duisportmagazin

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By the end of 2023, the former coal island will be the site of the climate-neutral hinterland terminal.

Hydrogen instead of coal

A new era for successful structural change.

- **duisport & partners celebrate symbolic groundbreaking ceremony**
- **First climate-neutral hinterland terminal to be built on the former coal island by the end of 2023**
- **Climate neutrality based on hydrogen**

At the beginning of March duisport CEO Markus Bangen gave the official starting signal for Europe's first climate-neutral hinterland terminal at a ceremony attended by North Rhine-Westphalia's Prime Minister Hendrik Wüst, the Parliamentary State Secretary of the Federal Ministry of Economics and Climate Protection, Oliver Krischer, Duisburg's Mayor Sören Link, the President of the Fraunhofer-Gesellschaft Prof. Reimund Neugebauer, and many other guests. The symbolic groundbreaking ceremony marks not only the forthcoming start of construction of the Duisburg Gateway Terminal (DGT) but also the implementation of the joint project "enerPort II".

Together with international partners Cosco Shipping Logistics, Hupac SA, and the HTS Group, duisport is building the trimodal DGT on the site of the former coal island in Duisburg, scheduled to be completed by end-2023. It is considered a model project for the future of logistics and, with an area of 235,000 square meters, it will be the largest container terminal in the European hinterland upon completion.

> Prime Minister Hendrik Wüst:
> **"The Port of Duisburg is an important gateway to the world for our country.**

It stands for openness, free trade and innovation, as the enerPort II model project clearly demonstrates. The first container terminal to run on hydrogen on a completely climate-neutral basis sets the course for a climate-neutral future and is an example of the excellent hydrogen research in North Rhine-Westphalia, which we as the state government support. We are showing how both can be achieved: protecting the climate and maintaining good jobs, prosperity and social security. The energy carrier hydrogen plays an important role in this. With projects like enerPort II, the establishment of the Hydrogen Technology Innovation and Technology Center in Duisburg-Hüttenheim, among other locations, and the RH2INE project, we are on the right track. Together, we are making North Rhine-Westphalia the most modern and climate-friendly industrial base in Europe."

"The enerPort project, which is being funded by the Federal Ministry of Economics and Climate Protection with around 13 million euros, is making an important contribution to a climate-neutral future. The project is testing the practical use and application of hydrogen technology in a highly nationally and internationally networked environment. The resulting findings can also be applied in other contexts, thus helping to secure and shape the supply of CO_2-free hydrogen and its downstream products. Last but not least, the close link with local stakeholders in the

President of the Fraunhofer-Gesellschaft Prof. Reimund Neugebauer, duisport CEO Markus Bangen, North Rhine-Westphalia's Prime Minister Hendrik Wüst, the Parliamentary State Secretary in the Federal Ministry for Economy and Climate Protection Oliver Krischer and Mayor of the City of Duisburg Sören Link.

> "The Port of Duisburg will continue to be the leading **energy hub in North Rhine-Westphalia** in the future and, with this project, is also assuming a pioneering role in the utilization of new energy sources for **climate-neutral port and terminal operations**."
>
> **Markus Bangen**, CEO Duisburger Hafen AG

enerPort project shows how important it is to involve society as a whole," said **Oliver Krischer**, Parliamentary State Secretary of the Federal Ministry of Economics and Climate Protection.

Duisburg's Mayor **Sören Link** states: "duisport will be developing a prime example of successful structural change on the coal island. For the city of Duisburg and the Port of Duisburg, this is a milestone on the path to a more climate-friendly future, where ecological responsibility will play an increasingly important role."

"The enerPort II project is a perfect example of successful cooperation between science, industry and politics on the one hand and between the energy transition and structural change on the other. Here, a new hotbed is being created for a continuously advancing, holistic transformation process. The Port of Duisburg in particular holds great potential for the development of future-oriented energy supply concepts that span all sectors and districts," emphasized Prof. Reimund Neugebauer, President of the Fraunhofer-Gesellschaft.

Project partners drive transformation of energy systems

The other partners in the enerPort II project also paid personal visits to the Port of Duisburg today, including representatives of Westenergie Netzservice GmbH, Rolls-Royce Power Systems AG, Netze Duisburg GmbH, Stadtwerke Duisburg AG, and Stadtwerke Duisburg Energiehandel GmbH.

Westenergie Netzservice is installing an intelligent and sustainable energy system to link the various energy sectors. The focus is on the microgrid*, electrical energy storage, PV systems, plant operation and intelligent control.

Stadtwerke Duisburg is developing a concept for the construction of a hydrogen filling station and an electrolyzer for the production of hydrogen from renewable energies. Netze Duisburg is investigating which network infrastructures can be used to distribute the hydrogen. To ensure the economically optimal operation of a cross-sector energy system, Stadtwerke Duisburg Energiehandel will act as the interface to the conventional energy markets and stock exchanges.

Rolls-Royce will demonstrate in practical operation at the future container terminal what the climate-neutral, decentralized energy supply of the future could look like. This will be achieved with an intelligent combination of renewable energies such as photovoltaics in conjunction with batteries and green hydrogen. To this end, the company will install three hydrogen-powered mtu fuel cell units with a total output of 1.5 megawatts to cover peak electrical loads in addition to two mtu hydrogen cogeneration units with 2 megawatts of output for the electrical base load and heat supply.

DGT as the first concrete hydrogen project in the Port

The duisport Group and the Fraunhofer Institute for Environmental, Safety and Energy Technology UMSICHT have long been working together to achieve a complete energy transformation of the Port of Duisburg. Future-oriented technologies have already been analyzed and customized models developed as part of the "enerPort" project. These are now being applied in the DGT as part of the follow-up project "enerPort II". The world's largest inland port thus not only operates Europe's largest climate-neutral hinterland hub, but can at the same time supply neighboring districts with additional energy through intelligent networking. The entire project is being funded by the German Federal Ministry of Economics and Climate Protection for a period of four years as part of the "Hydrogen Technology Offensive" (funding code: 03EN3046).

The Port of Duisburg massively expands handling capacities

The entire DGT work processes will be highly efficient and 100% climate-neutral. All movements of goods are digitally coordinated down to the last detail and controlled automatically. The DGT is considered a guiding model for the energy transition of inland ports throughout the world.

With the completion and commissioning of the DGT in 2023, duisport will expand its role as a central hinterland hub in Europe.

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***Microgrids** are small, local energy networks (electricity, heating, and cooling) that supply businesses and others with energy. In the case of DGT, a smart local energy grid couples and controls renewable energies in the form of photovoltaic and hydrogen-based combined heat and power plants with electrical and thermal energy storage systems as well as hydrogen storage and consumers such as onshore power, charging stations and crane systems.

Strong figures in challenging times

duisport Group reports positive annual results

33.1 %
EARNINGS

18.9 %
SALES

CONTAINER TURNOVER REMAINS AT
RECORD LEVEL

OVER EUR 42 MILLION
INVESTMENTS

The duisport Group continued to perform successfully in the second year of the Covid pandemic, proving that it is crisis-proof and fit for the future. Although the 2021 financial year was strongly shaped by the effects and restrictions surrounding the third and fourth waves of the pandemic as well as globally disrupted logistics chains and a massive shortage of raw materials and preliminary products, duisport's broadly positioned business model delivered a convincing performance with clearly noticeable resilience. Against this background, the increase in earnings of more than 33 percent with an increase in sales of almost 19 percent is all the more impressive.

"We've held our course in stormy times," says CEO Markus Bangen, who took office on August 1, 2021, and has since provided a great deal of internal and external impetus for the further development and modernization of the Port of Duisburg. "The positive results in 2021 are the outcome of trusting teamwork, open dialog, and above all the outstanding commitment of all our colleagues at duisport. The entire Executive Board would like to thank them once again. After all, without their tireless efforts – whether it's in the office, at home, at the terminals, or in our halls – we would not have been able to maintain our operations," says Bangen.

Sales and earnings significantly increased

At EUR 346.8 million, the duisport Group's sales in 2021 were significantly above the previous year's figure of EUR 291.7 million – an increase of 18.9 percent. This also clearly exceeded the forecast of EUR 315 million. As a result of the increased sales, the EBITDA improved to EUR 54.6 million (2020: EUR 44.3 million). The result before taxes is EUR 29.5 million, which is thus above the previous year's value of EUR 22.3 million. The annual net profit after tax grew by 33.1 percent from EUR 14.2 million to EUR 18.9 million.

The duisport Executive Board. (from left to right): Prof. Thomas Schlipköther (Member of the Executive Board), Markus Bangen (Chief Executive Officer) and Dr. Carsten Hinne (Member of the Executive Board).

