

duisport



excellence in logistics

**WE ARE THE
NETWORK**

Key figures of the duisport Group (in EUR million)

	2017	2018	2019	Change in % ¹ 19/18
Sales revenue ² (incl. revenues that cannot be consolidated)	249.7	278.5	292.6	+5
Sales revenues ²	222.7	251.6	270.0	+7
Balance sheet total	368.8	387.5	399.6	+3
Gross investments	34.3	20.0	26.4	+32
Earnings before interest and taxes and depreciation/amortization for goodwill and other assets (EBITDA)	40.5	43.1	43.9	+2
Consolidated net profit	11.7	12.1	13.3	+10
Cash flow I ³	24.6	28.3	34.5	+22
Employees	896	1,205	1,332	+11

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

	2017	2018	2019	Change in % ¹ 19/18
Ship	50.2	48.1	47.6	-1
	32.5	32.1	29.8	-7
	48.7	47.3	46.3	-2
Rail				
Truck ⁴				
Total	131.4	127.5	123.7	-3

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

	2017	2018	2019	Change in % ¹ 19/18
Ship	15.7	14.2	13.8	-3
Rail	18.8	18.7	16.9	-10
Truck	33.8	32.4	30.4	-6
Total	68.3	65.3	61.1	-6

¹ Percentage figures have been rounded; rounding tolerance 0.1.

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

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

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

The duisport Group and its business segments

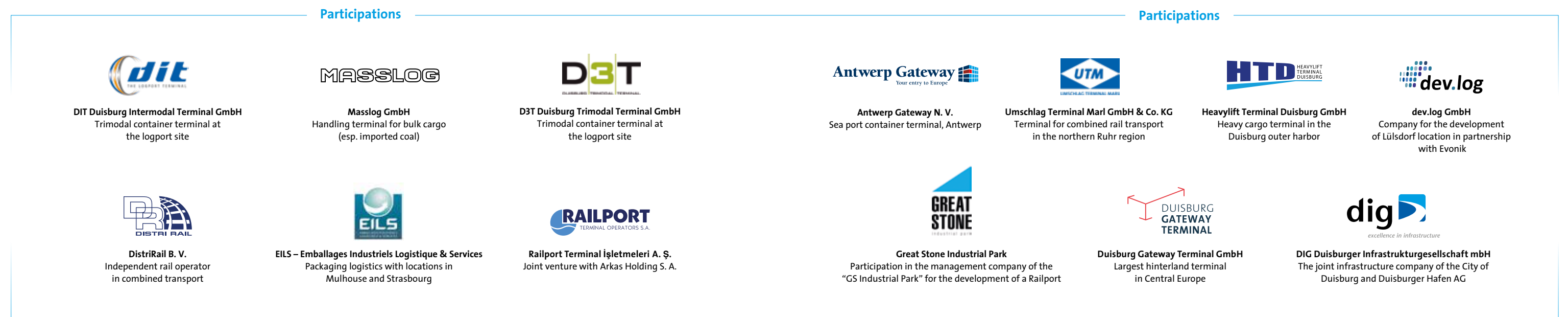
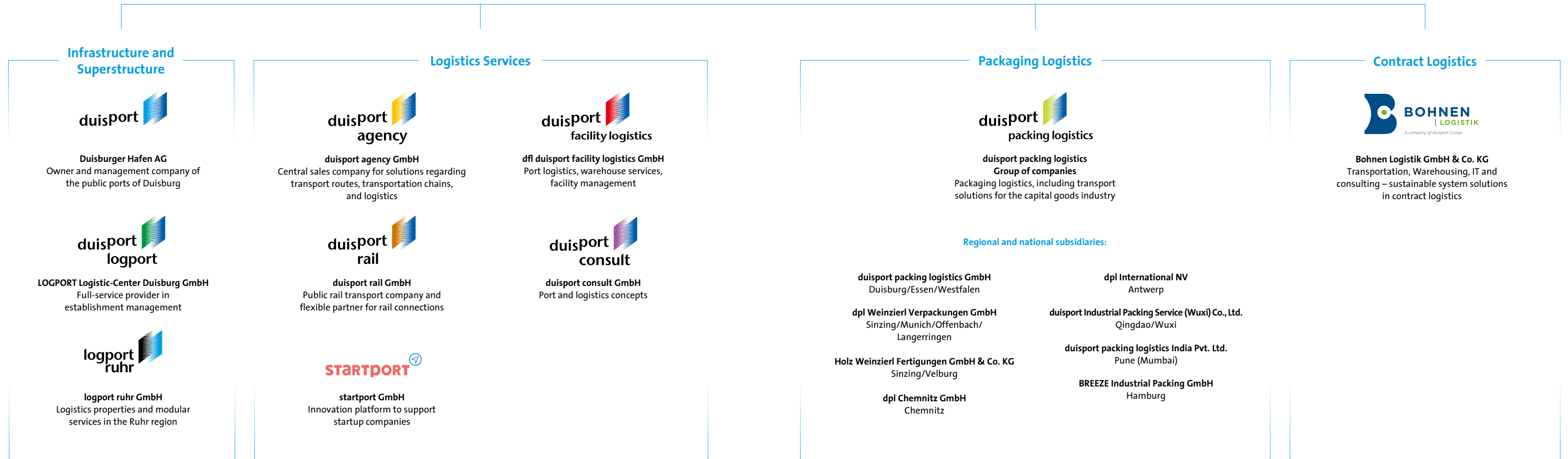


Table of contents

Logistics Hall of Fame	8
The company	14
Business year 2019 in figures	14
duisport – the intermodal route to the future	16
So much more than “from A to B”	18
Land development on the Rhine and Ruhr	20
Job engine in the Rhine-Ruhr region: Logistics as a growth market	30
Sustainable in all processes	38
Innovation, energy and sustainability	40
We don’t wait for innovations	48
startport: an ecosystem with appeal	50
Logistics on the world stage	52
duisport expands national and international network	54
Even in times of change: duisport will remain duisport	62
duisport helps	64
Image credits and source information	68
Imprint	70
Port map	71



LEGENDS OF LOGISTICS

THE INDUSTRY HONOURED
DUISPORT CEO ERICH STAAKE
IN BERLIN

The certificate is made of glass and steel. It's not only the materials that suggest the special significance of the award. Every year, the document certifies the inclusion of an internationally significant company manager or scientist in the "World League" of logistics.

This time Erich Staake, duisport's Chief Executive Officer, was the focus of the award ceremony, being named the 35th member of the "Logistics Hall of Fame" on the evening of 5 December, 2019. In this way, a top-level jury of 69 experts honoured him as a "modernizer of inland port logistics", as stated in the text of the certificate, for having set new impulses in the industry with the logport concept.

Former Bertelsmann CEO Prof. Mark Wössner, who had once signed the farmer's son and business administration graduate Staake for the media company, impressed the 250 guests from logistics, politics, and business in his laudatory speech at the Federal Ministry of Transport in Berlin. At the time, Staake mastered the Herculean task of establishing RTL as Germany's first private TV station together with Helmut Thoma. It was followed in 1998 by "yet another radical change", as Wössner described his start at the Port of Duisburg: "He didn't hesitate and – as we all know him – set a dynamic pace." With the inland port, Staake "simply plugged into the value chain". Under the logport brand, the former steel location Rheinhausen "suddenly became the place to be for everyone involved in logistics". Not only this, but "he also managed to accomplish this task of the century in record time", and after only ten years "90 percent was marketed", twice as fast as originally planned.

Wössner summed up his laudatory portrait in these brief words: "Erich Staake has a gift rarely found among managers. He combines action, management, and courage. He takes responsibility, he leads and gives direction." According to Wössner, Staake "stirred up logistics".



On 5 December 2019, the logistics industry celebrated the annual Gala reception of the Logistics Hall of Fame in the Federal Ministry of Transport in Berlin.



Former Bertelsmann CEO Prof. Mark Wössner (right) hands over the Hall of Fame certificate to Erich Staake.



The Logistics Hall of Fame internationally honours personalities who have rendered outstanding services to the further development of logistics and supply chain management: Legends of logistics. Their achievements will be remembered by future generations with this eternal hall of fame. The Logistics Hall of Fame has set itself the goal of documenting outstanding achievements in logistics, honouring its creators, and inspiring and promoting innovation. It aims to raise public awareness of the effectiveness and innovative power of logistics, thereby contributing to the competitiveness and improving the image of the entire logistics industry.

The Logistics Hall of Fame was initiated by Anita Würmser, the current jury chair, and founded on 18 September 2003.

