

duisportmagazin

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ENGLISH VERSION

A magazine published by duisport Group
July 2020



duisport 
excellence in logistics

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Stability in difficult times: The Port of Duisburg continues to grow in 2019



Sales revenues up 5 percent · Net income up 6.8 percent · EUR 6.4 million increase in investments



Coronavirus crisis: Supply and disposal function for North Rhine-Westphalia is secured during the crisis.



The recession will have a long-term effect on sales revenues and net income for 2020 and subsequent years.



The second structural transformation and imminent recession represent the main challenges in the future.

The duisport Group's diversified business model demonstrated its stability in 2019 - an aspect that became evident during the press conference for the duisport Group's financial statements, which was held in an on-line format for the first time on 21 April. Even though the economic environment had already become much more challenging in 2019, the duisport Group was nevertheless able to stay the course during the past financial year. While the total handling volume in the port declined, also because of the reduction in coal and steel tonnages due to the structural transformation, the increasingly diversified company was nevertheless able to generate sales revenues of EUR 292.6 million in 2019. This is 5.1% or EUR 14.1 million higher than the comparative figure of the previous year (EUR 278.5 million).

The operating result (EBITDA) improved from EUR 43.1 million to EUR 43.9 million. The net profit increased by EUR 12.2 million in 2018 to EUR 13.0 million. This represents an increase of 6.8%.

Big challenges and strategic projects continue to be addressed!

"Following a 21-year stretch of uninterrupted growth, the Port of Duisburg is facing a number of significant challenges. The recession that will follow the pandemic, and the second structural transformation on the Rhine and Ruhr, will have a negative effect in the current and future financial years. The subsequent catch-up effects and the decline in the automotive and industrial sector are already big factors today, and they will be noticeable until well into the fall. Overall, I expect a 10% contraction in total economic performance over the course of 2020," says Erich Staake, Chief Executive Officer of the duisport Group, as part of his assessment of the situation. "We will have to pursue an approach of 'driving on sight' while using a sense of proportion and reality, but we cannot neglect our strategic projects. We must actively adjust our business models for the second structural transformation towards digitized logistics and industry, which is why - with regard to

digitization - we will continue to expand our startport incubator as planned. Other demanding infrastructure projects such as logport VI will also be continued.

The coronavirus situation cannot lead to a paralysis in this regard; on the contrary, it challenges us to become creative when it comes to our business. We will accept the expected setbacks, but we will also continue to look ahead with confidence. It is the only way to overcome the crisis," continues Staake.



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BUSINESS YEAR
2019 IN FIGURES

61.1
m. tonnes of total cargo
handled by the duisport Group

4.0
million TEU
of container
handling

130
cranes up to 500 t
lifting capacity,
2 Ro/Ro facilities

292.6
million euro revenues
+ 5.1 % compared to 2018

approx. 30
percent of the trade between
China and Europe transported
by freight train is already
processed through the Port of
Duisburg.



The business segment
Packing Logistics reported
strong growth of 8.9%, from
EUR 93.6 million to EUR
102.0 million.

Overview of the four divisions

The largest business segment - Packing Logistics - reported strong growth of 8.9%, from EUR 93.6 million to EUR 102.0 million.

In the Contract Logistics segment, duisport grew sales revenues by EUR 24.4 million to EUR 29.7 million.

The Infra and Superstructure segment reported sales revenues of EUR 53.5 million, which slightly lower (-1.6%) compared to the previous year (EUR 54.3 million).

Revenues in the Logistic Services segment decreased by 1.5% from EUR 77.1 million to EUR 75.9 million.

Investments

In 2019, the duisport Group increased its investments in fixed and financial assets from EUR 20 million in 2018 to EUR 26.4 million.

Total handling volume

The total handling volume of the duisport Group declined from 65.3 million tonnes to approximately 61.1 million tonnes in 2019. This represents a drop of 4.2 million tonnes.

The main reasons include weaker industry demand and Germany's move away from coal-based electricity, which led to another significant decrease in bulk cargo. With 20%, the coal and steel segment was below



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In contrast, with a volume of approximately 4.0 million TEU, the 2019 container handling volumes of Duisburger Hafen AG remained at the level of 2018 (4.1 million TEU). With a share of around 60 percent, container handling is now duisport's most important business segment.

the previous year's level. Other factors include the closure of the Öresund bridge, which has significantly impacted the trade with Scandinavia, and weaker demand for preliminary chemical products.

In contrast, with a volume of approximately 4.0 million TEU, the 2019 container handling volumes of Duisburger Hafen AG remained at the level of 2018 (4.1 million TEU). With a share of around 60 percent, container handling is now duisport's most important business segment.

"The exit from coal, the continued crisis in the steel sector, the uncertain political environment associated with the energy transformation, the challenges of digitization and the apparent economic downturn - all these factors are akin to a second structural transformation for the entire North Rhine-Westphalia region. The diversified business model of Duisburger Hafen AG is well-equipped for these challenges. But even a company as prepared as ours cannot buck a progressively deteriorating

trend in the long term," concludes duisport Chief Executive Officer Erich Staake with regard to the handling statistics for the year 2019.

Central hub

At the same time, duisport continues its successful expansion strategy to become a central hub for goods in central Europe. Approximately 30% of the trade between China and Europe transported by freight train is already processed through the Port of Duisburg. This means that the Rhine-Ruhr region is becoming an increasingly important player in the trade between the EU and China. Every week, up to 40 trains run between Duisburg and a dozen destinations in China.

Further growth along the corridors of the Silk Road is supposed to be achieved for the benefit of the German export industry through cooperations with premium partners from China, Switzerland and eastern Europe.

The China Railway Container Transport Corp., Ltd (CRCT) plays an important role in this regard. A framework agreement for the continued joint optimization of Chinese transports was signed with this leading railway company in November 2019. At the same time, CRCT Europe Logistics GmbH also opened its official European office in Duisburg. In this way, the two leading companies in the transport and logistics sector are promoting rail freight between China and Duisburg. It has also allowed duisport to offer an additional service to its customers and strengthen its position as Europe's main hinterland hub.

The Executive Board of the duisport Group f. l. t. r.: Prof. Thomas Schlipkötter (Member of the Executive Board); Erich Staake (Chairman of the Executive Board); Markus Bangen (Member of the Executive Board).



Great Stone

At the initiative and under the leadership of duisport, and together with the partners China Merchants China-Belarus, the Belarusian national railway and the Swiss company Hupac, a bimodal rail terminal that is modeled on the logport concept and that includes large logistics areas, will be built on a 80-hectare parcel. The corresponding shareholder agreement was signed in Minsk. Construction work is expected to begin in 2020.



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Strong partnership: Bohnen Logistik complements the supply chain of Jacques' Wein-Depot in Germany

Central warehouse in Mönchengladbach

A viable cooperation between two industry experts - Bohnen Logistik, a subsidiary of the duisport Group, has been operating the central warehouse for Jacques' Wein-Depot Wein-Einzelhandel GmbH in Mönchengladbach since May 1, 2020 and is responsible for distribution throughout Germany.

Jacques' Wein-Depot Wein-Einzelhandel GmbH is a subsidiary of Hawesko Holding AG, a wine trade group specializing in premium products based in Hamburg.

Bohnen Logistik is therefore responsible for the central warehouse of Jacques' Wein-Depot in Germany and handles all B2B and B2C transactions. In addition to supplying all 320 national Jacques' Wein-Depot locations, Bohnen Logistik manages the entire warehouse and transport logistics, including handling the online shop and providing various IT services, such as the in-house conceptual design, development, and implementation of a warehouse management system as well as state-of-the-art logistics technologies. Several million wine products and other items in the range will be handled annually at this cutting-edge location.

"By taking over the central warehouse for Jacques' Wein-Depot, our subsidiary, Bohnen Logistik, once again demonstrates its extensive expertise in the consumer goods sector. The partnership with Jacques' Wein-Depot will strengthen the entire Port network, a true added value for all concerned," says duisport CEO Erich Staake.

"Jacques' Wein-Depot is pleased to further develop its operations in close cooperation with Bohnen Logistik and to benefit from the innovative strength of a committed and dynamic service provider," adds Kathy Ferón, Managing Director of Jacques' Wein-Depot.

Sustainable efficiency

Bohnen Logistik and Jacques' Wein-Depot are not only pursuing a strategic partnership on an equal footing, but are also jointly committed to a long-term logistics strategy with a forward-looking vision: In addition to innovation and the highest quality, the services have been designed to be individual, demand-oriented, and scalable. In preparation for the project, a supply chain simulation was jointly carried



BOHNEN
| **LOGISTIK**

A company of duisport Group

out, expedient implementation strategies were agreed upon, and technological approaches were established. A combination of product and logistics expertise with success: The close cooperation will not only create added value for both sides and a bundling of resources, but also a clear orientation towards growth.

duisport records 50 trains per week – Chinese transports reach historic level

Further growth with more destinations in the China network.

In the last month, rail-based merchandise traffic with China reached a new record. Normally, between 35 and 40 trains travel between Duisburg and various destinations in China every week. This number had declined in February and March. But since the lock-down was lifted in some provinces, China's economy has quickly started up again. In April, the Port of Duisburg registered an increase to approximately 50 trains a week, in May 56 trains travel between Duisburg and China every week.

