

CargoTime

2/2025

The  CargoLine magazine

PRO-ACTIVE IT SECURITY

CargoLine has more
than just *one* plan B
up its sleeve

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a breeze

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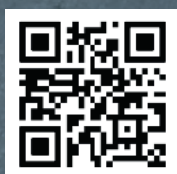
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CargoLine GmbH & Co. KG
 Lyoner Str. 15
 D-60528 Frankfurt am Main
 Phone +49 69 951550-0
 info@cargoline.de
 www.cargoline.de

Responsible according to German press law

Jörn Peter Struck, Managing Director
 CargoLine GmbH & Co. KG

Editor-in-chief

Sandra Durschang

Editors

Marion Kamp
 Andrea Toll, Textwerkstatt Ulm
 Michael Hasenpusch, editorsclub

Contact editorial office

sandra.durschang@cargoline.de

English translator and copyeditor

Catherine Schwerin and
 Tessa Hellbusch

Design

Wolfgang Scheible, graphic design,
 Cologne

Print

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 D-84503 Altötting

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Dear Readers,

Whether it's major power or Internet outages or even cyberattacks, incidents like these are becoming increasingly common and can cause immense economic damage. CargoLiners have also been affected in the past. However, thanks to our business continuity management and IT emergency response plan, their operations were able to continue uninterrupted. The current Focus section reveals what this is all about and what else we are doing to efficiently protect ourselves and our customers.

Köster & Hapke's collaboration with Seilflechter further confirms that a customer's trust in our partners is justified. After all, the tradition-steeped company has remained loyal to its logistics service provider for around 25 years (page 10). We also introduce the southern German furniture manufacturer MEBE, whose sometimes bulky goods pose unique logistical challenges – challenges that CargoLiner Hinterberger navigates with expertise. Incidentally, MEBE only uses wood from sustainable forestry and resource-saving packaging (page 12). That brings us to the topic of climate protection. We explore this more on page 20 – there you can learn what "Book & Claim" is, why it might be relevant for your CO₂ reporting, and how our cooperation is setting pioneering standards in this field.

The important thing is "that we want to be involved in shaping the future," as Alexandra Seils so aptly puts it, an opinion shared by her sister Johanna. They are set to take over the management of Bursped freight forwarding in the near future – reason enough to profile them "Up Close" (page 17). On page 22, we delve into the export jungle – a maze of regulations that can drive consignors of international shipments to distraction. The experienced colleagues at our partner companies are at hand to help. Other solutions are developed in our working groups, where our partners actively contribute their practical, customer-focused expertise. The result is an agile network – with its finger on the pulse (page 18).

Here's wishing you an inspiring read with CargoTime!



Jörn Peter Struck
 Managing Director



P.S. To make reading this magazine easier for you, we do not differentiate between masculine and feminine terms in the articles. We expressly emphasise that we welcome all people, regardless of gender, nationality, ethnic and social origin, belief, ability, age and sexual orientation.



6	FOCUS Pro-active IT security To combat the rapidly growing threats posed by cybercrime, small and medium-sized enterprises in particular are in urgent need of effective defence strategies. CargoLine is forging ahead with such initiatives as awareness training, IT security events, a sophisticated IT emergency response plan and emergency drills. Management Board member Sebastian Grollius provides in-depth insights in this article and interview.
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IT security is everyone's business

If a company's IT system fails for an extended period of time, this can have serious consequences. In view of increasing threats, comprehensive security measures are more important than ever. CargoLine made a conscious decision to take preventive action at an early stage. This strategy has already proven its worth and is constantly being adapted to changing risks.

Feeling the impacts of cyber breaches in our own immediate environment is what really sharpens our awareness," says Sebastian Grollius, responsible for IT and strategic network development on the CargoLine Management Board. "Just recently, I experienced how the council offices in my neighbouring community were paralysed by a hacker attack. Residents couldn't renew their ID cards or access any of the other services – for a whole four months!"

Incidents like this are occurring more and more often. And they are becoming more severe: in 2024, the economic damage caused by cybercrime in Germany amounted to an impressive 266.6 billion euros.* An alarming record. At the same time, these breaches are affecting significantly more companies than previously thought, from Adidas to Heim & Haus, from Rheinmetall to your regional bakery chain. "Small and medium-sized companies in particular are often unaware of the dangers and are therefore not so well protected. This is precisely what makes them potential victims," says

Grollius. They also frequently lack investment resources and IT specialists for comprehensive prevention.

AI adding fuel to the fire

In addition, the growing number of computer-controlled production systems and Internet-enabled devices in everyday operations is increasingly opening up new areas of attack. Who thinks about IT security when they're watching digital TV in the conference room? Or when it comes to scanners and multifunction or label printers? If, for instance, these devices have default passwords that are identical to their serial numbers, cybercriminals can easily use them to gain access to the entire company network.

Apart from this, the use of artificial intelligence opens up completely new ways of professionalising cyberattacks. "If you look at all these developments, the threat situation has changed significantly in terms of quantity and quality," is how Sebastian Grollius sums it up. ◇



As a result, this demands a particularly high level of security awareness. “That applies in logistics as well. If nothing else, we owe it to our customers.”

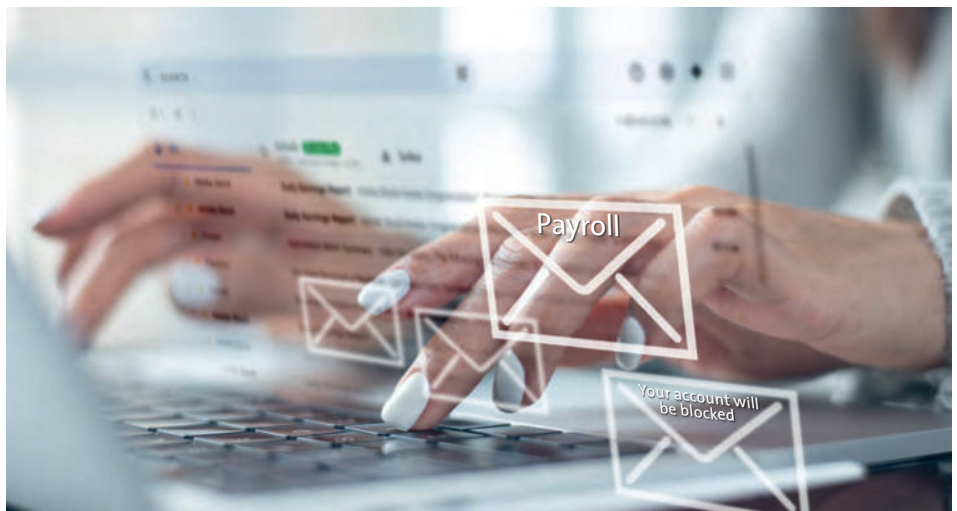
Ensuring continuity, even in times of crisis

Back in 2009, the CargoLine partners proactively committed themselves to ensuring a high level of IT security and redundant availability of the required systems, while also guaranteeing their integrity and confidentiality at all times. Additionally, in 2012 CargoLine became the first general cargo cooperation to operate in compliance with the requirements of ISO/IEC 27001, implementing comprehensive, standardised security measures. This demanded considerable effort from the forwarding companies. For example, they had to structurally separate the primary power circuits from the backup systems to ensure continued access to business-critical data in the event of a fire, flood or similar incident, thereby minimising the risk of existentially threatening damage.

“The threat landscape is constantly evolving. However, active communication and concerted, proactive efforts can significantly mitigate the risks. That is and remains our goal.”

