duisport – more than a port

Markus Bangen
Member of the Executive Board
1. About duisport

2. Challenges and opportunities for river-sea transport from duisport’s perspective

3. Q&A
duisport – Duisburger Hafen AG

Owners and operators of the public Duisburg ports

History
- Around 1716: First mention of the ports
- 1926: Founding of Duisburger Hafen AG
- As of 2001: Use of "duisport" trademark

Partners (share capital approx. EUR 46 million)
- 2/3 of share capital - State of NRW
- 1/3 of share capital - City of Duisburg

Management
- Erich Staake (CEO to the Executive Board)
- Prof. Thomas Schlipköther (Member of the Executive Board)
- Markus Bangen (Member of the Executive Board)
duisport – who we are

duisport – excellence in logistics

The world’s largest inland port
• > 127.5 million tons of goods are handled every year (incl. private commercial ports)
• > 4.1 millions TEUs handled per year (TEU = twenty foot equivalent unit)
• > 100 companies settled over a period of approx. 15 years (50 from abroad)

Leading logistics hub in Europe
• 1,550 hectares of logistics space
• 2.2 million square meters of covered warehouse space
• > EUR 250 million in investments initiated each year by duisport

The most important trade and transport hub in the Rhine-Ruhr region
• > EUR 3 billion in value creation each year can be traced back to the Port of Duisburg
• 20,000 ships per year in the Port of Duisburg
• 25,000 trains per year in the Port of Duisburg

Most important inland hub in and for Europe.
<table>
<thead>
<tr>
<th>Offer</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barges and river sea ships per year</td>
<td>20,000</td>
</tr>
<tr>
<td>Trains per year</td>
<td>25,000</td>
</tr>
<tr>
<td>Connected to Rhine and Ruhr</td>
<td></td>
</tr>
<tr>
<td>Clients within 150km range</td>
<td>30 million</td>
</tr>
<tr>
<td>Motorway connection</td>
<td>A2, A3, A40, A57, A59</td>
</tr>
<tr>
<td>Terminals</td>
<td>8</td>
</tr>
</tbody>
</table>

© duisport | Hans Blossey
### Wide-ranging international network

#### River Sea from Duisburg

<table>
<thead>
<tr>
<th>Year</th>
<th>No. of ships</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>342</td>
</tr>
<tr>
<td>2018</td>
<td>264 (only 8 from Aug-Nov)</td>
</tr>
<tr>
<td>2019 ytd.</td>
<td>227</td>
</tr>
</tbody>
</table>
duisport – between interest and influence

Clients

Environment

Infrastructure

Politics
## duisport – Challenges and opportunities of shortsea-shipping

<table>
<thead>
<tr>
<th>Challenges</th>
<th>Opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Security</td>
<td>Avoiding bottlenecks like deep-sea ports</td>
</tr>
<tr>
<td>Eco Image</td>
<td>Bypassing Dover-Calais, rural area connections</td>
</tr>
<tr>
<td>Bureaucracy</td>
<td>Easy to implement when barge traffic is already established</td>
</tr>
<tr>
<td>Drought</td>
<td>Transfer of trucking volume to riversea (e.g. for steel)</td>
</tr>
<tr>
<td>ISPS requirements, waiting areas</td>
<td>De-centralized traffic</td>
</tr>
<tr>
<td>“Like ocean carriers”, ballast water</td>
<td>Routing</td>
</tr>
<tr>
<td>Customs (Brexit), Immigration, IMO</td>
<td>Complementary</td>
</tr>
<tr>
<td>River sea is impacted first</td>
<td>Congestion</td>
</tr>
</tbody>
</table>
Port security at duisport:

- Dedicated fenced waiting area for ships
- CCTV surveillance
- ISPS regulations certified
**duisport – current hot topics**

**Human Resources**
- Lack of staff for barge and river-sea transport

**Digitization**
- Port community system including data exchange between barges (RIS) and terminal operators
- Use of AR and AI to improve business models and operations (i.e. predictive maintenance, big data)
- Innovative mobility, i.e. pooling concepts and autonomous driving

**Geo-political Issues:**
- Brexit: Opportunities for shortsea shipping and small ports; Customs challenges
- Continuous support for river-sea needed by EU

**Infrastructure**
- Aging of bridges and locks
- Sufficient waterway depth
- Improve resilience and cooperation between modes of transport (i.e. contingency plans, construction site management)
- ISPS regulations for terminals

**Climate change/Sustainability**
- Modal shift
- Low water / high water
- Emission reduction
duisport – investment initiatives for shortsea and barge

**Investments with political support, i.e. by ministry of transport**
- Refit locks
- Height of new bridges for safe passage on channels
- Extend 5G on key waterways
- Secure proper tide in drought months
- Subsidize fleet retrofitting (GTL/LNG) and shoreside power
- 3D simulation and training for staff on barges and river-sea ships
- Support standardized education and training of IWT staff

**Investments by duisport**
- Trimodal terminals for direct handling barge <-> rail
- Infrastructure measures in the port area (mooring areas, degassing facilities, duisport app)
- LNG gas station
- Shoreside power stations
- E-Mobility hub
- New nautical trainees
- Actively cooperate in research and development projects with associations and partners, i.e. BDB, DST/UDE, SGKV, EGTC
- Foster cross-border knowledge exchange by participating in various working groups and site visits with Flemish Waterways, Provincie Gelderland…

Source: www.dst-org.de
Questions?
Thank you for your attention