

duisportmagazin

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AN INTERVIEW WITH ERICH STAAKE

The Port of Duisburg on course for a **satisfactory 2020** despite Covid

Close network with China brings growth in container traffic by rail and maritime vessel.

(dü) Despite Covid-related losses in the first half of the year, Erich Staake, Chief Executive Officer of Duisburger Hafen AG, expects satisfactory results for 2020 overall: "Dynamic developments in the third quarter made it possible to compensate for declines in the first half of the year. We are therefore expecting earnings in the container segment to exceed the previous year's level of 4.0 million TEU. In

view of the consistently negative volume developments in the German seaports and stagnating turnover figures in the ports on the mouth of the Rhine, we were able to record a growth of three percent in combined transport in the first ten months – a pleasing, but by no means self-evident development."

The main growth driver in 2020 was Chinese traffic by rail, which almost doubled compared to the previous year with over 50 train departures per week. "Ahead of the Christmas shopping season, exports from the Chinese economy grew by 21.1 percent in November compared to the same month last year, exceeding all predictions, which were 10 to 12 percent. This also benefits German foreign trade with China, which grew by 13.6 percent in November. This reinforces our expectation that we will be able to realize the growth rates achieved in the first three quarters by the end of the year as well," says Staake.

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“Dynamic developments in the third quarter made it possible to compensate for declines in the first half of the year,” says Erich Staake.



Since April 2020 China's industrial production is returning to its former strength and trains started carrying goods out of Wuhan since the outbreak of the coronavirus pandemic again.

Coronavirus firmly under control with flexible protective measures

The Port of Duisburg already prepared for a further spread of the Covid-19 coronavirus in Europe and Germany by setting up an internal crisis unit at the beginning of March. "The team intensively monitored all current developments and swiftly implemented the necessary measures and recommendations for action. Thanks to the rapidly initiated safety and hygienic measures, an immediate coordination and reaction was ensured in case of any emerging abnormalities. In addition, both the terminals and the rail operators were and remain closely involved in the work of the crisis unit through the Duisburger Hafen AG network. As a result, operations in the

Port of Duisburg functioned 100 percent despite the Covid crisis," Staake reports.

Chinese traffic as growth driver

More and more freight trains are operating between China and Europe. While in 2014 there were only 300 trains, in 2018 there was a total of 4,600 trains on the China-Europe route with about 1,800 from Europe to China. In 2020, over 10,000 trains will be running on these routes. They carry more than 1 million containers to 21 countries and 92 cities in Europe. Over a third of the goods transported by train between China and Europe arrive or depart from the Port of Duisburg, which has thus become the most important logistics hub for China shipments in Europe, even in times of crisis.

"The volume of traffic via the New Silk Road has almost doubled in 2020 compared with the previous year and already accounts for almost eight percent of the total container turnover of the duisport Group," says Erich Staake: "Maritime goods traffic with China also shows encouraging growth rates. Container traffic by inland vessel between the ports on the mouth of the Rhine and Duisburg, for example, increased by five percent in the first three quarters."

China's economy is running at full speed

The reason for the current strong growth in rail traffic between China and Europe is the rapid reduction in the number of Covid infections in China. "For over half a year now, China's factories have been running at full speed again, producing the very product groups that buyers in other countries order on the Internet. In addition, Chinese industry is also supplying the preliminary and semi-finished products that European manufacturers are lacking due to factory closures. Rail transport benefits from this due to the significantly shorter delivery times of two weeks on average compared to those of sea transport of 5-6 weeks as well as substantial price increases for air freight due to a shortage of aircraft capacities of up to 60 percent. The artificial scarcity of supply on container lines between Europe and Asia has also led to high ocean freight rates, making rail transport more competitive. "Currently, rail freight rates to China are on par with ocean freight rates," Staake reports.

duisport has taken advantage of the resulting market opportunities and expanded its rail services to include additional Chinese partner destinations in 2020, reaching approximately two dozen destinations in China. "By now, duisport has a stake in twelve Chinese rail terminals and is thus represented in all major cities and industrial centers in Asia's strongest growth region. Along with the expansion of the rail infrastructure, China is investing billions

in the expansion of inland rail terminals. Next year, an additional four terminals will be connected to our network, so we expect further strong growth rates in 2021," estimates Staake.

Growth instead of recession

The train routes between China and Europe play a key role in the current expansion of trade routes on which the two regions exchange goods. Until recently, there was only the northern railway route through Russia and Europe with the end point at the Port of Duisburg. Since 2019, there has been a further central railway route through Kazakhstan and Azerbaijan, through Georgia to Turkey, and from there on to Germany via Bulgaria and the Balkans. "Our activities in Turkey and the Balkans mean that we are also well positioned in this area," says Staake.

Traffic shift on the east-west route

A top priority for the head of duisport involves the shift of freight traffic from road to rail on the congested east-west corridors between Eastern Europe and Germany. "In 2020, we were able to make a new mark in this area with the establishment of trailer train services between Duisburg and Poznan. After starting with three trips a week in the middle of the year, this service was increased to five trips a week in December. I estimate the market potential to be 50 trains a week, but we still lack the capacity for this," Staake reports. To further develop this inner-European growth market in combined transport, duisport has developed a joint venture with Polish partners.

Staake expects further growth potential from the opening of the container terminal at logport VI in Duisburg-Walsum, which will go into operation in mid-2021 as a service provider for the DSV forwarding and logistics group located there. Contract negotiations for the settlement of another

well-known logistics company at logport VI, the container logistics company Maersk, are expected to be completed at the beginning of the year (read more about this on page 10 of this issue).

Positive outlook for 2021

All in all, Erich Staake is optimistic about the year 2021: “All indicators point to continued strong growth, which we believe will be in double digits in combined transport!” Since the eight existing combined transport terminals at the Duisburg location are bursting at the seams because of the rapid growth in Chinese traffic and other factors, the port chief is pushing for a speedy completion of the Duisburg Gateway Terminal project initiated last year on the former Coal Island.

Duisburg Gateway Terminal on schedule

Once the current approval procedures have been completed, construction work on the new Duisburg Gateway Terminal can begin at the end of the first quarter of 2021. A one-year construction period is planned for the first construction phase with six block train platforms and the new wharfage at Basin A. Two trimodal bridge cranes equipped to handle trailers and containers are to be located at the rear of the facility. Another gantry crane is located at a special handling area for fast inland waterway container handling in the front terminal area – a first for inland terminals.

Staake estimates that, as in the previous year, total cargo handling in the current year will be some four to five percent below



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“All indicators point to continued strong growth, which we believe will be in double digits in combined transport!”

Erich Staake

Chief Executive Officer of
Duisburger Hafen AG

the previous year’s figure due to the sharp decline in coal traffic and a weak steel business. For the Masslog bulk handling center – a joint venture with Duisburg-based HTAG Häfen und Transport AG – some 1 million tons per year of minerals and other products were secured to replace discontinued coal volumes. The contract logistics business segment also acquired a new major customer and will close the year with annual sales of just under 30 million euros. “Over the past 22 years, the annual sales of Duisburger Hafen AG have risen

from 25 million euros in 1998 to just under 300 million euros in 2019, and this year too – against all odds – we expect a profit that will be above plan level, enabling us to make dividend payments to our shareholders and further investments in the future of our company. Considering this, we will conclude the Corona year 2020 on a very satisfactory note,” expects Erich Staake.

logport VI: Maersk plans investment in Duisburg

World's largest container shipping company plans a distribution center in the north of Duisburg

Container logistics company Maersk and duisport are combining their forces to build and operate a new distribution and logistics center in Duisburg. The new building is supposed to be planned and constructed in short order. Maersk will use more than 100,000 square meters in logport VI. The contract negotiations are in the final phase. The new addition will create 350 new workplaces.

logport VI: The ideal location for future growth

A parcel of almost 43 hectares, which features a 500 meter long quay wall, is in the process of becoming the future home of a trimodal logistics location (including container terminal) that is part of the logport family. After logport I in Duisburg-Rheinhausen, the Walsum location is the second-largest project of Duisburger Hafen AG in the past 20 years.

