

# magazine

duisport 

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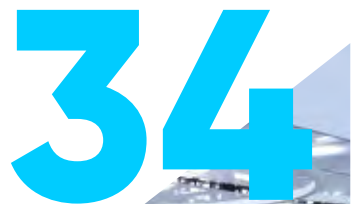
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**Duisburg Gateway Terminal GmbH:  
PSA International becomes new  
strategic partner**

**TO THE ARTICLE**





## GLOBAL PLAYER IN THE PORT OF DUISBURG

# PSA becomes new shareholder of Duisburg Gateway Terminal GmbH



Markus Bangen (duisport CEO), David Yang (Regional CEO Europe, Mediterranean & the Americas, PSA International), Lars Nennhaus (COO/CTO duisport) and Pascal Reinards (Head Regional Business Development & Cargo Solutions, EuroMed & Americas, PSA International) on the day the contract was signed.

- Shareholders complete
- PSA acquires 22 percent of the shares

The global port and logistics group PSA International Pte Ltd (PSA), headquartered in Singapore, has signed agreements to acquire a 22 percent minority stake in Duisburg Gateway Terminal GmbH (DGT). The transaction is subject to the approval of Germany's competition and supervisory authorities. Upon completion of transaction, PSA will join Hupac, HTS and duisport as shareholders of DGT.

Located in the Port of Duisburg, DGT will be the first 100% climate-neutral inland container terminal located in the European hinterland.

"We are pleased to have gained an important strategic partner for the DGT company in PSA, which will contribute significantly to the success of the Duisburg Gateway Terminal with its various business segments in Europe, Asia and worldwide. This network expansion strengthens both the competitive diversity and the further diversification of the Port of Duisburg. The topic of supply chain diversification has an increasingly important meaning," says duisport CEO Markus Bangen.

Tan Chong Meng, Group CEO of PSA, says, "We are excited to become a partner in Duisburg Gateway Terminal, alongside its existing shareholders duisport, Hupac and HTS. As part of Europe's largest and most sustainable inland port, DGT will be a key gateway in providing green logistics services to Germany's dense industrial hinterland. Leveraging PSA's global ports and supply chain network as well as a strong presence in continental Europe, PSA aims to strengthen the DGT partnership and support Germany's green energy transition in line with our strategic focus towards enabling smoother, more resilient and sustainable trade."

## Construction progress on schedule

The construction of the trimodal DGT is on schedule and is considered a model project for the future of logistics. With an area of 235,000 square meters, DGT will be the largest container terminal in the European hinterland when completed. The first construction phase is scheduled for completion in the first quarter of 2024.



**PSA International** (PSA) is a leading global port operator and trusted supply chain partner to cargo stakeholders. PSA's ports and cargo solutions portfolio comprises over 60 deepsea, rail and inland terminals, across 160 locations in 42 countries – including two flagship port operations in Singapore and Belgium, as well as affiliated businesses in supply chain management, logistics, marine and digital services. Drawing on the deep expertise and experience from a diverse global team, PSA collaborates with its customers and partners to develop worldclass port ecosystems, deliver innovative cargo solutions and co-create an Internet of Logistics to accelerate the shift towards sustainable trade.

Visit us at [www.globalpsa.com](http://www.globalpsa.com), or follow us on LinkedIn and Facebook (@globalpsa).

## BERTSCHI AND DUISPORT COOPERATE

# Project company for the energy transition

**The first storage facility for tank containers with green energy sources is being built in the Port of Duisburg.**

Large quantities of renewable energies are needed for the long-term success of the energy transition and the transformation of industry on the Rhine and Ruhr. The Port of Duisburg plays a central role in the development of a hydrogen infrastructure. The chemical logistics company Bertschi AG from Switzerland and the duisport investment company Duisburg Gateway Terminal GmbH are now taking the next step and presenting concrete plans for the first storage facility for tank containers with green energy sources and other chemical products in the world's largest inland port.

The storage facility, which is of great importance for North Rhine-Westphalia as a chemical location and for the transformation of the economy towards climate neutrality, is to be built on an area of the second construction phase of the Duisburg Gateway Terminal (DGT). It is planned that up to 900 tank con-

tainers loaded with hydrogen, ammonia, methanol and other chemical products can be temporarily stored there.

## Project company agreed

Bertschi AG and Duisburg Gateway Terminal GmbH have agreed to establish a joint project company for this purpose. Subject to approval by the antitrust authorities, Bertschi AG will hold 75 percent and Duisburg Gateway Terminal GmbH 25 percent of the shares in this investment and operating company.

"Climate-friendly logistics concepts are in great demand among our customers at the chemical site in North Rhine-Westphalia and beyond. Already more than 90 percent of our transports are intermodal. With Duisburg Gateway Terminal, we are therefore pleased to realize a storage concept for green energy sources and chemical products

that is open to all parties. The concept fits ideally into our global infrastructure for tank container logistics. The integration of container storage into the trimodal DGT will significantly shift shipments to and from overseas ports in the North Range from road to rail and barge," says Jan Arnet, CEO of Bertschi Group. "The demand for hydrogen is great – especially in the German chemical and steel industries. Together with Bertschi, we want to meet part of this demand and build the first storage facility for green energy carriers in a German inland port. In this way, we will live up to our role as a pioneer and make an important contribution to significantly strengthening the competitiveness of North Rhine-Westphalia as an industrial and chemical location," says duisport CEO Markus Bangen in his capacity as Chairman of the Shareholders' Meeting of Duisburg Gateway Terminal GmbH.

