

duisportmagazin

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duisport 
excellence in logistics

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Successful semi-annual balance 2021

duisport reports double-digit growth in container handling.

- **Total handling volumes slightly above the level of the previous year.**
- **Expansion of handling capacities strengthens market position.**

At the half-year mark, container traffic at Duisburger Hafen AG (duisport) is significantly higher than in the previous year. Container handling in the first half of 2021 was around 2.2 million TEU, which is 10 percent higher than in the previous year (2020: 2 million TEU).

The tonnage growth in combined transportation even grew by 11 percent. Shipping volumes increased by 5 percent and rail segment by 14 percent compared to the previous year.

Growth drivers

Rail-based goods traffic with China, as well as European connections with Poland and southern Europe, were the main drivers behind this growth. Both the expansion of existing routes and new destinations, e.g. Spain, contributed to this.

“This is a very pleasing and positive development. We also expect to see strong growth in the combined transportation segment in the second half of the year,” says Erich Staake.



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“Fortunately, a new container terminal will go into operation at logport VI at the end of this year, which will further increase the handling capacities in Duisburg.”

“At this time, the handling of containers, swap bodies and trailers already accounts for over 60 percent of the total handling volume at the Port of Duisburg. It means that the structural transformation in this important growth segment has also been successful,” concludes Erich Staake.

Total handling volumes in the first half of 2021 were 29.5 million tonnes, which is slightly above the previous year’s result (2020: 29.2 million tonnes).

The strong growth in the combined transportation segment over-compensates for the decline in the area of fossil fuels.



Succession in the Executive Board of Duisburger Hafen AG

In August 2021, Markus Bangen will become the new Chief Executive Officer of Duisburger Hafen AG, and Dr. Carsten Hinne will move into the Executive Board.

Markus Bangen to become new Chief Executive Officer of Duisburger Hafen AG. Starting August 1, 2021, he will be responsible for managing the largest inland port in Europe. In addition, Dr. Carsten Hinne will also be appointed to the Executive Board of Duisburger Hafen AG, starting January 1, 2022.

Prof. Thomas Schlipköther will remain as Chief Operating Officer (COO), Chief Technical Officer (CTO) and Head of the Port Authority until the end of 2022.

The Presidium recommended to the Supervisory Board that Markus Bangen is appointed to the position of Chief Executive Officer, and that Dr. Carsten Hinne is invited to join the Executive Board.

The decision was unanimously adopted in May at a Supervisory Board meeting in Duisburg's city hall. Supervisory Board chairman Dr. Hendrik Schulte: "This is a good day for the Port of Duisburg. With Markus Bangen, we were able to acquire a leader who has excellent knowledge of the Port of Duisburg."

Dr. Carsten Hinne leaves Deutsche Bahn to join the largest inland port in Europe. Dr. Schulte: "In his previous position at DB Cargo, Dr. Carsten Hinne gained extensive expertise in the development of corridors to China. I am certain that the Port of Duisburg will benefit from this knowledge in the future."

Dr. Schulte: "We searched for experienced managers with a penchant for innovation. With the addition of Markus Bangen and Dr. Carsten Hinne, the port is well positioned to continue the dynamic growth of the past few years."



CV Markus Bangen

Markus Bangen, who was born in 1972, joined the Port of Duisburg in 2000, where he was initially responsible for the Legal Affairs department, and then also for Human Resources as of 2003. In 2008, he joined the Executive Board with responsibility for Legal Affairs, Purchasing, Industrial Logistics, Suprastructure and Terminals. Bangen studied law in Bonn, with a focus on European and transport law. He also completed a legal clerkship in San Francisco. Markus Bangen is married and has two children.



CV Dr. Carsten Hinne

In his last position as Senior Vice President at DB Cargo AG, Dr. Carsten Hinne, who was born in 1975, was responsible for the realignment and organization of the newly created division along the Eurasian corridor with the companies DB Cargo Eurasia, DB Cargo Russia and DB Cargo Transasia. Hinne studied business management at Justus-Liebig-Universität Gießen and he obtained a doctorate (Dr. rer. pol.) from Erlangen University in 2007. Hinne is married and has two children.

Resilience in times of crises

More than 50,000 workplaces depend on the Port of Duisburg.

“15 percent of all workplaces in Duisburg can be attributed to duisport. Every year, they create almost EUR 1.9 billion in value for the city - and this figure continues to increase,” explains Erich Staake, Chief Executive Officer of the duisport Group.

The Port of Duisburg (duisport) has long been one of the largest employers in the Rhine-Ruhr region. duisport is not just Europe’s biggest hinterland hub and central logistics hub, but has also been responsible for major developments in the region for decades. duisport regularly performs detailed analyses of the impact of the world’s largest inland port on the labor market and the business character of the city of Duisburg and the region.

The results of the latest study by the well-known market research institute Regionomica GmbH from Berlin show how the Port

of Duisburg has been able to maintain and expand its positive growth over the last few years.

“The study results that have just been published offer impressive proof of how quickly the Port of Duisburg has grown in the last few years. The facts speak for themselves. I would like to thank our duisport team, our long-standing customers, the more than 100 new investors over the last 20 years, and the many service providers that are associated with the port,” says duisport Chief Executive Officer Erich Staake.

The numbers in detail

Based on the current study results, a total of 51,580 (2018: 46,510) employees can be directly or indirectly attributed to the Port of Duisburg. In the year 1998, this figure was around 19,000.



The duisport Group has been certified as an “Excellent Training Company” for the fifth time.



AUSGEZEICHNETER
AUSBILDUNGSBETRIEB
AZUBI-GEPRÜFT
2020

New study confirms:
The Port of Duisburg continues to be one of the major employers in the metropolitan region.

The logport concept is a guarantor for the structural transformation and workplaces.

duisport creates EUR 3.6 billion in value every year.

In Duisburg alone, 26,760 workplaces can be attributed to the Port of Duisburg. This corresponds to approximately 15 percent of all workplaces in the city, and represents an absolute increase of 12 percent since 2018. A long-term comparison with the late 1990s confirms a 150 percent increase in employment.

Value creation in the Port of Duisburg has also been very impressive. Based on the current results, the port generated EUR 3.6 billion in 2021 (2018: EUR 3.1 billion). Of this figure, almost EUR 1.9 billion is attributed to the city of Duisburg - a higher-than-average rate of growth.

Particularly in times of crisis, the Port of Duisburg has been a valuable constant and also an important innovation driver for the future. The persistent business efforts by the port have paid off, not least in particularly challenging times. On-going projects were and are carried through to completion, new collaborations and partnerships are initiated, and the stage has been set for the coming years.

And all signs point to continued growth in the future. Projects such as logport VI and others will create up to 1,000 additional direct workplaces in the foreseeable future.

“50,000 employees dependent on the port - that was a personal goal which I announced a few years ago. I am very thankful that we were able to achieve it,”
 says Erich Staake.

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About **Regionomica** - To prepare the study, the market research institute Regionomica conducted extensive company surveys and used this data to perform simulation and impact calculations. Technical discussions and interviews with selected companies and relevant stakeholders also delivered supplementary qualitative assessments.

Joint Venture PSA and duisport

PSA and duisport team up to invest in multimodal logistics facilities in Asia and enhance Europe-Asia connectivity.

PSA Northeast Asia Supply Chain Pte Ltd (“PSA”), a wholly-owned subsidiary of global ports group PSA International, has inked an agreement with the German multimodal logistics company Duisburger Hafen AG (“duisport”), trimodal logistics hub and Europe’s largest hinterland hub, to form a joint venture company Multimodal Investments Pte Ltd (“MIPL”) headquartered in Singapore. The joint venture will invest in multimodal logistics facilities in Asia, enhancing connectivity and trade flows between Europe and Asia.

Through MIPL, duisport will take a stake in PSA’s current investments in China’s multimodal logistics facilities i.e. the Sino Singapore Chongqing DC Multimodal Logistics (“SSCDC”) in Chongqing, and the China United International Rail Co. (“CUIRC”) rail terminal network.



© PSA

Drawing on the combined supply chain expertise of PSA and duisport, MIPL will develop value-adding services for customers in Europe and Asia, providing them with efficient multimodal, logistics and digital services through Chongqing and the CUIRC rail terminal network.

