



duisport



excellence in logistics



**duisport – hub for intermodal barge transports in
the hinterland of the western ports**

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duisport – excellence in logistics

The largest inland port in the world

- > 130 million tons of goods handled per year (incl. private company ports)
- > 3.6 millions TEU handled per year (TEU = twenty foot equivalent unit)
- > 70 companies settled here in around 10 years (30 from abroad)

Leading logistics hub in Europe

- 1,350 hectares of logistics space
- 2 million square meters of covered warehouse space
- > 250 million euros of investment initiated each year by duisport

The most important trade and transport hub in the Rhine-Ruhr region

- > 3 billion euros of value creation by the port each year
- 20,000 ships and 20,000 trains per year in Duisburg Port
- 8 intermodal container terminals (capacity of 5 million TEU)
- 200 km owned rail infrastructure



➔ **Most important inland hub in and for Europe**

duisport – gateway to Europe

Within 150 km:

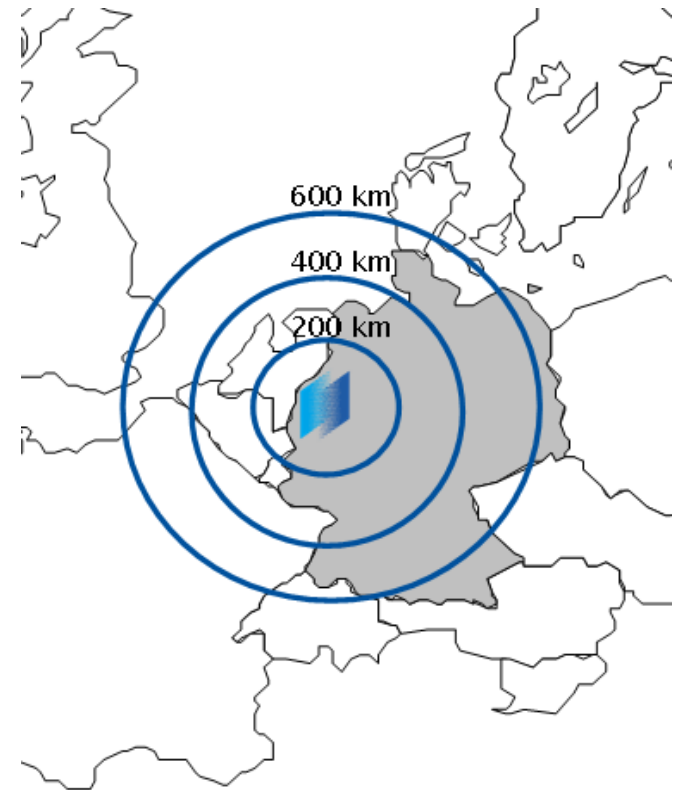
- 30 million consumers
- 600 billion euros of purchasing power
- 300,000 companies

Optimum infrastructure prerequisites

- Directly on the Rhine - Europe's most important waterway
- Number 1 rail hub
- At the intersection of international freeway routes (A2, A3, A40, A57)

Excellent location

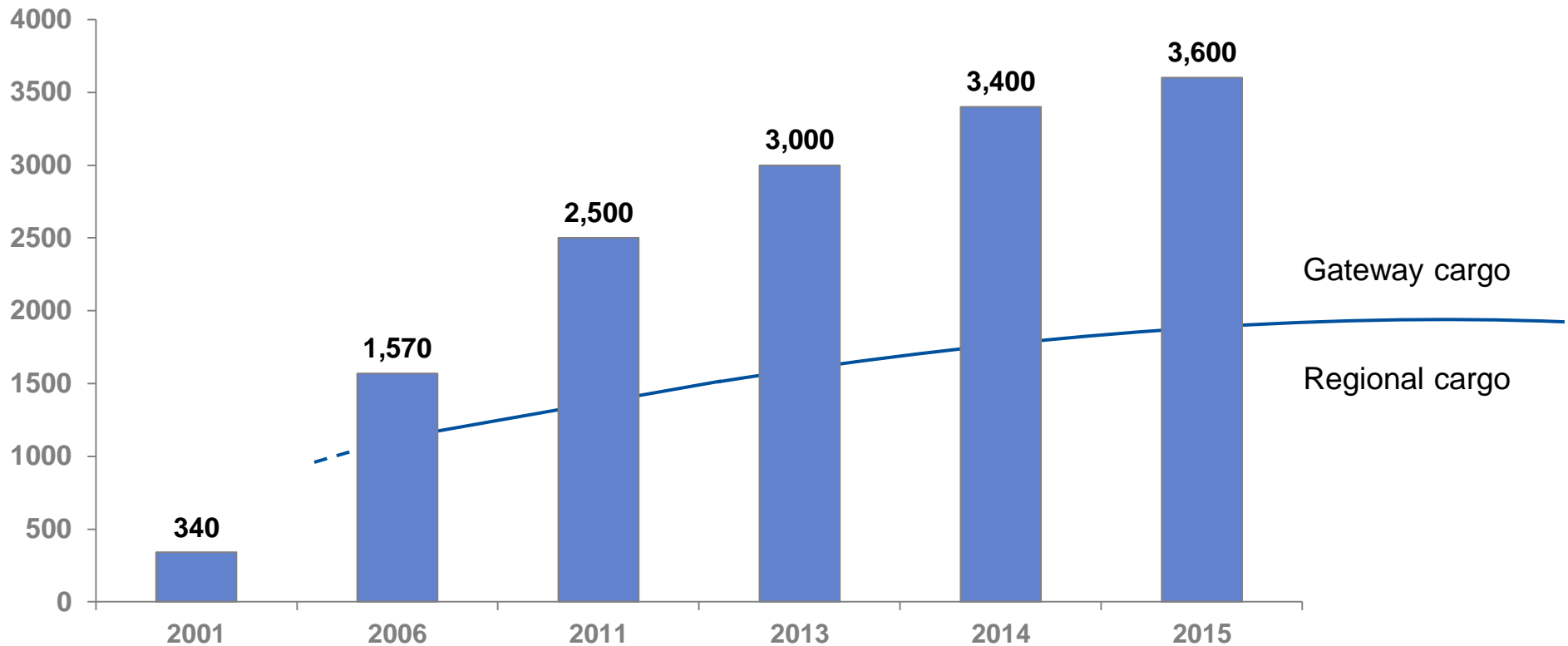
- Highly developed infrastructure and suprastructure
- Top-level multimodal networking