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Container turnover remains at record level
In the 2021 financial year, container turnover rose again slightly by 2 percent to around 4.3 million TEU (previous year: 4.2 million).

Total cargo turnover remains stable
Last year, the duisport Group handled a total of 58.2 million tons of goods by ship, rail and truck. All the ports of Duisburg together handled a total of 111.1 million tons (previous year: 110.4 million tons).

Developments of the four divisions
In the **Infrastructure and Superstructure** business segment, the duisport Group generated revenues of EUR 55.6 million, therefore exceeding the same level of the previous year (2020: EUR 53.6 million). This is attributable to new leases as well as lease revisions.

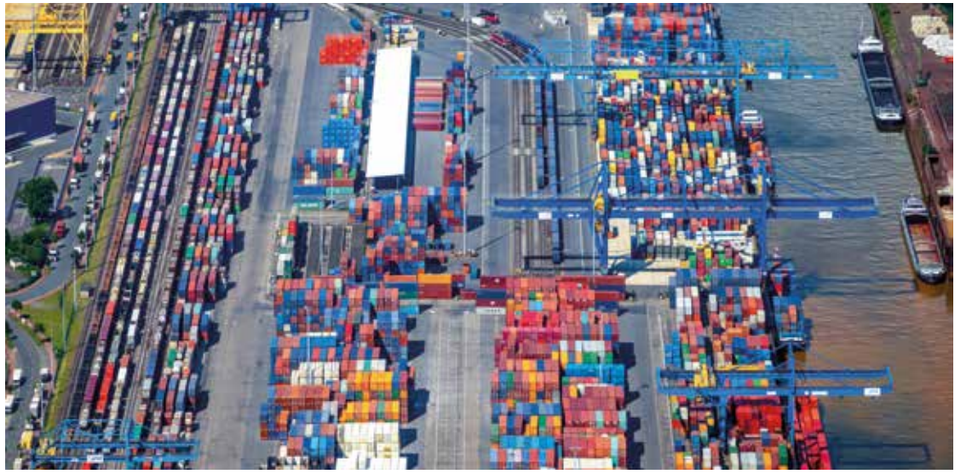
In the area of **Logistics Services**, sales increased by an impressive 35 percent to EUR 116.7 million (2020: EUR 86.4 million). The decisive factors for this development include further significant increases in the forwarding services of duisport agency GmbH, the expansion of activities in Poland, and the expansion of the project business of duisport consult GmbH.

The **Packing Logistics** business segment achieved a sales volume of EUR 94.6 million in 2021, having generated revenues of EUR 86.4 million in the previous year. However, the pre-Covid level of EUR 102.0 million from 2019 has not yet been regained.

Contract Logistics generated sales revenues of EUR 29.5 million (2020: EUR 33.8 million). The drop is primarily associated with the expiry of the contract with a long-standing major customer at the end of 2020. However, new activities were able to partially compensate for this.

In addition, the duisport Group generated miscellaneous sales in the amount of EUR 18.1 million (2020: EUR 1.5 million), primarily resulting from the sale of a building.

Investments secure the location's appeal
In the second year of the pandemic, duisport again increased its spending on property, plant and equipment and financial investments, investing a solid EUR 42 million (2020: EUR 38.6 million). On top of this, EUR 14.1 million was invested in maintenance work on the infra- and superstructure of the Port of Duisburg. A total of EUR 56.6 million was thus invested in increasing the performance of duisport in 2021.



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The total cargo turnover of the duisport Group remained stable at 58.2 million tons of cargo handled by ship, rail and truck.

Goods traffic with China continues to grow
Goods traffic with China also continued to develop favorably. In 2021, over 2,800 shipments were handled via the New Silk Road, which corresponds to an increase of twelve percent. The TEU volume, which had skyrocketed in 2020, not only continued at a very stable level in 2021, but actually rose by 26 percent. This was in no small part due to improved utilization of the trains in both directions. On average, there were around 60 arrivals and departures per week in Duisburg, with over 70 at peak times.

Impact of the Ukraine war
The extent to which this development will continue largely depends on the ongoing war in Ukraine. So far, trains arriving in Duisburg from China via Russia, Belarus and Poland via the New Silk Road have largely been running on schedule. Yet some customers have reduced their bookings or switched shipments to maritime transport. A reliable prediction regarding further developments cannot be made at present.

In general, train transports to and from China are an important and, so far, growing business area of the duisport Group, but they are also only a sub-segment.

Moreover, against the background of the war and the support of Belarus, the Executive Board, the Supervisory Board and the shareholders decided in March of this year to terminate all business activities in Belarus. duisport will withdraw from both the minority interest (0.59 percent) in the international development company of the Great Stone Industrial and Logistics Park and the shareholding in Eurasian Rail Gateway CJCS (38.9 percent), which has planned the construction and operation of a bimodal terminal. A representative office in Minsk has already been closed.

National and international investments
The duisport Group continued to hold investments in a variety of operating companies at home and abroad in 2021, including in Germany, Belgium, France, Italy, and China. In 2021, Duisburger Hafen AG acquired a shareholding in the Port of Trieste. This way, the duisport Group will strengthen its presence there and will benefit in future from the flow of goods from the Mediterranean region to Europe.

“Our geographical location and connection in the middle of Europe is a unique selling point that we will continue to reinforce,”

announces Dr. Carsten Hinne, who has completed the duisport Executive Board since January 2022 and is primarily responsible for the expansion of the international network. “Shareholdings such as the one in Trieste strengthen the Port of Duisburg’s function as a logistics hub. duisport is providing support there in the development of logistics chains and flows of goods on the north-south axis and is sharing its expertise in the development of logistics areas – similar to the logport areas in and around Duisburg,” continues Dr. Hinne.

Focus on infrastructure, digitalization, and sustainability

At the main location in Duisburg, the focus in the coming months will be on modernizing the port infrastructure. “We’re investing massively in the renewal and new construction of roads, rails and bridges so that we can make our internal traffic and handling processes faster and more efficient. At the same time, this will further relieve the burden on the neighboring residential areas,” says Prof. Thomas Schlipköther, Chief Officer for Construction, Technology and Operations. This applies not least to the connection of the future Duisburg Gateway Terminal (DGT) – the largest container terminal in the European hinterland, which will be operated on a completely climate-neutral basis.

In doing so, the duisport Group is sending out a clear signal for sustainable business and climate protection. The world’s largest inland port takes its responsibility seriously, is constantly working to optimize its contribution to environmental protection and provides sustainable transport concepts for this purpose. At the start of 2021, the Group drew up a corresponding environmental strategy. This comprises the four fields of action of Modal Shift, Air, Noise and Climate, Energy Supply, and Resources. The aim is to develop the Port of Duisburg into a central hinterland hub for green hydrogen, ammonia, methanol and liquid CO_2 in the future. This will also help offset the declining volumes of coal and the expected declining volumes of mineral oil in the course of society’s overall withdrawal from fossil fuels.

Central energy and logistics hub in Europe

So, despite the current crises, Markus Bangen is looking to the future with confidence: “At the moment, it’s almost impossible to make any reliable forecasts about the rest of the 2022 financial year. The Ukraine war and the enormous hike in energy prices have severely clouded the mood in the German economy as a whole. Nevertheless, I’m convinced that the duisport Group will emerge from this crisis in a strong position and that we’ve already taken the right steps in many areas to position ourselves as modern and fit for the future. In doing so, we will continue to reinforce the position of the Port of Duisburg as a central logistics and energy hub in Europe in the long term.”

Prof. Thomas Schlipköther presented the plans for the modernization of the port infrastructure.

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Dr. Carsten Hinne has been a new member of the Executive Board of the duisport Group since the beginning of 2022.

The 46-year-old is joining duisport from Deutsche Bahn, where he worked for 20 years in various functions, most recently as Senior Vice President of DB Cargo AG. At duisport, he will in future be mainly responsible for the “International Network” division. Dr. Carsten Hinne is thus joining Markus Bangen and Prof. Thomas Schlipköther to complete the Executive Board of Duisburger Hafen AG.

While Dr. Carsten Hinne will in future be mainly responsible for the International Network division as well as Superstructure, Human Resources and Purchasing within Duisburger Hafen AG, Markus Bangen will be responsible, among other things, for Infrastructure, Finance, Strategy and Digital Transformation, Shareholdings and M&A, and Legal Affairs. Prof. Thomas Schlipköther will continue to be primarily responsible for the areas of Construction, Technology and Operations as well as Facility Management and Port and Rail Operations.

Succession in the Executive Board of Duisburger Hafen AG

Lars Nennhaus appointed new member of the Executive Board of Duisburger Hafen AG.