Focus on inland waterway and rail  
Commissioning of the storage facility is scheduled for the end of 2025. The construction of the facility requires a permit procedure in accordance with the Federal Immission Control Act, which will be initiated in the near future. However, the planned site in the heart of the Duisburg Port industrial area is far away from protected objects such as residential buildings, so that even the largest legal distance requirements can be met without any problems. Permits have

already been obtained for the handling and storage of the above-mentioned substances for up to 24 hours.

Additional traffic impact from trucks can also be ruled out in advance because the facility will not cause any additional truck transports other than those already approved for the DGT. On the contrary, most of the deliveries and removals of the loading units are to be handled by rail and inland waterway.

Independently of the official approval procedures, the project partners are planning an initial public information session for citizens after the summer vacations in order to be able to listen to and address possible concerns from the public at an early stage.



The first storage facility for green energy tank containers will be built on the DGT site.



© Bertschi

Bertschi has been based at logport I in Duisburg-Rheinhausen for many years and handles tank containers in the DKT terminal.



## ANNUAL BALANCE 2022

# duisport Group: crisis-proof and massively invests in the location

- **Operating profit increased despite Ukraine war, energy crisis and Corona**
- **High investments in the future of the Port of Duisburg logistics hub**
- **Focus on the expansion of the infrastructure and the international network**

The duisport Group again defied all crises last year and is drawing up a positive balance sheet for 2022. The past financial year was characterized by the Ukraine war and its consequences, such as high inflation and sharply increased energy prices, as well as by disrupted supply chains, low water in the summer, and the effects of the Corona pandemic. Although overall performance and cargo throughput declined slightly, operating profit actually increased compared with the previous year.

"Fortunately, the economic effects of the Ukraine war were not as severe for the duisport Group as we initially feared. On the other hand, we felt the consequences of the low water level in the summer and the decline in German chemical production all the more. Despite the massive impairments and challenges,

however, our core business has proven to be extremely stable and resilient," summarizes CEO Markus Bangen.

## The most important figures at a glance

The total operating performance of the duisport Group in 2022 was 332.7 million euros despite the tense market environment. Adjusted for the effect of a non-recurring gain in the previous year, operating profit actually increased. In 2021, the total operating performance of €346.8 million was significantly influenced by the sale of a logistics hall for around €18 million.

"The fact that we have managed to grow in our operating business despite all the crises is outstanding," says Markus Bangen. "My great thanks go to all our

employees for their tireless efforts in this difficult year."

EBITDA amounted to 42 million euros and EBIT to 22.2 million euros. Both figures - minus the special effect - are thus again at the level of the previous years. Total assets of the duisport Group increased from 438.7 million Euros to 454.7 million Euros (+3.6 percent) compared to the previous year due to investments and the expansion of business operations.

In the Infrastructure and Suprastructure business segment, the duisport Group achieved total operating performance of €60.2 million, 8.2 percent above the level of the previous year (2021: €55.6 million). The new investments initiated both in infrastructure and in further terminal and warehouse capacities will also



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From left to right: Lars Nennhaus, Member of the Board of Management, Markus Bangen, Chairman of the Board of Management

# 332.7 million €

Total output of the duisport Group 2022

# 3.6 %

Total assets increased by 3.6 percent compared with the previous year

# 42 million € and 22.2 million €

was EBITDA and EBIT, respectively



© krischerfotografie

**"The fact that we have managed to grow in our operating business despite all the crises is outstanding," says Markus Bangen.**

ensure further growth here in the future, in particular also through restructuring and new uses in the existing port areas.

In the Logistics Services business segment, total operating performance fell by 22.9 percent to €90.0 million in 2022 (2021: €116.7 million). The main reason for this is the deliberate reduction in the project business of duisport consult GmbH.

The Packaging Logistics segment achieved total operating revenue of €105.8 million in 2022, following revenue of €94.6 million in the previous year (+11.8 percent). This exceeded the pre-Corona level of 102.0 million euros from 2019.

The Contract Logistics segment generated total operating performance of 32.6 million euros. This corresponds to

an increase of 10.5 percent compared to the previous year (2021: 29.5 million euros).

Container throughput fell slightly to around 4.0 million TEU in the 2022 financial year (2021: 4.3 million TEU; -7 percent). Overall, the duisport Group handled 54.9 million tons (2021: 58.2 million tons) of goods by ship, rail, and truck last year. Total throughput in all Duisburg ports (including private works ports) also fell slightly in 2022 to a total of 104.9 million metric tons (2021: 111.1 million metric tons; -5.7 percent).

In the past financial year, despite the critical availability of materials and suppliers and the sharp rise in purchasing prices, the duisport Group spent around €55.0 million on investments in property, plant and equipment, financial



investments and maintenance measures in order to further strengthen the infra- and superstructure of the Port of Duisburg and thus the Duisburg location.

### Focus 2023: Investments in the Duisburg hub

Massive investments in the Port of Duisburg as a location, further development into a central hub for sustainable energy products, and the expansion of the international duisport network are at the top of the agenda in the current financial year.

"This year we will invest around 100 million euros in the port infrastructure, i.e. roads, bridges, tracks and port facilities, in order to maintain and expand the performance of Central Europe's largest logistics hub," explains Lars Nennhaus, who has been duisport's Executive Board member responsible for Technology and Operations since January 1 of this year. "Modernizing and expanding the infrastructure on site is our top priority," says Nennhaus.

In the area of rail infrastructure, the focus is on the reconstruction of the Walsum siding to connect logport VI and the modernization and expansion of the existing track systems. For example, logport I will receive an additional exit track spanned by contact wire for 740-meter-long trains and an expansion of the entry tracks.

