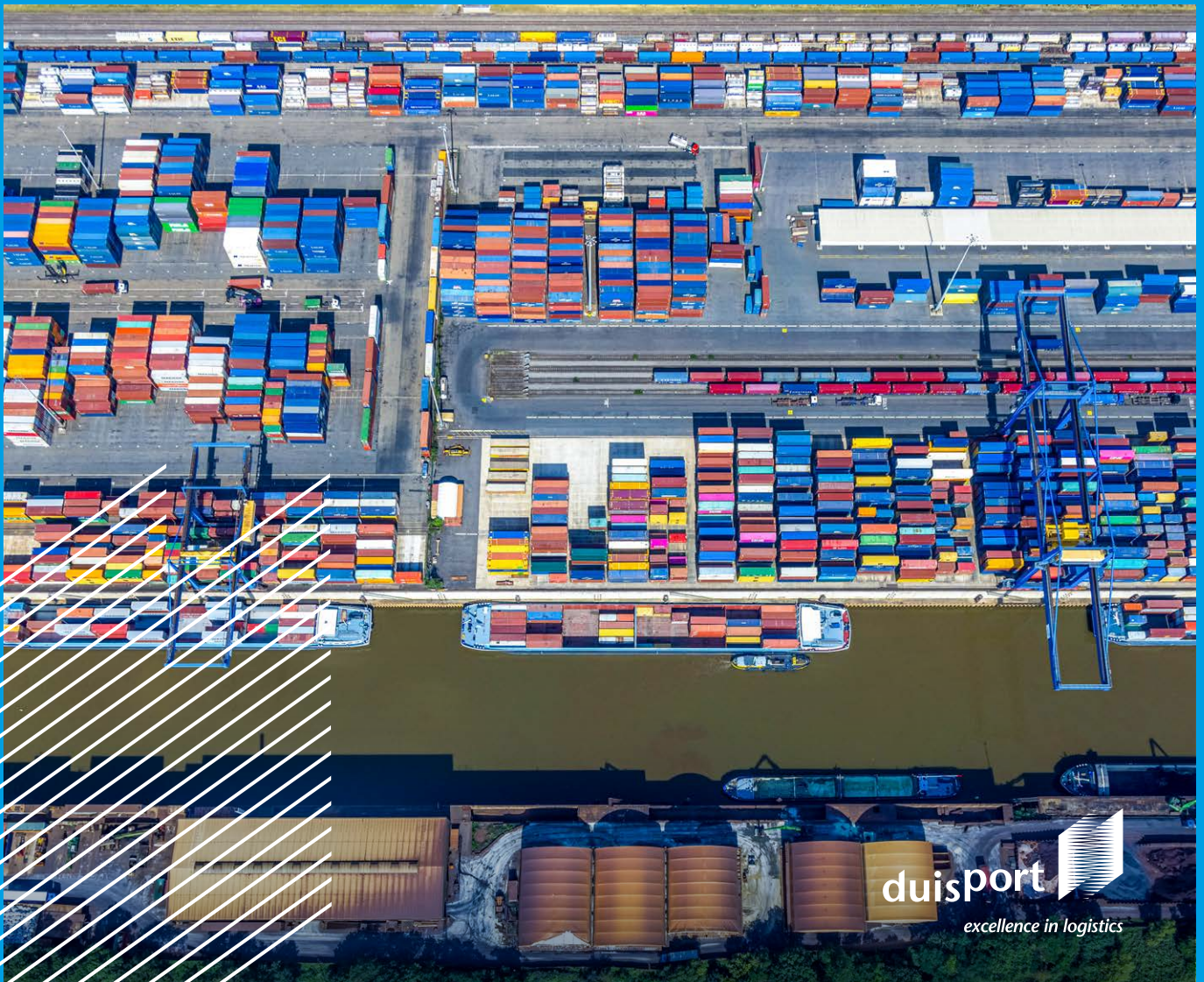


# duisportmagazin

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A magazine published by duisport Group  
**December 2022**

ENGLISH VERSION





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# Crisis year 2022 better than expected

duisport CEO Markus Bangen  
is optimistic about 2023.



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(dü) For the particularly difficult year 2022, the Chief Executive Officer of Duisburger Hafen AG, Markus Bangen, expects a better result than planned: “Despite the Ukraine war and the stringently applied zero-covid strategy of the Chinese government and the resulting turbulence in the maritime shipping market, we will close the first year under the leadership of the new Executive Board financially above the targets we have set for 2022!”

The Corona-related weeks-long closure of important economic regions and major seaports in China had led to a widespread loss of punctuality and enormous cost increases in the transport of containers in European-Asian trade with the well-known supply chain problems for the German economy. “As in the European seaports, the intermodal terminals of the duisport sites have also seen declining handling figures with increasing dwell times of the boxes.

In this context, the slightly lower handling revenues were more than compensated by growing storage fees,” reports Bangen: “The cross-site management of the handling and storage capacities of the terminals in the Duisburg region by our subsidiary duisport agency, which started as early as 2021, in conjunction with the shuttle transports by rail and inland waterway between the terminals, has led to an optimization of the terminal utilization and thus enabled the satisfactory financial results for all parties involved.

**The fruits of this new culture  
of cooperation in our ports  
will of course also benefit our  
customers!”**

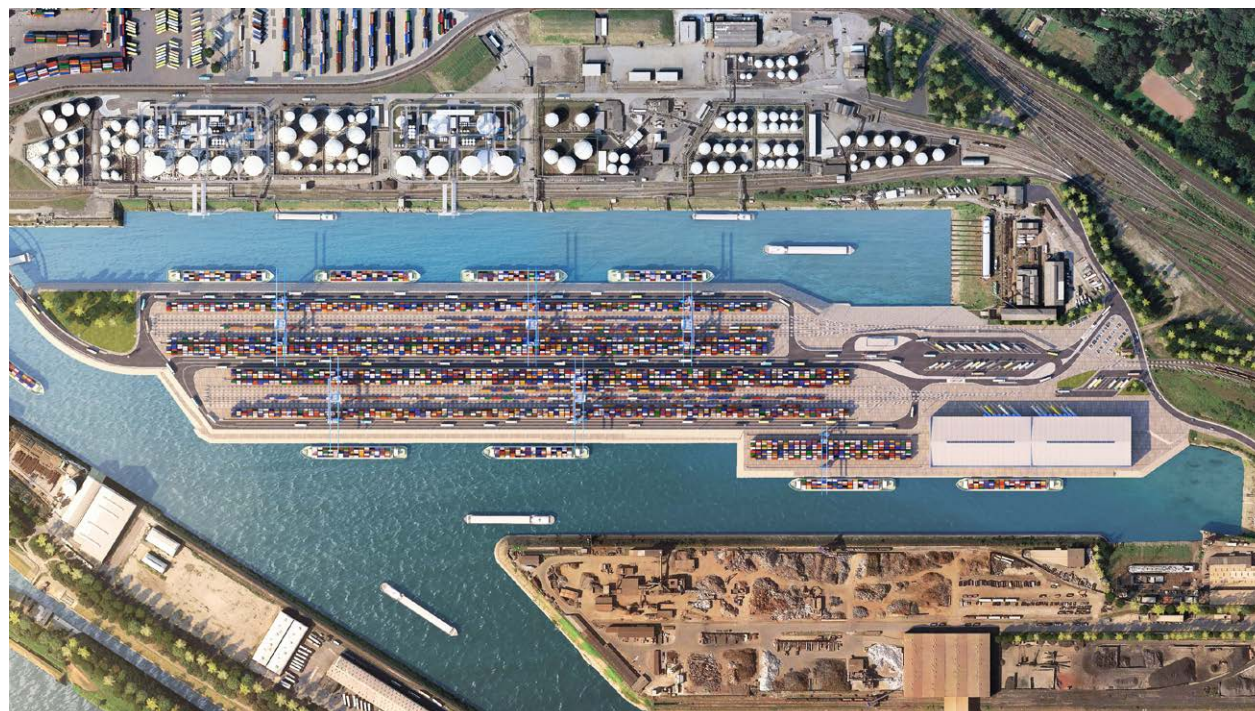
Looking ahead to 2023  
duisport is optimistic.