At its ordinary meeting on June 21, 2022, the Supervisory Board of Duisburger Hafen AG appointed Lars Nennhaus as the new Chief Technical and Operational Officer of Duisburger Hafen AG with effect from 01.01.2023.

The 46-year-old industrial engineer succeeds Prof. Thomas Schlipköther, who will be retiring at the end of the year after more than 20 years of highly successful work for the company.

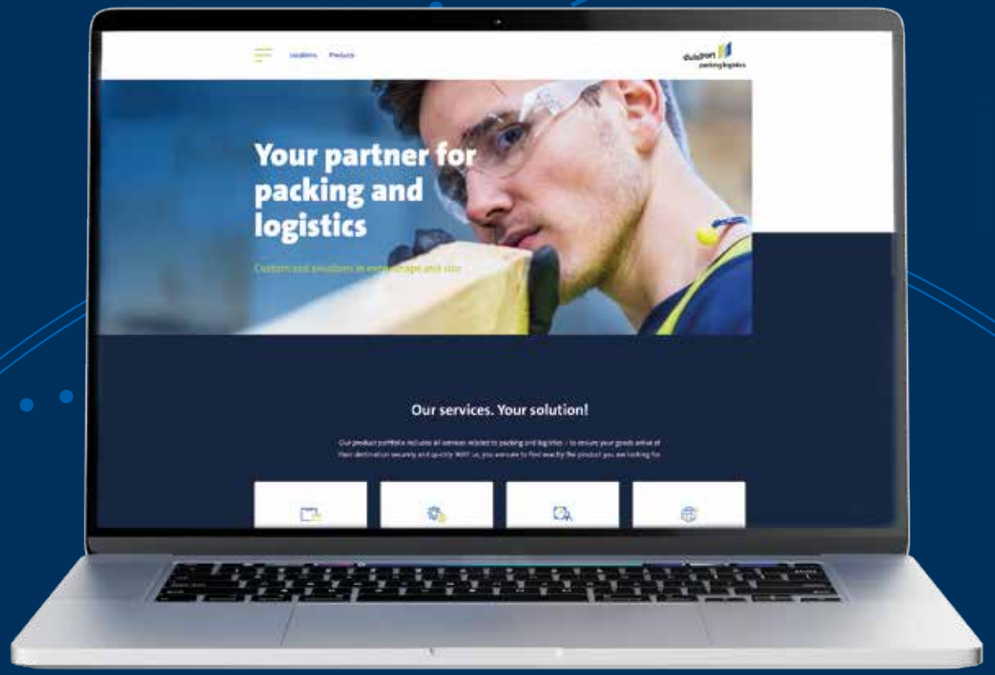
Dr. Hendrik Schulte: "Prof. Schlipköther has shown full commitment to the Port of Duisburg for over 20 years and has played a major role in the positive development of the past years. We would like to thank Mr. Schlipköther extraordinarily for his work and look forward to further cooperation until the end of the year."

Lars Nennhaus is returning to the Port of Duisburg after his career in the Hamburg port industry and currently a management position within an international leading logistics service provider. From 2011 to 2018, he had already worked for over seven years as, among other things, Managing Director Port & Logistics Development for Duisburger Hafen AG (duisport).

Lars Nennhaus appointed new member of the Executive Board of Duisburger Hafen AG in 2023.

"In the future, the Port of Duisburg will continue to pursue its Strategy for the future with a clear focus on innovation, sustainability and digitization and we are very pleased that with Lars Nennhaus an experienced and recognized expert could be won for the board."
Dr. Hendrik Schulte

duisport packing logistics



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Ports of Duisburg and Rotterdam intensify cooperation

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Cooperation renewed and expanded.

- **Partnership to be expanded to include the areas of digitalisation and energy transition**
- **Joint development of hydrogen hubs planned**

The port authorities of Duisburg and Rotterdam have jointly signed a Letter of Intent (LOI) to renew and expand their cooperation agreements that date back to 2020. Besides existing agreements relating to the optimisation of logistical connections, the cooperation will be expanded to include initiatives in the area of digitisation and the energy transition. The agreement was signed by Markus Bangen, CEO at duisport and Allard Castelein, CEO at Port of Rotterdam.

duisport and the Port of Rotterdam have been trading partners for a long time. For example, each year more than one million TEU of containers are exchanged between the two logistics hubs. Almost a third of them are already shipped by rail. Digitisation and data sharing could further increase the part played by this sustainable mode of transport. This LOI is aimed at creating the most digital and most sustainable port-inland hub connection in the world by linking Duisburg's 'Rail Freight Data Hub' initiative with Rotterdam's 'Rail Connected'.

Hydrogen hubs

The LOI also includes agreements on looking into the possibility of linking the port community systems Portbase (Rotterdam) to the RheinPorts Information System (Duisburg) and to learn from each other's initiatives in the area of digital twin projects. With regard to the energy transition, both ports plan to investigate whether they can jointly take on the development of hydrogen hubs. Rotterdam as the future 'hydrogen gateway' to Europe and duisport as the hub for Germany. Setting up a physical link between the two is therefore an obvious choice.

'We are facing major challenges that we will overcome together much faster, more efficiently and more intelligently', says Markus Bangen. 'Particularly in the areas of digitalization and the energy transition, it is important to work together and share our knowledge and expertise. I am therefore very pleased that we will continue the trusting partnership between the ports of Duisburg and Rotterdam.'

Likeminded partners

Allard Castelein is also particularly pleased with the renewal and expansion of the cooperation. 'Digitisation and energy transition are as important to duisport's strategy as they are to our own. We believe in the power of collaboration with likeminded organisations. This LOI represents a positive step in that direction.'

The official opening took place in March 2022.

The Port of Duisburg as a central hydrogen location: Plug Power opens European headquarters

Sustainability, new technologies - every day duisport tries to help shape the future of logistics and is therefore proud to welcome Plug Power with its new European headquarters at the Port of Duisburg. Another major step forward in the development of Duisburg as a central hydrogen location.

"The establishment of Plug Power's European service and logistics center shows the importance of the Port of Duisburg as a central energy hub for Europe. We warmly welcome our new colleagues and look forward to taking another significant step together towards the development of the Port of Duisburg and North Rhine-Westphalia as a central hydrogen location," said duisport CEO Markus Bangen.

Plug Power, as a leading provider of turnkey hydrogen solutions for the global green hydrogen economy, has been present in Europe for more than ten years. The Port of Duisburg, the largest inland port in the world - with a large number of logistics and transport customers - provides the company with direct maritime supply chain connections to Antwerp, Belgium, and Rotterdam, Netherlands.

500 tons of green hydrogen by 2025

An area of around 6,500 square meters in the port area houses, among other things, an innovation center with technical laboratories, a center for monitoring, diagnostics and technical support, and a green hydrogen generator with its own electrolyzer infrastructure. Plug Power is thus establishing itself at the center of the European hydrogen ecosystem. By the end of 2025, 500 tons of green hydrogen are to be produced annually at the Duisburg site.

> **"Plug Power intends to play an important role in the development of green hydrogen in Europe,"** said Chris Suriano, executive vice president of services at Plug Power.

“Our new logistics center in the Port of Duisburg is the hub for our ambitious plans in Europe: by the end of 2023, we will have a team of 60 employees on site.”

Speakers among the approximately 100 invited guests at the opening event in March were the North Rhine-Westphalian Minister for Economic Affairs, Innovation, Digitalization and Energy Prof. Dr. Andreas Pinkwart, the Lord Mayor of the City of Duisburg, Sören Link, duisport CEO Markus Bangen, and energy expert Dr. Thomas Kattenstein from EE Energy Engineers GmbH, a member of the TÜV Group.

Chris Suriano, Executive Vice President of Services at Plug Power, welcomed the 100 guests.

PLUG POWER

Plug Power is building an end-to-end green hydrogen ecosystem - from production to storage to delivery to power generation - to help its customers meet their business goals and drive the decarbonization of the economy. Developing the first commercially viable market for hydrogen fuel cell technology, the company has installed more than 50,000 fuel cell systems and over 165 fueling stations - more than any other supplier in the world - and is the largest purchaser of liquid hydrogen. With plans to build and operate a green hydrogen highway across North America and Europe, Plug is building a state-of-the-art gigafactory to manufacture electrolyzers and fuel cells, as well as multiple green hydrogen production facilities that will produce 500 tons of liquid green hydrogen per day by 2025. Plug will offer its green hydrogen solutions directly to its customers and through joint venture partners in a variety of sectors, including material handling, electromobility, power generation and industrial applications.

For more information, visit: **www.plugpower.com**

Expansion of cooperation

duisport and Port of Amsterdam join forces in development of green hydrogen value chain and hinterland network.

