

CargoTime

1/2024

The  CargoLine magazine

OPTIMISED PROCESSES – FREED-UP STAFF

How to skilfully combine human and artificial intelligence



Europe by local transport
Premium services and strong
partners make it possible

A strong alliance
CargoLine gains a shareholder
with Emons

Climate protection taken seriously
The network offers two sustainable
transport options



“With LUNISA, we were able to fill our open positions (specialists and managers in logistics as well as commercial positions) quickly and with the right people. We greatly appreciate the partnership-based collaboration with the team at LUNISA and look forward to further joint successes.”

Bernd Schäflein, Member of the Executive Board of Schäflein AG

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Dear readers,

It's said it will usher in a new era of the workplace – and massively change our economy. The talk is of artificial intelligence, which we zero in on in this issue. In doing so, we specifically focus on the here and now: on powerful unloading robots and innovative warehouse shuttles that some CargoLiners are already using, on forecasting tools and joint projects with universities. The interview with KI LAB Heidelberg provides many tips on how companies can successfully get started with AI. And we are also already using AI to respond to customer needs, as we describe on page 20.

Refrigerator, washing machine, stove: this sounds like the technology we know. But no! For the Midea manufacturer, AI ensures low energy consumption for appliances and simplifies product development. In co-operation with the forwarding company Rhenus MTG from Mannheim, meanwhile, Midea appreciates working “as equals” (page 10). This aspect also plays a major role in our second report in the Practice category, where Klumpp + Müller shares similar values to its customer Schnitzer – and has a certified organic warehouse, specifically for its gluten-free food.

Page 14 deals with warehouses of a different kind – namely for batteries. These are considered dangerous goods. But Fritz Group and Hartmann International now offer especially safe transport and storage options for them.

You'll find out how “fit” we are in terms of suitable transport solutions in other European countries on page 18 – along with many product details. We always try to act with ecological responsibility and ensure that our portfolio is based on a sustainable approach. That is a declared objective of our sustainability strategy (page 22). Speaking of strategy: the Cologne-based transport and logistics company Emons has been a shareholder of the general cargo cooperation since the beginning of 2024. I'm pleased to tell you more about the background and plans on this.

Last but not least, I want to mention our “Up close” article, this time with the German badminton and runner-up world champion Tiina Kähler. She explains why you best shouldn't hold a badminton racket like a frying pan and why her logistical work inspires her so much.

I hope you too are inspired and you enjoy reading this issue of CargoTime!
 Yours,



Jörn Peter Struck
 Chairman of the Management Board





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Welcome to the future

Whether robots for loading or unloading,
order picking or driverless industrial trucks:
CargoLiners are actively shaping the future!

It moves autonomously and evenly across surfaces, charges its own battery and communicates using a voice assistant. It adapts its settings after every update if programmed to do so. And you might well enjoy one in your own home. The talk here is of robot vacuum cleaners. Anyone who has one won't want to let go of it quickly. After all, the cleaning miracle takes over a tedious task, one which Germans spend about 156 hours on per year. Time which would happily be spent on more meaningful undertakings. The same applies to caring for their own green spaces. Robotic lawn mowers are recording annual growth rates of over 15 percent. What other industry can say that of itself?

Whether in houses or gardens, tasks seen as dull or unpleasant are increasingly being taken over by machines. The working world is seeing the same development. The Hofmann Group, based in Biebesheim am Rhein, is bravely forging new paths: "To relieve our employees of physically strenuous work, we use robots to unload heavy bagged goods from containers," says Isabel Hofmann. The family business is the first company in Germany to draw on the Dutch service provider Copal and its logistics robot. "It has a large grappler at the front with an attachment that grips the bags using fine needles and loads them onto a conveyor belt. At the end of this belt, another fully automated machine awaits, also equipped with a gripper arm, which transports the goods safely into mesh pallets," the young woman explains.

No risk – more fun!

The robots don't create any damage, she says. "Every movement is governed by absolute accuracy." A range of sensors and cameras are the reason behind this, which, in combination with artificial intelligence, precisely analyse both the ware itself and the packing pattern and environment. In addition to this, a staff

member controls the unloading process via monitor from an operator's cab. Using a joystick, he or she is able to intervene at any given moment. Meanwhile, another colleague ensures the supply of fresh mesh pallets.

"You could also load the ware onto pallets – the system is highly flexible," says Isabel Hofmann in praise. Moreover, an attachment for other types of packaging equipped with appropriate lifting techniques can be mounted on the robotic arm. Laser technology that detects people in the vicinity and additional protective barriers provide for safety. The system also identifies whether the goods are damaged and boasts an enormous load capacity and operational readiness that go far beyond what human strength can muster: within just two hours, approximately 450 heavy bags are safely stored in the Hofmann warehouse. Previously, the CargoLiner required at least six hours and three staff members at full steam to achieve this result. If anybody was absent due to sickness, it would take even longer. Now the health of staff is preserved long-term – and the improved working conditions make the job more attractive.

New era of warehouse management

The Hofmann Group is so happy with the results thus far that it is considering using mopping and vacuuming robots in its warehouses. Or driverless industrial vehicles that have a wide variety of uses.

At Schäflein, for example, self-propelled forklifts load and unload the packing stations in the freight forwarder's AutoStore® warehouse, located in Röhlein near Schweinfurt. Robots also take on the fully automated loading and cleaning of containers and small load carriers (SLCs): from supplying the container cleaning ◇



system to removing the cleaned containers and stacking the pallets, everything runs on its own accord. “Another milestone is the automatic repacking of products from storage to shipping container,” says CEO Bernd Schäflein. “We rely on robots, especially when it comes to industrial products in large quantities. They work around the clock – for maximum efficiency.”

Speaking of efficiency, this is a key aspect in logistics. The faster the orders are dispatched from time-critical online trade, for example, the greater the appreciation on the part of the customers. And the sooner urgently needed storage spaces become available again, too. Thanks to a modern shuttle system, CargoLiner Rhenus was able to increase the efficiency of its warehouse picking by 200 percent in its logistics centre near Basel, for example. Nine robots transport an array of items from the warehouse to a staff member for him or her to process them. Reminiscent of oversized vacuum cleaner robots, they shoulder shelves of up to 1,000 kg in weight. Once they have been emptied of the packages, the robots bring the shelves back again – and refill them, if required.

With clarity and concepts

In summary, optimised processes, enhanced precision, increased efficiency, better planability, counteractivity to the shortage of skilled workers, heightened occupational safety, relief from physically strenuous, monotonous or risky activities, long-term preservation of health as well as improved and attractive working conditions – these are all advantages inherent to automated solutions. Even though maintenance work for them is “not insignificant”, as Isabel Hofmann points out, the added value they provide is immense.

Not just an abundance of innovative spirit is required to reap the benefits, however, savvy and good concepts are just as important. This doesn’t deter the medium-sized network partners in the slightest. On the contrary – when it came to planning a large new building on its freight forwarding site, Hartmann International incorporated a fully automated forklift concept. The idea to convey pallets from the logistics area directly to the transshipment hall via a tunnel transport system, thus optimising the logistics processes so that even short-term orders can be processed efficiently, is an inherent part of this.

As for Schäflein Spedition, it entered a joint venture with Cobolution Logistics, which works



At Hofmann Group, a robot takes over the unloading of heavy bagged goods. This relieves the employees, as they only need to monitor the process.

closely with universities as well as robot and camera manufacturers to implement different research projects and technologies related to digitalisation/automation. And the CargoLiner BTG, as part of a university project, even developed its own AI system for its robot, which stacks pallets according to respective quality.