Tan Chong Meng, Group CEO, PSA International, said, “This partnership with duisport is a groundbreaking opportunity to collaborate more strongly with global customers seeking direct access to both land-locked and maritime markets in Asia. We look forward to working with supply chain service providers to develop more physical and

digital solutions for product redistribution and returns, enhancing the overall supply chain resilience between inland and sea terminals.”

“Our joint venture with PSA is a milestone in the history of the Port of Duisburg. It strengthens our market position in Asia and deepens our ties with one of the fastest growing regions in the global economy. Our participation in this authoritative network opens up new opportunities for European companies, in particular in markets that were previously closed to them. The combination of efficient rail infrastructure and innovative digital services associated



The “Sino-Singapore (Chongqing) Connectivity and Distribution Centre” is a joint project in the scope of the new joint venture. duisport is participating here, for example, in the current investments of PSA in the development of this multimodal logistics facility in Chongqing.

with the joint venture is, in my opinion, unprecedented anywhere in the world. For our customers and partners, this cooperation offers completely new perspectives - and entrepreneurial opportunities. Multimodal Investments will become one of the decisive growth drivers for rail freight transport between Europe and Asia," said Erich Staake, CEO, duisport.

Chongqing is the largest multimodal logistics hub in Western China, linked by transport services along the International Land Sea Trade Corridor ("ILSTC") and China-Euro

Trade Corridor. SSCDC is a key joint venture under the Chongqing Connectivity Initiative - Singapore's third Government-to-Government project with China - developing a 33 hectare multimodal distribution hub connected to Yuzui Rail Terminal, located in Chongqing's Liangjiang New Area. CUIRC has a network of 13 railway terminals across China, with its newest terminal located in Qinzhou, a key node for rail-sea multimodal services along the ILSTC.



ABOUT PSA INTERNATIONAL

PSA International (PSA) is a leading port group and trusted partner to cargo stakeholders. With flagship operations in Singapore and Antwerp, PSA's global network encompasses over 50 locations in 26 countries around the world. The Group's portfolio comprises 60 deepsea, rail and inland terminals, as well as affiliated businesses in distriparks, warehouses and marine services. Drawing on the deep expertise and experience from a diverse global team, PSA actively collaborates with its customers and partners to deliver world-class port services alongside, develop innovative cargo solutions and co-create an Internet of Logistics. As the partner of choice in the global supply chain, PSA is "The World's Port of Call".

Visit us at www.globalpsa.com.

3 questions for...



...Sascha Treppte, Head of Business Development and Strategy at duisport

Technical contribution on the topic:

Improving Europe-Asia connectivity: Joint venture with PSA Northeast Asia Supply Chain Pte Ltd, a fully owned subsidiary of the global port group PSA International (PSA).

duisport is establishing a joint venture (MIPL) with the global port group PSA International to invest in multimodal logistics facilities in Asia – an important building block for improving efficiency and flexibility between Europe and China along the New Silk Road.

The duisport Group is doing pioneering work in rail transport between Europe and Asia and promoting the expansion of infrastructures. The long-term focus lies on realizing new sales markets and value chains for the customers of the Port of Duisburg here in Europe.

01

Between Europe and Asia, rail as a mode of transport has gained a portion of the market share of the otherwise dominant maritime vessel transport. However, this is also due to the inadequate capacity of

transport by sea. What is duisport doing to ensure that transport by rail retains its appeal in the long term?

The attractiveness of the product is defined quite simply by price and quality. Together with our partners in Europe and Asia, we as duisport are continuously working to increase the quality of the product "China train". But Quality has multiple dimensions: Running time (How long is the train en route?), reliability (Are all departures carried out as announced? Is the running time stable?) and safety (Are products damaged or even stolen when in transit?).

Dealing with all these issues simultaneously is a challenge; especially given the complexity of the supply chain.

Trains traverse different climates and multiple countries, different railways are involved for the traction of the trains,

there are 2 switches between normal and wide gage, customs formalities have to be adhered to, etc.

Nevertheless, one issue can be clearly emphasized in its importance: the exchange of information. We are gradually improving the quality of the China train product by working with our partners to ensure that the right information is available to the relevant parties at the right time and in the right language. The CUIRC terminal network is an example of how we are achieving this. For example, we want to expand the exchange of data between the start and end points of the China trains. For this purpose, it is very helpful to “sit at the same table” on both sides.

02

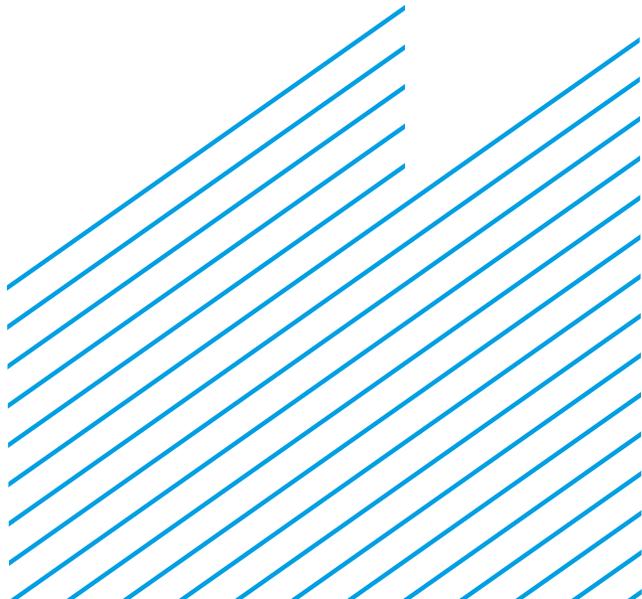
Trade between China and Europe is currently unbalanced: Many empty containers are piling up at the logistics hubs – including Duisburg. What can be done in Europe to enable exports to Asia pick up?

We as duisport can do two things, and these are issues we are working on with determination. First, we are educating people about the “China train” product and trying to lower the entry barriers. We are engaging our customers and partners in discussions about the product, thereby trying to generate more volume from West to East. Secondly, we are continuously looking at supply chains. Positive effects can also be achieved by bundling volumes in a targeted way and optimizing the design of supply chains.

03

duisport actively promotes the expansion of value chains. The entire network can benefit from this. What future plans does the joint venture hold?

The joint venture is allowing us to strengthen our market position in China and Asia. Together with PSA, we have created a tool we can use to jointly implement projects. A balanced assessment of the interests of both sides is particularly important. To put it simply, when it comes to optimizing and expanding the supply chains between Europe and Asia, both sides are pulling together – in the same direction, of course.



First Fressnapf block train: China to Duisburg

Fressnapf Group has put a train from China to Duisburg on the rails for its customers for the first time.

(Fressnapf) In times of the Corona pandemic, retailers attach particularly great importance to the availability of goods. Especially when, as recently, many freight and transport routes by land, water or air are congested or even blocked - as recently in the Suez Canal, for example. The Fressnapf Group was also affected by the accident involving the freighter “Ever Given”. As a result, franchise partners, stores and customers had to wait for Cat trees, leashes, etc., in some cases much longer than planned. The Fressnapf Group reacted to this at short notice and for the first time put a 42-container-long train from the Chinese province of Linyi on the rails to its import warehouse in the port of Duisburg. The new block train was initiated by duisport agency GmbH, a subsidiary of the duisport Group. As operator, Far East Land Bridge Ltd. (FELB) supported the implementation. The costs for the entire project are in the six-digit range. “For us, a custo-

Products such as scratching posts or dog accessories were unpacked at the import warehouse of the Fressnapf Group.



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A total of 42 containers, 24 days by rail: The „Fressnapf train“ has arrived safely at the Port of Duisburg.

mer-oriented and, in particular, sustainable solution” says Fressnapf founder and owner Torsten Toeller. “Because compared to the sea route, 75% less CO₂ is emitted. Accordingly, we are investing equally in sustainability, independence and unconditional customer focus in the context of our ecosystem.”

A total of 42 containers, each weighing around 20 tons, made the journey from the Chinese region of Linyi to the Fressnapf import warehouse at the Port of Duisburg in mid-April. The containers contain, in particular, cat trees, resting places, dog accessories, etc. These are all items that Fressnapf logistics needs in order to serve customers online and in the stores as usual, in addition to franchise partners and store employees. The train was on the road for a total of 24 days, was completely

reloaded twice and passed through China, Russia, Belarus, Poland and finally Germany on its journey.

