



SUSTAINABILITY **REPORT 2024**



LIFE?

Imagine a future where health, prosperity and equal chances for all generations are taken for granted – a reality that we can create together.



OR SURVIVAL?

THE COUNTDOWN IS RUNNING!
We only have a little time left before the emission budget is used up and we lose the chance to reach the 1.5-degree target:

years	months	days	hours	minutes	seconds
5	6	26	13	46	3

31.12.2023

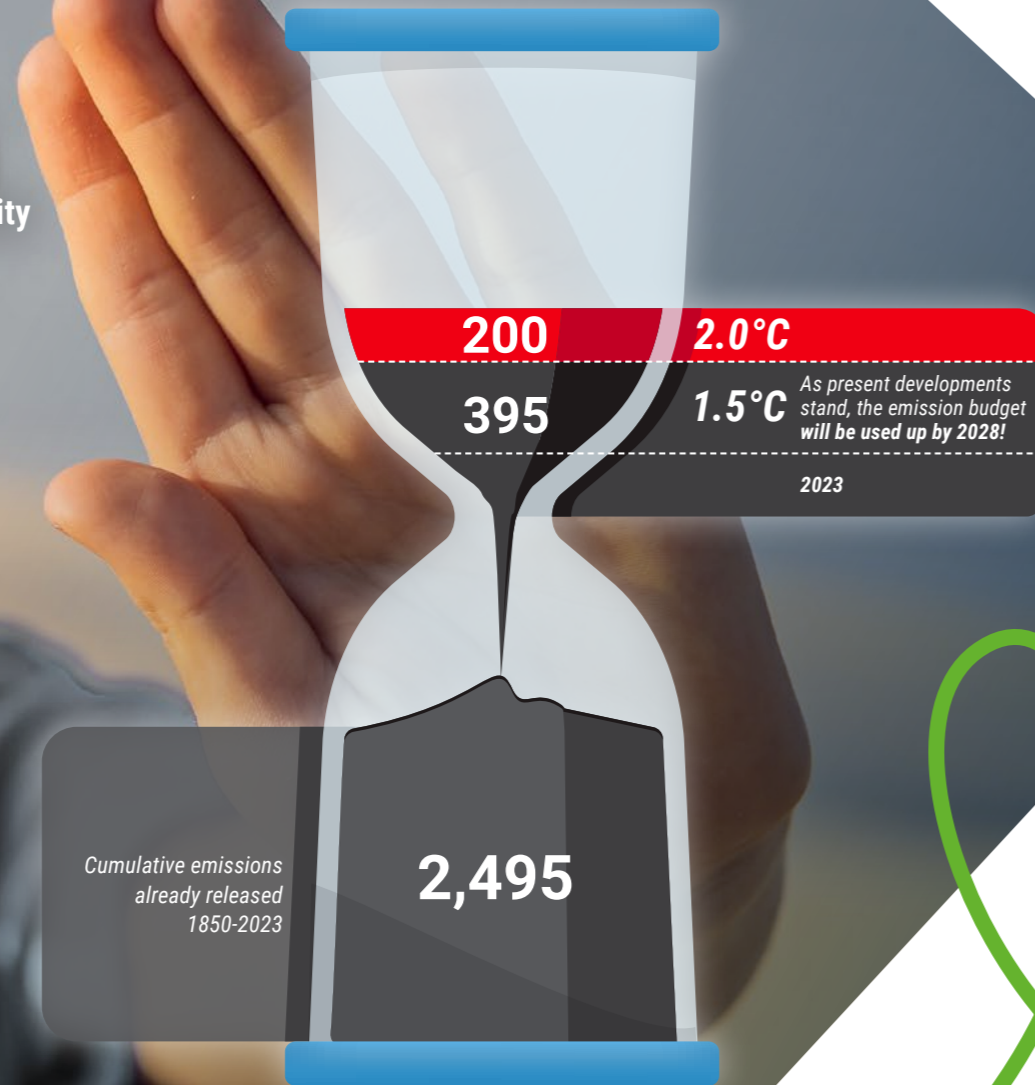
today?



LET US ACT TOGETHER
FOR A LIVEABLE, FAIR
AND HEALTHY FUTURE!

Our emission budget is shrinking – time to act!

Every tonne of greenhouse gases counts – if we do not want to exceed 1.5°C global warming, we can only emit a limited quantity of CO₂e.*



Global Emission budget in gigatonnes CO₂e
status 2022

* These are not targets; this is a quantity that has been calculated and established by scientists. Find information here: https://www.ipcc.ch/report/ar6/syr/downloads/report/IPCC_AR6_SYR_SPM.pdf

Fair distribution

Each continent, each country has a certain limited share of the global emission budget.

Each company, indeed each person, has their own share of this. Scientifically based targets help to determine this share.



