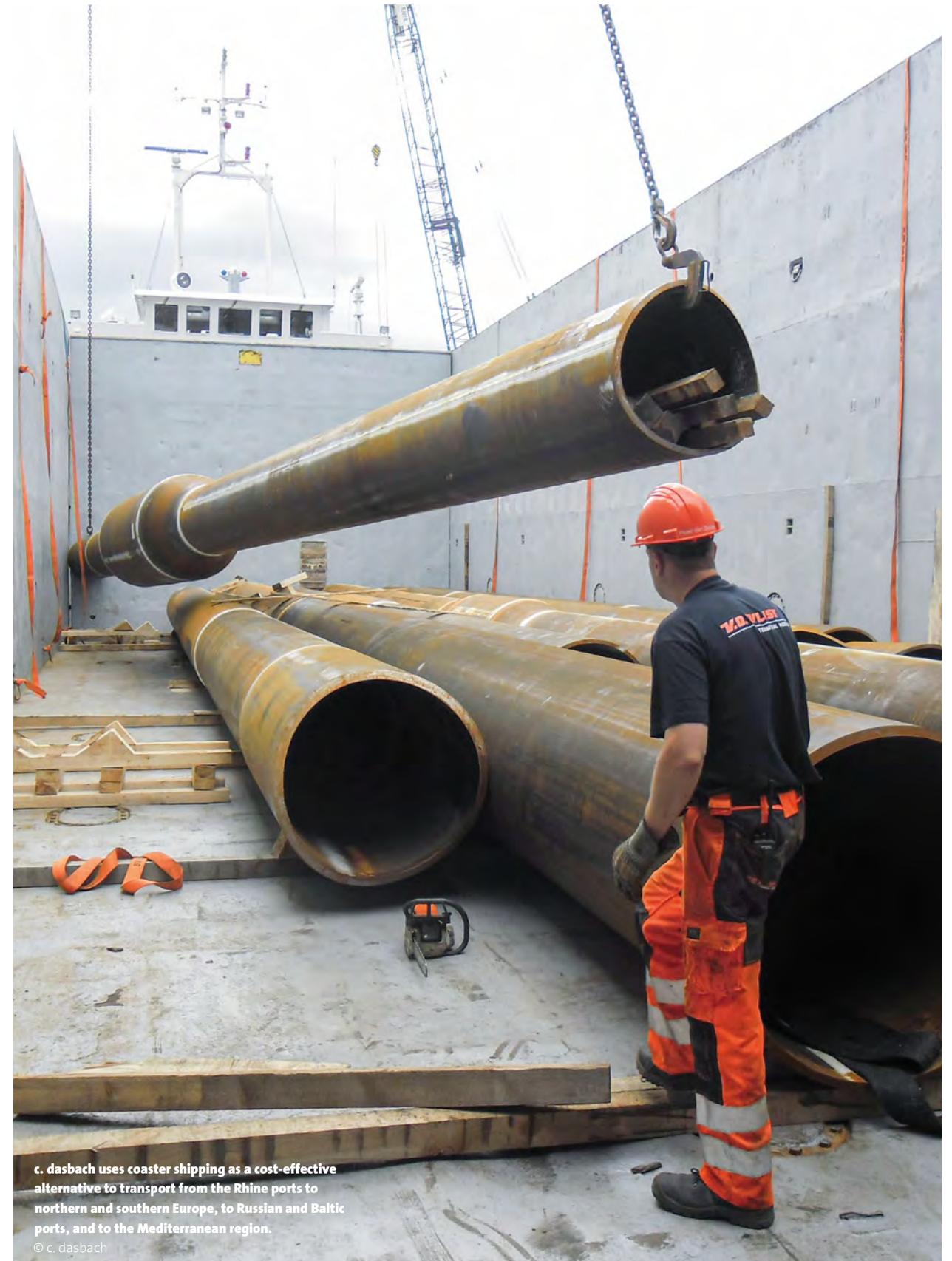
is Zuidnatie NV, a major terminal operator in Antwerp and Vlissingen. “SBO’s strength lies in the combination and experience of these two major intermodal transport players in one company: Internal waterway freighting, the operation of hinterland terminals, the organization of logistics chains, and their documentation constitute a wide range of services provided by a joint venture for efficient container transport in the hinterland,” as Rolf Saemann describes the activities of SBO. “Inland waterway transport is an indispensable factor in the hinterland traffic of seaports, the importance of which will continue to increase in the future with the shift of truck traffic to waterways.” c. dasbach’s activity in the field of inland waterway transport and ports, operated among others by its fully owned subsidiary Benerijn, is presumably also responsible for the fact that Rolf Saemann has for some time been Chairman of the Inland Waterway Transport and Sea Freight Forwarding / Port Industry Division of the North Rhine-Westphalia Association of Freight Forwarding and Logistics (Verband Spedition und Logistik Nordrhein-Westfalen e. V.) in Düsseldorf.