➔ **Ideal starting point for sustainable success**

Container handling of the duisport group

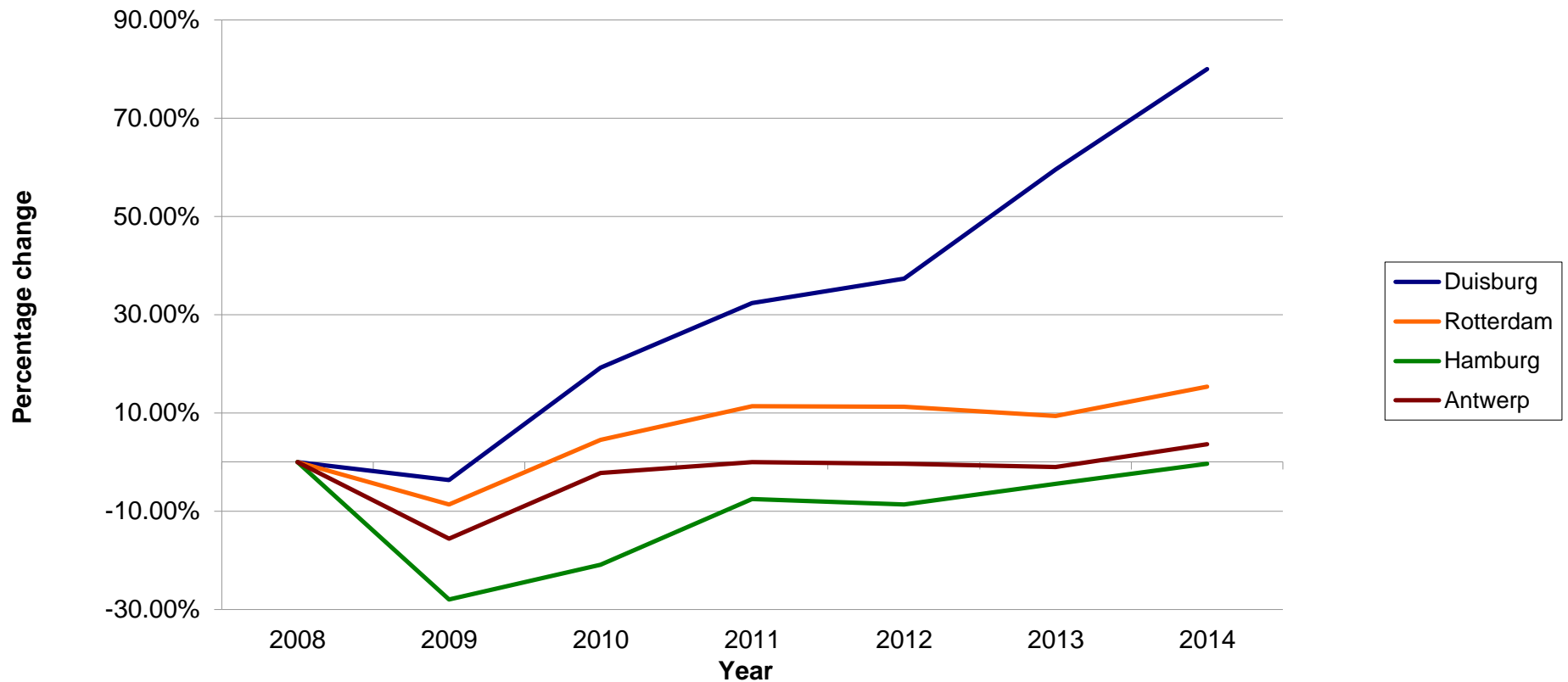
Thousand TEU



➔ duisport is the world's largest inland container handling hub

Container throughput in comparison

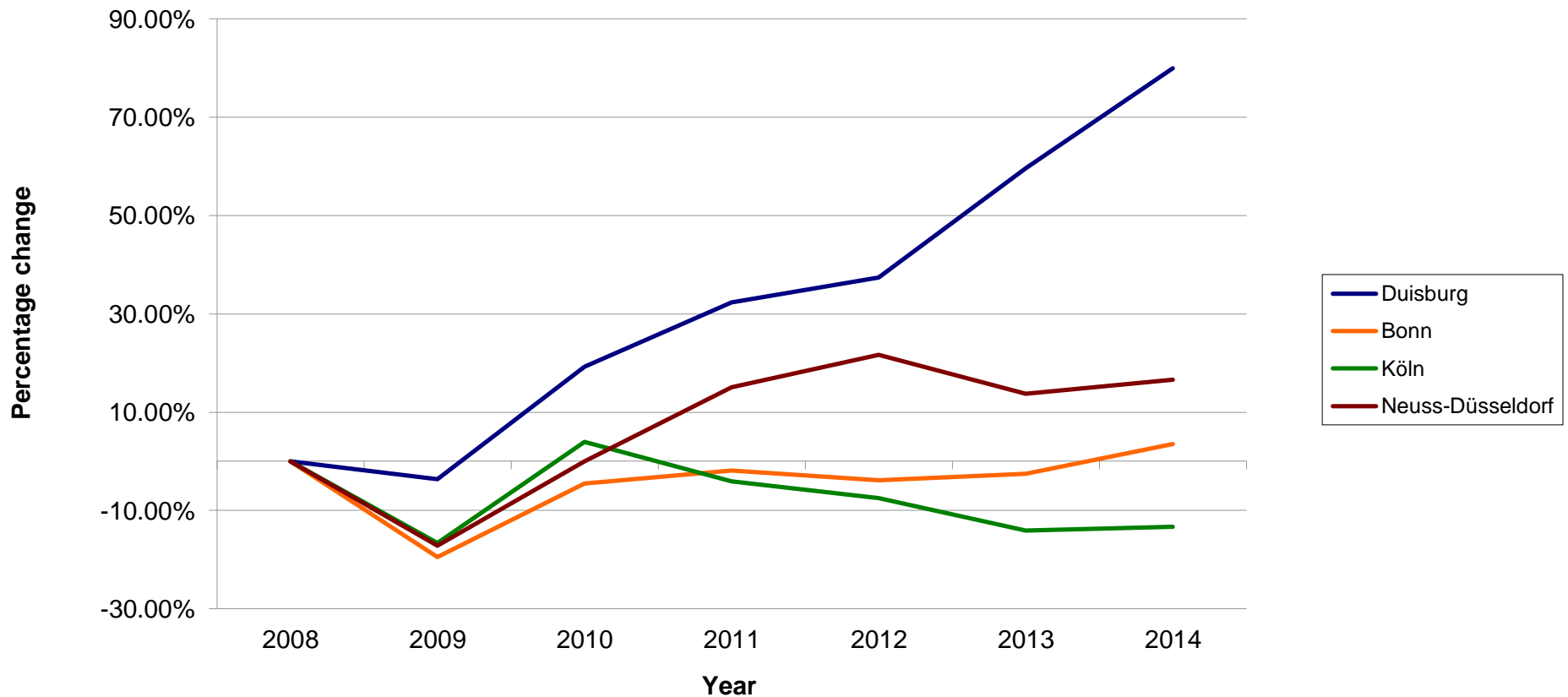
Percentage change of container handling since 2008 (in comparison to seaports)