The three pillars of AI

The system outlined above uses image recognition – one of the three key operating areas of artificial intelligence according to Paul Becker from KI Lab Heidelberg (see interview on page 9). The others are “language & text” and “analysis & prediction”. CargoLine gives a strong lead in all three areas. Automated answers to standard consignment requests, for example, have long been common practice at the Frankfurt headquarters as well as with many partners.

And that’s not all, of course: in Wackler’s new hazardous goods warehouse in Wilsdruff near Dresden, an intelligent management programme identifies the perfect place for sensitive goods, while a navigation system that’s unique in Europe defines the optimal route for the shelf stacker to get there. In the meantime, customers can view their current inventory by means of a webtool. Schäflein also uses AI in various operating areas – e.g. in drawing up work instructions and training material in different languages, including tutorial videos with avatars. “A lot is still in

the making, but the speed with which we set up these kinds of applications is tremendous,” Bernd Schäflein says, eyes shining.

Speed thanks to young talent

Especially young staff members enthusiastically press ahead with the advancement of new technologies. They have also helped to move CargoCast and warespace forward (both of these are CargoLine startups – see CargoTime edition 2/2022). As the name implies, CargoCast focuses on logistical forecasts: the AI-based service allows extremely accurate predictions relating to shipment flows and packages up to four weeks in advance. warespace, on the other hand, analyses the customers’ ordering behaviour for its clients and determines the best storage locations with the shortest transport routes. Contract logistics requirements, e.g. packaging or returns management, are taken into account in the selection process.

As a side note: the web app used by warespace provides suggestions geared towards streamlining the customer-specific supply chain – after all, it’s “intelligent”. But what’s also true is that whatever the speed and comfort, CargoLine will never go without human intelligence and service. ◇

P.S. Thanks to human intelligence, this article was written without ChatGPT ☺

Don't be afraid of AI

Does it make sense to apply artificial intelligence in my company? What opportunities and risks need to be taken into account? And how best to get started?

KI Lab Heidelberg provides answers to these and other questions. Funded by the Baden-Württemberg Ministry for Economic Affairs, Labour and Tourism, the lab lends active support to companies interested in implementing AI pilot projects. As is the case with CargoLine.

Mr Becker, how is artificial intelligence different from state-of-the-art software?

Paul Becker: What's different is its ability to analyse data, identify patterns and make decisions independently without explicitly being programmed to do so. A chatbot with AI capabilities can, for example, understand requests made in natural language and provide intelligent answers without any human intervention being necessary. Just think of ChatGPT ...

Yes, everyone's talking about ChatGPT these days. How can companies make best use of such language models?

It makes sense for them to use custom GPT chatboxes that interact solely with internal data and documents. With regard to logistics, especially in the area of knowledge management, we're talking about a real game changer here. A point in case is a cooperation between CargoLine and an AI startup that is currently in the making. Its aim is to digitalise manuals that employees are able to access multilingually via an app and which will give them answers to questions regarding processes, including complex ones, within a matter of seconds.

What other advantages do AI solutions provide, do you think?

On the one hand, repetitive and time-consuming tasks can be automated – in quality inspection, for example. On the other, immense quantities of data are processed, which results in patterns or correlations being registered that people can no longer identify.



Paul Becker, head of KI Lab Heidelberg, advises and actively supports the general cargo alliance.

This means that AI solutions mainly serve us as assistants.

And yet many people are reluctant to take the leap when it comes to this topic ...

Yes – they have reservations on account of costs, data protection or due to ROI. Take the introduction of AI-based customer support: how can you calculate the value for money here before the support is actually implemented? It's difficult. The shortage of skilled labour also plays a role: even if a company commissions an external provider with the implementation, it needs staff that is familiar with both AI and the company's data and is able to coordinate the respective projects internally. On top, many employees take quite a critical stance when it comes to AI. So it requires courage and foresight to take new technologies on board.

How do you generate the necessary acceptance among the workforce?

I often hear employees say: "We're fine with

AI, but please, we don't need more software!" Nobody wants a model that costs more time than it saves. User-friendliness and easy implementation are therefore crucial to success. They ensure rapid amortisation and spark interest in how AI works.

And what about people's fear that jobs will be cut?

Technologies replacing people at work is nothing new. What's new is the perspective: most of the companies we advise are not looking to make their staff redundant, but to reduce their workload – so that they can allow it to work more effectively and thereby counter the shortage of skilled labour.


If I want to delve into AI with my company, what first steps would be appropriate?

Start small. Identify an AI application that can be implemented fairly quickly and at the same time solve a relevant problem or support an important task at your company. The first step is to gain experience in dealing with data and to understand AI implementation and the value it adds. I recommend taking the plunge – not necessarily in ice-cold water, though – lukewarm is just fine.

Startups play a decisive role in the pilot projects that you support. What do you think about the fact that with CDW, CargoLine has its own start-up hub?

The business models resulting from it are a prime example of how to successfully shape the future. Let's take the CargoCast startup, for example, which offers forecasts based on AI. With the strong network behind it, it can draw on significant advantages, for which other startups require lots of time and money.

Are there any final recommendations you'd like to share?

Yes, there are a great number of grants that provide financial support for AI projects. Companies are able to claim six-figure sums in some cases! So do your research – and have faith! 

You'll find information about KI Lab Heidelberg here: www.ki-lab-heidelberg.de

White goods for bright minds



The Midea technology group is one of the largest manufacturers of consumer electronics and climate technology worldwide. CargoLine partner Rhenus MTG from Mannheim supplies Midea's white goods throughout Germany and to neighbouring countries in Europe.

Nearly every German household has a fridge, a washing machine, a stove and a dishwasher. It is estimated that 30 million of these household appliances are used in Germany alone: a huge market that's currently undergoing rapid technological change. With the help of technologies based on artificial intelligence (AI), a sophisticated sensor system monitors the optimum use and consumption of energy, water and washing agents. Intelligent stoves and ovens can

even identify the best cooking settings, control the vent and regulate the temperature and cooking time automatically – right down to the previously assigned degree of browning. All one has to do is eat.

From bottle caps to high-tech products

One of the leading manufacturers of these large household appliances known as white goods (see information box), and the world's largest producer of microwaves is the Chinese technology group Midea. Having launched in 1968 as a small production company for bottle caps, the initially state-run company saw outstanding success, with sales figures almost doubling every year. Today, the multi-billion-dollar global corporation offers a wide portfolio of household appliances from hand blenders to washing machines, refrigerators, hobs, exhaust hoods and vacuum cleaners, as well as air puri-

fiers, ventilators, mobile air conditioning, heat pumps and energy storage systems. The group places great value on networking and artificial intelligence with a view to reducing energy consumption while intensifying performance.

Sustainable products for the European market

Midea is a household name in China, but in Germany we're more familiar with its trade names Comfee, the white goods from Toshiba and the German robot manufacturer Kuka, which it purchased in 2016. For a few years now the company has been strengthening its business in Germany and Europe under its own name and is expanding the German location further as its European distribution and innovation centre. "In terms of developing our products, AI and smart homes take top priority," says Oliver Rütter, logistics services analyst at Midea Europe, based in Eschborn near Frankfurt am Main. "Our customers today not only expect durable and reliable appliances, but also ones that are equipped with state-of-the-art functions and technologies. We also develop sustainable products to meet strict environmental regulations and consumer requirements," the expert reveals. The sector has already contributed a great deal in this respect: in the last 20 years, the water and energy consumption from washing machines and dishwashers has gone down by almost a third – and that's just the beginning.