Sebastian Grollius, Member of the CargoLine Management Board

Since 2021, a sophisticated IT emergency response plan with clear incident protocols has also complemented the cooperation’s business continuity management described above (see also *CargoTime* 2/2021). “This ensures the continuity of relevant work processes even if a cyberattack on a company also infects its data backups, rendering them unusable,” explains Stefan P. Seufert, CEO of service provider Eikona, who supported CargoLine with the development and implementation of the system. In fact, this emergency response plan has already helped partners out of trouble on several occasions, for instance, when the Noerpel logistics group was the victim of cyberattacks four years ago, followed by Hellmann, and most recently Swiss Post Cargo DE. “All of them were able to continue handling their shipments thanks to our emergency response plan – including



orders from other networks where they serve as primary partners.”

One of the factors that made this possible was Cepra. Over the years, the cooperation’s former track-and-trace system has been expanded into a versatile communication portal for customers and freight forwarders. Since it is constantly updating the consignment information and stores all the customer data as well, the system also functions as a cross-partner back-up, keeping the transport-related data for the entire network readily available. Even in an emergency. If additional manpower is required for this, CargoLine’s dedicated task force is ready to step in with its own personnel.

So the fun doesn’t turn serious

Of course, it’s best if it doesn’t get that far in the first place. One of the factors this entails is constant awareness training. “To safeguard sensitive information, our employees are regularly trained to identify deliberately placed phishing emails before they can pose a risk. I create some of these emails myself so they appear as though they originate from within the company. At one point, it looked as

though our HR department had accidentally sent out the salary list. The level of deception was immediately higher,” Sebastian Grollius explains with a grin. A variety of e-learning courses are available – some of them even gamified. The interactive training is also used by many of the CargoLiners for their employees and is spread out over five courses every six months. Significantly more than usual.

Through regular emergency drills and audits, the general cargo cooperation is actively boosting security awareness among the management of its partner companies. And to foster dialogue within the network, there are events like the IT Security Day which participants warmly welcome. The most recent event in summer this year attracted more than 40 participants and was highly praised for the hands-on presentations by experts in the field. CargoLine IT service provider EIKONA, for example, demonstrated live how easy hacking is these days and how quickly users can be deceived. Of course, it wasn’t just about the potential risks, but also about how to prevent them (see below). “After all, we want to protect ourselves as best we can,” says Grollius. ◇

Tips for more cybersecurity in every company

- › Performing a company-specific analysis of security vulnerabilities
- › Clearly regulating ID and access management – including the use of AI: who is allowed to do what with what? And which devices are allowed to communicate “externally”?
- › Constantly promoting employee vigilance through training
- › Separating networks within the company from each other and protecting each of them with their own firewall to avoid a digital wildfire in the event of an emergency
- › Introducing professional device management for mobile devices and their applications – the aim is to know who is (still) using which devices with which systems/apps, and how they can be protected and blocked in the event of loss, theft or cyberattacks.
- › Continually investing in and updating IT security expertise and technology
- › Implementing a sophisticated IT emergency response plan plus regular emergency drills

* Source: Statista – “Cybersecurity in Deutschland 2024”

Pro-active IT security

Four years ago, CargoLine expanded its business continuity management to include an IT emergency response plan. During cyberattacks on the Noerpel Group and the former CargoLiner Swiss Post Cargo DE, for instance, this allowed customer-relevant workflows to continue to be processed (see also previous article). But how can we ensure that the employees at our partner companies are really fully aware of the incident protocols outlined in the plan? What has the cooperation learnt from these incidents? CargoTime was interested in hearing about this and more from Sebastian Grollius, who is strategically responsible for IT as a member of the Management Board.

Mr Grollius, when do the alarm bells literally go off for you?

Oh, that can happen very quickly. Just recently, I received a text in the middle of the night when a partner was affected by a massive power cut. The outage had probably briefly caused an overload in the system, forcing the servers to shut down and the emergency power generator to fail. We were about to deploy our IT emergency response plan, but the power came back just in time.

Your IT emergency response plan was implemented for the first time in 2021. What have you learnt from this?

In the early days, everything was designed to manage an emergency from the warehouse, so that shipments could be processed right then and there. Then we realised that the processes were more in line with normal operations, meaning we had to start with the dispatcher and their loading list and the constant coordination between the dispatcher

and the driver on site. So we revised the plan, automating it even more, while also keeping it streamlined.

And how does CargoLine ensure that it really kicks in if worse comes to worst?

Through mandatory drills as part of a two-stage audit. Firstly, our partner companies have to rehearse a crisis situation every three months according to defined criteria – in other words, a procedure that is as realistic as possible, including processes such as scanning a specified quantity of package units using a mobile phone from the emergency kit. We strictly monitor how it is implemented. Secondly, they undergo a major audit once a year – to optimise the comparison between target and actual figures. The auditors go to the companies in person, along the lines of: “We’re going to do an emergency drill now, show us that you can do it!”

Does CargoLine carry out the audits itself?

No, we engage a fully briefed independent service provider. We recently developed a new catalogue of questions for them.

You just mentioned an emergency kit. What does it contain? And how do you pack it for dozens of employees?

Actually, the kits are large cabinets with an independent power supply. They contain charged smartphones, laptops and mobile printers that are isolated from the company network and therefore cannot be infected. This allows the affected partner to access our Cebra network on a mobile device, report the case to us and retrieve all the data relevant to the consignment. The number of devices in the cabinet is determined by the partner’s



consignment volume. The primary goal is to process the orders quickly. We want to prevent delivered shipments from piling up in their warehouse until no one knows where anything is anymore.

Let’s talk briefly about the “regular” company mobile phones and laptops: how do you keep track of who is using what and how well the content is protected?

We use a professional mobile device management solution – one of 120 minimum measures relating to our IT security in normal day-to-day operations. Compliance with the security protocols is also mandatory for our partners and is reviewed in the annual audit.

Does this mean that CargoLine is now completely on the safe side?

There is no such thing as 100 percent security, and the threat level is constantly changing. But we are very keen to stay as close to the ball as possible and are in constant dialogue with colleagues, partners and external experts. We are also planning to take our existing penetration tests one step further by professionalising them and having them done by special white-hat hackers [ed.: these are so-called ethical hackers commissioned to identify security vulnerabilities]. They may cost a lot, but all of the CargoLine partners could benefit from them! 



Strong ties

Seilflechter in Braunschweig has been manufacturing ropes for 280 years. Today it produces around 140,000 metres of cordage a day. CEO Andreas Halle represents the ninth generation at the helm of the family business, combining vision, passion for his work and a clear understanding of what is important in a modern mid-market enterprise rooted in tradition. He relies on strong partnerships, like the one the company has with Köster & Hapke, which has been providing reliable logistics support for Seilflechter for over 25 years.

Having a good team around you is the most important thing,” Andreas Halle is keen to point out. “Our employees, many of whom have been with us for decades, are the backbone of the company. They exemplify reliability, consistently high quality and a workplace atmosphere that never fails to impress visitors.” Heiko Strate and Sebastian Streibel from the logistics company Köster & Hapke wholeheartedly agree. They particularly recall their experience of Seilflechter’s 275th anniversary celebrations: “The management team didn’t just keep to themselves. Every table was a lively mix of employees and members of the Halle family. That was extraordinary. You can really sense the deep loyalty people feel to the family business,” reports Strate, who is the sales representative responsible for Seilflechter in the field.