“Our customers need more than just transport services from port to port. By assisting them with the entire transportation chain from door to door, we create real added value for our customers and reduce the complexity in their supply chains. As a global integrator for container logistics, Maersk has the required assets, know-how and extensive experience. We are very pleased to have found a partner in duisport, who understands this strong customer focus and who creates the required infra-

structure at this attractive location,” says Jens-Ole Krenzien, Vice President North West Continent Region at Maersk.

Excellent infrastructure and connection to international trading routes as key location factors

“logport VI enables long-term and sustainable competitive advantages. The new container terminal directly on the Rhine and the direct connection to intermodal transportation chains in the European

© Hans Blosssey



hinterland and to Asia are advantages in a globally competitive environment. The addition of Maersk demonstrates that the logistics hub in Duisburg has become essential for the large players in the industry," says Erich Staake, Chief Executive Officer of Duisburger Hafen AG.

Maersk: duisport is a strategically important partner

"We are very proud of this joint project in Duisburg, which will allow us to provide our customers in the heart of Europe with comprehensive and tailored logistics solutions," says Krenzien. "The location will serve as an additional hub in the supply chains of our customers. Our engagement in logport VI is consistent with our strategy of providing globally integrated logistics

services to our customers. Duisburg, the leading logistics hub in central Europe, is the ideal location for this project."

Number of workplaces at the new location is well above expectations: The addition of Maersk together with the investors that have been acquired to date will create over 600 workplaces

After the closing, and after all required approvals have been obtained, Maersk will develop a large distribution and warehouse complex in two phases. The company will utilize a large part of the total space, with an area of over 100,000 square meters. Another 50,000 square meters could be added during another expansion stage.

"After purchasing this parcel, I spoke about our objective of doubling the number of employees who worked at the former paper factory (300 workplaces). With the addition of Maersk, we will be able to exceed this projection," says Erich Staake, Chief Executive Officer of Duisburger Hafen AG.

A.P. Moller - Maersk is an integrated container logistics company that is committed to connecting and simplifying the supply chains of its customers. As the global leader in ocean freight services, Maersk is active in 130 countries and has around 80,000 employees.



www.maersk.com

Successful certification: duisport "Excellent Training Company" for the fifth time in a row!

Erich Staake: "Even during the Covid crisis, we remain a reliable partner in training and further education."

The duisport Group has been certified as an "Excellent Training Company" for the fifth time. In 2020, the company's trainees once again answered about 100 detailed questions about the quality of their training in an anonymous survey. The key criteria for the quality review include, among other things, the specific content of the training, the way trainees are treated in the company, and the future and promotion opportunities available to applicants.

Certified by employees

"We have the quality of our training reviewed every year by those who are the most affected by it: Our trainees themselves have now attested to the fact that we are doing a good job in this area for the fifth time in a row. We know, however, that it is worth it: Highly qualified and committed employees form the foundation for the future of our company. They are decisive factors for long-term economic success, which is why we are very active in this area," emphasizes Erich Staake, Chief Executive Officer of Duisburger Hafen AG.

More training for the duisport of tomorrow

This makes duisport not only one of the largest employers in the region, but also one of the best training companies.

A total of eleven different training professions are offered in the duisport Group. From specialist for port logistics, real estate agent, IT specialist, timber mechanic to switchman and locomotive engineer. Besides classic commercial professions, the duisport Group has specialized in the various operational professions in the logistics industry. As the world's largest inland port, there is great demand for well-trained experts, and, with its wide range of training opportunities, duisport also focuses on valuable specialist and niche occupations. In-house training for a company's own needs is a valuable asset and provides security, both for the employee and the employer.

The number of trainees who start at the Port of Duisburg each year varies. The record was 21 training positions in 2019. In 2020, duisport was able to fill 15 new training positions – a very good result in a year of global crisis. Not every training profession is also offered every year, so the numbers differ slightly from year to year. In total, approximately 50 employees are always in training.

Currently, the proportion of female trainees in the duisport Group is 30.77 percent.

Requirements and opportunities for employment

Just as the training professions at duisport vary, so do the respective qualifications and requirements: From a secondary school diploma to a high school diploma – the range is extensive. Even college dropouts or career changers can apply. duisport is looking for applicants who enjoy the respective job and are enthusiastic about the logistics industry and the respective profession they would like to learn.

Further information on the seal of approval:

The seal of approval has been awarded annually since 2013. In recent years, over 100 companies have had the quality of their training program comprehensively



assessed. The “Excellent Training Company” seal is an initiative of “ertragswerkstatt” and represents the largest independent and neutral certification for training companies in Germany. A prerequisite for participation was that the companies take on at least five trainees.



From left: Anna-Maria Mintendi, Lara Wegner, Malvin Nelom, Jasmin Saremski, Nils Votel (all trainees in the duisport Group).

The training professions of the duisport Group at a glance:

- Industrial business management assistant (m/f/d)
- Management assistant for forwarding and logistics services (m/f/d)
- Real estate agent (m/f/d)
- IT specialist for application development (m/f/d)
- Port logistics specialist (m/f/d)
- Warehouse logistics specialist (m/f/d)
- Timber mechanic, with a focus on building components, wood packaging and frames (m/f/d)
- Switchman and locomotive engineer, Engineer and Transport (m/f/d)
- Office management specialist (m/f/d)
- Bachelor of Arts
- Bachelor of Science

For more information on training and career opportunities at duisport, visit:

www.duisport.de/karriere/

If you have any questions about training, please contact the duisport career team:

ausbildung@duisport.de

Malvin Nelom:

“I think that’s very good, and it makes a good impression - especially on high school students who are coming straight from school and are looking for a training company. The seal inspires confidence and helps to distinguish between different companies, especially if you don’t have much experience in the work world yet.”



Combined expertise

duisport with investment in the port of Trieste.

Duisburger Hafen AG (duisport) is currently preparing an investment in the hinterland of the North Italian seaport together with the Port Authority of Trieste and the local financial holding company Friulia S.p.A. (Friulia). The investment target is "Interporto di Trieste S.p.A." (Interporto), a company within the Trieste Port Community.

Interporto operates three logistics facilities in and around Trieste, all with excellent rail connections and a total of almost one million square meters of floor space and approximately 130,000 square meters of storage space. In addition to customs clearance, the services offered include in particular the preparation of intermodal and logistical concepts as well as targeted land development in the port area of Trieste.

The current negotiations are based on the strategic cooperation between duisport

and the Trieste Port Authority, which has been in place since summer 2017. duisport CEO Erich Staake recognized the enormous potential of the North Italian port years ago and pushed ahead with the joint development of logistics services. "This is a meaningful extension of our international network. Especially for our customers who set their priorities in the transport of goods in the European area", says Staake.