New destinations, more trains – growth of the duisport network triggers new demand

“We are definitely noticing the catch-up effects resulting from the pandemic in the China business. But at the same time we've continued to work intensively on our

network and in April we extended our train services to include further Chinese destinations. Our strategic cooperation with all of the relevant logistics hubs in China make rail transportation even more attractive for our customers. Currently, Duisburg is already one of the preferred destinations for Chinese rail freight transport in Europe. As a high-performance logistics hub, we also offer the market advantage of rapid onward transport to other destinations such as the sea ports on the European coasts.

It is particularly in our current crisis situation that rail freight becomes an important alternative to ocean freight,” says duisport Chief Executive Officer Erich Staake.

The Port of Duisburg is considered a pioneer for rail freight between Europe and Asia. The first regular train from the Chinese mega city Chongqing to Duisburg already started in 2011. In 2014, the Yuxinou train became the first direct permanent rail connection between Germany and China. Since then, the number of freight trains traveling regularly between the People's



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Republic and Duisburg has steadily increased: At this time, 30 percent of the entire rail-based trade between Europe and China runs through the Duisburg logistics hub. And of the 1,400 trains out of Chongqing that are destined for Europe, around 80 percent were handled in the Port of Duisburg last year - a number that continues to increase.

“I have to compliment my team: Our operations are running at 100 percent despite the corona crisis. We were well prepared for the increased volume of goods transported by rail.

We are also holding available additional storage space and customized solutions for onward transport. Thanks to our committed staff, our network also functions in times of crisis,” says Erich Staake.

Port of Duisburg prepares **logistics aid package** for the fight against the coronavirus in North Rhine-Westphalia

duisport provides logistics assistance with the transport of urgently needed personal protective equipment from China, and donates relief totaling EUR 50,000 to clinics, hospitals and social facilities in Duisburg and surrounding area

Together with its Chinese partners, the Port of Duisburg worked to ensure the rapid transport of medical equipment (protective suits and face masks) from China to North Rhine-Westphalia. This equipment is designated for use in the federal state's medical and social facilities.

duisport Chief Executive Officer Erich Staake: "Using our know-how, we want to do our part to ensure that people working in North Rhine-Westphalian institutions receive help quickly and without red tape. Currently, we are working with government authorities to prepare a logistics aid package, as time was of the essence, initially in cooperation with partners from the air cargo sector. We are also checking whether - following the success of the first delivery - we can use our rail connections to ensure the reliable transport of medication and other relief and contribute our logistics know-how."

"The team at duisport used its excellent logistics network to assist the state government in transporting urgently required materials to North Rhine-Westphalia as quickly as possible.

We would also like to thank our partners in China for their commitment and the rapid and unbureaucratic assistance on location," says Prof. Dr. Andreas Pinkwart, Minister of Industry, Innovation, Digitization and Energy for the state of North Rhine-Westphalia, with regard to the assistance provided by the port.

The value of the medical goods currently transported on behalf of the state government is approximately EUR 1 million. These goods are needed mainly for medical personnel at clinics in North Rhine-Westphalia.

Donation for regional facilities

In the course of these measures, the Port of Duisburg also donates personal protective equipment valued at EUR 50,000. It will gradually be distributed to medical and social facilities in the region, which are involved in fighting the spread of the coronavirus together with the health authorities.



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F. l. t. r.: Thorsten Kaatze (Uni-Klinik), Erich Staake (duisport), Thomas Hüser (duisport), Jochen Werner (Uni-Klinikum).

The Chief Executive Officer of the duisport Group, Erich Staake, personally delivered a large shipment of urgently needed protective material to the Evangelisches Klinikum Niederrhein in Duisburg Fahrn, while maintaining the appropriate physical distance. Two hygiene experts, Petra Felcmann and Stefanie Zubehör, along with Dr. med. Andreas Sander, Medical Director, and Dr. Stefan Simon, Manager of Hospital Hygiene, were on hand to receive the items on behalf of the entire hospital staff. The Evangelisches Klinikum Niederrhein is just one example of the local institutions that receive donations in kind from the Port of Duisburg. Essen University Hospital and the Krupp Hospital also received a portion of the personal protective equipment.

Tight supplies of personal protective equipment

The situation regarding the procurement of medical personal protective equipment is not all that clear at the moment. Since the outbreak of the coronavirus pandemic, government authorities and companies are desperately trying to procure protective textiles.

They are needed to protect staff and patients from getting infected with SARS CoV-2 during treatment.

Many of these goods do not reach their intended destinations for different reasons. The duisport Group uses its extensive logistics expertise to make an important contribution to society and provide efficient assistance even in crisis situations.

F. l. t. r.: Stefanie Zubehör (Hygiene Expert, Evangelisches Klinikum Niederrhein); Dr. med. Andreas Sander (Medical Director, Evangelisches Klinikum Niederrhein); Erich Staake (duisport Chief Executive Officer); Dr. Stefan Simon (Manager of Hospital Hygiene, Evangelisches Klinikum Niederrhein); Petra Felcmann (Hygiene Expert, Evangelisches Klinikum Niederrhein).



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**GEMEINSAM
SCHAFFEN
WIR DAS**



Ensuring the integrity of our workforce is key to maintaining the port's main functions. Protecting the health of duisport's employees is the top priority.

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Internal crisis unit: How the duisport Group is handling the crisis

A talk with Manager Compliance and Safety Management and duisport crisis unit member Christian Negele.

The coronavirus is affecting all our lives, at home and at work. Yet despite the major repercussions for society as a whole, the Port of Duisburg remains operational. It is systemically relevant, as well as being responsible for maintaining the supply chains in the region. Europe's central logistics hub also continues to function in times of crisis.

At the same time, the health of all employees in the Port of Duisburg must be protected. The restrictions in day-to-day work, especially for the commercial employees at the terminals, are severe, but so far everything has worked without any problems.

The duisport Group's crisis unit is following the recommendations of the authorities here – with one major goal in mind: to halt



Christian Negele
Manager Compliance and
Safety Management and
duisport crisis unit member

the further spread of the coronavirus and to maintain the core functions of the Port of Duisburg.

INTERVIEW



01

As head of the duisport crisis unit, you have been in charge of all crisis management measures in the duisport Group since the corona pandemic was first announced. How did the Port of Duisburg react to the outbreak of the pandemic?

CN: We started preparing ourselves for the spread of the coronavirus “COVID-19” in Europe and Germany at an early stage. As early as the beginning of March 2020, we convened an internal crisis unit to respond to current developments. The focus was and continues to be on protecting the health of our colleagues and maintaining operations. In the process, we have consistently maintained close contact with public authorities, institutions, and our internal medical network. Then and now, our most important imperative remains the same: open and transparent communication with our employees and maintaining the constant availability of contact persons. Particularly at the beginning of the crisis, there was a high level of uncertainty, so quick and clear guidelines gave employees a sense of security.

02

Which measures were taken and when?

CN: The measures are too numerous and specific to be presented in detail. Every day, we reassess the current developments and official guidelines concerning the pandemic and act accordingly or derive levels of action. Apart from complying with the official requirements, such as maintaining a minimum distance, the ban on contact, hygienic measures, and the obligation to wear masks, individual precautions have also been taken to maintain our business processes. Close coordination between the Executive Board, the crisis unit, and the individual department managers has enabled us to draw up the necessary regulations for the individual departments, which must constantly be updated.

If anything abnormal occurs, immediate coordination and reaction is guaranteed. In addition, both the terminals and the rail operators are closely involved in the work of the crisis unit through the Duisburger Hafen AG network.

03

How has active implementation worked out so far?

CN: All our colleagues have responded with exemplary solidarity and implemented all measures in a professional and sustainable way. The chains of coordination remain efficient and seamless to this day. Our operational colleagues in particular have worked hard under the special conditions to keep supply chains and flows of goods stable – to the present day. Each individual in the duisport Group team had to master his or her personal and professional challenges in the context of this crisis. The company management and the crisis unit are very impressed by their high level of commitment in these difficult times and are proud to work for this company and the team.



Apart from complying with the official requirements, such as maintaining a minimum distance, the ban on contact, hygienic measures, and the obligation to wear masks, individual precautions have also been taken to maintain our business processes.

04

How is the corona pandemic affecting safety regulations in the Port of Duisburg?

CN: Safety is a fundamental issue for Duisburger Hafen AG and its subsidiaries. duisport has implemented a central safety organization which, in addition to its own employees, includes external officers for special areas. We always work in accordance with the latest safety regulations and attach the utmost importance to ensuring that our employees are able to work safely. Alongside the obligatory legal requirements, internal controls are carried out and adjustments made on an ongoing basis. Regular instruction in occupational health and safety, handling of dangerous goods, and port safety aims to keep employees aware of the dangers that can arise during routine work.