➔ duisport increased its container handling since 2008 by 80%

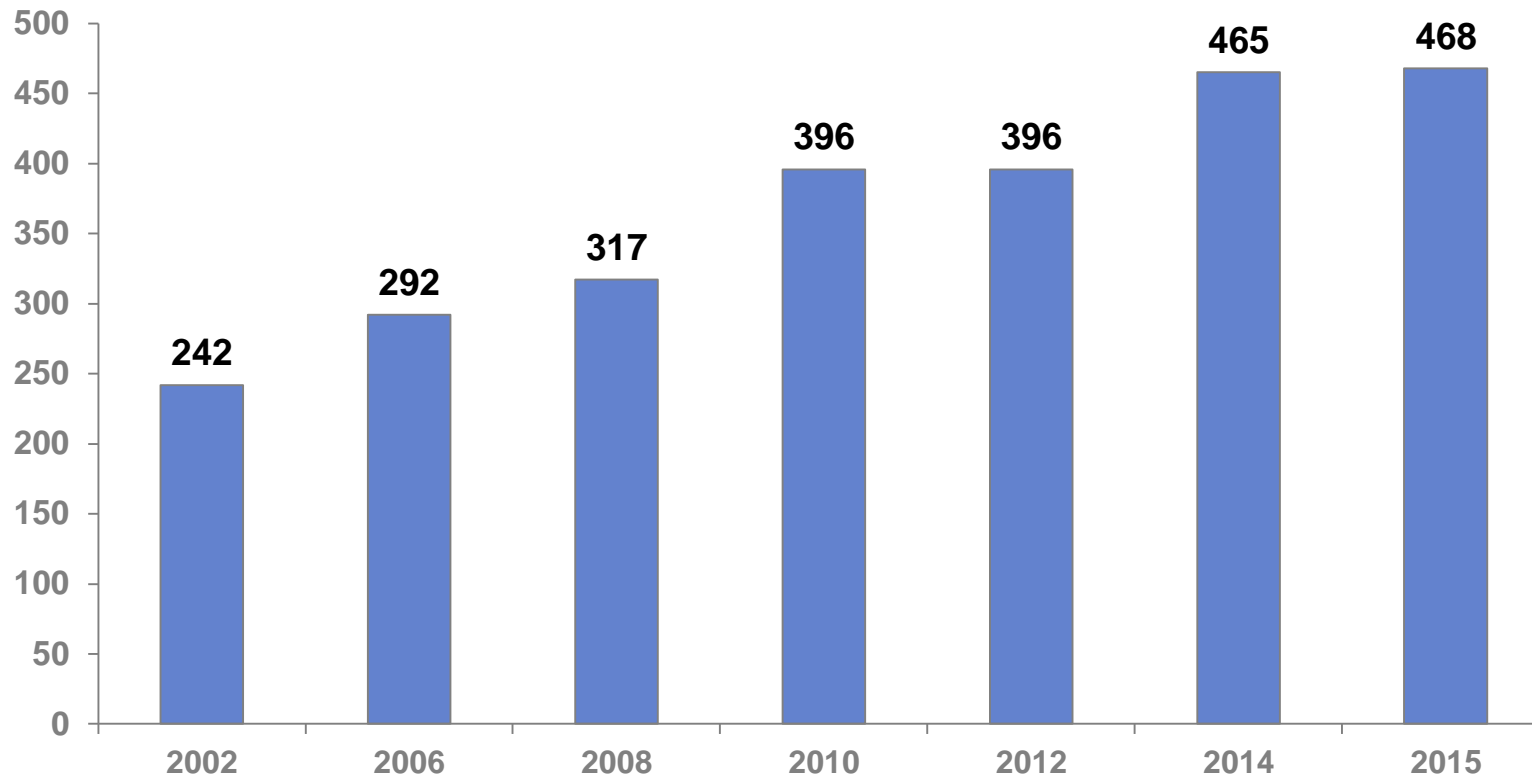
Container throughput in comparison

Percentage change of container handling since 2008 (in comparison to inland ports)



Barge container handling at duisport

Thousand TEU



➔ Increase in barge-container handling by 93% since 2002

Difficulties faced when using barge

Expensive transshipment

- in the Port of Antwerp the loading/unloading of a barge is paid by the freight forwarder through the THCs
- at an inland Terminal this cost is added to the total invoice for the transport service i.e.
 - Slot price per TEU for the actual transportation by barge
 - Transshipment Cost at the Inland Terminal
 - 1st/Last mile by truck to load/unload at the customer's premises

Time & capacity consuming events

- Low water surcharge on the River Rhine e.g,
- Congestion resulting in hampering waterside operations in Antwerp
- These events might result in detention costs charged by the Shipping Line
- 3rd party handlings and treatment by Inland Terminal Operators: alongside the River Rhine the ITO's charge the customers an extra charge (approx. 35€) whenever a barge is handled which doesn't belong to the ITO's Group (Contargo, Neska, ...).



Opportunities faced when using barge

The value offered by using inland waterways

The value is all about optimization:

The inland's hub & spoke philosophy combined with a high frequency in an international Network proves to be a highly effective system

An Inland Terminal offers:

A congestion free dedicated service which ensures that the turn-time at the gates is reduced to the bare minimum.

The freight forwarder will enlarge its captive hinterland towards certain regions which previously were more difficult to cover (read more expensive).

Here we foresee a substantial cost advantage thanks to the inland hub with its dedicated hauliers ("push & pull" truck operations)

EG (extended gateway) on imports:

push as much containers as possible to the inland hub and save on storage costs, documentation + have a stock available close to the end customer



Opportunities faced when using barge (continued)

The value offered by making use of the inland container terminal by barge

Dedicated barges and trains provide the freight forwarder with the best possible transit time enabling customers to save on their lead time when booking with them.

Storage conditions and handling charges under control of the freight forwarder in an area close to the end customer.

A cheap way to move your goods thanks to the economies of scale
(see next slide)



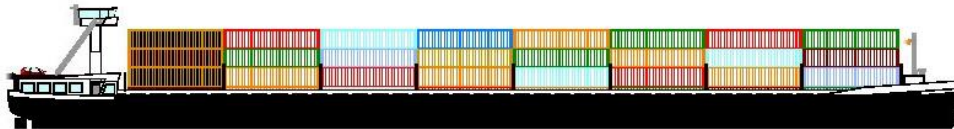
Barge categories – a cheap option for massification of cargo flows

