CargoBeamer®
your transalpine rail connection

Venlo (NL) / D-41 Kaldenkirchen (DE) → I-28 Domodossola (IT)

The advantage is yours ...

✔ All semi-trailers become “compatible” to rail – without any modification
✔ Higher gross load weight (44 to instead of 40 to total weight)
✔ Independence from driving/pause time rules
✔ Stable transport timing & planning
✔ Increased flexibility due to tailored booking
✔ Local traffic for trucks, no long distances

• Significant higher productivity
• Local 2 or 3 shift operation
• No risk of congestion on motorways
• Less wear and damage to trailers
• Less insurance cost

✔ No motorway toll payments (LSVA)
✔ Operation on sundays and public holidays

... creating benefits for everybody.

✔ Reduced energy consumption for transports by 66%
✔ Reduced CO₂ emissions by 73% - a total of 3.500 t per train and year
✔ Reduced NOₓ emissions by 95%
✔ Reduced external costs of transport by 3.6 Mio. € per train and year.
  – less road maintenance
  – less cost of air pollution
  – less accidents and related cost

✔ Reduced congestion cost by 2.6 Mio. € per train and year


Energy

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<th>Ntkm MJ</th>
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CO₂

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NOₓ

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CargoBeamer® Alpin
Combined rail transport of all kinds of semi-trailers

New:
Cabooter rail terminal Kaldenkirchen (Venlo)
D 41334 Kaldenkirchen

Schenker Italiana Terminal
Domodossola II
Scalo Ferroviario Domo 2
IT 28851 Beura Cardezza
CargoBeamer® technology

Top: Automated „GateModules“ load trailers onto wagons within minutes with unmatched performance
- 15 min to load/unload a full train
- no noise, no emissions
- much less energy (1,2 kWh) per hub
- very scalable terminals fit everywhere

CargoBeamer wagons are designed to load all kinds* of semi-trailer:
- Megatrailers (3m internal height)
- Standard Eurotrailers
- Frigo- (Cooling-) trailer
- Silo-semi-trailer
- Walking-floor-trailers
- ... incl. pallet boxes
* exceptions: cityliner with self steering axle, Mega-trailer with twin wheels.

Right: Due to the wagon design with its „loading palettes“, CargoBeamer wagons are compatible with existing container cranes and reach stackers.
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- reduced CO₂ emissions by 73% - a total of 3,500 t per train and year [2]
- reduced NOₓ emissions by 95%
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  - less road maintenance
  - less cost of air pollution
  - less accidents and related cost
- reduced congestion cost by 2,6 Mio. € per train and year [1]

- Energy
  - Diesel: 0.71 MJ Ntkm
  - Road: 0.24 MJ Ntkm
  - CargoBeamer: 0.24 MJ Ntkm

- CO₂
  - Diesel: 52.8 g Ntkm
  - Road: 14.3 g Ntkm
  - CargoBeamer: 14.3 g Ntkm

- NOₓ
  - Diesel: 329 mg Ntkm
  - Road: 14 mg Ntkm
  - CargoBeamer: 14 mg Ntkm