

OPPORTUNITIES IN THE CRISIS



Key figures of the Duisport Group (in EUR million)

	2018	2019	2020	Change in % ¹ 20/19
Sales revenue ² (incl. revenues that cannot be consolidated)	278.5	292.6	291.7	+0
Sales revenues ²	251.6	270.0	261.7	-3
Balance sheet total	387.5	399.6	415.7	+4
Gross investments	20.0	26.4	38.6	+46
Earnings before interest and taxes and depreciation/amortization for goodwill and other assets (EBITDA)	42.5	43.9	44.3	+1
Consolidated net profit	12.1	13.3	14.2	+7
Cash flow I ³	28.3	34.5	34.1	-1
Employees	1,205	1,332	1,329	+0

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

	2018	2019	2020	Change in % ¹ 20/19
Ship	48.1	47.6	41.1	-14
Rail	32.1	29.8	27.1	-9
Truck ⁴	47.3	46.3	42.2	-9
Total	127.5	123.7	110.4	-11

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

	2018	2019	2020	Change in % ¹ 20/19
Ship	14.2	13.8	13.1	-5
Rail	18.7	16.9	16.5	-2
Truck	32.4	30.4	29.4	-3
Total	65.3	61.1	59.0	-3

¹ Percentage figures have been rounded; rounding tolerance 0.1.

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

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

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

The duisport Group and its business segments



Participations

Participations

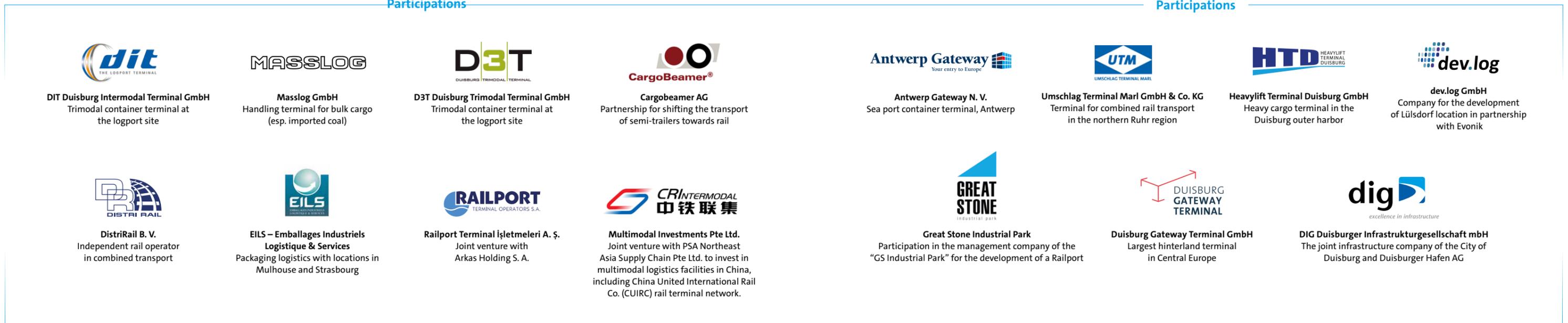


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DUISPORT IN THE YEAR OF THE COVID-19 CRISIS – THE PORT OF DUISBURG REMAINS OPERATIONAL

duisport's "Together, we can do it" campaign

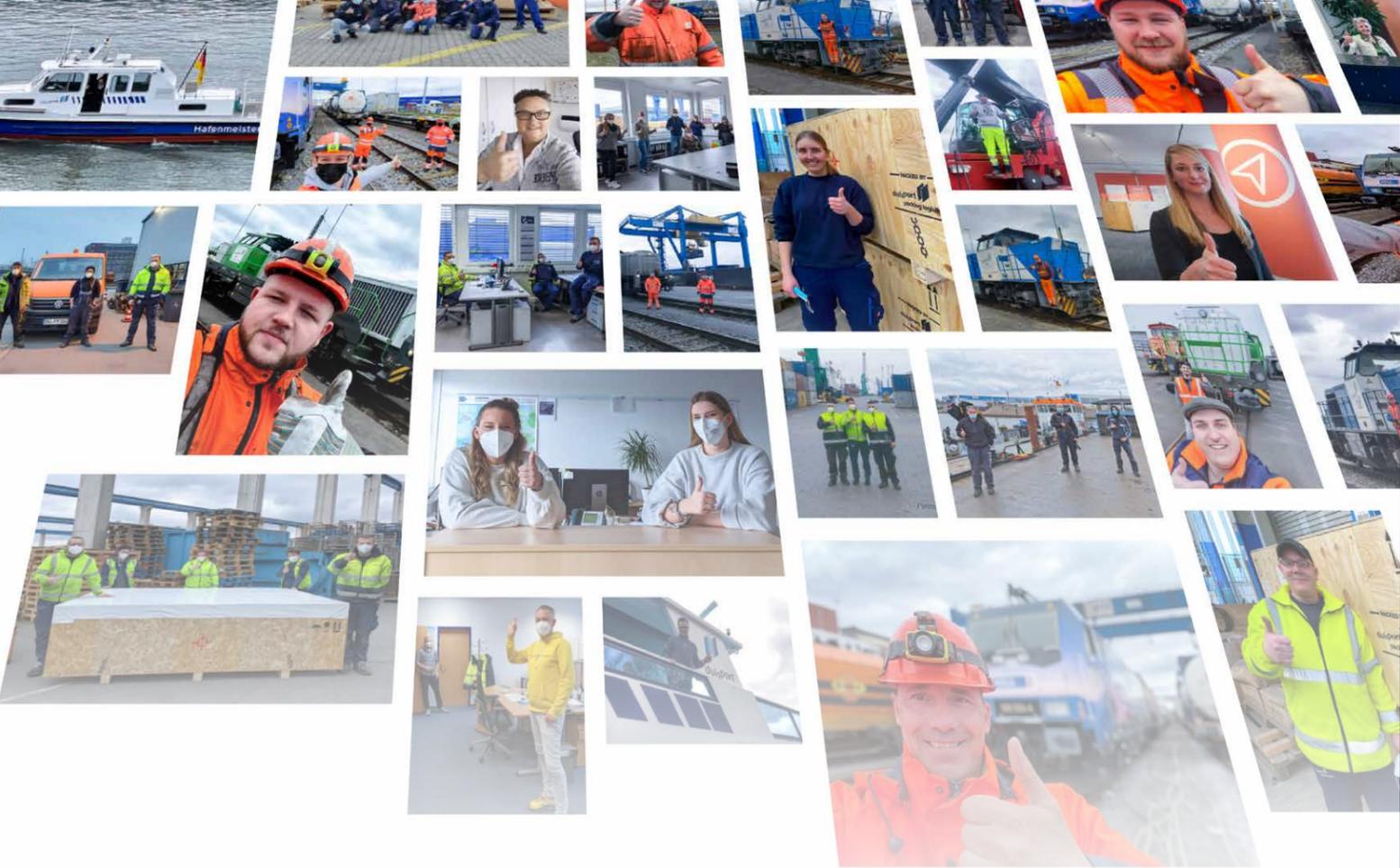
The Port of Duisburg started preparing itself for the spread of the coronavirus "COVID-19" in Europe and Germany at an early stage. By the beginning of March 2020, it had already convened an internal crisis unit to respond to current developments. The focus was and continues to be on protecting the health of employees and maintaining operations. In the process, we have consistently maintained close contact with public authorities, institutions, and our internal medical network. Then and now, our most important imperative remains the same: open, transparent communication that ties in our employees and contact persons, whose presence we can count on.

Under the motto "Together, we can do it", we consolidated our comprehensive measures, giving a guiding principle to our special feeling of solidarity maintained during the crisis. This motto is still with us today and reminds us every day of what we have achieved together so far. In addition to internal solidarity, this also allowed us to bolster and accentuate our sense of community vis-à-vis the outside world. We even created our own campaign logo using the duisport design for this purpose.



#togetherwecandoit #teamduisport #duisburgerhafen

Be it through pictures, videos or virtual messages, our #teamduisport has launched various campaigns to create a sense of closeness at a distance and to brighten up each other's challenging daily work routine. A special kind of team spirit.



The entire Port team responded with exemplary solidarity and implemented all measures in a professional and sustainable way. The **CHAINS OF COORDINATION** remain **EFFICIENT** and **SEAMLESS** to this day.

Our operational colleagues in particular have worked hard under the special conditions to keep supply chains and flows of goods stable – to the present day.

Key supply and disposal functions secured in NRW

At the beginning of the pandemic, all operational processes in the world's largest inland port were consolidated and adjusted according to current developments and requirements. The duisport Group was and remains fully capable of action, despite the COVID-19 crisis. The Port of Duisburg is systemically relevant: Always in close coordination with public authorities and institutions, as well as our medical network, all business divisions are fully functional and contribute to maintaining the key supply and disposal functions in North Rhine-Westphalia. "The basis for this is giving top priority to ensuring the integrity of our workforce and protecting the health of our employees and all people involved," emphasizes duisport CEO Erich Staake.

Close coordination between the Executive Board, the crisis unit, and the individual department managers has enabled us to draw up the necessary regulations for the individual departments, which must constantly be updated. If anything abnormal occurs, immediate coordination and reaction is guaranteed. In addition, both the terminals and the rail operators are closely involved in the work of the crisis unit through the Duisburger Hafen AG network.



The Evangelisches Klinikum Niederrhein in Duisburg-Fahrn is just one example of the local institutions that received donations in kind from the Port of Duisburg in 2020.

duisport also donated some of the protective equipment to Essen University Hospital and the Alfred Krupp Hospital, personally handed over by duisport CEO Erich Staake.

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

Especially in times of crisis, the Port of Duisburg can draw on its many years of extensive logistics expertise, thereby making an important contribution to society.

As part of a small thank-you event in the form of coffee and rolls, duisport and the DIT and D3T terminals thanked all the drivers who, despite the lockdown, are supplying the region with basic living necessities under particularly trying circumstances in times of COVID-19.