Less CO₂ emissions, more environmentally friendly

The logistics project of the Fressnapf Group and duisport further supports the realization of environmentally friendly transport solutions. The rail route saves a total of 75% of the CO₂ footprint of the sea route; furthermore, only 11,000 instead of 22,000 kilometers are covered on the sea route. Shifting containers from truck to rail will further reduce congestion in and around the seaports involved in the east-west container trade. As international regulators have set strict environmental regulations to curb greenhouse gas emissions, the issue of sustainability plays a significant role in the supply chain.

“We are pleased that thanks to our block train, we were able to guarantee the Fressnapf Group, a long-standing customer, an alternative for transporting important goods from Asia to Europe at such short notice. The Port of Duisburg is the hub for Asian transports; around 30 percent of all China trains now pass through the port with a steadily growing network. As a full-service provider, we develop individual solutions for our customers; the Fressnapf train is a successful example in this respect,” says Erich Staake, CEO of the duisport Group.

About the Fressnapf Group:

The Fressnapf Group is the European market leader for pet supplies. Since the opening of the first “Fressnapf” specialty store in 1990 in Erkelenz (NRW), founder Torsten Toeller has remained the company’s owner.



The company headquarters are in Krefeld, with further offices in Düsseldorf, Venlo (NL) and the ten national subsidiaries. Today, around 1,700 Fressnapf and Maxi Zoo stores in eleven countries and almost 15,000 employees from over 50 nations belong to the group of companies. In Ger-

many, the majority of the stores are operated by independent franchise partners, while in other European countries they are operated as company-owned stores. The group generates annual sales of more than 2.5 billion euros. In addition, the Fressnapf Group sponsors various non-profit animal welfare projects and is constantly expanding its social commitment under the “Tierisch engagiert” initiative. With the vision “Happier Pets. Happier People.” the Fressnapf Group sees itself as a channel-independent, customer-centric retail company that creates an ecosystem around pets. The product range currently includes 16 brands in all price categories available exclusively at Fressnapf | Maxi Zoo. The company’s mission is: “We connect products, services, services as well as animal lovers and their animals in a unique way, around the clock and everywhere, making the coexistence of humans and animals easier, better and happier!”

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duisport invests in CargoBeamer

Partnership for shifting the transport of semi-trailers towards rail.

duisport has acquired a stake in the rail technology company CargoBeamer AG which is based in Leipzig, Germany. Both companies are jointly committed to shift road freight traffic towards rail thanks to innovative logistics concepts.

“Those who want to relocate transport away from roads have to transfer semi-trailers towards rail. CargoBeamer therefore offers an excellent solution with its handling technology. It has developed a pioneering concept in environmentally friendly and sustainable mobility solutions”, emphasizes Erich Staake, chairman of the Duisburger Hafen AG.

“I am glad that our shareholders have approved the investment in addition to the already existing and successful partnership.”

CargoBeamer: Digitally controlled and flexible in use!

The fully automatic system of CargoBeamer is primarily used for transporting all kinds of craneable and non-craneable semi-trailers by rail. It consists of special railway cars and handling terminals. During loading and unloading the semi-trailers are driven and parked in the pallets, which are then shifted horizontally and fully automatically into the waiting train. CargoBeamer enables the complete loading and unloading of a cargo train with up to 36 wagons in less than 20 minutes, while the process is completely digitalized.

The CargoBeamer wagon technology is also fully compatible with typical cranes and reach stackers used in classic intermodal transport. Therefore nearly every existing intermodal terminal is able to handle CargoBeamer wagons. Customers such as freight forwarders bring their semi-trailers to the rail terminal from where they are transported to their destination by rail.

Moving semi-trailers towards rail

duisport has already started to expand its world-leading range of inland trimodal cargo handling with the first CargoBeamer trains. “In the future, our customers will

duisport and CargoBeamer are jointly committed to using innovative technology to shift road freight transport to rail.



get even more reliable and climate-friendly logistics chains - without burdening their vehicle fleet with high investments," says Erich Staake. The CargoBeamer system transport semi-trailers as well as typical intermodal units. The capacity of each train is 36 semi-trailers or 45-foot containers. Each semi-trailer can hold up to 26 tons of cargo.

New terminal and improved infrastructure

CargoBeamer and duisport are pursuing a vision for the future: Together both are working towards digitally automated handling for semi-trailers from road to rail. Combined with robotized warehouses and the electromobile distribution of goods on the "last mile", an efficient European model for a sustainable transport network is to be created in the centre of North Rhine-Westphalia. A joint terminal project based on the CargoBeamer infrastructure will be an important component of this development. As part of this project, the new CBoXX technology from CargoBeamer is to be integrated directly. The high-volume rail container can be loaded and unloaded autonomously in the terminal. Thus, a high-performance offer for LTL / LCL volumes (freight quantities with piece sizes below an entire semi-trailer or container) can be brought to the market.

“We are very pleased to further strengthen our already successful strategic cooperation with duisport’s participation in CargoBeamer.

duisport offers ideal conditions for expanding transport routes far into Asia in the future and, as the largest inland port in Europe, opens up enormous potential for connections throughout the world. duisport shares CargoBeamer’s vision of drastically increasing rail freight transport with innovative rail logistics”, explains Robert Osterrieth, chairman of the supervisory board of CargoBeamer AG.

To this day around 30 percent of the entire trade between china and Europe runs through the port of Duisburg. Every week 50 to 60 trains connect duisport and around 20 destinations in China.



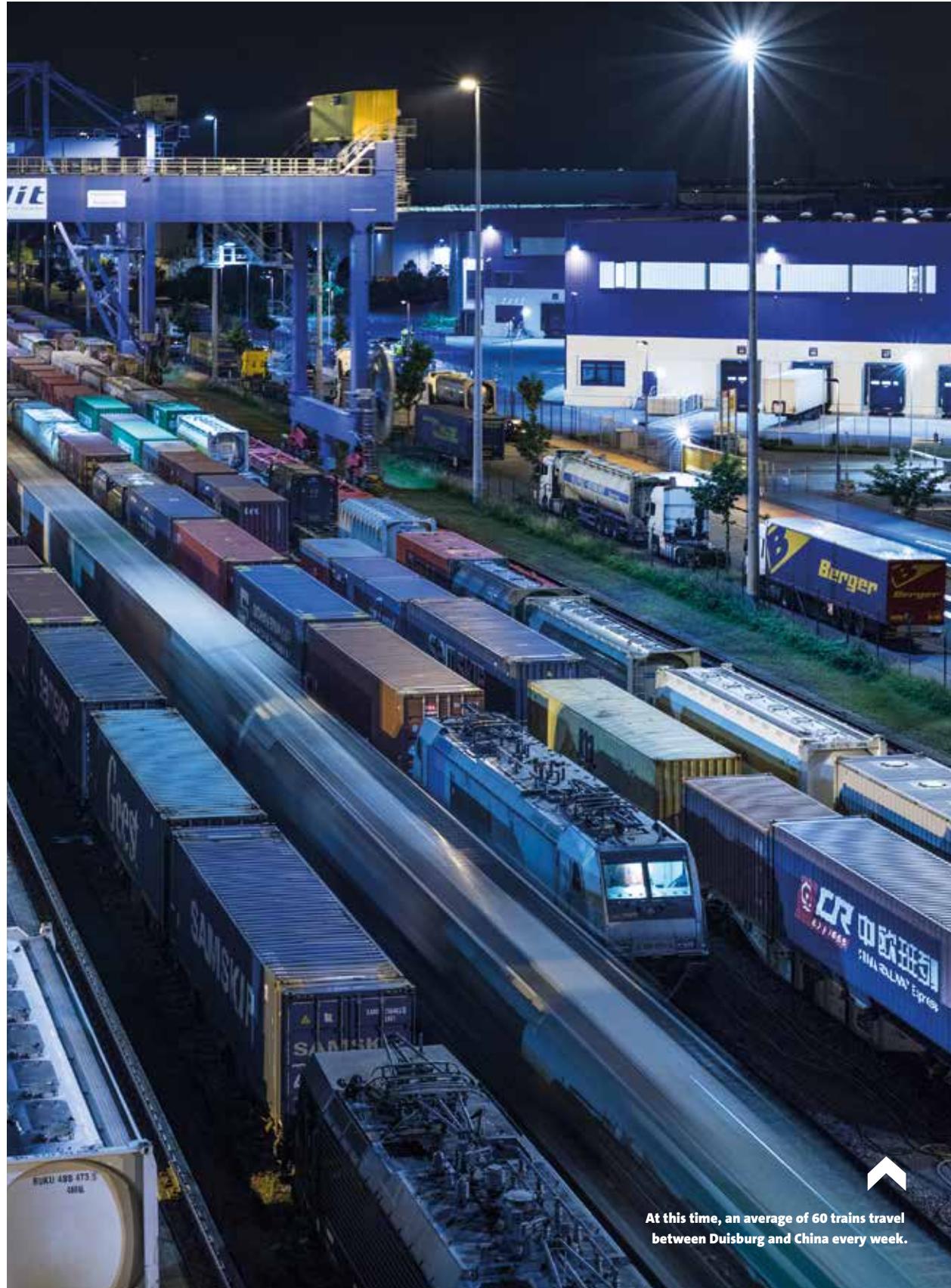
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ABOUT CargoBeamer