As a member of the Logistics Hall of Fame, Erich Staake is now joining the ranks of some impressive names. These include Rolf Schnellecke as an innovator in automobile logistics, Amazon founder Jeff Bezos as a revolutionary in e-commerce, and the historic postal service founders Franz and Johann Baptista von Taxis. The pantheon of logistics also features automotive pioneers such as Gottlieb Daimler and Henry Ford, contemporary logistics innovators from North Rhine-Westphalia such as Hermann Grewer and Heinz and Hugo Fiege, as well as the influential logistics scientists Reinhardt Jünemann and Michael Ten Hompel (both from Fraunhofer IMV, Dortmund).



The former Federal Chancellor Gerhard Schröder (right) was visibly impressed by the positive course of the structural change of logport I on 2 February 2000.



The logport concept: From the industrial wasteland to one of the leading logistics locations in Europe is a true success story.



“Erich Staake has been included in the International Hall of Fame of Logistics as a modernizer of inland port logistics. That’s right, he has truly ‘stirred up’ logistics and led it to new shores.”

Wolfgang Clement
Minister President in
North Rhine-Westphalia (ret.)

BUSINESS YEAR 2019 IN FIGURES

123.7

m tonnes of total
handling volumes by all
Duisburg ports including
the private ports.

61.1

**m tonnes of
total cargo**
handled by the
duisport Group

44.0

million TEU
of container
handling

292.6

**million euro
revenues**
+ 5.1% compared
to 2018

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

approx. 30

DUISPORT – THE INTERMODAL ROUTE TO THE FUTURE

Since the launch of logport I, the duisport Group has acquired a worldwide reputation as a developer and marketer of new logistics areas and hubs and for their logistic connection to international networks.

This strategy was realigned in 2019 to focus on the major tasks of the future. These are being defined by the second structural change that Germany's economy must cope with in view of energy transition, climate change, and digitalization – especially in the Rhine-Ruhr region. This is compounded by the serious impact of the corona pandemic in 2020.

Only optimally structured intermodal supply chains can maintain the globally complex networked economy, as the corona crisis has made painfully clear. On the one hand, this critical development reminds us of the old wisdom that trees never grow to the sky. On the other hand, the fact is obvious: logistics as an independent industry has long since outgrown the overly limited image that the public still has of this sector. Not the dull underling of the economy, not an inconvenient peripheral phenomenon, but an integral component and indispensable, independent contributor to the closely interlinked production and supply chains – this is the function of logistics today.



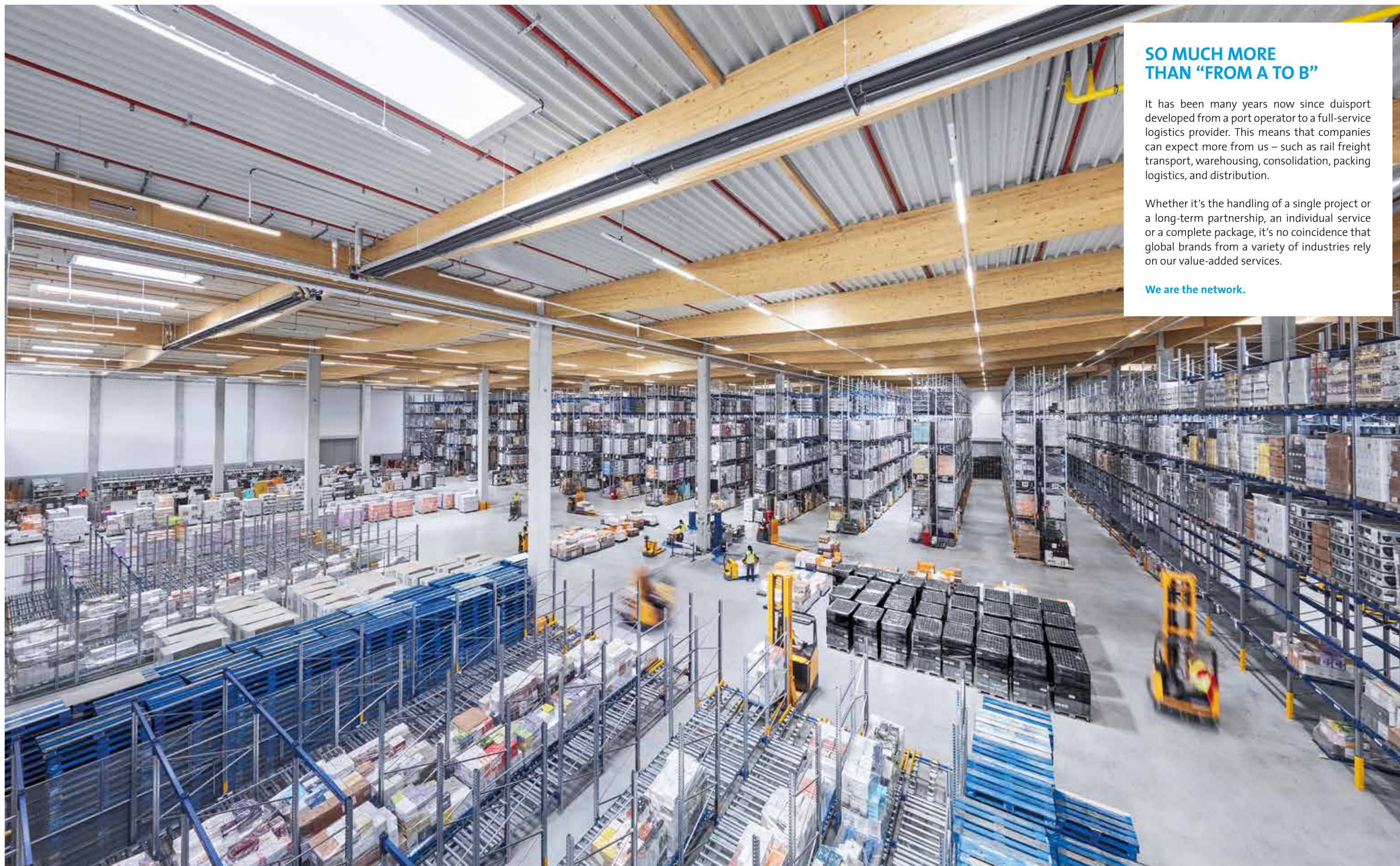
The duisport Group is reacting to the unavoidable pause in thinking and growth by updating its own formula for success. The focus is on the further development of the Duisburg site and other logistics hubs. duisport initiates and mediates the connections between these hubs by internationally operating network logistics specialists. This will consolidate Duisburg's role as a central hub for the exchange of goods in and for Europe. At the same time, growth reserves must be increased and new jobs created in the future.

Optimizing supply chains

The combination of modes of transport in the "modal split" is playing a key role in the optimization of supply chains. Intermodal transport helps to redistribute loads while saving costs and time – and it is ideally suited to improving the ecological footprint of each delivery. For this reason, intermodal transport offers are the ideal solution for achieving climate-neutral logistics. duisport pioneered this approach over 20 years ago – the modal split, tailored to the needs of the individual customer, was one of the foundations for the success of the then novel logport model. Today, this model is being further developed as the core of future sustainability strategies, both at the Duisburg site and along the new Silk Road.

Enhancing rail transport

Apart from the urgent expansion of the channel networks and the renewal of the truck fleet, the greatest challenge for a new mix of transport modes is the further optimization of railway services. Currently, 74 percent of delivery traffic in Germany is handled by trucks, 19 percent by rail, and seven percent by inland vessels. Four steps can be taken to change these ratios: increasing train speeds, expanding rail infrastructure, simplifying regulations, and introducing resource-saving, robust technologies. North Rhine-Westphalia has recognized this and is investing massively in its own railroad modernization programme with the support of companies like duisport. Yet more initiatives are needed if the call for a noticeable relief of the roads and highways is to be taken seriously. Eight efficient intermodal terminals are already in operation in Duisburg. Now, together with international partners, duisport is once again investing massively in new networks, new technology, and new infrastructure.



SO MUCH MORE THAN “FROM A TO B”

It has been many years now since duisport developed from a port operator to a full-service logistics provider. This means that companies can expect more from us – such as rail freight transport, warehousing, consolidation, packing logistics, and distribution.

Whether it's the handling of a single project or a long-term partnership, an individual service or a complete package, it's no coincidence that global brands from a variety of industries rely on our value-added services.

We are the network.