- **Joint strategic initiatives in the fields of energy transition and development of hinterland network**
- **Both ports attach great value to their strategic cooperation**

© Max Dijksterhuis

Port of Amsterdam and duisport will expand their long lasting cooperation, as Markus Bangen, CEO at duisport, and Koen Overtoom, CEO at Port of Amsterdam, have announced that the ports will jointly develop the hydrogen value chain and their hinterland network. The CEOs have signed a Memorandum of Understanding to underline the commitment of their organizations to these shared goals.

The ports of Amsterdam and Duisburg are directly connected via the river Rhine and multiple land routes and fulfill important roles as logistical hubs for the European hinterland. Historically, these ports have been partners in facilitating important trade flows between Germany and the Netherlands. The existing long-term partnership is reflected by their joint participation company, Hafen Duisburg / Amsterdam Beteiligungsgesellschaft mbH, and will now enter a new phase.

Markus Bangen, duisport-CEO, and Koen Overtoom, CEO at Port of Amsterdam.

Development of value chain for green hydrogen carriers

Both ports have strong ambitions in the field of energy and want to be at the forefront of the transition towards sustainable and renewable energy sources. Port of Amsterdam and duisport will therefore jointly explore the potential of several hydrogen carrier technologies, with the aim of establishing an international supply chain for hydrogen on a commercial scale. The import, storage and distribution of green hydrogen carriers plays an instrumental role in enabling the energy transition in the industrial and maritime sectors. Port of Amsterdam is part of the H2A consortium, which aims for the import of one million tonnes of green hydrogen to the port of Amsterdam and includes multiple significant players in the hydrogen industry. The H2A project forms a unique platform that can now be connected to duisport, allowing for the establishment of an end-to-end value chain for green hydrogen carriers between both ports.

Quote Koen Overtoom, CEO Port of Amsterdam: “I am very pleased to announce the partnership between duisport and Port of Amsterdam. Both ports recognize the great value of joining forces in developing new corridors for sustainable energy carriers, with the aim of decarbonization of international supply chains. This partnership strengthens our strategic initiatives, aimed at taking the lead in facilitating the energy transition, and complements our strong collaborations with our trusted partners.”

Quote Markus Bangen, CEO duisport: “By expanding our trusting partnership with the Port of Amsterdam, we are sending an important signal across national borders: only together will we be able to overcome global challenges such as the energy transition. I am therefore looking forward to further close cooperation in order to rapidly advance the development of a Europe-wide hydrogen network and to strengthen our function as central logistics hubs for Europe.”

Joint hinterland network

In addition to the development of the green hydrogen value chain, duisport and Port of Amsterdam will set up joint commercial projects to further develop their hinterland networks. Amsterdam and Duisburg are well connected by inland shipping, land and rail corridors and are centrally located within the extensive European network. In addition to the existing daily barge connections, an Amsterdam – Duisburg rail shuttle was launched in 2019. This shuttle forms an important corridor, which directly links the short sea and intermodal networks of both ports.

By actively engaging in joint commercial projects and by connecting their port community networks, duisport and Port of Amsterdam want to realize their shared ambition of expanding their hinterland networks, stimulating the modal shift and promoting sustainable multimodal transport connections via rail transport, inland shipping and short sea connections between the ports and other European destinations.

Stack-X enables the stacking of trailers and containers

Efficient trailer handling.

Combined transport (CT) terminals are increasingly facing space problems. Empty containers are piling up and open spaces for flexible use are a rare exception. This reduces handling capacity and makes it more difficult to shift to climate-friendly modes of transport. duisport, TX Logistik AG and SGKV e.V. have now developed an innovative solution especially for trailers, which take up a particularly large amount of space and whose share in CT hubs such as the Port of Duisburg has grown steadily.

Stack-X enables the stacking of trailers and containers

The result is “Stack-X”, a market-ready stacking construction that was developed and designed together with the company Wecon. Stack-X is - in simple terms - designed in the form of a drivable rectangular metal frame and enables the transport and stacking of trailers by means of reach stackers or gantry cranes. The trailers to be stacked can be craned or driven in with a tractor or terminal tractor. The first prototypes were successfully tested in field trials under real conditions to ensure intelligent integration into the various operating processes. Three stacking solutions have proven to be particularly efficient:

Variant 1 provides for pure stacking of up to three trailers on top of each other, which can be placed under the crane or on ancillary areas.

Variant 2 allows mixed stacking as a block of trailers and containers (empty and full). This solution can also be optionally stacked under the crane or on ancillary areas.

In the third variant, the Stack-X modules form a kind of garage. This requires certain maneuvering requirements and sufficient space, as well as coordination of the Terminal Operating System (TOS). This option is suitable for secondary areas and requires a reach stacker.

“The three recommended variants include both pure stacking of trailers and mixed stacking with containers, which again highlights the uniqueness of the design,” says Jan-Christoph Maaß (Project Manager, Duisburger Hafen AG). “The evaluation of the field tests also shows that Stack-X is also suitable as a depot or option for interim storage. This relieves the down or peak times in the terminals and increases flexibility.”

“Stack-X” is a market-ready stacking construction with three variants.

According to the Federal Statistical Office, the number of trailers transported by rail in Germany has increased more than eightfold from around 150,000 loading units in 2005 to over one million in 2020. According to the Federal Ministry of Digital Affairs and Transport (BMDV), the share of combined transport will increase by 79 percent by 2030. The shift to the climate-friendly transport modes of waterway and rail is an important building block for achieving the ambitious climate targets of the Federal Government and the EU.

Bringing more transports onto the railways is also the goal of TX Logistik. “The following applies to combined transport as a whole: the more terminals that enable the efficient transshipment of trailers, the easier it is to make the switch to the climate-friendly mode of transport rail. We therefore support innovations that drive this forward,” says Christoph Dörre (Manager Business Development and NIKRASA, TX Logistik). “Trailer Port facilitates uniform and efficient handling of trailers in terminals, thereby increasing handling capacity and speed.”

The project, which ends in June 2022, is funded as part of the “Innovative Port Technologies” (IHATEC) initiative of the German Federal Ministry of Digital Affairs and Transport.

3 Questions for ...

Thomas Jägerberg Head of CFS Solutions

The container – more than a packaging material

Hardly any other industry is as dynamic and growing as rapidly as logistics. It is all about efficiency, intelligent processes and long-term time savings. Container handling in particular is one of the elementary areas of national as well as international freight transportation. Container stuffing and stripping, storage, order picking, etc. - duisport relies on complete container solutions from a single source:

To this end, the Port of Duisburg has expanded its range of services specifically to include the CFS (Container Freight Station) Solutions division and thus offers a full service package covering all aspects of containers as a means of transport.

This new service offered by the duisport Group focuses on the process of loading and unloading containers and how this can be made much more efficient. Heavy, bulky goods in particular require special equipment and a great deal of experience in order to stow them optimally in a standard or special container and fix them securely.

Central topics such as the fastening of packaged goods in containers, the design of the respective packaging, and the comprehensive organization of transport via road, rail, or ship form, among other things, the work of the CFS division at duisport.

How is this new business area defined, what added value does it offer for the daily transport of goods, and to what extent does the port network benefit from this new, bundled expertise?

1

What was the intention behind the "CFS Solutions" division?

The duisport Group has enormous logistics know-how and operates on many levels – We are an experienced full-service provider. duisport agency GmbH has been running its own dust operation for a long time. The aim is to bundle this expertise even more efficiently. The potential of the Port of Duisburg is constantly growing. Since last year, the CFS Solutions division has been acting as an intelligent interface and coordinating the container services of the individual subsidiaries. This results in a central point of contact for the duisport network for the comprehensive handling of CFS activities. Bundled with the outstanding infrastructure of the port.

2

"CFS Solutions" is a completely new start-up - what are the special challenges here?

Especially during the establishment of a new business unit, the main task is to actively build up and expand sales. Equally important is customer communication and proactive internal dialog with the companies involved. The goal is always to place a uniform product on the market under the duisport flag - together as CFS Solutions. The special challenge here is to combine the already very well established products of the duisport Group with the „new" product CFS Solutions and to establish it in terms of higher brand awareness. An innovative complete package has to be developed which offers our customers the entire duisport expertise around the container as effectively as possible.

3

Specifically, what added value does the duisport Group offer you in your work?

Above all, I appreciate the daily contact with different people. duisport offers a varied range of topics and has made a name for itself internationally in addition to its local, long-standing experience. As a representative, this gives you a variety of opportunities to interact with customers. For me, the Port of Duisburg is the central hub of logistics in Europe.

logport VI: a new dimension in sustainable logistics

MTD Multimodal Terminal Duisburg opened with service for DSV and Maersk.