The CargoBeamer Group is a logistics service provider in the “combined transportation road-rail segment” based in Leipzig, Germany. Thanks to the company’s technology of rail cars, handling terminals and logistics software nearly all standard truck semi-trailers of all build types can use the train – without additional conversions and reinforcements for the tractor trailer and even without a driver and tractor unit.

A first route between Kaldenkirchen at the German/Dutch border and Domodossola in northern Italy has been serviced by daily trains since 2015 and is fully utilized – more than 70,000 truck journeys through Germany and the Alps have been transferred to the environmentally-friendly railroad track to date. In the medium-term CargoBeamer will realize a European route-network of high-performing and innovative transshipment facilities at important transport hubs. This will secure sustainable rail-transport for hundreds of thousands of semi-trailers per year – reducing CO₂-emissions and relieving environment and society.

www.cargobeamer.eu



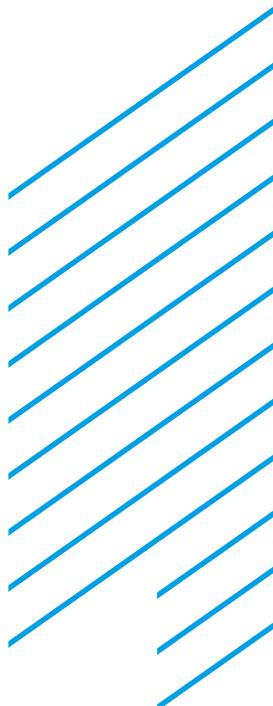
At this time, an average of 60 trains travel between Duisburg and China every week.

“Iron Silk Road” is a success story

UIC study (International Union of Railways “Union internationale des chemins de fer”): Perspectives for the new Silk Road.

(gran) More and more containers that are moved onto inland water vessels in the Port of Duisburg originated from trains that came from Chinese factories more than 11,000 kilometers away. This is because Duisburg is a major end destination in the New Silk Road, one of the most ambitious infrastructure projects of all time. The official name of the project initiated by China is One Belt, One Road. Today, it is often referred to as the new Silk Road, since it is linked to the idea of transporting goods between China and Europe by road. Similar to the old Silk Road, which consisted of multiple caravan and shipping routes, the new Silk Road also comprises an entire network of different transport routes on land and water. The project is considered a success story.

In the Port of Duisburg alone, rail-based freight traffic with China grew by approximately 70 percent during the past financial year. In 2019, an average of 35 to 40 trains traveled between Duisburg and China. But as of the second quarter of 2020, the Port of Duisburg registered an increase to up to



60 trains a week. In total, more than 10,000 trains traveled on the new Silk Road in 2020. They transported more than a million containers to 21 countries and 92 cities in Europe. The traffic on the so-called “Iron Silk Road” between Asia and Europe has grown six-fold over the last five years. And this rapid growth is expected to continue into the foreseeable future. This is also shown by a new study commissioned by the International Union of Railways (UIC), which was presented by the Deutsche Verkehrszeitung (DVZ) in a webinar.

Expansion of central and southern corridor to Europe

However, the past year in particular has also shown that the rapid growth in volume can quickly lead to bottlenecks. In 2020, the year of the coronavirus crisis, rail capacities were often lacking as a lot of ocean freight was pushed into the land corridors. Therefore politicians and market stakeholders are now trying to develop more routes in addition to the northern corridor, i.e. to expand the central and southern corridor into Europe.

This seems to make sense given the growth outlook. The experts from consulting company Roland Berger, who prepared the analysis for UIC, forecast a doubling of the freight volume by 2025, based on 878,000 TEU in 2020. By 2030, the transport volume could even triple - to 2.6 million TEU. In that case, transport volumes would grow by more than ten percent every year. At the same time, the experts also expect that the share of Silk Road transports as a proportion of all container traffic between

Asia and Europe will continue to grow. At this time, it is two percent - and it is likely to increase to four to six percent in the coming years. In the most optimistic scenario, a tenth of the volumes could be transported by rail. Most of the goods transported between China and Germany are still moved by ship. Ocean transports are cheaper but they also take longer and are prone to problems, such as the recent accident in the Suez Canal, which brought shipping traffic to a standstill. Because of the higher costs and faster speed, the new Silk Road is mainly used for urgent products such as spare parts and food products.

However, as the past few years have shown, the rapid expansion of infrastructure and the success story were due to massive investments by adjoining states, and in particular Chinese subsidies for freight rates, says Andreas Schwillig, Partner in the Transportation Competence Center at Roland Berger. Added to these are reduced track charges by Russia for container trains, which only transit through the huge country. However, Andreas Schwillig expects that China will restrict the subsidies in the foreseeable future.

In addition, the tracks still require a lot of optimization so they can be operated efficiently. Thomas Kargl, member of the Executive Board at Rail Cargo Austria, notes the reduction in red tape as a central criterion for the continued success of the “Iron Silk Road”. For the next two to three years, the stated objective must be reduced transit times by another five to six days



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to around ten days with more efficient processes, e.g. at the borders. Optimizing payment processes is another important factor. Otherwise the supply chain will get blocked very quickly. The time lost due to the different track gauges in Russia and Western Europe / China also represents a technical problem for the attractiveness of the rail route. At this time, containers still have to be transferred at the China-Kazakhstan and Belarus-Poland borders. Faster handling at new rail stations is a major issue.

Expansion of additional corridors

Experts, operators, loaders and freight forwarders still see a lot of potential for the expansion of additional corridors, the so-called central and southern corridors. But a lot must still happen before this becomes reality. The study authors from Roland Berger note that both corridors lack reliable train and ferry connections. And there are no integrators that could offer transports on the routes from one source. Another player similar to UTLC ERA - a joint venture of the Russian, Kazakh and Belarus state railway that operates on the north route - would be desirable, says Yekaterina



Growth perspectives: Based on their analysis conducted for UIC, the experts from consulting company Roland Berger forecast a doubling of the freight volume by 2025, based on 878,000 TEU in 2020. By 2030, the transport volume could even triple - to 2.6 million TEU.

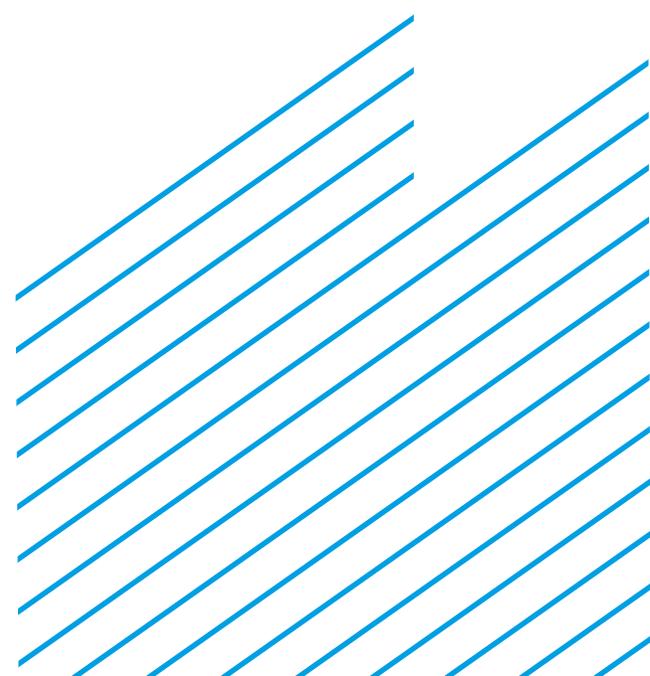
Ryabushko from DB Cargo Eurasia. Sandra Géhénot agrees. "It would be good if suitable companies cooperated despite being competitors," says the Director for Freight Transport at UIC.