In the area of port infrastructure, in addition to the expansion and reconstruction of internal terminal roads, the focus is on the replacement and new construction of handling embankments and the start of the second construction phase of the Hamborn/Walsum south-west link road to connect logport VI to the supraregional road network.

One of the most important future projects in the Port of Duisburg is taking shape in parallel: The construction of the Duisburg Gateway Terminal (DGT) on the former coal island is right on schedule. The bridge to the neighboring port area in Duisburg-Ruhrort is expected to be completed this summer. At the beginning of the second quarter of 2024, the largest container terminal in the European hinterland, which will be operated on a completely climate-neutral basis, is scheduled to go into operation.

### Diversify international network more strongly

The construction of the "Railport" intermodal terminal in Kartepe near Istanbul, which duisport is building together with the Turkish Arkas Holding, is also on schedule. Completion of the first construction phase is expected in mid-2024. This will strengthen the duisport Group's presence in the Mediterranean region - comparable to its investment in the Port of Trieste - and will benefit from future flows of goods in Central Europe through the establishment and marke-

ting of reliable logistics chains. In 2022, the duisport Group held investments in various operating companies abroad, including in the Netherlands, Belgium, France, Italy, Poland, Turkey, India, China, and Singapore. "We will continue to develop the Duisburg logistics hub and further diversify our activities not only in Asia but also in Europe," explains CEO Markus Bangen.

### Central goal: Strengthen competition and business location

The strategic shareholdings and cooperative ventures with partners in Germany and abroad pay off for duisport's long-term goals, as do the investments in infrastructure. Markus Bangen: "A future-proof infrastructure, stable logistics chains, and the linking of logistics services create the ideal conditions for the indispensable competitive diversity within the energy and logistics hub of the Port of Duisburg. In this way, we are making an important contribution to sustainably strengthening Duisburg, North Rhine-Westphalia and Germany as business locations."

**"This year we will invest around 100 million euros in the port infrastructure, i.e. roads, bridges, tracks and port facilities ..."**  
**explains Lars Nennhaus.**





## FLEXIBLE AND SUSTAINABLE WAREHOUSE LOGISTICS

# Bohnen Logistik opens new LogLand logistics center in Kamp-Lintfort

**Bohnen Logistik, a subsidiary of Duisburger Hafen AG, will move into a new logistics site in Kamp-Lintfort from September 2023, which was constructed by Alpha Industrial as an energy-efficient building.**

(jh) The modern logistics building, built to the highest standards of the Gold Standard of the German Sustainable Building Council (DGNB), offers versatile storage space and a holistic logistics solution according to the latest standards. In an interview with **Hendrik Gunkel**, Manager Sales & Business Development, we talked about the choice of location, the sustainability standards and the added value that Bohnen Logistik can thus offer its customers.



**First of all, congratulations on the imminent opening of the new LogLand logistics site in Kamp-Lintfort. Why actually Kamp-Lintfort?**

Thank you very much! We chose the Kamp-Lintfort site because it is located in the immediate vicinity of the Port of Duisburg and offers excellent connections to the economic areas of Düsseldorf, the Lower Rhine, and the Ruhr region. Thanks to its connection to the duisport network, our logistics center enables multimodal transport solutions. This means that we can offer our customers access to road, rail and water transport to create an efficient supply chain. In addition, the sustainability of the site was very important to us. Alpha Industrial has constructed an energy-efficient building here that meets the DGNB Gold Standard and implements various sustainable measures. This is an important step for us in offering our customers future-proof and crisis-resistant logistics services.



## What sustainable measures are these in concrete terms? And why was this step so important for Bohnen Logistik?

Sustainability is an important part of our corporate strategy. We not only want to offer our customers efficient and flexible logistics services, but also make our contribution to environmental protection. With a variety of measures, such as the use of regenerative energies through VRF technology and air-source heat pumps, a photovoltaic system, near-natural rainwater retention and LED lighting, we meet high ecological standards in Kamp-Lintfort. This enables us to offer our customers an environmentally friendly and future-oriented logistics solution that is in line with current market trends. Especially in the e-commerce industry, which is developing and growing rapidly, sustainability is an important factor for many companies. With our new logistics site, we can meet this need and offer our customers valuable solutions in the long term.



Our scalable e-commerce fulfillment enables our customers to focus on their core business, sales. We take care of all logistics from the moment the order is received, including order processing, personalized value-added services, and returns management. This allows e-commerce companies to grow easily, as their logistics grow with them. We offer straightforward interface connections to the major marketplaces to make the process as smooth as possible.

**Bohnen Logistik also offers scalable e-commerce fulfillment. How does this work and what advantages does it offer customers?**

**In addition to flexible warehouse logistics and e-commerce fulfillment, Bohnen Logistik also offers added value through value-added services. What can we understand by this?**