A tight-knit team

Köster & Hapke handles the entire general cargo operations for Seilflechter. “Every day we collect a swap body from the site in Braunschweig and distribute the consignments right across Germany and to a total of 17 European countries via the CargoLine network,” explains Streibel, who works in internal sales. The main destinations are Austria, Switzerland, Norway and the Netherlands. They transport the entire product range, from lanyards to heavy-duty ropes, all packed in mesh boxes, on pallets or in cardboard boxes. Return consignments for maintenance and inspection are also part of day-to-day business, as Seilflechter offers a testing and repair service for industrial ropes. Regular inspections form a key component of quality assurance and are mandatory in

many branches of industry, for example for the lifting and safety technology used in material handling.

Everything is processed digitally, whether it’s orders, status information, receipts or track and trace. The teamwork is seamless and uncomplicated. “And if something needs clarification, we just make a quick call. This approach has been working extremely well for years,” Streibel points out. Andreas Halle sees it the same way: “Everything works smoothly between Köster & Hapke and CargoLine.” The combination of technical connectivity, human reliability and joint development build the firm foundation for this long-standing partnership.

Diversified revenues safeguard the company

The broad product range shows just how versatile Seilflechter is today. The classic

requirements for industry, water sports and DIY stores remain a solid mainstay. However, Seilflechter has long since expanded into new markets, such as the overhead transmission line construction sector driven by the energy transition. “Our textile pilot ropes now pull power lines into place right across Europe,” reports Halle. For these ropes, we use state-of-the-art fibres such as Novoleen. Seilflechter products are also sought after in the forestry industry, the off-road sector and for large expedition motorhomes – covering everything from capstan winch ropes to recovery gear.

Firefighting rope equipment is another key area of production for Seilflechter. In fact, the company is market leader in this segment. It also operates its own testing department, with around 20 employees who test and repair industrially used ropes and slings. Seilflechter uses calibrated tear testers with a tensile force of up to 70 tonnes for tensile strength testing.



In addition to a wide range of products for professional needs, Seilflechter also offers a large palette of do-it-yourself lines for watersports fans such as mooring, rubber and anchor lines.



Final inspection of the tensioned yarn before production begins.

Manual skills required

The cordage is manufactured on over 500 machines, but manual work is still essential. “Our colleagues in production need to know their machines inside out,” Halle points out. Well-trained personnel are key for the proper operation of these high-quality systems. Seilflechter also regularly invests in new technology. “If a larger machine produces more output in the same working time, that increases our productivity,” explains the CEO. For Halle, it is not just the finished product that matters, but also efficient, reliable and resource-saving processes.

Even faster delivery times

If you want to deliver quickly, you have to be prepared. Rather than relying solely on just-in-time production, Seilflechter strategically builds up stocks, even if this means taking on a risk. “If a customer needs 2,000 or 3,000 lashing straps a year, we hold them in stock. They can then simply request them from us,” the CEO explains. “This does tie up capital, but it ensures speed.” Around 25,000 square metres

of space is used for storage. The product portfolio spans around 18,000 items, including many variations in length, colour and material. Halle’s future target is to have stock items on their way to customers within 24 hours. “These days, long delivery times just don’t cut it,” he insists.

Excellent training

Alongside modern technology, Seilflechter puts its trust in nurturing young talent from within its own ranks. It offers vocational education and training opportunities in the skilled handicraft of ropemaking and in office management. Just recently, an apprenticed rope-maker completed her vocational training as the best in Germany, with the highest possible grade. Naturally, Halle offered her a job. The company will continue to offer apprenticeships in the future, and anyone with an intermediate secondary school leaving certificate and a solid knowledge of maths can apply. After all, turning 500 kilograms of yarn into ten-millimetre-diameter cordage requires a

good understanding of measurements and quantities, not just in the workplace but also at trade school.

The tenth generation is in the starting blocks

Seilflechter has always been based in Braunschweig ever since it was founded in 1745 and has operated in the same industry ever since. Their achievements were most recently acknowledged in 2024, when Andreas Halle and his team were honoured with the accolade “Entrepreneur of the Year” at the Region 38 business excellence awards. This is a strong testament to Seilflechter’s deep regional ties as well as its innovative drive.

Responsibility and continuity are still hallmarks of the family business to this day. Andreas Halle’s father, Wolfgang Halle, was CEO for over four decades. Andreas Halle has been a managing partner for over 30 years, and his enthusiasm is palpable. “I enjoy going to work every day,” the 64-year-old affirms. “When the people around me are doing a good job, the customers are satisfied and everything is running smoothly, then it’s just fun.” And the future of the company is also assured – with his son Tobias Halle and nephew Felix Halle stepping up to the starting blocks, the tenth generation is already poised to carry it forward. 

Seilflechter Tauwerk GmbH

Seilflechter is one of the most tradition-steeped rope manufacturers in Germany. Every day, around 140,000 metres of cordage roll off 500 machines, serving segments from water sports and off-road to forestry, fire-fighting and manufacturing.

Founded: **1745**

Location: Braunschweig

110
employees

140,000
metres of cordage are produced
per day

Carl Köster & Louis Hapke GmbH & Co. KG

The owner-operated company, a member of CargoLine since 2002, offers transport and logistics solutions for customers from industry and trade. The service portfolio includes local and long-haul shipment, domestic and international transport, and logistics services.

Founded: **1854**

Location: Sehnde, near Hanover

189
employees

Around **2,280**
shipments per day

Timeless, durable – and well packed

The garden furniture manufacturer MEBE aims for quality, durability and sustainability. For the safe and timely delivery of its wood and steel loungers and benches to both national and international customers, MEBE relies on the freight forwarding company Hinterberger. It is a partnership that's based on proximity, reliability and flexibility.



Many customers want to protect nature rather than exploit it – they want the products they buy to be durable, not disposable. In particular, they want their furniture to be manufactured so that it lasts for decades. That is exactly what Sebastian Zellhuber's mission is. "Our garden furniture stands for quality, durability and timeless design," he says.

For his garden loungers, garden benches and outdoor daybeds, the managing director of garden furniture manufacturer MEBE uses locally sourced woods such as Douglas fir and ash, complemented by imported Jatobá. Also known as Brazilian cherry, Jatobá is exceptionally hard and durable, and its high density makes it an excellent choice for outdoor furniture. It is also FSC-certified and is sourced entirely from sustainable forestry – a crucial factor for Zellhuber when choosing materials.

Furniture of lasting value instead of "fast furniture"

To ensure that the loungers and benches last a long time, the wooden elements have sturdy frames made of galvanised and powder-coated steel. This makes them weather-resistant and virtually indestructible. MEBE specifically favours sturdy materials. "We don't want

short-lived "fast furniture", but furniture that our customers will still take pleasure in 20 or 30 years later," says Zellhuber.

The combination of high-quality workmanship, functional, clear design and durability has proved successful. "There's a clear trend of rising demand for these products – extending beyond the materials themselves to include their origin and transport," says Zellhuber. "We are also noticing greater willingness to pay a fair price for quality 'Made in Germany'."

Regional roots – European reach

The company behind the MEBE brand is SZ Engineering. The company name incorporates Zellhuber's initials and educational background, as he studied industrial engineering, specialising in mechanical engineering. But where does the brand name "MEBE" come from? Zellhuber selected his home town of Wurmannsquick in Lower Bavaria as the company's headquarters, and in the local dialect, furniture, i.e. "Möbel" in German, is pronounced "Mebe" – the perfect nod to the company's regional roots!