© krischerfotografie







The commissioning of the DGT under construction is planned for April 2024.

#### Competitiveness requires diversification

In the long term, Bangen sees a partial loss of competitiveness of Chinese suppliers for the European market as a consequence of the zero-covid strategy and the industrial policy in China, which is more strongly oriented to the interests of the Communist Party, and this is already evident in declining growth rates and rising unemployment figures, especially for young qualified specialists in China. The causes are not only the lost punctuality of deliveries, but also the strong increase in transport costs of containers in trade with China, which have risen from once 1000 US dollars per box and relation to ten to 15 times. The diversification of trade flows, which is also demanded by German economic policy after Chinese threats against Taiwan, will lead to a partial relocation of producer chains to other Asian countries, but also

to Mediterranean countries and southern European EU locations.

Bangen believes that the duisport Group is well prepared for this development with its broadly diversified activities from India to Italy: "While the Chinese state is pursuing the goal of becoming independent of sanctions by using state-owned companies such as Cosco in the entire transport chain, we are relying on our international cooperation partners such as DP-World, PSA from Singapore, and Hutchison from Hong Kong to offer our customers efficient logistics alternatives. In this respect, we will accompany our customers' diversification processes on their procurement and sales markets with qualified and innovative projects in order to eliminate one-sided dependencies and to spread procurement and sales risks more broadly."

#### New structures of the New Silk Road

The shift of some of the sea freight containers to the previously more reliable rail connections via the New Silk Road initially suffered from the Russian war against Ukraine, which began in February 2022, so that the number of trains handled each week declined until the middle of the year. This was caused by decisions made by shippers, as the EU explicitly refrained from sanctioning shipments by Russia. "In the meantime, alternative routes bypassing Russia, for example via Turkey, have been opened up, so that the number of trains handled, at more than 30 per week, has returned to the pre-Corona pandemic level," explains Bangen. The handling of the China trains, which continue to run via Russia, suffers in domestic Russian traffic from the absolute priority given to Russian military transports to the front and the associated capacity bottlenecks in the provision of locomotives by the Russian state railroads. In addition, the armed conflicts in Russia have also led to declining investments in rail infrastructure as well as handling capacities at the Kazakh, Belarusian and Polish borders. "The development of further growth potential on the route via Russia will therefore reach its limits in the near future," Markus Bangen expects.

#### Limits to growth reached

On the other hand, the high utilization of the terminals in Duisburg meant that the handling of individual trains had to be shifted to other intermodal terminals in the region due to a lack of storage capacity. "The 2022 development clearly shows that we have already reached the limits of growth with the existing ten intermodal terminals and that we urgently need new space," says the duisport CEO. However, the hopes of some customers and duisport business partners for a faster completion of the new Duisburg Gateway combined transport terminal on the former coal island will not be fulfilled. "This is failing due to delivery times of our suppliers as well as the drastic increase in construction costs for individual trades still pending in the spring of this year as a result of the crisis. Following the economic slowdown in the summer, we were able to conclude these contracts at more favorable conditions. A key factor for the commissioning of the terminal is the 24-month delivery period of the Austrian crane manufacturer Kuenz, which won the Europe-wide tender and is itself dependent on deliveries from its upstream suppliers. We therefore expect the Duisburg Gateway Terminal currently under construction to be commissioned in March or April 2024 at the earliest," Bangen expects.



### duisport construction department well occupied

The expansion of the new rail terminal in Istanbul is in full swing. “The major construction site is being managed by experts from our construction department here in Duisburg, who are supporting the project on site in Istanbul. Here, too, we expect completion in spring 2024,” reports Bangen. But the duisport construction department is also well occupied with some domestic projects. At logport I in Rheinhausen, for example, roads are being renewed and further areas paved, and at logport VI in Walsum, extensive construction work will start after the container terminal goes into operation this spring with the laying of the foundation stone for the new Maersk logistics center on November 18. “We are currently conducting final negotiations on the construction of logport VII in the Ruhr region – the logport success story is being continued,” Bangen is pleased to report.

### New management structures improve working atmosphere

In this respect, too, the duisport boss is optimistic about the year 2023: “As one of the top service providers in the port and logistics sector for German and international industrial and trading companies, we are constantly facing new challenges in order to meet market changes. In 2022, we entered into a number of cooperative ventures with German and foreign seaports and inland partner ports in order to build our network more closely for the benefit of our customers. With the rejuvenation of the Executive Board and the new management structures of the duisport Group implemented this year, we have launched a culture and strategy process at all levels of the company, with positive effects on the

working atmosphere, which has improved significantly since then. Our customers have also responded well to the fact that the people behind our innovative projects are clearly at the forefront and communicate directly with their business partners. We also get positive reactions to more frequent visits by our sales and logistics experts to our customers’ sites, which not only results in a better understanding of the customers’ range of services, but also in jointly developed new logistics concepts.”

### 2023 brings new challenges

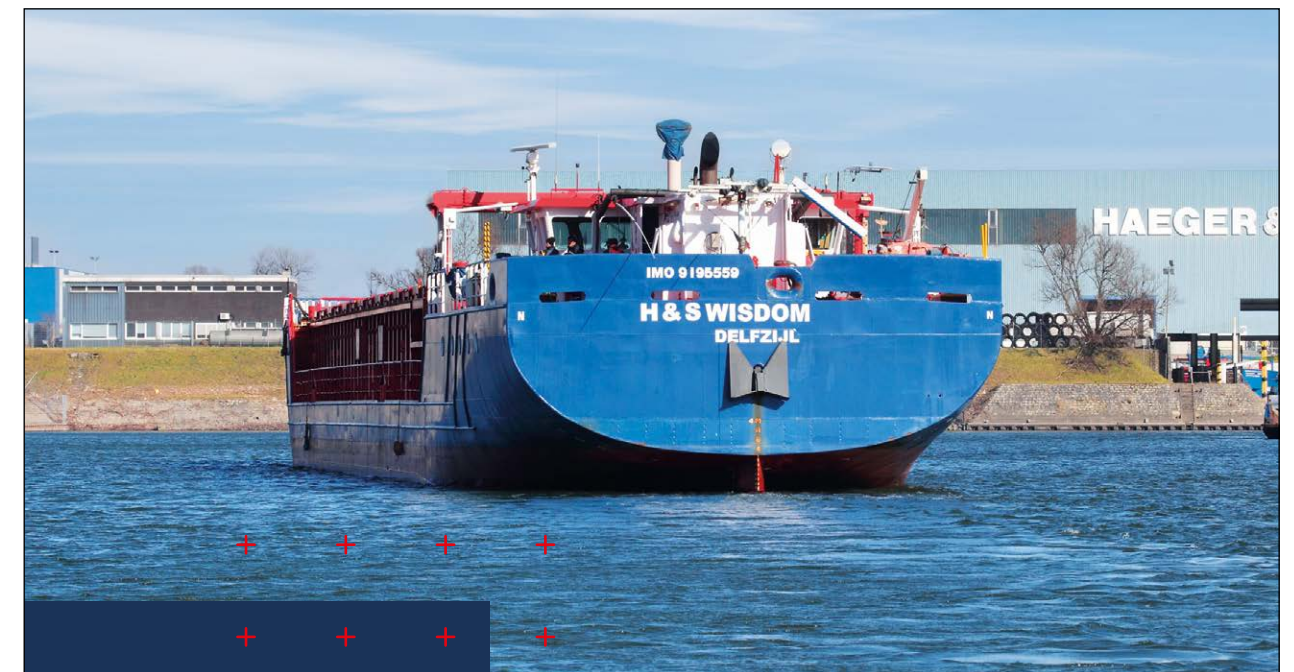
Markus Bangen is convinced that the new corporate culture of the duisport Group is also an important prerequisite for tackling future market challenges. Improving the quality of service for the chemical industry in the Duisburg area seems to him to be a necessary development: “We lack parking spaces for hazardous goods containers in our terminals. The growing importance of tank containers in the handling and transport of semi-finished and finished chemical products also requires efficient facilities for cleaning and repairing tank containers. Here we urgently need suitable areas to handle such dangerous goods services for the chemical industry. In this regard, we are open to cooperations with medium-sized service providers already present in the region.”