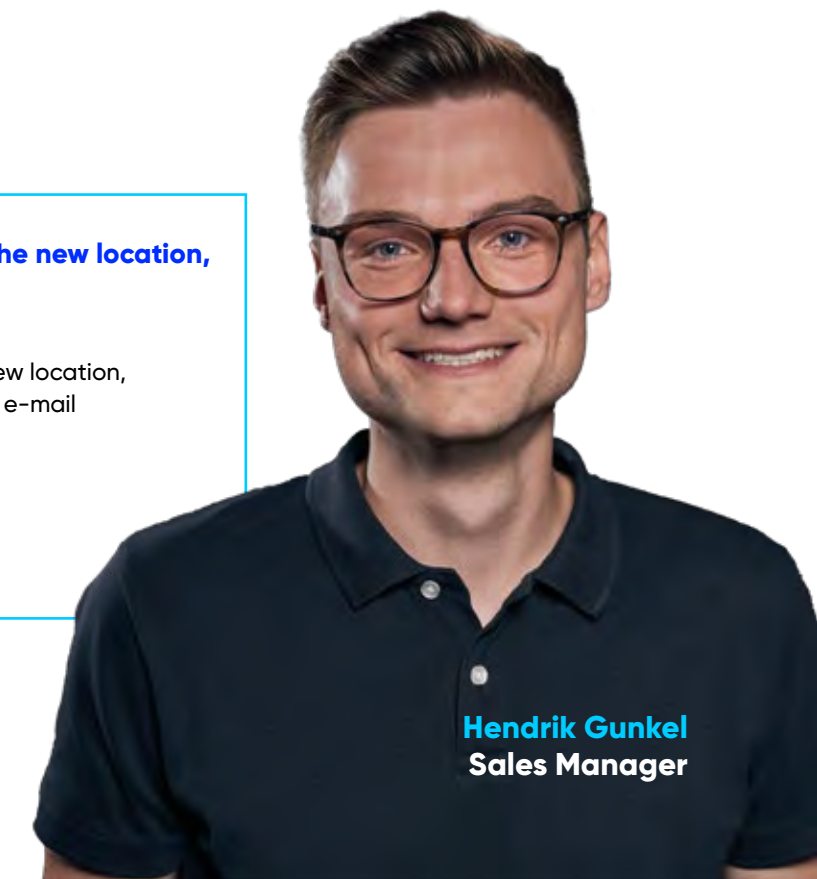
The construction of the project is on schedule.

At Bohnen Logistik, we understand logistics as more than just storage and transport. We offer our customers a holistic service that goes beyond the basics through the personal contact concept. This includes services such as first mile concepts, order picking, quality controls and customs clearance, to name just a few. In addition, our intelligent WMS solution allows customers to view their own inventory levels via individualized dashboards, for example, and provides maximum transparency along their supply chain. Our goal is to offer our customers value-added solutions and give them more time for their core business.

**For more information about the new location, please visit: [www.logland.de](http://www.logland.de)**

For specific questions about the new location, please contact Hendrik Gunkel via e-mail [hendrik@logland.de](mailto:hendrik@logland.de)

**LogLand**  
Vinnmannsweg 1  
47475 Kamp-Lintfort



**Hendrik Gunkel**  
Sales Manager



# Short notes

**News, projects and current developments  
in the Port of Duisburg!**



## Joachim Holstein is Corporate Representative Inland Shipping of the duisport Group

Joachim Holstein joined the duisport Group on March 1. In the future, he will be the first point of contact for customers and terminals with waterside cargo handling in the Port of Duisburg and will also act as a link to associations and political institutions. In addition, he will intensify cooperation with all other ports along the Rhine and promote the networking and digitalization of inland shipping with the associated port industry.



© Hans Blossey

## LOGPORT III: Samskip, duisport and TX Logistik establish joint operating company

Samskip, duisport and TX Logistik AG (Mercitalia Logistics – FS Italiane Group) will jointly operate the terminal at log-port III in Duisburg-Hohenbudberg in the future. For this purpose, the three partners have founded the new company "Ziel Terminal GmbH". Samskip will hold 49.8 percent of the shares, duisport and TX Logistik each will hold 25.1 percent respectively.

The 140,000-square-meter terminal facility in Duisburg-Hohenbudberg has seven transshipment tracks, each 720 meters long, two shunting tracks and two high-performance gantry cranes for transshipment between road and rail. The annual handling capacity is up to 250,000 loading units.





© Hans Blossey

### duisport and Koole plan storage and handling of liquid bulk cargoes in the Port of Duisburg

duisport is consistently pursuing the site development of Duisburg into a central hub for renewable energies and has signed a letter of intent to develop a tank terminal for renewable fuels together with Koole Terminals B.V., a Dutch developer and operator of liquid bulk terminals, in Duisburg-Hochfeld.

duisport CEO Markus Bangen: "For the energy transition to succeed, Germany's industry depends on the rapid expansion of a high-performance infrastructure for renewable energies such as hydrogen – and we are providing it. In this way, we are making an important contribution to establishing Duisburg as a central hub for sustainable energy products in North Rhine-Westphalia.

**In Koole we have found a strong and experienced international partner with the necessary know-how to realize these plans as part of our long-term development strategy."**

### Investment in a climate-neutral future: More shore power, fewer emissions

duisport will provide inland shipping with 60 additional charging points in the port area by the end of 2024. In addition, there will be a shore power column for passenger shipping.

"We are pleased to now extend the expansion of the charging point infrastructure to the entire port area. This means that ships will no longer have to run their diesel engines while they are at berth. This will reduce pollutant and noise emissions. This not only has a positive effect on the environment, but also on the citizens," explains Alexander Garbar, Head of Corporate Development and Strategy at duisport, when the funding notice was handed over.



© MWIKE NRW

From left: Minister of Economics and Climate Protection Mona Neubaur, Lars Nennhaus (Director of Operations and Technology, duisport), Ann Kathrin Stinder (Junior Project Manager Corporate Development and Strategy, duisport), Alexander Garbar (Head of Corporate Development and Strategy, duisport), and Stefan Leuchten (MWIKE).

