

Last legal hurdles cleared: joint venture between thyssenkrupp Steel Logistics and duisport picks up speed

- Joint venture between thyssenkrupp Steel Logistics GmbH and Duisburger Hafen AG gets underway following approval by the Federal Cartel Office
- On July 1, Matthias Beughold from duisport joined the previous management team of Dirk Langenfurth and Dr. Ulf Gebel
- A carefully planned road map for the future of the joint venture is being implemented

Duisburg, July 23. Following approval of the transaction by the Federal Cartel Office, the logistics joint venture between thyssenkrupp Steel Logistics GmbH and Duisburger Hafen AG (duisport) is picking up speed. thyssenkrupp Steel will continue to hold 51 percent of the joint venture, with duisport holding a 49 percent interest in the future. The joint venture was founded with the goal of pooling expertise, making optimum use of existing capacities and, as partners, further developing Europe's largest steel and logistics location. "We are delighted that we can now get under way, having received approval from the Federal Cartel Office," says Markus Micken, responsible for logistics at thyssenkrupp Steel, with relief: "Europe's largest steel location and the world's largest inland port, together handling over 60 million metric tons of raw materials and bulk goods annually, are natural partners for the ongoing development of logistics and the transformation in Duisburg and the Rhine-Ruhr region. We are now going full steam ahead."

Greater flexibility and adaptability for Europe's largest inland port

"Better instead of cheaper" – with this slogan, thyssenkrupp Steel Logistics GmbH (which was spun off in 2022) garnered the support not only of the duisport Group, but also of its own workforce of around 300 employees and the works council members for the planned joint venture. The goals of the strategic partnership between the two companies are as follows: achieving synergy effects in terms of expertise, greater flexibility and adaptability,

which are particularly necessary in the course of thyssenkrupp Steel's transformation to climate-friendly steel production, as well as opening up to third-party business.

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As an expert in port and distribution logistics, duisport brings extensive logistics expertise to the joint venture, for example in port and handling technology, and its digitalization. For example, duisport has crane control software in its portfolio that thyssenkrupp Steel has been buying in to date. Conversely, thyssenkrupp Steel Logistics scores with its extensive expertise in bulk goods handling, and the use of push boats and lighters. After all, the Schwelgern port currently handles around 20 million metric tons of raw materials such as ores, sintered fuels and coking coal every year, making it one of the best-performing inland ports in Germany.

Shaping a secure future by utilizing skills and capacities

In addition to bundling skills, the joint venture plans for the freed-up handling capacities at the Duisburg plant port to be opened up to third parties as well. As part of thyssenkrupp Steel's "green" transformation, coal handling will gradually be phased out at the Schwelgern port. By 2045 at the latest, a third of the handling capacity currently used for storing coal will be available to the company for handling other volumes of goods. In addition to the Group's own requirements, third-party business can also come into play here. One possibility would be biomass handling, and expressions of interest have already been received by duisport from customers. "Over the past 25 years, we have shown that we, as a key player in the structural transformation, can successfully shape the change this involves. Moreover we have also built up an extensive international network with direct links to the seaports, the Mediterranean region, Asia and America. Together with thyssenkrupp Steel, we intend to play an active role in shaping the future of the Rhine-Ruhr business location," says Markus Bangen, CEO of the new joint owner, duisport.

People who have previously only worked side by side in the Port of Duisburg should be able to operate more closely together. The harbor basins can be better connected on the water side with push boats instead of truck and road. Both companies possess extensive technical expertise, which means they can support one another with repair work, for example, and thus save on the use of external personnel. Peaks in capacity utilization can also be better cushioned by combining resources. There are also plans for joint qualification of employees. In future, training courses for prospective crane operators will be expanded to include the use of the duisport crane simulator. The planning also includes the development of a joint concept for qualification. The new management team is confident: they will implement the joint business activities and the road map for the future with due consideration for all employees and the owners. Working in partnership with the duisport Group, they plan to raise

the logistics competencies in thyssenkrupp Steel Logistics GmbH to a new level, and to be able to use the additional scope for targeted investments through mutual support. They are looking forward to the challenge.

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duisport and thyssenkrupp jointly using the port capacities along the Rhine will open up valuable perspectives given the link to the Rhine-Ruhr metropolis, and the new opportunities to satisfy the growing needs of supply chains. In terms of employment and the future of the workforce at thyssenkrupp Steel Logistics, this move therefore offers security and an early concept for the future. This represents a positive signal for the Duisburg location and the Rhine-Ruhr metropolitan region, irrespective of changes in volumes due to the transformation.

Contact:

thyssenkrupp Steel Europe AG
Public/Media Relations
Christine Launert
T: +49 203 52 - 47270
christine.launert@thyssenkrupp.com
www.thyssenkrupp-steel.com