

Crisis-proof and fit for the future

## Strong figures in challenging times: duisport Group reports positive annual results

- **Earnings up by 33.1 percent**
- **Sales up by 18.9 percent**
- **Container turnover remains at record level**
- **Investments of over EUR 42 million**

Duisburg, April 25, 2022

The duisport Group continued to perform successfully in the second year of the Covid pandemic, proving that it is crisis-proof and fit for the future. Although the 2021 financial year was strongly shaped by the effects and restrictions surrounding the third and fourth waves of the pandemic as well as globally disrupted logistics chains and a massive shortage of raw materials and preliminary products, duisport's broadly positioned business model delivered a convincing performance with clearly noticeable resilience. Against this background, the increase in earnings of more than 33 percent with an increase in sales of almost 19 percent is all the more impressive.

"We've held our course in stormy times," says CEO Markus Bangen, who took office on August 1, 2021, and has since provided a great deal of internal and external impetus for the further development and modernization of the Port of Duisburg. "The positive results in 2021 are the outcome of trusting teamwork, open dialog, and above all the outstanding commitment of all our colleagues at duisport. The entire Executive Board would

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Press release**

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like to thank them once again. After all, without their tireless efforts – whether it’s in the office, at home, at the terminals, or in our halls – we would not have been able to maintain our operations,” says Bangen.

### **Sales and earnings significantly increased**

At EUR 346.8 million, the duisport Group’s sales in 2021 were significantly above the previous year’s figure of EUR 291.7 million – an increase of 18.9 percent. This also clearly exceeded the forecast of EUR 315 million. As a result of the increased sales, the EBITDA improved to EUR 54.6 million (2020: EUR 44.3 million). The result before taxes is EUR 29.5 million, which is thus above the previous year’s value of EUR 22.3 million. The annual net profit after tax grew by 33.1 percent from EUR 14.2 million to EUR 18.9 million.

### **Container turnover remains at record level**

In the 2021 financial year, container turnover rose again slightly by 2 percent to around 4.3 million TEU (previous year: 4.2 million).

### **Total cargo turnover remains stable**

Last year, the duisport Group handled a total of 58.2 million tons of goods by ship, rail and truck. All the ports of Duisburg together handled a total of 111.1 million tons (previous year: 110.4 million tons).

### **Developments of the four divisions**

In the **Infrastructure and Superstructure** business segment, the duisport Group generated revenues of EUR 55.6 million, therefore exceeding the same level of the

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previous year (2020: EUR 53.6 million). This is attributable to new leases as well as lease revisions.

In the area of **Logistics Services**, sales increased by an impressive 35 percent to EUR 116.7 million (2020: EUR 86.4 million). The decisive factors for this development include further significant increases in the forwarding services of duisport agency GmbH, the expansion of activities in Poland, and the expansion of the project business of duisport consult GmbH.

The **Packing Logistics** business segment achieved a sales volume of EUR 94.6 million in 2021, having generated revenues of EUR 86.4 million in the previous year. However, the pre-Covid level of EUR 102.0 million from 2019 has not yet been regained.

**Contract Logistics** generated sales revenues of EUR 29.5 million (2020: EUR 33.8 million). The drop is primarily associated with the expiry of the contract with a long-standing major customer at the end of 2020. However, new activities were able to partially compensate for this.

In addition, the duisport Group generated miscellaneous sales in the amount of EUR 18.1 million (2020: EUR 1.5 million), primarily resulting from the sale of a building.

### **Investments secure the location's appeal**

In the second year of the pandemic, duisport again increased its spending on property, plant and equipment and financial investments, investing a solid EUR 42 million (2020: EUR 38.6 million). On top of this, EUR 14.1 million was invested in maintenance work on the infra- and superstructure of the Port of Duisburg. A total of EUR 56.6

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million was thus invested in increasing the performance of duisport in 2021.

