

# NATIONAL CONTAINER TERMINAL FOR RAIL, RHINE AND ROAD

**GATEWAY**  
**BASEL**  
**NORD**

**PORT OF**  
**SWITZERLAND**



**Basel Switzerland's freight traffic hub. At the intersection of rail, Rhine and road, a new trimodal transshipment terminal is being built. The arguments in favour of this transshipment terminal are compelling:**

## **Competitive logistics supply chains**

Gateway Basel Nord enables lorries, trains and ships to operate with lower transport costs. By bundling volumes and operating with fast handling times, the cost per shipment can be significantly reduced.

## **Urgent need to ensure capacity**

The current transshipment capacities are not sufficient to cope with the increase in container traffic. Existing facilities will even cease to operate. Bottlenecks in capacity for container transshipment are forecast at Port Switzerland.

## **The only truly trimodal terminal**

Basel Nord is the only possible location for an efficient link between all three modes of transport: rail, Rhine and road.

## **Location supported by the logistics sector**

The Swiss logistics sector expressed its support for a major trimodal terminal located in Basel Nord in 2013.

## **Practical empty container logistics**

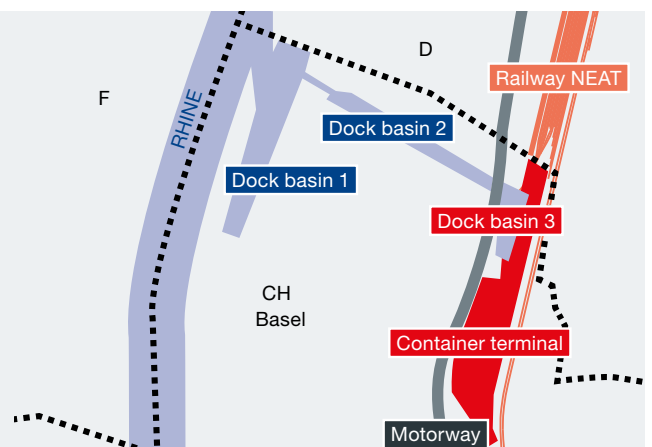
In order to shift empty containers cost-effectively, Basel Nord offers multiple services daily to all regions of Switzerland and at the same time is situated right by the Rhine and rail network for repositioning along the Rhine and to seaports.

## **Trimodal access to the rest of the world**

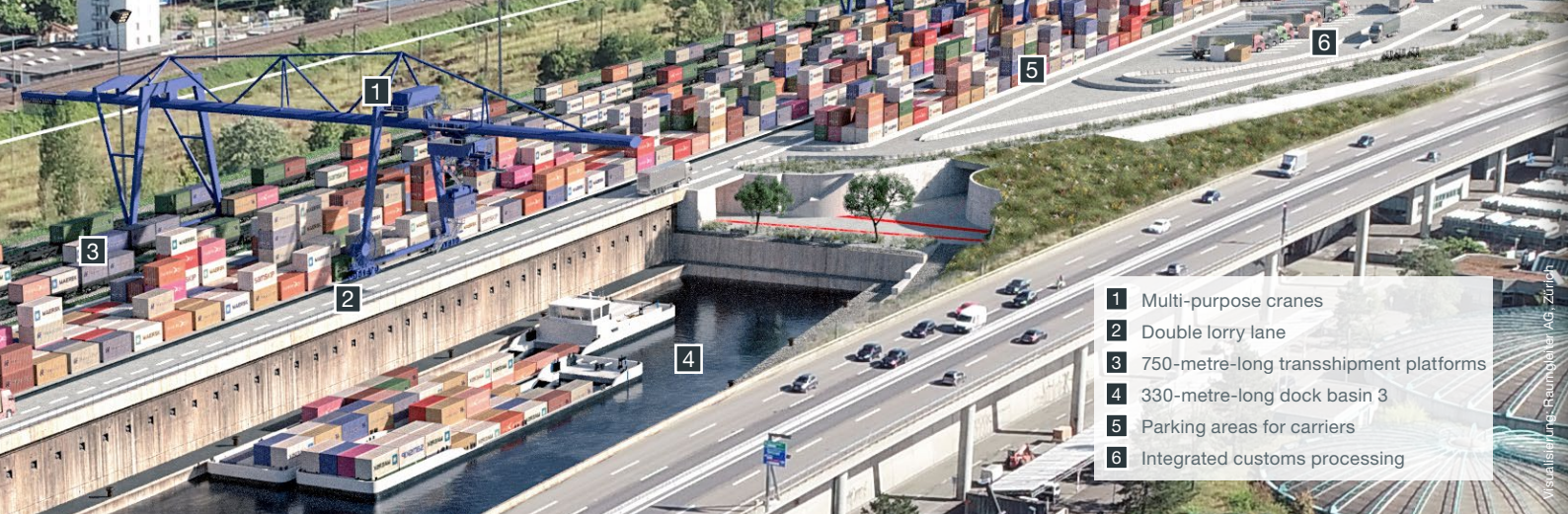
Gateway Basel Nord's location is ideal for connecting the terminal to freight traffic by road, rail and river:

- By rail: NRLA main corridor Rotterdam–Basel–Genoa via the Gotthard Base Tunnel, 4-metre corridor
- By road: A2 motorway, border terminal with German and Swiss customs
- By river: Shipping on the Rhine with dock basin 3

*Gateway Basel Nord will consist of the container terminal and dock basin 3 directly beside it.*







Gateway Basel Nord unites key success factors for economic transshipment in freight traffic. The requirements of future users have fed into the operating concept.

### Saving 112,000 lorry journeys

By bundling volumes, pre- and post-haulage by rail (“Swiss Split”) becomes more efficient. Sustainable road-to-rail transfer of this kind can save around 112,000 lorry journeys a year and take traffic off the national roads.

### Increasing reliability and flexibility

The central hub of Basel Nord allows a wide range of main-haulage and post-haulage transport routes to be combined in one place. Forwarders and shippers benefit from this transfer flexibility and can therefore ensure a reliable flow of goods.

### Adding value in Switzerland

Gateway Basel Nord offers Swiss transport and logistics companies the chance to successfully hold their own on their home turf, as well as securing jobs in Switzerland.

### Open for all carriers

Basel Nord promises all users non-discriminatory access. Non-discrimination is regulated by law and is already the current standard practice. This is the only way for a Gateway to achieve its full potential – the project partners stand by this principle unreservedly.

### Construction in two phases

Initial phase 1.1+	Construction phase 2.0
Bimodal terminal for road and rail	Trimodal terminal for road, rail and river
Connection to the track network in the north and south	Additional connection to the Rhine via dock basin 3 and terminal expansion
Capacity of up to 240,000 TEU per year <sup>1</sup>	Capacity of up to 390,000 TEU per year <sup>1</sup>
Planned to start up by 2023	Planned to start up by 2026
Project led by: Gateway Basel Nord AG	Project led by: Port of Switzerland (dock basin 3), Gateway Basel Nord AG (terminal)
Investment costs: CHF 130 m	Investment costs: dock basin CHF 155 m/ terminal CHF 25 m

<sup>1</sup> TEU: Twenty-foot Equivalent Unit (standard container); Step-by-step increase of crane and storage capacity in accordance with market requirements

### Compelling arguments in favour of Gateway Basel Nord

- Only possible location for a major trimodal terminal in Switzerland
- Reducing costs in the transport chain by efficiently bundling import/export container traffic
- Practical road-to-rail transfer of freight traffic
- Taking traffic off the national roads
- Simple customs processing
- Ensuring capacity in container traffic
- Sicherung der Kapazität im Containerverkehr
- Key infrastructure remains in Switzerland
- Strengthening Basel as a logistics centre

**Gateway Basel Nord AG.** The three Swiss logistics and freight companies Contargo, Hupac and SBB Cargo established Gateway Basel Nord AG in June 2015. The company, with its head office in Basel, unites expertise in logistics networks, shipping, terminal construction and operation as well as freight traffic by rail. It is planning and constructing the container terminal for import and export traffic in close partnership with Port of Switzerland.



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