The port of Trieste is the largest seaport in the Upper Adriatic. The location is considered an important maritime gateway for Central and Eastern Europe and has developed into a leading European logistics hub in recent years. Moreover, Trieste is involved in the Belt and Road initiative via the maritime Silk Road.

The investment in Trieste is further proof of the international relevance and recognition of duisport's logistics know-how. duisport not only provides the expertise in the development of logistic areas, but also creates an attractive added value for the entire duisport network through the logistic connection of Duisburg and Trieste.

7 countries regularly served by rail from Trieste and 33 couples of trains connecting Trieste to Germany weekly.



© Friulia

Trieste / Trieste Port Authority:

Trieste ranks 9th in terms of net total tonnage among all European ports (62 million tons in 2019). Further, Trieste is the leading oil terminal in the Mediterranean and ranks first amongst Italian ports with respect to rail traffic (10,000 trains in 2019). This is due to daily rail links to all the main European destinations: 7 countries regularly served by rail from Trieste and 33 couples of trains connecting Trieste to Germany weekly.

Its special regime as a free port is a unique feature at the international level. In this perspective, Trieste becomes a strategic hub for the Belt and Road initiative, as the ideal access point for trade to and from the Far East and throughout the Mediterranean, thanks to a naturally deep sea floor up to 18 meters.

The Port Authority as integrated manager of the "Port System" is a key shareholder of the Interporto di Trieste, a company that manages three intermodal and logistics

facilities in the Trieste/Friuli Venezia Giulia region, including a railway platform (460,000 sqm) in Cervignano del Friuli.

Friulia S.p.A. - Financial Holding Company of Friuli Venezia Giulia Region:

FRIULIA is a Financial Company of the Region Friuli-Venezia-Giulia. Since its creation in 1967, the regional holding company implemented 1,500 projects in over 700 enterprises, always promoting development and innovation. As investor, Friulia supports the financial capacity of participated companies, fostering their growth. Friulia action has always been comparable to the work of an advisor who operates to identify the best opportunities. For this reason, Friulia offers to collaborate with local enterprises, to assess industrial plans and development models or as financial partner sensitive to market and business needs.



As early as July, duisport announced that it would strengthen its cooperation with the Port of Trieste. The final contracts were signed in December. From left to right: Zeno D'Agostino (President of the 'Port System Authority of the Eastern Adriatic Sea' (Trieste)), Erich Staake, Federica Seganti (Chief Executive Officer of Friulia SpA) and Graziano Pizzimenti (Assessor of the 'Friuli-Venezia Giulia for Infrastructure and Territory')

Chinese Sinotrans establishes rail link between Shenzhen and Duisburg

Up to 60 trains travel between Duisburg and various destinations in China every week.

Sinotrans, the logistics division of the China Merchants Group (CMG), establishes its own rail link between Shenzhen and Duisburg. With the new connection to the Greater Bay Area Pearl River Delta, the partners have developed a new option for freight transport between China and Europe. The partnership was arranged

by duisport Chief Executive Officer Erich Staake and Sinotrans Chief Executive Officer Guanpeng Li.

Up to 60 trains travel between Duisburg and various destinations in China every week.

Secure supply chains between Europe and China

“Shenzhen together with the Greater Bay Area (Pearl River Delta) is one of the most successful economic regions in China. Duisburg is a transport hub for multiple transport carriers in Europe. On the occasion of the 40th anniversary of the special economic zone Shenzhen, we have established the “Bay Area” rail link between Shenzhen and Europe together with our cooperation partners. The opening of the “Bay Area” plays a crucial role in securing continuous supply chains between China and Europe and promoting even closer

economic contacts”, explains Guanpeng Li, Chief Executive Officer of Sinotrans.

duisport: Growth with new destinations in China

“The new rail link between Duisburg and Shenzhen represents another building block in our continuous growth strategy. After connecting Jinan in north-east China and Changsha in central China to our network in the spring, we have turned our attention to increasing the services for the Pearl River Delta. This strategic partnership strengthens our network”, says duisport CEO Erich Staake.

Seen off on its maiden voyage by Guanpeng Li himself, the new rail link marks the classic stops along the New Silk Road: from China through Kazakhstan, Russia, Belarus, Poland to Duisburg.

Sinotrans, which is part of the China Merchants Group, is a leading global provider of integrated logistics services with annual sales of EUR 9.49 billion. As early as 2016, the duisport Group entered into a strategic and project cooperation with China Merchant.

duisport is once again expanding its international network.





Rolande and duisport open LNG fuel station in the Port of Duisburg

duisport is promoting the use of the environmentally friendly liquefied natural gas LNG and creating incentives for the construction of a public and stationary LNG fuel station.

(Rolande) Duisburger Hafen AG and Rolande, pioneer and market leader in the development of infrastructures for liquefied natural gas for trucks and bio-LNG in the Netherlands, opened an LNG fuel station in the Port of Duisburg on December 1. The new Rolande LNG station is available for all LNG-fueled commercial vehicles. Duisburg Hafen AG is thus fulfilling its promise to establish the use of LNG as an environmentally friendly fuel in the Port of Duisburg and to make an important environmental contribution to reducing local emissions. After the opening of the first Rolande LNG fuel station in Ulm, the Duisburg site represents an important milestone for Rolande in establishing a nationwide public LNG fueling network in

Germany. Other sites scheduled to open in 2020 and early 2021 include Dortmund, Grasdorf, Lübeck, Ziesar and Hamburg. Each of these fuel stations is already equipped for the later use of bio-LNG. "With the expansion of the public LNG network in the Port of Duisburg, we and our partners are contributing to a significant reduction in CO² and other emissions. An important step towards climate-friendly logistics," explained Erich Staake, Chief Executive Officer of Duisburger Hafen AG. "Together with Rolande, we have generated significant added value through the construction of the LNG fuel station at logport I, which will directly benefit our local customer and leaseholder network in particular. Long-distance freight transport in the region will also be able to benefit in the long term from the cost and sustainability advantages of liquefied natural gas – An economic added value for the entire location."

"The Port of Duisburg is an important LNG base for our planned nationwide LNG fueling network in Germany," said Jolon van der Schuit, CEO of Rolande. "Our first station in Ulm testifies to how quickly and successfully LNG is being accepted in Germany. Just a few weeks after opening in July 2020, the station is one of our highest-volume LNG fuel stations in Europe. I am convinced that we will experience comparable success at the Port of Duisburg. The Port of Duisburg and Rolande are driven by the belief in a future without fossil fuels. We see LNG as the stepping stone to bio-LNG. In this way, we aim to work together to help make the world of tomorrow a cleaner place."

Public CNG/LNG fuel station – prepared for bio-LNG

The facility in the Port of Duisburg is located at a Tankpool 24 site and is a classic 24/7 public self-service fuel station with



© Rolande / dws Werbeagentur GmbH

two LNG dispensers, the capacity of which guarantees rapid refueling without long waiting times. With a daily capacity of up to 150 vehicles and spacious entrance and exit areas, the fuel station is optimally dimensioned for heavy-duty trucks. In this way, it is making a significant contribution to the gradual establishment of LNG as a more environmentally friendly fuel.

EU funding

The fuel station in Duisburg is part of the Connect2LNG project, which is funded by the CEF program of the European Commission. The aim of the Connect2LNG project is to develop a European LNG fueling network with the commissioning of five stations in Germany and France.