There is no joint venture at the moment. But Turkey and Iran are already working on intensifying cross-border rail freight. Volumes of transported goods have already risen by 65 percent last year, says Özgür Algan from the Turkish state railway TCDD. His colleague Ali Abdullahi from the Iranian railway authority IRA also notes the activities taking place with regard to the western front. For example, a rail connection between Iran and Afghanistan has existed since the beginning of December.

However, the volumes transported on the southern routes will never be comparable to those on the northern corridor. For the basic scenario, Roland Berger has calculated a volume of 73,000 TEU. In the best-

case scenario, this number could increase to 400,000 TEU by 2030. Of this figure, 164,000 TEU would probably consist of transports from and to south-east Asia - the new boom region on the continent.

The main reason for the much lower volumes in the south compared to the north is easy to explain: The largest European economies are located in the catchment area of the northern route. Moreover, the large Chinese industrial clusters are better connected through the northern corridor, says Roland Berger Senior Consultant Xiang Li. But he also says that the "Iron Silk Road" will only be complete when the southern routes have been developed - even just to compensate for bottlenecks in the northern corridor, as happened in 2020.





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Pilot project: duisport together with partners is committed to the development and start-up of a hydrogen switcher.



Innovation driver duisport

Climate protection: Preliminary study for a hydrogen switcher in the Port of Duisburg.

Pilot project with an eye to the future – The Port of Duisburg (duisport), together with the DLR (Deutsches Zentrum für Luft- und Raumfahrt) and the ZBT (Zentrum für Brennstoffzellen-Technik), is committed to the development and start-up of a hydrogen switcher. A milestone for the long-term prevention of greenhouse emissions and the further development of environmentally-friendly transportation.

The project will cost EUR 185,000 in total. The funding commitment for 50 percent of the costs has now been officially approved by the Ministry for Innovation, Digitization and Energy for the state of North Rhine-Westphalia.

Project details - Focus on reducing diesel emissions

At this time, approximately 2,700 diesel switchers are still in use in Germany. Many of these were built before the year 1972, and without emission regulations. This leads to a negative impact on air quality, especially at the locations where they are used.

The state of North Rhine-Westphalia has taken up this challenge with the preliminary study conducted by duisport, which is supported by progres.nrw - program area Low-Emission Mobility, with the objective of studying the long-term and full-scale conversion to hydrogen-operated locomotives. Besides studying the feasibility of this step, the study will also analyze the requirements and possible solutions that must be considered for retrofitting or new builds. The study must also determine whether existing vehicles should be converted or whether new vehicles would be a preferable option.

Alexander Garbar, Deputy Head of Corporate Development and Strategy at duisport: “The official funding commitment forms the starting point for a unique study in a complex application field. Given its practical relevance, we (the Port of Duisburg) can make a major contribution towards achieving the climate protection targets.

The insights that are gained would also be made available to other ports and terminals. It is a powerful signal for the development of the entire mobility industry and the commitment of those involved in the project.”

At duisport, sustainability is part of the corporate mission for all business divisions, projects and activities. As a result, duisport combines sustainability with technical innovations, ecological transportation chains and the efficient use of space, and is actively engaged in numerous promotional projects to ensure further progress.

“The mobility sector is a primary building block for achieving Europe’s climate targets. As Europe’s largest hinterland hub, we take our commitment to the large-scale reduction of emissions in our industry very seriously. In this context, we become active at many different levels,”
explains Erich Staake.

Knauf Interfer shapes the steel supply chain for sustainability and efficiency



At the Port of Duisburg, Knauf Interfer combines state-of-the-art production technology with the advantages of a trimodal logistics hub. On the plant premises at Kiffward in Duisburg-Ruhrort, which since the beginning of the year has also become the location of the company's headquarters, the Max Baum Plant, a steel service center and Knauf Interfer Automotive Blanks GmbH are working to improve sustainability and efficiency in the steel supply chain. To achieve this, the specialists are relying on logistics, automation and steel – a material that is as contemporary as it is sustainable.

“It is impossible to imagine our world without steel and it makes a valuable contribution to reducing mobility-related CO2 emissions thanks to its characteristic recyclability and, among other applications, lightweight car construction,” says Dr. René Gissinger, COO/CTO of the Knauf Interfer Group. “But an overall consideration must also include upstream and downstream production steps and transport. Trimodal logistics allows us to choose the ideal route for each supplier and each customer.”

Smallest possible carbon footprint

The Max Baum Plant is part of Knauf Interfer Stahl Service Center GmbH and specializes in the storage and worldwide

distribution of steel parts for automotive prototype construction. A storage capacity of 48,000 tons allows large requirements to be met as well as the logistically more complex orders involved in prototype construction, marked by a predominant demand for special grades, intermediate sizes, and small batches.

Knauf Interfer Automotive Blanks produces semi-finished products for industrial customers as well as manufacturers and tier 1 suppliers to the automotive industry, which are primarily employed for the production of structure and crash-related parts. These are used in side impact protection for electric vehicles, A and B pillars,

The fully automated blanking line commissioned in 2020.



© Knauf Interfer



Since 2021, duisport has been the location of the corporate headquarters of Knauf Interfer SE.



© Knauf Interfer

and other vehicle structures. All standard alloys and grades ranging up to ultra-high-strength steels are processed. These are important building blocks for lightweight construction, which is in turn required for weight-reduced vehicles with lower fuel consumption and CO2 emissions.

Both activities (prototype construction and the cutting of shaped blanks) at the Duisburg site exploit duisport's geographical advantages to optimize the supply chains of their suppliers and customers. Goods are transported by sea, rail or truck. Its location in Europe's largest inland port in combination with three rail routes to the plant site and the convenient motorway connection makes the site ideal for procuring input material over a short distance or for its onward carriage to the final destination. The site's proximity to the major European

steel manufacturers and processors on the one hand and the fact that it is situated directly on the most important import routes in the EU on the other hand are factors that reduce the CO2 emissions in logistics to the lowest level possible. Even the small amount of waste or technical production scrap – which is kept low thanks to computer-aided processes – can be directly reintroduced into the raw material cycle on the “scrap island” (Schrottinsel) on the opposite side without long transport routes.

High degree of automation

Automation is also a big issue in the steel industry, but at Knauf Interfer Automotive Blanks, it has literally carried especially heavy weight since its start-up in 2020. The steel strips wound into coils weigh up to 25 tons and, like large-format flat

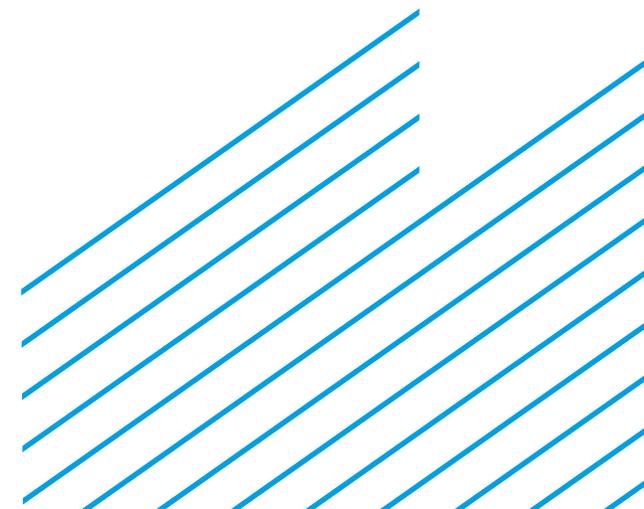
steels, are processed in the new blanking line. The entire process, from receiving the raw material to cutting and stacking, is fully automated, which is above all a quality-improving measure. The results are the minimum tolerances even for ultra-high-strength grades. This means that the increasingly strict requirements imposed by lightweight construction and e-mobility can not only be met, but even anticipated. Discontinuously rolled sheet can now also be processed in Duisburg. While this is a technically demanding procedure, it allows the production of weight-optimized components precisely tailored to customers' individual usage requirements.