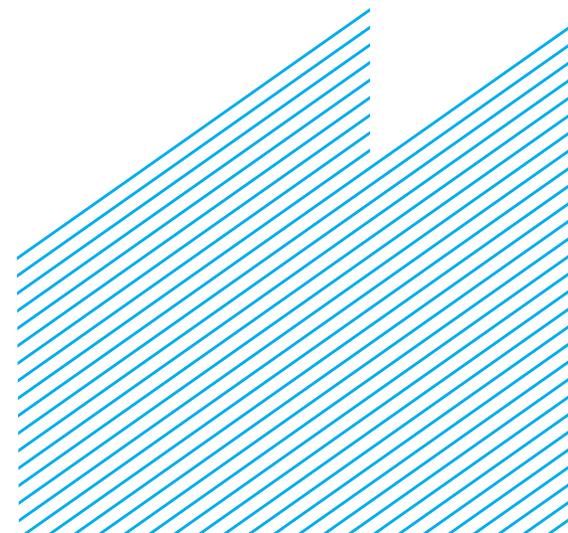
The increased awareness of safety in recent years has led to an immediate readiness on the part of everyone involved to implement the new standards during the crisis. The close personal contact between the members of the crisis unit and the staff over a long period of time has created a relationship of trust which has once again proved its worth.

05

What lessons have we learned from crisis management for the future?

CN: The way we have dealt with the crisis situation and the resulting restrictions and requirements thus far has demonstrated that we are able to function even in turbulent times and that our team spirit pays off. Our customers and business partners can also count on us, and reliability is a valuable asset – especially in logistics. Determined action and a resolute attitude are crucial for achieving goals, not only in times of crisis – this is what our company and our management stand for, and this has proved true once again.

I sincerely hope that we will soon survive the pandemic and be able to live and work more freely again. Until then, we need to remain vigilant and face the new challenges.



An efficient energy concept for the Port of Duisburg

Metastudy provides a basis for categorizing and creating a typology of inland ports.



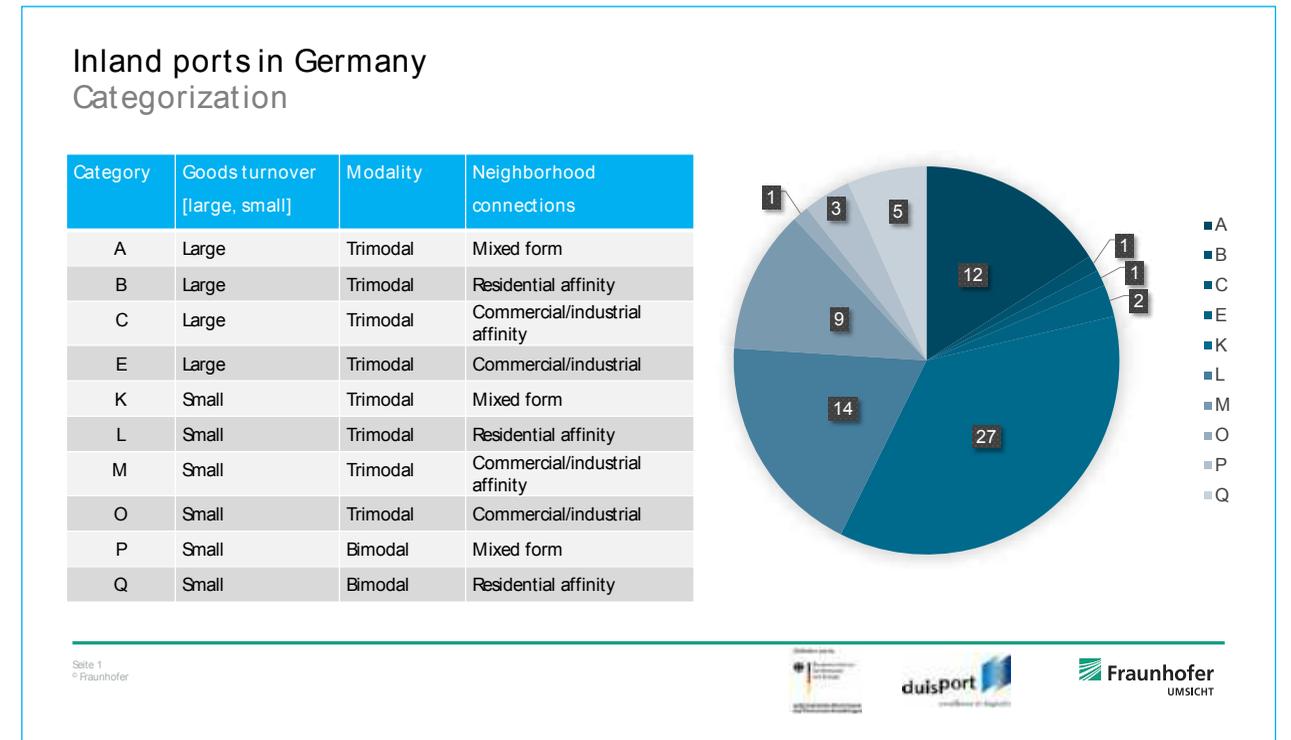
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(Fraunhofer UMSICHT) To create an overall concept for an efficient energy use and supply of the inland port of Duisburg – this is the objective of the »enerPort« project. The Fraunhofer Institute for Environmental, Safety and Energy Technology UMSICHT and Duisburger Hafen AG have reached an important milestone on the way to this goal: A year after the start of the project, they carried out a metastudy. It is intended to ensure that the concept can be applied to other ports. The focus is on categorizing and creating a typology of inland ports.

Inland ports as special urban districts

”Right at the outset of the project, we realized that there was no clear and purposeful definition of inland ports”, explains Dr. Anna Grevé, Head of the Electrochemical Energy Storage Department at Fraunhofer UMSICHT. “After all, for us ports are special urban quarters with their own energy requirements. That’s why we have

Figure 1



developed a special indicator system that characterizes inland ports in their various forms”. On the one hand, this includes economic significance (port surface area, goods turnover, transport connections), structure (building elements, corporate landscape), and neighborhood connections (residential area, population, commercial and industrial area). On the other hand, it includes factors such as sector coupling and electricity generation from renewable energies: For example, what does the grid infrastructure look like? Do Power-to-X technologies already exist on-site? And would the construction of wind power or photovoltaic plants be beneficial?

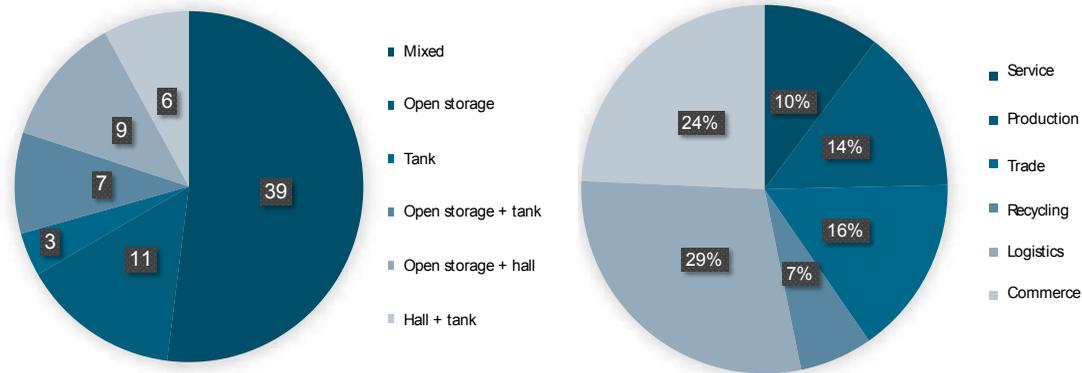
A trimodal commercial port or a specialized port with an affinity for residential construction? A look at categories and types

On this basis, the project partners have created ten categories that take the following characteristics into account: water-side goods turnover (large or small; the limit is 3 million tons), handling possibilities (bimodal between two modes of transport or trimodal between water, rail, and road), and neighborhood connections (commercial/industrial, commercial/industrial affinity, residential affinity, mixed form). In Germany, ports with the combination “small, trimodal, mixed form” (27) are most strongly represented, followed by “small, trimodal, residential affinity” (14) and “large, trimodal, mixed form” (12). Details are shown in Figure 1.

Additionally, the project partners distinguish between two port types. While the commercial port is characterized by its

Figure 2

Typology of inland ports
Warehouse structures and corporate landscape



Seite 2
© Fraunhofer



mixed warehouse structure, diverse goods, and heterogeneous corporate landscape, the specialized port includes only a few warehouse types and goods and a homogeneous corporate landscape – see Figures 2 and 3.

The next steps: Power-to-X and power supply technologies in focus

Based on these classifications, the project partners have selected seven other ports besides Duisburg for a detailed analysis that is already underway. “Among other things, the analysis will include a survey of load profiles and interviews with the players on site – from companies, energy suppliers, and network operators to local residents”, says Alexander Garbar, Sustainability Manager and Project Manager Company Development at Duisburger Hafener AG. “In doing so we ask, for example,

about the current situation, requirements, and willingness to cooperate”. Additional work packages have already been defined. These include the preselection and characterization of Power-to-X and energy supply technologies for the Port of Duisburg as well as the development of initial future scenarios. Anna Grevé and Alexander Garbar are expecting concrete results by the end of the year.