Solid foundation of trust

The new intelligent products are expected to reach the customers in Europe safely and quickly. In March 2021,



Midea therefore selected CargoLine partner Rhenus MTG from Mannheim – then still MTG Bayer – as its transport company. “As a result of our growth we were on the lookout for a suitable partner and with its offer, MTG was able to clearly win the day,” Rütter recalls. “The relationship is highly productive – we always approach minor challenges openly and in an outcome-oriented way,” the experienced logistics expert says. Frank Bechtel, one of the managing directors at MTG, is happy to return the praise to his customer. The old hand, who has already been working with the company for 34 years, describes the business relationship as being “at a very high level among equals.” Every week, there is an internal team meeting and one with the customer, once a month also involving the external warehouse service provider, Brechtel reports. “We coordinate our activities specifically and also run an electronic “complaints box”, in which anyone can post problems that might be arising, so as to solve them at a later point.” For him, building and sustaining a solid foundation of trust with the Chinese owners is extremely important, something that is already underway. “Midea is now looking to run advertising on trucks with us. The idea is to have the tarpaulins of two semi-trailers and several of our road hauliers’ local transport vehicles marked exclusively with the Midea logo along with some product images and the slogan ‘Make yourself at home’.”

Colourful world of goods

In the language of the manufacturing, trade and waste disposal sectors, electronic consumer goods are grouped according to colour. The term “white goods” comes from the time when almost all household appliances still had white enamelled sheet metal encasing them. Today, the term includes ovens, fridges, freezers, air conditioners, washing machines, dryers and dishwashers. The term “brown goods” covers consumer electronics, whereas “red goods” refers to heating and radiating systems. “Grey goods” relate to information electronics and communication devices, such as telephones and smartphones.

Pan-European transports

MTG has already transported 40,000 consignments for Midea within Germany and to neighbouring European countries via the CargoLine network, says freight forwarding manager Simon Diehl, “mainly to Austria, Luxembourg, Denmark, Slovenia, Italy, the Czech Republic and Slovakia.” Every day, two or three semi-trailer trucks drive to the new Midea warehouse in Waldlaubersheim near Bingen am Rhein, where the goods are loaded and then delivered via the network. “Midea is in direct contact with our service department and is always able to track the whereabouts of the consignments in real time as well as call up the electronic delivery documents.” Apart from these regular journeys, there are frequent additional freight consignments, too, such as for the Midea partner Amazon, for which MTG alone last year shouldered 39 shipments through Germany in just one week.

Breaking new ground together

Oliver Rütter looks very positively into the future. “MTG and CargoLine are growing with us, and new opportunities are arising every day. The expansion of our export business and the transports associated with this are a case in point.” For such a fruitful cooperation “you certainly don’t need artificial intelligence, but traditional values like trust, a level playing field and communicative intelligence,” Frank Brechtel says with the wink of an eye. 

Midea

is one of more than ten brands within the Midea Group – a global high-tech company founded in 1968 in the Chinese province of Guangdong. The German headquarters are located in Eschborn, close to Frankfurt am Main in the federal state of Hesse.

166,000

employees worldwide
located in 200 countries

31

production and innovation centres worldwide

80,000

approved patents and up to 40 design prizes
per year

ranks **288th**

on the Fortune Global 500 list of the largest
companies in the world by revenue

51.39

billion euros in annual turnover

www.midea.com

Rhenus MTG

is a Mannheim-based haulage business founded in 1927 that offers logistics services and transports on a worldwide scale. In July 2023, the company, then known as Mannheimer Transportgesellschaft (MTG) Bayer, was fully acquired by the Rhenus Logistics Group. Its CargoLine membership remains in effect.

150

employees

5

trainees per year

17,000 sqm

warehousing space, thereof
10,500 sqm handling area

600,000

consignments per year

30 million

euros in annual turnover

www.mtg-tlc.de

It's a match

They both operate their businesses sustainably, are highly customer-focused and attach particular importance to quality: the Offenburg company Schnitzer and the Kehl-based logistics specialist Klumpp + Müller are a perfect fit.



Taking part in the 2024 World Championships in Hawaii. This is Ironman athlete Jonas Hoffmann's goal. Will the 27-year-old Hesse manage to join the ranks of the international elite? The chances of achieving it are good. Not least because, in addition to intensive training, he also relies on a healthy diet. Heavy physical exertion leads to reduced blood circulation in the bowel, after all, which in turn significantly increases the risk of inflammation.

It's estimated that more than a third of endurance athletes are affected by gastrointestinal problems. Compromised performance is one of the outcomes. To deal with the situation, a number of professionals opt for a gluten-free diet (see box). This is precisely what Jonas Hoffmann has been relying on for three years, and not only does he feel better since doing so, but he's also more productive. The brand Schnitzer supports him in his endeavours.

From Offenburg out into the world

Schnitzer is a cornerstone in healthy nutrition which has been offering gluten-free baked goods already now for nearly 25 years. "Our products have become an integral part on the shelves of specialist stores for organic food and health food shops," says Dominik Herbert, a senior key account manager at Schnitzer. "We've also been supplying renowned drugstore chains and supermarkets for many years as well as specialised online shops."

Not only does the recipient structure cover a wide spectrum – so does the portfolio (see box). Manufacturing

takes place at the company's home site in Offenburg. From here, the CargoLiner Klumpp Müller ships the goods to places all over the world. "In addition to customers in Germany, we also supply other European countries – the Netherlands, Belgium and Austria in particular," says sales representative Annika Klüm. "We've been able to successfully manage such highlights as air and sea freight to the USA, too."

Like clockwork

As most of the products are sent to drugstore and supermarket chains via large distribution centres, Schnitzer likes to use CargoLine's "NightLineFix" service – i.e. day-certain delivery with a time option. "Shorter delivery times – fixed deadlines: our customers are becoming more demanding," explains Julia Hühn from the order processing department. "A frequent wish is to only receive goods from a selected batch or specified article per pallet, which means that each product needs to be stowed on a separate pallet. The height of the pallets also plays a role. For air transport, for example, it may not exceed 1.60 metres."

Another responsibility on part of the logistic partner is to provide all products with intermediate palettes and distribution labels. If the general cargo is supposed to be placed in automatic warehouses when it reaches the recipient, the logistics partner takes care of the labelling using so-called SSCC labels, which show all the data relevant for the goods-inward department.

Setting the bar high

Things get particularly busy for marketing campaigns. Here, the volume of goods – and therefore also the necessary contract logistics – goes well beyond the usual scope, as Hühn explains. "We produce

◇◇ *What we appreciate about our logistics partner in particular are its flexibility, its proximity – and its organic warehouse* ◇◇

Julia Hühn, Schnitzer



Schnitzer produces its baked goods with lots of love, but without gluten. Klumpp + Müller take care of a swift delivery to ensure freshness.


the goods in advance and place them in interim storage with the forwarding company until the campaign period begins." The forwarder's employees need to pay attention not only to the article, batch and amount, but also to the minimum shelf life as well as country-specific packaging. Before dispatch,

the staff then labels the goods with order-specific information.