LAND DEVELOPMENT ON THE RHINE AND RUHR

Commercial properties are a sought-after commodity in the Rhine-Ruhr region. Duisport once again lived up to its reputation and claim as a successful developer and marketer of such sites in 2019. However, it has become apparent that the time required for the respective approval procedures is tending to increase. The general climate formed by cities, communities, and interested citizen groups is reacting with increasing sensitivity to the land requirements of logistics. Moreover, species protection concerns are playing a growing role in objections and concerns, which have to be weighed up in each case. In addition, recent observations have shown an increasing tendency towards smaller premises, which are particularly suitable for new e-commerce companies on account of their proximity to districts close to the city.

logport I

In 1998, a new era began in Duisburg at the former Krupp steelworks, a site in Duisburg-Rheinhausen spanning 265 hectares (roughly the size of 371 football fields).



logport VI in Duisburg-Walsum – Progressing step by step

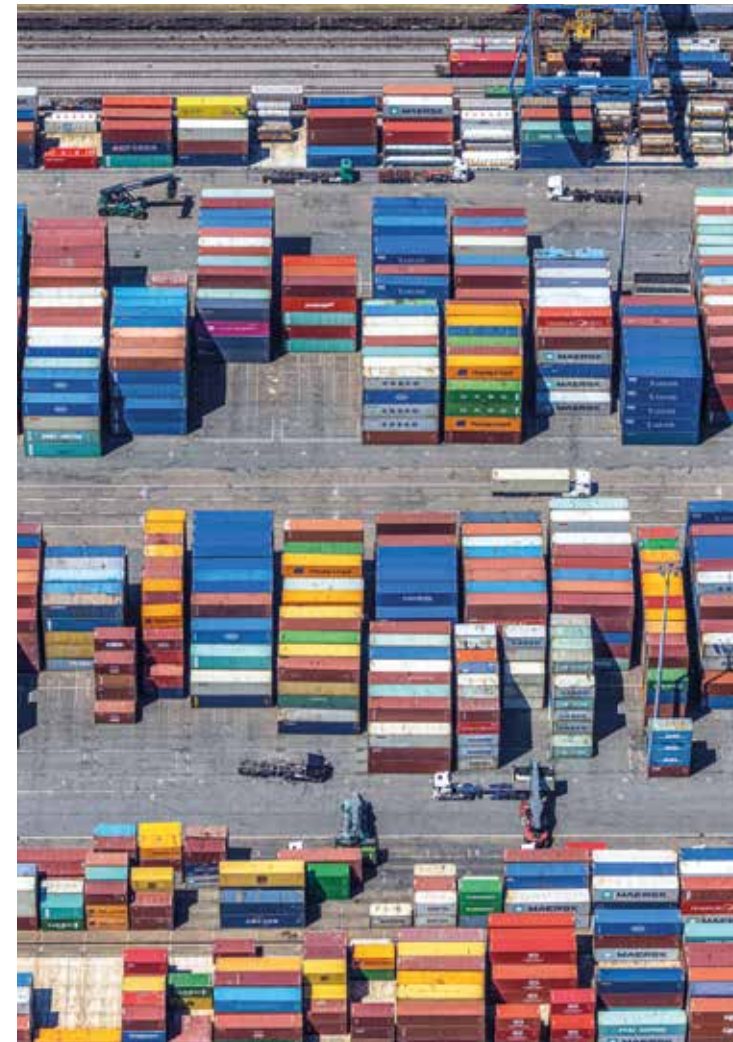
With an area of approx. 400,000 square metres, the second largest development project since logport I to date reached its first milestone in September 2019. At that time, the demolition of the factory buildings of the Walsum paper factory (which went bankrupt in 2016) was complete and the plot was ready for construction. The first contract for a heritable building right on twelve hectares of land was concluded with the Danish logistics company DSV in 2019. Commissioning is expected to take place in the summer of 2021 and new workplaces will be created.

“This investment once more confirms our ability to provide our customers with the best economic environment as the leading logistics hub in central Europe”, says duisport Chief Executive Officer Erich Staake.

Negotiations with other interested parties have begun, and duisport has in the meantime filed the building applications for its own planned trimodal terminal on logport VI.

A road construction project of primary importance for logport VI has been launched with the help of Duisburger Infrastrukturgesellschaft (DIG), a new company founded by the city and duisport, only ten months after DIG was founded. The aim is to complete the approximately two-kilometre long southwest link road connecting logport VI and the A59. The first construction phase is scheduled for completion in 2022, the second at the end of 2024.

Concerns about species protection have necessitated additional investments: since a neighbouring property is home to an amphibian population, a dense amphibian fence had to be erected around logport VI to keep the protected species away from the building site. Protection measures for certain bird species must be observed as well.



logport II

The 350,000 square metre site of the former zinc smelter in the Wanheim district has been home to the world's largest AUDI AG CKD Center since 2013.



logport VI

A trimodal logistics facility of the logport family including a container terminal for the establishment of value-added logistics companies is being built on the nearly 40 hectare site.





The newly founded company DIG, represented by Matthias Palapys (l.) and Prof. Thomas Schlipköther (r.), combines the strengths of all those involved and at the same time enables the appropriate and indispensable expansion of a future-oriented transport infrastructure.



DIG Duisburger Infrastrukturgesellschaft – Acceleration of infrastructure projects

Duisburg had already drawn up plans in 2016 to expand a “Meiderich bypass” in the area of the Vohwinkelstraße for truck traffic to and from the Port. The road was intended to relieve traffic, while in Rheinhausen the dilapidated OB-Lehr bridge was due for renovation. However, neither of these plans has yet been realized – partly for reasons of funding policy. To overcome this situation, the City of Duisburg and duisport founded the new joint “Duisburger Infrastrukturgesellschaft” (DIG) in February 2019. The City of Duisburg holds 75.1 percent and duisport 24.9 percent of the shares.

The objective of DIG is to combine the strengths of both partners and to achieve both an appropriate and gentle expansion of the transport infrastructure and further growth developments in and around the Port. The City of Duisburg will be responsible for the project and will use its expertise in the area of funding. duisport will bring its many years of experience to bear in the planning, financing, and realization of major projects.

Only ten months after its foundation, the ground-breaking ceremony for the 1,700 metre Meiderich bypass – including bridge construction, noise barriers, and road drainage – was held on 16 December 2019. The completion date has been slated for 2022. This also gives the planned Duisburg Gate Terminal access to the autobahn without further burdening local residents. In 2019, the Duisburg City Council previously approved a development plan, and the necessary state and EU funding procedures were completed and the construction contract was awarded. The “Duisburg model” could thus also serve as a shining example for ambitious infrastructure projects in the region.

logport V in Oberhausen – Edeka halls on the rise

The ground-breaking ceremony for the new central warehouse of EDEKA Rhein-Ruhr was held in October 2019, within sight of the A3 motorway. While the logistics buildings are being built, logport ruhr GmbH is working to complete a two-kilometre connecting road to the motorway access point. For this purpose, it became necessary to relocate the former tennis facility of the DTC in Oberhausen. The opening of the new facility is scheduled for the summer of 2020. The drainage of the new Edeka warehouse was already completed in spring 2020. EDEKA plans to open the warehouse in time for the start of the 2021 Christmas season.



logport V

After completion of the ultramodern logistics centre, Edeka will provide over 1,000 food and beverage markets in the Rhine-Ruhr region.



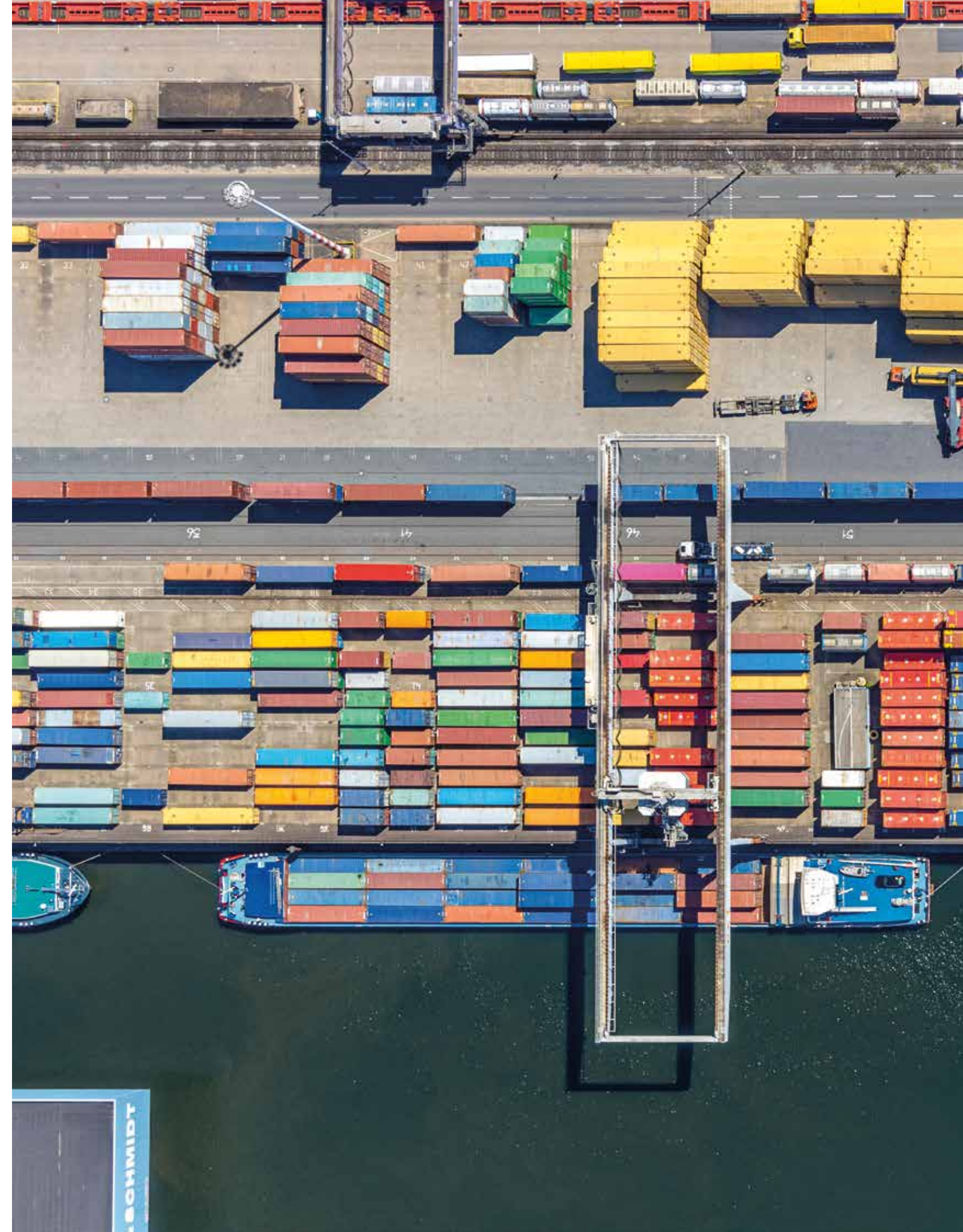
logport IV in Kamp-Lintfort – Spaces completely marketed