### Energy transition to hydrogen


Markus Bangen sees a particular challenge in the future in new logistics and port services related to hydrogen: “The widely discussed use of hydrogen and its precursor ammonia for industrial processes in the chemical and steel sectors and for powering trucks, port handling equipment,

ships or locomotives requires considerable investment in the necessary storage and distribution logistics. Initial cooperation agreements with the Rhine estuary ports of Antwerp and Rotterdam in this area are already in place. The necessary investments in the construction of a Delta corridor with pipelines and the construction of hazardous materials areas with tank farms and their approval at the Duisburg location are not feasible without the involvement of politicians. Mona Neubaur, Minister for Economic Affairs, Industry, Climate Protection and Energy and Deputy

Minister President of the State of North Rhine-Westphalia since June 29, 2022, has spoken positively about this project and has spoken out in favor of coordination by Duisburger Hafen AG”, reports Markus Bangen: “In the implementation of such plans, we are naturally dependent on the financial participation and know-how of specialist companies already located in the port, such as the operators of tank storage facilities, and we are also striving for cooperation in partnership here,” concludes Markus Bangen.



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# Comeback in the Port of Duisburg

**Lars Nennhaus completes duisport Executive Board.**

The Port of Duisburg's Executive Board trio is once again complete: Lars Nennhaus has been a new member of the Executive Board of Duisburger Hafen AG since January 1, 2023, with responsibility for Technology and Operations. The qualified industrial engineer succeeds Prof. Thomas Schlipköther, who left the Port Executive Board at the end of 2022 when he reached retirement age.

The ownership and management company of the world's largest inland port is thus not only starting the year 2023 with a new generation at the top, but is also welcoming an experienced and recognized expert as well as a familiar face back to Duisburg: Lars Nennhaus, who started his career at the Port of Hamburg, already worked for duisport from 2011 to 2018 as Managing Director of Port & Logistics Development. After four years of international work for one of the world's leading chemical logistics companies, the 47-year-old now completes the Executive Board together with CEO Markus Bangen and Dr. Carsten Hinne.

"In the past eighteen months, the duisport management team has undergone major changes in terms of personnel. With Lars Nennhaus, we have found the last missing piece of the puzzle to shape the change together and lead the Port of Duisburg into a successful future. We are delighted to have him back on board," explains duisport CEO Markus Bangen.

Lars Nennhaus: "Many current port projects are still very familiar to me. I was involved in initiating some of them myself, and now they are in the implementation phase, which I can now actively shape. We

still have a lot of plans, particularly in the areas of infrastructure and digitization, both for the site and for our entire network. I look forward to continuing this challenging task together with a highly motivated team."

"For the past year, I have experienced the Port of Duisburg as an extremely exciting and challenging place to work; a great sense of optimism can be felt everywhere. I am convinced that together we will drive change and I am extremely looking forward to working with Lars Nennhaus in the Executive Board team," adds Dr. Carsten Hinne.

Lars Nennhaus is now responsible for Technology and Operations, including Port and Rail Operations, as well as Construction and Facility Management. Dr. Carsten Hinne continues to be the Executive Board member responsible for Network International, Superstructure, Human Resources, and Purchasing. CEO Markus Bangen is responsible for Infrastructure, Finance, Strategy and Digital Transformation, Shareholdings and M&A, and Legal, among others.

**"We are also undergoing a transformation as a company. I will actively shape this process together with a highly motivated team both for my area of responsibility and for the entire duisport network,"**

Lars Nennhaus.





# Maersk celebrates groundbreaking ceremony

## New logistics center in Duisburg.

(Maersk/Goldbeck) The global logistics company A.P. Moller – Maersk (Maersk) in November 2022 broke ground for a new logistics center on the site of “logport VI” in the Port of Duisburg together with Duisburg’s Lord Mayor Sören Link, general contractor Goldbeck, and representatives of duisport.

“We are delighted that with this state-of-the-art warehouse we will very soon be able to offer our customers efficient end-to-end solutions at what is arguably Europe’s most important domestic logistics location,” says Jens-Ole Krenzien, Maersk Managing Director North Europe Continent.





Groundbreaking ceremony for the logistics center of Maersk.

**“In Duisburg, many flows of goods from all over the world, as well as intra-European transports on a wide variety of transport modes, come together. Therefore, this location and this logistics center are of great strategic importance for Maersk.”**

Jens-Ole Krenzien, Maersk Managing Director North Europe Continent.

On the 112,000 square meter site with direct access to the Rhine, a warehouse is being built with around 43,000 square meters of logistics space with 84 dock levellers, rack storage areas and a cross-dock area as well as 50,000 square meters of outdoor space. “The groundbreaking ceremony is the starting signal for an exciting and forward-looking project in a prime location at duisport,” explains Jan-Hendrik Goldbeck, managing partner of Goldbeck, the general contractor. “We are very much looking forward to the joint realization.”

“We are very pleased to have gained Maersk, an internationally high-ranking customer for logport VI, which also uses

the directly adjacent trimodal terminal. Together, we are thus making a significant contribution to shifting traffic from road to the climate-friendly modes of transport water and rail,” says duisport CEO Markus Bangen.

Completion is already scheduled for the end of July 2023. The schedule is ambitious, but Goldbeck is realizing the project using element-based construction methods: Essential system elements are industrially prefabricated in the company’s own plants and then delivered “just in time” to the construction site. “There, we assemble the elements within the shortest possible time for a precise fit. In this way,

a finished logistics hall is created in just a few months,” explains Torsten Sieben, head of Goldbeck’s Duisburg office. In addition to cost and schedule reliability, this construction method has another advantage: it conserves resources and saves a considerable part of the CO<sub>2</sub> emissions that are usually generated.

In addition, the building is aiming for BREEAM Excellent certification. “Among other things, we achieve this through special building insulation, heat pumps and a photovoltaic system of 1,700 kWp on the roof,” Sieben reports. In addition, the roofs, facades and a noise barrier will be greened in some areas, and bat and bird nesting boxes will be installed. The outdoor area will be planted in a visually appealing manner, thus also providing a high quality of stay for the employees.