The most important barge categories for container transport



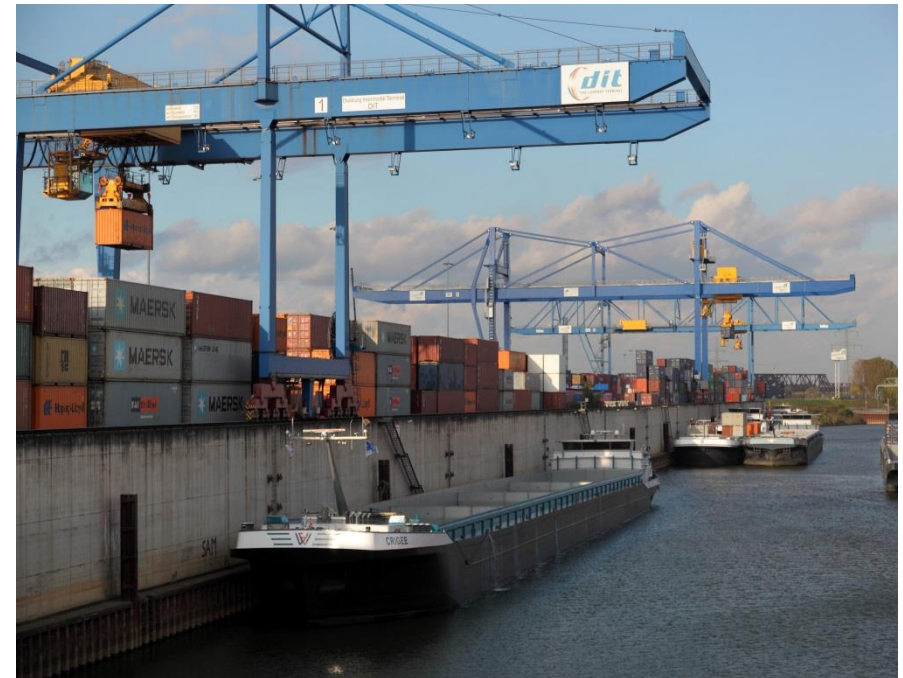
Category Va, standard container barge

- length: 110 m, width: 11,40 m, draft: 3 m
- capacity: 200 TEU



Category Vb, large container barge ("Jowi")

- length: 135 m, width: 17 m, draft: 3,50 m
- capacity: 500 TEU



Best practice: Synchro modal solution (BARGE/rail/truck) = Audi CKD center at logport II

Audi's largest CKD center in the world

Location with optimum European connections

- Reliability thanks to flexible selection of transport routes (trains, inland vessels, and trucks)