Each individual in the duisport Group team had to master his or her personal and professional challenges in the context of this crisis. The company management and the crisis unit are very impressed by their high level of commitment in these difficult times and are proud to work for this company and the team.

duisport donates protective equipment

In April 2020, the Port of Duisburg put together a special logistical support package to combat the coronavirus: In addition to providing assistance with the transport of urgently needed protective equipment from China, duisport donates relief totaling EUR 50,000 to clinics, hospitals and social facilities in Duisburg and the region.

Minister Pinkwart thanks the Duisburg Port team

“The team at duisport used its excellent logistics network to assist the state government in transporting urgently required materials to North Rhine-Westphalia as quickly as possible. We would also like to thank our partners in China for their commitment and the rapid and unbureaucratic assistance on location,” says Prof. Dr. Andreas Pinkwart, Minister of Industry, Innovation, Digitalization and Energy for the state of North Rhine-Westphalia, with regard to the assistance provided by the port.



TOGETHER,

WE CAN

DO IT

THE COMPANY

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01

DUISPORT EXPANDS NATIONAL AND INTERNATIONAL NETWORK

With its restructuring back in 1998, duisport embarked on a path that seemed visionary at the time: The transshipment port for the coal and steel industry was to develop into a logistics hub for Central Europe, an unparalleled hinterland hub for an economic area accommodating 150 million inhabitants. Instead of being dependent on two or three industries, the Port of Duisburg became a valued partner and comprehensive logistics service provider for an increasingly differentiated economy. The result was the creation of a hinterland hub that today handles more than 25,000 trains and 20,000 inland waterway vessels each year. These connect duisport with more than 100 national and international destinations – a number that continues to increase.

Our port has achieved a **LEADING POSITION WORLDWIDE IN COMBINED TRANSPORT**, with ships and railroads already transporting roughly **50 PERCENT OF THE GOODS HANDLED** – a figure that towers 20 percent above the average and that exerts a considerably positive effect, not least on the current climate footprint.

In addition to the reorganization of traffic connections, networking also defines the customer relations and partnerships of a port of international importance. duisport now shares business ties with a large number of companies that are world leaders in logistics services and supply chains. As a result, duisport is strengthening the competitiveness and appeal of Duisburg as a logistics/industrial center and, moreover, the federal state of NRW as a whole. In this regard, duisport has taken important steps in recent years. A unique partner network

and, thanks to targeted investments and investment decisions, a European-Asian “footprint” have been created. It is precisely this “footprint” that can allow us to achieve the goals described above.

Focus on China: Chinese transports reach a new record

As mentioned above, duisport further expanded its network of partnerships in 2020. This strengthened the China transports and their role as growth drivers for duisport and its customers. In the spring, new rail connections to Jinan in north-east China and Changsha in central China were already added to supplement the existing Duisburg-bound network. Finally, we signed a contract with Sinotrans, the logistics division of the China Merchants Group. It was the starting signal for the first rail connection between the successful economic region of Shenzhen in the Pearl River Delta and Duisburg. The trains traverse Kazakhstan, Russia, Belarus, and Poland.

From China via Chongqing through Kazakhstan, Russia, Belarus, and Poland to Duisburg – Sinotrans, the logistics division of the China Merchants Group (CMG), established its own rail link between Shenzhen and Duisburg in 2020.



Chinese traffic as growth driver: The routes of the New Silk Road.

This new element of the “Silk Road” is “essential for ensuring continuous supply chains between China and Europe,” explained Sinotrans Chairman Guangpeng Li. According to duisport CEO Erich Staake: “With this strategic partnership, we are strengthening our network.”

Constant expansion: Asia network grows to over 20 destinations

In April 2020, regular railway services between China and Duisburg resumed for the first time after the Chinese lockdown. Since then, over 20 stations have connected all of China’s major economic areas by rail to Europe. Parallel to the strong economic growth that started in the second quarter of 2020, rail traffic between the continents saw an increase; as recently as 2014, only 300 trains ran between China and Europe. By 2018, this figure had risen to 4,600. And 10,000 trains have already been registered in 2020. These carried more than one million containers to 21 countries and 92 cities in Europe. More than one in three of these trains was en route to and from Duisburg.



As recently as **2014**, only **300 TRAINS RAN BETWEEN CHINA AND EUROPE**. By **2018**, this figure had risen to **4,600**. And **10,000 TRAINS** have already been registered in **2020**. These carried more than one million containers to 21 countries and 92 cities in Europe. More than one in three of these trains was en route to and from Duisburg.

PSA and duisport open up new perspectives

Already in 2019, the world's largest port and terminal operator PSA International approached duisport for the first time to explore opportunities for cooperation. PSA International calls itself the "Gateway Hub of the World" and, in addition to the world's second largest seaport in Singapore, operates other ports and 60 terminals in 52 locations worldwide. The aim of the negotiations was to engage in cooperation in the Asian region in the development of logistics hubs and the expansion of the logistics network in order to strengthen rail transport and supply chains between Asia and Europe. The result: duisport and the PSA subsidiary PSA Northeast Asia Supply Chain Pte. Ltd. established a Singapore-based joint venture in the 2020 financial year. The name of the joint venture is Multimodal Investments Pte. Ltd. (MIPL) and its purpose is to invest in logport-style multimodal logistics facilities in order to improve connectivity and trade flows between Europe and Asia. The first order of business is to create a multimodal logistics hub in Chongqing, the world's largest industrial metropolis. An area of 33 hectares (comparable to logport II in Duisburg) is being developed there. duisport will contribute its expertise from the logport projects. In addition, duisport and local partners will pursue the joint objective of securing European relocating companies and customers for the project. At the same time, the joint venture is investing in the most important Chinese rail terminal network (CUIRC).



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.

Concentrated expertise: duisport invests in Trieste

A strategic partnership between duisport and the port authority of Trieste has already existed since 2017. In 2020, this cooperation took concrete shape. Together with the local financial holding company Friulia S.p.A, duisport prepared a strategic investment in the hinterland of the northern Italian seaport with the aim of strengthening the network between Trieste and Duisburg by implementing combined transport connections and supporting the development of local logistics areas. This involves the expansion of three logistics facilities of “Interporto di Trieste” located within the region. These offer a total of 130,000 square meters of storage space and an overall surface area of one million square meters. The services offered there include customs clearance and the creation of intermodal logistics concepts, as well as targeted land development in the port area. The facilities encompass 460,000 square meters of terminal space in Cervignano del Friuli.

duisport is in demand there, both because of its logport-based expertise in the development of logistics areas and the creation of intermodal concepts and because of its existing international transport networks. In 2019, for example, Italy’s largest Adriatic port handled 10,000 trains at the Free Port of Trieste, which offered daily connections to all major destinations in Europe. A total of 33 train pairs already run regularly between Trieste and Germany.



Left photo: In April 2020, goods traffic from China saw yet another significant increase. NRW Minister of Transport Hendrik Wüst (right) took part in the reception of one of the first freight trains from Wuhan after the outbreak of the coronavirus pandemic.

Right photo: The duisport Group received the Ukrainian Prime Minister Denys Shmyhal in the spring. During his trip to Germany, he not only visited NRW Minister President Armin Laschet and NRW Minister of Transport Hendrik Wüst, but also paid a visit to the Port of Duisburg.



Intensified collaboration with the Port of Trieste: This collaboration was contractually consolidated in December 2020 between (from left to right) Zeno D’Agostino (President of the ‘Port System Authority of the Eastern Adriatic Sea’ (Trieste)), Federica Seganti (Executive Chair of Friulia SpA), Erich Staake and Graziano Pizzimenti (Assessor of the ‘Friuli-Venezia Giulia for Infrastructure and Territory’).

Progress with logistics hub near Istanbul

For a number of years now, duisport has been working together with the Turkish logistics company Arkas Holding S.A. through the jointly founded company “Railport Terminal İşletmeleri” on the development of logistics areas and the establishment of intermodal services in Turkey. Activities were initially scaled back temporarily because the economic conditions prevailing in Turkey would have jeopardized the success of the project. In the meantime, work has resumed on a 30-hectare logistics area in the greater Istanbul area. All the necessary conditions have been met for construction to start in mid-2021. In addition to the project in the greater Istanbul area, duisport and Arkas are constantly exploring additional development and project opportunities in Turkey.

Consulting expertise on the Black Sea

With its full-service approach, the duisport Group offers a wide range of services. For many years, this has also included consulting expertise, especially on the international market. For example, one of the ventures duisport will support in the future is the Romania-based “Galați” project.



A Romanian partner in the city of Galați operates a port there with a connection to the Black Sea, parts of which are to be expanded to include a trimodal container terminal. The Black Sea project is intended to promote the expansion and further development of the port at the beginning of the Danube Delta and ultimately pursues the goal of developing Romania into a further key transshipment hub for combined transport on the east-west axis. The project has been defined as one of the three most important infrastructure projects in the country.

In order to position itself in this promising transport corridor, duisport is interested in participating in both the realization and the subsequent operation of the terminal. Galați is of particular importance due to its port, which is considered the most important short sea port in the country. It is the last transshipment center before the Danube Delta. In addition to the city's connection to the

international rail network, European route E 87, which stretches from Odessa (Ukraine) to Antalya (Turkey) via Romania and Bulgaria, also passes through Galați. This opens up the opportunity for duisport to integrate this multimodal platform into its own network, as well as its "Silk Road" activities.

Corneliu Găvăneanu, President of Metaltrade International, describes the Port of Duisburg as an important source of inspiration for the development of Central European ports. The duisport example has shown the Romanian authorities the importance of efficient logistics in global economic segments and the impact of container transport on the international market.

ON THE RAIL FOR OUR ANIMAL FRIENDS, TOO

We are strengthening our network. After all, resilient connections are crucial, especially in times of uncertainty. One of the key building blocks: our China transports – with more trains and more destinations.