It is in our hands to create a fair, healthy, liveable future – for us, for our children and for coming generations. . Each one of us is called upon to spread this message and lead the way ourselves. On the following pages you will find examples of how, as an enterprise, we integrate climate protection as a constant element into our daily work and life.

WE SHAPE CHANGE TOGETHER!

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PREFACE

“
LET US FILL THE VISION

To me, sustainability is far more than a concept on paper. It is a fundamental change – an obligation that we shape together, as an enterprise, as individuals, as a society. This vision drives me. I support sustainability with full conviction; however, one thing is clear: my conviction alone is not enough.

Jürgen Albersmann, CEO Contargo



WITH LIFE!

”



GERMAN SUSTAINABILITY AWARD (DNP) 2024

We are proud of this prestigious award – as winners in the sector for our groundbreaking decarbonisation strategy.

We as the management set the targets, but each one of us follows the path,

because real change only happens when we all act – in the many small decisions we make every day. In logistics, when the optimum route is planned not only for efficiency, but also to conserve resources. In the truck fleet, when we adopt low-emission alternatives. In customer contacts, when we offer solutions that are straightforward and sustainable.

This needs more than just a couple of good ideas.

It needs your creativity, your commitment and your willingness to constantly take on new challenges. Every individual decision has an impact – on our enterprise, on our environment and on society. Change does not stop with the end of the working day. Sustainability influences how we regard our behaviour as private individuals, how we organise our daily lives, and how we commit to the common good.

As a family-oriented enterprise we always consider the generations who will follow us. We want to be “grandchild-viable”.

As a management team, we determine the direction. However, our vision remains an empty shell unless it is filled with life by our joint ideas and measures. Because the real change does not take place in conference rooms or strategy papers – it happens through the decisions each one of us makes every day.

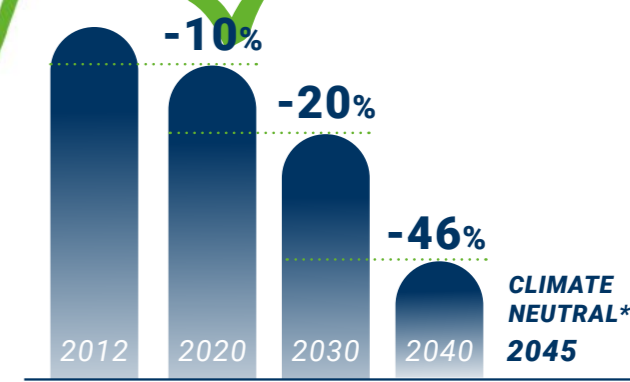
In times of new priorities, we as the Contargo Group believe in the fundamental contribution of sustainability to success.

With this in mind, we aim to establish our success through economic, ecological and social sustainability. The decisive question is not whether we can do this – but whether we truly want to. We invite you to answer this question together with us – and take on responsibility together. Let us live the vision.

Jürgen Albersmann

Focus on emission reduction

Sustainability is an integrated approach in which aspects like climate protection, scarcity of resources and social responsibility are closely interwoven. In this report we deliberately focus on decarbonisation – for a good reason. The present political and economic situation is tense: many enterprises question the climate goals or hesitate to take the next steps. Now especially, we want to send a clear signal: **decarbonisation is not only our responsibility, it is also an enormous opportunity – for the environment, for our competitiveness, and for society. Only by acting decisively can we shape a sustainable future for the benefit of us all.**



Contargo's climate goals

*Our present understanding of "climate neutral" is "Net Zero", meaning that at Contargo we want to reach the situation where greenhouse gases generated by activities within the value-added chain of our enterprise have no net impacts on the climate. For this an ambitious, science-based 1.5°C goal has been fixed for the total emissions of the value chain, and this goal is being pursued. The remaining emissions for which decarbonisation is difficult can be compensated with certified reduction of greenhouse gases.

A REPORT WITH ADDED VALUE

Our Sustainability Report for the years 2022 and 2023 offers much more than a review. It invites you to become more closely involved, because it is:



INTERACTIVE

On some pages of the Report, QR codes will take you straight to interesting interviews and add more depth to the accounts.



VARIED

On our special pages 46–51 you will find other topics that go beyond emission reduction.



ONLINE COMPLEMENTS

On our Homepage we have summarised more highlights from the years covered by the Report. <https://tinyurl.com/2pn9rps2>

The Report is based on the GRI Standards and appears every two years. This time we are starting with the Enablers of decarbonisation. Then we show how our operational areas make their contribution to emission reduction.



DECARBONISATION ONLY
SUCCEEDS THANKS TO

ENABLERS

DON'T TALK, ACT!

Whatever the strategy, many enablers are needed to initiate and then implement each project successfully. The most important enablers are: economic power, digitalisation, and of course our dedicated colleagues.



Investments

30
MILLION EUROS

We invested this amount in building up the fast charger infrastructure at the terminals. The transformation of all transport modes and activities requires much higher investments.