- Optimum connections to sea ports
- Environmentally friendly
- Cost-effective

Comprehensive offering of services

- Property provided by duisport
- Warehouse: 53,000 m²
- 800,000 m³ of automotive parts each year
- Help with finding personnel
- Procurement logistics from European hinterland
- Terminal for inventory supply
- Distribution logistics for sea port

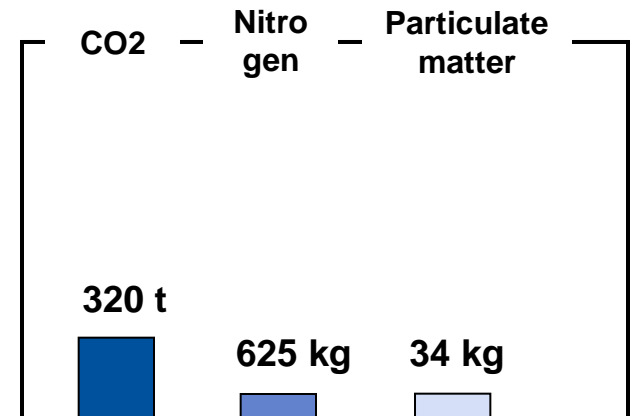
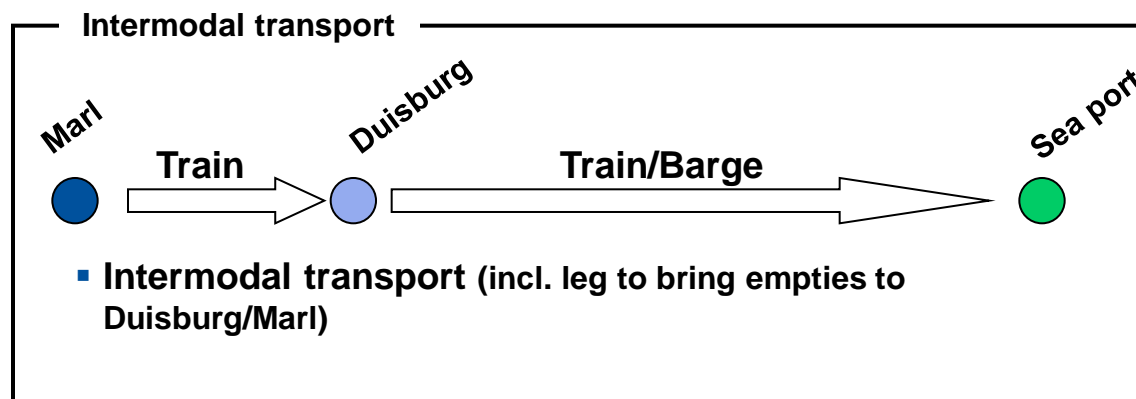
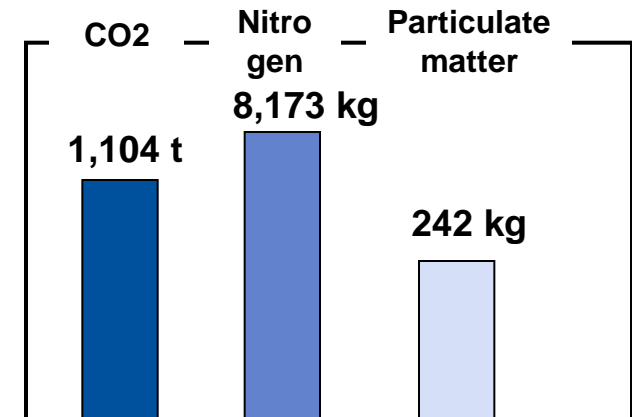
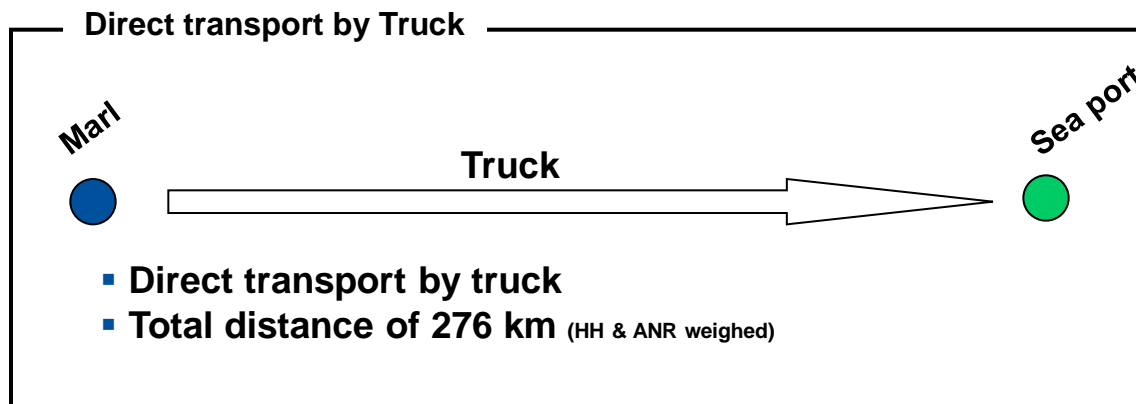