(dü) Sandra Gürtler is the new head of MTD Multimodal Terminal Duisburg. In an interview with duisport magazin, she presents the trimodal logistics center with its wide range of services for local major customers.

MTD Multimodal Terminal Duisburg

"When logport VI entered the realization phase, I applied to duisport for the management of the MTD Multimodal Terminal Duisburg and was accepted," says Sandra Gürtler. Born in Duisburg, she has been working in the container industry since the 1990s. She gained her first experience at the PKV/DUSS rail terminal. She then worked for eight years at the DCT/ECT container terminal in Duisburg-Ruhrort, initially as a dispatcher and later as a department manager. Fifteen years ago, she took over as operations manager of the Marl transshipment terminal (UTM), an associated company of Evonik (50 percent) and duisport (50 percent). "Since January 1, 2022, I have been accompanying the set-up phase of the MTD terminal as an authorized signatory, which has been in trial operation since March 1. In the meantime, I have taken over the management," says Sandra Gürtler.

Service target 24/7

At her side is Pia Nigbur, who joined as Head of Operations on February 1. At the beginning of April, the company moved into the new office building in the terminal, which provides space for additional dispatchers and also offers recreation and social rooms for the commercial employees. "dfl duisport facility logistics GmbH provides us with crane operators and drivers for reach stackers and terminal trucks, the number of which will develop in line with terminal utilization. At the beginning, we'll work two shifts at twelve hours a day, Monday to Friday, five days a week, and as the workload grows, we'll be available three shifts, 24 hours a day. Later, we plan to go to 24 hours a day, seven days a week," Sandra Gürtler reports regarding the expansion plans.

© krischerfotografie

The new gantry crane has been trial operation since April.

Powerful hardware and software

The terminal is located on the 43-hectare logport VI logistics site, on the site of the former paper mill in Duisburg-Walsum. The terminal is connected to the dense freeway network around Duisburg via the B 8 and A 59. The construction of a transverse link will later provide a direct connection between the terminal and the freeway network. Four transshipment tracks, each with a useful length of 400 meters, will make it possible to handle two block trains. The brand new single-beam rail gantry crane from Kuenz is located directly on the Rhine quay on 150 meters of track along the 500 meter long quay wall. It has a lifting capacity of 58 tons. The crane is equipped with a telescopic spreader and can pass one over three high-cube containers. Additional equipment such as container chassis for internal logport VI transshipments as well as a CVS Ferrari reach stacker is already in full operation.

"The direct connection of our terminal to the two logistics service providers Maersk and DSV allows us to deliver and collect incoming and outgoing containers directly

Sandra Gürtler
has been MTD's managing director since April 2022.

from our customers at logport VI, without having to travel on public roads," says Sandra Gürtler. The MTD has new TOS (Terminal Operating System) software that enables largely automated processes in terminal operations. For example, incoming trucks check in and out at gantries equipped with cameras. The cameras record all the data of the transported boxes, store it in the system and compare it with the data available there.

logport II second largest duisport project

After logport I in Duisburg-Rheinhausen, the Walsum site is considered the second largest project of Duisburger Hafen AG in the past 20 years. The logistics service providers located here use the facilities built for them for value-added logistics and the integrated MTD terminal for trimodal coordination of goods transport by road, rail and water. The global freight forwarder DSV from Denmark was the first tenant on the site and started initial preparations for the construction of a mega distribution center in Walsum in fiscal 2020, building logistics halls with a usable area of 51,000 square meters on a site area of 93,000 square meters. The logistics center was opened at the end of 2021 and is already in operation. As a container and contract logistics provider, DSV also relies on combined transport at this location.

The globally operating Danish logistics giant Maersk owns a plot of 157,500 square meters and plans to build logistics halls with 81,250 square meters of floor space here for a new distribution and logistics center. Construction work is due to start shortly. In order to offer customers greater added value and reduce the complexity of their supply chains, Maersk intends to provide more door-to-door support for the entire transport chain in the future. The new logistics center in Walsum will play a central role as a high-performance hub in the Rhine-Ruhr industrial region.

Extensive range of services

In addition to terminal management, the MTD range of services on the six-hectare terminal site includes handling, warehousing and container freight services, the operation of container parking and stacking areas, warehouse management and the creation of customer-oriented logistics concepts. In addition to internal logport VI container transshipments according to customer requirements, container trucking in local traffic is also offered. Thanks to its location directly on the Rhine, the MTD offers optimum access to inland and river-sea shipping, which calls at the Duisburg transportation hub with more than 25,000 ships annually. "The largely sound-automated MTD terminal with state-of-the-art technology offers maximum transparency for customers and represents a further step in the development of sustainable, intermodal logistics concepts for a modern transport industry," says Kevin Gründer, Managing Director of duisport agency GmbH, assessing the quality of the ninth combined terminal in the duisport family.

With its location directly on the Rhine River, MTD offers optimal access to inland and river-sea shipping.

Operating company of duisport and HTS

duisport and the Dutch HTS Group are each 50 percent shareholders in the operating company MTD Multimodal Terminal Duisburg GmbH. Kevin Gründer acts as the company representative on behalf of duisport and, together with MTD Managing Director Sandra Gürtler, is looking forward to the close cooperation of the new associated company with the duisport Group.

Under the sign of H_2: Hydrogen as a transport commodity and marine fuel

The management of the Jaegers in interview.

© SUT Archive/Heying

(dü) With a fleet of 170 ships, the Jaegers shipping company is the market leader in European tanker shipping. With its Dutch subsidiary Chemgas Shipping, which has 21 motor vessels, five push boats, five push barges, four coasters, four river seagoing vessels and three chartered gas tankers, Jaegers also plays a leading role in coastal maritime shipping.

For duisport magazine, Managing Partners Dr. Gunther Jaegers and Klaus Valentin and Managing Director Christian Valentin explain the challenges of shipping for climate-friendly transports in the future.

The management of the Jaegers Group (from left to right): Klaus Valentin, Christian Valentin and Dr. Gunter Jaegers.

The International Maritime Organization (IMO) is aiming to reduce CO_2 emissions in maritime shipping by 40 percent by 2030 and by 70 percent by 2050 compared with 2008. In inland shipping, too, the modernization of fleets is being driven forward on a massive scale with stricter exhaust gas regulations from the European Commission. How do you assess the transformation of fleets in the near future?

Gunther Jaegers: It is not possible to convert fleets rapidly without further ado. After all, it's not just shipping companies that are affected; we also have a considerable proportion of operators. And the additional costs have to be recouped somehow. In tanker shipping, we now have a thoroughly modern fleet thanks to the switch to double hulls. In dry shipping, on the other hand, there is still a considerable need for investment.

Klaus Valentin: Innovations cost money, remotorizations cost money, we have to calculate that carefully, because our customers' orders should be processed profitably. Of course, we have to face the new challenges, because stagnation would harm the companies in the tanker shipping industry. Consequently, Reederei Jaegers has equipped ten ships in its fleet with new engines in 2020 and 2021 and is ready for the future.

© Chemgas

Chemgas' SUNDOWNER gas tanker, which entered service in 2016 and has a cargo capacity of 3,039 cubic meters, is equipped with LNG gas propulsion and is used in river-sea shipping.

© Jaegers

Launched in 2015, the 85-meter-long, 9.60-meter-wide canal-going inland tanker HEDY JAEGERS features a diesel-electric hybrid propulsion system that the shipping company expects to save up to 15 percent in fuel.

Can you already guess where the journey is headed?

Gunther Jaegers: Hydrogen will play a significant role in future fuels. At present, the production of hydrogen is still too expensive, but that will change. Ultimately, it's a question of acting in a commercially sensible way. By the way, our new buildings are all "H2 ready"; we have accommodated the diesel generators, the switchgear and the electric motors in three machine rooms, so a later conversion, for example to fuel cells, is no problem. There will certainly also be a technical solution in the foreseeable future that uses fuel cells to achieve a similar response speed as the internal combustion engine.

With the Graz-based company AVL List and the Norwegian hydrogen company TECO 2030, Jaegers has found powerful technology partners to develop just that. Both companies are working on the world's first fuel cell system designed specifically for use on inland vessels and for other heavy-duty applications. In other words, a maritime hydrogen solution that is more efficient, compact and durable than conventional fuel cells. TECO 2030, like Jaeger's subsidiary DTSG Donau-Tankschiffahrts-Gesellschaft, is one of the main partners in the EU-funded project "Green Hydrogen @ Blue Danube", in which hydrogen will be generated from hydro, solar and wind power in Southeast Europe and transported by inland tankers along the Danube to industrial customers in Austria and Germany. In this context, TECO is planning to supply hydrogen-powered push barges to push barges along the Danube. We can take over their operation.