c. dasbach Spedition GmbH Duisburg concentrates on the on-site support of German customers and complements the range of special activities of the parent company with domestic and international truck transports, heavy and special transports, the worldwide handling of project transports for the machine and plant construction industry, seaworthy packaging, shipments via German and all European seaports, coaster and inland waterway transports, cross-border rail transports, and the dismantling of machinery and industrial plants.

Range of services

“Just as in the field of overseas project handling, the team of specialists at c. dasbach has decades of experience in the field of Europe-wide project logistics with all modes of transport. Rolf Saemann describes the complex range of services in one of the most important service areas as follows: “The range of services in the logistics of complete industrial plants includes the coordination of worldwide suppliers, deadline monitoring, the consolidation of components in the seaport, packaging, stowage and load securing, maritime transport, port handling, just-in-time delivery to construction sites, provision of mobile cranes at loading and unloading points, and on-site assembly: “The worldwide large-scale projects of the German capital goods industry have tended to decline over the past three years, with the production of components increasingly being relocated to foreign countries. On the other hand, smaller projects in plant logistics and the container transports we handle for the chemical and mechanical engineering industries with a larger share via German seaports have increased to over 5,000 TEU per year.”

In addition to the container terminals of the logistics hub Duisburg, c. dasbach uses terminals on the Rhine in Wesel, Krefeld, Düsseldorf, Neuss, Cologne, and Dortmund. “Which inland terminal we use to dispatch the loaded boxes ultimately depends on the availability of empty containers in the various depots of the shipowners. Due to the northern German locations of regular customers in the chemical industry, container shipments are mainly handled via Hamburg, Bremerhaven, and Wilhelmshaven, explains Rolf Saemann.



c. dasbach uses coaster shipping as a cost-effective alternative to transport from the Rhine ports to northern and southern Europe, to Russian and Baltic ports, and to the Mediterranean region.

© c. dasbach



© c. dasbach



c. dasbach maintains a fleet of contract inland waterway transport companies for Europe-wide inland waterway transport.

“In Duisburg, a team of seven experienced employees is available to provide advice on all transport issues, while 23 logistics experts work in Antwerp.”

Our parent company generates an annual turnover of more than EUR 20 million, with Duisburg adding another EUR 6 million,” reports Rolf Saemann. The medium-sized company’s main competitors are the large German and international logistics companies, against which it can assert itself, however, through customized service concepts, high quality and flexibility in processing, and qualified personnel. “Again and again, our customers set us complex tasks that we realize reliably and at rea-

sonable prices. As a rule, the customer is assigned a permanent employee as contact person, who is responsible for the entire handling of the respective logistics project and all the tasks it entails from a single source, such as the selection of service providers, terminals, and means of transport and customs clearance. The employees can also be reached via iPad and smartphone after office hours, because communication with our worldwide partners also requires activities after closing time. Thanks to

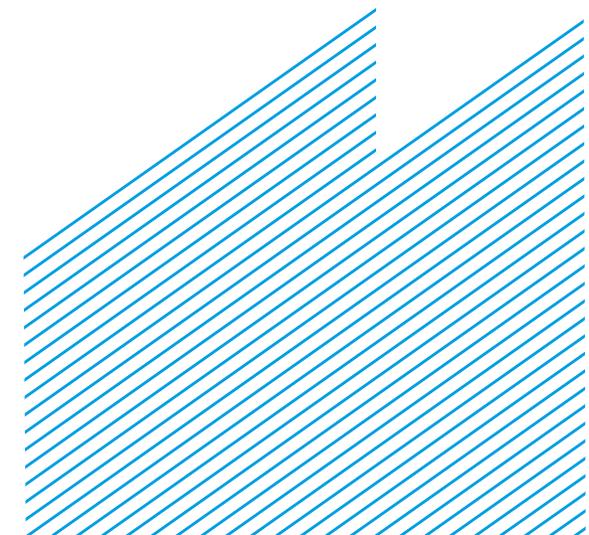
profit-sharing via bonuses, we consistently have employees with a high level of commitment for whom voluntary overtime poses no problem. This extra motivation and flexibility leads to greater reliability in the handling of tasks assigned to us, which is usually somewhat more expensive than with our big competitors – but it works for us and the customer is satisfied,” says Rolf Saemann, who is happy to offer other young logistics agents an attractive workplace in modern premises in the Tectrum office building in Duisburg-Neudorf.