➔ duisport developed and successfully implemented the logistics concept for the customer

Best practice:

Transport between Marl and POL Hamburg vs. Antwerp

5,000 TEUs from Marl chemical park to the Port of Hamburg or Port of Antwerp




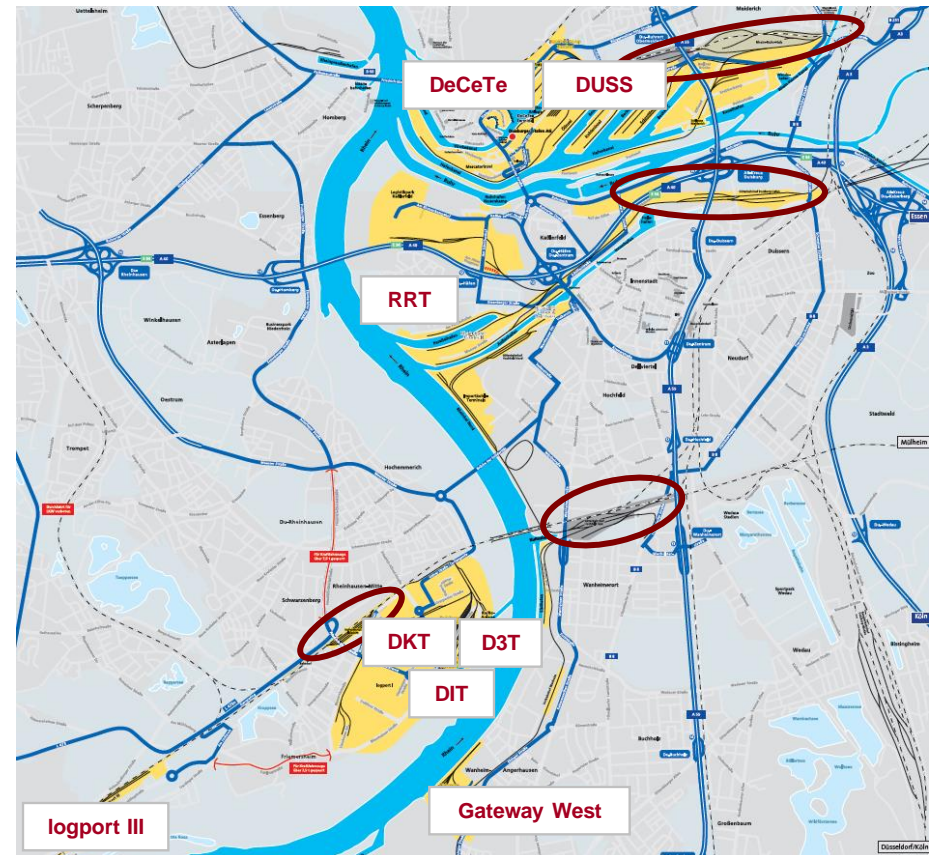
➔ Intermodal transport via duisport reduces CO₂ emissions by 70% and other emissions by up to 90%

