Facts & Philosophy

- CTS was founded in 1984 with the idea of a full service provider:
  - core business was defined in the company name “Rhine-Sea-Land-Service“.

- Today, CTS is well established as the largest trimodal operating container terminal along the river Rhine with
  - daily barge services from/to the Benelux ports
  - several rail links from/to the Benelux ports
  - rail services from/to the German ports Hamburg / Bremerhaven

- As member of ILI Imperial Logistics International, CTS provides Quality Assurance Standard DIN EN ISO 9001:2008 as well as AEO certification.
Shareholders of CTS Container-Terminal GmbH

- DB Intermodal Services GmbH: 22.5%
- Häfen und Güterverkehr Köln AG: 15%
- neska Schiffsahrts- und Speditionskontor GmbH: 62.5%
The original sense of intermodal traffic is minimization of the truck distance between the pick-up terminal and the customer’s premises. Intermodal transport guarantees the connection between the German Hinterland and the deep-sea ports on a very high performance level. The increasing traffic congestion underpins the growing demand for intelligent transport solutions.

Due to the competitive market it is extremely important to optimize the weight capacity of the used equipment. Therefore it is allowed to transport 44 to gross weight in multimodal transport systems.

Last but not least the German road toll “MAUT” was implemented at the beginning of 2005 with the effect of increasing truck rates in long distance trips.
CTS Container-Terminal GmbH, Cologne
Terminal Facilities

**suprastructure:**
- cranes: 5 container cranes up to 50 t
- FLT: 5 reach stackers up to 42 t
- 4 FLT up to 16 t

**infrastructure:**
- storage area: 173,000 m²
- barge: 800 m quayside
- rail: 3000 m railway tracks
- truck: 5 motorway connections
Terminals operated by CTS Cologne

- Rail Service Center
- Lagerhauskai
- Benelux Service Center
- Depot Service Center
Terminal Stapelkai – Benelux Service Center

• storage capacity of approx. **6100** TEU
• equipped with portal cranes and mobile stackers:
  • truck and barge / rail activities can take place at the same time
• barge operations: RTM, ANR
• rail operations: RTM, local shuttles
• depot contracts with all major deepsea carriers

Benelux Service Center
Terminal Westkai – Rail Service Center

- storage capacity of approx. **2000** TEU
- rail operations (mainly continental cargo):
  - Hamburg / Bremerhaven
  - Berlin
  - Spain / Turkey
- handling / shipping of swap bodies (operation area 1500 TEU) and ISO containers (operation area 500 TEU)
- carrier depots

Rail Service Center
Terminal Molenkopf / Lagerhauskai – Depot Service Center

- storage capacity of approx. **2500** TEU
- carrier depots

=> We ensure efficient handling by separating empty equipment from transport containers.
Operating 24 / 7 throughout the week, CTS guarantees a continuous full service package for all terminal activities at the Benelux Service Center.
Handling Development [TEU]

**Annual growth rate**

- **2001**: +48%
- **2002**: +11%
- **2003**: +34%
- **2004**: +4%
- **2005**: +8%
- **2006**: +12%
- **2007**: -7%
- **2008**: -22%
- **2009**: +8%
- **2010**: +18%
- **2011**: Expected value 2011

**Expected value 2011**: 600,000 TEU
Intercontinental Links

- Rotterdam
- Bremerhaven
- Hamburg
- Berlin
- Istanbul
- Antwerp
- Valencia
- Rail
- Barge
Trimodal Services: Barge and Rail Departures

Barge Schedule:
- Antwerp: Tue / Thu / Sat
- Rotterdam: Mon / Tue / Wed / Thu / Sat

Rail Schedule:
- Rotterdam: Mon - Fri
- Hamburg: Mon - Sat
- Bremerhaven: Mon - Sat
- Huerth Shuttle: Mon - Fri
- Berg. Gladbach Shuttle: Mon - Fri
- Dueren Shuttle: Mon - Fri
Trimodal Services: Trucking

Truck Fleet:
• 104 trucks

Chassis Pool:
• 192 chassis
  - 20' /40' / 45' / high cube chassis
  - air suspension chassis
  - 20' tilt chassis

Additional services:
• shuttle systems
• dedicated truck solutions
As per original sense of Trimodal City Logistics, a strategic Terminal Alliance in the Cologne area significantly reduces traffic congestion on the Cologne ring road (Autobahnrings Köln) as well as inner city traffic.
Core Businesses in Relation to Each Individual Terminal

• **Bergisch Gladbach** core business: transports from/to the paper mill M-real, Bergisch Gladbach

• **Dueren** core business: transports from/to the paper mill M-real, Dueren

TRIMODAL PORT in “hub function“ for following satellite terminals:

• **KNAPSACK CARGO** core business: transports from/to the chemical plant, Hürth-Knapsack
neska **intermodal** in numbers:

- Terminal site: 511,000 m²
- Depot capacity: 30,000 TEU
- Intermodal departures: 60 per week oneway
- Barge: 10 Barges with a capacity of 5,800 TEU per week
- Trucking: 220 Trucks / 260 Chassis
- Employees: 320 employees
Network of neska intermodal ➔ the efficient solution!