Klaus Valentin: But not all hydrogen is the same. The form of the unit determines the energy density and the means of transport. A pressure of 300 bar is sufficient for cars, but trucks need 700 bar, and hydrogen is most efficient as a cryogenic liquid, i.e. at minus 253 degrees Celsius. Of course, this also affects the design of the means of transport: Which tanks do I need? Which ones can I use? In other words, I first need a concept, and only then can I plan the transport and build the necessary infrastructure. And back to TECO and AVL: TECO wants to become a hub for the Norwegian hydrogen industry. Production at the plant is planned from 2022, and a first fuel cell could be installed on board a ship in spring 2023.

Christian Valentin: Speaking of modernizing fleets, one often feels restrained and abandoned by politics. For example, there is the "Renewal of the Commercial Vehicle Fleet (ENF)" subsidy program of the Federal Office for Goods Transport (BAG), which includes a purchase premium for low-emission new trucks and a scrapping premium for older trucks. The subsidies do not have to be repaid. Such a scheme would also make sense for inland shipping and could help replace older vessels more quickly.

On the other hand, we need to be open to technology in future fleet renewal and the search for climate-neutral drives. It is a mistake to exclude the internal combustion engine at this stage. For example, hydrogen can be an energy carrier for other synthetic fuels that are distributed via the existing bunker network. This makes zero-emission transport possible very quickly, even with the existing fleet.

Gunther Jaegers: It would be wrong to develop in just one direction. Some promising developments, for example in e-fuels, are only just beginning. Shell, for example, is concentrating the production of synthetic fuels in Wesseling. Politicians must not put any obstacles in the way of their use.

© SUT Archive/Steller

Chemgas Shipping BV received three shallow water push boats with gas push lighters in 2021, in addition to three seagoing liquefied gas carriers. The push boat MERAPI with push lighter CHEMGAS 24 will equip the fleet for the coming low-water periods.

The Jaegers shipping company is already one of the largest ammonia transporters in Europe. All Chemgas ships are suitable for ammonia transport, currently two to six ships are active in ammonia transport, mainly in traffic with Rotterdam. The Port of Rotterdam and Horizont Energie have signed a contract to develop a transport corridor for blue ammonia from Norway to Rotterdam. Ammonia is an important raw material for the production of artificial fertilizers and for the chemical industry, but it is also an efficient hydrogen carrier, and this makes CO_2-neutral ammonia one of the most promising fuels for CO_2-neutral shipping. The Port of Rotterdam expects the demand for hydrogen in Rotterdam to be around 20 million tons in 2050.

Do you think ammonia would be a better choice?

Gunther Jaegers: I think ammonia is a good choice. Ammonia is not explosive and can be transported at 15 bar or semi-refrigerated at minus 40 degrees and has uncomplicated handling. It is therefore also well suited for inland shipping as a fuel. In any case, we will continue to pursue this path consistently.

It is quite clear that inland shipping must also become cleaner, but those who invest in climate protection on board inland vessels, whether shipowners or operators, also need investment protection for their enormous expenditures. If things go the way they did with the switch to double hulls, it will be difficult: the depreciated single hull vessels have determined the cargoes and hindered fleet modernization.

Klaus Valentin: We're ready, but things have to go better than they did when LNG was introduced. The approval process took far too long, and now there aren't enough

volumes to offer it nationwide. So LNG isn't attractive for inland shipping. We now believe that a meaningful infrastructure for LNG bunkering cannot be built in the inland shipping sector. LNG works in maritime shipping, but the drawback here is that the LNG is more than twice as expensive as diesel.

How are things going with the transport of mineral oil?

Gunther Jaegers: The transport of petroleum products has been suffering from the effects of the pandemic for a while now. For example, significantly fewer vacations are being taken and more work is being done in the home office, to name just a few aspects. This leads to less fuel consumption. We therefore expect a high level of investment in the future to equip our fleet for the transport of hydrogen and other gaseous and liquid products, such as synthetic fuels. As was the case with the double-hull conversion, however, we will avoid financial adventures, because the new market challenges are incomparably greater.

Tanker shipping will continue to be indispensable in the future to supply the population and industry with fuels and chemical base materials with high safety requirements for transport, because the alternatives on rail and road are limited. Financing climate-friendly investments in inland shipping is only possible in economically stable conditions with equity and reserves.

We thank you for the interview.

i

Founded in 1919 in Frankfurt am Main as a dry cargo shipping company, Reederei Jaegers entered the tanker shipping business at the end of the 1950s with its first contracts for the transport of mineral oil and chemicals. With the series construction of tankers, the company switched completely to liquid cargo transport in the 1960s. The company moved to Duisburg in early 1973. In the following decades, the tanker shipping company, owned by the Jaegers and Valentin families, repeatedly set the pace in the tanker and gas shipping industry with the construction of innovative tankers and special ships adapted to specific customer requirements and pioneered the use of more environmentally friendly fuels such as LNG. Today, the Jaegers Group has a modern fleet of double and multiple hull vessels.

Art spring in Duisburg

New exhibitions in Duisburg's major art museums.

© Cardiff & Miller, Sad Waltz and the Dancer Who Couldn't Dance, 2015, Lehmbruck Museum | the artists and Luhring A

(gran) The three major Duisburg art museums, Lehmbruck, Küppersmühle and DKM, have started the new year with new exhibitions. While the Museum Lehmbruck presents spectacular installations by Janet Cardiff and George Bures Miller, the Wilhelm Lehmbruck Prize winner of 2020 (until August 14), the Museum Küppersmühle shows a retrospective of the painter Raimund Girke with „Sound of Silence" (until June 26). The DKM Museum is devoting two exhibitions to the theme of beauty: "EROS in Expectation of Eternity" with works from the DKM Collection (until September 25) and "Beauty and the Elemental Forces of Nature" with photographs by Claudia Terstappen (also until September 25). In all three cases, the exhibitors are venturing off the mainstream in art history and onto the paths of modernism.

Highlights at the Museum Lehmbruck

The Museum Lehmbruck is offering a real exhibition highlight this spring with the expansive sound installations, moving machine sculptures and interactive environments by the Canadian artist duo Janet Cardiff (born 1957) and George Bures Miller (born 1960) from the past 20 years of their creative period. Museum director Söke Dinkla recommends that visitors take a little time to take in the presentation of the works on the record-breaking 1,200 square meters of exhibition space.

With its five larger and four smaller interactive room installations, the exhibition brings the multisensory qualities of sculpture to the fore. "Everything is sculpture," a phrase by the Lower Rhine artist and avant-gardist Joseph Beuys, takes on an impressive meaning here. For weeks, the comprehensive show of works was prepared by the artists and the museum staff. Not only individual works will be exhibited, but several rooms, some of them soundproof, have been set up in the new building and in the basement of the museum.

Janet Cardiff and George Bures Miller have been working together since the 1990s, creating over 30 large installations, 28 walks (walk-through installations), and a variety of smaller-scale works. They live and work in Berlin and in Grindrod, Canada. Their sound sculptures and installations have shaped an entire genre, and for this they were honored in 2020 with the Wilhelm Lehmbruck Prize of the City of Duisburg and the Landschaftsverband Rheinland (LVR).

Janet Cardiff and George Bures Miller
The Paradise Institute, 2001
Kunsthaus Bregenz, 2006

© Janet Cardiff and George Bures Miller

The pandemic as a source of inspiration

On display in Duisburg for the first time in Europe is the artists' latest work, "Escape Room" from 2021, which they created as a reflection of the pandemic that forced people into their own homes and has since led to what appear to be extinct cities. Also on display is the installation that made the artists internationally famous more than 20 years ago: "The Paradise Institute" from 2001, for which they received the Golden Lion at the 49th Venice Biennale. Behind it is a kind of cinema installation in which a 17-minute film is shown that seems to consist of set pieces from a mysterious thriller. Through headphones, viewers can hear not only the film soundtrack, but also strange disturbing noises that seem to come from other moviegoers, such as coughing, the clearing of throats, and whispering. One of the duo's works is even preserved for Duisburg: for example, the sound installation "Sad Waltz and the Dancer Who Couldn't Dance" from 2005, which looks like a marionette stage, was acquired. A male marionette sits at a grand piano and appears to play "Sad Waltz," a quiet but no less dramatic, melancholy piece by Armenian composer Edward Mirsojan.

