CargoBeamer®

your transalpine rail connection

Venlo (NL) / Kaldenkirchen (DE) / Köln (DE)
< >
Domodossola / Milano (IT)
CargoBeamer® Alpin
Combined rail transport of all kinds of semi-trailers

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

Terminal Köln Nord
Franz-Greiß-Straße
D 50735 Köln-Niehl

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:
- Mega-Trailer (3m internal height),
- Standard Euro-trailer,
- Frigo (cooling) trailer,
- Silo semi-trailer,
- Walking floor trailer,
- ...

Right: Due to the wagon design with its „loading palettes“, CargoBeamer wagons are compatible with existing container cranes and reach stackers.
CargoBeamer company profile

CargoBeamer is a private initiative since 1998. CargoBeamer AG was founded in 2003, its headquarters are in Leipzig, Germany. Shareholders are private family offices.

Technology development started in 2008. Wagons, terminal modules and logistics software development was completed at a first stage in 2012.

Pilot projects confirmed technology efficiency in the years 2013 – 2016.

CargoBeamer intends to roll out its technology on the European market in the coming years, to increase availability of environmentally friendly, efficient rail transports for all road semi-trailers.

Next to the holding CargoBeamer AG, CargoBeamer Terminal GmbH focuses on deployment of automated terminals; CargoBeamer Rolling Stock keeps own wagons; CargoBeamer intermodal operations GmbH is a neutral railway operator, focusing on end customer value, independent from all other players on the market.
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% [2]
- reduced CO₂ emissions by 73% - a total of 3.500 per train and year [2]
- reduced NOx emissions by 95%
- reduced external costs of transport by 3.6 Mio. € per train and year. [1],[2]
  - 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]