But we are also building up groundbreaking partnerships at many other locations and can offer our customers alternatives at short notice.

Short-term alternatives for the transport of important goods from Asia to Europe – New ways for duisport customers

Stable logistics chains are essential for global trade, especially in times of the COVID-19 pandemic. Many freight and transport routes by land, water or air have recently been congested or even obstructed. As a result, the Fressnapf Group had to reschedule at short notice: Together with duisport agency GmbH, a subsidiary of the duisport Group, a 42-container train was transported for Fressnapf by rail from the Chinese province of Linyi to the Fressnapf import warehouse in the Port of Duisburg. On board: Products such as scratching posts, pet beds, dog accessories. These are all items that Fressnapf Logistik needs in order to continue to serve customers and franchise partners online and in the stores as usual.

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



1

Arrival: The block train was unloaded at logport I in Duisburg-Rheinhausen.



3

Products such as scratching posts or dog accessories were unpacked...



4

...and could be made available to markets and customers at short notice.



2

This is the site of the import warehouse of the Fressnapf Group, where the goods were driven directly.



For the Fressnapf Group, we **SAVED 75% OF THE CARBON FOOTPRINT** and **11,000 OF 22,000 KM TRAVEL DISTANCE** compared to the sea route.

02

LAND DEVELOPMENT ON
THE RHINE AND RUHR

The experience gained from the global pandemic crisis has shifted priorities, including those in the market for commercial and logistics space. Because industry is rethinking the security of its supply chains and has learned to appreciate the value of warehousing within short and safe distances, demand is also increasing for smaller storage areas in what are referred to as “buffer warehouses”. There is now an increasing demand for intermediate sizes to cover available space, including smaller halls. This transformation has also long been felt at duisport, the largest provider of logistics and commercial space on the Rhine and Ruhr with 14 million square meters of available space and two million square meters of warehouse space. On the whole, the market is “good for providers, and no longer just in city center locations,” explains Dr. Sandra Strohbücker, Head of Property Management at duisport. “And prices continue to rise.” In 2020, land development for duisport continued to prioritize major projects.

logport IV “sold out”

In March 2020, the sale of land at logport IV in Kamp-Lintfort was concluded. The real estate development company Alpha Industrial took over the last available remaining area one week before the first lockdown was imposed on Germany’s economy. The building application currently in processing and about 20,000 sqm of warehouse space can soon be made available. As land owner, logport ruhr GmbH, a joint venture of RAG Montan Immobilien and duisport, will take charge of the last necessary site development work on logport IV.

In 2020, Duisburger Hafen AG and Hafen Duisburg-Rheinhausen GmbH (HDR) succeeded in marketing a total of around 360,000 m² of new space, including a plot of land covering just under 43,500 m² on the logport IV site in Kamp-Lintfort.



WHERE AREAS BECOME OPPORTUNITIES

Completed project here – kick-off there: Even during the pandemic, things never stopped moving at the logport sites on the Rhine and Ruhr. The heavy demand for commercial and logistics areas with optimal connections and infrastructure as well as customized services continues unabated.

The presence of major international companies highlights this fact time and time again.



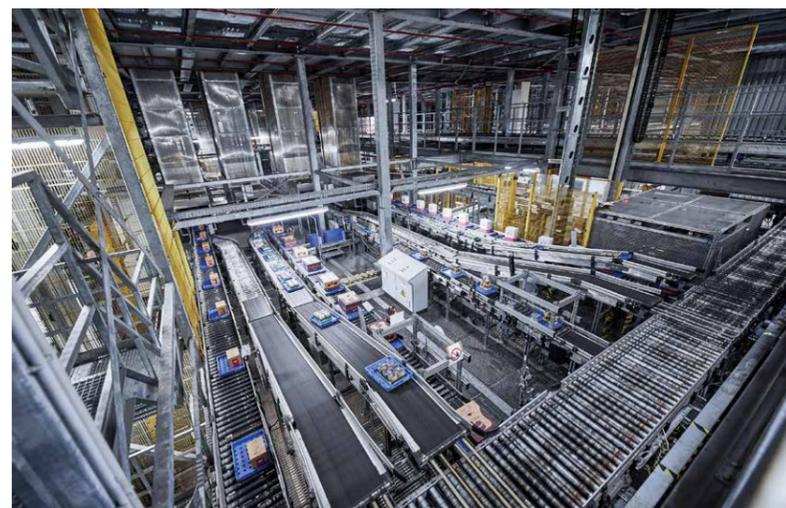
logport V completed

In 2020, the Edeka warehouses sprung up on the site near Autobahn 3 in Oberhausen, and the northern side of the new access road has already been completed by logport ruhr. duisport is also involved in the planning, coordination, and financing of the work being carried out on the southern part of the road. Everything is set for completion by the end of June 2021, when Edeka Rhein-Ruhr plans to launch trial operations at the new central warehouse with 1,000 employees.

Following the completion of the state-of-the-art central warehouse, Edeka will supply over 1,000 food and beverage markets in the Rhine-Ruhr region.



In the future, just under 1,000 employees will find a job in the central warehouse.



The distribution center of the logistics provider DSV will create new jobs at the logport VI site in Walsum before the end of 2021.

logport VI to start trial run

The Denmark-based company DSV, the first anchor tenant on the second largest port area since logport I, started its preparations for its mega distribution center in Walsum in the 2020 financial year. The utilization concept provides for a lot size of 12 hectares, which will initially be used for building 56,000 square meters of warehouse space with 76 docking gates. Construction work on the 56,000 square meter hall is to be completed by fall 2021, after which trial operations will begin.



The trimodal terminal built by duisport at the edge of the port is planned to start operations at the same time. As a container and contract logistics company, DSV relies on combined transport at the site.

The same applies to the internationally operating Danish logistics giant Maersk, which is on the verge of signing a contract for 11 hectares plus an option for an expansion area of 5 hectares. Maersk and duisport will join forces in the future to build and operate a new distribution and logistics center in the north of Duisburg. The new hall is to be planned and completed quickly.

DSV plans to employ more than **300 PEOPLE**, while Maersk anticipates the generation of over **350 JOBS** in the final stage of the project.

Areas in planning

- The second construction phase for logistics utilization on Mercator Island is still the subject of proceedings before the Higher Administrative Court in Münster.
- An area of 20,000 square meters is available on logport II.
- Two hectares on the tongue of land in the area of the outer harbor and the Parallelhafen are also vacant.
- logport ruhr is working on preliminary studies for new projects in Dortmund and in Kamp-Lintfort. In Dortmund, for example, an area of approximately 28-40 hectares around the former Kaiserstuhl coking plant on the Westfalenhütte industrial site.

03

INFRASTRUCTURE
PROJECTS FOR DUISBURG

In the presence of Advisory Board Chairmen Bruno Sagurna (2nd from left) and Rainer Enzweiler (1st from left), dig management gave a green light for the “Walsum south-west link road” construction project in late summer 2020.

At least on schedule and on budget, but in any case reaching the target without any construction defects: these are the self-imposed goals for the infrastructure and suprastructure projects that the “Duisburger Infrastrukturgesellschaft mbH” (dig), founded by the City of Duisburg in 2019, has taken charge of under duisport’s responsibility.

The shareholders of the company, which was founded for a limited period, are the City of Duisburg with a share of 75.1 percent and Duisburger Hafen AG with a share of 24.9 percent. Prof. Thomas Schlipköther, member of the duisport Executive Board, and Matthias Palapys, head of the Projects, Construction, and Maintenance Department of Duisburger Hafen AG, serve as managing directors. Experienced and long-standing partners of duisport are engaged as planners and consultants for dig.

“In terms of its overall constellation, dig is unprecedented. Now, not only neighboring cities are interested in our model,” says Prof. Schlipköther. “This is thanks not only to the collective experience of more than 20 years spanning the development and realization of previous logport projects, but also to of the fact that many of our colleagues were themselves active in the construction industry for over 20 years. If you get to know the other side, it is easier to work together.”

And a special circumstance also comes into play: “This is a part-time job for us as managing directors, so we are not subject to political influence. In contrast to the traditional understanding of the administration, we contract out building measures across the board. It took numerous external legal opinions to convince



the administration of the legality of this procedure. To put it bluntly: it was a really tough job. However, our funding agency helped guide us through the process. And for the future, we have obtained permission to act ourselves as an applicant for state funding, which could greatly accelerate the processing of such measures.”

As a result, responsibilities are clearly delineated – and the hedging among a large number of responsible parties that is otherwise common in administration is no longer necessary. As a result, the financial year saw the completion or initiation of six different projects:

Six projects in progress

- The “Meiderich bypass” had already been under discussion for about 20 years, a vital project for Duisport to secure entry and exit routes in Ruhrort and the surrounding area. dig took on the planning and construction contract, and the groundbreaking ceremony was held at the end of 2019. A new rail bridge required for the Meiderich-Ruhrort route was completed just six months later, and on October 30, 2020, the entire 1st construction phase of the bypass was brought to completion. And the 2nd construction phase is set for completion by the 1st quarter of 2022 – after just about 26 months instead of the previously expected five years, on schedule, and most likely even below the agreed budget.
- In 2020 dig was awarded the contract to build the first section of the “Walsum south-west link road”. However, uncompleted preliminary work on the part of third-party contractors and an outstanding funding decision delayed the start of construction, which is now scheduled for the 2nd quarter of 2021. In the scope of preparatory plans for the planning approval process for the second construction phase, the road route envisaged on the administrative side was optimized once again, resulting in significant cost and time reductions. According to the dig’s internal planning, the link road is to be completed by the end of 2024. This will considerably relieve the Walsum district of heavy goods traffic and provide the two logistics companies DSV and Maersk on the logport VI site with an efficient road connection to the primary highways.
- In May 2020, the City of Duisburg commissioned dig to carry out a feasibility study for the extension of the existing eastern bypass between the Bridge of Solidarity and the BAB 40 - Homberg junction. Similarly to Duisburg-Walsum, this could significantly relieve traffic congestion in the inner-city area of Rheinhausen, while simultaneously offering a highly efficient connection from logport I to the Ruhr highway network. The Duisburg City Council will decide on the further course of action in the future.