Commitment to the Duisburg location

Duisburg's logistical possibilities are what shape it as a location and were not only decisive for the strategic decision to use it as the site of a newly constructed cutting line, but also for the relocation of the company headquarters there. As one of the leading specialists for steel and aluminum

in Europe with locations and sales offices in Germany and abroad, KNAUF INTERFER has also had its headquarters Duisburg in the vicinity of the production facility since 2021. The decision was preceded by intensive planning and exploratory talks throughout the region. As Dr. Kay Oppat, CBDO of the Knauf Interfer Group, sums up:

“Duisburg has an excellent infrastructure and is the logistics hub for the markets of the future. Duisburg's profile fits perfectly with our activities and our corporate identity.”





All images in this article are from © Bertschi



The bimodal DKT terminal in Duisburg-Rheinhausen has two gantry cranes and is an important hub for European Bertschi combined transport in the seaport hinterland.

Setback compensated

Bertschi Group on the road to success despite the Corona pandemic.

(dü) Due to the pandemic, 2020 was a challenging year for Switzerland's Bertschi Group. At 900 million Swiss francs, sales were nine percent lower than in the previous year. Adjusted for currency fluctuations, the decline amounted to five percent. „Thanks to our agility in the market and to proactive measures, the year ended well both from an operational and a

financial standpoint,“ explains the globally operating logistics service provider. Growth impulses from Asia and the gradual normalization expected to result as vaccinations progress give Bertschi a confident outlook for 2021. The group of companies is represented at logport I in Duisburg-Rheinhausen by BertschiTransport GmbH and the DKT Duisburg Kombi-Terminal. Bertschi Group uses the terminal with two gantry cranes as a hub for combined transport.

Decline in sales in chemical logistics

The coronavirus and its rapid worldwide spread had a major impact on the financial year. Due to the imposed lockdowns, the global demand for durable consumer goods decreased. „This was felt in particular in the automotive industry, which took a downright nosedive,“ a press release states. This led, the source continues, to a decline in demand for chemical precursors, which caused Bertschi to suffer significant drops in sales in its core business of chemical logistics. However, from autumn onwards, demand started to recover, which was encouraged by both the end of the first lockdown and the rapid recovery in Asia.

Investments in the future in 2020

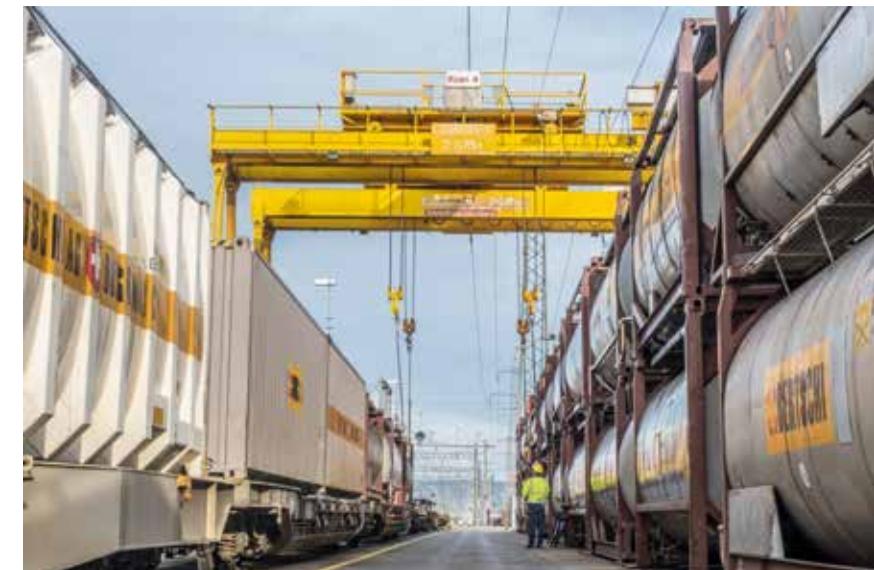
In 2020, Bertschi invested considerable funds in the future of the company and in increasing terminal and storage capacity. The container fleet grew by 1,200 to a total of 37,800 units. As a response to the strong demand, the structural capacity of

the dangerous goods container warehouse at the Schwarzheide site (Brandenburg) was doubled. Covid-19 had an accelerating effect on the digital transformation of the Bertschi Group. The company made its business processes more efficient, safer, and more customer-friendly. Considerable investments were made to offer customers end-to-end visibility of complex supply chains that often combine rail, truck, and ship transport.

Positive outlook

Hans-Jörg Bertschi, Chairman of the Group's Board of Directors, looks to 2021 with confidence: „We expect the positive trend from the last quarter of 2020 to continue this year. Asia and especially China have largely overcome the pandemic and are now driving further growth. Thanks

Due to the pandemic, 2020 was a challenging year for the Bertschi Group. „Thanks to our agility in the market and to proactive measures, the year ended well both from an operational and a financial standpoint,“ explains the globally operating logistics service provider.



➔
In the Port of Rotterdam, Bertschi operates its own handling terminal in connection with a container warehouse for dangerous goods. Its capacity is to be expanded this year to 2,000 tank container slots and thus more than doubled.



to government support measures and the continuing vaccination of the population in industrialized countries, the global economy should receive an additional impetus starting in mid-2021.“

Investment in China

As a result of the positive outlook, Bertschi Group will make significant investments in 2021. Bertschi launched the largest single investment in the company’s history with the construction of a logistics center for liquid chemical dangerous goods in Zhangjiagang, a city located in the greater area of Shanghai. Three warehouses for different classes of dangerous goods with a total capacity of 25,000 pallet spaces are currently under construction on the site covering 67,000 square meters. To complement this, a container warehouse for dangerous goods with a capacity of about

1,000 tank containers is being built for the storage of full liquid cargoes. With the addition of automatic container filling systems and tank container heating stations, this will create a complete logistics center for handling, filling, and storing liquid chemical products in China, the Group says.

Investment in Europe

Bertschi is also investing heavily in Europe. In the Port of Rotterdam, the capacity of a container warehouse for dangerous goods is being more than doubled to accommodate a total of 2,000 tank container slots. In Middlesbrough (Northern England), Bertschi operates a central warehouse for bulk and packaged plastics imported from overseas. The capacity of this facility will be significantly increased through the construction of an annex on an adjacent plot of land. Moreover, the company plans to shift

more shipments from road to rail within the growing transport market to Southeast Europe. For this reason, the capacity of the company’s rail terminal in Ploiesti near Bucharest, which was acquired in 2019, will also be increased.

Infection protection thanks to digitization

Bertschi’s focus is on protecting its 3,100 employees working worldwide against Covid 19 infection. „Thanks to the advanced digitalization of our work processes, which has allowed a large part of the workforce to work from their home offices, and the early implementation of protective measures in the workplace, we were able to offer our employees a safe working environment at all times,“ states Group CEO Jan Arnet.

➔
In Zhangjiagang, a city in the greater Shanghai area, Bertschi is building a logistics center for liquid chemical dangerous goods. Three warehouses with a total capacity of 25,000 pallet spaces are currently under construction on the site covering 67,000 square meters. A container warehouse for dangerous goods with a capacity of about 1,000 tank containers is also being added.



Floating city

Deutsche Binnenreederei brings sculptures from Berlin to Duisburg for the Emscher Art Trail.

© Heinrich Holtgreve / Emscherkunstweg



(Rhenus/duisport) The Emscher Art Trail (Emscherkunstweg) is growing: Cooperation partners Urbane Künste Ruhr, Emscher-genossenschaft, and Regionalverband Ruhr are pleased about a new work of art being erected in Duisburg in April 2021.

“Attention, art on board,” was the motto at the end of March for an elaborately staged transport setting off from Germany’s capital and traveling across German waterways to the Ruhr region: A total of 21 artworks by the artist/architect duo Julius von Bismarck and Marta Dyachenko found themselves on a pontoon of the Deutsche Binnenreederei, under the current ownership of Rhenus. After arriving at the Port of Duisburg, the installation covered the last few miles to the Emscher Art Trail with the assistance of duisport, where it will be exhibited under the title “Neustadt” (New Town) starting at the end of April.