Following the e-commerce company Chaltec and the Steinhoff Group (Poco furniture), a third company has settled in the first quarter of 2020 on the site of the former coal storage facility. Alpha Industrial is constructing for Meyer QSL, which intends to organize food logistics for the Burger King chain and furniture logistics for IKEA at the site. The building application is expected to be filed by the summer, and duisport will take over the development of the property.



logport IV

In record time, logport ruhr GmbH converted the former coalhouse's 30 hectares of fallow land in Kamp-Lintfort into a modern, value-added logistics area.





logport II – Room for more e-commerce

In line with a development plan that was approved in 2008, preparations are currently underway to build a logistics hall at the edge of the logport II site in Duisburg-Wanheim. Two hall sections are to offer an area of approximately 15,000 square metres and will be approx. 14 metres high. It is located below the Tiger & Turtle landmark. The hall is intended for use in the growing field of e-commerce. 45 workplaces are expected to be created there. The project represents the culmination of the development of logport II. The entire site was used until the early 2000s by Sudamin Metalworks, a recycling company, and was then left with massive toxic residues. duisport took over the site at the urgent request of the state government at the time and extensively renovated the premises to prepare them for construction. Currently, the main players in the area are VW and Audi, who use it as a hub to ship well over one million cubic metres of passenger car components annually to production facilities around the world.

2019



2020



The construction of a new logistics hall at the edge of the logport II site is underway.

logport II



JOB ENGINE IN THE RHINE-RUHR REGION: LOGISTICS AS A GROWTH MARKET

47,000

In the year 2019, a total of
47,000 workplaces are directly
or indirectly linked to the
various transport and logistics
companies in the port.

North Rhine-Westphalia is at the forefront of the logistics industry in Europe. Over 600,000 jobs are attributed to the sector in North Rhine-Westphalia. On top of this, logistics – with its various business fields and diverse occupational profiles – is one of the fastest growing sectors worldwide.

The duisport Group is one of the largest and most important employers in the Rhine-Ruhr region: especially the logport hubs at the Port of Duisburg act as a job engine for the entire region. In the year 2019, a total of 47,000 workplaces are directly or indirectly linked to the various transport and logistics companies in the port. As of 2019, over 300 globally operating industrial and logistics companies are based in the port region of Duisburg. At the Port, these companies combine to form a stable network of diverse employers in both national and international contexts.



At his one-day visit to the Ruhr region, German President Frank-Walter Steinmeier visited the Port of Duisburg.



duisport as a driving force for successful structural change

On 22 November 2019, German President Frank-Walter Steinmeier visited logport I and the duisport subsidiary startport at the Port of Duisburg to inform himself personally about duisport's latest activities and innovations at the start of his one-day visit to the Ruhr region. With logport I, the premises of the former Krupp steelworks in Duisburg-Rheinhausen have given way to a booming logistics park. Around 50 companies currently employ over 5,000 people on the 265 hectare site. With logport I, the Port of Duisburg delivered a powerful impetus for the structural transformation in the Rhine-Ruhr region.

The second destination of President Steinmeier's visit was duisport subsidiary startport, which is located in the Wehrhahnmühle. Since its launch in 2017, the start-up accelerator has developed into a platform for innovative ideas in the logistics sector with international resonance. With the innovation platform startport, duisport has brought a breath of fresh air to the logistics sector.

“I see the visit of Federal President Steinmeier both as a special recognition of our work and as a form of appreciation for the valuable status of the Port of Duisburg in the Rhine-Ruhr region”, said duisport Chief Executive Officer Erich Staake.



The second station of the port visit was the start-up accelerator startport in the Wehrhahnmühle in Duisburg.

Köhler informed himself about the further development of the successful structural change through the logport concept and the current duisport projects.



In the presence of his Board colleagues Professor Thomas Schlipköther (2nd from right) and Markus Bangen (r.), duisport-CEO Erich Staake (l.) welcomed Horst Köhler and his Wife.



The unparalleled success story of logport I in Duisburg-Rheinhausen is a perfect example of how structural change can be achieved by converting a brownfield site left behind by coal mining into one of the most modern logistics areas in the region with a completely new function.

The latest trends in the logistics industry were the focus of the discussions with former German President Horst Köhler during his subsequent visit to the start-up accelerator startport in the Werhahnsmühle.

duisport Training Center: Further training with the rail and 3D crane simulator

The duisport Training Center in the Duisburg free port has had its own rail simulator since January 2019. In January 2020 the duisport Group also officially unveiled its own crane simulator: a first for combined transportation in the European 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.

From the industrial sector to one of the leading logistics locations in Europe

Former German President Horst Köhler visited the Port of Duisburg for the third time on 10 January 2020 to learn about the progress of the logport concept and current duisport projects.

Horst Köhler was received by duisport Chief Executive Officer Erich Staake, with Board members Professor Thomas Schlipköther and Markus Bangen also in attendance. His first stop was logport I. logport I is the starting point and destination for the China trains, 35 to 40 of which travel in 2019 on a weekly basis between the Port of Duisburg and a dozen Chinese destinations. This makes duisport the most important central European logistics hub for Chinese trade.

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.



Alongside the promotion of young talent, duisport is also focusing on the constant further training of our employees. The combination of the rail and crane simulators makes the training programme of the duisport Group unique in Europe.

State-of-the-art technology for the highest demands

The crane simulator has seven 4k flat screens that are based on a proprietary 3-DOF movement (three-dimensional space). This way, training participants can 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 training participant. This makes it possible to simulate an unlimited number of individual scenarios, including difficult weather conditions or special emergency situations, under the guidance of an instructor.

Such scenarios cannot be practiced in the daily operation of an actual crane. This is a crucial advantage of the crane simulator, which is manufactured in the USA and precisely adapted to the special requirements and conditions of the Port of Duisburg.

duisport relies on in-house training

duisport expanded its training programme in 2019. Furthermore, the duisport Group was certified as an “Excellent Training Company” for the fourth consecutive year in December 2019. Since 2013, the quality seal has been awarded annually on the initiative of “ertragswerkstatt”. The award is considered the largest independent certification for training companies in Germany.

The duisport Group was certified as an “Excellent Training Company” for the fourth consecutive year in December 2019 by the initiative of “ertragswerkstatt”.



With its twelve apprenticed professions in the commercial and industrial segment, the duisport Group is one of the largest training institutions in the Rhine-Ruhr region. 22 new apprentices started their training in 2019, and a total of 55 number to follow apprentices learned their profession at duisport in 2019 – with excellent future prospects: more trainees than ever before in the history of the company.

Inland waterways sector: Tradition in the digital age

Since 2019, the duisport Group has also been offering training programmes for skippers (m/f/d) in cooperation with the Duisburg-based Ausbildungsinitiative Binnenschifffahrt e. V. duisport has made significant investments in modernizing the promotion of young talent in the inland waterways sector with the aim of preserving traditions while simultaneously promoting innovation.