- Since July 2020, dig has been engaged with the construction of the new Duisburg 6 fire station in Rheinhausen, which has been under discussion for 15 years. The original plan was changed entirely to meet the requirements of the fire department, with the original costs being cut by about 40 percent. The building permit was issued in January 2021. The expected completion time is 3rd quarter of 2022.
- In April 2021, after only seven months of replanning, dig submitted the building application for the new road traffic department in Neumühl to the administration. If the building permit is issued by October 2022 as planned, the project could be realized within a construction period of nine months.
- dig is also to take charge of the new construction of Fire Station 1a in Duissern – with the start of planning work to commence following the application for the construction of the road traffic department.

Joint action plan: New truck parking areas

At the end of August 2020, the “Truck Traffic Action Plan” was presented in Duisburg. This action plan is intended to significantly reduce the burden faced by residents in the vicinity of inner-city logistics sites caused by the large amount of parked trucks, which has increased in recent years – a plan that was jointly developed by the city and Duisport.

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 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).

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) at the presentation of the Truck Traffic Action Plan.



04

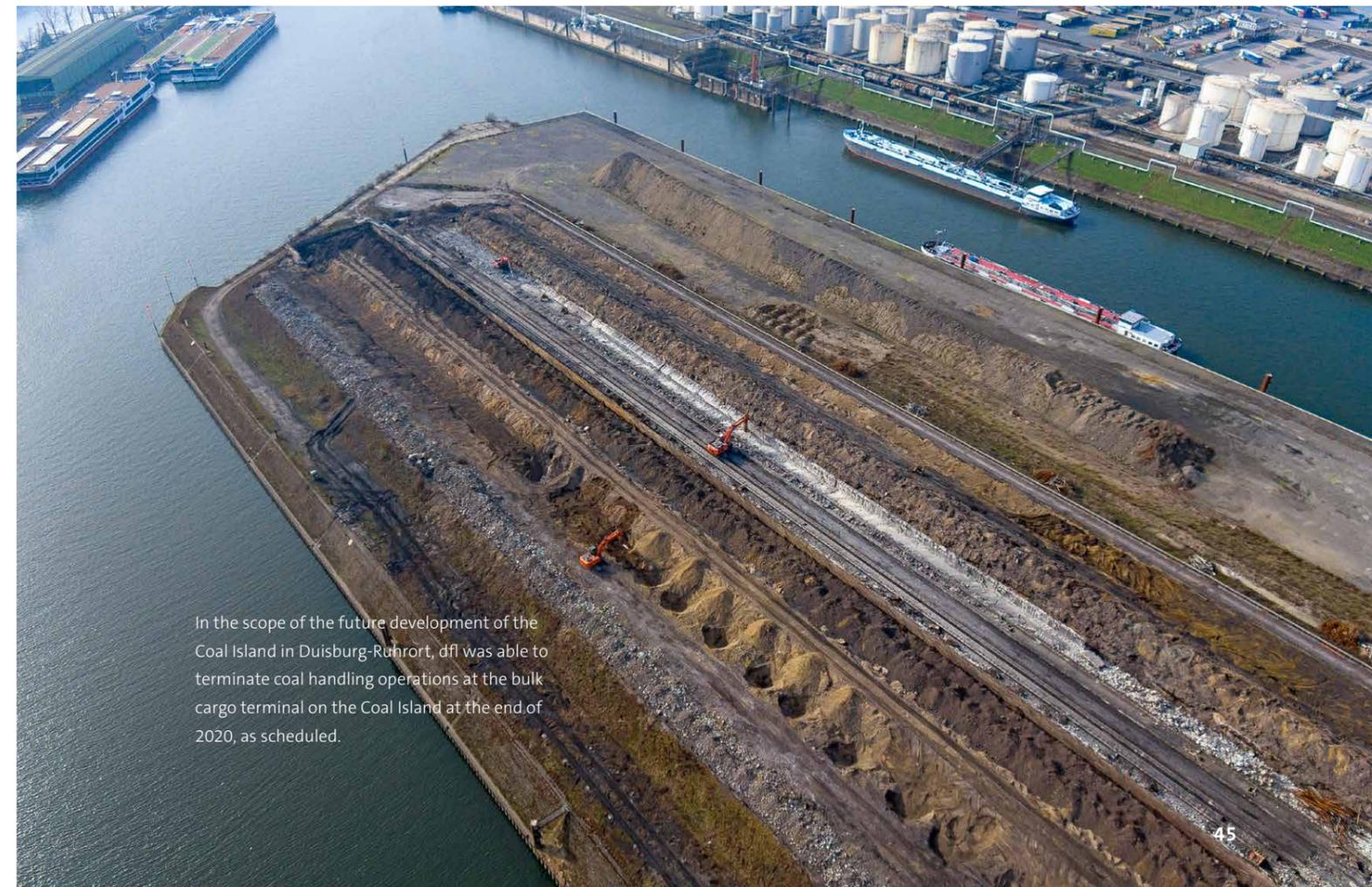
DUISBURG GATEWAY TERMINAL



Start of construction of DGT prepared

The applications for funding were submitted during the financial year, and the planning approval procedure required for attaining the building permit has been set in motion. Construction of the new trimodal Duisport Gateway Terminal on the former Coal Island is therefore currently expected to start before the end of 2021. In the final stage following two construction phases, a revolutionary modal split is to be realized here that provides for 40 percent rail transport, 40 percent transport by inland waterway vessel – and only 20 percent road transport by truck.

For this purpose, 240,000 square meters of terminal space will accommodate six gantry cranes, twelve block train tracks with a length of 730 meters, and three berths for inland waterway vessels. The largest development project since logport I 22 years ago is therefore not only a model for the future of logistics.



In the scope of the future development of the Coal Island in Duisburg-Ruhrort, dfl was able to terminate coal handling operations at the bulk cargo terminal on the Coal Island at the end of 2020, as scheduled.

THE MODERN FUTURE OF THE COAL ISLAND

A large-scale terminal with completely climate-neutral operations employing 100% green electricity – that is the project of the future of the Duisburg Gateway Terminal. The former coal-handling site is where Europe's largest hinterland terminal is being built. The aim is to further expand our capacities in the future and strengthen the hinterland network.

A strongly resonating flagship project that already reveals the future of logistics today.



In future, 240,000 m² of terminal space are to accommodate six gantry cranes, twelve block train tracks with a length of 730 meters, and three berths for inland waterway vessels.

Climate neutrality is the goal pursued across the entire value chain. This is accomplished by a decentralized supply of 100 percent green electricity, with the support of such means as battery storage, energy recycling in the crane systems, and additional buffer storage. The cranes powered electrically by “green electricity” are aided by sensors and specially developed software to save electricity and reduce process noise.

The DGT uses hydrogen-powered shunting locomotives, which are currently still under development. Otherwise, there are no terminal vehicles; all goods movements are controlled digitally. An onshore power connection is available for each barge on the dock to render the emission of greenhouse gases during loading phases unnecessary.

The new large-scale terminal is already considered as a **TEST FIELD AND MODEL FOR CLIMATE-NEUTRAL INLAND PORTS WORLDWIDE**. The DGT will also bolster duisport’s handling capacity, with the **CHINA TRAINS** increasing to **UP TO 100 UNITS PER WEEK**, for example.

05

ENERGY FUTURE AND SUSTAINABILITY

In the first year of COVID-19, the duisport Group initiated fundamental steps toward sustainability. Activities that had already been started were integrated into an overall concept united under the motto “Energy Transformation Hub”. Behind this is the realization that the logistics sector currently still accounts for around 20 percent of all greenhouse gas emissions. The duisport Group has been taking its responsibility in this sector seriously for years. In mid-2020, the 15-member “Environmental Council” was constituted. The heads of the Group divisions and the managing directors of all subsidiaries work there. “They exchange their experiences and ideas and work together to initiate new projects. Sustainability is becoming a guiding theme for us all,” says Alexander Garbar, Deputy Head of Corporate Development.

The Environmental Mission Statement of the duisport Group was also completed and adopted by the Supervisory Board in 2020. The mission statement defines four fields of action:

MODAL SHIFT

Shifting of traffic from road to rail and water

AIR, NOISE, AND CLIMATE

Minimization of local noise and pollutant emissions

ENERGY SUPPLY

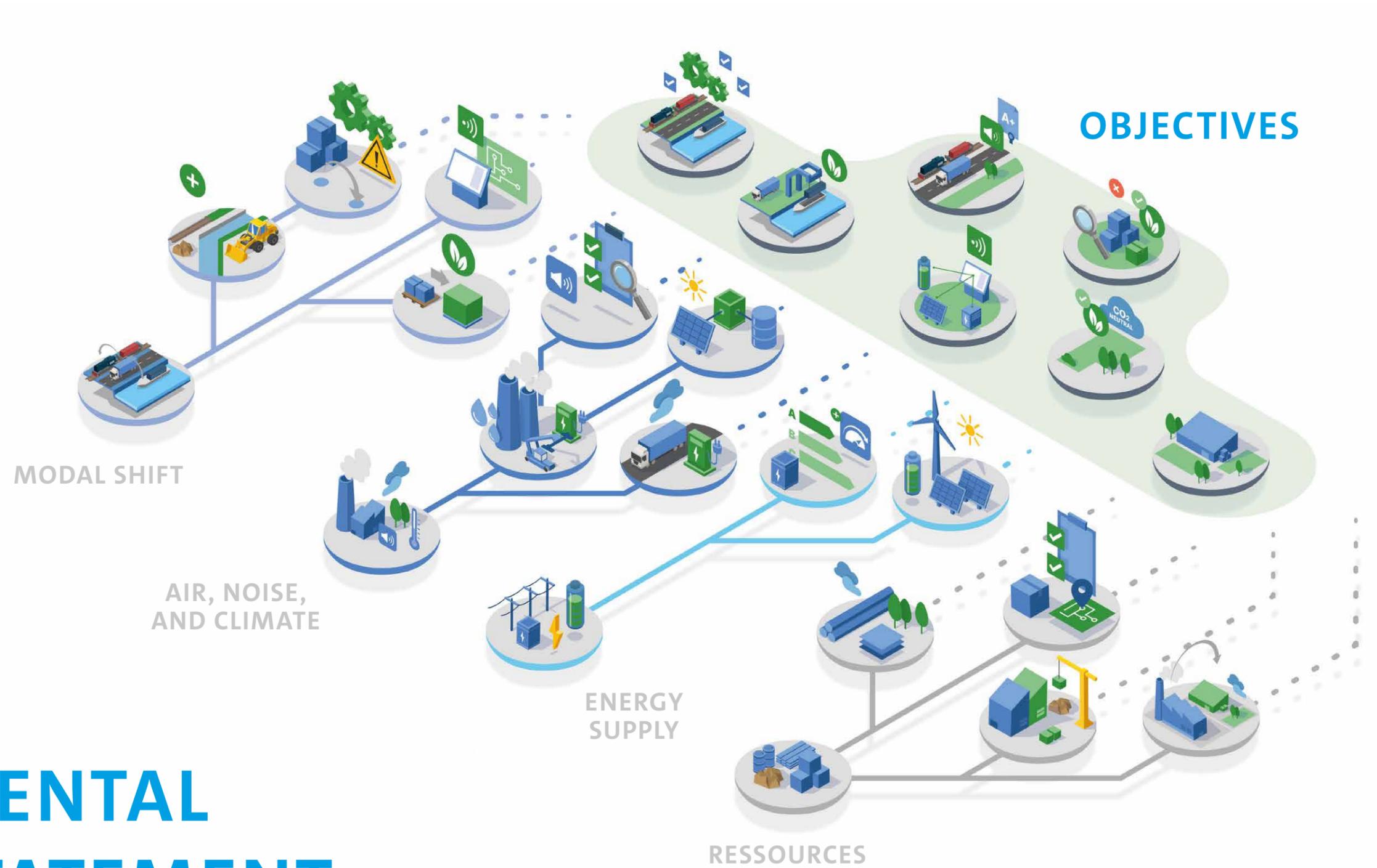
Development of a self-sufficient energy supply system in the Port

RESOURCES

Conservation of resources and assurance of efficient land use

Each of these fields includes short, medium, and long-term objectives. Alexander Garbar: "We are integrating new trends. The mission statement is a living construct and is being continuously updated."

For the first time, the mission statement also defines the time periods within which the issues are to be implemented and the objectives achieved. For the first time, all seven objectives of the mission statement are to be visibly implemented at a single model location within three to four years – in the area of the planned Duisport Gateway Terminal. An estimated five to ten years are required for the introduction of climate-neutral drive systems throughout the Group – the last farewell to fossil fuels. And between 2040 and 2050, Duisport is set to reach its point of destination: climate neutrality throughout the Group.



duisport – ENVIRONMENTAL MISSION STATEMENT

ENABLING THE ENERGY TRANSITION ON SITE

No longer just an empty slogan, it is now our firmly anchored guiding principle: Sustainability in all processes. The Environmental Council set up specifically for this purpose continuously reviews specific areas throughout the Group where greenhouse gas emissions can be reduced.

For us, this is about more than just our obligation to cut down on CO₂. We also want to set new standards and lead the way in the industry.





duisport invests in CargoBeamer – partnership for shifting truck traffic to rail

Towards the end of the previous financial year, Duisburger Hafen AG acquired a stake in the Leipzig-based rail technology company CargoBeamer AG, with which close cooperation had already been established. Both companies are jointly committed to a fundamentally stronger shift of road freight transport to rail. Innovative logistics services form the basis for this.

“Anyone wishing to shift transport from road to rail must be able to shift tractor trailer traffic in particular to rail.” That is the task. Semi-trailers already account for about 40 percent of truck freight traffic. Because the majority of them were



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

built without reinforced frame constructions, it is impossible to load these trailers onto rail cars by crane. “With its new handling technology, CargoBeamer offers a first-rate solution. It has developed into a groundbreaking concept for environmentally-friendly and sustainable transportation concepts,” emphasizes the duisport CEO: “I am very pleased that our shareholders have decided to move beyond the already existing successful partnership to approve a stake in the company!”

The new technology, which can be used both in Duisburg and in the Silk Road handling locations, has what it takes to continue a duisport success story: While an average of about 72 percent of all freight transports run by road in Europe as a whole, this figure is only 50 percent at duisport thanks to its long-term multi-modal strategy. With CargoBeamer and other innovations in the rail transport sector, this should be reduced to an ultimately unavoidable value of 25 percent.

LNG fuel station with 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, agreed on terms for their cooperation in the construction of a LNG fuel station in the Port of Duisburg in October 2020. The new Rolande LNG station in the Port will be available for all LNG-fueled commercial vehicles. This way, duisport is promoting the reduction of local emissions through the use of environmentally friendly LNG in the Port.

Hydrogen as energy of the future

As an “energy transformation hub”, duisport is fulfilling its responsibility as a participant in what has now become a multitude of research projects. As a major building block for a new energy architecture, hydrogen technology plays a major role in three of these projects, as an overview from November 2020 shows.

- **RH2INE project:** The Ministry of Economic Affairs, Innovation, Digitalization and Energy of the State of North Rhine-Westphalia, the Province of South Holland, the Port of Rotterdam, Rhein Cargo, and duisport are working together on this pre-investment study for inland waterway transport. The objective: By 2030, at least ten hydrogen-powered inland waterway freight vessels are to operate on the Rhine. The first two will even start running as early as 2025. The initial plan is to build three hydrogen stations in the ports of Rotterdam, Duisburg, and Cologne.
- **HyTruck initiative:** Together with Air Liquide and with the cooperation of the duisport subsidiary Bohnen Logistik, a large consortium of forwarders and shippers is to be established in Duisburg. The objective: By 2030, forwarders and shippers in NRW should procure and deploy about 400 hydrogen-powered trucks. Of these, 200 are allotted to Duisburg alone. To achieve this, it will be necessary, firstly, to set up a suitable fuel station infrastructure in the Port and, secondly, to drive this development forward by way of comparable projects in Duisburg’s neighboring countries the Netherlands and Belgium so that emission-free container transport can then be ensured within this region.
- **H2Bz shunting locomotive project:** In cooperation with the German Aerospace Center (DLR) and the Hydrogen and Fuel Cell Center (ZBT), duisport is preparing a field study of the development and use of a hydrogen-powered shunting locomotive. The study will focus on requirements and possible solutions and on the question of whether a conversion or a new construction is potentially more feasible. For this purpose, two industry standard diesel locomotives with different performance classes are being examined. The objective is to implement the first shunting operations with a hydrogen-powered shunting locomotive in a subsequent pilot project by 2025.

Always one step ahead. duisport research and funding: Participation in research projects

Nine other government-funded research projects with duisport’s participation demonstrate the drive behind Group’s work on innovations for climate protection. Among these, “enerPort” plays a major role within the framework of the funded project “EnEffHafen”. Under the leadership of Fraunhofer Institute Umsicht, an overall concept for the efficient use and supply of energy to the



RH2INE project: Pre-investment study for more hydrogen-powered inland waterway freight vessels on the Rhine by 2030.



Port of Duisburg is being developed here – to provide a model for measures for the energy transition in inland ports in general. New ways of using augmented reality, integrating trailers into processes, digitizing various processes in the port area, and using artificial intelligence round off the program.

5G test field research project

With the “5G.Logport Duisburg” project, duisport, the city of Duisburg, and the University of Duisburg-Essen jointly applied for funding from the state of North Rhine-Westphalia in 2020 – with the aim of constructing a 5G test field in the Port. Ultimately, the project is to develop innovative digital logistics solutions with customers and partners until they are ready for the market.

The duisport subsidiary startport will play a key role as a startup accelerator in enabling the value chains of the entire duisport network to benefit from the expansion of a high-performance data network.

06

JOB ENGINE IN THE RHINE-RUHR REGION

The COVID-19 pandemic made it very clear to all of us how valuable a stable and future-oriented workplace is. In this regard, logistics has repeatedly proven itself to be a stable sector. It boasts being one of the most rapidly growing and most diverse areas of business and has enormous innovative power. More than 600,000 jobs in North Rhine-Westphalia are now attributed to logistics. Of these, approximately 50,000 employees are currently employed directly or indirectly at the Port of Duisburg. Duisport is and remains one of the most important and influential employers in the Rhine-Ruhr region – an increasing trend.

Especially in 2020 due to the pandemic, logistics has gone through and successfully mastered a “surge in digitalization” at breakneck speed. Critical observers in particular have long thought this boost in development to be impossible. Successfully implemented contributions to successful structural transformation, large-scale infrastructural projects or advances in logistics innovation management often still lead a shadowy existence without foundation.

Logistics work not only serves as the basis of our national and international goods transports, trade transactions, and supply guarantees, but is also the **BASIC ECONOMIC DRIVER OF ENTIRE REGIONS**. It is an industry that spans entire continents, the core of our thriving process of globalization.

UNABATED JOB GROWTH

In a time characterized by uncertainty for many, duisport remains a reliable partner – as an employer, a trainer, and a strong, future-oriented commercial enterprise in the region.

And it works other way around, too: Now that the focus has been placed on logistics as a supplier to the markets, duisport can rely on a growing number of energetic colleagues.



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

duisport is not only Europe's most important hinterland hub and central logistics hub, but has also been writing important development history in the Rhine-Ruhr metropolitan region for decades. The Port of Duisburg plays a crucial role as one of the most important and largest employers for the entire Ruhr region.