The handling of food brings about further logistical requirements. The transports need to be HACCP-compliant, for example – which, thanks to the general cargo cooperation's uniform standards, is guaranteed across the network. But the Kehl-based CargoLiner goes a step further: with a certified organic warehouse and certified logistical processes to boot. "After all, the gluten-free products are manufactured in accordance with the EU Regulation 2018/848 for organic products. So it goes without saying for us to comply with this high standard," explains warehouse logistics manager Winfried Reimer.

The fact that sustainable activity is a genuine concern of Klumpp + Müller is also demonstrated by its use of e-trucks, low-emission barges, weight-optimised truck trailers and a 1,600-kilowatt photovoltaic system. The corresponding emissions data is fed into CargoLine's CO₂ shipment calculator and accordingly becomes available to customers like Schnitzer for their own records on environmental performance. "We already used CargoLine's CO₂ data in 2020 as part of our emissions report following the standards of ZNU (Zentrum für nachhaltige Unternehmensführung/Center for Sustainable Leadership)," says Bärbel Fielitz, sustainability manager at Schnitzer. "We want to draw on this option for the report that's in planning for this year, too."

"Never change a winning team"

Whether it's their environmental and quality consciousness or their customer-oriented approach: the two companies have a lot in common. They now look back on 13 years of cooperation and intend to continue to follow along this path. Because as Alfred Ramsey, the trainer who once made the English national team World Champions, said: "Never change a winning team!" 

Useful facts about gluten

Gluten is a protein found in the grains wheat, spelt, rye and barley as well as in the ancient grain types einkorn, emmer and kamut® (Khorasan wheat). Unfortunately, many people do not tolerate it very well or not at all. With respect to gluten intolerances, a distinction is to be made between wheat allergies, gluten sensitivity and coeliac disease. The latter is a life-long autoimmune reaction to gluten – i.e. a chronic inflammation of the intestinal mucosa. For those affected, including over 840,000 people in Germany alone, a gluten-free diet is essential. Otherwise, stomach cramps, fatigue or other complaints loom – and long-term, the risk of developing bowel cancer also increases.

Schnitzer

Founded in 1968, the family-owned company advocates for healthy nutrition right from the start. In addition to top athletes, the brand focuses particularly on people with coeliac disease and food intolerances such as wheat/lactose intolerance, but also on other consumers who have a leaning towards organic food. Thus, in addition to gluten-free sweet and savoury baked goods, the range also includes grains and seeds, books, flour mills as well as grinding and baking accessories. These are not just sold in Europe, but also in Hong Kong and the USA.

150

employees from **16** countries

Over **30**

gluten-free products

Production of over **2,500 t**
of food in 2023

100

percent organic quality

7,000 sqm

production area in Offenburg

Turnover of approx. **20** million euros

www.schnitzer.eu

Klumpp + Müller

celebrated its 70th anniversary in 2023 and has been a CargoLine member since 1997. Added to its extensive experience, the medium-sized logistics service provider based in Kehl by the river Rhine stands out due to its future-oriented positioning. With its Euro Terminal Kehl, for example, it offers a trimodal hub that intelligently connects road, rail and waterways. Trucks are used mainly just for the last mile.

145

employees from **10** countries

Own transport fleet
comprising **50** vehicles

3

rail sidings plus crane systems

10,000

pallet storage areas in high-bay warehouse

2,500

pallet storage areas in shuttle warehouse

8,000 sqm

block storage areas

150,000

general cargo shipments in 2023

www.klumpp.com

CargoLiners offer transport and warehousing solutions for Li-ion batteries

Modern technologies can be both a blessing and a curse. Lithium-ion batteries significantly outperform conventional ones in terms of storage capacity and space requirement. At the same time, with their “fiery” temperament, they’re extremely dangerous. The CargoLiners Hartmann International and Fritz Group now provide safe transport and warehousing options – the latter specifically for critically defective batteries, too.



Just how treacherous lithium-ion batteries (Li-ion batteries) can be became clear over the Christmas period in 2023: the Genius Star IX bulk carrier’s crew struggled very hard to quench the fire when, for reasons unknown, some of the altogether 800 tonnes of batteries on board went up in flames. This is because once a lithium battery starts to burn, it can’t be dealt with using conventional methods – and can even cause violent explosions if it comes to the worst. So best that it doesn’t come to a fire in the first place.

But how can all the Li-ion batteries be dealt with, especially when they’ve used up their charge cycles, become instable and need to be disposed of? After all, their use is set to continuously increase, not least on account of e-mobility.

From requirement to patent

The Fritz Group in Heilbronn and Hartmann International in Paderborn gave much thought to the matter – after all, both CargoLiners help customers with transport and warehousing needs in this sector. “Even

ADR-certified trucks and hazardous goods warehouses are not per se suited to transporting every type of lithium-ion battery. So we thought about how we could make the transport and warehousing of these batteries safe – especially when they’re in a critically defective state,” explains Wolfram Fritz, owner of the eponymous freight forwarding and logistics company. The solution: a special reusable transport container that is equipped, amongst other things, with clamshell technology, a pressure relief valve and electronic temperature and voltage monitoring. Wolfram Fritz and Andreas Nohe, sustainability and dangerous goods officer at Fritz Group, developed it themselves within a period of three-and-a-half years. “After testing and continuously improving on prototypes, we’ve been using the final Liio Box effectively now since December 2022,” Nohe explains. And with the blessing of the Federal Institute for Materials Research and Testing (BAM), which had tested the containers extensively beforehand (see information box).

The company even went a step further and had the Liio Box patented. As Andreas Nohe says on the subject: “Because we were one

of the first companies to have a functioning and ADR¹-compliant container for critically defective lithium-ion batteries and which met P911/LP906 standards, we of course wanted to protect this conceptual and competitive advantage. The fact that we passed the patent approval procedures is something we’re really quite proud of.”

Covered from first pickup to final delivery

The box manufactured in cooperation with the mechanical engineering company MTS as a partner is more than just a transport container, though. Instead, it’s part of Fritz Group’s wider concept, which reaches from provisioning and collection from the shipper through to delivery at the waste disposal contractor or recycling company. In the process, a trailer is used that has been specifically converted to transport the Liio Box. It offers special features like a high ventilation rate, which ensures an even distribution of temperature – crucial for batteries. A forklift truck is on board, too, which is used in particular in car dealerships and workshops, where there is generally no equipment available to



A thoroughly tested transport option even for critically defective lithium-ion batteries: the Liio Box from Fritz Group in Heilbronn.



quickly and easily load the containers with their heavy contents.

Consistent parameters as a guideline


Hartmann International, too, has invested in the warehousing and handling of Li-ion batteries: the transport and logistics company had part of its newly constructed terminal 3 especially designed for ADR cases, expressly set up to meet the requirements of Dangerous Goods class 9 (M4). With the aid of state-of-the-art measuring and monitoring technology, 17,000 specially defined high-bay storage spaces make it one of the most innovative and safest warehouses for batteries and energy storage systems in Germany.

“Clearly defined safety concepts, such as continuous temperature monitoring, highest standards in fire protection and storage and building technology, and special warehousing processes, including incident management, are the foundation for the professional handling and storage of lithium-ion batteries,” says Björn Böhme, managing director at Hartmann International. In addition, terminal 3 in Pader-

born has its own battery charging station to guarantee optimal battery conditions for safety and customer requirements.

ADR-compliant transport

For the transport, all containers with Li-ion batteries are stowed and secured without gaps. This prevents any inertia forces from occurring when accelerating and braking, which could otherwise set off a chain reaction in the batteries. Specially trained personnel both at Hartmann and Fritz ensure that ADR regulations are complied with during transport. In the unlikely event of a problem arising, strictly defined disaster concepts limit the damage.