The »enerPort« project

As part of the »enerPort« project, an overall concept for energy use and supply is being developed for the Port of Duisburg – specifically with regard to the challenges of the energy transition. What’s so special about this? Activities aimed at increasing the efficiency and use of renewable energies in ports have concentrated so far on the logistics sector and the use of bio-based

fuels. With a view to the energy transition, however, inland ports are also interesting urban areas with their own profile of requirements and considerable potential for development. For this reason, the project partners are pursuing a cross-industry approach to coupling the energy sector with the residential, commercial, industrial, logistics, and transport sectors.

Figure 3

Typology of inland ports
Port types



Note on funding
»enerPort« is being funded by the Federal Ministry of Economics and Energy as part of »EnEff:Hafen«.

MOVEMENT INSTEAD OF STAYING STILL.

OUR NETWORK IS HERE FOR YOU!



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A tough struggle for the “right” Betuwe Route

Progress on rail freight project.

(gran) One of the biggest rail freight transport projects in Germany, the Betuwe Route, is making headway – even if only a little at a time. Construction is even underway on some sections. However, numerous objections and complaints, especially from residents and local authorities, are still delaying rapid implementation.

“28 years after the declaration of intent, the most important rail link to Rotterdam for our economy is still largely in the plan-

ning stages,” laments Burkhard Landers, President of the Lower Rhine Chamber of Industry and Commerce Duisburg-Wesel-Kleve. At least another seven years will pass until the third track is built, he fears. “That means we will need 35 years to complete one of the most important infrastructure projects in the West,” says Burkhard Landers in bewilderment. There’s no need, he adds, to start with Berlin Airport to criticize the shortcomings of German planning regulations and their procedures. By way of reminder: The Betuwe Route was already opened on June 16, 2007 by Queen Beatrix – but only on the Dutch side. In Germany, many construction sections are still in the planning phase.

The railway line for freight transport connects the sea port of Rotterdam to the Ruhr region with its important logistics hub, the Port of Duisburg. The Betuwe line between Emmerich and Oberhausen, which mostly runs along the Autobahn 3, is planned to be extended to three tracks



Small steps forward are now being taken on one of the largest rail freight transport projects in Germany, the Betuwe Route – some sections in Oberhausen and Rees-Haldern are under construction.

while rail traffic continues. Among other things, 55 railway crossings will be replaced by 38 bridges, some 77 kilometers of noise barriers will be built and the line will be equipped with the standardized European Train Control System (ETCS). A total of twelve decisions must be made for planning approval. Just four of these have been submitted. This means that so far Deutsche Bahn has the right to build around 17 kilometers of the 73-kilometer line. A further decision is to follow this year – the Friedrichsfeld section of the line between Voerde and Wesel is currently under discussion.

However, citizens’ initiatives such as “Betuwe – not like this” still consider even the period mentioned by Burkhard Landers to be optimistic in view of the planning status and the many objections as well as the numerous construction measures. Nobody really wants to commit themselves to costs and deadlines – whether it’s Deutsche Bahn as the builder or transport policy as the contractor. The Ministry of Transport of North Rhine-Westphalia (NRW) has even stopped updating the website on the planning status of the project.

Politicians prefer to talk about successes anyway – regardless of how modest they are. “At the turn of the year alone, two planning approval decisions were already issued,” said NRW Minister of Transport Hendrik Wüst (CDU) delightedly in the spring during an event in Duisburg – there have been no more since.

“It’s tough, but things are moving forward, if only step by step,”

he said. Money is not the problem, the minister emphasized, but rather the protracted planning procedures that are tortuously dragging out the project – now estimated at well over two billion euros – and are no doubt making it increasingly expensive.

In the Netherlands, too, where construction was approved in 1994 and the groundbreaking ceremony took place in 1998, there was a fierce political debate surrounding the expansion of the line, although it did not take as long as in Germany. However, the line will also pass through less densely populated areas there. Considerable improvements have also been made to noise protection and safety, often under pressure from affected residents. Tunnels were even built. As a result, the cost planning was significantly exceeded. A total of 4.7 billion euros were invested. However, the line is of enormous economic importance for the

Netherlands and its sea ports. As far as the Ruhr region, it is part of the most important European freight transport corridor from Rotterdam to Genoa.

Yet there’s good news in Germany, too: Construction is already underway or about to begin in Oberhausen and Rees-Haldern. In November 2019, for example, the first of two new bridges over the Emscher near Oberhausen was completed. In Rees-Haldern, south of Emmerich, the excavators are now rolling in. There, on a 3.6-kilometer section, new railway crossings and noise barriers are to be built along with a third track over a length of around 2.7 kilometers. According to DB Netz, the construction time is expected to be four years. Construction can now soon begin in Dinslaken and Voerde as well – the planning approval decisions have also been obtained there.

Communities, associations, fire departments, and local residents can take legal action against the decisions of the Federal Railway Authority (EBA), and that takes time – a lot of time. Because there are a great many people who have reservations. In Voerde alone, there have been almost 800 objections from private individuals in addition to those from organizations and public institutions. The processing of these objections by the EBA also takes time. The central issues are improved noise protection and greater safety, but many private individuals also fear that their properties will suffer a loss in value. The municipality of Voerde has now even filed a complaint – this concerns a railway crossing that is supposed to be removed. All this will further delay the project.

However, improvements and compromises have already been reached on many issues. For example, the fire department was able to prevail with its demand for more access points to the line. Originally there were supposed to be twelve, the fire department wanted about 90, and 82 are now being created. The community was also able to prevail in Dinslaken. Noise protection is being significantly improved. And there are more examples: In Emmerich, changes to the planning for the 4.5-kilometer section in Emmerich-Praest have just been submitted. Numerous objections were taken into account in the process. Among other things, these include improvements to route safety with new fire-fighting water tapping points and additional escape rou-

tes. Deutsche Bahn is making every effort to calm the waves. Yet the citizens’ initiatives remain vigilant, as Gert Bork of “Betuwe – not like this” from Wesel emphasizes:

“We are not against the Betuwe Route. But if it’s going to be built, then it has to be done right.”

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duisport relies on own training center

Presentation of 3D crane simulator in the Port of Duisburg

At the beginning of the year duisport Group officially presented its own crane simulator in the Duisburg free port: A first for combined transportation in the hinterland. With this initiative, the world's largest inland port not only sets new trends for technical innovation in the logistics industry but also invests in the professional training and continuing education of its own employees.

"The duisport training center in the Duisburg free port has already had its own train simulator since the beginning of 2019, and it is an integral part of our long-term training and continuing education strategy. The addition of a crane simulator means that the duisport Group's training program is unique in Europe," explains duisport Chief Executive Officer Erich Staake.

Under the project leadership of duisport Executive Board member Professor Thomas Schlipkötter, the crane simulator was made in the US and was adjusted to the



Not only driving a crane, but also driving a locomotive can be practiced in the duisport Training Center.

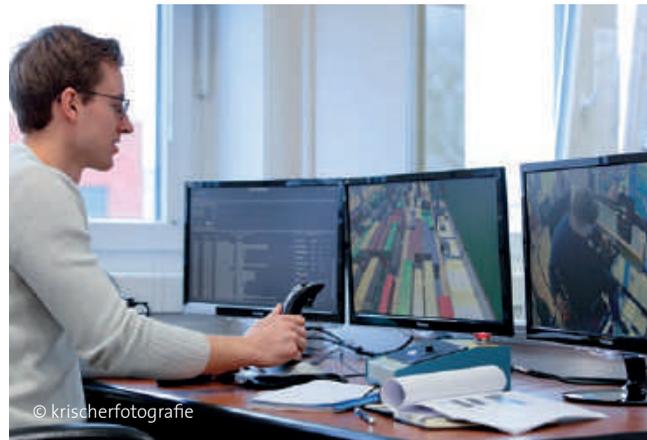


© krischerfotografie



When using the simulator, the employees operate crane facilities in a virtual environment that mimics a real crane and the scenery in the Port of Duisburg.

© krischerfotografie



© krischerfotografie



An instructor control station is in constant contact with the system and the user.