From here, around 25 kilometres from the Austrian border, the young company has made a name for itself in just four years. Today, around

70 to 80 percent of orders go to private customers throughout Germany, with the remainder going to local authorities, hotels, and garden and landscape designers. "Meanwhile, we're delivering throughout Europe – from Austria and Luxembourg to Switzerland, which is now one of our most important foreign markets," Zellhuber says with a smile.

Packaging developed in collaboration with forwarder

As MEBE's success grew, so did its logistical requirements. The company's commitment to sustainability does not stop at the choice of materials, but extends to the very last detail of the supply chain. The secure and resource-saving packaging was developed in collaboration with Hinterberger, the freight forwarder responsible for shipping the furniture. The pieces are packed in PEFC-certified cardboard boxes. Intermediate layers of corrugated cardboard protect the metal parts. Hardly any plastic packaging is used – only a layer of stretch film to provide general protection. The design of the loungers is such that they even fit into a standard Euro pallet box. This makes transport and storage easier.

But even the best packaging is just the beginning. "Our products are bulky and heavy," says



Zellhuber. That alone poses significant challenges for storage and transport. At the same time, customers expect short delivery times, precise notifications and undamaged goods. This can only be achieved with well-organised processes and clear communication with the logistics partner. The highly seasonal nature of the business further exacerbates the challenges. Spring and summer are busy, while demand drops off in winter. Shipping abroad, especially to Switzerland, also involves additional tasks, such as complex customs clearance processes.

Close customer support right from the start

Hinterberger and SZ Engineering are almost neighbours – the distance between the two companies is only around 30 minutes by truck. The Altötting-based forwarding company was established in 1937 and is still family-run. The company is managed by Herbert and Bernhard Hinterberger. But the next generation has already taken up the baton: Isabella Hinterberger, the daughter of company boss Herbert, has been a member of the management team since 2022 and is responsible for shipping MEBE's garden furniture.

"It began modestly with one or two pallets per week, but in this early phase we placed

special emphasis on providing our customer with close, hands-on support," recalls Isabella Hinterberger. Her task also involved assisting SZ Engineering in navigating the CargoLine portal Cepra, which is used to record and track shipments and manage notifications. This enabled the fledgling company to provide a seamless shipping service right from the start and maintain a clear overview of its orders at all times. "The consignments are collected on fixed days, always on Mondays or Tuesdays. Most deliveries are made using the NightLine service, but occasionally they also use NextDay," says Isabella Hinterberger.

Customs clearance is a major advantage

The freight forwarder handles the entire customs clearance process and prepares all the necessary transport documents for the steadily increasing number of deliveries to Switzerland. This significantly reduces the burden for SZ Engineering, as the administrative and formal requirements involved in international transactions are considerable. "We don't have the expertise or the time to deal with it," explains Zellhuber. "The fact that Hinterberger offers this service is a huge advantage for us."

Both parties express their appreciation for the good cooperation. For Zellhuber, Hinterberger is the ideal logistics partner, as the company combines regional proximity with supra-regional efficiency. Short distances facilitate coordination, while CargoLine's European network also ensures reliable deliveries abroad. He particularly appreciates the mixture of reliability and flexibility: scheduled collections are carried out on time and last-minute changes are quickly accommodated.

Zellhuber and Hinterberger like to recount a charming anecdote that illustrates this blend of reliability and flexibility. When a customer placed a last-minute order for a custom-engraved lounge to mark a milestone birthday, timing was everything. The MEBE team pulled out all stops to complete production just in time. To make sure the surprise arrived right on schedule, Hinterberger arranged express delivery – so the lounge was waiting at the customer's doorstep the very next morning. "It all worked out perfectly and made the customer extremely happy," Zellhuber recalls. 

MEBE by SZ Engineering

Founded in 2021, the garden furniture manufacturer produces high-quality benches and loungers. Locally sourced woods such as Douglas fir and ash are used, along with FSC-certified Jatobá (Brazilian cherry) and galvanised and powder-coated steel. Founder Sebastian Zellhuber strives to develop furniture that is not only aesthetic and functional, but built to last for decades. MEBE consciously distances itself from short-lived "fast furniture", focusing on products that conserve resources and create lasting value.

9
employees

Delivery to **8** countries

80
percent private customers

A garden lounge can weigh **100** kg or more

Furniture made from Jatobá wood has a lifespan of **25+** years

www.mebe-shop.com

Hinterberger GmbH & Co. KG

was founded in 1937, and, in step with other companies in the Bavarian Chemical Triangle, it has steadily evolved from a traditional transport company into a comprehensive logistics service provider. Hinterberger has been a contractual partner of CargoLine since 1998 and is 100 percent owned by shareholders.

> 100
employees

60+
company-owned vehicles

24,000 m²
warehouse space

www.hinterberger-logistik.de

+++ 100 years of Sander Logistics – and still going strong +++

With 80 million euros in turnover in the 2024 financial year, around 250 employees at two logistics sites and three general cargo franchise locations in Hamburg, Itzehoe and Rostock, not to mention around 31,000 square metres of logistics space and a fleet of 140 vehicles, Sander Logistics can look back on 100 years of company history with great pride.

At the same time, true to the company philosophy that “Resting on your laurels won’t get you far”, long-time CEO Dr Jörg Schmeidler and the company employees are now working diligently on implementing a “2030 Agenda”. The goal is to keep raising the bar on quality, digitalisation and service while stepping up the recruitment of skilled talent.

What’s more, Sander joined the Duvenbeck Group at the end of 2024, which created fresh opportunities to boost reach, drive innovation, and strengthen overall performance. Bernd, Leif and Wolfgang Sander, grandchildren of the founding family, are still involved in the business. They are joined by Tanja Wilhelm, whose father played a key role in shaping Sander’s success for more than 30 years as a partner, managing director and

later a member of the advisory board. This preserves the character of a family-run business.

Of course, it’s only fitting that the anniversary and achievements of the company should be celebrated in style with all its employees. So, after our editorial deadline, lavish festivities were held aboard a boat on the Elbe River. And with so much water under the keel, it’s safe sailing ahead. Congratulations and all the best for the future! ◇



In 1925, Martha and Hans Sander laid the foundation for the successful company Sander Logistics.

+++ New franchisee since October – Gebrüder Weiss in Aldingen +++



A new face from the foot of the Swabian Jura has appeared in the CargoLine ranks – on 1 October 2025, the branch office of Gebrüder Weiss GmbH in Aldingen became the new franchisee for the region. The company operates a logistics facility there with a transshipment area of 6,000 square metres and 65 loading gates. A team of 70 people ensures that consignments are handled efficiently.

“We are delighted to have a new partner to serve the region around our long-standing Aldingen hub. Gebrüder Weiss has extensive experience in the groupage business and will significantly strengthen the network’s position in this region,” as CargoLine Managing Director Jörn Peter Struck explains.

The previous network partner for Aldingen, Swiss Post Cargo (formerly Hugger GmbH), had announced to wind down its groupage activities in Germany by 30 September 2025. ◇

+++ Thinking ahead for a competitive edge +++

It was under this banner that CargoLine presented itself at the transport logistic trade fair from 2 to 5 June, showcasing its start-up incubator CDW and the two spin-off platforms Cargoboard and CargoCast at its stand. Together we are driving success in the field of online forwarding and shipment data forecasting. However, the centrepiece at this year's 252-square-metre stand was our new customer app, launched to bring the best of the Cepra customer portal – along with a few new features – to people's smartphones. Naturally, alongside digitalisation, European transport and sustainability were also key topics in discussions with both existing and potential customers.