With their specialist solutions, these two companies are therefore well-placed to take the further expansion of e-mobility and other application areas of Li-ion batteries by storm. 

'Agreement concerning International Carriage of Dangerous Goods by Road.

Put to the acid test

Lithium-ion batteries are generally considered dangerous goods. If they are also critically defective, according to the ADR regulations, they are only allowed to be transported in containers that have passed inspection by the Federal Institute for Materials and Testing (BAM). As is the case with the Fritz Group boxes.

BAM's extensive testing for authorisation of the so-called Liio Box – which is able to securely store batteries with a maximum capacity of 89–111 kWh and up to 1,000 kg in weight and is also suitable for prototypes – included horizontal drop tests from a height of 1.2 m as well as edge drop tests.

This also included the simulation of a battery reacting and igniting. For this purpose, an approved testing institution created a so-called “thermal runaway”, where the temperature in the interior of the box rose to over 1,200 °C, but its outer skin was not allowed to exceed 100 °C. In the Fritz box, this is ensured by a patented heat insulation layer located between the two shells inside the container. Further information (in German) about the box is available at: <https://fritz-gruppe.de/lithium-batterie-transporte>.



Partner ranking 2023: new front-runners

The latest “National Partner of the Year” award held moments of great joy: after several second and third places in previous years, Wackler, based in Wilsdruff, Saxony, has come first in the 2023 quality ranking. Kissel from Mainaschaff follows in second place, after coming third last year. New on the winner’s podium, by contrast, is E. Schmelz from Kassel. Compared to the year before, the forwarding company, which has only been a franchisee of the general cargo cooperation since 2019, managed to move up 17 places in one go!

“We place much emphasis on steadily developing our continuous improvement process. By extension, we’ve increased the weighting of the quality criteria even more than before this time and in turn reduced the impact of the absolute shipment volumes on the overall result. By doing so, we’re rewarding those



From the left: Markus Neumann and Pamela Schmelz-Pfeiffer (Schmelz Transport & Logistik), Oliver and Maximilian Schwarz (Wackler) and Stefan Kissel (Kissel Spedition) proudly accepted their “Partner of the Year” trophies at CargoLine’s Franchisee General Meeting on 14 March 2024.

partners who, irrespective of size, are doing an excellent job and thus significantly contributing to the performance of our alliance as a whole as well as to customer satisfaction,” explains CargoLine’s managing director Jörn Peter Struck.

By way of background: in ascertaining the annual ranking, the network evaluates per-

formances such as the delivery rate in the required quality and time, the completeness of the system scans to track packages, the results in the audit for implementing the emergency concept, the readiness to work in task groups and decision-making bodies of the cooperation, and the degree of networking with the alliance partners. ◇

Children’s eyes shine with ARCHE

Even in a city as wealthy as Frankfurt, children receiving a Christmas present is not something that can be taken for granted. This is why staff members at the CargoLine headquarters don’t need to think twice about giving the children at the ARCHE children’s and youth project a gift each year to make them smile. Each present is as unique as the child who’s written it on their wish list – and is often the only one waiting under the Christmas tree for them. So last Christmas, CargoLiners once again wrapped up football gloves, Lego bricks, craft supplies and much more into colourful parcels,

which the non-profit Frankfurt association then delivered to the children over the course of its five Christmas parties.

“Precisely because they are probably never going to meet those receiving the gifts, it shows great understanding and love on part of the givers that they are setting out to take action against injustice and inequality in our society,” explains Daniel Schröder, director of the ARCHE association in Frankfurt. “We’d like to express our heartfelt thanks to all the private individuals and companies who took part in our campaign – not least to all the coor-

dinators who made sure that all of the gifts really arrived with us at ARCHE on time.” ◇

If you’d like to help as well, you can find out more information here:
www.kinderprojekt-arche.de



Daniel Schröder, director of the Arche association in Frankfurt (left), and CargoLine managing director Jörn Peter Struck are delighted about the many parcels for the Arche’s protégés.

Finger power, not frying pan

At work, Tiina Kähler organises the flow of incoming and outgoing goods as well as the storage procedures at the Hamburg freight forwarding company Sander Logistics. In her spare time she is fully invested in badminton and has become German champion and runner-up world champion in the amateur league.

Measured by the speed which the delicate shuttle-cock is able to reach, badminton is considered the fastest ball game: the world record lies at an amazing 493 kilometres per hour, faster than a fighter jet taking off. The sport places highest demands on the players' reflexes, their basic speed, stamina and ability to concentrate. The lightweight racket allows quick changes in terms of stroke technique and direction, thus making the processes in the game sophisticated and artful. "Beginners usually hold the racket tightly like they would a frying pan, but the trick is to guide it in ever-changing ways – including using finger power in the panhandle grip," explains Tiina Kähler who succumbed to the sport at the age of eleven. Since then, she has been training with her local team "Blau-Weiß Wittorf-Neumünster" and has come a very long way: in June 2023, she landed first place in the German mixed doubles in her O40 age bracket (over 40, 40–45 years), thus qualifying for the amateur Senior World Championships in the South Korean city of Jeonju in September of the same year. After a fast-paced match, she took second place there with her doubles partner, thereby becoming runner-up world champion. This was in spite of the fact that she was not able to compete with her usual partner, who was prevented from attending,



Fast, persistent and able to concentrate: Tiina Kähler (back) wins the runner-up world doubles title in Jeonju.

but instead with a former rival able to step in at short notice.

Pleasure in organisation

The trained forwarding agent has been with Sander Logistics for twelve years and organises the flow of incoming and outgoing goods there as well as the entire warehousing procedures. She has always taken pleasure in organising things well, she says. She starts work at seven in the morning and leaves at 3.30 p.m. Then she goes food shopping – Tiina Kähler enjoys cooking for herself and her friends. Her favourite dish is tortellini in a ham and cream sauce. "When it comes to eating it, I'm a world champion, too," she laughs. She

doesn't follow a specific sports diet. But about two-and-a-half months before the major European and world championships, she starts a targeted fitness training programme and gives up alcohol and her beloved pasta completely – "or at least almost completely." Even though she is not a "garden gobbler", as she puts it, she loved the light vegetable and fish dishes in Korea. It was the first time she was in the badminton stronghold Asia, and the dimensions of the cities there left a deep impression. South Korea is an "extremely pleasant and friendly country," she says, in which "the trains arrive exactly on time."

Back at the company she was given a very cordial welcome with a bouquet of flowers – and "everyone was proud of me."

Is badminton just a counterbalancing factor for her or does she also see parallels with her professional life? "I'm dependent on the partner and on the team – in my job, it's exactly the same," she says. Here, too, she organises with sure instincts and in trusting spirit in a mixed double with her supervisor. Added to which she sees "many small successes every day, for example when a container arrives punctually and you can stick to the plan and actually carry it through to the end," says the vice-world champion, used to victory, after all, with a smile. ✧

Fit for Europe

A tightly meshed and reliable CargoLine partner network along with market-oriented shipping options provide backup to forwarders needing to transport goods through Europe within tight schedules. The scope of premium services ranges from preferential handling, turbo deliveries and binding deadlines through to a delivery note service and prior notification of delivery time for private customers.