Maersk already operates around 450 logistics centers worldwide with a total area of 6.9 million square meters. In the third quarter alone, Maersk commissioned 21 new distribution centers worldwide. In addition, further warehouses are currently being built in many countries in Europe.

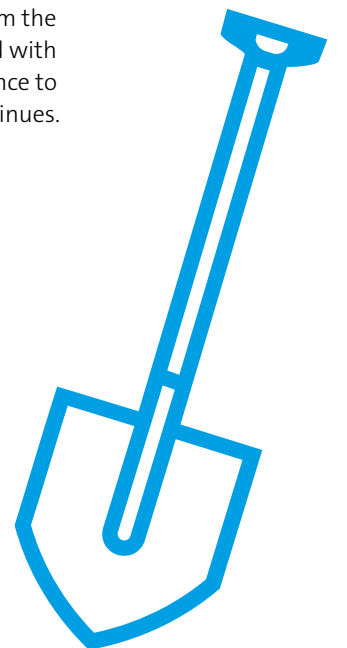


© Takenaka

Thus, the 43,000 square meter warehouse will look like.

In addition, the world’s leading logistics company owns numerous assets along the logistics chain, from its own ships, terminals and truck fleets to cargo aircraft and logistics centers.

“With this operational control over many links in the supply chain, as well as our integrated expertise in services such as customs clearance, fulfillment and digital solutions for better transparency and planning reliability of the flow of goods, we can offer our customers the most efficient supply chain management from the factory to their end customers – and with very high flexibility and great resilience to disruptions,” Jens-Ole Krenzien continues.







The new logistics center is being built on the logport VI site in Duisburg-Walsum.

© Hans Blosssey



#### About A.P. Moller – Maersk

A.P. Moller – Maersk is one of the world's leading providers of integrated logistics solutions in the container sector, making its customers' supply chains much simpler and more efficient. As a leading provider in container shipping the company is active in 130 countries and employs around 100,000 people.

#### About Goldbeck

Goldbeck realizes forward-looking real estate in Europe. The company sees buildings as products and offers its customers all services from a single source: from design and construction to services during operation. With the claim "building excellence," the family-owned company realizes real estate economically, quickly and sustainably with custom-fit functionality. Goldbeck is a partner for medium-sized businesses and large companies, investors, project developers and public-sector clients. The range of services includes logistics and industrial halls, office and school buildings, parking garages and residential buildings. Construction in existing buildings and building-related services complete the spectrum. In fiscal year 2021/2022, the company completed around 500 projects with a total output of more than five billion euros. Goldbeck currently employs more than 10,000 people at over 100 locations throughout Europe.

# Future Network

## duisport and Port of Antwerp-Bruges agree long-term partnership.

High-ranking representatives of duisport and Port of Antwerp-Bruges signed a long-term cooperation agreement. duisport CEO Markus Bangen and Jacques Vandermeiren, CEO of the Port of Antwerp-Bruges, sealed the far-reaching partnership in the presence of Flemish Prime Minister Jan Jambon.

**duisport CEO Markus Bangen and Jacques Vandermeiren, CEO of the Port of Antwerp-Bruges, sealed the far-reaching partnership in the presence of Flemish Prime Minister Jan Jambon.**



© Andreas Endermann



North Rhine-Westphalia's Minister for the Environment, Nature Conservation and Transport, Oliver Krischer, as well as the Deputy Mayor of the City of Antwerp and President of the Board of Port of Antwerp-Bruges, Annick De Ridder, attended the event, as did Josef Hovenjürgen, Parliamentary State Secretary in the Ministry for Home Affairs, Municipal Affairs, Building and Digitization of the State of North Rhine-Westphalia.

At the heart of the agreement is the expansion of cooperation in the areas of energy transition, rail and hinterland connections, and port infrastructure. All three areas are of outstanding importance for the reliable supply of industry and the stabilization of supply chains between Germany and Belgium and within Europe.

#### Supply chain for hydrogen

The European energy system will increasingly focus on sustainable energy sources, with green hydrogen carriers playing a crucial role. The development of solutions for the import, storage and distribution of green hydrogen in various forms is therefore one of the main strategic pillars of the cooperation between the two ports. The goal is to build an international supply chain for hydrogen in which both partners become central hydrogen hubs for Europe.

To achieve this goal, duisport and Port of Antwerp-Bruges want to establish a high-frequency rail shuttle in addition to

planned pipeline connections and establish rail as a "rolling pipeline". The expansion of the hinterland network, the promotion of sustainable multimodal transport connections, and the steady shift to environmentally friendly modes of transport are substantial for the realization of the energy transition.

As both ports aim for climate neutrality by 2050, the development of environmentally friendly port handling equipment is also part of the joint agreement.

#### Expansion of the Future Network

For duisport, the cooperation with Port of Antwerp-Bruges is another important step in the expansion of its future network. Similar agreements were already concluded with the ports of Rotterdam and Amsterdam in May and June of this year.

"Our ports have a key role in their regions as leading logistics and industrial centers and are already linked by various multimodal connections. Against the background of the current global challenges, it is only logical that we sustainably strengthen our European partner network and cooperate even more closely," says duisport CEO Markus Bangen.

Jacques Vandermeiren, CEO of Port of Antwerp-Bruges: "To realize the ambitious plan to become a climate neutral continent, we have to guarantee the European industry reliable and secure access to renewable energy sources. The import, transmission and distribution of green molecules needs short, mid and long term solutions. Developing a robust multimodal supply system will be fundamental to make the change happen. And we are pleased that duisport and Port of Antwerp-Bruges are combining forces to that end."



#### About Port of Antwerp-Bruges

With a total throughput of 289 million tons per year, Port of Antwerp-Bruges is an important hub for global trade and industry. The port is an important link for the handling of containers, general cargo and the transshipment of vehicles. Port of Antwerp-Bruges is home to 1,400 companies and is home to the largest integrated chemical cluster in Europe. The port provides directly and indirectly for a total of 164,000 jobs and a value added of 21 billion euros.

Port of Antwerp-Bruges has a clear goal: to become the first port in the world to balance economy, people and climate. The port aims not only to continue its growth trajectory, but also to leverage its unique position as a logistics, maritime and industrial platform to lead the transition to a circular and low-carbon economy. Together with the port community, customers and other partners, Port of Antwerp-Bruges is actively seeking innovative solutions for a sustainable future. Responsibility for the environment, and therefore for society, is high on the agenda.

The Antwerp and Zeebrugge port sites are operated by the Antwerp-Bruges Port Authority, a limited liability company with the City of Antwerp and the City of Bruges as shareholders. The port company employs 1,800 people. Antwerp's deputy mayor Annick De Ridder is chairman of the board and Bruges mayor Dirk De Fauw is vice chairman. Jacques Vandermeiren is CEO and Chairman of the Executive Committee, which is responsible for day-to-day operations.





# Strengthen connections

New scheduled service  
between Xi'an and  
Duisburg.



From left: Ralf Meurer (Head of Corporate and Investor Services, DBI), Johannes Grünhage (Head of the China Affairs Department of the City of Duisburg), Markus Teuber (China Representative of the City of Duisburg), Wen Zhang (General Manager CRCT Europe), Chunguo Du (Consul General in Düsseldorf), Tabea Klang (Chief Sales Officer of DB Cargo Eurasia GmbH), Dr. Carsten Hinne (duisport Board Member) and Michael Kleifges (Managing Director DIT).



Transcontinental connection 2.0: Arrival of the first train from China in Duisburg with a fixed schedule.

9,908 kilometers from Xi'an, China, to Duisburg, Germany – this distance is covered by the China-Europe Railway Express line within 10 days.