### Renewable energy generation in the Port of Duisburg

duisport and Duisburger Versorgungs- und Verkehrsgesellschaft mbH (DVV) have signed a joint declaration of intent so that more renewable energy can soon be generated in the port area. Together with DVV, all possibilities for the construction of plants for the generation of renewable, in particular decentralized, energy are to be investigated. The joint initiative focuses on the operation of the charging power infrastructure and the expansion of photovoltaic systems, which will be installed on hall roofs and open spaces. "Electricity from photovoltaics, i.e. "green electricity" generated on site, makes a significant contribution to operating the port as CO<sub>2</sub> neutrally as possible," says Lars Nennhaus, duisport Executive Board member, responsible for Technology and Operations.



© Stadtwerke Duisburg



## RIVERPORTS PLANNING AND INFORMATION SYSTEM

# Digitalization in inland navigation

**RheinPorts develops digital standard system for inland ports and multimodal logistics clusters on the Rhine.**



Stanislaw Spitzer,  
Managing Director of  
RheinPorts GmbH

(jh) The digitization of logistics – duisport has long been actively involved at various levels in the future-oriented development of the industry. In addition to its focus on the Port of Duisburg as its home base, duisport has also constantly expanded its commitment at national and international level.

One important part of this is the investment in RheinPorts GmbH, which was concluded last year. The primary objective of RheinPorts is to establish a digital standard system for inland ports and multimodal logistics clusters on the Rhine and in the European hinterland by developing the RiverPorts Planning and Information System (RPIS).

By participating in RheinPorts, duisport is taking an active pioneering role in the development of a digitally networked infrastructure in the European hinterland. Only through joint networking can Europe's logistics port industry unite in a digital network quickly, safely, and across company, country, and waterway borders. One of the two managing directors of RheinPorts GmbH, Stanislaw Spitzer (Felix Harder is the other managing director), presents RPIS in an interview with duisport magazine.

**What is special about RPIS? Why can the system make a decisive contribution to networked, digitalized inland navigation?**

**Spitzer:** RPIS, the world's first Multi Port Community System for the hinterland, is an innovative platform that aims to revolutionize inland navigation through digital networking as a first step. Our system makes it possible to collect, process and share all relevant information about ships, cargo, ports and logistics service providers in real time. In this way, we create transparent and efficient communication along the entire logistics chain

To sum it up in a few key points, RPIS makes a decisive contribution to networked, digitized inland navigation by offering various advantages.

First, real-time information: By continuously monitoring ships and their cargo, RPIS provides real-time data on location, condition and transport status. This enables different actors along the entire transport chain to make their decisions better and faster.

Second, the optimization of routes and loading capacities: RPIS analyzes data and creates forecasts to improve the efficiency of route planning. This leads to a reduction in empty runs and optimization of vessel utilization.

Third, improved safety and traceability: By digitally recording and monitoring vessel data, we can increase safety in inland shipping. In the event of incidents, RPIS enables precise tracking and analysis to minimize future risks.

And fourth, efficient port handling: RPIS enables seamless collaboration between shipping companies, port operators and logistics service providers.



© RheinPorts

**The RPIS contributes decisively to a networked, digitalized inland navigation.**

Automated processes and the exchange of real-time data speed up port handling and reduce errors.

**Where does inland navigation currently stand in terms of digitalization? Which "construction sites" have priority and how can RPIS support them?**

**Spitzer:** Inland navigation is currently undergoing a transformation process in which it is attempting to exploit the potential of digitalization.

One example is the improvement of operational efficiency and process automation. In inland shipping, there are still many manual processes that are time-consuming and error-prone. Our RPIS can provide support here by automating and optimizing the flow of information and data exchange between the players involved as a digital solution. By using and exchanging real-time data, we can enable better monitoring of the logistics chain and optimize the flow of goods.

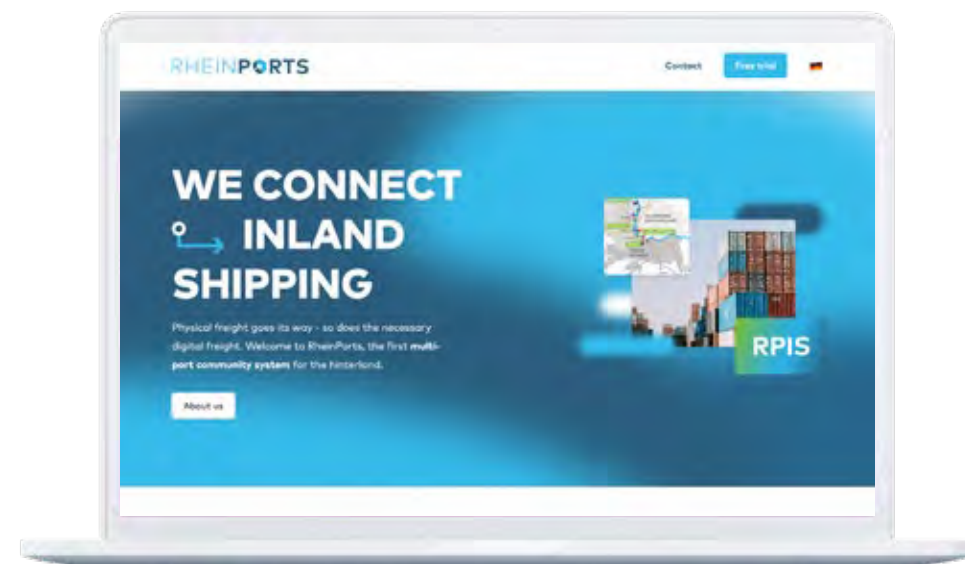


Another important challenge is the integration of different systems and platforms. In inland navigation, there are a large number of players working with different IT systems. RPIS is a unified platform that is able to connect all these systems and facilitate data exchange. This reduces complexity and leads to seamless collaboration between participants in the future.