A shipment that needs to be sent across Europe to Tampere or Bari is no problem whatsoever,” says CargoLine’s managing director Bernd Höppner, responsible for the international overland transports of the network. “We have around 80 partners in Germany and abroad we can draw on to provide reliable service to forwarders and their customers in approximately 30 European countries.” Within the extensive network, international shipments are usually handled according to the country-specific standard transit times. For shipments with particular conditions regarding their deadlines, CargoLine also offers special premium products (see box). Often, a delivery needs to arrive on a specific working day of the week, for example. Or time is short and the shipment urgently needs to be there by the next day. Turbo deliveries, shipments with precise deadlines and consistent tracking of consignments in Europe are not a matter of course and require a great deal of precise planning, coordination and reliability. “With our additional transit time assurances, we optimise the calculability of the supply chain, no matter where in approximately 30 countries in Europe a consignment originates from or is heading,” Höppner explains.

Preferential treatment

Customers of the international freight forwarder Schmidt-Gevelsberg in Schwelm, for example, regularly book the premium service NightLineEurope Priority, which guarantees preferred delivery within a standard transit time. Most of these shipments go to the Netherlands. According to what customers say, it’s quality and good value for money that are the game-changers.

Europe once in 24 hours

The preferred delivery to the Netherlands and the NightLineEurope product NextDay are also very popular with the freight forwarder Bursped, based in Hamburg. Its customer REYHER, the well-known Hamburg-based trade company of fasteners and mounting components, “immensely appreciates its reliable service,” Sebastian Hübner, head of outgoing goods and shipping and deputy head of logistics, confirms. He reports: “Our customers place their orders well into the late morning on the day of shipment – with the knowledge that a next-day delivery is ensured. Reliable handling strengthens customer retention and is highly significant for the business.”

Service all the way through to the private customer

For customers of the Paderborn-based logistics provider Hartmann International, meanwhile, the product B2CLine Europe is what’s intriguing. Trading with direct end-customer delivery has been an integral and important part of many of their business activities in Germany and Europe for years. From furniture, barbeques, building and garden accessories through to larger furnishing items, they ship everything that consumers need in their private or professional lives. “The simple, proactive and, above all, reliable notification and scheduling services contribute to the fact that the end customers enjoy ordering with our shippers and do so consistently,” reports Ilias Davidis, sales team leader at Hartmann International. The forwarding company delivers goods mainly to the neighbouring countries



Austria and Switzerland, as well as to the Benelux countries.

Pinpoint precision

Customers of the international freight forwarder Köster & Hapke in Hanover often used the premium service NightLineEurope Fix

in 2023 – frequently in combination with NightLineEurope Receipt – to ensure and document the order reliability within the set schedule for their own customers. Thomas Hackl, team leader of logistics strategy at the internationally operating printing ink manufacturer hubergroup Germany, based in Kirchheim, explains: “Our customers are

All Europe products at a glance

NightLineEurope Priority

Preferred delivery within standard transit time to approximately 30 European countries. Ideal for reliable supply chain planning.

NightLineEurope NextDay

This exceptional service within the industry takes general cargo shipments of up to 1,000 kg across borders to recipients in defined countries and regions in Europe within 24 hours. Line hauls in an extensive network combined with special connecting hauls by Sprinter or bus are what make it possible.

NightLineEurope Fix

General cargo shipments are delivered to the desired destination in Europe on a specified working day. The delivery date may exceed the standard transit time for the respective country by up to five days.

B2CLine Europe

This very special service is available in Austria, Belgium, Denmark, France, Luxembourg, the Netherlands, Norway, Poland, Sweden and Switzerland: shipment notification with a delivery date for private customers.


NightLineEurope Receipt

The delivery note service for Europe: if a simple POD is not enough, a delivery slip receipt can be issued upon request. The signed document is filed digitally in the Cepra track & trace system and promptly made available online. The service can be combined with all other NightLine Europe products.

mainly printers, and we use CargoLine’s Fix product relatively often. The printing business with advertising and brochures, for example, is highly dependent on fixed dates with set times and weekdays. This is why we need to supply the goods on a just-in-time basis and are very pleased with the service that Köster & Hapke provides.”

Many chemical and trading companies expect delivery with pinpoint precision on a fixed day, too, and transfer their products to the responsible hands of the Wackler freight forwarder in Wilsdruff. “With NightLineEurope Fix and NightLineEurope NextDay, our chemical plants and trade customers have received fixed transit times from us that we strictly adhere to, always delivering the goods on the exact day needed,” Clemens Christoph from sales management says.

Prioritising and optimising transit times

The Italian CargoLine partner Brigl from Bozen in South Tyrol handled a particularly large amount of pan-European orders with NightLineEurope Priority last year and made special use of NightLineEurope Next Day and B2CLine Europe for consignments going to Germany. The COO Andrea Corona explains it as follows: “The difficulties in the field of procurement logistics and shortage of raw materials has led to many customers only being able to ship their end products with a delay. By booking these special products, they are able to prioritise their consignments and make up for important transit time. The extreme delays that occurred due to the heavy maintenance work on the Brenner motorway were another reason for our customers to book these products.” Brigitte Reinstadler from the family-owned company VAP, a specialist company for precision parts and CNC milling based in Truden close to Bozen, agrees with this assessment: “We run exports with the Brigl company every day and frequently make use of the NextDay service so as to meet urgent customer requirements or work off production backlogs and thereby prevent delivery delays from happening.” 

Accelerating the digital transformation in-house

Low-code/no-code is heralding a new trend in artificial intelligence (AI). As one of only a few companies, CargoLine is already using this form of application development because it speeds up the implementation of customer requirements, for example. And not just in logistics companies for that matter.

Despite the name, LCNC is not a new hard-rock band from Australia. No, the abbreviation stands for low-code/no-code, a relatively new method of automating business and administrative processes. Thanks to intuitive graphic tools and embedded functions, users are able to create and expand automated workflows and webtools with it via simple drag and drop, for example – in fact in the case of no-code, without requiring any programming knowledge.

Speedy and cost-efficient application development

CargoLine is already using LCNC: “Our aim is to completely digitalise all existing processes among our cooperation partners and between them and their customers to save time, increase transparency and show availability. Our clients have added advantages if we can implement new requirements on their part and bring ideas from our partners to fruition even faster and with less effort,” explains Sebastian Grollius, who heads the strategic network development and IT at CargoLine.

Implementing customer requirements digitally without any detours

On account of LCNC, the cooperation has made a conscious choice to place customer individualisation and process modelling in the hands of those who are directly in closest contact with the shipper – as they know best what’s needed and useful for their objective. A “detour” via the IT department is not necessary anymore. These business unit developers, referred to as “citizen developers”, help to reduce knowledge and friction losses between their respective departments and IT – whether within or outside the company – and to further accelerate the digital transformation in the company.

One of the most advanced companies

According to the latest study by the digital association Bitcom e.V., which surveys the degree of digitalisation in Germany every two years, CargoLine is one of only 34 percent of companies in Germany relying on LCNC to automate business and administrative processes.



At CargoLine, Head of IT Sebastian Grollius is also leading the way in AI.

For automated recognition of incoming documents, the figure is only 27 percent, but the cooperation is already active in this area as well. “We have payment advice notes read by an app, for example, converted into text, “pretied up” by AI and then issued. This saves us 30 minutes per procedure,” explains Grollius and adds: “We developed this workflow with the help of Blockly, Google’s intuitively used LCNC programme editor. With it, writing code is a thing of the past. Implementation is fast and therefore particularly suitable for small applications that would be disproportionately expensive to programme,” he concludes.