Inland waterway transport has a long tradition, and its extraordinary importance for the logistics industry continues unabated. On average, a large inland vessel offers a capacity equal to that of around 100 trucks while emitting significantly less carbon dioxide. This is one of the reasons why inland waterway transport is becoming increasingly recognized as a sustainable and efficient means of transport. In the past, the profession of skipper mainly called for manual skills, but today the curriculum also includes the use of digital media and computer-controlled assistance systems. Navigation systems, electric river maps, information, control, and ship systems with precision sensor technology, digital chartering systems, and more: a valuable trade with a digital environment.

SUSTAINABLE IN ALL PROCESSES

As a highly frequented logistics location, duisport bears a great deal of responsibility. And we accept it. This begins with our own projects, such as the installation of solar films or the installation of filling stations for land power and electric cars and it continues with helping local companies to achieve their sustainability goals.

The new Environmental Council will continually be examining where there is still potential for working in a more resource-saving manner. All this makes duisport not only the hub of logistics but also of the energy transition.

We are the network.



INNOVATION, ENERGY AND SUSTAINABILITY

duisport as hub of the energy transition – Pioneer in climate protection

duisport is upgrading – and making strides in the areas of sustainability, emissions prevention, and reduction of CO₂ emissions. “Together for the energy transformation”: with this motto, innogy SE (now E.On) and the duisport Group already entered into a future-oriented partnership in 2016 with the aim of developing the Port of Duisburg into a hub for the energy transition and testing new, pioneering ways to generate, save, and use renewable energies for the logistics industry. In the 2019 fiscal year, duisport vigorously prepared itself for the changing requirements of climate-friendly business.

Organic solar film – Innovation in the field of renewable energy

One focus of the partnership with innogy SE is the decentralized supply of real estate with electricity and heat as well as efficient energy applications. Novel concepts for sustainable energy generation are being tested, including the use of ultra-light organic solar films on roofs and especially facades, which are not suitable for conventional photovoltaic modules.

In 2018, organic solar films were applied to a 200 square metre hall facade at the Port of Duisburg for the first time. Following a successful test phase, the solar films developed by the innogy-affiliated company Heliatek in Dresden went into series production in 2019, representing one of the most important innovations in the field of renewable energies. The use of heat pumps that utilize the water of the Rhine as ambient heat is also being tested in this context.



Organic solar films were applied to a 200 square metre hall facade at the Port of Duisburg.



In 2019, a total of six charging stations for e-vehicles were installed at the Port with twelve charging stations for fleet and employee vehicles.

The commercial fleet of service vehicles of Duisburger Hafen AG will be further electrified.



Three shore power fuelling stations operated by innogy were installed in Duisburg-Ruhrort in the spring of 2019.

Conversion to LED – Energy-efficient light sources

Another priority of the partnership with Innogy SE is converting to energy-efficient light sources. Since 2018, the lighting of over 100,000 square metres of hall space at the Port of Duisburg has been converted to energy-saving LEDs. In a hall operated by dpl in the free port, over 150 interior and exterior lights have been replaced with LEDs. This involved installing modular LED spotlights to ensure optimum adaptation to the lighting requirements. In combination with a five-year lease model, duisport and dpl were able to reduce energy consumption by more than 60 percent.

e-mobility – Installation of a charging station infrastructure

With the support of innogy SE, charging stations for electric vehicles have gradually been erected at the Port of Duisburg over the past several years. In 2019, a total of six charging stations for e-vehicles were installed at the Port with twelve charging stations for fleet and employee vehicles. The vehicle fleet of the duisport Group currently includes ten electric vehicles. By 2021, the commercial fleet of service vehicles will be further electrified with the initial acquisition of eight e-vehicles. The installation of two to five additional charging stations is planned for the years 2020 to 2021. In the future, duisport and innogy will also advise customers at the Port on identifying optimal locations for the installation of a charging station infrastructure and coordinating the fleet analysis to identify potential for electrification.

duisport and CargoBeamer focus on innovative rail logistics

Because collaboration had already been initiated in previous years, a significant cooperation could be successfully put into practice in 2019. In December 2019, duisport entered into a long-term partnership with the Leipzig-based rail technology company CargoBeamer AG for more growth in combined rail/road transport. The aim of the cooperation is to shift freight transport to the more environmentally friendly railway.

In addition to the handling centres and automated cargo centres, the duisport Group will also implement digital platforms for processing LTL and LCL shipments for its customers.



“Around three-quarters of European road freight transport is handled by modern semitrailers, which have previously not been able to use the railways for technical reasons. **duisport will now extend its offer – Europe’s foremost in trimodal road/rail/vessel ship handling – to this large market segment**”, says Erich Staake.

The cooperation partners are jointly developing innovative logistics services in support of a climate-friendly transformation of transport. At the centre of all discussions are an automated handling system for tractor trailers from road to rail, robotized cargo centres, and the electromobility-based distribution of goods to industrial centres and urban metropolitan areas. The CargoBeamer technology is based on the entirely automated and high-throughput loading and unloading of tractor trailers of all types. One CargoBeamer handling platform can unload and load an entire train within 15 to 20 minutes.

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 centres and automated cargo centres, the duisport Group will also implement digital platforms for processing LTL (“Less than truck”) and LCL (“Less than container”) shipments for its customers. The cooperation partners are also focusing on yet another innovation: the CBoXX – a robotic loadable and unloadable high-volume rail container. The ubiquitous sea container, which dominates the market and the transcontinental movement of goods, is optimized for maritime vessels, but 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 centres and offer competitive unit costs especially in the flexible market for less-than-full-load shipments.

“Around three-quarters of European road freight transport is handled by modern semitrailers, which have previously not been able to use the railways for technical reasons. duisport will now extend its offer – Europe’s foremost in trimodal road/rail/vessel ship handling – to 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 duisport Chief Executive Officer Erich Staake.

Project enerPort – Energy-efficient inland port

As part of the enerPort project, the Oberhausen-based Fraunhofer Institute for Environmental, Safety, and Energy Technology UMSICHT and the duisport Group have been collaborating since July 2019 on a joint overall concept for the efficient use and supply of energy in the more than 1,550 hectare port area. enerPort is funded by the German Federal Ministry for Economic Affairs and Energy with more than 1 million euros. The project is pursuing a cross-industry approach that links the energy industry with the residential, commercial, industrial, logistics, and transport sectors.

The project confirms duisport's role as the largest inland port in the world and as a role model for other inland ports in achieving national and international climate protection goals.

In future, "Liquefied Natural Gas" (LNG) will increasingly replace diesel for port vehicles



LNG utilization concept – LNG fuel station at the Port of Duisburg

In September 2019, duisport and RWE Supply & Trading GmbH inaugurated a joint mobile LNG fuel station for the company vehicles of the Port of Duisburg as part of the RWE Energy Dialog. "Liquefied Natural Gas" (LNG) will initially replace diesel in Port vehicles. The mobile fuel station is the first step in establishing a comprehensive LNG infrastructure. The next step will be to extend the use of LNG to other vehicles and vehicle types. In the start phase, reach stackers and terminal tractor units were already retrofitted for LNG.

The LNG fuel station is also part of a joint research project by RWE Supply & Trading, duisport and the University of Duisburg-Essen. **The objective of the project partners is to establish LNG as an environmentally friendly fuel in the Port of Duisburg in the long term by developing an integrated utilization concept, thus making a further important contribution to reducing local emissions.**

The mobile LNG fuel station is the first LNG infrastructure in the effort to establish a functioning application environment for this fuel in the region. Because of its trend-setting innovative potential, this LNG infrastructure project is also supported by the "European Fund for Regional Development" (EFRE) in the amount of EUR 740,000.