As always, our newly designed stand proved to be a lively meeting point for all CargoLiners and their customers. It was bustling with activity, especially on the Wednesday of the fair – it was almost impossible to get through!

A big thank you to all the visitors to our stand for sharing so many great conversations with the team. We were delighted to touch base with so many people and to make new connections. We hope our paths will cross again soon – at the latest from 26 to 29 April 2027 at the next transport logistic!



CargoLine's 252-square-meter stand over four days once again provided a stimulating atmosphere for sharing information and networking.

+++ Ranga Yogeshwar honours Rüdinger Spedition +++

How many people can claim that they have shaken Ranga Yogeshwar's hand? Anja and Roland Rüdinger, owners of the freight forwarding company and CargoLine partner Rüdinger Spedition, were delighted when the acclaimed science journalist presented them with the "TOP 100" seal of approval award on 27 June.

This marks the third consecutive year that they have received the award, which has been recognising companies for their exceptional innovation and business success for over 30 years. The companies are assessed in a scientific selection process that analyses their innovative strength across more than 100 criteria in five distinct categories. Rüdinger Spedition particularly impressed the jury with its commitment to sustainability, the involvement of its employees in innovation management, its use of digital technologies and its close collaboration with customers.

With this ongoing recognition, the freight forwarder is also demonstrating that continuous development, sustainability and tradition are not mutually exclusive, but instead jointly pave the way for the future of logistics. At CargoLine, we are very proud of our partner and wish the company all the best – "Keep up the good work!"



Dressed stylishly in their company colours, Anja (left) and Roland Rüdinger (right) accepted their third "Top 100" award in a row from Ranga Yogeshwar. Their company was once again recognised for its innovative strength and successes, as well as for its commitment to sustainability.

+++ Fit for the network +++

Clueless in CargoLine? Quite the contrary. Our two-day FitforCargoLine workshops in June and August once again brought together 125 dispatchers, transshipment personnel and service employees from our partner companies. They were tasked with discussing the interfaces between the departments along with mutual requirements and expectations across both company and departmental boundaries. The goal was to further optimise processes throughout the network.

As always, the two sessions took place on the premises of one of our customers to

allow us to familiarise ourselves with their consignments and thus increase our awareness of individual customer needs. This year, the workshops were held at the purchasing office of German ironmongers E/D/E in Wuppertal, giving CargoLine the opportunity to exchange ideas on their premises and gain exciting insights into their logistics centre. Our many thanks go to Managing Director Peter Jüngst, Head of Logistics Sven Schönfeld, Gaby Kappel, Assistant to the Division Management, and to our partner Schmidt-Gevelsberg in Schwelm as the CargoLiner in charge.

These two FitforCargoLine events, now in their 17th year, were also the last for Heiner Hoffmann, Head of Production/Hub/Quality at CargoLine. As one of the founders, he played a decisive role in shaping our network (see also page 19). We would also like to thank him warmly and wish him all the best for his retirement!

You can watch a video of the June workshop, professionally filmed by Yaseer Alarnaout from our partner Sander in Hamburg, on YouTube. ◇



In June and August, 125 CargoLiners from all partner companies once again made themselves FitforCargoLine by discussing mutual requirements and expectations across companies and departments as well as defining process optimisation measures.

+++ Accountable environmental action with measurable climate targets +++

“Our team has assessed your company’s targets against the SME Criteria Assessment Indicators (v1.0). After a careful review, we are happy to inform you that your submitted targets have been approved.” These words from the Science Based Targets initiative (SBTi) confirm the commitment that CargoLine has to its climate protection efforts. By joining the interest group, the general cargo cooperation has moved well beyond mere self-regulation. This makes its climate targets not only transparent, but also measurable through a neutral organisation.

What this specifically means is that CargoLine GmbH & Co. KG commits to reducing absolute Scope 1 and Scope 2 GHG emissions by 42 percent by 2029 from a 2019 base year, and

to measuring and reducing its Scope 3 emissions.¹ The network is required to regularly update these targets and communicate them transparently.

“We are extremely proud to have been recognised by the SBTi. It shows that the steps taken in recent years by our partners, system headquarters and the new hub – including establishing a dedicated sustainability working group and formulating a sustainability agenda for 2030 – were the right moves towards achieving the 1.5-degree target,” says CargoLine Managing Director Jörn Peter Struck. “Moreover, joining the initiative makes it easier for us to decide which energy-efficiency projects, new technologies and opportunities for process optimisation



we should invest in going forward to achieve our goals. This will also strengthen our competitiveness in the long term.”

Since 2015, SBTi has been helping companies set evidence-based targets that are in alignment with the Paris Agreement on climate change. One of the special features of this globally recognised non-profit organisation is its rigorous validation process, which is based on acknowledged climate models and benchmarks and covers the aforementioned scopes. ◇

¹ Scope 1 = direct emissions from own activities, Scope 2 = emissions from purchased energy, Scope 3 = indirect emissions in the value chain.

“Complaining won’t grow your business”

Two sisters, two careers, one common goal: steering the family business into the future. Alexandra and Johanna Seils have followed in their father’s footsteps without ever having planned to do so. Today, they are shaping the future of Hamburg-based freight forwarder Bursped in the fields of HR and finance, bringing their next-gen voices to CargoLine and the industry in general.

Law degree, certified tax accountant – qualifications that lead to classic careers outside of logistics. That is precisely the path that Johanna and Alexandra Seils took. And ended up where they least expected it – in the family business. As they put it, they both sort of “fell into it”, just like their father did over 30 years ago when he switched from being a lawyer to working in the forwarding company owned by his parents-in-law. Horizontal career moves are a tradition at Bursped. “We didn’t study freight forwarding and logistics,” Alexandra openly admits, adding, “But what’s important is that we want to be involved in shaping the future. The rest you can learn as you go along.” This sentiment resonates in their conversations, in the way they interact and in their unwavering commitment to responsibility. There are rarely any conflicts because they both pull together.

Diversity as an opportunity

The sisters are aware that men still dominate the logistics industry, and they are both keen to see more diversity. Not out of principle, but because diversity makes companies thrive. In the family business, the two young managers – Alexandra, 32, and Johanna, 29 – experience a culture of openness and support that transcends gender. Despite this, a traditional



Alexandra (left) and Johanna Seils want to shape the future of family-owned transport logistics company Bursped.

division of roles still exists in some areas of education and training: “The proportion of women with qualifications in business and administrative roles is increasing, but in the skilled trades sector, things remain problematic. The physical demands and lack of infrastructure still put many women off,” Johanna notes.

Networking in the Next-Gen module

Alexandra and Johanna are not only taking change in hand within their own company, but also engaging in dialogue further beyond – in CargoLine’s Next-Gen module,

they both feel at home among like-minded peers. The exchange with other business successors is open, honest and helpful for the roles they have in their own company. Whether it’s a matter of positioning, management style or digitalisation, “You realise that others are facing the same challenges – both professionally and personally,” Johanna points out.

Great desire: reliable regulatory policies

More planning security, economic stability and the chance to continue on a chosen path – Johanna hopes for a return to greater flexibility in German entrepreneurship. She believes that policymakers have a re-

sponsibility to create a reliable regulatory environment so that companies do not have to constantly operate on a short-term basis. “Sometimes we just shake our heads and ask ourselves what one political decision or another is all about,” she remarks. The sisters are also concerned about the skills shortage and what companies can do to remain attractive. But despite all the uncertainties and challenges, one thing is clear for Alexandra and Johanna: there are many things you cannot change, but you can make the best of them. For the sisters, the bottom line is: “Complaining won’t grow your business.” 