Support for the exhibition was also provided by the duisport Group. "Duisburg is our home port, we are inseparably linked with the city and the region. Social and cultural commitment which strengthens the cohesion of our society is an indispensable part of our entrepreneurial activity. It is therefore a great pleasure for us to support the exhibition of the Wilhelm Lehmbruck Award winners by transporting art by sea," writes Markus Bangen, Chief Executive Officer of Duisburger Hafen AG (duisport), in a greeting. To this end, a container in Canada containing the majority of the works was shipped by sea in December 2021. In February, the container was received in Duisburg by the Lehmbruck Museum.

© Janet Cardiff and George Bures Miller, The Paradise Institute, 2001

Raimund Girke
„Helles Bild“, 1959
Oil on canvas
90 x 125 cm

MKM Duisburg

The Küppersmühle Museum, on the other hand, is focusing entirely on the color white with “Sound of Silence. On the occasion of the 20th anniversary of his death, a retrospective of the painter Raimund Girke with 130 works from almost 50 creative years is being shown at the inner harbor. It was curated by his daughter and executor Madeleine Girke in collaboration with Walter Smerling, the director of the MKM. Madeleine Girke attributes the title of the exhibition “Sound of Silence” to the fact that her father listened to a lot of music, even while painting. Just as a musician wants to express sensations with his music, a painter wants to do the same with color, form and brushstroke. Powerful and subtle can be found in painting as, figuratively speaking, loud and quiet in music.

Raimund Girke is considered one of the decisive pioneers of analytical painting, who became known for his exploration of the color white. Over the years, he repeatedly changed his painting technique from the spray technique to broad and strong brushstrokes. Since the mid-1980s, Raimund Girke has allowed more colors, such as earth colors or blue tones. Representational painting did not interest him. Early on, he devoted himself to abstraction. For him, white was the “queen of colors”. He virtually explored it and sounded it out in the various creative phases.

“In my white paintings, I do not want to fix the pictorial space, but rather lead the image into a stage that enables unlimited spatial movement beyond movement in the surface. This is based on the finely nuanced, swelling and diminishing white. [...] The white eludes any definition, it seems to constantly expand and change. It is stillness and movement at the same time, is boundless and takes away the material state of the picture,” Raimund Girke once explained his works.

The paintings on display range from normal to large-format works, which are shown to particularly good advantage in the museum‘s temporary exhibition rooms. The show is a project of the Stiftung für Kunst und Kultur e. V. Bonn, which operates the Küppersmühle Museum in Duisburg. The exhibition is sponsored by Evonik Industries AG.

Raimund Girke was born on October 28, 1930 in Heinzendorf (Jasienica) near Breslau, the son of a teacher and school principal. At the end of the Second World War, the family fled Lower Silesia and settled in the Osnabrück region. After graduating from high school in 1951, Raimund Girke studied at the Werkkunstschule in Hanover until 1952 and then at the Staatliche Kunstakademie in Düsseldorf until 1956. From 1966 to 1971 he was a lecturer at the Werkkunstschule in Hanover, and from 1971 to 1996 he was a professor at the Hochschule der Künste in Berlin. In the 1980s, Raimund Girke opened a studio in Cologne, which his daughter Madeleine only closed in 2017. He died in 2002 and is buried in Cologne at the Melaten Cemetery.

© Stiftung DKM

Albert Hinrich Hussmann, Olympic champion, around 1920. exhibition view EROS in Expectation of eternity, Museum DKM

In the center of Duisburg: Museum DKM
The DKM Museum has gone erotic. While the female nude is of great importance in art history, the male nude since antiquity has often beendepicted only within confined role paradigms, such as that of the martyr, warrior, or hero. Male beauty and sexuality have long been taboo - the exhibition "EROS in Expectation of Eternity" aims to challenge this.

Works by 34 artists from the collection of the two museum founders and art collectors Klaus Maas and Dirk Krämer will be presented. Among them are many artistic photographs as well as paintings, graphics and some sculptures such as the life-size "Roman Legionnaire" by Mathieu Molitor from 1910 or a Narcissus by the young Norbert Kricke, who later became one of the great abstract artists in post-war Germany. The oldest male nudes are by Wilhelm von Gloeden (1856-1931), who around 1890 photographed young unclothed men in innocent, at least not martial, poses, and who in his own way attempted to transport the artistic language of ancient sculptures into the medium of photography.

Important German names in the DKM collection are the photographers Herbert List (1903-1975) and Herbert Tobias (1924-1982) as well as Ulrich Tillmann (1951-2019). The US American Daniel Kane (born 1954), who has been living in Berlin for years, is considered a discovery in the field of erotic photography. His staged portraits of men always bear the names of the sitters, so as not to make them appear as objects. While photographers usually created male nudes, Katharina Bosse makes an exception here. She photographed her husband with erotic impetus - equipped with clothing and feminine attributes characteristic of women. The fact that phallic symbolism can also be viewed ironically is probably intended to demonstrate an approximately 200-year-old, 256-centimeter-high tusk of a narwhal, which seems to take on a completely different meaning in this erotic setting.

The special exhibition „Beauty and elemental forces of nature. Claudia Terstappen" was also assembled from DKM's own collection. The versatile artist (born in 1959), who has been associated with DKM collectors for many years, presents a selection of nature photographs in black and white from the 1990s to the early 2000s. On display, for example, are primeval forests as symbols of intact nature alongside images of the destruction of natural paradises by bushfires. Using sophisticated camera techniques, Claudia Terstappen also creates artificial places, such as a mountain that is reminiscent of an Aboriginal cult site in Australia, but which does not exist in reality.

Also on view at DKM is the exhibition "Omoshirogara" - a collection of historical kimonos by textile historian and collector Yoshiko Inui (through Sept. 4). The motifs tell 160 years of Japanese history. The patterns and symbols reveal the whole drama of Japanese modernization, which was triggered by the encounter with the West. Like the imperial house, the kimono is a constant of Japanese life, according to the exhibition organizers. It remains essentially the same. Now, because the kimono does not change shape, the patterns that adorn it must change. "Bizarre patterns" (omoshirogara) appear toward the end of the 19th century, when fashion begins to incorporate modernity: railroads, battleships, airplanes, movies, Mickey Mouse, postcards, or even newspaper accounts of military exploits. If pre-1900 patterns were dedicated to a synthesis of tradition and novelty, the 1920s celebrated an optimistic internationalism with zeppelins and the Olympic Games. In the 1930s, colors and symbols darken as Japan pacts with Nazi Germany and Fascist Italy. The exhibition is sponsored by the Japan Foundation and the German Foreign Office.

Exhibition view EROS in expectation of eternity, Museum DKM

© Stiftung DKM

Shipping list

LINER CONNECTIONS

Status: May 2022

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
Finnland				
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
Lativa				
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	1 x per week	10	DeCeTe	B/S
Oslo, Kristiansand	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	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
Södertalje	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 Britian	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
Skandinavia	2,6,8
Spain (e. g. Aviles, Bermeo, Bilbao, Pasajes, Santander)	2,6,8,9,11
Turkey, Black Sea	2,8

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

Status: May 2022

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: May 2022

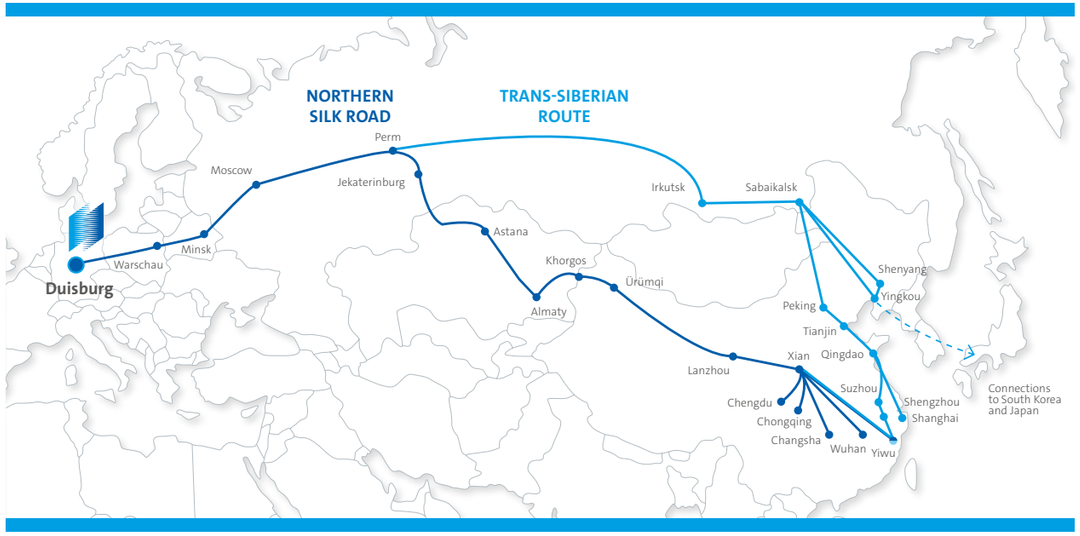
National	from Duisburg		to Duisburg		Operator	Terminal
	At	Et	At	Et		
Bönen	1-6	A	1-6	A	12	GWW
Bremen/Bremerhaven/WHV	2,4	B	1,3	B	12	GWW
Buna	2,5,6	B	1,4,5	C	5	DKT
Dortmund	2,4,6	B	2,4,6	B	23	DeCeTe
Frankfurt (Oder)	1,3,5,6	B	1,3,5,6	B	10	DIT
Hamburg-Billwerder	1-5	B	1-5	B	8	DUSS
Hamburg-Billwerder		-	7	B	8	DUSS
Hamburg-Billwerder	1,3,5	B	2,4	B	8	DUSS
Lehrte	1-5	B	1-5	B	8	DUSS
Leipzig-Wahren	1-5	B	1-5	B	8	DUSS
Ludwigshafen (Rhein)	1-5	B	1-5	B	8	DUSS
Ludwigshafen (Rhein)	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	B	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	5	D	6	C	5	DKT
Schwarzheide	1-4	B	2-5	B	5	DKT
Singen (Htw)	1-5	B	1-5	B	5	logport III
Unna	1-6	A	1-6	A	12	GWW