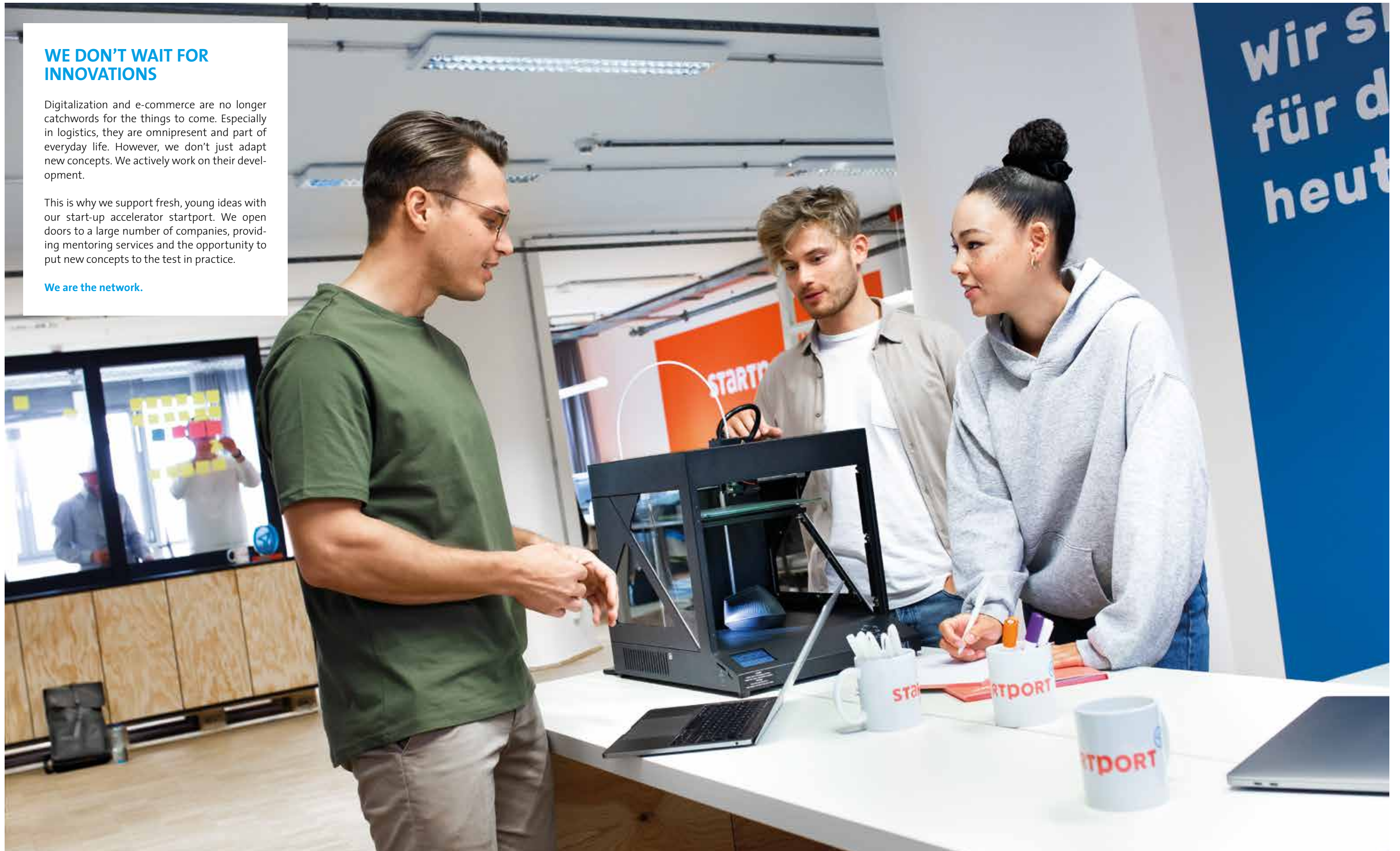
"We consistently pursue the expansion of the LNG infrastructure at the Port of Duisburg. With this initiative, we can make an important contribution to environmental policy in order to reduce local emissions", says duisport Chief Executive Officer Erich Staake.

WE DON'T WAIT FOR INNOVATIONS

Digitalization and e-commerce are no longer catchwords for the things to come. Especially in logistics, they are omnipresent and part of everyday life. However, we don't just adapt new concepts. We actively work on their development.

This is why we support fresh, young ideas with our start-up accelerator startport. We open doors to a large number of companies, providing mentoring services and the opportunity to put new concepts to the test in practice.

We are the network.



STARTPORT: AN ECOSYSTEM WITH APPEAL

Prof. Dr. Andreas Pinkwart, North Rhine-Westphalia Minister of Economic Affairs and Digitization, at the 1st startport conference: “An awareness of tradition, a vision for the future and a founder’s spirit are coming together in the Duisburg inland port.”



From four to 35 start-up teams in two years – startport establishes itself as a logistics start-up network and becomes a magnet for B2B start-ups.

The visits of German President Frank-Walter Steinmeier, former German President Horst Köhler, and State Minister for Economic Affairs Andreas Pinkwart in 2019 make it clear: Innovations in logistics are not only good for the economy, but also for society and the environment.

STARTPORT 

“startport is the interface between local companies and logistics start-ups. This strengthens our entire duisport network”, says startport Managing Director, Peter Trapp.

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



The duisport subsidiary startport is attracting more and more start-ups to the Port – start-ups that are rethinking the logistics and supply chain and making it sustainable and digital. As a major driver of the current structural change, the accelerator sets standards for companies at Europe’s most important logistics location. Duisburg is an attractive industrial location for start-ups, because here they can implement their business ideas directly. At events such as the “reverse pitch”, startport partners such as BVB or Wirtschaftsbetriebe Duisburg present their innovation needs.

“With startport in the duisport network, we attract young entrepreneurs who develop new value chains for local companies. Together with our network, we turn logistics into an innovation driver, and Industry 4.0 into reality”, says duisport Chief Executive Officer Erich Staake.



Since its launch the startport accelerator has already provided 35 start-up companies with an opportunity to develop innovative solutions for the logistics industry.



LOGISTICS ON THE WORLD STAGE

duisport is the connecting link. We connect companies. We connect markets. And we connect continents. duiport opens up the markets of Europe to numerous companies operating worldwide, relying on our powerful freight transport and logistics platform.

Logistics companies of international magnitude have also recognized this and settled in Duisburg. This makes duiport an important hub for the worldwide distribution of goods.

We are the network.

DUISPORT EXPANDS NATIONAL AND INTERNATIONAL NETWORK

Gateway function further enhanced

Economic researchers are forecasting a recession with massive losses in economic growth due to the corona crisis. Against this background, duisport is focusing on its own strengths as well as on long-term strategic future fields.

The development approach has the aim of positioning Duisburg even more strongly as a gateway to Central Europe. The goal is to develop international hubs following the logport model and to ensure the connection of these hubs by networking with high-performance network logistics specialists. New intermodal services and terminal projects as well as Great Stone in Minsk are playing a central role in this regard.

Terminal start in Minsk

In the summer of 2019, the duisport Group further consolidated its role as a partner in Central European trade with China along the “Belt & Road” corridors. After a minority interest in the development company for the world’s largest industrial and logistics park Great Stone near Minsk had already been secured in 2018, the next step was the signing of another contract in 2019. Following this, duisport will be in charge of the construction of a railport for Great Stone. The following companies are partners in this project: China Merchants China-Belarus, the Belarusian Railway, and the Swiss Hupac SA. Work on the building site of the rail terminal began in early 2020. A further 50 hectares will

duisport has taken the lead in the construction of a Railport for Great Stone.



duisport CEO Erich Staake at the Podium of the “Belt and Road Forum” in the Great Stone Industrial Park near Minsk in Belarus.

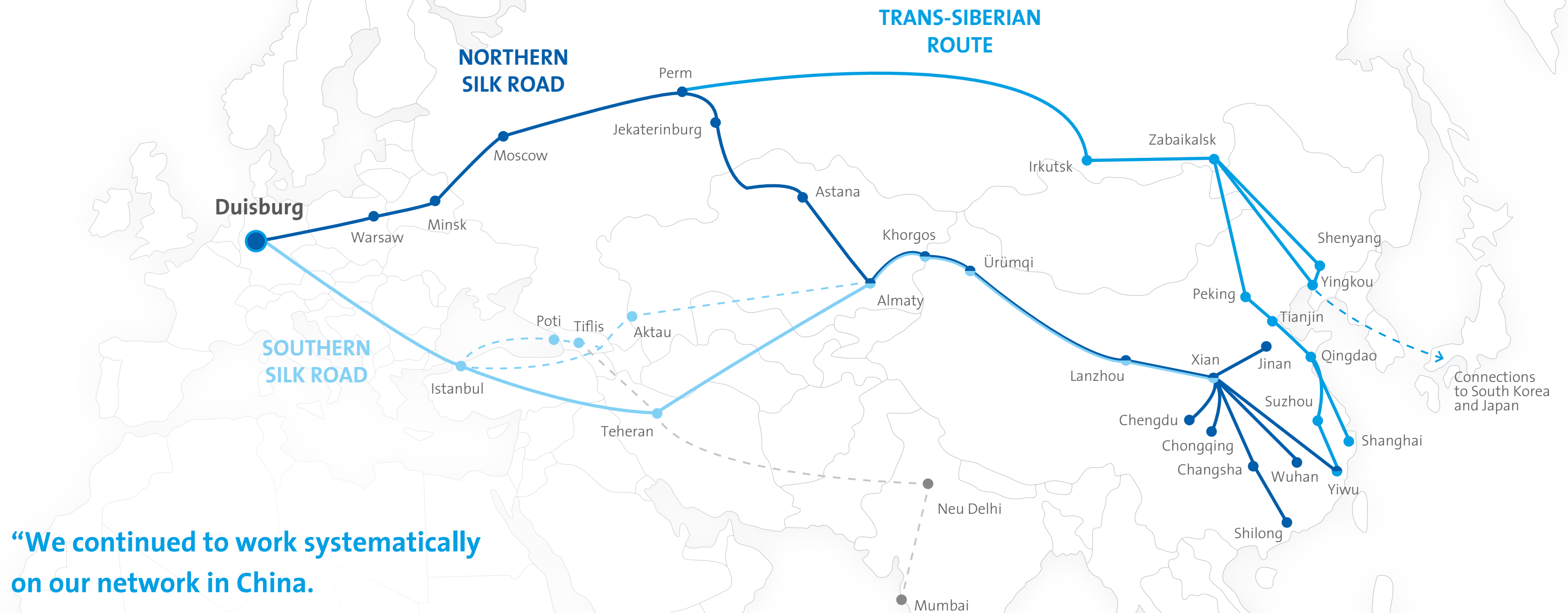
2014 to 2019: number of trains grows ten-fold.

be prepared and offered by duisport on the logport model for the settlement of European logistics companies. The terminal is set for commissioning in 2021.