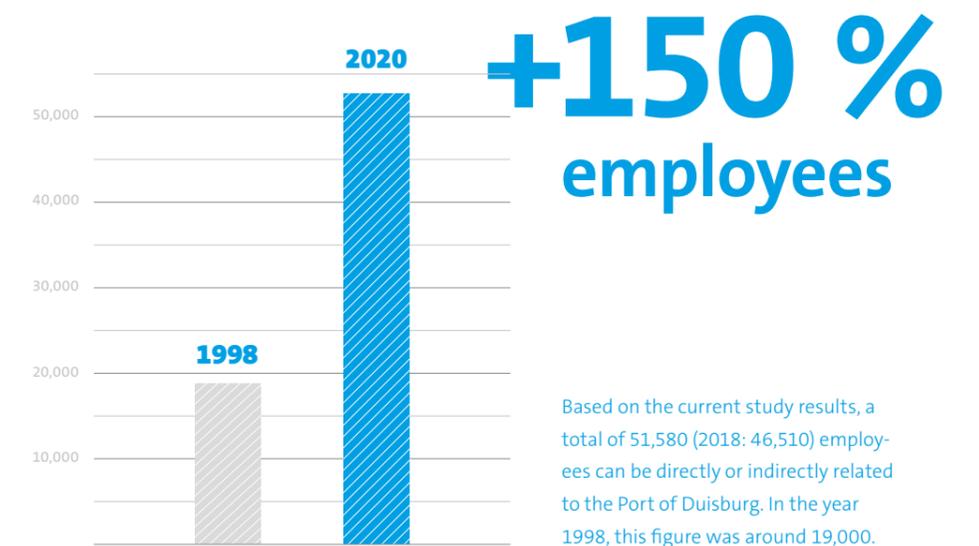
As of 2020, a total of 51,580 employees depend directly or indirectly on the Port of Duisburg, as a new study by the renowned Berlin-based market research institute Regionomica GmbH shows. For the sake of comparison: In 2018, this figure was still 46,510. Thus the last two years alone saw an increase of 5,070 jobs, or just under 11 percent.

For several years now, duisport has regularly performed 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 entire region.

Especially with the introduction of the logport concept, the Port of Duisburg has increasingly proved to be a secure workplace for many people in rapidly rising numbers. Whereas 22 years ago only about 19,000 jobs were directly or indirectly attributable to the Port, 32,000 more have been added to this figure in 2020. A job effect with a model character and an ever-increasing trend.

Digital transformation, sustainability, and "green" development concepts have long since arrived in the logistics industry and are brought to life by employees every day. Logistics specialists are the ones who continuously move goods, services, and projects that benefit an entire society. As the growing success of the duisport subsidiary startport (startport.net) shows, more and more startup companies are also occupied with innovative solutions and concepts for the sector and are also using these solutions to aid in the further development of established companies. Logistics is Germany's third-largest industry, and interest in it is growing constantly. Moreover, the opportunities for applicants are growing in particular, who are offered a wide variety of professions and areas of activity.

The duisport Group has long relied on in-house training as well as the further education and advancement of its employees. The Port of Duisburg is a driving force and never tires of further developing its work in numerous present-day projects. But success is always based on the valuable work of an entire port team. Only together can we set the course for a successful future.



In the city of Duisburg alone, the Port of Duisburg accounts for 26,760 jobs in the 2020 financial year, which represents about 15 percent of all jobs in the city. This represents growth of more than 12 percent compared to 2018. A long-term comparison with the late 1990s confirms a 150 percent increase in employment.

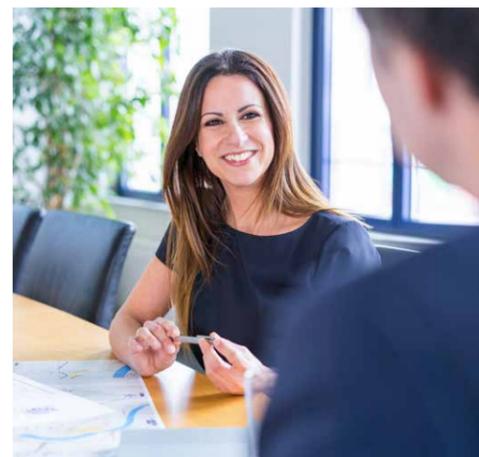
And all signs point to continued growth in the future. Projects such as logport VI and others will create up to 1,000 additional direct workplaces in the foreseeable future.

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.



AUSGEZEICHNETER
AUSBILDUNGSBETRIEB
AZUBI-GEPRÜFT
2020

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



Despite the pandemic: A total of eleven apprentices started a new year of apprenticeship at duisport in 2020.

“The study results 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.

Start of training in spite of COVID-19: Excellent training facility 2020

“Even during the COVID crisis, we remain a reliable partner in training and further education. Qualified and motivated employees are crucial to the future success of our company. That’s why the issue of training is a top priority for us,” emphasizes Erich Staake, Chief Executive Officer of Duisburger Hafen AG.

In 2020, the duisport Group was once again certified as an “Excellent Training Company” – the fifth time the Port of Duisburg has received this quality seal! The company’s trainees answered around 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 future and promotion opportunities.

The **NINE TRAINING PROFESSIONS** and
TWO COOPERATIVE STUDY PROGRAMS
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



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 specialist and niche occupations.

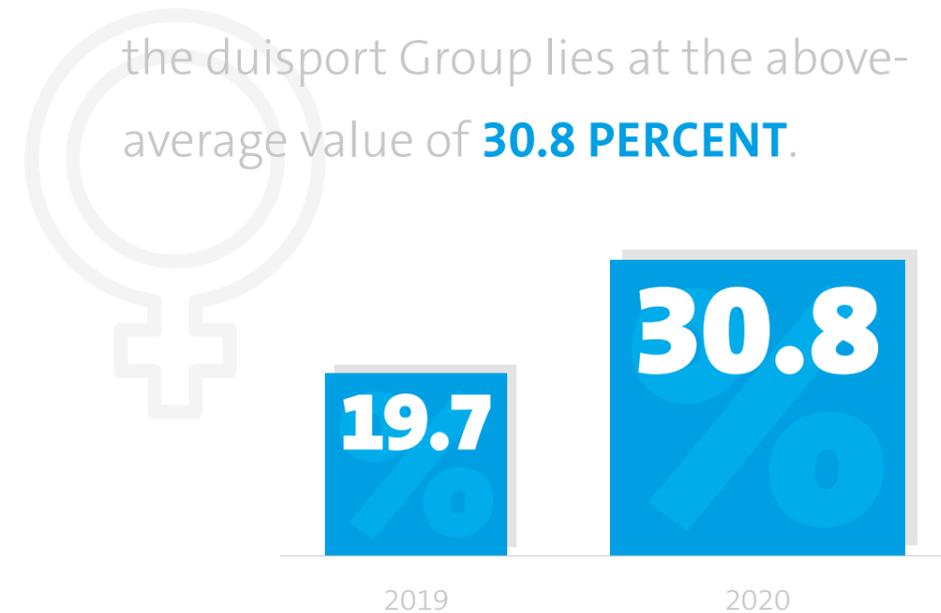
Number of women in logistics increasing at duisport

As of the 2020 financial year, the proportion of female trainees in the duisport Group lies at the above-average value of 30.8 percent.

This is a good percentage in a logistics company with a large proportion of industrial training positions. Overall, the proportion of women in new training contracts, for example in the skilled trades, is almost one-fifth (2019: 19.7 percent). In the commercial/technical professions, women remain underrepresented



As of the 2020 financial year, the **PROPORTION OF FEMALE TRAINEES** in the duisport Group lies at the above-average value of **30.8 PERCENT**.



in many cases. In the long term, the duisport Executive Board aims to achieve a balanced ratio of women to men among trainees.

Erich Staake: “We are proud to have acquired a peak level of female trainees in the logistics sector, but we still need more female applicants for logistics professions. Occupational profiles in logistics must be equally attractive to women and men. We are looking for personalities with good qualifications – something we can find in both gender groups. But our intention is to get the best – not to meet quotas.”

Requirements and chances of being hired

Just as the training professions at duisport vary, so do the respective qualifications and requirements: From a secondary school diploma to an Abitur (DE) – the range is extensive. Even college dropouts or career changers can apply. duisport is looking for applicants who enjoy the job being offered and are enthusiastic about the logistics industry and the respective profession they would like to learn. As a matter of principle, duisport believes in hiring each trainee following the successful completion of his or her vocational training.

07

RECORD YEAR FOR THE STARTPORT INNOVATION PLATFORM

In 2020, the duisport subsidiary startport continued to establish itself as a logistics innovation hub. Despite the coronavirus pandemic, the startup accelerator set a new record in its fifth year: the startport headquarters in Duisburg's interior port saw the relocation of 30 new founders. The appeal is enormous, both nationally and internationally. For example, nine of the 30 startups come from other European countries.

As many as **FOUR STARTUPS** that have been supported and promoted at startport in recent years were able to score points at renowned **INDUSTRY AWARDS** in 2020.

The companies HEUREMO, gapcharge, ViSenSys, and ForkOn won over the jury of the Telematik Award, the Digital Logistics Award, and the state competition "OUT OF THE BOX.NRW", taking prize money home to the tune of EUR 40,000. With this, startport once again proves its relevance for Duisburg as an industrial location as well as for the innovative logistics solutions of tomorrow.

The success of startport is based above all on the strong partner network of the Port of Duisburg, including such regional players as Klöckner, the RAG Foundation, the Initiativkreis Ruhr, Borussia Dortmund, and the Wirtschaftsbetriebe Duisburg.



This network is growing continuously: The Duisburg Intermodal Terminal in Duisburg (DIT) has been a new exclusive partner since the beginning of the year, and financial partners such as Freigeist, the startup fund established by the popular investor and TV personality Frank Thelen, and the Basinghall Group have now also recently gotten on board. Thanks to this strong network, the startups can implement their business idea directly at one of the most important logistics locations in Europe.

