

## Media release

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### Planning company Gateway Basel Nord pushes ahead with new container terminal

**The three Swiss logistics and freight companies Contargo AG, Hupac SA and SBB Cargo AG established a joint planning company – Gateway Basel Nord – this week. It will push ahead with planning the new Basel Nord container terminal.**

The advanced status of the project work for the Basel Nord container terminal makes it possible to submit a funding application soon for the financing of the first bi-modal expansion phase to the Federal Office of Transport (FOT). Gateway Basel Nord, the joint company set up in the past few days by the three companies Contargo, Hupac und SBB Cargo, will operate the bi-modal (road/rail) terminal once it has been completed. The new logistics hub will be open to all interested users – without discrimination – for the transshipment of containers and other load carriers used in intermodal transport.

The three companies are planning to submit the funding application in the next few months. This calls for extensive planning documents which are currently being drawn up. Thanks to its central location between the railway and the motorway, the terminal will have excellent transport links. Operations are due to commence in 2019.

In a second phase, the facility is to be extended the addition of a new dock basin of Swiss Rhine Ports for trimodal transshipment (road/rail/water) and will be connected directly to the Kleinhüningen Rhine port. The future dock basin 3 will enable the efficient integration of domestic shipping. Further partners may join once the facility goes tri-modal.

*"Efficient transshipment to bundle transport modes is key for Switzerland. The Swiss Rhine ports are therefore of paramount strategic importance to ensure supplies to Switzerland", explains Holger Bochow, Managing Director of Contargo.*

*"Basel Nord is strategically situated on the Rotterdam-Genoa corridor and, with its 750 metres of rail tracks, is suitably equipped for competitive operations. With this hub we are integrating our domestic network to the north and south and creating new market opportunities for a modal shift", , explains Bernhard Kunz, CEO of Hupac.*

*"Switzerland urgently needs a large-scale terminal in order to handle growing container volumes efficiently and in an environmentally friendly manner. The establishment of the joint planning company is an important step in this direction", explains Nicolas Perrin, CEO of SBB Cargo.*

### **Contargo**

With an annual freight volume of TEU 2 million, Contargo is one of the largest container logistics networks in Europe. Contargo integrates container traffic between the western ports, Germany's North Sea ports and the European hinterland. The company has over 25 container terminals in Germany, France, Switzerland the Czech Republic. Contargo has offices in seven other locations in Germany, the Netherlands, Belgium and Japan. The company also operates its own shipping and railway lines. The 800 employees generated annual sales of EUR 410 million in 2014. For further information see [www.contargo.net](http://www.contargo.net)

### **Hupac**

Hupac is the leading operator of intermodal freight services through Switzerland and one of the market leaders in Europe. Hupac's transportation services include 100 trains every day between the major European economic centres, Russia and the Far East. In 2014 Hupac transported approximately 660,000 road shipments. The Hupac Group has a workforce of 405 in 12 companies located in Switzerland, Germany, Italy, the Netherlands, Belgium, Denmark, Poland and Russia. For further information see [www.hupac.ch](http://www.hupac.ch)

### **SBB Cargo**

Accounting for almost 25% of Switzerland's total goods traffic, SBB Cargo is the market leader in the Swiss freight sector. Wagonload freight services are the backbone of the Swiss freight business. In recent years the company has been increasingly active in intermodal transport in Switzerland and makes a major contribution to the collection and distribution of container consignments via sidings and regional terminals in Switzerland. In 2014 SBB Cargo generated operating income of CHF 986 million with a workforce of 3,000 and total carryings came to 14,478 net tonne-kilometres. For further information see: [www.sbbcargo.com](http://www.sbbcargo.com)

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