What is new is the improved plannability: the connection has a fixed timetable, almost like passenger transport.

Numerous strong partners make this possible and create new logistics perspectives. After all, rail transport between Asia and Europe is an important alternative to air and sea freight.

“Every improvement in the trade routes between Asia and Europe strengthens the position of the Port of Duisburg as a central hub for rail freight transports in the European hinterland.

## **China traffic via the New Silk Road remains an important part of the Port of Duisburg's diversified business model,”**

said duisport Executive Board member Dr. Carsten Hinne at the official reception of the train at the DIT terminal in the Port of Duisburg.

# Did you know?

The duisport Group's throughput of 65 million tons is equivalent to almost 35 million adult elephants.

This makes duisport the world's largest inland port in the world.



# Rivergate

duisport and Vitronic present solution for automatic detection of containers.

- Intelligent camera systems record the condition and ID of the load unit
- Seamless documentation in real time
- Another milestone in the digitization of the world's largest inland port

duisport is taking the next important step on the way to the digital port of the future: while the use of "Optical Character Recognition" (OCR) gates has already been implemented on the rail and roadsides in the Port of Duisburg, there has been no solution on the waterside so far.

Together with Vitronic, one of the world's leading companies for industrial image processing, duisport developed a "Rivergate" based on high-resolution 12K cameras in only 15 months and successfully tested it on two cranes. This created a sustainable solution for digitally recording the ID of the container and comparing it with the loading list in just a few seconds and with a recognition rate of almost 100 percent when loading and unloading an inland vessel.

In combination with the "Crane Management System" (CMS) of the company POLO KNOW-HOW, it is thus possible to avoid incorrect loading, since in cases of so-called "mispicking" the spreader can no longer be unlocked. At the same time, the system is able to detect the integrity of the customs seal and any damage to the container. This will optimize existing processes in day-to-day operations and further advance the digitalization of the world's largest inland port.

## The gateway to the digital freight terminal

Rivergate will initially be used on a crane at the Duisburg Trimodal Terminal (D3T) at logport I in Duisburg-Rheinhausen and on a crane at the GWW terminal at logport II in Duisburg-Hochfeld. The installation of the specially developed camera systems enables efficient and transparent condition documentation and recording in real time – even at night and in poor weather conditions.



duisport and Vitronic jointly introduced the project officially at the end of 2022.

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As the container passes the crane bridge, the system records the condition of the loading unit in high-resolution images. Several specially developed algorithms work in the background, making the data immediately available to the Crane Management System (CMS) and the Terminal Operation System (TOS). In this way, the container number can be compared with the loading list to prevent incorrect loading.

Rivergate not only enables important process optimization, but also is another milestone in the digitalization of the Port of Duisburg. This is a great benefit for dui-sport and the entire customer and partner network of the central logistics hub in the heart of Europe.

“When unloading containers, crane operators rarely have the chance to check their condition. Once set down, the loading unit as flawless, even if it was already damaged. Thanks to Rivergate, we can now prove the condition of the containers and track

their whereabouts in the Terminal gapless document,” says Prof. Thomas Schlipkötter, former dui-sport Board Member for Technology and Operations, Operations (until End of 2022).

“With the Rivergate solution, Vitronic is opening up a new business field. We already use the technology in other application areas, such as toll collection or the identification of parcels.

**We are now using this expertise to further advance digitalization in freight transport as well,”** reports Daniel Scholz-Stein, CEO of Vitronic.



© Vitronic / Andreas Schlote

## i

**About Vitronic**

Vitronic is one of the world's leading companies for industrial image processing. The owner-managed group of companies develops innovative products and specialized solutions in the growth sectors of automotive, healthcare and logistics automation as well as body scanner solutions and in traffic technology for traffic monitoring and toll solutions.



# Your partner on the **New Silk Road**

**We – the duisport agency  
GmbH team – are there  
for you!**

Discover our extensive network with destinations including Beijing, Changchun, Changsha, Chengdu, Chongqing, Dalian, Ganzhou, Hefei, Jinan, Qingdao, Shenyang, Shenzhen, Suzhou, Tianjin, Wuhan, Xiamen, Xian, Yingkou and Yiwu.

## **Southern Silk Road**

As the end point of the Silk Road in Europe, we now also offer you transport via the southern route. Here, duisport agency takes care of the entire transport to and from China.



**Are you looking for  
alternatives to ensure the  
transport of important  
shipments to Asia?**



## **Lars Wich-Kuhnlein**

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www.duisport.com







© Rhenus Transport



The signing of the contract in June marked the start of the construction phase of the RHENUS MANNHEIM I+II and RHENUS WÖRTH I+II coupled vessels. f.l.t.r.: Ben de Rooy (Den Breejen), Herbert Berger and Thomas Kaulbach (Rhenus PartnerShip), Christa Gedding and Dirk Gemmer (Rhenus Transport), Rob Den Breejen and Johann Kaasjager (Den Breejen).

# New hybrid couplers

**Rhenus PartnerShip invests in sustainable shipbuilding project.**

(dü) With the sustainable inland waterway vessel coupling units Rhenus Mannheim I+II and Rhenus Wörth I+II, Rhenus PartnerShip is investing in the future of the entire shipping industry and relieving the burden on the environment by using alternative fuels. The multi-million project combines all the technical innovations that are possible in inland shipping today.

The signing of the contract in June this year marked the start of the construction phase of the Rhenus Mannheim I+II and Rhenus Wörth I+II coupled vessels. The new, low-emission flagships of the Rhenus fleet are being built at the Dutch shipyard “Den Breejen,” which also builds and equips the hulls on site. It was agreed with the shipyard that technical innovations developed

during the construction period would be used in the construction of the ships. Completion of the first Rhenus Mannheim I + II hull is scheduled for September 2023. The first sea trials are scheduled to take place the following month. Rhenus Wörth I + II will enter service a few months after that. Approval of the new type of vessels is also to take place in the Netherlands.

In an interview with Dirk Gemmer, Managing Director of Rhenus Transport, and Herbert Berger, Head of Engineering at Rhenus PartnerShip, they discuss the special technical features of this pioneering shipbuilding project.

Each coupled convoy consists of a motor vessel and a push barge with a total length of 193 m and a beam of 11.45 m. With the possibility of coupling two additional lighters to each convoy, this results in extremely load-bearing ship formations that allow flexible loading volumes. The exclusive use of the convoys in container traffic allows the installation of lighter cargo floors. In combination with the use of high-strength steel, this results in an innovative ship design with significant weight savings: the hull weight of the 105-meter-long motor vessel is reduced to 510 tons, while the 88-meter-long push barge weighs 390 tons. The payload of the

motor vessel is 2,270 tons, that of the push barge 2,259 tons. The side height of the hulls is 3.40 meters, the maximum draught is 2.90 meters, and the fixed point height is 8.18 meters.

The first Rhenus vessel of the new type class, the Rhenus Mannheim I+II, has a completely new propulsion concept consisting of a hydrogen-based fuel cell with 400 kW power, a scalable and long-life lithium-ion battery with 2 x 420 = 840 kWh capacity, and five Stage V diesel engines with state-of-the-art generators operated at constant speed in the consumption- and exhaust-gas-optimized range. The two ship shafts are each driven by an electric motor. Fuel for the fuel cell is supplied by four hydrogen containers, two of which are on board during the voyage and two of which are recharged on shore. The coupling units are used by the Rhenus subsidiary Contargo on the Rotterdam/Antwerp - Mannheim/Wörth route, with the hydrogen containers being exchanged at one of the Contargo terminals on the Upper Rhine.