Staff motivation with LCNC

Does Sebastian Grollius have a tip for companies that have now become curious and are considering using LCNC? “Just do it,” the IT expert laughs. “Being able to offer a shipper a digital solution for its requirements on account of AI makes customer service more interesting and in tune with the times. It motivates many existing employees and ideally attracts new ones. The feedback from our “citizen developers” in the partner companies has certainly been very positive so far.” ◇

my.cepra.de

The use of low-code/no-code will further promote expansion of the CargoLine customer portal. The my.cepra.de portal already offers extensive functions such as estimated time of arrival (ETA)¹, management of documents, a market price tool, a CO₂ calculator, pallet account management, dangerous goods and compliance checks, complaints and claims management, order entry, statistics for supplier evaluation and an Alexa Skill² for consignment tracking.

¹ CargoTime 1/2021. ² CargoTime 1/2023.

A strong alliance

The year 2024 started off with a bang for CargoLine: on 1 January, the Cologne-based transport and logistics company Emons was made a shareholder of the general cargo cooperative. Jörn Peter Struck, the network's managing director, spoke with CargoTime about the background and what's in planning.

Mr Struck, what was the motivating factor behind the cooperation between CargoLine and Emons?

Simply put, it was the highly relevant subject of network security. Together, we want to position both organisations on an even more stable and resilient base in order to be able to cope with unplanned incidents such as disrupted supply chains or extreme spikes in shipments.

Are all 22 Emons branches in Germany joining under the CargoLine umbrella?

No, that is desired by neither Emons nor us. Instead, we're focusing on select locations. The sites in Saarland-based Bexbach and in Karlsruhe will pave the way and start working with us from August 2024 and at the turn of the year, respectively. We expect to integrate a third branch by the end of the year. In the long term, close cooperation with a maximum of five locations makes sense. It will mean both of the brands can draw on synergies, but also preserve their identity and continue to operate independently of one another.

What level of intensity can this cooperation expect?

The three to five Emons operations will become fully fledged franchisees. They will offer our entire product range, feed into our network, serve the hub and provide all data for seamless shipment tracking.

But CargoLine already has partners at these five locations ...

That's when the issue of network security comes in. It's not that easy to find independent medium-sized companies that are able to process our shipping volumes – and in the quality we need, at that. Also, the digitalisation that we're pressing ahead with is rather difficult for smaller forwarding companies to incorporate. This is the reason why we're currently cooperating at some locations with companies that meet our requirements but are primarily members of another network. They deliver for us, but hardly feed any shipments into our network – in the same way some of our own franchisees do for other networks. Or we join forces with independent freight forwarders that come with capacities that are just about a good fit.

With Emons as a shareholder, these three to five branches as franchisees and possibly other ones in addition as temporary backup



operations, we now have the chance to increase stability at these locations and thereby for the network as a whole.

How did this partnership come about in the first place?

Emons and CargoLiners such as Bursped in Hamburg, Honold in Neu-Ulm and Koch International in Osnabrück have already been working together bilaterally for a long time. So we know and understand each other. After a strategy meeting mid-2023, we therefore approached the managing director Ralf Wieland – not anticipating that we'd be welcomed with such open arms. Emons management had already been thinking about a cooperation

with CargoLine, too. After all, the company with its 22 branches can't set up a network on its own and therefore faces similar challenges that we do in terms of network security in Germany.


Will individual Emons operating units now replace those of Rhenus in the group?

These two developments don't have anything to do with each other. Although Rhenus will cease to be a shareholder at the end of 2024, it has assured us that the six branches in Unna, Duisburg, Düsseldorf, Hilden/Cologne, Mönchengladbach and Mannheim will continue to perform their duties as franchisees in accordance with the contract beyond the change of calendar.

But if it doesn't ...

... we now actually have an alternative.

For the time being, there are now two strong shareholding companies with at least three locations in the network. How is a good balance among the partners ensured?

The same applies here as for all of our shareholders: irrespective of the number of branches in the network, each one has just one vote. Apart from that, Emons – like many of our partners – is a renowned medium-sized company. Its mindset is therefore similar to ours, as are the quality standards. The IT levels are also a good match. So it's not a Goliath joining the network, but a company interacting on an equal footing. 

Climate protection – clear and realistic

The transport sector brings many good examples of achieving the European climate targets to the table. CargoLine and its partners have been invested in the topic for many years, examining critically how to deal with it. As a result, they have recently introduced two compelling transport options, among other things.

Everyone can and must contribute to climate protection – we all agree on that. European climate legislation aims to decrease emissions of climate-damaging greenhouse gases to net zero by 2050. The emissions are to be already reduced by 55 percent by 2030 as compared to 1990. Since, according to the Federal Environmental Office, 19.4 percent of all greenhouse gas emissions are caused by road traffic in Germany, transport and logistics service providers are of course required to do their bit when it comes to reaching the German and European climate targets. And CargoLine has already accomplished a lot: environmental certifications, paperless clearance, bundling of transports, route optimisation, avoidance of deadheads, use of alternative fuels and fuel-saving trucks, its own CO₂ calculator in the customer portal, driver training courses and generation of solar energy have been standard practice for years. The general cargo alliance's 2013 sustainability report documented this and more in great detail. In the last ten years, emissions from the cooperation as a whole were able to be reduced by almost 20 percent – no mean feat, but no reason to stop there.

Increasing volume of traffic

“When it comes to climate protection, the entire sector is still far from tapping into its full potential,” says CargoLine's managing director Jörn Peter Struck. Due to the

constantly growing amount of traffic, the sector-specific emissions are in fact rising significantly. As the sobering figures from the Federal Ministry of Transport reveal, truck mileage increased by 34.5 percent from 47.8 billion to 64.3 billion kilometres between 1995 and 2021. Despite technical improvements, the absolute figures for CO₂ emissions in road freight transport increased by 23 percent within the same period. Forecasts up to the year 2030 predict further increased mileage and climatic pressures. In addition to rethinking production and consumer behaviour, it is therefore high time for new ideas as well as the purchasing and intensified use of alternative drive systems in local and long-distance vehicles.

Legal requirements

The EU first introduced CO₂ fleet targets for heavy commercial vehicles (SNF) in mid-2019. They state that as from 2025, the average CO₂ emissions per kilometre must be at least 15 percent lower than in 2019. As from 2030, a reduction of at least 30 percent as compared to 2019/20 will apply. Simultaneously, the German CO₂ price for fossil heating and truck and car traffic was incrementally increased by 25 euros in the year 2021, by 30 euros in 2023 and today by 45 euros per tonne of greenhouse gas. The price will lie at 55 euros in the year 2025, and as from 2026 a price bracket of at least 55 but no more than 65 euros will apply.



Judette Pulle, headmistress of St Benedict Grade School in Jinja, Uganda, is delighted about the fact that water for her pupils no longer needs to be boiled thanks to solar UV radiation and the ultra-filtration system.

Limitations to action

Realistically speaking, however, the options for rapidly reducing greenhouse gases in the logistics sector are limited. There is a lack of long-term planning and guidelines on the part of the federal government as well as insufficient practicable battery and charging technology, and more often than not, the high costs of alternatively powered trucks run the aspirations aground. Many well-intentioned efforts wane in light of the predicted growth of traffic. According to Struck, the specific emissions per consignment could be reduced to the required extent, “but the absolute figures for emissions of the sector as a whole won't as long as the



Biogas from animal manure as a clean energy source for households in Indonesia.

supply chains in the trade and the purchasing behaviour in the private sector don't change." The logistics expert concludes that "It's only with a functioning infrastructure, a new concept for the transport sector at large and a willingness by shippers and consumers alike to join forces that logistics service providers stand a chance of achieving the standards that politics demand."