Optimization of processes …

Services out of one hand …

Cost reduction …
Intermodal Transports Water / Rail
**Overview: Intermodal Departure Schedule:**
(weekly departures per direction)

<table>
<thead>
<tr>
<th>Barge:</th>
</tr>
</thead>
<tbody>
<tr>
<td>BE-Antwerp</td>
</tr>
<tr>
<td>NL-Rotterdam</td>
</tr>
<tr>
<td>all terminals</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rail (national):</th>
</tr>
</thead>
<tbody>
<tr>
<td>DE-Boenen (OWX-Shuttle)</td>
</tr>
<tr>
<td>DE-Unna (OWX-Shuttle)</td>
</tr>
<tr>
<td>DE-Huerth</td>
</tr>
<tr>
<td>DE-Bergisch Gladbach</td>
</tr>
<tr>
<td>DE-Dueren</td>
</tr>
<tr>
<td>DE-Hamburg</td>
</tr>
<tr>
<td>DE-Bremen / Bremerhaven</td>
</tr>
<tr>
<td>DE-Berlin</td>
</tr>
<tr>
<td>DE-Stuttgart (R2X-Shuttle)</td>
</tr>
<tr>
<td>6 x from RRT</td>
</tr>
<tr>
<td>6 x from RRT</td>
</tr>
<tr>
<td>5 x from CTS</td>
</tr>
<tr>
<td>5 x from CTS</td>
</tr>
<tr>
<td>5 x from CTS</td>
</tr>
<tr>
<td>5 x from CTS</td>
</tr>
<tr>
<td>3 x from CTS</td>
</tr>
<tr>
<td>3 x from RRT</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rail (international):</th>
</tr>
</thead>
<tbody>
<tr>
<td>ES-Valencia</td>
</tr>
<tr>
<td>IT-Novara</td>
</tr>
<tr>
<td>NL-Rotterdam</td>
</tr>
<tr>
<td>PL-Walbrzych</td>
</tr>
<tr>
<td>SE-Malmoe</td>
</tr>
<tr>
<td>TR-Istanbul</td>
</tr>
<tr>
<td>3 x ab CTS</td>
</tr>
<tr>
<td>3 x ab CTS</td>
</tr>
<tr>
<td>8 x ab CTS</td>
</tr>
<tr>
<td>3 x ab RRT</td>
</tr>
<tr>
<td>6 x ab KCT</td>
</tr>
<tr>
<td>9 x ab RRT</td>
</tr>
<tr>
<td>3 x ab CTS</td>
</tr>
</tbody>
</table>
Examples for neska intermodal Shuttle-Concepts

1. OWX: Ost-Westfalen-Xpress
2. BBX: BlackBoxXpress
3. R2X: Rotterdam-2-Axes
1. Ost-Westfalen-Xpress (OWX)

RRT Duisburg as a Hub
OWX-Shuttle:

- block train, operated by RRT
- takeover of overseas import containers at terminal Duisburg
- connecting the eastern hinterland by integrating satellite terminals in Unna and Kamen / Boenen as destinations, including return of empty containers

➔ reliable and environmental friendly services for a multitude of hubs and important transport chains

Shuttle-Details

- waggon-set / departure: 15 x 80‘ + 7 x 60‘ waggons
- max. capacity / departure: 81 TEU
- frequency: 6 round trips / week
Routing-Examples: When Does a Shuttle Make Sense?

<table>
<thead>
<tr>
<th>Destination</th>
<th>Distance [km]</th>
<th>via Duisburg</th>
<th>via Unna</th>
<th>via Köln</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gelsenkirchen</td>
<td>36</td>
<td>50</td>
<td>92</td>
<td></td>
</tr>
<tr>
<td>Meinerzhagen</td>
<td>115</td>
<td>67</td>
<td>62</td>
<td></td>
</tr>
<tr>
<td>Werne</td>
<td>85</td>
<td>25</td>
<td>112</td>
<td></td>
</tr>
<tr>
<td>Soest</td>
<td>107</td>
<td>34</td>
<td>127</td>
<td></td>
</tr>
<tr>
<td>Ahlen</td>
<td>116</td>
<td>43</td>
<td>130</td>
<td></td>
</tr>
<tr>
<td>Warstein</td>
<td>137</td>
<td>64</td>
<td>157</td>
<td></td>
</tr>
<tr>
<td>Sundern</td>
<td>128</td>
<td>46</td>
<td>138</td>
<td></td>
</tr>
</tbody>
</table>
2. BlackBoxXpress (BBX)
BBX-Shuttle:

• Block train operated by RRT Duisburg
• Takeover of loose foundry coke in Poland with specifically for that purpose designed OT-bulk-containers
• Complete replacement of road transports with rail transports from cokery in Poland to RRT Duisburg with possible storage
• Short oncarriage with own tipping chassis for distribution in western regions; return of empty containers by rail

Shuttle-Details

• Capacity / departure: 50 container, 27 t cargo
• Frequency: ca. 50 trains per year
Equipment:

- Specifically for that purpose designed OT-Bulk-Container
- Volume: 55 m³
- Size of container: 30ft, up to 27 t of cargo
- Material: robust steel
- Stackable up to 5 containers
Obvious Advantages:

• Increased efficiency by consolidating transports

• Optimized and predefined routings lead to a decreased administrative complexity

• Increased reliability and adherence to delivery dates

• Ecological contribution by decreasing road transport and using a more sustainable system of transport: rail
CTS Container-Terminal GmbH
Rhein-See-Land-Service

Oliver Haas
Stapelkai / Niehl Hafen
D-50735 Cologne
Fon +49 221 75 208-0
Fax +49 221 75 208-43

www.container-terminal.de