## Driving through city routes without emissions

The Rhenus Wörth I+II also relies on a hybrid propulsion system consisting of identical 840 kWh batteries and six Stage V engines with generators as well as electric



With the sustainable inland waterway vessel coupling units RHENUS MANNHEIM I+II and RHENUS WÖRTH I+II, Rhenus PartnerShip invests in the future of the entire shipping industry and relieves the burden on the environment by using alternative fuels.

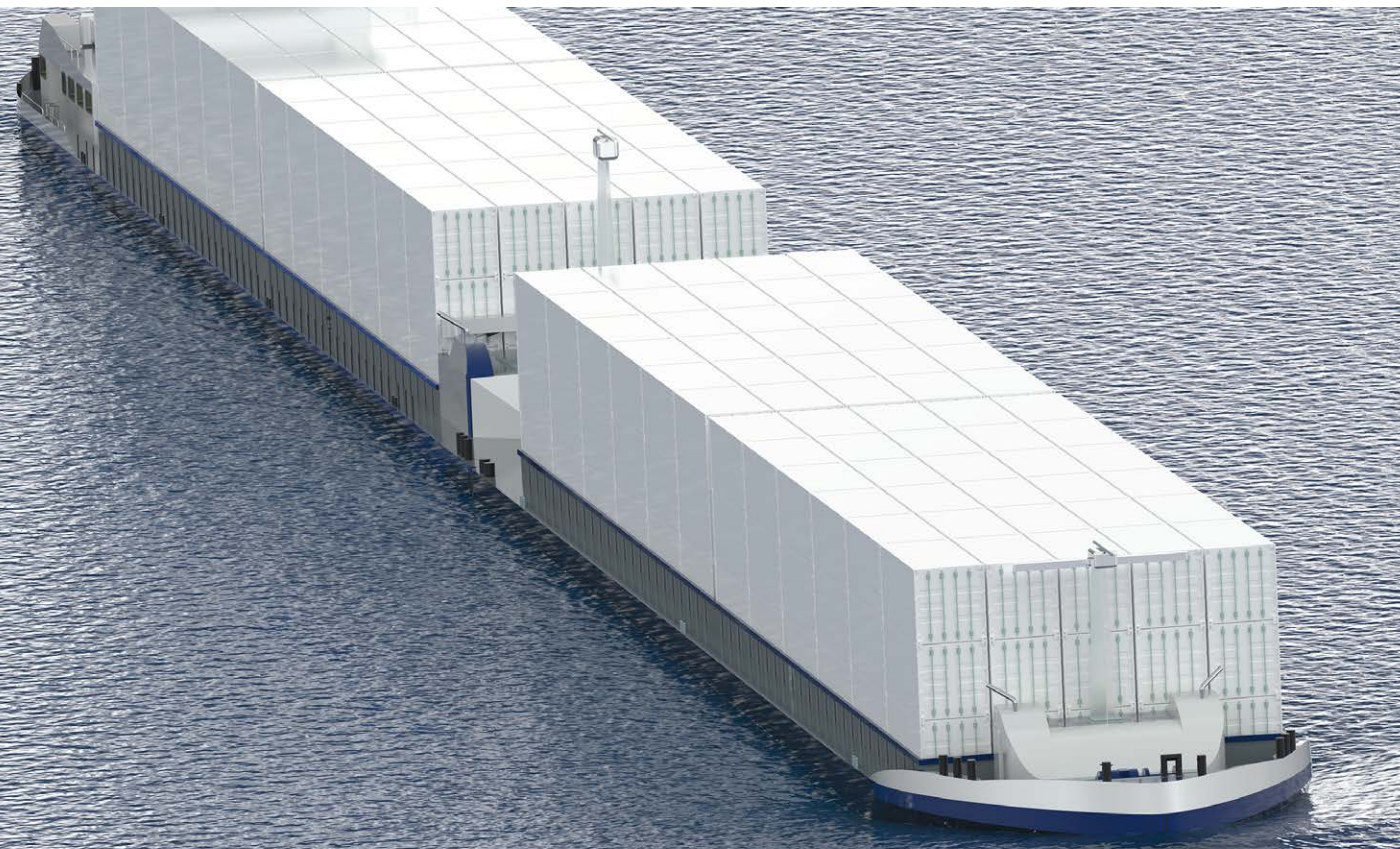


propulsion. The ship can be converted to fuel cells later. The battery capacity is sufficient to drive the coupling units in populous settlement areas, such as the city routes in Rotterdam, Düsseldorf, Cologne, Mainz/Wiesbaden and Mannheim/Ludwigshafen, in pure electric mode for up to two hours. The six generators with flange-mounted motors or the fuel cell are positioned in the bow of the vessel for even weight distribution, while one generator with a Stage V motor is located on the push barge, where it also supplies power to the electrically operated bow thruster. Thanks to the good trim position and a novel propulsion concept, the ships are ready for operation from a draught of just 1.20 m. The ships can also be used for other purposes. This means that the convoys can also operate without any problems at low water, which increases the unloading optimization.

#### Electric drive open to innovative forms of drive

“In our new building, we are relying on all the innovations available to us. We don’t just want to take a step forward, we want to lead the way in terms of sustainability,” reports Thomas Kaulbach, Managing Director of Rhenus PartnerShip. “The electric propulsion of the new ships opens up all the possibilities for us to use other innovative forms of propulsion such as fuel cells or e-fuels in the future,” says the Head of Technology at Rhenus PartnerShip, Herbert Berger. For Contargo, the new coupling units are another element in achieving climate-neutral transport chains for the entire combined transport sector. “Environmentally friendly hybrid and e-reach stackers are already in use at Contargo’s combined transport terminals for transshipment and e-trucks for short-haul container delivery. The new hybrid intermo-

© Rhenus Transport



dal units will add the long haul between seaports and inland terminals,” adds Dirk Gemmer.

For the self-optimizing ship operation, a new power management system for ship control for uphill, downhill and maneuvering travel was developed together with experienced Rhenus ship operators. “Thanks to continuously stored data on the respective operational sequence, the self-learning system can further optimize itself,” says Dirk Gemmer. The two new vessels can also be operated remotely and are prepared for automated operation at a later stage. “Technicians keep an eye on the fleet’s performance via the remote diagnostics service – including engine performance, fuel consumption and emission values. Thanks to continuous data transfer, rapid remote maintenance of the engines from shore is possible,” says Herbert Berger. The hybrid combination of drive technologies reduces pollutant emissions by up to 72 percent for CO<sub>2</sub> and NO<sub>x</sub>.

Rhenus is realizing the major project in the maritime business sector completely without government subsidies.

We are seriously committed to making the entire Rhenus Group climate-neutral,” explains Dirk Gemmer, Managing Director of Rhenus Transport. Since the hull of an inland waterway vessel is in service for between 30 and 90 years as standard, investing in sustainable propulsion models in freight shipping makes a great deal of sense. With this multi-million project, Rhenus is expanding its inland shipping fleet with a promising future and setting sail in the direction of sustainability. “We are grateful to our shareholders and the management of the Rhenus Group for taking this bold step towards climate neutrality without resorting to public subsidy programs and thus acting in an exemplary manner for the entire industry,” concluded Dirk Gemmer and Herbert Berger. An official ship christening is planned to mark the inauguration of both coopers.

**“We already carried out a feasibility study and started planning two years ago. The time is now definitely ripe for implementing our forward-looking innovative solution for inland shipping.”**





Wilhelm Lehmbruck, “Der Gestürzte”, 1915–16 and Antony Gormley, Tuck III, 2020, Antony Gormley.