Bio-LNG

Bio-LNG (bio-liquefied natural gas) is a 100% biological fuel that can be produced from certified waste such as organic household waste, sludge, manure or agricultural waste. It is low-emission and climate-friendly with a high energy density and can thus contribute to achieving climate protection targets in transport. Bio-LNG is liquefied bio-methane or synthetically produced liquefied methane. It has the same chemical properties as LNG, but has drastically lower CO₂ emissions.

About Rolande

In 2020, Rolande is celebrating its 15th anniversary. In the course of its corporate history, Rolande has played a key role in establishing the liquefied, cryogenic natural gas LNG as a fuel for road transport and steadily expanding its possible applications. This includes, for example, the development of bio-LNG, which can be produced from organic biomaterial in a completely climate-neutral way.

Rolande develops, builds, and operates its own network of LNG fuel stations in Europe, focusing exclusively on LNG and bio-LNG. Rolande currently has the largest number of LNG sites in the Netherlands. With the introduction of an LNG fueling network in Germany, Rolande is taking an important step towards the development of a European LNG fueling network. For more information, visit <https://rolandelng.de/>.

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MOVEMENT INSTEAD OF STAYING STILL.

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From left to right: Martin Murrack (City Director and Head of the Digitalization Department), Sören Link (Mayor of the City of Duisburg), Erich Staake (Chief Executive Officer of Duisburger Hafen AG), and Benedikt Falszewski (SPD council group Duisburg).

New parking areas for trucks

City and duisport present action plan.

(Press release City of Duisburg/duisport) Mayor Sören Link, together with Erich Staake, Chief Executive Officer of Duisburger Hafen AG, and City Director and Head of the Digitalization Department Martin Murrack, presented the Truck Traffic action plan. With its help, the burden of parked trucks on residents in the vicinity of logistics locations, which has increased in recent years, will be significantly reduced.

“The streets and neighborhoods where there have been significant negative impacts from illegally parked trucks in recent years will be massively relieved by our joint action plan. For the people of Duisburg, this means a considerable gain in residential quality and thus also in their quality of life,” says Mayor Sören Link.

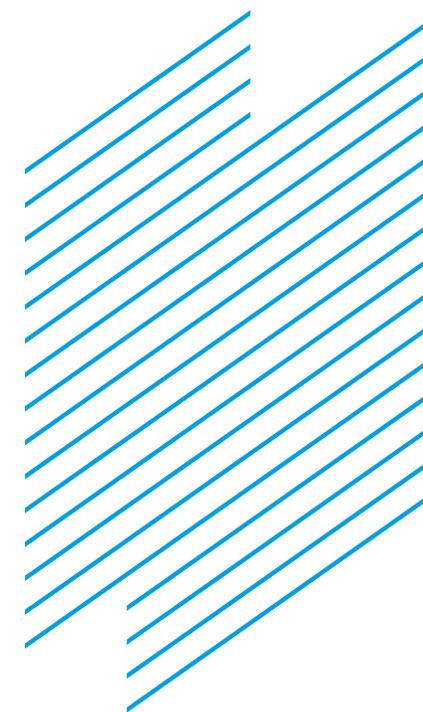
Long-term solutions as the goal

In addition to immediate measures with short-term effects, including selective parking bans in particularly congested areas and towing measures as well as the installation of mobile toilet facilities to improve the situation of drivers, the action plan

is primarily aimed at finding a long-term solution. This will be achieved by means of a triple approach of “promoting” (legal and attractive parking facilities with sanitary rooms), “requiring” (no-parking zones, controls at illegal hotspots, fines), and “informing” (digital traffic flow management, prioritized routes in navigation devices, low-threshold social/charitable work).

“Our long-term goal is to reduce unnecessary truck traffic, especially waiting and searching traffic, to a minimum – if only for the sake of the environment. Smart traffic management, as low-threshold as possible and ideally as an app as well, allowing freight forwarders to order drivers directly and just-in-time from the parking lot to the plant gate, offers great potential here. Yet this represents the second step after the expansion of parking areas,” says Martin Murrack.

© Hans Blosssey



Among other sites, parking spaces for 30 trucks and 80 tractor units are being created at logport VI on an area of 10,400 square meters.



The “Meiderich-Schlickstrasse” and “Walsum-Theodor-Heuss-Strasse” sites and the enhancement of the existing “Rheinhausen-Hohenbudberg” parking area will create around 44,000 m² of parking space – enough space for nearly 180 trucks and 240 tractor units.

Truck parking spaces

To advance the most important building block of “promoting,” Mayor Sören Link and Erich Staake today presented development and enhancement concepts for three truck parking spaces, including sanitary facilities. The “Meiderich-Schlickstrasse” and “Walsum-Theodor-Heuss-Strasse” sites and the enhancement of the existing “Rheinhausen-Hohenbudberg” parking area will create around 44,000 m² of parking space – enough space for nearly 180 trucks and 240 tractor units.

“The uncontrolled parking of trucks is a nuisance to local residents and has diminished the social acceptance of the logistics industry. With the newly provided spaces, we will work together with the city of Duisburg to create good facilities for long-distance truckers. With the Truck Traffic action plan, we are relieving the burden on local residents in the long term by quickly making additional areas available. However, we must also start holding

the trucking companies accountable for instructing their drivers to use only these areas for parking. All parties involved have a duty in this respect,” explains port chief Erich Staake.

The action plan was initiated in response to the increasingly problematic situation of trucks parked in an uncontrolled way in the vicinity of Duisburg’s logistics sites. Regulated parking facilities have been available for many years, provided both by the Port and by logistics companies and private third parties. However, the increasing shift of logistics activities abroad, driven by European competition law, is leading to increasingly precarious employment conditions for truck drivers making deliveries, with the result that they are generally unable or unwilling to make use of the accommodation options available.



B2B Booking Platform FOR MULTIMODAL TRANSPORTS

www.duisport.de/buchungsplattform

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More certainty for forecasts