### **Goods traffic with China continues to grow**

Goods traffic with China also continued to develop favorably. In 2021, over 2,800 shipments were handled via the New Silk Road, which corresponds to an increase of twelve percent. The TEU volume, which had skyrocketed in 2020, not only continued at a very stable level in 2021, but actually rose by 26 percent. This was in no small part due to improved utilization of the trains in both directions. On average, there were around 60 arrivals and departures per week in Duisburg, with over 70 at peak times.

### **Impact of the Ukraine war**

The extent to which this development will continue largely depends on the ongoing war in Ukraine. So far, trains arriving in Duisburg from China via Russia, Belarus and Poland via the New Silk Road have largely been running on schedule. Yet some customers have reduced their bookings or switched shipments to maritime transport. A reliable prediction regarding further developments cannot be made at present. In general, train transports to and from China are an important and, so far, growing business area of the duisport Group, but they are also only a sub-segment.

Moreover, against the background of the war and the support of Belarus, the Executive Board, the Supervisory Board and the shareholders decided in March of this year to terminate all business activities in Belarus. duisport will withdraw from both the minority interest (0.59 percent) in the international development company of the Great Stone Industrial and Logistics Park and the shareholding in

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Eurasian Rail Gateway CJCS (38.9 percent), which has planned the construction and operation of a bimodal terminal. A representative office in Minsk has already been closed.

### **National and international investments**

The duisport Group continued to hold investments in a variety of operating companies at home and abroad in 2021, including in Germany, Belgium, France, Italy, and China. In 2021, Duisburger Hafen AG acquired a shareholding in the Port of Trieste. This way, the duisport Group will strengthen its presence there and will benefit in future from the flow of goods from the Mediterranean region to Europe.

“Our geographical location and connection in the middle of Europe is a unique selling point that we will continue to reinforce,” announces Dr. Carsten Hinne, who has completed the duisport Executive Board since January 2022 and is primarily responsible for the expansion of the international network. “Shareholdings such as the one in Trieste strengthen the Port of Duisburg’s function as a logistics hub. duisport is providing support there in the development of logistics chains and flows of goods on the north-south axis and is sharing its expertise in the development of logistics areas – similar to the logport areas in and around Duisburg,” continues Dr. Hinne.

### **Focus on infrastructure, digitalization, and sustainability**

At the main location in Duisburg, the focus in the coming months will be on modernizing the port infrastructure. “We’re investing massively in the renewal and new construction of roads, rails and bridges so that we can make our internal traffic and handling processes faster and more efficient. At the same time, this will further relieve the burden on the neighboring residential areas,” says Prof. Thomas Schlipköther, Chief Officer for Construction,

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Technology and Operations. This applies not least to the connection of the future Duisburg Gateway Terminal (DGT) – the largest container terminal in the European hinterland, which will be operated on a completely climate-neutral basis.

In doing so, the duisport Group is sending out a clear signal for sustainable business and climate protection. The world's largest inland port takes its responsibility seriously, is constantly working to optimize its contribution to environmental protection and provides sustainable transport concepts for this purpose. At the start of 2021, the Group drew up a corresponding environmental strategy. This comprises the four fields of action of Modal Shift, Air, Noise and Climate, Energy Supply, and Resources. The aim is to develop the Port of Duisburg into a central hinterland hub for green hydrogen, ammonia, methanol and liquid CO<sub>2</sub> in the future. This will also help offset the declining volumes of coal and the expected declining volumes of mineral oil in the course of society's overall withdrawal from fossil fuels.

### **Central energy and logistics hub in Europe**

So, despite the current crises, Markus Bangen is looking to the future with confidence: "At the moment, it's almost impossible to make any reliable forecasts about the rest of the 2022 financial year. The Ukraine war and the enormous hike in energy prices have severely clouded the mood in the German economy as a whole. Nevertheless, I'm convinced that the duisport Group will emerge from this crisis in a strong position and that we've already taken the right steps in many areas to position ourselves as modern and fit for the future. In doing so, we will continue to reinforce the position of the Port of Duisburg as a central logistics and energy hub in Europe in the long term."

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