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
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	B	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
Wolfurt	-	-	-	-	-	D3T
B-Belgium						
Antwerp	2,4,6	B	1,3,5	B	8	DUSS
Antwerp	6	-	-	-	8	DUSS
Genk	2,4,6	B	1,3,5	B	36	logport III
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	1-4	D	1-4	D	8	DUSS
Madrid via Mouguerre	1,3,5	D	1-6	E	8	DUSS

International	from Duisburg		to Duisburg		Operator	Terminal
	At	Et	At	Et		
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
Marseille	3	C	1	C	34	D3T
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 Arsizio	1-5	B	1-5	B	30	DUSS
Busto-Gallarte	1-6	B	1-4	B	5	DKT
Busto-Gallarte	1-6	B	6	C	5	DKT
Cervignano/Triest	1,3,5,6	B	1,3,5,6	B	11/2	logport III
Pomezia	1-5	B	1-5	B	7	DIT
Pordenone	1,3,5	B	1,3,5	C	5	logport III
Triest (via Ludwigshafen)	1,3,5	C	1,3	C	8	DUSS
Triest (via Ludwigshafen)	-	-	-	-	8	DUSS
Triest via Prag	2,4,6	E	1,3,5	E	9	DIT
L-Lithuania						
Kaunas	-	-	-	-	-	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	1-3	B	2,4	B	5	DIT
Rotterdam RTB (ECT, APM 1, Euromax)	2,4,5	B	1,3,4	B	31	DeCeTe
PL-Poland						
Brzeg Dolny via Poznan	1,3,5,6	F	1,3,5,6	F	10	DIT
Kutno via Poznan	1,3,5,6	G	-	-	10	DIT
Gadki (Poznan)	1,3,5	B	3,5,7	B	5/9	logport III/D3T
Gliwice	2,5	B	1,3	B	33	logport III
Poznan	2,4,6	B	1,3,5	B	33	logport III
Poznan	1,3,5,6	B	1,3,5,6	-	10	DIT
Swarzedz	-	-	-	-	8	DUSS
Walbrzych Fabryczny	-	-	-	-	16	RRT
Warschau-Pruszków	1,3,5	D	2,4,6	B	5/9	logport III/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

International	from Duisburg		to Duisburg		Operator	Terminal
	At	Et	At	Et		
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
Nässjo	1-4	B	1-5	B	13	logport III
Nässjo	5	D	-	-	13	logport III
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	1-4	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
Halkali	-	-	-	-	35	D3T
Istanbul (Pendik) via Triest	1,3,4,6	H	1,3,4,6	H	13	logport III
Istanbul (Pendik) via Munich	1,3	F	4,6	G	8	DUSS
Istanbul (Pendik) via Munich	5	-	2	H	8	DUSS
Cesme via Munich	1,3	G	3,5	H	8	DUSS
Cesme via Munich	5	H	7	J	8	DUSS
TR Mersin Port via Munich	1,5	F	3	H	8	DUSS
TR Mersin Port via Munich	-	-	6	G	8	DUSS

TRANSCONTINENTAL CONNECTIONS



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The port & contacts

The port of Duisburg, at the confl uence of the Rhine and Ruhr, is the largest inland port in the world with handling volumes of 111.1 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 off ers 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, off ers 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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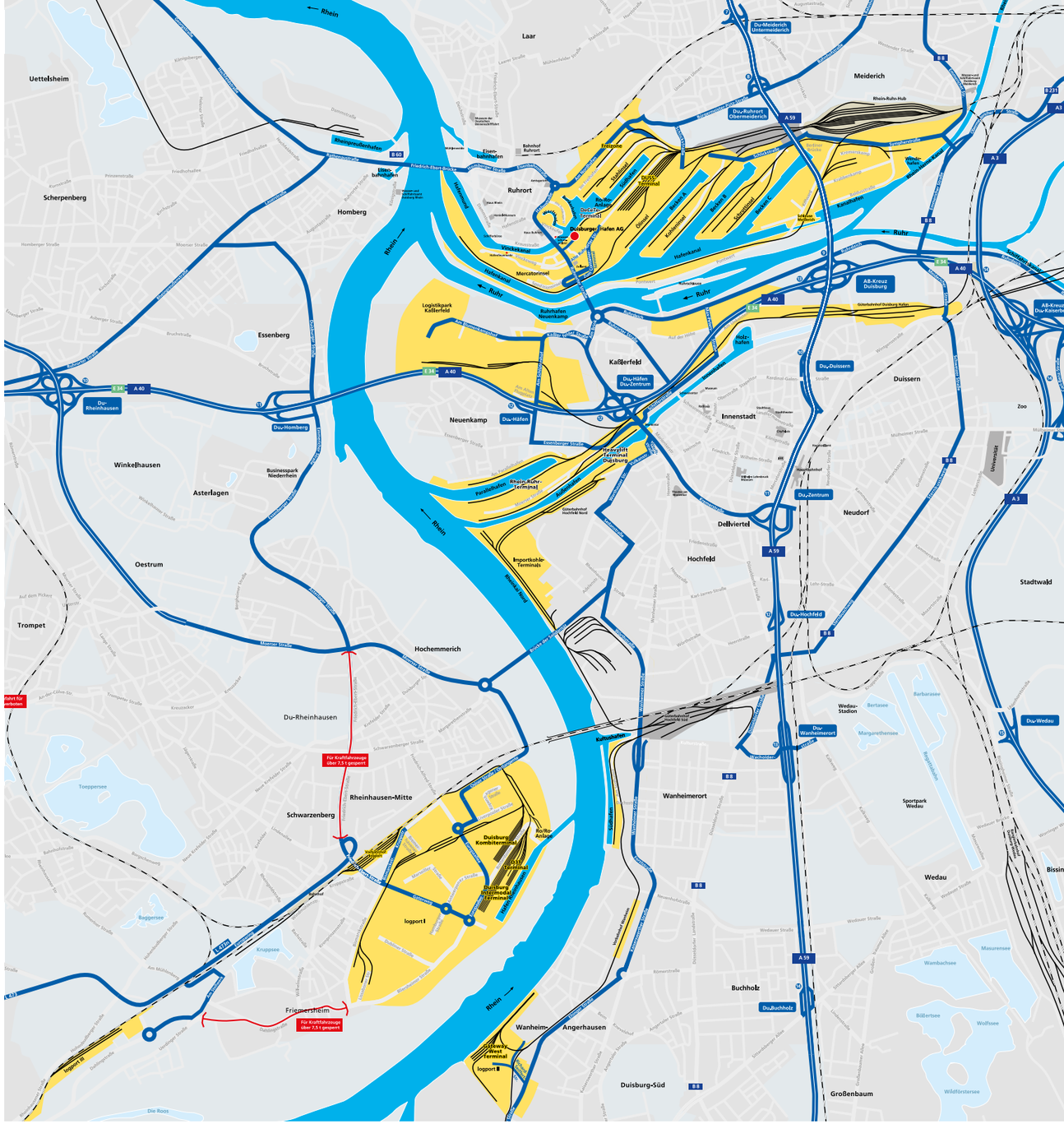

A 40 Motorway
Important connecting road
Important connection railway
Railway
Water area
duisport Port area
Planned road
Headquarter of Duisburger Hafen AG

duisport

excellence in logistics

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