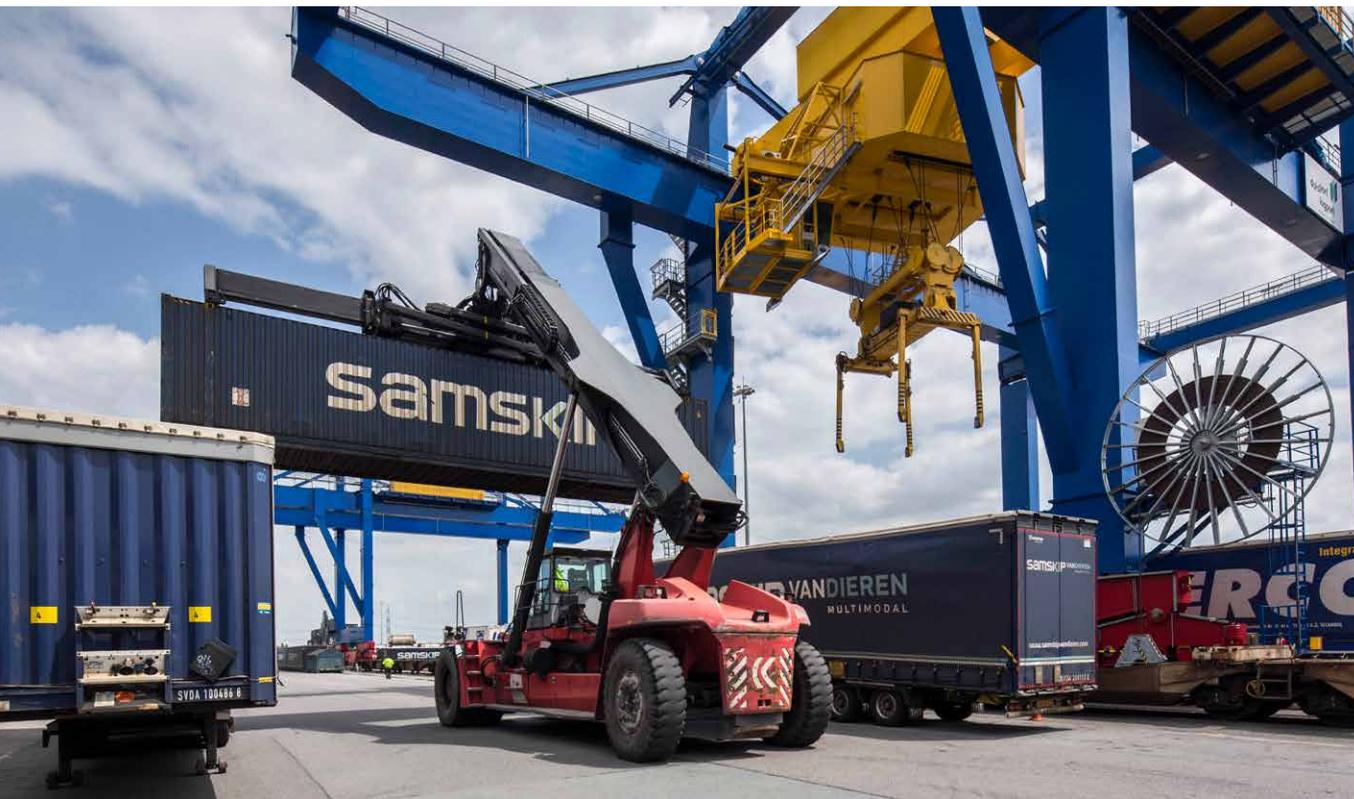
Machine decision-making assistance for port terminals.

(paluno/UDE) To wait or to act? Schedulers who have to organize processes in the dynamic environment of port terminals are constantly confronted with this decision. paluno – the Ruhr Institute for Software Technology at the University of Duisburg-Essen (UDE) – and Duisburger Hafen AG have investigated how machine learning can help.

The Port of Duisburg is the world's largest inland container port; over 4 million containers are handled here every year. With increasing digitalization, more and more data is being generated about the processes in the terminals. The gantry cranes alone, which move containers between trains and trucks, return new values for about 100 variables every five seconds: position, energy consumption, fault conditions, etc.

This data can be used to make forecasts such as whether a train will leave the terminal on time. This allows schedulers

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to take proactive countermeasures in the event of impending delays – by increasing personnel deployment, for instance. But as everyone knows from weather reports, forecasts are more accurate the shorter the prediction period. At the same time, schedulers face the problem that interventions in existing processes need a certain amount of lead time. The paluno working group headed by Prof. Klaus Pohl and Duisburger Hafen AG wanted to know how they could support schedulers in this difficult area.

Ensemble deep learning delivers precise predictions

To this end, the research team developed a prototype for a “terminal productivity cockpit.” Besides the actual forecasts, this system also provides reliability estimates for the forecasts. The calculations are based on combining up to a hundred forecast models into an ensemble. The individual models are trained beforehand using historical process data with deep learning methods (a certain type of machine learning).

Ensemble deep learning has two advantages: On the one hand, the forecasts of an ensemble are more accurate than those of individual forecasting models. On the other hand, the reliability of the forecasts can be calculated by the number of matching forecasting models – much like the audience lifeline in “Who Wants to be a Millionaire?”

To evaluate their approach, the researchers analyzed the potential improvements to terminal operations with respect to productivity and costs. The results show that terminal productivity could be increased by an estimated five percent with machine decision-making support.

Further information
<https://paluno.uni-due.de/aktuelles/news-insights/artikel/mehr-gewissheit-fuer-prognosen>



paluno – the Ruhr Institute for Software Technology at the University of Duisburg-Essen – and Duisburger Hafen AG have investigated how machine learning can help schedulers.

Duisburg becomes future lab for inland waterway transport

Opening of the Test and Control Center for Autonomous Inland Waterway Transport (VeLABi).

(gran) A research center for the future of inland waterway transport is being built in Duisburg. It will focus on the automation of operational processes on inland vessels

and in ports. Two laboratories are being built for this purpose: The Test and Control Center for Autonomous Inland Waterway Transport ("Versuchs- und Leitungszentrum Autonome Binnenschifffahrt", or "VeLABi" in short) was already opened at the end of October. At the beginning of 2021, construction will begin on a port research laboratory ("Hafenforschungslabor" or "HaFoLa"), or more precisely, the Test Center for Innovative Port and Cargo Handling Technology. It is scheduled to open at the end of 2021. Both projects, which are being funded by



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Hendrik Schulte, State Secretary in the NRW Ministry of Transport, at the opening ceremony of VeLABi.

the state of North Rhine-Westphalia (NRW), are backed by a network of partners from science and the logistics industry, including the duisport Group and Niederrheinische IHK Duisburg Wesel Kleve. The laboratories are situated on the premises of the Development Center of Ship Technology and Transport Systems e. V. (DST), which will be operated jointly with engineering chairs from the University of Duisburg-Essen and the RWTH Aachen.

transport, emphasized Stefan Dietzfelbinger, Managing Director of Niederrheinische IHK Duisburg Wesel Kleve. After all, automation increases the efficiency of ships, allowing voyage times to be extended, for instance. This reduces costs for shipowners. Ship operators have a fixed workplace on land with a control station for remote control of the ships. The parties involved expect this to make jobs in inland waterway transport more attractive and to do something about the shortage of skilled workers.

"We have to make use of the free capacities on the waterways, particularly in the logistics location NRW, the most important inland shipping state in Germany. Innovative technologies are being developed here for this purpose, and the opportunities offered by digitalization and automation are also being exploited," said Hendrik Schulte, State Secretary in the NRW Ministry of Transport, at the opening ceremony. The objective is quite concretely to strengthen the competitiveness of inland waterway

However, a great deal of programming and testing will have to be done before self-propelled ships can be used on the canals or later on the Rhine. For this reason, a virtual test field will first be set up on a laboratory scale. The VeLABi project comprises both a test center and a control center, as Prof. Dr. Bettar Ould el Moctar, DST Institute Director, explained. A real test field on the Dortmund-Ems canal between the port of Dortmund and the Waltrop lock has already



NRW Transport Minister Wüst hands over the grant notification to the HaFoLa consortium: A port research laboratory (HaFoLa) is being built alongside the VeLABi. It is scheduled to open at the end of 2021. The projects are funded by the state of North Rhine-Westphalia (NRW).



© VM.NRW / Mark Hermenau

been concretely envisaged. Yet until ships can operate there, the control system will first be tested in a simulator to avoid faults and accidents on the actual waterway.