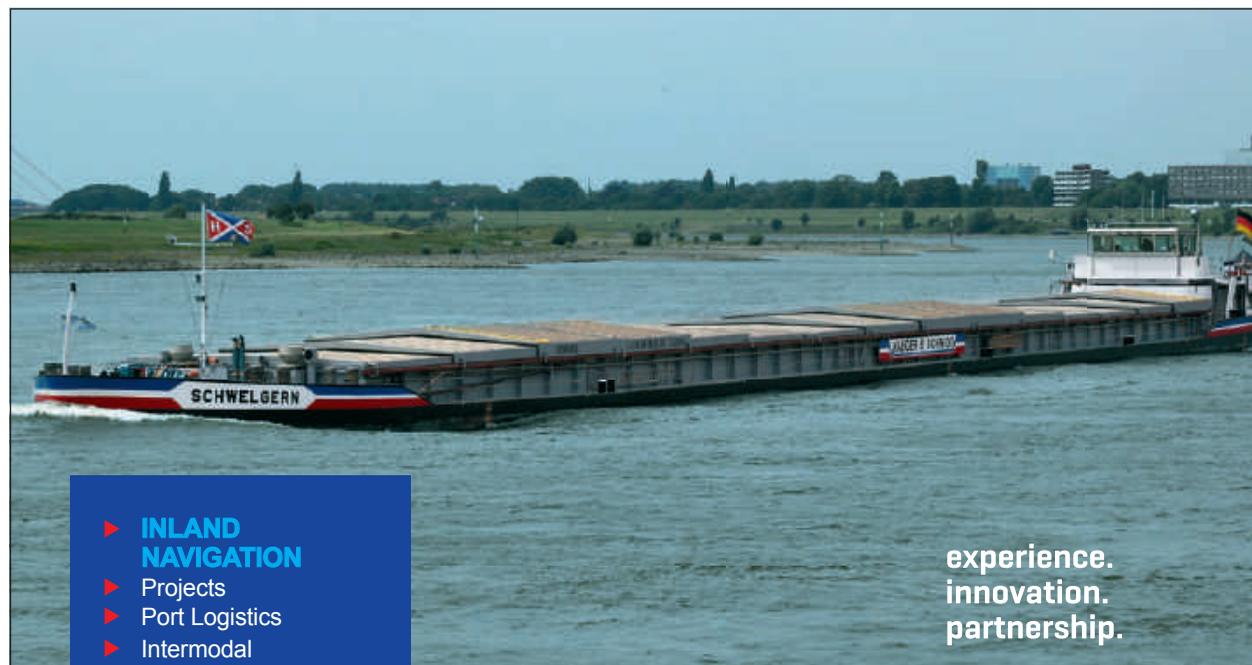
requirements and conditions of the Port of Duisburg. The crane was made by US company GlobalSim, which is based in Salt Lake City.

When using the simulator, the employees operate crane facilities in a virtual environment that mimics a real crane and the

scenery in the Port of Duisburg. The so-called "piggy back simulation" is especially designed for the needs of inland ports.

The system has seven 4k flat screens that are based on a proprietary 3-DOF movement (three-dimensional space). Users get a realistic sense of how the entire simulator moves - exactly how the equipment would move during the operation of a real crane.

An instructor control station is in constant contact with the system and the user. The operator can simulate any number of scenarios with instruction, including difficult weather conditions and special emergency situations. Such scenarios cannot be simply practiced on a real crane during regular operations. This represents a fundamental advantage of the crane simulator.



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...that duisport offers a highly-efficient **intermodal transportation network** that shifts a lot of freight transport from the road to alternative transport carriers such as rail and inland water vessel. This not only reduces the number of trucks on roads and highways by more than **100,000 a year**, but also makes a significant contribution to environmental protection.

BVB involves fans even more closely with ideas start-up **Idea-ly**

(startport) To have ideas, to share them, and to implement them more easily: this is the objective that the start-up company Idea-ly, founded in 2020, has set itself, also succeeding in winning over the eight-time German champion Borussia Dortmund with its business model. Idea-ly gives BVB the opportunity to record and evaluate employee and fan ideas in a single system. The goal: continuous improvement of the fan experience and communication between the club and its fans.

implement these ideas more quickly and transparently – a tangible added value for the fans and the club,” says BVB Managing Director Carsten Cramer.

The success of the start-up has been made possible by a strong partnership that Idea-ly formed directly with its founding. BVB and the start-up were introduced to each other through the Duisburg start-up program startport. It gathers start-ups throughout the Rhine-Ruhr region and supports them by networking with its partners, mostly in the field of logistics and the supply chain. The start-up Idea-ly came into contact with BVB’s Team Digital at a startport event early this year.

“Many companies are still using the infamous idea mailbox. But this is neither smart, nor is it ever really used. With Idea-ly, employees or fans – like now at BVB – just need their smartphone to submit their idea. The beauty of it: as an idea provider, I always know exactly what processing stage my idea is at and whether it will be implemented,” explains Niklas Schwichtenberg, founder of the start-up Idea-ly.

The start-up now wants to convince more companies, football clubs, and investors of its merits. The chances of this are very

good, estimates Peter Trapp, Managing Director of startport: “When Niklas presented his idea to us, we were excited and wanted to support him and his start-up with our startport program. I am very pleased that networking with BVB has so quickly developed into a joint project. However, this will not be the only one. We are also working with Idea-ly on our first joint project with the Port of Duisburg, and other companies will certainly follow.”



Idea-ly brings idea providers and companies together. Idea-ly’s idea management solution is designed to make it easier for employees, customers, and partners of companies to share their ideas and to help companies receive and implement them. The processing status of an idea can be viewed at any time – just like tracking the delivery of a package. Feedback is given at the end of each idea to reward the efforts of the idea provider: this way, ideas are made visible to people and the company. www.idea-ly.de

“We have a very large and creative fan scene that is constantly confronting us with good ideas.”

Integrating these into the ongoing daily business and implementing them for all sides for the benefit of the association is a challenge. With the approach and support of Idea-ly, we can evaluate and ultimately

© Alex Simoes/BVB



Fans contribute ideas via an app. F. i. t. r.: Niklas Schwichtenberg (Idea-ly), Peter Trapp (startport), Carsten Cramer (BVB) Image copyright: Alex Simoes/ BVB

An appeal to the shippers



Erich Staake made an urgent appeal to the shippers at the annual press conference. “I urgently advise the shipping industry to reconsider its current transport and logistics policy,” emphasized the CEO of Duisburger Hafen AG.

(gran) “It is not possible to travel at these prices. This will become a boomerang,” the Port head believes. This completely unrealistic pricing policy will lead to a hitherto unimagined decline in freight forwarding. According to Erich Staake, the

sharp decline in diesel prices during the corona crisis could further exacerbate this development: “Especially now, in this time of crisis, there is a strong temptation to push prices down even further to make a quick euro.” For Erich Staake, the plight of truck drivers, many camping out in the Port at various locations such as Rheinhausen or Hohenbudberg, is a visible consequence of price dumping in the transport sector. Local residents have been complaining about these conditions for some time now.

duisport Executive Board member Markus Bangen welcomed the inspections by the Federal Office for Goods Transport (BAG) which had taken place the day before in logport I in Rheinhausen in conjunction with customs and police. Customs concentrated on monitoring the regulations on minimum wages, while the police and BAG mainly focused on cabotage and driving and rest periods. “The inspections will have positive effects,” said Markus Bangen with conviction. After all, as long as there is no pressure to carry out inspections and searches, nothing will change either in terms of illegal transports or the conditions under which especially Eastern European drivers are suffering.



© Axel Granzow



© Axel Granzow

Markus Bangen points out that Duisburger Hafen AG created a guarded parking lot with sanitary facilities for up to 90 trucks at logport III in Hohenbudberg several years ago. “We intend to expand this,” he announced. Together with the City of Duisburg, a similar car park is also being built at logport VI in Walsum. A similar facility is also planned at the new “Duisburg Gateway Terminal” for the strongly growing China traffic. “To what extent it can be opened for other users beyond the needs of the terminal is still a subject of discussion,” said Markus Bangen.

The Executive Board member made it clear that the Port of Duisburg cannot solve the parking space problem on its own. “This concerns all shippers,” he said. Sustainability should not only be mentioned in corporate brochures but should also be taken into account in tenders. “Furthermore, the door cannot simply be closed on weekends,” continued Markus Bangen, calling on the logistics companies in the Port to open their premises to waiting trucks during these times as well. Erich Staake stressed that he expressly did not want to hold all companies in the shipping industry liable: “I also know a great many shippers

who behave responsibly and realize what an advantage it is to work with partners in stable structures on a long-term basis.” The BAG, along with customs and police officials, had checked trucks at logport I in Rheinhausen on Osloer Straße and an access road between 7:30 and 11:00 am on the day before the press conference on the annual results. Simultaneous inspections took place in Mannheim and Munich. A total of 104 trucks were inspected, about half of them from other EU countries. More than a quarter of the foreign trucks and almost 16 percent of the domestic trucks were found to be in breach. Logistics associations are reporting a decline in orders for their companies as a result of the corona pandemic and fear disadvantages as a result of infringements by competitors, BAG President Andreas Marquardt explained with regard to the inspections. “The BAG, customs, and police want to send a clear signal that the controlling bodies of the state are committed to the enforcement of regulations in road transport even in these times,” said Andreas Marquardt in Duisburg.

At the end of April, the BAG carried out truck inspections jointly with customs officials at logport I in Rheinhausen.



ALS optimizes logistics with IT expertise

Creative think tank develops intelligent solutions for industry and trade

(dü) In the logistics sector, it's often small companies or start-ups that break new ground with innovative ideas and give the industry future-oriented impulses. It's often a relatively small team of bright minds sharing experience from their studies or previous professional activities. To solve unusual or challenging transport and logistics problems, these specialists develop customized concepts for their customers and implement them reliably.