In summary, it can be said that inland navigation still has a need for development in terms of digitalization. However, RPIS is already making an important contribution to process automation, the integration of systems, and the optimization of logistics. Our goal is to lead inland navigation into a digital future and thus enable efficiency increases and cost savings.

**To what extent can the port industry benefit from digital, networked inland navigation? What added value does RPIS provide for the various stakeholders?**

**Spitzer:** Digital, networked inland navigation enables port operators, shipping companies, freight carriers and other stakeholders to organize the flow of information and cooperation more efficiently while respecting the more privacy-relevant aspects. For example, using real-time data, we can provide information on vessel movements, cargo status, berth availability and other relevant information. This enables better planning, optimization of resources and faster processing of port services.



**Go to website of RheinPorts:**



**RPIS offers several benefits to the various stakeholders in the port industry.**

1. For port operators, the platform enables improved port management and coordination. Real-time data enables them to deploy their resources more efficiently, optimize capacity utilization, and proactively avoid bottlenecks. This leads to shortened lay times, reduced costs, and more efficient port operations overall.
2. For shipping companies and carriers, RPIS offers improved transparency and planning reliability. They receive real-time information on the status of their freight, including tracking, arrival time forecasts and warehouse availability.

This enables them to better manage their logistics chains, minimize delays and reduce costs.

3. In addition, other stakeholders such as customs authorities or logistics service providers also benefit from digital, networked inland navigation. They receive precise data that helps them optimize their processes, minimize risks and make effective decisions.

Overall, digital, connected inland navigation enables more efficient, sustainable and competitive port logistics. We are driving this transformation forward and offering significant added value to all users in the port industry.



**Shipping & Forwarding**



**Short-Sea**



**Inland Navigation**



**Projects**



**Port Logistics**





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## DUISPORT AGENCY

# Complete solutions for container stowage

**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.**

(lw) Container stuffing and stripping, storage, order picking, etc. – duisport relies on complete container solutions from a single source and offers a full range of services for the container as a means of transport thanks to its container dust operations.

A container serves as a means of transport and not as mere packaging. Therefore, not only the correct construction of this very packaging is crucial, but also the fastening of the packed goods in the container itself. Depending on the pre-packaging, stowing a container can be a challenge.

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. Tailor-made solutions, which the container stowage company has been offering its customers for around 25 years. Around 15,000 containers are stowed in this way every year.



**Around 15,000 containers are stowed in this way every year.**





**"The connection to the Port of Duisburg as Europe's largest hinterland hub is a decisive advantage for us.**

On request, we can also take over supply chain management from the suppliers, for example, including customs clearance and on-time delivery to the customer," explains Claudia Waldmüller, Head of Container Stowage.





For exports, there is also the option of organizing the pre-collection of the goods, storing them temporarily and stowing them in containers in a demand-optimized manner.

### Complete solutions

The stevedoring operation of duisport agency started operations on May 15, 1998 and has since specialized in stevedoring and stripping (loading and unloading) of containers. The organization of transports by road, rail or ship is also part of the comprehensive service portfolio.

"We were already pioneers in the market 25 years ago. We have one of the most modern halls and the ability to load even large, heavy and long goods into and out of containers thanks to our three crane systems and the associated special equipment. This know-how is unique in the region and is constantly being expanded," says Claudia Waldmüller.

For several years, the duisport Group has bundled this expertise in the CFS Solutions division as an intelligent interface and thus coordinates the container services of the individual subsidiaries. This results in a central contact point

for the duisport network for the comprehensive handling of CFS activities. Bundled with the outstanding infrastructure of the port.

### Service spectrum

Customized solutions from a single source are offered for a wide variety of customer requirements. Stowage of plant and machine parts, passenger cars, palletized, packed and unpacked goods, and consumer or steel goods is just as much part of the service offering as, for example, LCL (Less-than-Container-Load) transports including intermediate storage. "We often load heavy, bulky machine parts or also unload consolidated containers. Procurement logistics as well as intermediate storage are part of our services, as well as customs clearance. Conversely, the goods are sorted and we organize distribution for the customer," Claudia Waldmüller explains. Thanks to modern software, the services are IT-supported.

The plants in Duisburg-Ruhrort and Rheinhausen (logport) achieve trimodality via their direct connections to the container terminals Hutchison and DUSS or D3T and DIT. Thus, dpa Containerstau ensures optimized transport routes for customers.

**"For us it is important to offer the customer an all-round carefree package. Thanks to constant expansions and our expertise, we can do that. In the future, too, we will be in the best possible position!"**



REVIEW MUNICH

# The #teamduisport at transport logistic 2023





## Rebranding launch, familiar & new faces, national & international guests, innovations, exchanges, news...

(jr) After a break of more than four years due to corona, the leading international logistics trade fair, transport logistic, took place again this year in Munich. In addition to duisport CEO Markus Bangen and Executive Board member Lars Nennhaus, many colleagues were there in person to represent the entire Port Group.

The very first day of the trade show started with a "big bang": duisport unceremoniously launched its new company logo as a trade show booth with completely new branding. A new look for

a new time! duisport presents itself in a modern guise. Progressive, bold and in a new blue. With a fresh interpretation of the historical rhombuses and a self-confident look at tomorrow.