The centerpiece of the facility in Duisburg is a freely configurable control station in a ship handling simulator with a 360-degree 3D projection system. The interaction between autonomous and human-controlled vessels is being studied here. A control center with three workstations and an interactive chart table coordinates the mixed traffic. In emergencies, the control center can directly intervene and remotely control automated ships. First, control algorithms are developed and trained with the help of artificial intelligence. Only when all this is successful under laboratory conditions can practical tests begin on the canal. Real test ships will then be controlled by ship operators from the control center, similar to how air traffic controllers monitor air traffic from the tower.

The DST has already succeeded in acquiring two research projects for VeLABi. The “FernBin” project will investigate the remote control of freight ships. The project has a volume of around six million euros. “AutoBin” aims to develop an autonomously

operating inland waterway vessel. Both projects are being funded, in different constellations, by the German federal government, the EU and the state of North Rhine-Westphalia. The former Imperial Reederei and Rhenus PartnerShip are involved in the development of the ship.

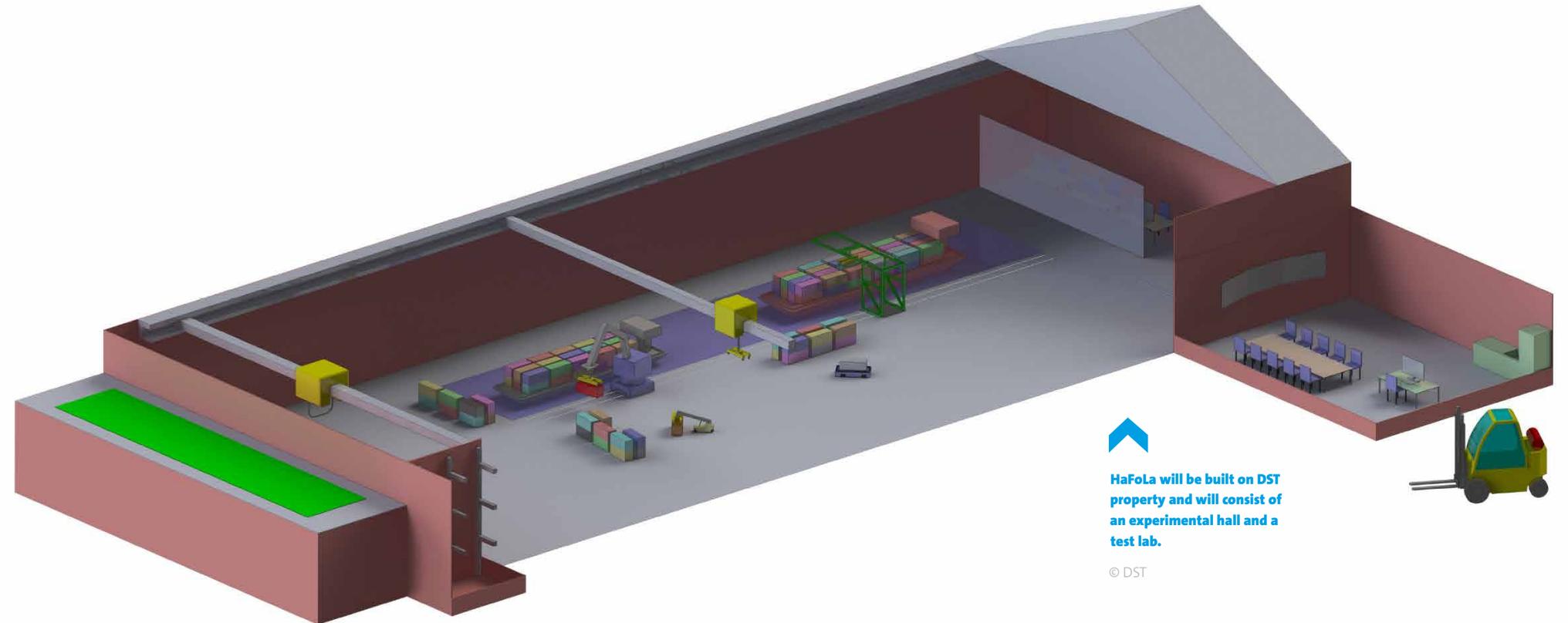
“To be honest, the artificial intelligence we’re using now is still in its infancy,” DST Managing Director Rupert Henn admitted in an interview with the Johannes Rau Research Foundation (JFR), the umbrella organization of 15 independent research institutes, including the DST. While digital assistance systems do already exist, he said, they can only assist and cannot travel autonomously. This requires other algorithms that still need to be developed. Sensor technology obviously has a way to go as well as well, not to mention the expansion of mobile networks. “It will be

“It will be several years before we can allow our inland vessels to navigate the waters completely independently and on their own,” explains Rupert Henn.

several years before we can allow our inland vessels to navigate the waters completely independently and on their own,” explains Rupert Henn. This is why the project is being pursued in stages. At first, the ship operator will still be on board. Gradually his tasks will be reduced, and eventually he will only monitor the ship from the control center. “For the time being, we’re looking at a mixture of remote control and autonomous navigation,” said the DST managing direc-

tor. The ultimate goal of the VeLABi project, however, is fully automated navigation, as Prof. Dr. Bettar Ould el Moctar emphasized at the opening ceremony. Rupert Henn estimates that it will be at least another 25 years before fully automated vessels will be operating on the Rhine.

The HaFoLa is being built on the grounds of the DST in an adjacent experimental hall simulating the topography of a port –



HaFoLa will be built on DST property and will consist of an experimental hall and a test lab.

© DST

During his visit to VeLABi, NRW Transport Minister Wüst tries out the digital map table.



© DST Cyril Alias

The **Johannes Rau Research Foundation (JRF)** is the research association of the state of North Rhine-Westphalia. The non-profit association was founded in 2014 as an umbrella organization for 15 independent, non-university and non-profit research institutes funded by the state, such as the DST – the Development Center of Ship Technology and Transport Systems e. V. The DST is an affiliated institute of the University of Duisburg-Essen. In 2019, JRF had a turnover of 100 million euros with around 1,400 employees, 17 million euros of which came from state funding.

with a port basin, quay wall, ship models, containers, and handling facilities. Here, too, the focus is on digitalization and automation. This should enable research in all

areas – from ship docking and mooring to goods handling and crane operation to the management of port resources.

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Did you know?

Our subsidiary, the **duisport packing logistics packaging group**, has over **150,000 square meters of space for packaging services** at a wide variety of locations in Germany. That's the equivalent of over 21 soccer fields.

Flexible and reliable supply chains

Karl Schmidt Spedition concentrates import logistics for plastic granulates in Duisburg.

(dü) The chemical industry in the Rhine-Ruhr region is making a major contribution to the growth of the Duisburg logistics hub. Alongside industrial companies, a great number of medium-sized service providers in the forwarding and logistics sector make use of the wide range of multimodal transport services provided by the Port of Duisburg with its nine container and combined transport terminals and daily scheduled connections by rail or ship.

One of these service providers with growth potential is Karl Schmidt Spedition, founded in Heilbronn in 1948, which has been represented in Duisburg with its own facilities since 2011. Every year it handles 80,000 tons of imported plastic products in

containers at the site. For this, the company uses a container tipping facility at the RRT home terminal at the Parallelhafen and its own empty container warehouse located nearby with 20 special silos, each with a volume of 400 cubic meters and a total capacity of 200 tons for storing and transferring the granulates. To ensure gentle product transport, all containers are equipped with plastic liners that prevent contamination of the goods during transport or the transfer process.