In 2018, the trained business IT specialist Arnd Zappe founded ALS Allgemeine Land- und Seetransporte Richard Zappe GmbH in Duisburg. Since then, he has been offering a comprehensive range of modern transport consultancy services with a young team of five freight forwarders and shipping agents as well as customs and IT experts. The business premises in the Baerl district, a rural suburb of the Duisburg logistics cluster, are located in a modernized

barn on a farm, providing the company's creative minds with plenty of space and a stimulating atmosphere for the occasional brainstorming session by the flickering fireplace.

The names ALS and Zappe are familiar among shippers in the Duisburg area: Arnd Zappe's father Richard managed the Duisburg branch of the international freight forwarding company Hermann Ludwig GmbH, Hamburg, in the 70s and 80s and in 1988 founded A.L.S. Allgemeine Land- und Seespedition GmbH, Duisburg, which he expanded into a major partner of the steel and chemical industry for freight forwarding, handling and storage services in the Port of Duisburg. This company, in which logistics specialists Lehnkering and later Imperial held a majority share, was sold to the Rhenus Group in 2016.

A new start as a logistics service provider

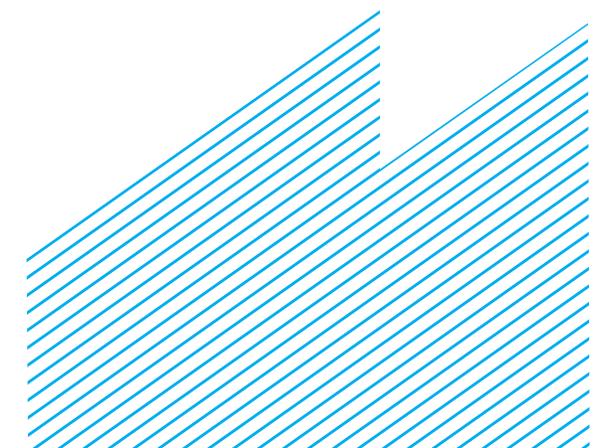
"Since the name ALS, which is well-known to shippers, quickly disappeared after the takeover, we were happy to make use of it when we founded our new forwarding company in 2018. This of course made our new start as a logistics service provider in Duisburg easier," reports Arnd Zappe. He

owns 93 percent of the company shares, while his father has a seven percent stake in the start-up. Richard Zappe is always on hand to support the young ALS team with more than 40 years of industry experience. As an internationally active seaport forwarder, he also contributes his global network, which has been built up over decades.

Fourth-party logistics provider

"We started out as a logistics consultant and freight forwarder because our first customers were looking for a reliable and neutral partner to handle their logistics tasks at competitive conditions. Today, we see ourselves more as a fourth-party logistics provider. We coordinate the logistical processes of a company without using our own equipment for handling," emphasizes Arnd Zappe: "As a neutral partner, we are thus able to select the best and most cost-effective solutions on the market for our customers without being forced to use our own assets such as trucks or storage and handling facilities to capacity," he adds, explaining the company philosophy.

The customers are mostly from industry and trade and are specialized in the areas of steel imports and chemical exports.





F. l. t. r.: Arnd Zappe and the ALS team Pieter van der Meer, Dennis Stamm, and Mohamed Zrikih.

“Internationally operating commercial companies in particular have complex logistical problems and need support in solving them. The main objective of our efforts is to realize high savings potentials in logistical processes. The complete solutions we develop for this range from the logistical handling of the transport chain to the control of payment targets and the monitoring of the contractually agreed delivery conditions,” says Arnd Zappe, describing the company’s range of services:

We work together with both regional medium-sized truck operators and warehousing companies as well as with internationally operating rail and container service providers.”

Four-step plan

In practice, the ALS team follows a four-step plan: At the beginning, the aim is to identify the transport problem, provide the customer with comprehensive advice, and develop a practicable solution proposal, which can also be invoiced separately as an independent service package. “The customer specifies the shipping point and destination, and the transport solutions are developed and determined by us.” Stage two consists of evaluating and optimizing the individual elements of the proposed logistics concept, selecting potential service providers in the logistics chain, and submitting a concrete price offer. If the customer places the order, the transport data is acquired in stage three and the

logistics concept is applied. “The process flows are mapped out using software that integrates customers and suppliers,” says Arnd Zappe. Stage four encompasses the efficient implementation of the logistics concept with permanent monitoring of the planned performance parameters in the individual stages of the logistics chain along with the final invoicing of the services provided.

“The entire service process is controlled by software using tools developed by us and its quality is monitored. The goal is to reduce the customer’s input to an absolutely necessary minimum, which also means that we ourselves bear a greater degree of responsibility for the success of our work compared to our competitors,” says Arnd Zappe: “It goes without saying that we always look for the best and most cost-effective solution for our customers – this saves time and money. To achieve this, the customer has to be willing to cooperate more and disclose figures and data. Only then can we fulfill the function of the extended forwarding department in a qualified way.”

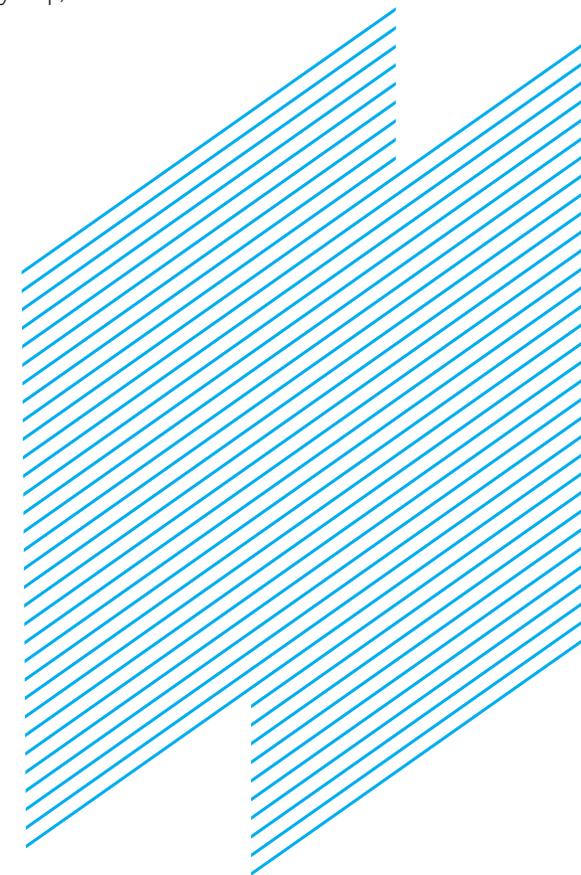
Qualified know-how and a reliable network

Today, ALS sees itself as a small, but sophisticated business supply forwarder with a high degree of IT expertise and qualified know-how as well as a reliable network extending to the sea ports. “In contrast to the hectic pace of our customers’ operations, we can act as a think tank on the sidelines, analyzing transport problems and developing intelligent solutions in a calm atmosphere. In doing so, we ensure that the wheels of the logistics process mesh perfectly with each other when implemen-

ting our logistics concepts,” reports Arnd Zappe from practical experience: “Our regular customers see us as a reliable, competent partner who points out transport alternatives to them without being forced to implement them, since the order can be completed and our service invoiced even at the end of stage one.”

For Arnd Zappe, the current Corona crisis has proven that the corporate concept of the new ALS is up-to-date and future-oriented: “As a small, flexible unit, we react effectively to new challenges and have been able to attract new customers with intelligent solutions and alternative transport routes. In this respect, we clearly benefit from the Duisburg location as Europe’s most important logistics hub thanks to its excellent infrastructure and the wide range of transport alternatives by ship, rail and truck.” www.alsrz.de

“When selecting market partners for the individual stages of the logistics chain, it’s the quality of the services provided, not the size of the company, that matters most.



Peter Lindbergh: “Duisburg was my playground”

(gran) Düsseldorf pays homage to a Duisburger. With “Peter Lindbergh: Untold Stories,” the Kunstpalast in Düsseldorf is showing the first exhibition of works compiled by the star photographer himself (until the end of September). Peter Lindbergh, who grew up in Rheinhausen under the name of Peter Brodbeck, worked on the exhibition for two years and completed it shortly before his death in early September 2019. The exhibition features 140 works from the early 1980s to the present – with few exceptions, all in the black and white style typical of Lindbergh. “Peter Lindbergh has made photographic history. In the 1980s, he expanded the visual language of fashion photography – a pioneering achievement the after-effects of which can still be felt today,” said Kunstpalast General Director Felix Krämer at the opening.

The exhibition is dedicated more to his personal style than to commissioned works for magazines like Vogue, Harper’s Bazaar, or Rolling Stone. “The exhibition gave me the opportunity to think more deeply about my photos in contexts other than fashion. The purpose of the presentation is to open the photos up to other readings and perspectives,” explains Peter Lindbergh in an interview with Felix Krämer in the exhibition catalogue. He got his inspiration from the dance theater, from film, especially Fritz Lang’s *Metropolis*, as well as from the industrial areas of his hometown of Duisburg. The exhibition thus also includes pictures that were taken in Duisburg in the 1980s. In one photo, for example, supermodel Amanda Cazalet pulls a baby carriage with a beer crate on it – possibly freshly purchased at a drinking hall or kiosk – against a street backdrop, familiar from the TV thrillers starring Götz George aka Horst Schimanski. Other pictures show Kara Young in front of the facade of a factory building and Ariane Koizumi at a photo shoot at Landschaftspark Nord.