“Our forge for young talent, startport, is playing a decisive role in shaping the creative spirit of an entire region. The concept works, so industry giants have been putting their reliance on the Duisburg-made startup accelerator since its foundation. Investing in the logistics of tomorrow is an integral part of our full-service expertise,” adds duisport CEO Erich Staake.



A cooperation with added value for everyone: Since the summer of 2020, Bohnen Logistik has been using how.fm software for training in all aspects of warehouse logistics, from support in occupational safety issues to picking processes and the onboarding of new employees.

startport Managing Director Peter Trapp (2nd from right) and duisport CEO Erich Staake (center) proudly accepted the “Rhineland Genius” award from Kirsten Jahn of Metropolregion Rheinland (left), IHK General Manager Dr. Stefan Dietzfelbinger (2nd from left), and Andree Haack, Councillor for Economy and Structural Development, City of Duisburg (right).



“Our startport concept is a **WIN-WIN SITUATION FOR EVERYONE INVOLVED**: The startups can apply their ideas directly at firmly established companies, while the Port of Duisburg and the entire partner network gain concrete **ACCESS TO THE LATEST INDUSTRY INNOVATIONS**. This strengthens our entire duisport network as well as our own innovative power,” says startport Managing Director Peter Trapp.

Among others, the startup Heuremo from the first year of startport won the “Telematik Award 2020” in the category Best Project. The award-winning project is a cooperative effort between Heuremo and the duisport subsidiary Bohnen Logistik.

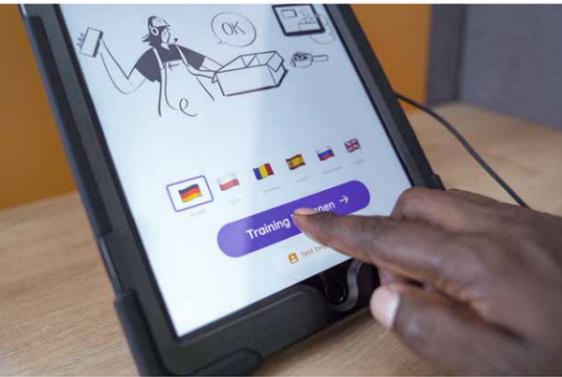


THE INNOVATION PLATFORM THAT DELIVERS

Our start-up accelerator start-port continues on its successful path. Numerous innovative developments originating at the company's headquarters in Duisburg's interior port are approved for direct application – at the companies of the strong partner network.

This not only earns the start-ups renowned industry awards, but also offers them a direct path to practice.





Guidance through operational rules and work processes thanks to interactive videos on mobile devices: how.fm offers a digital trainer for the multilingual induction and support of employees.

Concepts in practice: how.fm and Bohnen Logistik start cooperation

For years now, startport has been promoting fresh, young ideas from its headquarters in the Duisburg interior port, opening doors to numerous companies in the duisport network, and offering mentoring and the opportunity to put new concepts to the acid test in practice. Because: Startups need direct contact with existing customers and those they wish to win over as customers. They have to fine-tune their product to the requirements of the market, especially at the start of their business. Operational contact with established companies plays a key role in this process.

With its various locations and subsidiaries, large pool of experts, application opportunities, and test fields, the duisport Group offers startup operations the chance to contribute their developments to the industry. The advantage: We see the new ideas in the Port of Duisburg before the competition does and can exert and influence here and there on how the application can be optimally designed or how it can be sensibly applied to our own work in the duisport Group.

With the help of the startport network, the Cologne-based startup how.fm was able to win over Bohnen Logistik, the contract logistics company of the duisport Group, in June 2020.

Digital “foremen”

The startup how.fm offers a digital trainer for the multilingual induction and support of employees, trainees, and temporary workers in logistics. Interactive learning videos on mobile devices give workers step-by-step guidance through operational rules and work processes. And they also receive support at work by means of voice interaction. The special thing: The platform automatically translates the training content into the native language of the worker. About 20 languages are already available, with more to follow.

Since June 2020, the duisport subsidiary Bohnen Logistik has been using the how.fm software for training in all aspects of warehouse logistics, from support in occupational safety issues to picking processes and the onboarding of new employees.



“The **PLATFORM FROM HOW.FM** is an **IDEAL COMPLEMENT** to our conventional employee training courses, which still take place, of course,” says Julian Schneider, Head of Sales & Customer Services at Bohnen Logistik.

“The digital how.fm training allows you to freshen up on work flows and content, such as safety training, and the platform can be used for the quick, flexible, and intuitive communication and implementation of short-term changes, for example in packaging processes. We now have a living process description with no language barriers.”

The logistics company expects that the cooperation with how.fm will ultimately lead to secured, high-quality processes thanks to a better trained staff, a reduction in the workload of key personnel, and an increase in productivity.



08

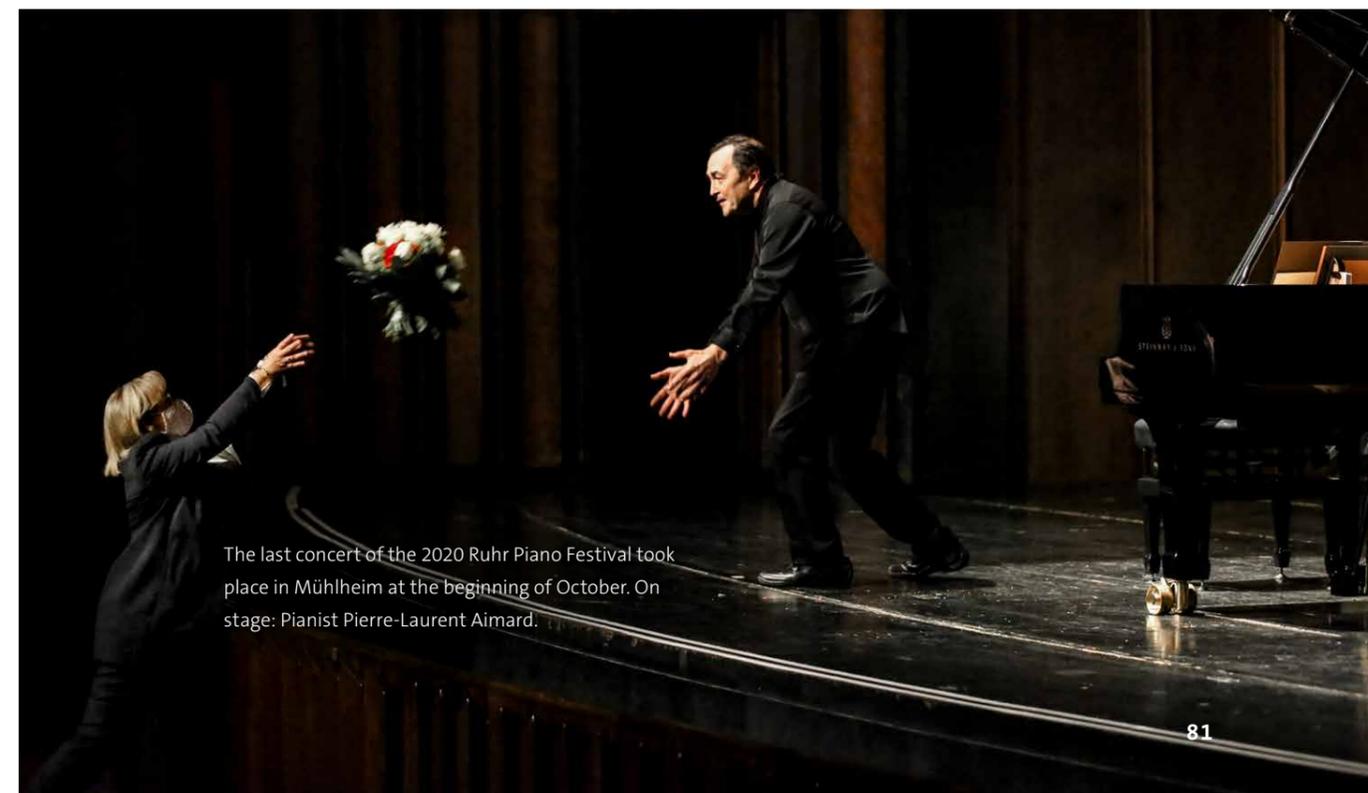
DUISPORT HELPS

Main sponsor of the Ruhr Piano Festival – a success in 2020 despite COVID-19: 15,000 visitors – 51 concerts saved

In 2020, the Port of Duisburg once again assumed the patronage for the Ruhr Piano Festival. And this already for the second time since the inception of the well-known lead project of the Initiativkreis Ruhr. At that time, none of the participants had any idea how extraordinary the year 2020 and, as a result, the organization of the project would become. Despite the coronavirus pandemic and although the festival could only start on June 4 after a delay due to the lockdown, Director Professor Franz Xaver Ohnesorg and patron, duisport CEO Erich Staake, could look back on a very remarkable success at the end of the year. Despite the restrictions due to the pandemic, the 2020 Ruhr Piano Festival attracted about 15,000 visitors. Digital performance schedules were developed and elaborate hygiene concepts devised and implemented for the event, thanks to which 38 of the 53 concerts held were even sold out – a hopeful end of a very special season in challenging times.

Promoting culture as a long-term investment in the location

duisport CEO Erich Staake: “We see our commitment as an investment in the Rhine-Ruhr location. We also want to make the region more attractive – and that includes a first-class cultural program. By the way, this falls in line with our self-image as a company: We focus on quality. Everything we do should be of



The last concert of the 2020 Ruhr Piano Festival took place in Mühlheim at the beginning of October. On stage: Pianist Pierre-Laurent Aimard.