High flexibility, reliable supply chains

“Our customers are global players in the petrochemical industry. Their core products are polyethylene and polypropylene granulates, which are produced and traded worldwide,” explains Michael Pütz, authorized representative and branch manager in Cologne and also responsible for the Duisburg site: “Karl Schmidt Spedition has developed into one of the leading bulk logistics service providers throughout Europe. With over 2,500 employees, we are now represented at 49 locations worldwide and ensure safe and reliable supply chains between producers and their customers with a high degree of flexibility.”

The Duisburg branch serves as a hub for imported goods that the company receives at the seaports of Antwerp and Rotterdam and brings to Duisburg by rail and ship. Some of the containers arriving at the RRT are transferred directly into the company's own silo trucks and delivered to the processing companies. For customers located farther away, the granulates are transferred to 30-foot special containers on the tipping facility. “With a total weight of 28 tons,



© SUT/Heying



Michael Pütz is an authorized representative and branch manager at Spedition Karl Schmidt in Cologne and is also responsible for the Duisburg branch.

“The Duisburg branch serves as a hub for imported goods that the company receives at the seaports of Antwerp and Rotterdam and brings to Duisburg by rail and ship”, says Pütz.

these containers are ideal for combined transport by rail and ship to other domestic or international destinations, where we can then take advantage of the higher permissible total weight of 44 tons for truck delivery,” says Michael Pütz.

Another portion of the containers arriving at the RRT is transported by a special truck with a tipper chassis and built-in rotary valve to the empty container storage facility in Duisburg, where they are transferred

© SCHMIDT Spedition



The company's dedicated container tipping facility is used to transfer granulates from overseas containers into silo trucks or 30-foot special containers.



Since 2011, Karl Schmidt Spedition has had its own facility in Duisburg, which now handles 80,000 tons of imported plastic granulates in containers every year.



© SUT/Heying

to the silos by means of a compressed air line. "From here, the goods are further transported to the end customers by silo truck or 30-foot container. However, we also deliver to partner companies that pack certain quantities in big bags or sacks and store them for us," explains Michael Pütz.

Along the Rhine

Karl Schmidt Spedition is represented with handling and storage capacities directly at numerous petrochemical sites along the Rhine. For example, the company has 120 high-rise storage silos in the Wesseling region. The company is also represented at the chemical sites in Hürth and Dormagen with its own facilities directly at the plants, ensuring reliable logistical handling of the products. The main branch in the region in Cologne-Niehl has 128 silos with an annual throughput of 350,000 tons.

"We employ 80 people in the facilities I am responsible for in Duisburg, Cologne, and Wesseling-Berzdorf. If we add the branches at the production sites in Wesseling, Hürth, and Dormagen, we have a total of around 250 employees working for us. The

dispatching of the more than 1,000 trucks is done centrally in Heilbronn. Around 6,800 of our own containers are deployed throughout Europe. As a rapidly growing, family-run company, we have qualified permanent staff, most of whom have long periods of service. Personnel turnover is low," explains Pütz, who himself can look back on 30 years of service.

Spedition Karl Schmidt also sees further growth opportunities in the transport, handling, and storage of plastic granulates in the future: "For example: on the occasion of K 2019 in Düsseldorf, the world's leading trade fair for the plastics and rubber industry, experts predicted that the production volume of plastic granulates will double again by 2030," explains Michael Pütz. "Since the production sites for plastic granulates are increasingly located in the immediate vicinity of mineral oil or natural gas extraction areas, we anticipate further strong growth in the import volumes that we will need to handle at the Duisburg hub in the future. We are therefore planning to prepare our site for this growth – also as an alternative to compa-

rable systems in Antwerp and Rotterdam – by investing in additional technical systems and silos. We are working closely with the technical department of duisport, which is actively supporting us in our plans. Our target is an annual capacity of 150,000 tons."



Silo truck on the access road to the 20 special silos, each with a volume of 400 cubic meters for the storage and transfer of granulates.



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- ▶ INLAND NAVIGATION
- ▶ Projects
- ▶ Port Logistics
- ▶ Intermodal
- ▶ Short Sea
- ▶ Shipping & Forwarding

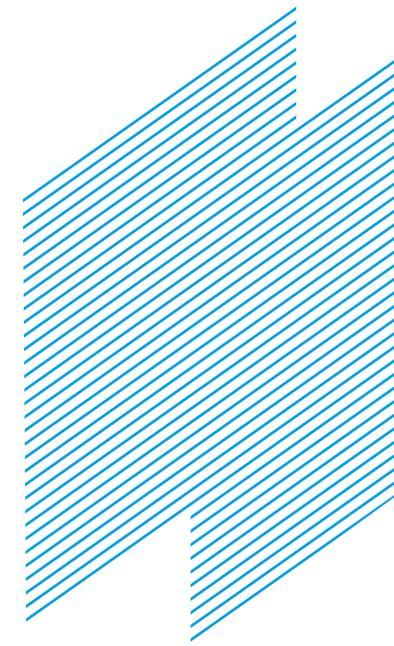
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Shipping list



LINER CONNECTIONS

Status: December 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

SHIPPING COMPANIES

Name	Telephone	E-Mail
1. neska Container Line B.V.	+31 88 8760220	sales@neska-containerline.nl
2. Amadeus Schifffahrts- und Speditions GmbH	+49 203 31880	amadeus@imperial-international.com
3. Containerships CSG GmbH	+49 20351925010	sales@containerships.de
4. CONTARGO GmbH & Co. KG		info@contargo.net
5. Haeger & Schmidt Logistics GmbH	+49 203 80030	info@haegerundschmidt.com
6. HSW Logistics GmbH	+49 203 80030	info@hsw-logistics.com
7. HTS intermodaal b.v.	+31 183 668866	willemvaneijk@htsgroup.nl
8. Rhenus Maritime Services GmbH	+49 203 804247	info.rms@de.rhenus.com
9. Saar-Rhein-Transportgesellschaft mbH	+49 203 800760	srt@saarrhein.de
10. Samskip B.V.	+49 211 6504470	duisburg@samskip.com
11. See-Transit Schifffahrts- und Speditions ges. mbH	+49 203 2808080	operating@seetransit.de

TERMINALS

Name	Telephone	E-Mail
DeCeTe Hutchison Ports	+49 203 809060	order@decete.de
DIT Duisburg Intermodal Terminal GmbH	+49 2065 499265	zentrale@dit-duisburg.de
GWW	+49 203 3185622	gateway@rrt.container-terminal.de
RRT Rhein-Ruhr Terminal	+49 203 318560	info@rrt.container-terminal.de