Cost-efficient, pragmatic, proven

Be it process optimisation, digitalisation, product development, sustainability or innovation management – what sets CargoLine apart is the active engagement of its partner companies. In eight working groups, experienced practitioners ensure that the cooperation acts and thrives to meet the needs of all the freight forwarding members and their customers.

How do you manage a network that includes 53 partners with a total of 7,320 employees in Germany alone and a further 34 partners in the rest of Europe? What's more, it has a pool of over 2,500 swap bodies and last year transported more than 12 million consignments, achieving a turnover of almost 1.6 billion euros. A glance at these figures might suggest that CargoLine has a huge administrative apparatus with overheads to match. In fact, just 22 people, including management, work at system headquarters to ensure that cross-partner administrative and digital processes are available to the network members at all times, and that projects such as business continuity management are comprehensively planned and implemented (see pages 6–8).

Collective intelligence

The CargoLine Group owes its lean administration to its process-orientated structure. “As a network of predominantly family-owned and independent freight forwarding companies, we harness the strength of currently eight dedicated working groups. In these forums, colleagues from our partner companies tackle specific topics, contribute ideas alongside those from system headquarters, and make decisions that are widely supported and easy to implement,” explains CargoLine Managing Director Jörn Peter Struck.

Real-world experience for real-world results

Alongside cost efficiency, this approach offers another important advantage: as SMEs, our local partners maintain a direct line to their customers. If customer requirements change, the partners immediately notify the relevant working group to discuss the matter and assess its impact on the entire network. We also gather feedback from a variety of events, including FitforCargoLine (see page 16), the major meetings for forwarding, sales and IT

managers and for international partners, the shareholder and franchisee meetings, and the Supervisory Board. This ensures that the network remains practice-oriented and highly responsive.

The Production/Hub/Quality working group addresses operational matters. It is also responsible for maintaining the “CargoLine Bible”, i.e. the Forwarding Managers’ Manual, which regulates main-leg, pre-carriage and post-carriage workflows. Its tasks also include ongoing quality control and the regular review of the quality systems, such as ISO 9001 or 14083, in terms of their degree of implementation and effectiveness.

Always something to do

Meanwhile, the IT working group is actively advancing the network's digitalisation initiatives. A key milestone in 2018 was the introduction of a modular IT architecture. Among other benefits, this allowed the transformation and ongoing development of the Cepra shipment tracking tool into a comprehensive customer centre featuring multiple microservices for consigners. The latest brainchild is an app. It provides smartphone access to the customer centre and leverages the phone's built-in features, for instance using the camera for mobile package measurement. The IT working group is also closely collaborating with the Innovation working group on the use of artificial intelligence (AI) within the cooperation. From early on, the Innovation group has focused on the development of digital business models. For instance, the idea for the meanwhile extremely successful online freight forwarding platform CargoBoard was developed in this group's meetings.

The Technology working group provides advice on the technical fit-out of semi-trailers and swap bodies, as well as on equipment purchasing, servicing and maintenance. Meanwhile, the Marketing & Sales working group discusses new general services and supports the Cargoliners' sales teams with market information





and tips, for example on the use of AI in sales. The International working group, on the other hand, negotiates with potential partners abroad, manages existing partners, sets up gate and hub connections and determines their fees. Networking is another equally important working group. As the name suggests, it deals with the strategic alignment of CargoLine's partnerships.

Climate-friendly transport options

Sustainability is, of course, a top priority. "The topic is far too important to address casually. We published our first sustainability report back in 2013, developed a shipment CO₂ calculator and obtained the relevant certifications. However, with the increasing complexity of the field, we wanted to provide our partners and customers with comprehensive expertise and service," says Struck. Eight experienced employees from partner companies have therefore joined forces with the logistics consultancy Forlogic, headed by Prof. Dirk Lohre, to form a working group and jointly formulate a 2030 agenda for sustainability. In just two years, the working group has already achieved many of its goals, such as joining the SBTi Science Based Targets Initiative (see p. 16), securing recertification of the CO₂ shipment calculator under the new ISO 14083 standard, and launching NightLineEco and NightLineBalance as well as shortly Book & Claim as environmentally friendly transport options (see p. 20). Prof. Lohre also provided the partners with a template with instructions for calculating their own carbon footprint.

"In my view, this kind of collaboration is typical of Germany's Mittelstand, those value-driven, family-owned companies that are rich in tradition. In the 32 years of our existence to date, the working groups have played a major role in ensuring that we are consistently among the top three general cargo cooperations in Germany," says Struck. 

All the best – "Mach et joot, Heiner"

Midwife of CargoLine, Mr Production, father of the Forwarding Managers' Manual – for an impressive 32 years, Heiner Hoffmann (66) has helped shape CargoLine with his expertise and commitment. He and six other freight forwarders founded the cooperation on 26 April 1993 with the ultimately successful goal of developing a closed network sharing uniform processes and quality standards.

In 1999, he was appointed Head of Production/Hub/Quality and remained in this position until September 2025. He has always kept up with the times, or rather, been a step ahead of them: "In 1997, we were pioneers in paperless shipment tracking for packages. In fact, every single package in a consignment could be tracked across six measuring points, providing complete end-to-end documentation. That was a novelty in the industry at the time," he recalls. Today, he is a natural advocate for the use of AI in the network, for instance in shipment forecasting through CargoLine's spin-off CargoCast, and hopes "that advancing digitalisation will once again inspire more young people to pursue careers in our field."

He has now passed his responsibilities into the capable hands of Uwe Lachmann, Managing Director of CargoLiner Hartmann International. We extend our heartfelt thanks to Heiner Hoffmann for the many inspiring discussions, valuable developments, his extraordinary dedication and his infectious enthusiasm for logistics – and also for the fact that even after the most heated discussions, you could always enjoy a beer with him in the best of company!



Win-win thanks to Book & Claim

The idea for Book & Claim is still new. But it already has a reputation as a game changer that will accelerate the decarbonisation of the entire logistics sector. CargoLine has taken the lead among general cargo groups to implement a practicable, trustworthy solution that will soon make climate protection much easier for customers and partners.



Imagine it like this: although the transport is carried out by diesel truck, a freight forwarder and customer benefit directly or indirectly from CO₂ savings, which they can claim in their life cycle assessments. Just greenwashing? Not at all! Provided that you are employing a reliable Book & Claim system.

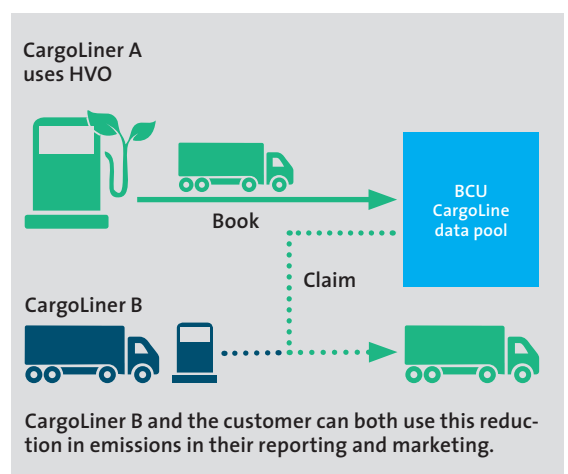
“We are first movers in this area as a general cargo cooperation,” says Maximilian Schwarz, Head of the CargoLine Sustainability working group. Back in May 2024, the working group already began to analyse the possibility from a technical perspective. “We have developed a concept for our partners and customers in collaboration with the logistics consultancy company Forlogic GmbH headed by Prof. Dirk Lohre. Soon to enter in its implementation phase, it is based on the official Book & Claim guidelines of the globally recognised Smart Freight Centre (SFC) and the RSB Book & Claim Manual.”