Network extended – China traffic further increased

duisport's role as a hub between China and Europe has been further consolidated by the establishment of new rail services to and from Rotterdam in 2019 along with new scheduled services to and from the COSCO SHIPPING Ports terminal in Zeebrugge. A cooperation with the Chinese rail operator DBO is replacing a direct rail connection that existed between China and Dourges near Lille. Since February 2020, container traffic to and from Dourges has been handled via the duisport hub. This means that, for the first time, the roughly 100 Duisburg rail connections are now also linked to the industrial area in northern France.

Rail traffic is an important alternative to sea freight. This is why duisport is working intensively on the expansion of the network, adding further destinations to its train services in April 2020. Strategic cooperation with all of the relevant logistics hubs in China makes rail transportation even more attractive for duisport customers. Currently, Duisburg is already one of the preferred destinations for Chinese rail freight transport in Europe. As a high-performance logistics hub, duisport also offers the market advantage of rapid onward transport to other destinations such as the sea ports on the European coasts.



“We continued to work systematically on our network in China.

Evidently with success: in April 2020 we were able to expand our train services - despite Corona - to include additional Chinese destinations. For example, by connecting Jinan in northeast China and Changsha in central China. Our strategic cooperation with all of the relevant logistics hubs in China make rail transportation even more attractive for our customers”, Erich Staake comments.

In a framework agreement signed in 2019, duisport and CRCT agreed on a further joint expansion of CRCT express rail services.



From left to right: Du Baozhong (General Manager, China Merchants China-Belarus Commerce & Logistics Corporation, CJSC), Erich Staake (CEO, Duisburger Hafen AG), Vladimir Morozov (Head of the Belarusian Railways, State Enterprise Belarusian Railways) and Michail Stahlhut (Managing Director, Hupac SA).



duisport & CRCT – Cooperation agreed

In a framework agreement signed in November 2019, duisport and China Railway Container Transport Corp. Ltd. (CRCT) agreed on a further joint expansion of CRCT express rail services. This subsidiary of the China State Railway Group provides goods transport, international forwarding services, and international commodity trading. duisport Chief Executive Officer Erich Staake commented: “This cooperation will not only create an additional service for our customers but will also increase utilization and enhance efficiency.” At the end of November 2019, CRCT officially opened its European subsidiary CRCT Europe Logistic GmbH in Duisburg.

Network management at international trade fairs

Shanghai – China International Import Expo: As the most important European hub for the “China trains”, Duisburg was again represented with its own stand at China’s largest international import fair in 2019. During the trade fair, duisport deepened existing contacts and concluded new agreements. For example, options for the development of regular railway services from Japan to Germany were worked out with the Japanese logistics company Yusen.

Munich – Transport & Logistics: The duisport stand at the world’s leading trade fair for the logistics sector again became the centre of numerous discussions with customers and partners. The main topic was the presentation of the newly agreed cooperation with the Swiss company Hupac SA in the field of intermodal traffic in Europe and along the new Silk Roads.

On good cooperation (from left to right): Erich Staake, Chief Executive Officer, duisport Group, and David Liu, CEO of CSP Zeebrugge Terminal, Joachim Coens, CEO Port of Zeebrugge, and Peter Plewa, Managing Director duisport agency GmbH.





EVEN IN TIMES OF CHANGE, DUISPORT WILL REMAIN DUISPORT

Just as the Rhine-Ruhr region belongs to duisport – and vice versa – transformation belongs to the Port of Duisburg. duisport is actively shaping this transformation and will remain one thing above all else: the reliable partner who bears responsibility – not least for the region and its people.

We support cultural projects, educational initiatives, and sports associations. And duisport will remain a job engine and the best contact point for talented people – be they professionals, trainees, or students.

We are the network.

DUISPORT HELPS

Cultural networking

duisport is supporting the “Ruhr Piano Festival” and its educational programme for children and young people as the main sponsor.



The Ruhr Piano Festival has been a favourite of music lovers for three decades – both in North Rhine-Westphalia and well beyond. This time the music festival is celebrating the “Beethoven Year”. All the piano works of the great composer from Bonn, whose birthday is being commemorated this year, will enthral the audience. However, it initially began on 21 April 2020 without an audience and without the usual opening concert. Due to the corona pandemic, the first concerts up to and including May 2020 were postponed until the fall. Of the concerts planned for June and July, 17 took place – albeit in modified form. The festival kicked off on 4 June with the German premiere of the “New Diabelli Variations” by Rudolf Buchbinder at the Anneliese Brost Musikforum Ruhr in Bochum.

duisport – known throughout the region for decades as a supporter of social, cultural, and athletic initiatives – took on the role of main sponsor of the piano festival for the second time in 2020.

Chief Executive Officer Erich Staake is also acting as patron of the festival. Yet what motivates a busy company manager to devote all his energies to an extra task like this? In his welcome remarks at the start of the festival, Erich Staake writes that the piano festival is “a good example of how worthwhile it is to move forward, to try out new things, and to have the will to succeed”.

Just as the former Duisburg port authority has developed into a hub for European logistics and is now, together with international partners, developing into a hub for trade between China and Europe, so the Ruhr Piano Festival could also become a partner in this development: “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. This is exactly what could and should happen again between Asia and Europe in the future”, emphasizes Erich Staake. Because: “More common cultural ground helps put education and personal development possible on a level playing field.” According to Staake, the festival is



Little Piano School: Since 2006 the piano festival team has been developing a broad programme of musical education aimed especially at children and young people from socially disadvantaged backgrounds.

The duisport Group has been committed for years as sponsor of the Talent Award Ruhr.





Highlight of the 26th “Ruhrorter Hafenfest”: For 10 years duisport has sponsored the half-hour fireworks at the port festival.

well-suited to support these endeavours, and duisport wants to help.

Under the direction of Director Prof. Franz-Xaver Ohnesorg, the piano festival team has been developing a broad programme of musical education in co-operation with a foundation on the Rhine and Ruhr since 2006, aimed especially at children and young people from socially disadvantaged backgrounds. These include, for example, the “Little Piano School”, which provides piano lessons for children in Duisburg-Marxloh.

duisport Chief Executive Erich Staake visited the youngest child in this educational series in Marxloh in 2019. At the Sandstraße elementary school and the Elly-Heuss-Knapp-Gymnasium, children first become acquainted with often difficult piano pieces by Bela Bartok and Igor Stravinsky. Then they practice – even learning to dance to them. The music first awakens their attention, then their concentration, and finally enthusiasm follows, at the latest when they participate actively through dance – the best way to achieve successful integration, as Erich Staake remarks.

Thanks to the support of duisport, the foundation can now extend the programme to other cities in the Ruhr region.

duisport – Social activities

In the 2019 financial year, the duisport Group supported over 40 social and cultural projects in the Rhine-Ruhr region and beyond. Our intention in this is to contribute to improving the cohesion of civil society.

For example, duisport repeatedly provided financial support for a student scholarship from the Roland Berger Foundation. In addition, duisport was the main sponsor of the youth (U17 and U19) of MSV Duisburg in the 2018/2019 season. Another project the Port of Duisburg has been involved in for many years is the “LogistiKids” ideas competition, which introduces preschool and elementary school children to logistics in a fun way.

“As a globally-oriented group domiciled in Duisburg, we have a connection to the people who live in the region. The promotion of young talent is an important issue, since it forms the basis for the managers of tomorrow – both in sports as well as in our own business, namely logistics. We want to do our part to ensure that young people are able to develop their skills so they can contribute to our society as valuable team players and future top performers”, says Erich Staake, Chief Executive Officer of Duisburger Hafen AG.

The work of the non-profit association “ARCHEMED – Doctors for Children in Need” was also part of duisport’s social activities in 2019. The Port of Duisburg assisted in the planning of a new children’s hospital in Eritrea by handling and shipping a 40’ container. The container was loaded with a number of relief supplies which were urgently needed in Asmara, the capital of Eritrea, as well as in the provincial city of Keren.