With more than 75,000 visitors from more than 125 different countries, this year's transport logistic broke a new record. The duisport Group was right at the forefront and was one of the top exhibitors at this year's trade show with its booth. An entire industry came together and demonstrated its enormous importance, resilience and diversity. The personal, direct exchange on site was the core and central message throughout the four days. Added value for the future of logistics.

The network works. New innovations were created, mutual added values fixed and joint visions for the future concluded. We look back on an eventful, exciting time in Munich. Many thanks to all visitors, customers, partners, agencies, service providers, co-exhibitors and organizers! See you in 2025!

## duisport becomes a member of the national inland port association

Together with the BÖB representatives, the duisport Board of Management sealed duisport's re-entry into the Federal

Association of Public Inland Ports (BÖB) during transport logistic. From left: Jan Sönke Eckel, Franz Reindl, Lars Nennhaus, Markus Bangen, Joachim Zimmermann and Marcel Lohbeck, Source: BÖB, M. Ziegler.



## New intermodal connection between Duisburg and Turkey:

duisport CEO Markus Bangen met with the Hupac Group and Arkas Holding to sign the contract for the joint expansion of the new connection.



PORT AUTHORITY AND PORT MASTER OF THE PORT OF DUISBURG

# Tough but hearty

**Always on the lookout for a good solution: the port authority and port master work hand in hand in Duisburg - and are the port's calling card in the process. But what exactly happens at the tide station, on the "Hakon" and in the office of the port authority?**

(wko) "Our job is to ensure safety and ease in the port." Jan Brand, head of the Port Authority for the ports of Duisburger Hafen AG, does not have to think long about what is at the core of his job. The sentence fits. In terms of content. And in its sobriety, it fits the place where it is said: his office. Desk, monitor and filing cabinet - a certain official chic cannot be denied here. However, anyone who experiences the likeable navigator at work or reaches him on the phone notices nothing of the brittle surroundings: kindly and obligingly, Jan Brand answers all questions that reach him. "As one calls into the forest, so it echoes back," Brand knows from his own experience. But it's not easy to always strike the right note. The topics for which he is responsible are too wide-ranging for

that. Some things can be planned. For example, when it comes to closing off an area of the port when construction work is needed or an accident has occurred. "We always coordinate something like that closely with everyone involved. Also with the fire department and the police, if necessary," says Brand.

Others come immediately. Mostly by telephone. Whoever calls him, for example, wants to make an application to be allowed to stay at the mooring for more than ten days. Or the caller wants to have an event approved. If a damaged ship presents itself at the gauging station, the captain is also immediately forwarded to the head of the port authority or his deputy, Ingmar Müller.



**In operation for the Ports of Duisburger Hafen AG:**

From left: Jan Brand, Head of the Port Authority, Detlef Bours, Port Master and Ingmar Müller, Deputy Head of the Port Authority.





In addition, the Port Authority's major areas of responsibility include:

- Assigning and monitoring the berths
- Documentation on the entry and exit of dangerous goods
- Coordination of special incident reports, when a boat has become stuck or damaged something
- Keeping waterways in the water clear of obstructions and flotsam.
- Disposal of ship waste and cargo residues in the port

#### Whoever goes to the port must let us know.

The tide station in Ruhrort is the control center of the port. This is where everything that happens on the water comes together; it is the central reporting point for all ships that move through the port. That was over 17,000 last year.

#### Guardians of order in the Port of Duisburg – our port masters:

Jürgen Schmitz, port master (left),  
Tim Buchbender, port master (right)



One female port master and three male port masters work at duisport. "The port masters are something like the extended arm of the port authority," explains Jan Brand. It's not a side-by-side relationship, he says, but a familiar togetherness. "Our port masters all come from the shipping industry. They know what they're talking about and with whom. That's worth its weight in gold," emphasizes Brand.

The port masters are the guardians of order, they control the new arrivals in the port and check whether all have registered dutifully, whether the port dues have been paid. Detlef Bours is one of the port masters. He has been on board with duisport for 15 years. "In the meantime, I know many of our customers and can therefore have a frank word," says Bours about his contact with the skippers. Like his colleague, he also spends his working hours in the Ruhrort gauge house or on the "Hakon," as the port master boat is affectionately called. "Hakon" sounds nicer than "port control," but means the same thing.

The "Hakon" is always in contact with the tide gauge. And with the port authority. Because not everyone who enters the port is aware that there is a general obligation to register. "Whoever enters the port has to let us know, whoever wants a berth has to be assigned one by us, and whoever stays with us has to pay a berthing fee. If someone forgets to do this, we will kindly draw their attention to it," explains Detlef Bours, who is not afraid to call one or the other captain out of his well-earned nap if his ship is moored in the port without permission. There is also stress from time to time with small pleasure boats. "They have no business here," says Bours. For good reason: Duisburg Port is an industrial port that is used by cargo ships around the clock. For recreational and leisure shipping, this means an incalculable

risk, since the big pots cannot avoid the small ones in an emergency. "Only direct passage through the port canal in the direction of the Meiderich lock for the purpose of lockage or vice versa is permitted under special caution," says Bours.


Tough on the job, cordial in tone: Detlef Bours, his colleague Karin Otte-Bergs and his colleagues Tim Buchbender and Jürgen Schmitz are the port's calling card. The quartet knows this only too well. And therefore strives to solve problems objectively and fairly. "We actually always manage to do that quite well," says Bours. There is very seldom any reason for hectic. Because: "Berths are usually always available," says Jan Brand. Only at extremely low tide it sometimes does get tight. "Detlef Bours takes a relaxed view: "Even if the tone is sometimes rough. In the end, we always agree."