Reduction of Scope 3 emissions for customers

In concrete terms, this means, for example, that CargoLiner A, which uses alternative drive types, might consume around 10,000 litres of HVO₁₀₀ within a month. It then enters the quantity and period of consumption as well as the fuel type and its sustainability certificates into a registration system operated by the general cargo cooperation. Next, the system calculates the emission savings compared to diesel in the form of Book & Claim units – BCUs for short. These BCUs are collated in a data pool along with those generated by other cooperation partners. CargoLiner B, which does not yet have the capabilities of sustainable drives, can

now claim the desired number of BCUs and the associated emissions reductions for itself and its customers in return for a certain fee (Book & Claim). Both of them are thus contributing to their climate targets – CargoLiner B in Scope 1, the customer in Scope 3 – while at the same time offering an incentive for all cooperation partners to invest in the relevant drive types or infrastructure. “After all, HVO₁₀₀ is up to 30 percent more expensive than diesel,” explains Maximilian Schwarz. “However, if there is refinancing, the attractiveness of green technologies increases, which also directly increases environmental protection in this country.”

He therefore considers Book & Claim to be a successful interim solution on the path to achieving the climate targets set by the EU within the transport industry, while at the same time supporting consigners in their sustainability efforts.





Clear rules and robust standards ...

... at CargoLine's Book & Claim prevent greenwashing from occurring:

- ▶ The registration system checks all information for plausibility and only accepts fuels with recognised and proven sustainability certificates.
- ▶ Each BCU can only be booked or transformed once. After that, it is no longer available in the system.
- ▶ The stated emission reductions are used exclusively for voluntary climate balance sheets/CO₂ reports, but not, for example, for energy tax rebates. Their respective allocation in the balance sheets is clearly defined. 

Good to know

The non-profit organisation SFC (Smart Freight Centre) published **Book & Claim Guidelines** for the first time in June 2023 – the binding basis for all relevant CargoLine measures.

HVO stands for “Hydrotreated Vegetable Oil” and is ideally obtained from locally sourced vegetable waste. **HVO100** entirely replaces diesel.

Sustainability certificates provide information on the origin and composition of a fuel and its emission intensity. They must comply with defined standards in order to be credible.

Under the Greenhouse Gas Protocol (the standard for sustainability reporting), greenhouse gases are allocated to different scopes:

Scope 1: Emissions that arise directly within the company and for which it is responsible, for instance from its own heat pumps or its own vehicle fleet.

Scope 2: Emissions from energy that the company consumes itself but sources externally, for instance gas or district heating.

Scope 3: Emissions that the company does not cause itself but that result from its activities, such as business travel or transport.

On the occasion of CargoLine's second Sustainability Day

“Just doing it, not waiting”

... that's Sascha Hähnke's philosophy. In early July, the managing director of REMONDIS Sustainable Services shared a presentation highlighting the company's long-standing use of bio-gas, HVO, electricity and hybrid drives. It was part of CargoLine's annual Sustainability Day – one of many opportunities that the cooperation uses to showcase its ecological commitment.

Expertly moderated by Matthias Rathmann from the Baden-Württemberg Association for Freight Forwarders & Logistics and organised by the cooperation's Sustainability working group, the session began with Division Manager Maximilian Schwarz sharing insights into the company's participation in the finals of the Eco Performance Award. In addition, the working group had developed a sample greenhouse gas (GHG) balance with application guidelines for partner companies and adapted the in-house CO₂ emissions calculator to the latest DIN standards. Prof. Dirk Lohre and his team from Forlogic showed just how easy it is to use these tools.



The renowned institute is also supporting CargoLine on its bold path towards implementing Book & Claim (see page 20). Dr Tim Smolnik from KPMG Germany and Adrian Wojnowski from Smart Freight Centre added further valuable insights on this topic.

Peter Beste and Paul Thaler from CargoLine partner Koch International shared practical insights into their experiences in applying the Energy Efficiency Act and ISO 50001, while Alexander Klee from Swiss Post Cargo DE outlined the company's journey to in-house power generation and the development of charging parks. Simon C. Brück from the German Freight Forwarding and Logistics Association (DSLV) noted that reliable policy frameworks for the transport transition are regrettably still lacking. So is it a matter of just wait and see? Not at all. After all, CargoLine also believes in “just doing it”! 

Rising complexity in export processes: we've got you covered

International freight transport has become more complicated due to differing national regulations and digital reporting obligations. To ensure smooth processes, it's important to observe deadlines, have codes under control and always stay up to date. A task that the CargoLine partners are happy to take on for their customers.



The well-established system that once worked seamlessly under the single EU market and the customs union is now coming up against a growing number of differing national regulations and (often digital) reporting procedures. IT-supported processes, in particular, place significantly higher demands on the lead time and quality of the data.

Special digital procedures cause additional costs

Brexit in January 2020 marked a decisive turning point, as it meant the end of duty-free internal-market trade with the United Kingdom. New customs and security processes had to be integrated into the workflows of freight forwarders and customers during ongoing operations. Since then, a number of other special digital procedures have been added in Europe, including those of individual EU member states, particularly in Eastern Europe.

Hungary – EKAER/BIREG:

Since 1 January 2021, the EKAER reporting obligation introduced in 2015 only applies to goods classified as high-risk. However, BIREG was introduced as a supplement for the pre-registration of international and cabotage transports that do not fall under the EKAER obligation.

Poland – SENT:

Since 2025, the reporting obligation for cross-border transport of certain goods also applies to EU and EFTA freight forwarders. Geolocation data must be transmitted during the entire transport.

Romania – RO e-Transport System:

Since December 2023, the reporting obligation applies to all categories of goods, not just goods with a high tax risk, as was previously the case. The report must be registered a maximum of three days before the transport.

Bulgaria – e-Transport:

Since 1 January 2024, the reporting obligation for domestic transports and transports from third countries also applies here.

All these control systems mandate the prior registration of consignment data. This can be submitted via a national online portal that generates a unique code number. The code number must accompany the transport throughout and be presented during inspections. Failure to register even a single consignment on the vehicle can lead to the entire haul being blocked or entail significant penalties.

Norway, Switzerland and the UK: T2 is not enough

The movement of goods with some third countries has also been affected. Norway has introduced a similar system called Digitoll, Switzerland has Passar, and the United Kingdom has GVMS. While it was previously sufficient to carry the transit documents physically as T2, customs authorities now require the consignment data to be submitted digitally in advance. Without advance registration, the goods will be withheld. Note that in some cases, registration must have been made several days before crossing the border.

Country sponsors and Cepera ensure smooth processes

Members of CargoLine's fifteen-strong International working group also act as sponsors for specific countries. They keep the network fully updated on all current specifications and changes. In addition, the CargoLine network has expanded its Cepera consignment management system to include, for instance, special data fields for country-specific reporting codes. This information is stored digitally, allowing it to be accessible for all parties involved and to accompany the transport without any media discontinuities. This makes export processes effortless, even for consigners without in-house expertise. ◇

Optimised EIKONA Time Slot Management

All dressed up and nowhere to go is a thing of the past!