Further aid was provided to the Duisburg Zoo, the Ruhrort Schifferkinderheim (mariners’ children’s home), the Stadtsportbund (City Sports Association), and the Deutsche Seemannsmission (German Seamen’s Mission) to support the repair of the church boat, among other things.

With the aim of bringing logistics closer to children, duisport supports the LogistiKids.

duisport supported the “ARCHEMED – Doctors for Children in Need” by handling and shipping containers with relief supplies.



IMAGE CREDITS AND SOURCE INFORMATION

Author's rights are held by Duisburger Hafen AG, unless indicated otherwise. Please direct all inquiries to the Corporate Communications department, presse@duisport.de

Title motif
Yuichiro Chino via Getty Images

P. 8
**REINHOLD IMAGES, Düsseldorf,
Frank Reinhold, M.A. (RCA)**

P. 11–12
Sebastian Gabsch

P. 13 aerial photographs
Hans Blossey, Hamm

P. 13
Rolf Köppen, Duisburg

P. 16–17
Hans Blossey, Hamm

P. 18–19
**REINHOLD IMAGES, Düsseldorf,
Frank Reinhold, M.A. (RCA)**

P. 20–21
Hans Blossey, Hamm

P. 23
Hans Blossey, Hamm

P. 24
**krischerfotografie, Duisburg,
Friedhelm Krischer and Tobias Lühe**

P. 25
Hans Blossey, Hamm

P. 25 right
EDEKA Handelsgesellschaft Rhein-Ruhr mbH

P. 26–29
Hans Blossey, Hamm

P. 30–31
dws Werbeagentur GmbH, Duisburg

P. 32
**REINHOLD IMAGES, Düsseldorf,
Frank Reinhold, M.A. (RCA)**

P. 33
**krischerfotografie, Duisburg,
Friedhelm Krischer and Tobias Lühe**

P. 34–35
**krischerfotografie, Duisburg,
Friedhelm Krischer and Tobias Lühe**

P. 36
Duisburger Hafen AG

P. 37
Hans Blossey, Hamm

P. 38–39
**REINHOLD IMAGES, Düsseldorf,
Frank Reinhold, M.A. (RCA)**

P. 41
**REINHOLD IMAGES, Düsseldorf,
Frank Reinhold, M.A. (RCA)**

P. 42 top
dws Werbeagentur GmbH, Duisburg

P. 42 bottom
Duisburger Hafen AG

P. 43
dws Werbeagentur GmbH, Duisburg

P. 44–45
Hans Blossey, Hamm

P. 46
Duisburger Hafen AG

P. 48–49
**REINHOLD IMAGES, Düsseldorf,
Frank Reinhold, M.A. (RCA)**

P. 50
**krischerfotografie, Duisburg,
Friedhelm Krischer and Tobias Lühe**

P. 51 top
Alex Simoes (BVB)

P. 51 bottom
**krischerfotografie, Duisburg,
Friedhelm Krischer and Tobias Lühe**

P. 52–53
**REINHOLD IMAGES, Düsseldorf,
Frank Reinhold, M.A. (RCA)**

P. 54–55
Duisburger Hafen AG

P. 56
Duisburger Hafen AG

P. 60 top
**krischerfotografie, Duisburg,
Friedhelm Krischer and Tobias Lühe**

P. 60 bottom
Duisburger Hafen AG

P. 61
Cosco Shipping

P. 62–63
**REINHOLD IMAGES, Düsseldorf,
Frank Reinhold, M.A. (RCA)**

P. 65 top
**krischerfotografie, Duisburg,
Friedhelm Krischer and Tobias Lühe**

P. 65 bottom
TalentMetropole Ruhr, Essen

P. 66
Stefan Lehrmann, Wesel

P. 67 left
ARCHEMED – Ärzte für Kinder in Not e.V.

P. 67 right
VVWL NRW

IMPRINT

Publisher

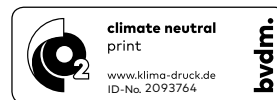
Duisburger Hafen AG
Port number 3650
Alte Ruhrorter Strasse 42–52
47119 Duisburg, Germany
Phone +49 203 803-0
Fax +49 203 803-4232
mail@duisport.com
www.duisport.com

Concept & implementation

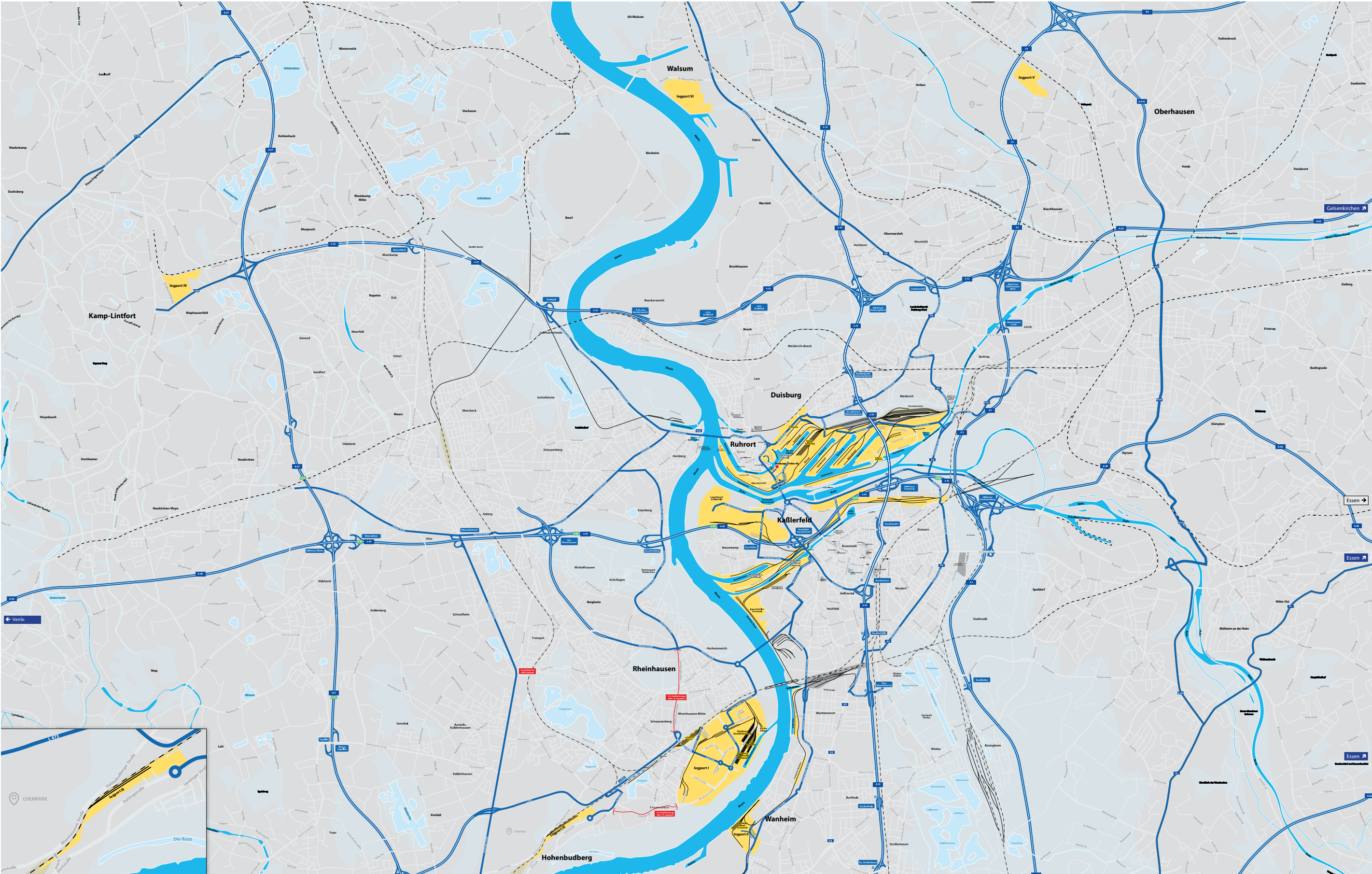
dws Werbeagentur GmbH, Duisburg
www.dws.de

Printing & processing

druckpartner
Druck- und Medienhaus GmbH, Essen



PORT MAP



Zeichenerklärung/Legend

- A 40

Autobahn/Motorway

Haupterschließungsstraßen/
Important connecting road

Haupteisenbahnliesen/
Important connecting railway

Eisenbahn/Railway

Wasserfläche/Water area

Hafengebiet duisport/
duisport port area

Sitz der/Headquarters of
Duisburger Hafen AG

Duisburger Hafen AG

Port number 3650
Alte Ruhrorter Strasse 42–52
47119 Duisburg, Germany
Phone +49 203 803-0
Fax +49 203 803-4232
mail@duisport.com
www.duisport.com