Sustainability partnership as an offer

In addition to genuinely preventing and reducing CO₂ emissions within its own operations, as recorded in its "Sustainability Roadmap 2030" action plan (see CargoTime 2/2023, "Investing in karma" article), it also makes sense for CargoLine to provide financial support to existing climate protection projects that make an effective contribution to global CO₂ savings. This is why CargoLine is offering shippers a reliable sustainability partnership with two new transport options (see information box). With the non-profit foundation myclimate Germany, the logistics network is supporting climate initiatives in Uganda and Indonesia that work according to the internationally developed and proven Gold Standard. This is because avoiding harm-

ful greenhouse gases, no matter where in the world, is always relevant and important – and projects in Germany are not recognised or eligible to be funded according to this high standard. This support has nothing to do with greenwashing, as it doesn't compensate for our own failings or result in a misleading "climate-neutral" label like the one given to milk, frozen pizza, airport terminals and warehouses, for example – but which in most cases doesn't live up to its name.¹

Clean drinking water for schools and households in Uganda


The aim of the project in Uganda is to provide poor households and schools with new technologies to clean drinking water that in the past had to be boiled using elaborately collected firewood. With the help of solar UV radiation and ultra-filtration systems for water treatment, 120 to 650 litres per hour can be cleaned and distributed. The savings of non-renewable firewood and charcoal reduces CO₂ output by over 60,000 tonnes per year.

Biogas production in Indonesia

The funded project in Indonesia offers families with livestock a sustainable way to reduce their dependency on expensive firewood and fossil fuels. The biogas plants, which the programme allows to be purchased at a low price, convert cow or pig manure into biomethane that can be used for cooking and

lighting. The fermentation residues from the process make an excellent biological fertiliser, helping to improve the small-scale farmers' crop yields. The result is an annual CO₂ reduction of over 19,000 tonnes.

Good is not yet good enough

In addition to all these practical changes, savings and project funding measures, CargoLine relies on transparency and the regular review of its own sustainability targets. As Germany's first general cargo network to do so, it has applied for membership in the Science Based Targets initiative (SBTi). The international organisation's seal of quality is the world's first independent audit standard for the climate protection efforts of companies, certifying the audit of their objectives. CargoLine will also soon be adding the new ISO norm 14083 to its already existing environmental certifications. This norm offers a comprehensive approach to quantifying and reporting on greenhouse gas emissions in traffic. 

¹ The EU now rightly wants to prohibit such unverifiable environmental advertising and is looking to introduce an appropriate directive.

Effective climate products

By using **NightLineEco**, shippers and CargoLiners are entering into a sustainability partnership: customers flexible in their scheduling give the general cargo cooperative up to four days' time to deliver their consignment. The exact time of loading depends on the respective truck capacity during that period. Free capacities are optimally exploited with overhangs and empty runs avoided. The better use of resources throughout the transport procedure leads to a reduction of 13 percent on average as compared to a conventionally booked consignment. For the remaining emissions, the CargoLine partner makes a financial climate protection contribution to the non-profit environmental foundation myclimate to support CO₂-saving projects in Indonesia and Uganda.



NightLineEco

NightLineBalance is geared specifically towards shippers who are unable to (further) decrease their transport emissions through prevention and reduction, but who still attach importance to positively contributing to climate protection. On request, the climate impact of each consignment is identified and, in return, the shipper, by means of climate protection partner myclimate, financially supports certified projects that cut CO₂ emissions.



NightLineBalance

Transport logistics. Contract logistics. Right across continents.

One of our partners is never far away.

► German postcodes starting with 0...

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Finsterwalder Transport und Logistik GmbH
06112 Halle/Saale

► 1....

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c/o CargoLine GmbH & Co. KG
CargoLine Großbeeren
c/o CargoLine GmbH & Co. KG
CargoLine Berlin Nord
c/o CargoLine GmbH & Co. KG
Sander Logistics GmbH
18146 Rostock

► 2....

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21129 Hamburg
KG Bursped Spedition-GmbH & Co.
22113 Hamburg
Sander Logistics GmbH
25524 Itzehoe
CargoLine Apen
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BHS Spedition und Logistik GmbH
28197 Bremen

► 3....

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33106 Paderborn
Erich Schmelz GmbH & Co. KG
Internationale Spedition
34123 Kassel
John Spedition GmbH
36124 Eichenzell
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37079 Göttingen
Ritter Logistik GmbH
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► 4....

Rhenus Freight Logistics Düsseldorf GmbH
40597 Düsseldorf
Rhenus Freight Logistics GmbH & Co. KG
40721 Hilden
Rhenus Freight Logistics Mönchengladbach GmbH
41066 Mönchengladbach
BTG Feldberg & Sohn GmbH & Co. KG
46395 Bocholt
Rhenus Freight Logistics GmbH & Co. KG
47229 Duisburg
Heinrich Koch Internationale Spedition GmbH & Co. KG
49090 Osnabrück

► 5....

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T+S Helmuth Logistik GmbH
55543 Bad Kreuznach
CargoLine Polch
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Leopold Schäfer GmbH, Spedition
57290 Neunkirchen
Schmidt-Gevelsberg GmbH
Internationale Spedition
58332 Schwelm
Rhenus Freight Logistics GmbH & Co. KG
59425 Unna

► 6....

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Hofmann Internationale Spedition GmbH
64584 Biebesheim am Rhein
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Rhenus MTG GmbH
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► 7....

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Fritz GmbH & Co. KG
74078 Heilbronn
Rüdinger Spedition GmbH
74238 Krautheim
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Klumpp + Müller GmbH & Co. KG
77694 Kehl
Hugger Logistics – Zweigniederlassung der
Bächle Logistics GmbH
78554 Aldingen
Streck Transportges. mbH
79108 Freiburg

► 8....

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Spedition und Logistik
84503 Altötting
Kochtrans Patrick G. Koch GmbH
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CargoLine Gersthofen
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Noerpel Kempten GmbH
87437 Kempten
Noerpel Baienfurt GmbH
88255 Baienfurt
Honold International GmbH & Co. KG
89231 Neu-Ulm

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Streit+Co. Internationale Spedition GmbH
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Spedition Georg Graßl GmbH
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99428 Nohra

► International partners

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H. Essers ZN & Int. Transport NV
B-3600 Genk
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BG-1336 Sofia
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CH-4133 Pratteln
Lebert AG
CH-8280 Kreuzlingen
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F-59223 Roncq (Lille)
Ziegler France, Région Alsace-Lorraine
F-67720 Hoerdts (Strasbourg)
Ziegler France, Région Lyon
F-69740 Genas (Lyon)
DGS Transports S.A.S.
F-94456 Limeil-Brevannes
FREJA Transport & Logistics Oy
FI-20100 Turku
M&M Militzer & Muench S.A.
GR-19300 Aspropyrgos
Englmayer Hungária Kft.
H-2051 Biatorbágy
Englmayer Zagreb d.o.o.
HR-10000 Zagreb
Stante Srl
I-00040 Pomezia (RM)
Stante & Ecotrans Srl
I-22071 Cadorago (CO)
GRUBER Logistics SpA
I-37139 Verona
Brigl AG, Internationale Spedition
I-39100 Bozen
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N-0614 Oslo
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PL-62-080 Tarnowo Podgórne
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