

Pressemitteilung **Press release**

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Transformation

## Containers instead of coal: Duisburg Gateway Terminal launches

- **Largest inland container terminal in Europe officially opened in the presence of Prime Minister Hendrik Wüst and 250 guests at the opening ceremony**
- **Climate-neutral operation is being trialed in the enerPort II research project**

It is one of the most significant milestones in the more than 300-year history of the Port of Duisburg: today, Monday, the Duisburg Gateway Terminal (DGT) was officially opened on the former coal island. At 12:00 pm, North Rhine-Westphalia's Prime Minister Hendrik Wüst, Duisburg's Lord Mayor Sören Link, representatives of the four DGT shareholders duisport, HTS, Hupac and PSA as well as the Fraunhofer UMSICHT research institute pressed the symbolic start button in the presence of around 250 invited guests. The first construction phase has been completed and the DGT is now officially operational.

**Hendrik Wüst**, Minister President of North Rhine-Westphalia: "Where coal was handled for more than 100 years, there is now a climate-neutral container terminal. The Duisport Gateway Terminal is an outstanding example of successful structural change in the Ruhr region: the implementation from the initial idea to completion in just a few years shows that we in North Rhine-Westphalia are setting the pace. It takes will and courage to implement the necessary changes quickly - and this has been achieved in Duisburg. By switching to climate-neutral freight transportation, the terminal is also a milestone on our way to becoming a climate-neutral industrial state. With the opening of the Duisport Gateway Terminal, we are demonstrating how industry and climate neutrality can work together successfully."

Lord Mayor **Sören Link**: "Duisburg will play an increasingly central role in the German energy transition in the future. This can already be seen here at the harbour: Where millions of tonnes of coal used to be handled, the Duisburg Gateway Terminal is making a pioneering contribution to CO2 reduction. Logistics of the future is being created with the help of hydrogen technology. All partners involved can be justifiably proud of this."

### Tenth container terminal in the Port of Duisburg

The DGT is not only the tenth container terminal in the Port of Duisburg, it will also be the largest inland terminal in Europe when completed.

“When all sides – companies, planners, authorities, politicians and citizens' associations – work together and look for solutions, then we are successful. We can see the result of such a successful joint project here today”, emphasize the Managing Directors of Duisburg Gateway Terminal GmbH, **Christoph Kahlert** and **Sven Zölle**.

“With the Duisburg Gateway Terminal, we are increasing the handling capacities in the Port of Duisburg by around 850,000 TEU's per year. We are thus further expanding our position as one of the most important logistics hubs in Europe and strengthening our function as the backbone of the industry in North Rhine-Westphalia”, says duisport CEO **Markus Bangen**.

“The Duisburg Gateway Terminal sets standards in terms of productivity and market proximity: with 730-metre-long transshipment tracks, fully digitalised processes and a central location in the heart of Europe, the facility offers essential prerequisites for the success of combined transport,” says **Michail Stahlhut**, CEO of the Hupac Group. “Whether ARA ports, the Rhine-Alpine corridor or Eastern Europe - logistics throughout Europe will benefit from the new terminal.”

**Marcel Heuvelmann**, Director of HTS Intermodaal B.V.: “The good location, size and climate neutrality offer very good opportunities for the logistics and transport industry. The terminal is an enrichment for logistics in and around Duisburg.”

**Vincent Ng**, Regional CEO of PSA Europe & Mediterranean and PSA Middle East South Asia: “The opening of Duisburg Gateway Terminal is a milestone event for the Port of Duisburg, and PSA is honored to celebrate this achievement alongside our esteemed partners duisport, Hupac and HTS. With the integration of innovation, technology and sustainability initiatives, this inland terminal is set to become a world-class facility, paving the way for a more efficient and environmentally-friendly port and supply chain network for its hinterland.”

### Model project for the future of logistics

The Duisburg Gateway Terminal is a model project for the future of logistics in many respects: all goods movements are digitally controlled on the site, which covers 33 football pitches. The ‘enerPort II’ project plays a crucial role here. As part of the project, in which business and science are equally involved, a concept for the complete energy transformation of the terminal is being realized in the Port of Duisburg.

The aim of ‘enerPort II’ is to demonstrate for the first time that even a terminal of this size can be operated in a completely climate-neutral manner with local generation of heat and electricity. A sustainable energy system will be installed on the DGT that combines renewable energies, energy storage, consumers and various hydrogen technologies. Key components include a photovoltaic system, fuel cell systems and hydrogen engines for power generation as well as battery storage.

An intelligent local energy network links the various energy systems and storage units to supply consumers at the terminal - including shore power, charging points and crane systems. In addition, a future supply for neighbouring districts is also being considered in theory.

#### enerPort II project sets standards

“The outstanding thing about enerPort II is both the cooperation between science and industry and the bold step towards realisation. We are already gaining valuable experience in the planning and operation of future energy systems,” says **Prof Dr Anna Grevé**, Head of the Electrochemical Energy Storage Department at Fraunhofer UMSICHT. The Oberhausen-based institute is leading the research project together with duisport.

Other partners are Westenergie Netzservice GmbH, Rolls-Royce Power Systems AG, Netze Duisburg GmbH, Stadtwerke Duisburg AG and Stadtwerke Duisburg Energiehandel GmbH. The Federal Ministry of Economics and Climate Protection (BMWK) as part of the ‘Hydrogen Technology Campaign’ fund the enerPort II project.

#### Figures, data and facts about the Duisburg Gateway Terminal (DGT)

- Shareholders: duisport, HTS, Hupac, PSA
- Managing directors: Christoph Kahlert, Sven Zölle
- Construction costs (1st construction phase incl. enerPort II project and bridge): around 120 million euros, including around 50 million euros in subsidies
- Construction time: 2 years
- Terminal area: 235,000 square metres
- Area put into operation (1st construction phase): 150,000 square metres
- Capacity (final expansion): up to 850,000 TEU's
- 6 block train tracks under crane (in final expansion: 12)
- Track length >730 metres
- 3 portal crane systems (in final expansion: at least 6)
- 6 berths for barges

Further information at: <https://dgt-duisburg.de/>

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