Networked infrastructure at the Duisburg location

A good infrastructure is a prerequisite for efficient logistics

Infrastructure at duisport

- 8 container terminals on 100 hectares
 - 5 trimodal container terminals: DeCeTe, RRT, D3T, DIT, Gateway West
- 4 fully equipped shunting yards 
- 5 coal import terminals
- 5 steel service centers
- 130 crane systems, up to 500 t
- 19 systems for transshipment of liquids
- 2 roll-on/roll-off systems
- Over 2 million m² of covered warehouse space



On Europe's most important waterway and in the center of a large canal system

duisport is a central starting point for inland shipping

Western ports and UK connections via barge/short sea

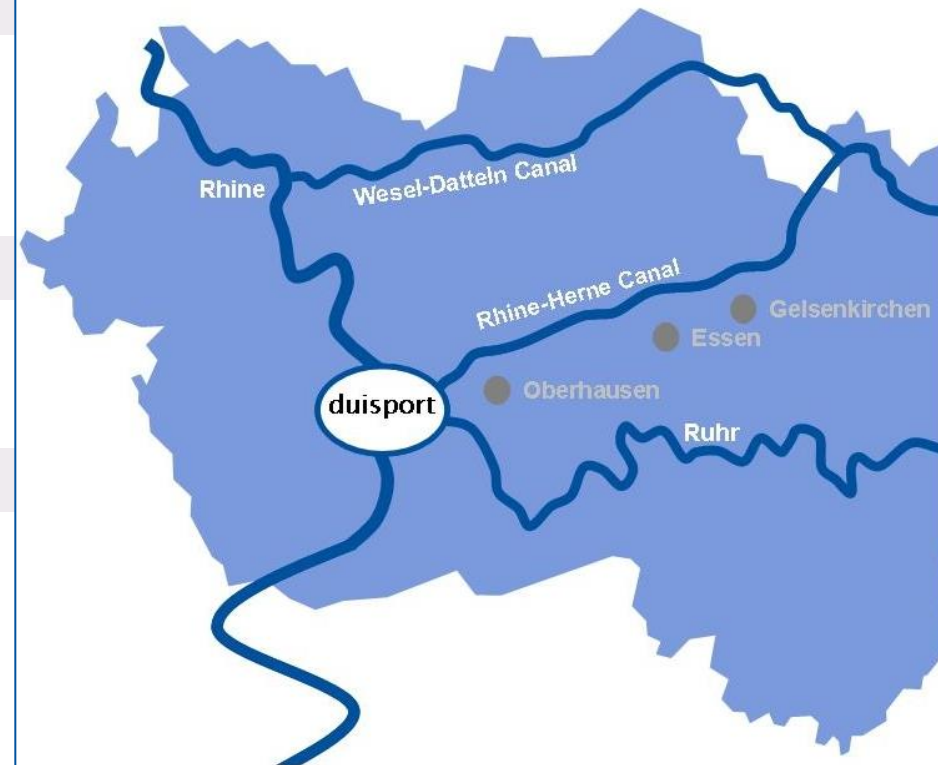
- 32 departures per week to RTM
- 20 departures per week to ANT
- 10 departures per week to UK

Conventional sea transport (national & international)

- Connections to the Iberian Peninsula, Scandinavia, the Baltic states, and the Mediterranean