Training important

c. dasbach Duisburg attaches great importance to the in-house training of forwarding and logistics service agents. “So far, two trainees have successfully completed their training and have been taken on as full employees. The third trainee will begin her second year of training on August 1 and is already fully integrated into the team. Two of our experienced employees are approved to conduct training,” says Rolf Saemann. He places great value on maintaining regular contact with his colleagues in Antwerp: “This year, for the fifth time already, the dasbach Group had its own presentation at the joint stand of the port of Antwerp at the ‘transport logistic’ trade fair in Munich. We also make sure that every employee is

present at the trade fair for one or two days in order to maintain existing customer contacts and make new ones.”

The c. dasbach headquarters in Duisburg is also very interested in the development of the New Silk Road. “As an important end point of rail-based container traffic between China and Central Europe, Duisburg has undergone an enormous development in recent years, which also opens up new business opportunities for us. For example, we have handled containers from China in Hamburg and Duisburg for German customers and shipped components and complete devices to China by container for customers in the mechanical engineering industry. Once a mere substitute for air freight transport, the new Silk Road by rail has developed to establish itself as an independent product in the intercontinental logistics market. We are currently holding further cooperation talks with partners in China and Europe in order to exploit the opportunities these new markets offer our companies even more intensively,” says Rolf Saemann, looking to the future.



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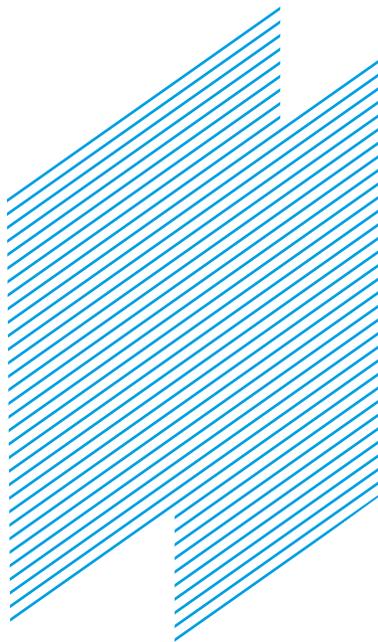
AND WE CONNECT
THE WORLD

In the history of cross-border trade, it has been culture, and in particular musical culture, that has always played the role of bridge builder between people and nations. At duisport, we also want to do our part to strengthen cultural encounters along the global trading routes by supporting the Piano Festival Ruhr. Education and personal development at eye level are promoted by a shared culture.

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Shipping list



LINER CONNECTIONS

Status: December 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
Finland				
Helsinki	7 x per week	3	DeCeTe	B/S
Oulu, Kemi, Torino (via Klaipeda)	3 x per week	3	DeCeTe	B/S
via Mäntuluo	1 x per week	10	DeCeTe	B/S
via Kotka	2 x per week	10	DeCeTe	B/S
Georgia				
Poti	1 x per week	10	DeCeTe	B/S

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

LINER CONNECTIONS

Sea-going container transport

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

Conventional sea-going transport

International	from Duisburg	Shipping Company	Ship type*
Denmark	weekly	2	S
Great Britain	weekly	2	S
Bosten UK	daily	6	S
East Coast UK	daily	6,8	S
Seaham	daily	6	S
Sutton Bridge, Flixborough	daily	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)	2,6,8,9,11
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
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

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6. HSW Logistics GmbH	+49 203 80030	info@hsw-logistics.com
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RRT Rhein-Ruhr Terminal	+49 203 318560	info@rrt.container-terminal.de