# Antony Gormley meets Wilhelm Lehmbruck

Art exhibition in  
Duisburg.

“What is man? What makes him?”. These simple questions sum up the work of sculptor Antony Gormley. He does not idealize his body sculptures, but creates abstract figures, raises his sculptures to a metaphysical level, so to speak, in order to question the human condition in this way. In the largest exhibition to date in Germany of the artist, who is considered one of the most important British artists of the 21st century, entitled “Calling on the Body,” the Lehmbruck Museum (until February 26, 2023) presents a total of 14 of his sculptures and installations, 111 models, 35 drawings, and more than 260 workbooks.

© Dejan Saric



© Dejan Saric



Antony Gormley, REFLECTION II, 2008, Lehmbruck Museum, Duisburg, 2022, Antony Gormley.

The special thing about it: Gormley (born 1950) enters into a relationship with Wilhelm Lehmbruck (1881 to 1919). He expressly counts himself among Lehmbruck’s admirers. Even as a young man, he was fascinated by Lehmbruck’s work, Gormley revealed at the opening. Dr. Söke Dinkla, director of the Lehmbruck Museum, explains the exhibition concept: “The works of both artists focus on the essence of man. The exhibition is designed as a dialogue between the two artists and shows key works that were created almost a century apart. The parallels between Gormley and Lehmbruck are obvious: Both understood the body as a place of transformation toward a state of pure being and quiet contemplation, Dinkla said. Spread over 3,000 square meters of exhibition space, the entire museum is included. Gormley was also inspired by the specific architecture of the museum and makes reference to it in the presentation of his works. For example, in the case of two shadowy figures facing each other: one in the museum, the other in front of it, separated only by a pane of glass, so that the impression of a mirror image or a self-observation is crea-

ted – freely according to the motto “Who are you?”

The works selected for the Lehmbruck Museum provide an overview of Gormley’s oeuvre, from the groundbreaking early lead works to the more recent “Slabworks” series, which depict bodies made of iron plates and blocks. A similar work is “Allotment II” (1996), but assembled from 300 concrete blocks of varying sizes, it is an installation of body figures that fills the museum’s entire temporary exhibition space. In the process, Gormley took the body measurements of 300 people between the ages of one and a half and 80 from the Swedish city of Malmö and then transformed them into geometrically shaped “bunkers” made of concrete. This was an attempt to create a “collective body,” Gormley explains – in an architectural way. Finally, floating in the museum’s glass atrium is “Drift VI” (2010) – a translucent, delicate steel wire sculpture that appears like a three-dimensional drawing in space. In the neighborhood of Lehmbruck’s “Kneeling” – especially from the gallery an impressive sight.



Antony Gormley lives and works in London, where he was also born in 1950. In Cambridge he studied archaeology, anthropology and art history in the early 70s, before traveling through Sri Lanka and India, where he had experiences with meditation techniques, which greatly influenced him and his work. After returning to London, he studied art and sculpture at the Central School of Art, Goldsmiths College and the Slade School of Fine Art. His work is represented in numerous public collections internationally, including the British Museum and Tate Gallery in London and the San Francisco Museum of Modern Art (SFMOMA).

#### Art on Building Projects

The German Bundestag, for example, also owes the sculptor one of the most remarkable art-in-building projects in parliamentary buildings: the installation “Stands and Falls” from 2001. In the Jakob Kaiser House, the building with the offices of members

of parliament, Gormley completely flooded an inner courtyard. Only a footbridge still leads across the water into the courtyard. Reflected in the water are five life-size sculptures mounted perpendicular to the walls of the courtyard. Only through this installation does the courtyard take on a very peculiar life: Without the sculptures and their reflections in the jet-black water basin, it would be an almost abstract space merely circumscribed by geometric architectural elements. Now, however, the sculptures lend it a human dimension as reference points.

Figures such as “Stands and Falls” but also the cross-shaped figure “Field” with its arms spread out sideways with a span of 5.60 meters as well as a neck three meters long and the giraffe-necked man “Tree” from the years 1984–1985, both of which are shown in the Lehmbruck Museum, are casts of the artist’s body, executed in cast iron. Body casts, as they play a signifi-

© Antony Gormley



Antony Gormley, Field, 1984–85.



© Dejan Saric



Antony Gormley, DRIFT IV, 2010, Lehmbruck Museum, Duisburg, 2022, Antony Gormley.

cant role in Gormley’s work as a sign of the authenticity of his artistic concerns. However, they are not meant to take on the character of a concrete image; they are merely stand-ins for a spatial concept. Thus the artist leaves production traces such as casting seams, ridges and channels clearly visible.

The museum is supported in the exhibition by the Ministry of Culture and Science of North Rhine-Westphalia (NRW), the

Landschaftsverband Rheinland (LVR), the Kulturstiftung der Länder, the Sparkasse Duisburg, the Sparkassen-Kulturstiftung Rheinland, the Galerie Thaddaeus Ropac, and Duisburger Hafen AG. duisport provided financial support for the transport of the artworks. Seven trucks from Great Britain and three within Europe were used. The transports themselves were carried out by a freight forwarder specializing in art transports with whom Gormley cooperates.





Status: December 2022

# Shipping list

LINER CONNECTIONS

Status: December 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
Finland				
Helsinki	7 x per week	3	DeCeTe	B/S
Oulu, Kemi, Torino (via Klaipeda)	3 x per week	3	DeCeTe	B/S
via Mäntuluoto	1 x per week	10	DeCeTe	B/S
via Kotka	2 x per week	10	DeCeTe	B/S
Georgia				
Poti	1 x per week	10	DeCeTe	B/S



Ireland				
Belfast	1 x per week	10	DeCeTe	B/S
Cork	2 x per week	10	DeCeTe	B/S
Dublin	2 x per week	10	DeCeTe	B/S
Waterford	2 x per week	10	DeCeTe	B/S
Kazakhstan				
via Riga	4 x per week	3	DeCeTe	B/S
Latvia				
Riga	4 x per week	3	DeCeTe	B/S
Tallinn	2 x per week	10	DeCeTe	B/S
Lithuania				
Klaipeda	3 x per week	3	DeCeTe	B/S
Norway				
Flekkefjord, Husoy, Bergen, Tananger, Maloy, Alesund, Larvik, Frederikstad, Moss				
	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
Södertälje	1 x per week	10	DeCeTe	B/S
Aarhus	4 x per week	10	DeCeTe	B/S
Spain/Portugal				
Bilbao, Leixões	2 x per week	10	DeCeTe	B/S
Gijon, Vigo, Lissabon	1 x per week	10	DeCeTe	B/S
Ukraine				
via Klaipeda	3 x per week	3	DeCeTe	B/S

Conventional sea-going transport

International	from Duisburg	Shipping Company	Ship type*
Denmark			
	weekly	2	S
Great 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

SHIPPING COMPANIES

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

TERMINALS

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

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





Status: December 2022

# Rail schedule

National railway transportation

Ship connections

International railway transportation

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: December 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