“Duisburg was my playground,” said Peter Lindbergh once describing his youth amidst copper dust and beer coasters. “In the 40s and 50s, Duisburg was a self-contained world for me. I could see no further than the blast furnaces (of the Krupp steelworks in Rheinhausen) on one side and the Rhine on the other,” he reported.

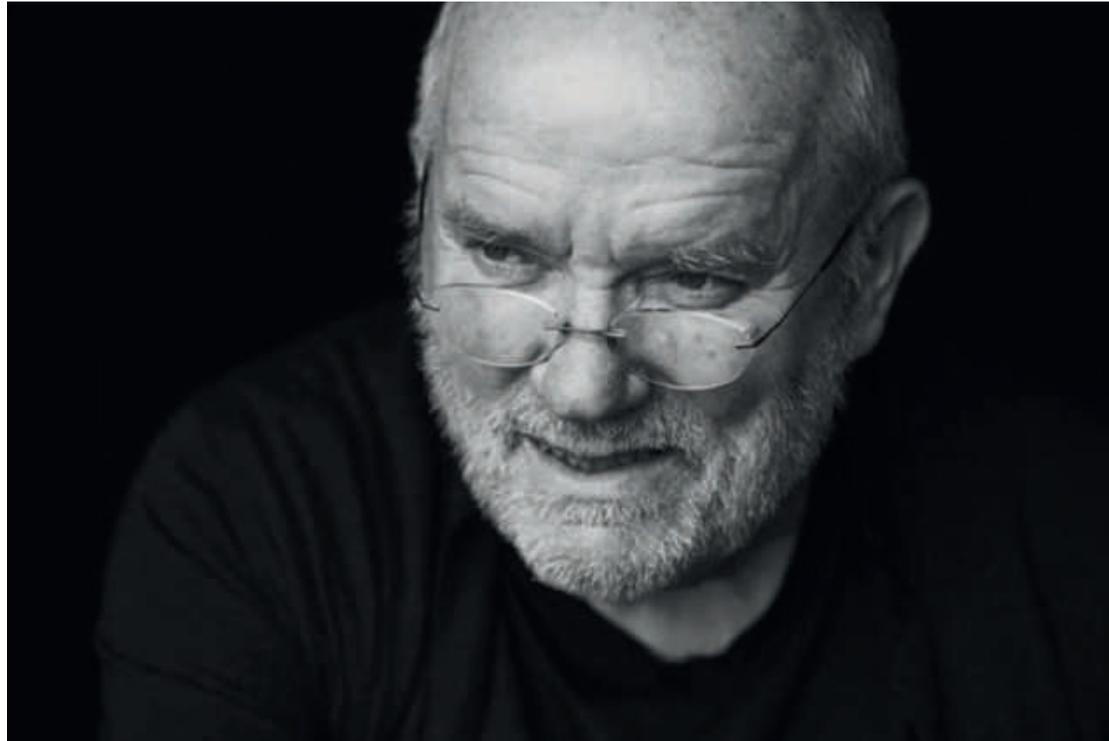


Kara Young, Duisburg, 1984

© Peter Lindbergh (Courtesy of Peter Lindbergh, Paris)



Peter Lindbergh, 2016
© Stefan Rappo



A copper landfill was located nearby at the time. At the drinking hall, he would pick up his soft drink and possibly the after-work beer for his parents. By the way, his father was a representative for Lekkerland. He was born in 1944 as Peter Brodbeck in Lissa, Poland, but spent his youth in Duisburg, underwent training as a window dresser, and played handball for TuS Rheinhausen in the top division and in the Dixieland group "New Orleans Dreamers," although he actually preferred free jazz. Later he studied painting in Berlin and Krefeld. It was only at the age of 27 that he held a camera for the first time, as he said, as assistant to the advertising photographer Hans Lux in Düsseldorf. In the 1970s, he embarked on his career as an advertising photographer and from then on called himself Lindbergh

– like the aviation pioneer, because that no doubt sounded more international. A job finally brought him to Paris in 1978. There he had his breakthrough at the end of the 1980s with his natural, close-up portraits, launching the era of the supermodel, as stated in the exhibition brochure. He lived and worked in Paris until his death in September 2019.

"Untold Stories" is a special legacy from Peter Lindbergh as well as being his personal statement on fashion photography, according to the brochure. The focus is on the human being, whose personality and charisma are brought to the foreground.

The exhibition consists of three parts, including two large installations that form the framework, so to speak. In the entrance area, the visitor is greeted by a monumental photographic wallpaper made of large-format pictures developed especially for the exhibition – Peter Lindbergh's "Manifesto." For the main section, he arranged and experimented with the works that were most important to him in this context with the aim of revealing new perspectives. Many of these photographs were taken on the side, more by chance, and have never before been shown to the public. As Peter Lindbergh says in an interview, "the best things" he experienced in life often happened "as accidents." For example, a piece of glue on a negative with Tina Turner on the Eiffel Tower caused the optical irritation that gives the theme something special.

Nocturnal street scenes and dramatic settings in the harbor or factory ruins reveal Peter Lindbergh's talent as a storyteller.

Alongside these are private, almost intimate moments with models or actors with whom he has maintained close relationships for years and who have placed their trust in him, such as Nicole Kidman, Uma Thurman, Robin Wright, Jessica Chastain, Jeanne Moreau, Naomi Campbell, Charlotte Rampling, and many more – generally without make-up: the model as muse.

The show will conclude with the premiere of the film installation "Testament" from the year 2013. It reveals a largely unknown side of his oeuvre. Shot through a mirror, the film shows a silent encounter between Peter Lindbergh's camera and Elmer Carroll, a murderer sentenced to death in Florida. For 30 minutes, Carroll observes his reflection in the mirror virtually devoid of facial expressions.

"Testament prompts a debate on issues that were crucial for Peter Lindbergh: introspection, expression, empathy, and freedom."



Thanks to komoot, bikers can now also explore the Port of Duisburg by app.

© Frank Reinhold

Exploring 300 years of Port history **by bike and app**

The world's largest inland port is not only a permanent fixture in the cityscape of Duisburg-Ruhrort – its historical origins – but is also revealing a piece of Port history throughout Duisburg.

Building on existing regional biking routes, duisport has developed a route running right across the Port. Along this 47-kilometer tour, consisting of five individual routes, eleven historic landmarks have been set up to inform bikers about the milestones of the Port of Duisburg and its history.

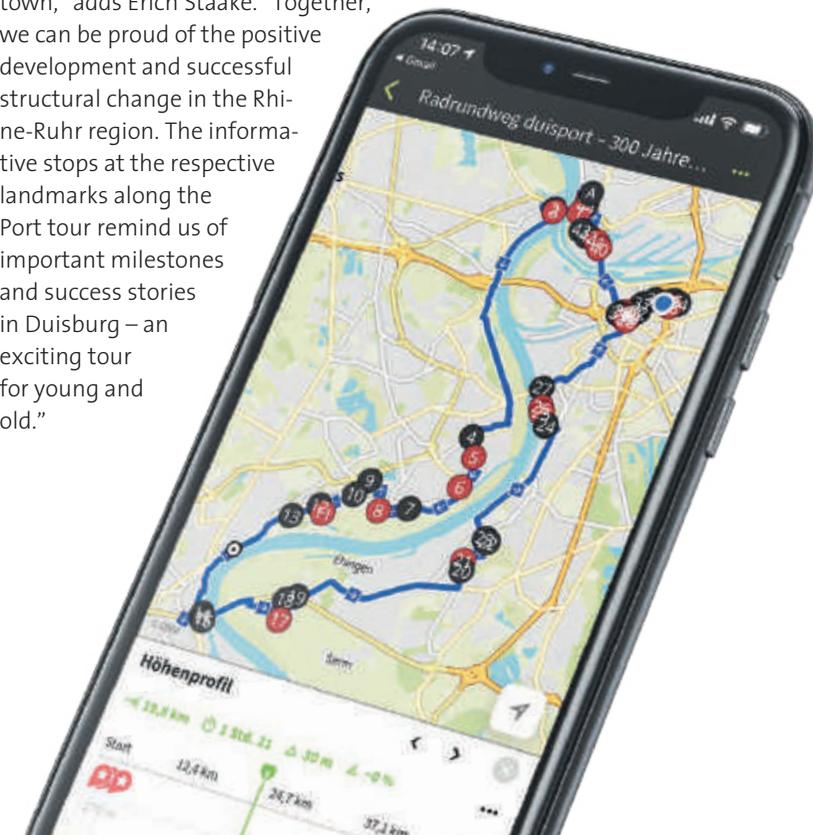
As early as 2016, duisport CEO Erich Staake and the then NRW Minister for Construction, Housing, Urban Development and Transportation Michael Groschek had inaugurated the first of these landmarks, "Leinpfad Ruhrort" ("Ruhrort towpath"), to mark the 300th anniversary of the Port of Duisburg at the Duisburg-Ruhrort Schifferbörse.