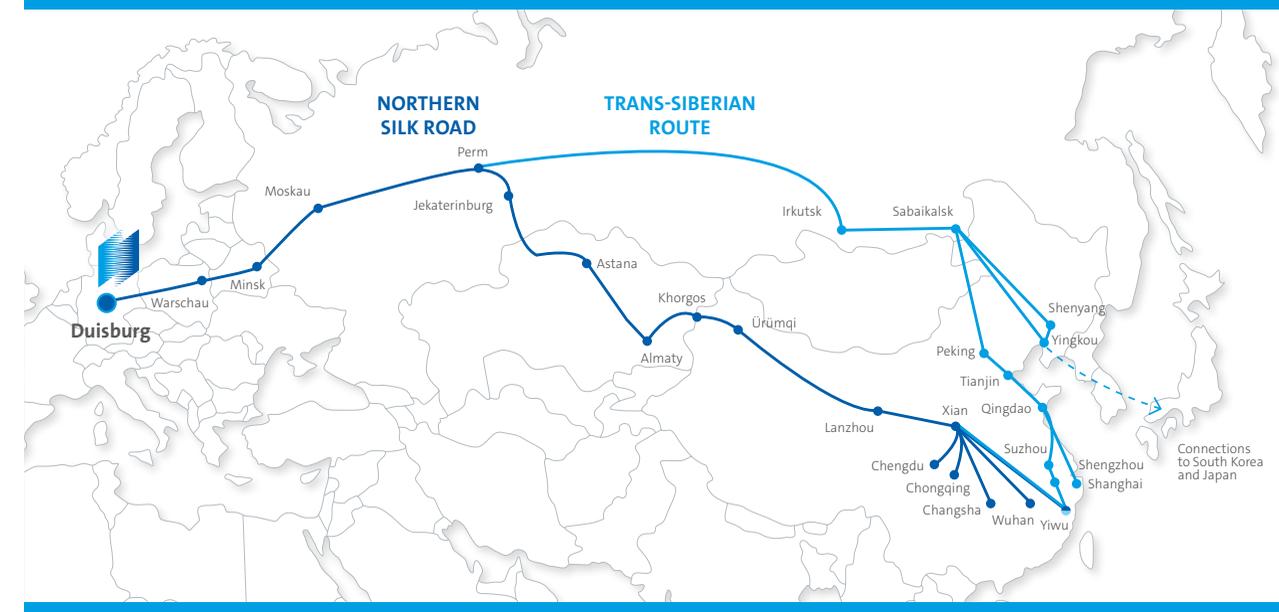
* B: Barge, S: Vessel (Short Sea), B/S: Barge/Vessel · All data in the shipping list are based on information provides by the shipping companies.

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		DIT
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						
Amsterdam	2,5	-	2,5	-	13	logport III
Rotterdam (ECT, Euromax, RMG)	1,3	B	2,6	B	32	D3T
Rotterdam (APM2, Cobelfret, ECT, Euromax, RSC)	1-6	B	1-6	B	1	DIT
Rotterdam RSC	1-5	A	1-5	B	8	DUSS
Rotterdam (Botlek, Cobelfret, RSC)	1-6	B	1-6	B	5	DIT
Rotterdam RTB (ECT, APM 1, Euromax)	2,4,5	B	1,3,4	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-Romania						
Curtici	1-6	C	1-6	C	27	DKT
Curtici via Budapest	1-4,6	D	2,5	F	5	DIT
Ploiesti via Budapest	1-4,6	G	2,5	D	5	DIT
Oradea	5	C	7	C	5	DIT
RUS-Russia						
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



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Do you have questions about our services? Please contact us!

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The port & contacts

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

duisport – the company

Around 300 logistics oriented companies are based in the Port of Duisburg. In total over 20,000 jobs in Duisburg depend on the port, 47,000 in the region. Port induced investments made by companies at the location amount to more than 250 million euros a year.

duisport – the port Group

Duisburger Hafen AG is the holding and management company of the Port of Duisburg. The duisport Group, which the subsidiaries of Duisburger Hafen AG also belong to, offers full service packages in infra- and suprastructure including relocation management for the port an logistics location. Logistics services supplementing the portfolios of companies based in the port complete the Group's service spectrum. Thus the duisport Group sees itself as a partner of the logistics sector and makes its own contributions to optimizing transport chains to deliver to and from industry and retail.



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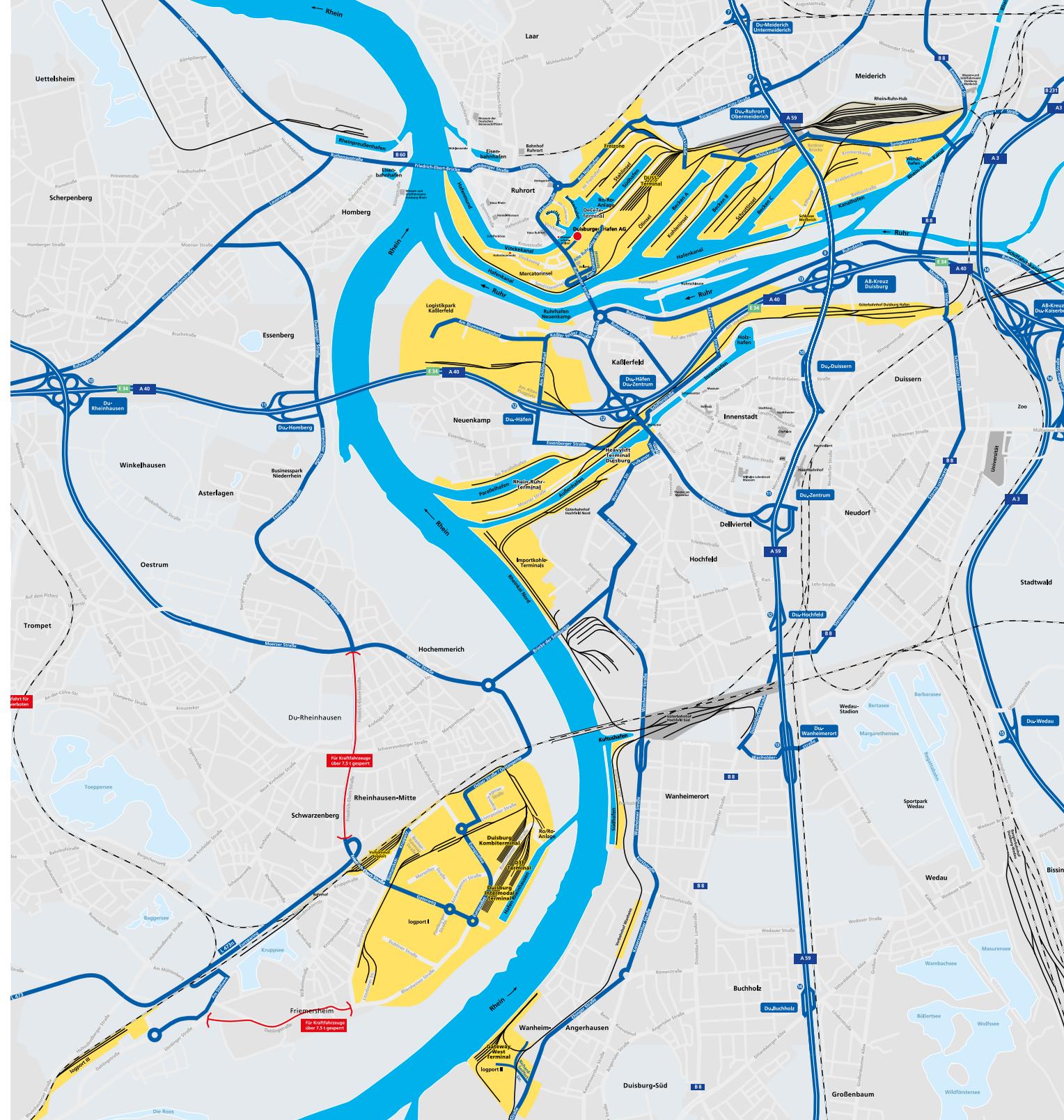
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-  Important connecting road
-  Important connection railway
-  Railway
-  Water area
-  duisport Port area
-  Planned road
-  Headquarter of Duisburger Hafen AG

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