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



Rail schedule

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

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

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

CONNECTIONS FOR COMBINED TRANSPORTATION

Status: December 2019

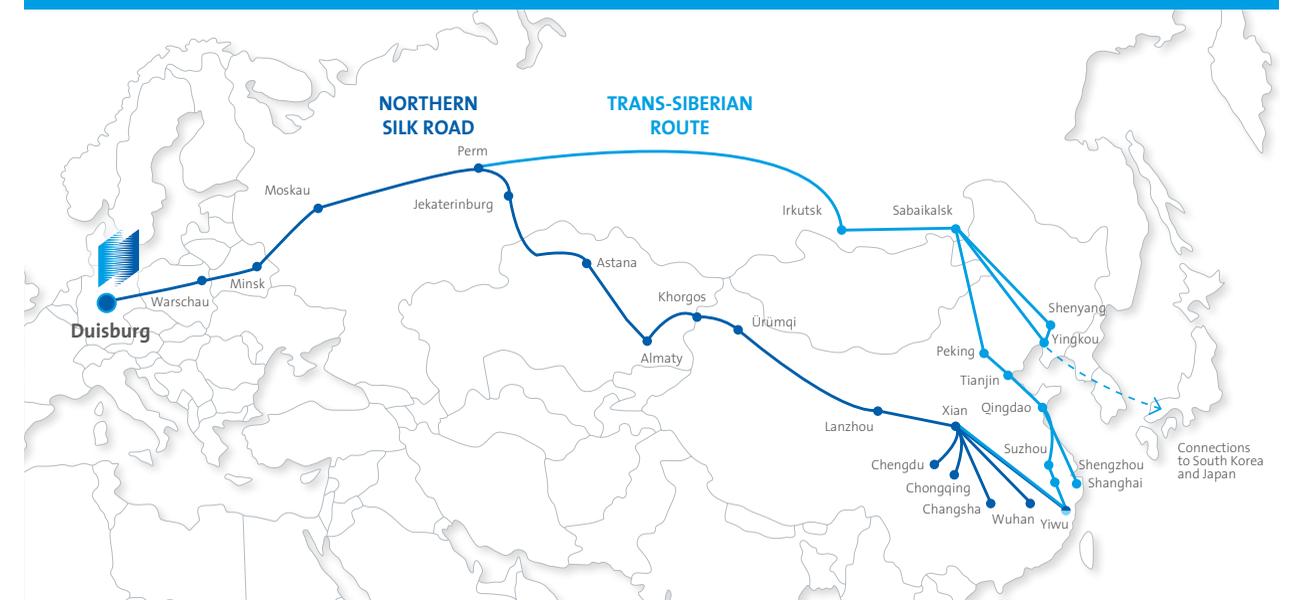
National	from Duisburg		to Duisburg		Operator	Terminal
	At	Et	At	Et		
Bönen	1-6	A	1-6	A	12	GWW
Bremen/Bremerhaven/WHV	2,4	B	1,3	B	12	GWW
Buna	2,5,6	B	1,4,5	B	5	DKT
Dortmund	2,4,6	B	2,4,6	B	23	DeCeTe
Hamburg-Billwerder	1-5	B	1-5	B	8	DUSS
Hamburg-Billwerder		-	7	B	8	DUSS
Hamburg-Billwerder	1,3,5	B	2,4	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
Schkopau	2,4	B	1,3,5	B	5	DKT
Schkopau	6	C	-	-	5	DKT
Schwarzheide	2,4	B	1,3,5	B	5	DKT
Schwarzheide	6	C	-	-	5	DKT
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
Ceska Trebova via Prag	2,4,6	C	1,3,5	D	9	DIT
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
Ostrava via Prag	2,4,6	D	1,3,5	D	9	DIT
Pilsen via Prag	2,4,6	C	1,3,5	D	9	DIT
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
Zlín	2,4,6	D	1,3,5	D	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
Triest via Prag	2,4,6	E	1,3,5	E	9	DIT
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	GWV
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	5/9	DIT/D3T
Poznan	1,3,5,6	B	1,3,5,6	-	10	DIT
Warschau-Pruszków	1,3,5	B	2,4,6	B	5/9	DIT/D3T
RO-Romania						
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
Nässjö	1-4	B	1-5	B	13	logport III
Nässjö	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
Dunajská Streda (via Prag)	2,4,6	D	1,3,5	E	9	DIT
Košice	2,4,6	E	1,3,5	E	9	DIT
SLO-Slovenia						
Koper (via Prag)	2,4,6	E	1,3,5	E	9	DIT
Ljubljana (via Munich)	1,3	C	1,3	C	8	DUSS
Ljubljana (via Munich)	4,5	D	1,5	E	8	DUSS
Ljubljana	1-3, 5	C	2, 4-6	C	11	DKT
TR-Turkey						
Ambarli via Munich	1,3	G	2	H	8	DUSS
Ambarli via Munich	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 Munich	1,3	F	4,6	G	8	DUSS
Istanbul (Pendik) via Munich	5	-	2	H	8	DUSS
Cesme via Munich	1,3	G	3,5	H	8	DUSS
Cesme via Munich	5	H	7	J	8	DUSS
TR Mersin Port via Munich	1,5	F	3	H	8	DUSS
TR Mersin Port via Munich	-	-	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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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 an logistics location. Logistics services supplementing the portfolios of companies based in the port complete the Group's service spectrum. Thus the duisport Group sees itself as a partner of the logistics sector and makes its own contributions to optimizing transport chains to deliver to and from industry and retail.