The Port of Duisburg goes komoot

Since July 1st, biking enthusiasts have also been able to explore the history of Europe's central logistics hub with the help of an app. To this end, the duisport Group has made the "Port of Duisburg" bicycle route collection available to the komoot navigation and route planner app.

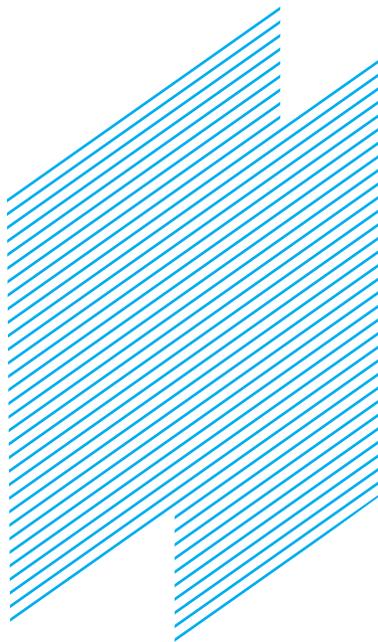
The city of Duisburg and the entire region have much to offer. Besides the well-known industrial backdrop, Duisburg is surrounded by a number of lakes, nature and circular hiking trails as well as forest areas. The bicycle routes through the Port of Duisburg are yet another important way to discover the cultural character of the city and its recreational tourism, both regionally and beyond.

"With this compact compilation of the various routes along the Port, we want to offer Duisburgers in particular an exciting added value in their own home town," adds Erich Staake. "Together, we can be proud of the positive development and successful structural change in the Rhine-Ruhr region. The informative stops at the respective landmarks along the Port tour remind us of important milestones and success stories in Duisburg – an exciting tour for young and old."





Shipping list



LINER CONNECTIONS

Status: July 2020

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 Mäntuluoto	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
Kazakhstan				
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
Boston UK	daily	6	S
East Coast UK	daily	6,8	S
Seaham	daily	6	S
Sutton Bridge, Flixborough	daily	6,9	S
Sweden			
weekly		2	S
East-Spain			
weekly		6	S
North-Spain			
weekly		6	S
Norway			
weekly		6	S

TRAMP / TRANSPORT PROJECT CARGO

Conventional sea-going transport - Regular sailings upon request

National	Shipping Company
German Baltic Sea ports (e. g. Kiel, Wismar, Rostock, Stralsund)	2,6,8,9,11
International	Shipping Company
Denmark (e. g. Fredericia, Kopenhagen, Odense)	2,6,8,10,11
Great Britain (e. g. Grangemouth und alle britischen Seehäfen)	2,6,8,9,11
Finland (e. g. Saimaa-Seen-Gebiet; süd-/westfinnische Küstenhäfen)	2,6,8,10
France (e. g. Bordeaux, Caens, Le Havre)	2,6,8,10,11
Greece, Italia, North Africa all Ports on the Mediterranean Sea	2,6,8,9
Irland (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
Ruszia (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
Skandinavien	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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* 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: July 2020

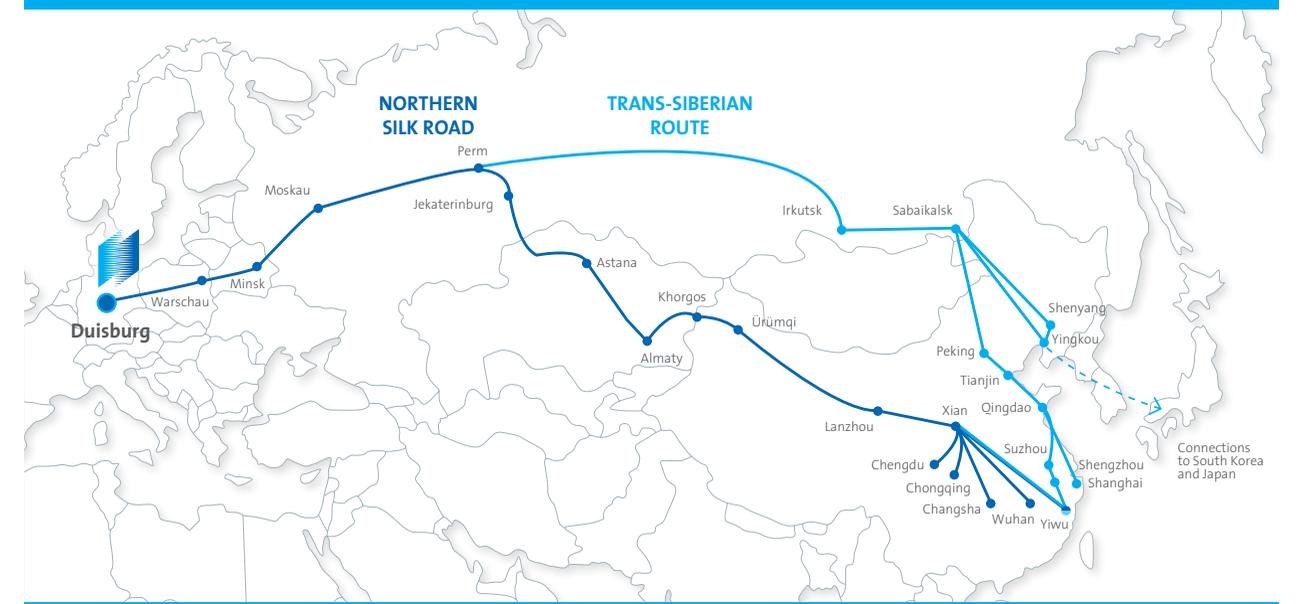
National	from Duisburg		to Duisburg		Operator	Terminal
	At	Et	At	Et		
Bönen	1-6	A	1-6	A	12	GWW
Bremen/Bremerhaven/WHV	2,4	B	1,3	B	12	GWW
Buna	2,5,6	B	1,4,5	B	5	DKT
Dortmund	2,4,6	B	2,4,6	B	23	DeCeTe
Hamburg-Billwerder	1-5	B	1-5	B	8	DUSS
Hamburg-Billwerder		-	7	B	8	DUSS
Hamburg-Billwerder	1,3,5	B	2,4	B	8	DUSS
Leipzig-Wahren	1-5	B	1-5	B	8	DUSS
Ludwigshafen	6	B	-	-	32	D3T
Ludwigshafen (Rhine)	1-5	B	1-5	B	8	DUSS
Ludwigshafen (Rhine)	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
Munich-Riem	1-4	B	1-5	B	8	DUSS
Munich-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

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
Linz/Wels	2,4,6	B	1,3,5	B		D3T
Wels	1-5	B	2-4	B	8	DUSS
Wels	6	D	5	D	8	DUSS
Wels	-	-	6	C	8	DUSS
Wien-South	2,4	B	2,4	B	8	DUSS
Wien-South	1-5	A	1-5	A	8	DUSS
Wien-South	1-5	B	1-5	B	8	DUSS
WienCont	1,2,5,7	C	2-5	B	5	DIT
B-Belgium						
Antwerp	1,3,5	B	2,4,6	B	2	DIT
Antwerp	2,4,6	B	1,3,5	B	8	DUSS
Antwerp	6	-	-	-	8	DUSS
Zeebrugge	5	-	1	B	2	DIT
BUL-Bulgaria						
Stara Zagora	2	-	1	-	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-Italia						
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	DUSS
Melzo	1-6	B	1-6	B	27	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
Pordenone	1,3,5	B	1,3,5	C	5	logport III
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
Venice	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 (APM2, Cobelfret, ECT, Euromax, RSC)	1-6	B	1-6	B	1	DIT
Rotterdam (ECT, RMG, Euromax) 1	1,3	B	2,6	B	32	D3T
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	2,4,6	B	1,3,5	B	33	logport III
Warschau-Pruszków	1,3,5	B	2,4,6	B	5/9	DIT/D3T
RO-Rumania						
Curtici	1-6	C	1-6	C	27	DKT
Curtici via Budapest	1-4,6	D	2,5	F	5	DIT
Ploiesti via Budapest	1-4,6	G	2,5	D	5	DIT
Oradea	5	C	7	C	5	DIT
RUS-Russia						
Moscow	3	H	3	H	14	DIT
S-Sweden						
Almhult	1-4	B	1-5	B	13	logport III
Almhult	5	D	-	-	13	logport III
Falköping	2-4,6	B	1-3,5	B	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	-	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	6	-	7	-	17	DIT
Tianjin	6	-	-	-	17	DIT
Wuhan	4,6	-	4,6	-	29	DIT
Wuhan	6	-	4	-	17	DIT
Wuhan	6	-	6	-	19	DIT
Xiamen	-	-	6	-	29	DIT
Xian	1	-	1	-	26	DIT
Xian	4,5	-	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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All data in the rail schedule are based on information provided by the operators without engagement.

Imprint

48. Volume – Edition 5/2020

Frequency:

Published twice per year

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Corporate Communications duisport

Cover photograph:

Hans Blosssey

Visual concept, design & typesetting:

dws Werbeagentur GmbH, Duisburg

Print:

druckpartner
Druck- und Medienhaus GmbH, Essen

Articles signed by the authors do not necessarily represent the opinion of the publisher. Articles may not be reprinted, unless the source is quoted.



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