### Obligation to report

Reporting is mandatory in the Port of Duisburg. Contact the tide station via radio channel 14, by e-mail to [anmeldung@duisport.de](mailto:anmeldung@duisport.de) or by phone on 0203 803-4257.





Always a highlight,  
the fireworks display "Ruhrort  
in Flames", this year on  
August 18 at 11 pm.

© krischerfotografie

**This year's Ruhrort  
Port Festival will take  
place from August 18  
to 21, 2023. Experience  
a colorful mix of  
music, culture and  
lots of maritime flair in  
Duisburg's port district  
and don't miss the  
traditional high-altitude  
fireworks!**

**So mark the date firmly  
in your calendar and  
be there!**

**18 to 21 August, 2023**

# **Ruhrort Port Festival**



# Looking for the ideal transport route?

**Set your perfect route now and get direct access to the largest hinterland network from/to Duisburg:**

Use our dynamic Routescanner – as a planner for combined transport, train and barge services are combined automatically.

Find your ideal transport route – fast, digital, sustainable!



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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 104.9 million tonnes and value creation of 3 billion euros per year.

The trimodal (water, rails and roads) logistics hub 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, 51,000 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, offers full service packages in infra- and suprastructure including relocation management for the port an logistics location. Logistics services complete the Group's service spectrum. Thus the duisport Group sees itself as a partner of the logistics sector and makes its own contributions to optimizing transport chains to deliver to and from industry and retail.

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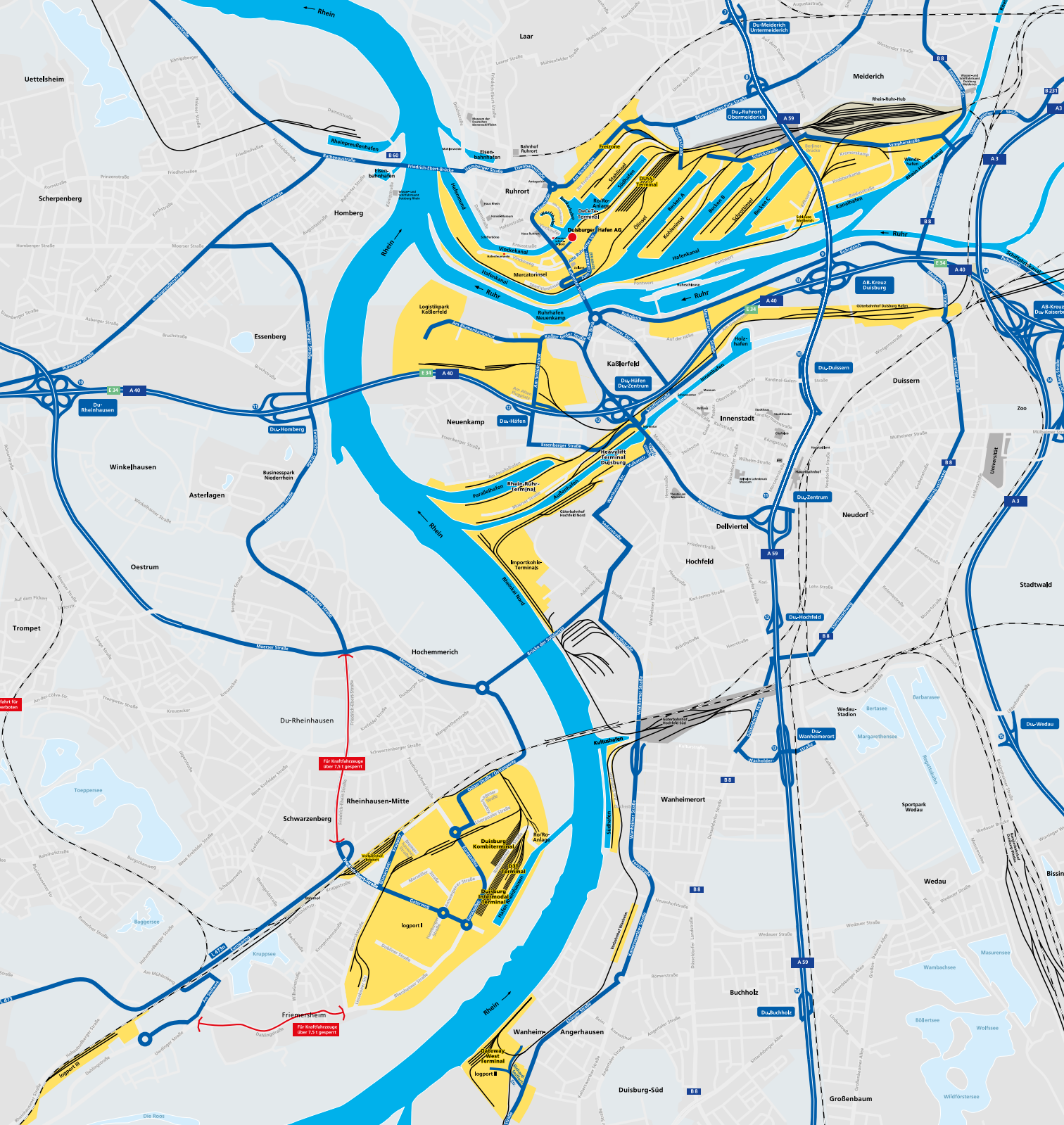


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- Motorway
- Important connecting road
- Important connection railway
- Railway
- Water area
- duisport Port area
- Planned road
- Headquarter of Duisburger Hafen AG







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