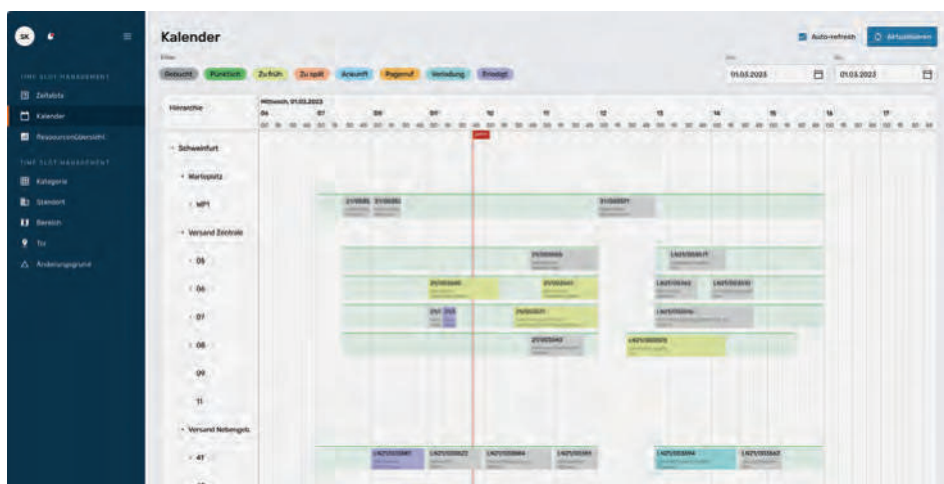
Imagine a forwarder, a truck and the relevant goods assembling at exactly the right moment. The point is that with good time slot management, this is not a case of wishful thinking, but reality. Our optimised EIKONA Time Slot Management digitalises and streamlines the processes in your warehouse, at the ramp and in the yard, and makes sure that all involved parties are consistently aware of which step is planned next.

Filling “informational black holes”

Time is money, as the old saying goes – especially in logistics. One process needs to seamlessly flow into the next for all of the following ones to take place as planned. As far as time slot management and yard management are concerned, however, time and again there are “informational black holes” in logistics: the late truck that’s stuck in traffic isn’t able to be at the ramp for when it was scheduled. But this information wasn’t passed on in time – and because of this, the wares intended for a transport squeezed in at short notice are not yet ready. As a result, peak load times often alternate with empty run phases. In short: the utilisation of available resources, including personnel, is not optimal. Our software reliably fills this information gap and increases transparency in the loading and unloading process.

Booking time slots has never been easier

With the current climate of fluctuating demand along with global and geopolitical crises, rarely has it been harder for logistics to create plans that are able to withstand constantly changing conditions. Time slots that deliver what they promise are therefore worth their weight in gold. And booking the time slots has never been easier. Forwarders or sub-contractors book via a connected on-



line portal or a direct link that is sent via email or text message. Any updates and changes are communicated this way, too.

Even more user-friendly and efficient, even faster than before

Improvements to our software always come directly from practical experience. Our optimised EIKONA Time Slot Management therefore connects the time slot booking with important functions of yard management. In so doing, it enables the tracking and tracing of all movements in the yard. Time stamps record the truck’s every motion in the yard. All vehicle movements can be traced, which significantly facilitates truck yard management. Also, thanks to the new calendar overview, everyone involved in the process can scan all important information even faster.

Real-time communication thanks to time slot management

Along with precise planning, good communication is the key factor when it comes to successful processes in the yard. Only if all parties involved are informed in real time about who is where and what wares need to be ready at which ramp can the loading processes run efficiently. Our optimised EIKONA Time Slot Management therefore takes on the exchange of information for them and covers all aspects of communication between your production/warehouse locations and the forwarders delivering and collecting the goods. When is the next truck due to arrive? Which ramp should the driver go to? The time slot management system supplies the answers automatically – so that the ramp staff, the drivers and the loading supervisors always know which stage is due next.

Transport logistics. Contract logistics. Right across continents.

One of our partners is never far away.

► German postcodes starting with 0...

L. Wackler Wwe. Nachf. GmbH
01723 Wilsdruff

Finsterwalder Transport und Logistik GmbH
06112 Halle/Saale

Emons Spedition GmbH & Co. KG
08371 Glauchau

► 1....

CargoLine Potsdam
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....

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

► 3....

Carl Köster & Louis Hapke GmbH & Co. KG
31319 Sehnde
HARTMANN International GmbH & Co. KG
33106 Paderborn
Erich Schmelz GmbH & Co. KG
Internationale Spedition
34123 Kassel
John Spedition GmbH
36124 Eichenzell
Friedrich Zufall GmbH & Co. KG
Internationale Spedition
37079 Göttingen
Emons Spedition GmbH & Co. KG
39343 Uhrsleben

► 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....

CargoLine Wittlich
c/o CargoLine GmbH & Co. KG
CargoLine Polch
c/o CargoLine GmbH & Co. KG
Leopold Schäfer GmbH, Spedition
57290 Neunkirchen
Schmidt-Gevelsberg GmbH
Internationale Spedition
58332 Schwelm

Rhenus Freight Logistics GmbH & Co. KG
59425 Unna

► 6....

Kissel Spedition GmbH
63814 Mainaschaff
Hofmann Internationale Spedition GmbH
64584 Biebesheim am Rhein
Emons Spedition GmbH & Co. KG
66450 Bexbach
Rhenus MTG GmbH
68169 Mannheim

► 7....

Gebrüder Weiss GmbH
72213 Altensteig
L. Wackler Wwe. Nachf. GmbH
73037 Göppingen
Fritz GmbH & Co. KG
74078 Heilbronn
Rüdinger Spedition GmbH
74238 Krautheim
Noerpel SE, Spedition Ötigheim
76470 Ötigheim
Klumpp + Müller GmbH & Co. KG
77694 Kehl
Gebrüder Weiss GmbH
78554 Aldingen
Streck Transportges. mbH
79108 Freiburg

► 8....

Hinterberger GmbH & Co. KG
Spedition und Logistik
84503 Altötting
Kochtrans Patrick G. Koch GmbH
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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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Rhenus Logistics AG
CH-4133 Pratteln

Lebert AG
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CZ-252 19 Chrastany
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SALVAT LOGÍSTICA S.A.
E-08040 Barcelona
Ziegler France, Région Nord
F-59223 Roncq (Lille)
Ziegler France, Région Alsace-Lorraine
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DGS Transports S.A.S.
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HR-10000 Zagreb
Stante Srl
I-00040 Pomezia (RM)
Stante & Ecotrans Srl
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GRUBER Logistics Spa
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Brigl AG, Internationale Spedition
I-39100 Bozen
Lombard Shipping Ltd
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Delamode Baltics UAB
LT-03160 Vilnius
Nortrail – Norsk Trailer Express AS
N-0614 Oslo
Van Duuren B.V.
NL-4131 NJ Vianen
Rohlig SUUS Logistics SA
PL-62-080 Tarnowo Podgórze
Torrestir Transitários Lda
PT-2660-421 Lisbon
Torrestir Transitários Lda
PT-4455-594 Perafita
M&M Militzer & Munch Romania SRL
RO-077096 Jud. Ilfov
PostNord Sverige AB
SE-212 41 Malmö
Rhenus Logistics, s.r.o.
SK-922 10 Trebatice
Englmayer mednarodna spedicija
in logistika d.o.o.
SLO-1000 Ljubljana
Ekol Lojistik A.S.
TR-34934 Sultanbeyli/Istanbul
Europa Road Ltd.
UK-Dartford, Kent DA1 5PZ



CargoLine GmbH & Co. KG
Lyoner Str. 15
60528 Frankfurt am Main
Germany
Phone +49 69 951550-0
info@cargoline.de
www.cargoline.de