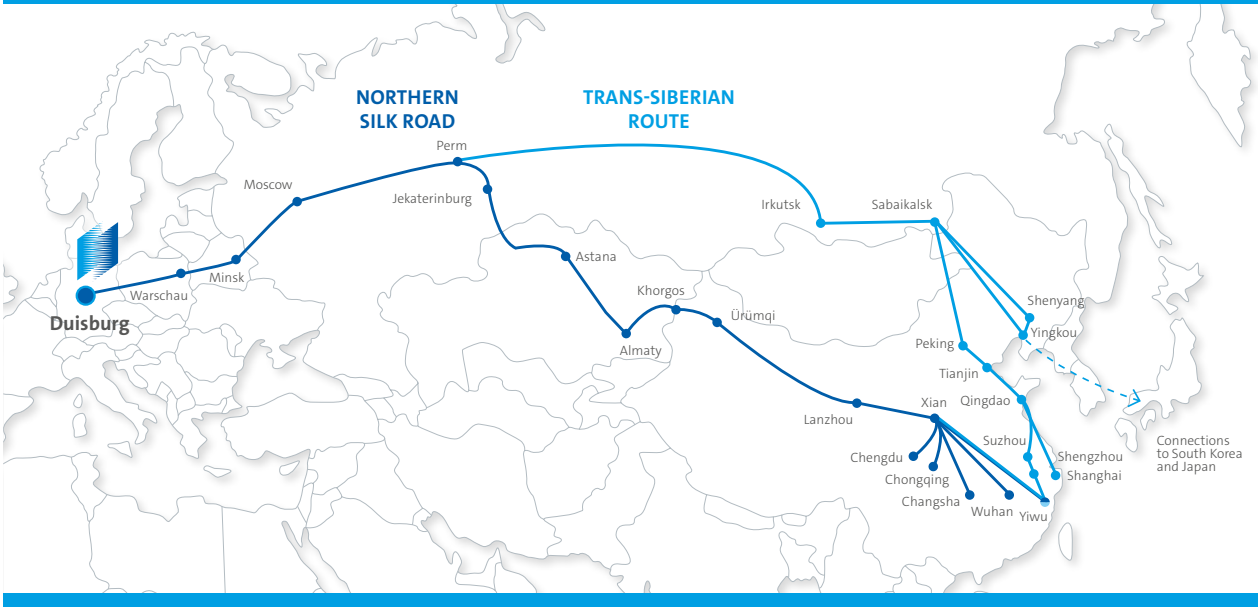
International	from Duisburg		to Duisburg		Operator	Terminal
	At	Et	At	Et		
A-Austria						
Hall in Tirol	1-4	C	1,2	D	8	DUSS
Hall in Tirol	1,2,5	E	3,5	F	8	DUSS
Hall in Tirol	-	-	4	E	8	DUSS
Linz/Wels	2,4,6	B	1,3,5	B	11	DIT
Wels	1-5	B	2-4	B	8	DUSS
Wels	6	D	5	D	8	DUSS
Wels	-	-	6	C	8	DUSS
Wien-South	2,4	B	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
Zlin	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
Nässjö	1-4	B	1-5	B	13	logport III
Nässjö	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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Do you have questions about our services? Please contact us!

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All data in the rail schedule are based on information provided by the operators without engagement.

# Imprint

## 52. Volume – Edition 9/2022

Frequency:

Published twice per year

Publisher

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Cover photograph:

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Visual concept, design & typesetting:

dws Werbeagentur GmbH, Duisburg

Print:

RINDTDRUCK, Druckerei RINDT GmbH & Co. KG, Fulda

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# The port & contacts

The port of Duisburg, at the confluence of the Rhine and Ruhr, is the largest inland port in the world with handling volumes of 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 offers numerous logistics services.

**duisport – the company**

Around 300 logistics oriented companies are based in the Port of Duisburg. In total over 26,800 jobs in Duisburg depend on the port, 50,000 in the region. Port induced investments made by companies at the location amount to more than 250 million euros a year.

**duisport – the port Group**

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



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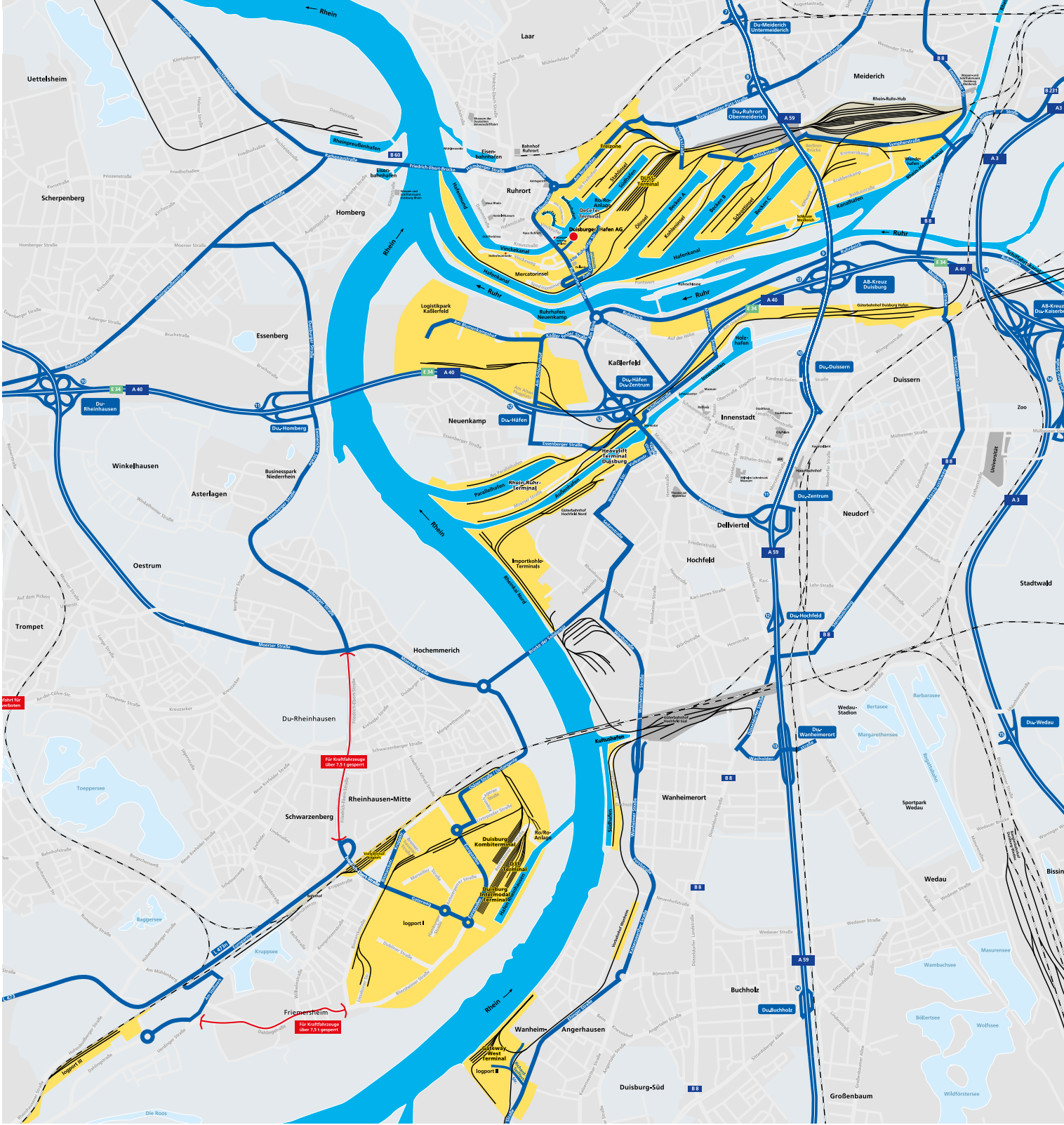
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 Important connection railway
-  Railway

 Water area

 duisport Port area
-  Planned road

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