Major inland shipping companies at duisport

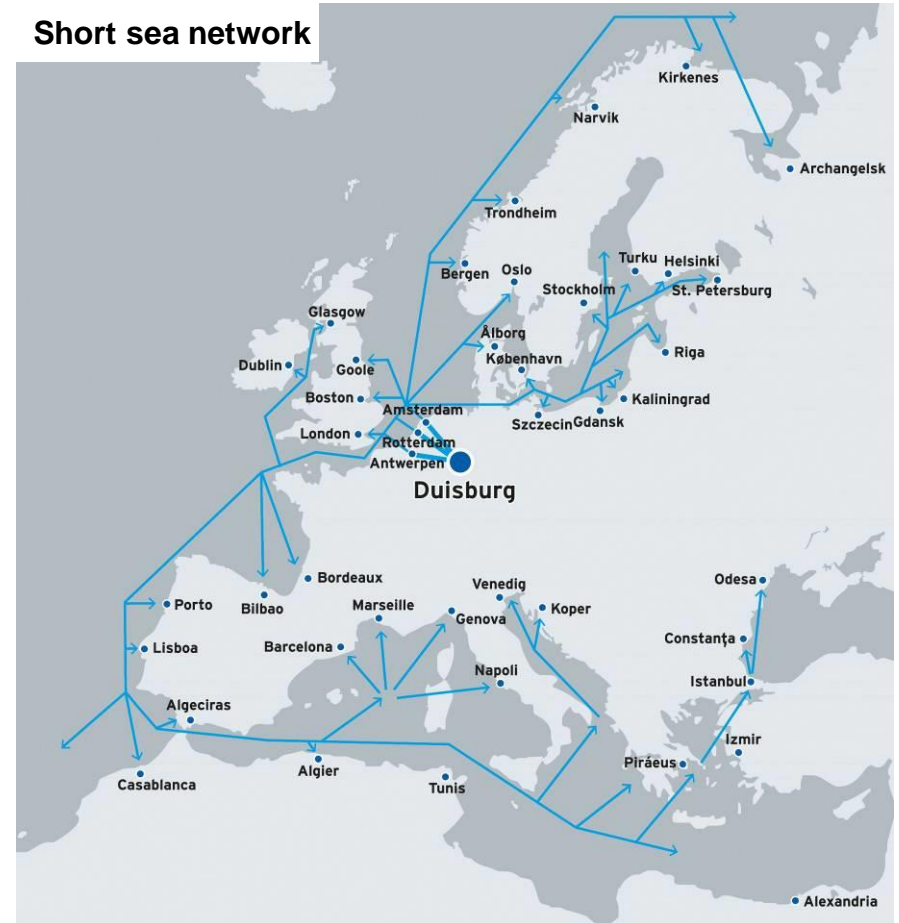
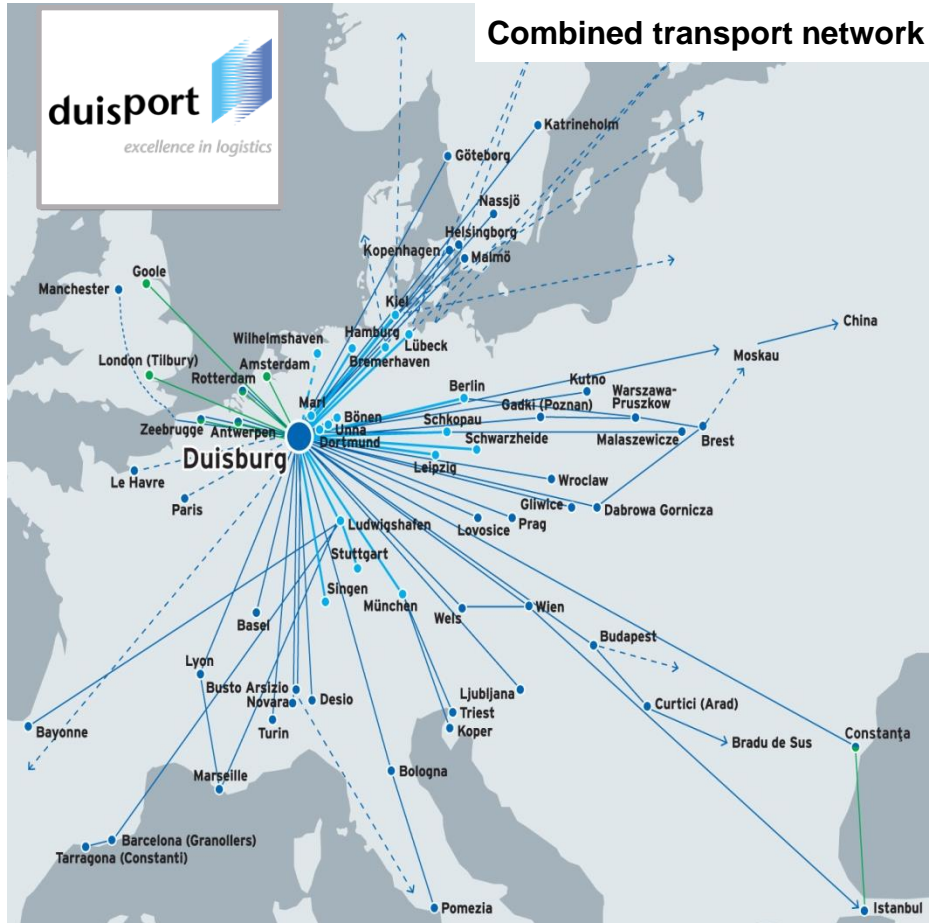
- Alcotrans Container Line B.V.
- H & S Container Line GmbH
- HTS Intermodaal B.V.
- Rhinecontainer B.V.
- ...



➔ **More than 20,000 ships call at the Duisburg port each year**

By barge access to ... a Pan European Network

duisport is the largest international hub in Europe



● National railway transportation
 ● International railway transportation
 ● Ship connections

--- Indirect connections

By barge to The Far East



➔ Today already 6 rail operators are active on the Duisburg – Far East Corridor!

Liner connections from / to Antwerp

Origin / Destination	Frequency	Shipping company	Terminal
Antwerp	2 x to Duisburg 4 x from Duisburg	Alcotrans Container Line	RRT, GWW
Antwerp	2 x to Duisburg 3 x from Duisburg	H&S Container Line	DeCeTe
Antwerp	1 x to Duisburg 2 x from Duisburg	Contargo Waterway Shipping	DeCeTe
Antwerp	3 x to Duisburg 5 x from Duisburg	HTS Intermodaal	DeCeTe, DIT, D3T, GWW

Trimodal heavy goods terminal at Duisburg outer port

Total area

- Site: 20,000 m²
- Halls: 2,000 m² + 750 m² packing hall

Cranes

- Crane systems with 1.6/5/25 to 250 t lifting capacity
- Fixed loading platform for up to 500 t

Your advantages

- Trimodal connections (road, rail, and water)
- Fully equipped (location for assembly including compressed air and high-power current connection - and much more)

Services

- Turntable for regular heavy good services by means of inland vessels and rail
- Transshipment, storage, and packing of heavy goods
- Optimum prerequisites for the assembly of large components for plant construction and engineering



Images



Let's shape your ideas!

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