Residential buildings, churches, swimming pools, power plants, and bunkers: The 1:25 scale models weigh up to five tons and are made of concrete, plexiglas, wood, and stainless steel. Originating from the studio of Julius von Bismarck, they were loaded onto the transport ship in Berlin’s Borsighafen by lattice boom crane the day before their departure. From Berlin, the push boat proceeded with the pontoon on its trip to the port of Duisburg by way of the Mittelland Canal, the Dortmund-Ems Canal, and the Rhine-Herne Canal.



The barge arrived at the beginning of April at the Port of Duisburg.

© krischerfotografie

The journey to the future exhibition site is part of the artistic concept, while the choice of inland vessel as the means of transport reflects the consideration of ecological issues. At the same time, the objects from buildings that have long since been demolished fit harmoniously into the pontoon, which bears a particularly old appearance. The decelerated, sustainable journey is therefore itself also an artistic performance.

“At the request of the artists, we specially selected an old pontoon for the journey. The sculptures can stand there freely and exposed. They virtually float above the water surface and are not enclosed in the dark cargo hold,” reports David Schütz, Project Manager of Deutsche Binnenreederei.

“Together with Marta Dyachenko, I spent two years designing an urban ensemble of buildings once found in the Ruhr region. They are visions transformed into concrete – visions which, in this case, remained unfulfilled. We are rebuilding them as the city of a future that did not come to pass, thereby inviting reflection,” explains Berlin-based artist Julius von Bismarck.

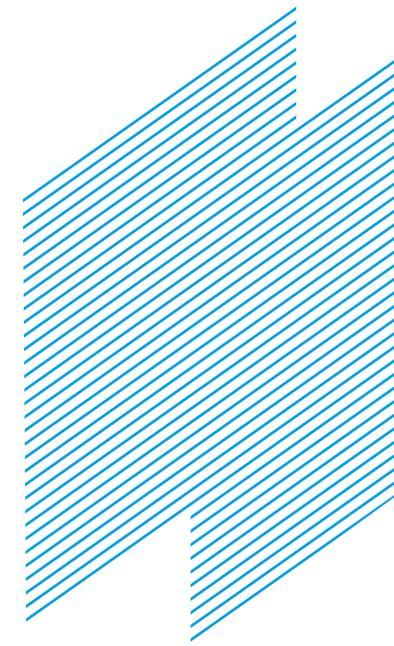
“As a Duisburg company with a long tradition, we have long been committed to vitalizing the Rhine-Ruhr region on many different levels.

The “Neustadt” project has created added value that is a reminder of both the history of inland waterway transport and the unique character of our metropolitan area. Especially in these challenging times, this sends a particularly positive signal. The Port team warmly welcomes the project,” explains duisport spokesperson Thomas Hüser.

The barge arrived at the Port of Duisburg at the beginning of April. With the support of duisport packing logistics GmbH, a subsidiary of the duisport Group, the sculptures were loaded from the barge onto a truck and then transported to their destination: Duisburg’s public park Landschaftspark Duisburg-Nord. The new site-specific work of art for the Emscher Art Trail – a cooperative effort of Urbane Künste Ruhr, Emscher-genossenschaft, and Regionalverband Ruhr – is expected to be open to the public by the end of April. There are currently 18 permanent works of art in public spaces along the sculpture trail on the Emscher.



Shipping list



LINER CONNECTIONS

Status: June 2021

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				
via 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.



Rail schedule

- National railway transportation
 - International railway transportation
 - Ship connections
 - Combined water and rail links
- 1-7 = Monday-Sunday
 At = Day of departure
 Et = Day of the arrival
 Op = Operator

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

CONNECTIONS FOR COMBINED TRANSPORTATION

Status: June 2021

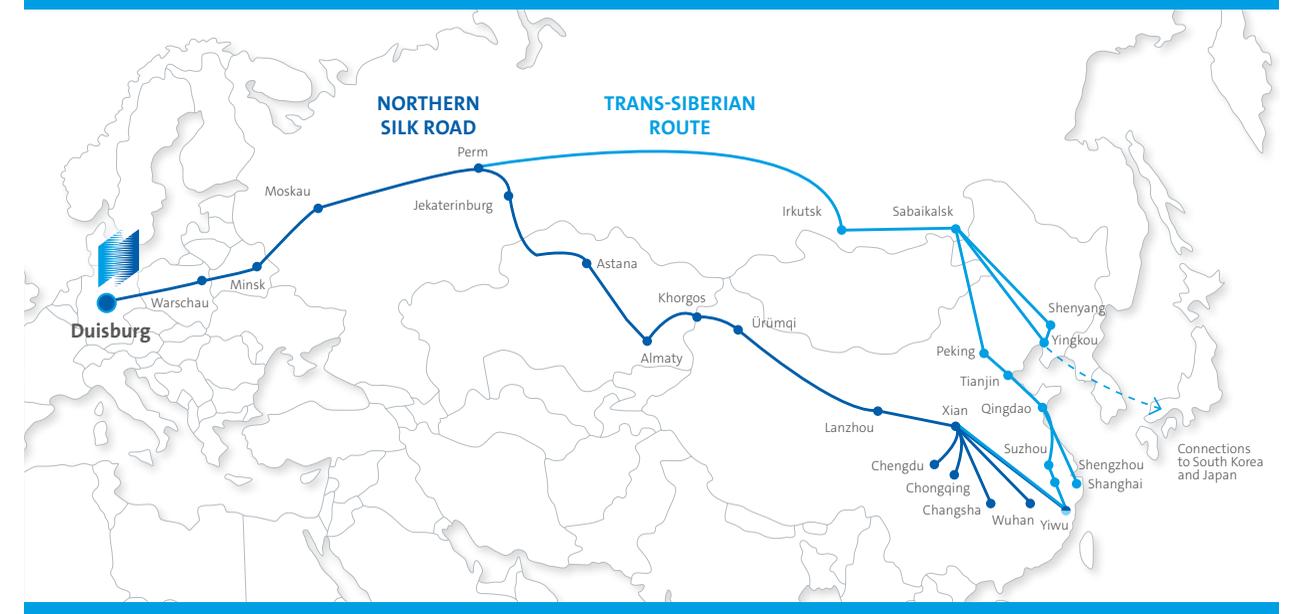
National	from Duisburg		to Duisburg		Operator	Terminal
	At	Et	At	Et		
Bönen	1-6	A	1-6	A	12	GWW
Bremen/Bremerhaven/WHV	2,4	B	1,3	B	12	GWW
Buna	2,5,6	B	1,4,5	B	5	DKT
Dortmund	2,4,6	B	2,4,6	B	23	DeCeTe
Hamburg-Billwerder	1-5	B	1-5	B	8	DUSS
Hamburg-Billwerder		-	7	B	8	DUSS
Hamburg-Billwerder	1,3,5	B	2,4	B	8	DUSS
Leipzig-Wahren	1-5	B	1-5	B	8	DUSS
Mannheim	6	B	-	-	34	D3T
Ludwigshafen (Rhine)	1-5	B	1-5	B	8	DUSS
Ludwigshafen (Rhine)	6	C	6	C	8	DUSS
Lübeck Skandinavienkai	1-5	B	1,7	B	8	DUSS
Lübeck Skandinavienkai	6	B	2-5	B	8	DUSS
Marl	1-5	A	1-5	A	2	DIT
Marl	2,4	B	2,4	B	2	DeCeTe
Marl	1-5	A	1-5	A	12	RRT
Rheda-Wiedenbrück	1-5	B	1-5	B	12	GWW
Munich-Riem	1-4	B	1-5	B	8	DUSS
Munich-Riem	5	B	1-4	C	8	DUSS
Rostock	1,3	B	2,4	B	8	DUSS
Rostock	6	A	7	B	8	DUSS
Rostock	1-4	B	1-4	B	8	DUSS
Schkopau	2,4	B	1,3,5	B	5	DKT
Schkopau	6	C	-	-	5	DKT
Schwarzheide	2,4	B	1,3,5	B	5	DKT
Schwarzheide	6	C	-	-	5	DKT
Singen (Htw)	1-5	B	1-5	B	5	logport III