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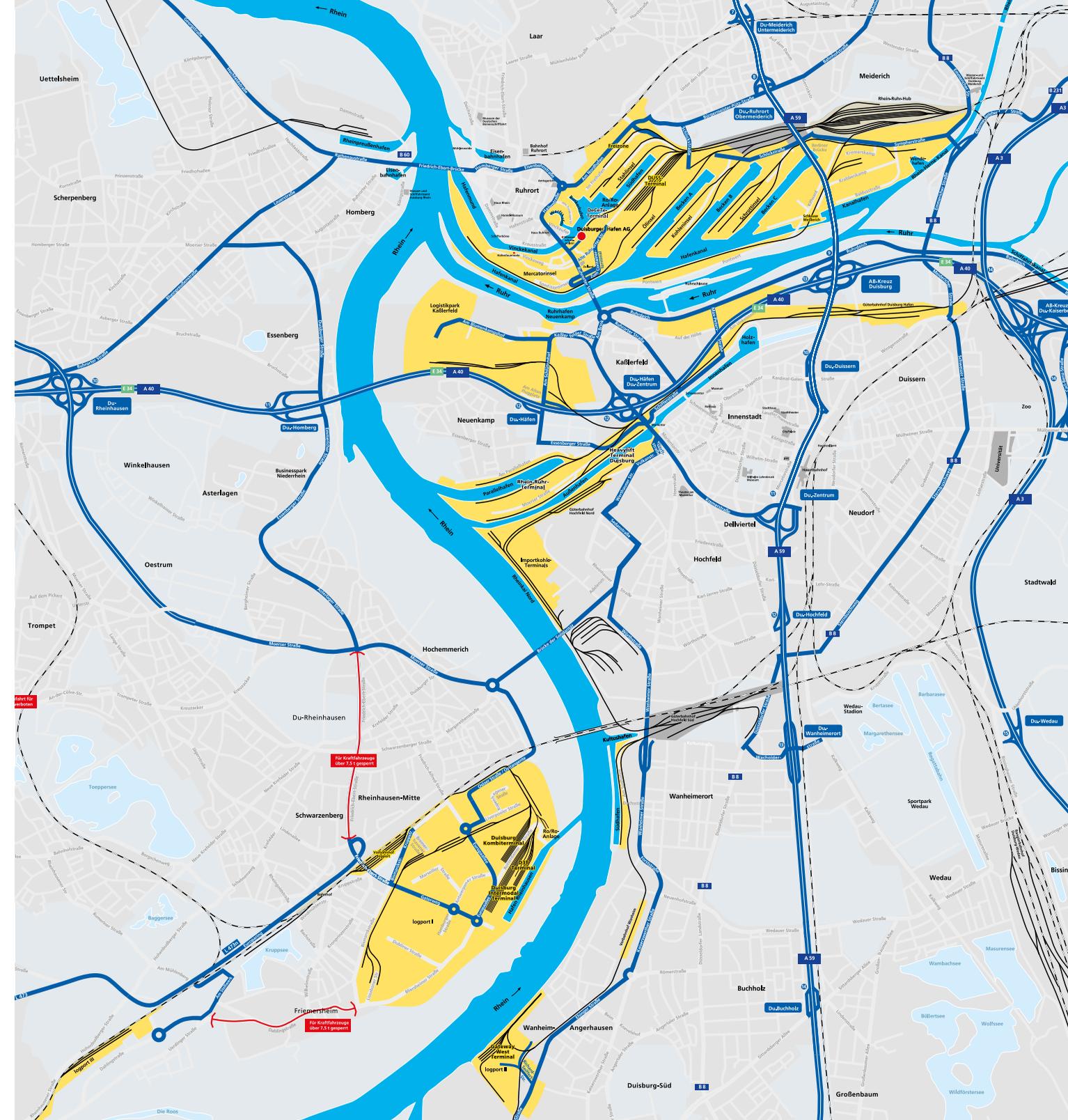
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- Motorway
- Important connecting road
- Important connection railway
- Railway
- Water area
- duisport Port area
- Planned road
- Headquarter of Duisburger Hafen AG



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