Education school: Since 2006, the piano festival has been developing a broad program of musical education, especially for children and young people from socially disadvantaged backgrounds.

value and meet the highest standards. We want to rank among the best. We want to stay ahead of the competition. In the Piano Festival, we see these criteria fulfilled. Here, too, there are top performances to admire. We also have much in common when it comes to crisis management in times of the coronavirus. Just as the Port of Duisburg has been delivering 100 percent operations, as we logistics experts say, for about nine months now in spite of the pandemic, the Piano Festival also got up and running in spite of the pandemic: Franz Xaver Ohnesorg and his team have managed to be flexible, to create new offerings – and also to enable rapid rescheduling that did not sacrifice the success of the marketing of the event. The small team of the Ruhr Piano Festival has achieved great things – and we duly recognize this.”

Education project under COVID conditions

Under the direction of Director Prof. Franz-Xaver Ohnesorg, the piano festival team has been developing a broad program of musical education in cooperation with a foundation on the Rhine and Ruhr since 2006, aimed especially at children and young people from socially disadvantaged backgrounds. Even under COVID conditions, the Ruhr Piano Festival has managed to carry on with a large part of its activities in an adapted form – whether with digital music education or outdoor workshops.

In Duisburg-Marxloh, long-term educational work only had to be completely suspended at the time of the school closure. As early as May, work was resumed at the Sandstraße elementary school, for example, with outdoor workshops in compliance with all necessary protective measures, and, for the first time, was also extended to daycare centers. The children meet in inclusion projects and dance and make music together.

The educational work concentrates on creative occupation with music. Long-term educational projects that are firmly anchored in the everyday life of the school encourage children and young people to develop their artistic abilities, their personality, and their social skills.



Touring through the world's largest inland port by bike: Numerous discovery tours offered through Ruhr Tourismus or the komoot app are an invitation to get to know the Port.

The music first awakens their attention, then their concentration, and finally enthusiasm follows, at the latest when they participate actively through dance – the best way to achieve successful integration.

komoot: Exploring history by bike and app

Just in time for the 2020 spring season, duisport has made a collection of existing bike routes available in the well-known navigation and route planner app “komoot”.

In addition, a new bike route right through the Port of Duisburg was developed based on regional cycling paths. Along this 47-kilometer tour, split up into a total of five individual routes, eleven historic landmarks have been set up to inform bikers about the key milestones of the Port of and the history behind them. The instructive stops along the routes recall important milestones and success stories of the port city of Duisburg.

This overview of bicycle routes offers Duisburg residents in particular an exciting added value in their own home town. It makes the world's largest inland port come alive even more and, especially during the pandemic, offers a COVID-compliant recreational activity that adheres to social distancing regulations.

TOGETHER IS THE ONLY WAY

COVID-19 has once again made it particularly clear to us how essential art, culture, sports, and clubs are in all of our lives. Thus there was never any doubt: We will continue with our wide-ranging commitment.

This is a responsibility we bear for the region and its people. And this is how we offer our support to outstanding talents, projects, and initiatives.





As the main sponsor of the U19 and U17 teams of MSV Duisburg, duisport underlines its commitment to youth, education, and training.



duisport is offering its support to the Duisburg Zoo in the form of an animal sponsorship.

Talent promotion: Sponsoring the Zebra youth

For years now, Duisburger Hafen AG has been supporting MSV's youth academy as main sponsor of the U19 and U17 teams, underlining its commitment to youth, education, and training. "As a globally-oriented group domiciled in Duisburg, we have a connection to the people who live in the region. We believe that the promotion of young talent is an important issue, since it forms the basis for the managers of tomorrow – both in sports as well as in our own business, namely logistics. We want to do our part to ensure that young people are able to develop their skills in the best possible way so they can contribute to our society as valuable team players and future top performers," says Erich Staake, Chief Executive Officer of Duisburger Hafen AG.

In 2020, the duisport Group also took on a second commitment as shirt sponsor for the DFB Cup match between MSV Duisburg and Borussia Dortmund: As DFB Cup shirt partner, duisport adorned the players of MSV Duisburg soccer club in the DFB Cup matches in the 2020/21 season. "With our involvement, we wanted to send a small signal of our solidarity with Duisburg," says Erich Staake, Chief Executive Officer of Duisburger Hafen AG.

Regional development projects: duisport in duty for the Rhine-Ruhr region

In the 2020 financial year, Duisburger Hafen continued to engage in support activities on a variety of levels. As a Duisburg-based company with a centuries-old tradition, these activities focused above all the company's home town,



LogistiKids 2020 awarded: For years, duisport has supported the ideas competition of the Chamber of Industry and Commerce (IHK) in North Rhine-Westphalia and the Logistics Competence Network.

as well as the entire Rhine-Ruhr region. In addition to socio-cultural issues, such issues as education and destination marketing are also on the agenda.

Among other things, the duisport Group has for years been highly committed in its involvement in the "Wunschtanne" (wishing fir tree) and "Wunschbaumaktie" (wishing tree share) projects of the Schifferkinderheim (mariners' children's home) in Duisburg-Ruhrort. Besides the possibility of fulfilling a wish from the Schifferkinderheim children's wish lists, the purchase of a "wish tree share" for the Immersatt Kinder- und Jugendtisch e.V. is also a meaningful way of making a donation to provide regular and balanced meals for the children and young people. Annual cooperation with the youth welfare service run by Caritas is a firm tradition at duisport and symbolizes the close ties it shares with the Ruhrort port district. Another project the Port of Duisburg has been involved in for many years is the "LogistiKids" ideas competition, which introduces preschool and elementary school children to logistics in a fun way.

Further support was provided, among others, to the Duisburg Zoo, the Stadt-sportbund (City Sports Association), and the Tafel Duisburg (Duisburg Food Bank).

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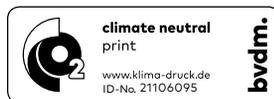
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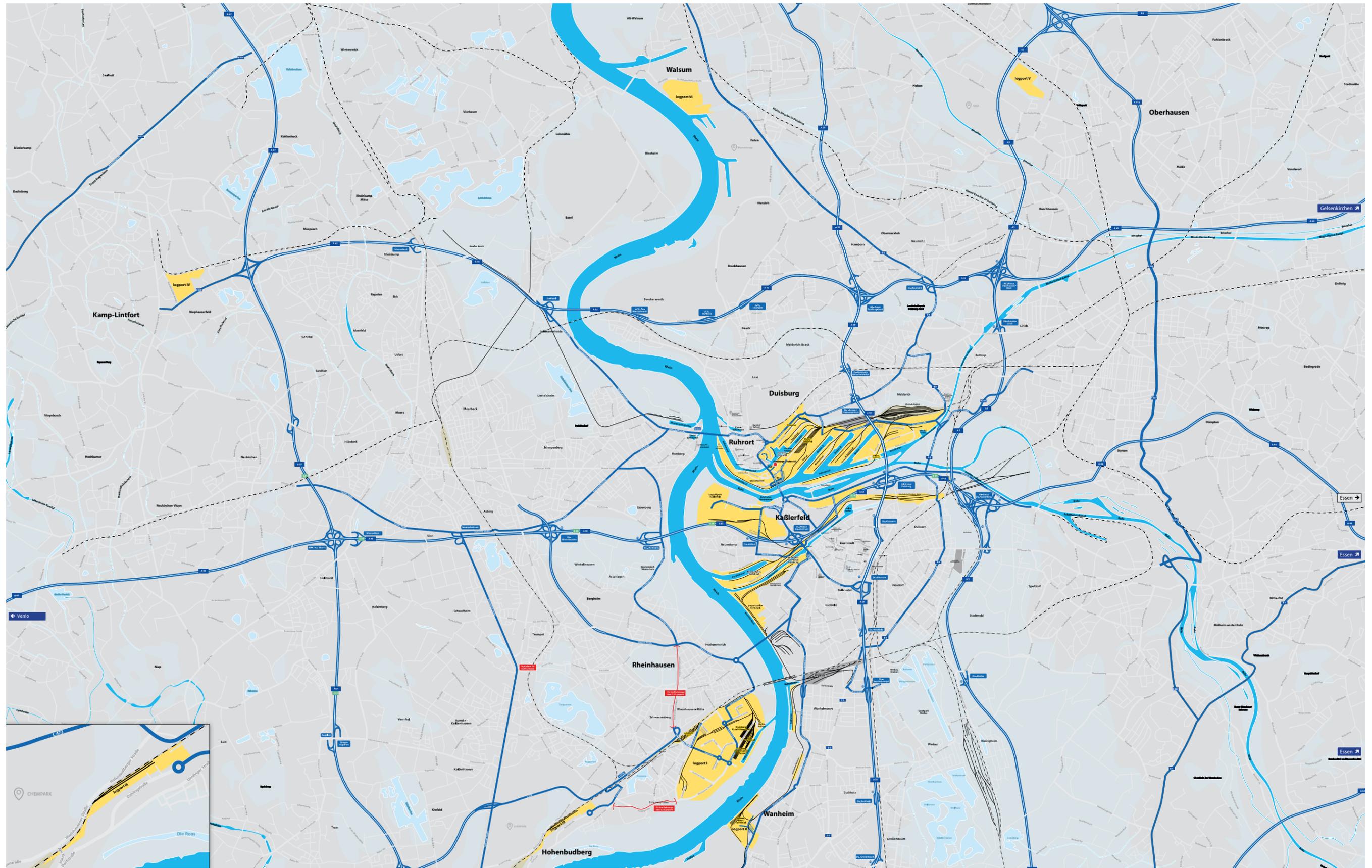
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Zeichenerklärung/Legend

- | | | | | | | | |
|--|---|---|---|---|---|---|---|
|  A 40 | Autobahn/Motorway |  | Haupteisenbahnlilien/
Important connecting railway |  | Wasserfläche/Water area |  | Sitz der/Headquarters of
Duisburger Hafen AG |
|  | Haupterschließungsstraßen/
Important connecting road |  | Eisenbahn/Railway |  | Hafengebiet duisport/
duisport port area | | |

PORT MAP



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