International	from Duisburg		to Duisburg		Operator	Terminal
	At	Et	At	Et		
A-Austria						
Hall in Tirol	1-4	C	1,2	D	8	DUSS
Hall in Tirol	1,2,5	E	3,5	F	8	DUSS
Hall in Tirol	-	-	4	E	8	DUSS
Linz/Wels	2,4,6	B	1,3,5	B	11	DIT/D3T
Wels	1-5	B	2-4	B	8	DUSS
Wels	6	D	5	D	8	DUSS
Wels	-	-	6	C	8	DUSS
Wien-South	2,4	B	2,4	B	8	DUSS
Wien-South	1-5	A	1-5	A	8	DUSS
Wien-South	1-5	B	1-5	B	8	DUSS
WienCont	1,2,5,7	C	2-5	B	5	DIT
B-Belgium						
Antwerp	2,4,6	B	1,3,5	B	8	DUSS
Antwerp	6	-	-	-	8	DUSS
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)	4,7	B	3,6	B	31	DeCeTe/RTT
Rotterdam	1,3-6	B	2,4-7	-	34,35	DeCeTe/RTT
PL-Poland						
Brzeg Dolny via Poznan	1,3,5,6	F	1,3,5,6	F	10	DIT
Kutno via Poznan	1,3,5,6	G	-	-	10	DIT
Gadki (Poznan)	1,3,5	B	3,5,7	B	5/9	DIT/D3T
Poznan	2,4,6	B	1,3,5	B	33	logport III
Warschau-Pruszków	1,3,5	B	2,4,6	B	5/9	DIT/D3T
RO-Rumania						
Curtici	1-6	C	1-6	C	27	DKT
Curtici via Budapest	1-4,6	D	2,5	F	5	DIT
Ploiesti via Budapest	1-4,6	G	2,5	D	5	DIT
Oradea	5	C	7	C	5	DIT
RUS-Russia						
Moscow	3	H	3	H	14	DIT
S-Sweden						
Almhult	1-4	B	1-5	B	13	logport III
Almhult	5	D	-	-	13	logport III
Falköping	2-4,6	B	1-3,5	B	13	logport III
Göteborg	1-5	B	1-5	B	13	logport III
Göteborg	6	D	6	D	13	logport III
Helsingborg	1-5	-	1-5	-	13	logport III
Helsingborg	6	-	6	-	13	logport III
Katrineholm	1-5	B	1-5	B	13	logport III
Katrineholm	6	C	6	C	13	logport III
Malmö	1-5	B	1-5	B	13	logport III
Malmö	6	C	6	C	13	logport III
Nässjö	1-4	B	1-5	B	13	logport III
Nässjö	5	D	-	-	13	logport III

International	from Duisburg		to Duisburg		Operator	Terminal
	At	Et	At	Et		
SK-Slovakia						
Bratislava (via Lovosice)	1-4	C	4	E	8	DUSS
Cierna nad Tisou (via Lovosice)	1-4	C	-	-	8	DUSS
Dunajská Streda (via Prag)	2,4,6	D	1,3,5-	E	9	DIT
Košice	2,4,6	E	1,3,5	E	9	DIT
SLO-Slovenia						
Koper (via Prag)	2,4,6	E	1,3,5	E	9	DIT
Ljubljana (via Munich)	1,3	C	1,3	C	8	DUSS
Ljubljana (via Munich)	4,5	D	1,5	E	8	DUSS
Ljubljana	1-3, 5	C	2, 4-6	C	11	DKT
TR-Turkey						
Ambarli via Munich	1,3	G	2	H	8	DUSS
Ambarli via Munich	4,5	-	5,7	G	8	DUSS
Istanbul (Pendik) via Triest	1,3,4,6	H	1,3,4,6	H	13	logport III
Istanbul (Pendik) via Munich	1,3	F	4,6	G	8	DUSS
Istanbul (Pendik) via Munich	5	-	2	H	8	DUSS
Cesme via Munich	1,3	G	3,5	H	8	DUSS
Cesme via Munich	5	H	7	J	8	DUSS
TR Mersin Port via Munich	1,5	F	3	H	8	DUSS
TR Mersin Port via Munich	-	-	6	G	8	DUSS

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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 123,7 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 26,800 jobs in Duisburg depend on the port, 50,000 in the region. Port induced investments made by companies at the location amount to more than 250 million euros a year.

duisport – the port Group

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



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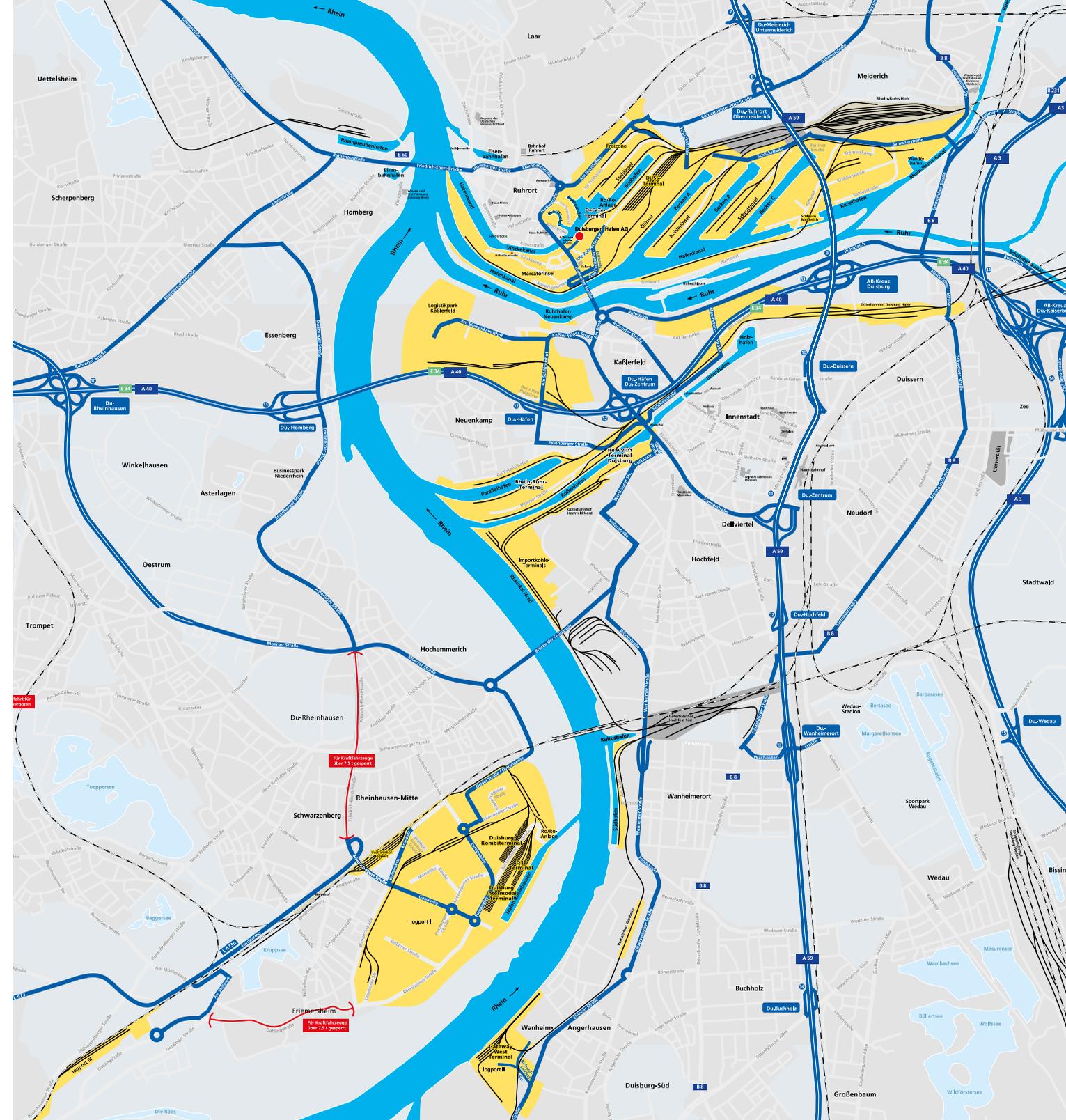
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- Motorway
- Important connecting road
- Important connection railway
- Railway
- Water area
- duisport Port area
- Planned road
- Headquarter of Duisburger Hafen AG



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