Team Power

1,500
EMPLOYEES

Every day our big team makes hundreds of decisions that have an impact on sustainability – we live sustainability!



Modularity

39
APPS

Our self-developed Contargo Open Logistics Apps (COLA) ensure comprehensive digitalisation, thus providing higher efficiency, more transparency and future-proof security.

Financing the transformation

Change needs supporters

We offer our customers a balanced, reliable product portfolio which we constantly develop and adapt to new market requirements. As well as economic efficiency, our focus is above all on sustainability.

This endeavour prompted us to develop **econtargo**, in order to reduce emissions even further than with combined transport. We are happy about all our customers who have already recognised the unbeatable potential of **econtargo** and have taken the **ZERO EMISSIONS WAY** together with us.

econtargo – our integrated green supply chain with the motto: **AVOID, REDUCE, COOPERATE!**

PRE- AND ON-CARRIAGE



- Fully-electric 44-ton trucks
- Charging infrastructure at terminals (see page 70)

MAIN RUN



- Rail transport using green electricity
- From 2025: low-emission barges (see page 23)



“With *econtargo*, we support our customers in reaching their own emission goals and operating more sustainably. As their logistics partner, we actively contribute to improving emission balances and creating responsibly-minded solutions for a more climate-friendly future, together with our customers.”

Frank Hommel,
Director Sales & Marketing Contargo

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▶ Customers say



IT IS IMPORTANT TO ACT TODAY!

Christian Richner, Director FRACHT AG Basel

“As FRACHT AG, for years now we have prioritised offering our customers transport solutions that make sense ecologically. In this connection we have continually expanded our cooperation with Contargo. When we learned of the possibility of using Contargo’s e-trucks we were interested straight away, because although e-trucks are only one part of a big whole, we very much appreciate the alternatives available for lower-emission transports.”

One central task is still to pass on this message to our customers and convince them to be prepared to spend a few francs more. We will consistently continue this work of persuasion. For me, there is no doubt that transformation in the logistics sector is inevitable. If we do nothing today, one day our grandchildren will reproach us for not having used the chance to do something against global warming.”



SUSTAINABLE LOGISTICS REALLY WORKS!

Robin Reymer, Department Manager Logistic Brother

“We use Contargo’s e-trucks in order to improve our climate balance and, above all, to actively contribute to climate protection. With Contargo’s e-trucks we are investing together in the future of transport, and sending a signal for sustainable logistics!”

A green cycle

Since we plan and work in the long and medium term, for several years now we have been focusing on decarbonisation in a form that is economically viable for our enterprise. Thus via **econtargo** we finance our transformation plans, and in parallel we ensure that other financing possibilities are opened up. The transformation towards decarbonised operation requires high investments, because we are supporting a technological change. This makes it all the more important to invest as well as possible and become green as fast as possible, thus strengthening taxonomic capability in order to gain access to more favourable financing conditions, and secure investment capability in the long term.



*For explanation see: <https://tinyurl.com/4ydene42>

Sustainability is teamwork

All aboard!

Contargo is multifaceted – different business segments, different jobs, different people – everyone makes a contribution, in a more or less visible way, to the decarbonisation of the enterprise. Here are a few examples:

By efficient planning and coordination, we increase the capacity use of trains, thus reducing CO₂e emissions.



RAIL

TRUCK



By their driving style, our truck drivers make a daily contribution to more eco-friendly road transport.



Good communication, including the native languages of our truck drivers, helps to avoid unnecessary journeys and detours.



The relationship of trust we have built up with our barge masters over long years of cooperation plays a decisive role in enabling the necessary investments in alternative drives.

BARGE

TERMINAL

By regular maintenance and repair we can extend the useful life of containers, thus reducing the need for new production.



Not only classic containers, but also exceptional transports can be re-routed by rail and barge, making them much more climate-friendly

SERVICES



By communicating our environmentally friendly initiatives clearly and honestly, both internally and outside the enterprise, we strengthen trust in our mission and motivate many people to join in.

STEWARDSHIP

By optimising warehouse operations and using storage space efficiently we contribute to reducing energy consumption in the warehouse and reducing CO₂e emissions over the whole logistics process.

WAREHOUSING



Decarbonisation with digitalisation

Better-equipped with strong IT solutions

Our Contargo Open Logistics Apps (COLA) make digital data available, opening up numerous possibilities for process optimisation. However, it is above all the human factor that proves decisive for our success here: available data need to be intelligently analysed so that the knowledge gained can be usefully incorporated into our sustainability strategy.



WHAT ADVANTAGES DOES DIGITALISATION HAVE FOR MY TEAM?

Philipp Foullois (Commercial Manager), his team and Rhenus auto.mates back process simplification.

"Automated data collection and the automation of manual processes have made dull, repetitive work processes obsolete, and at last we have more time for important and interesting tasks."



WHAT DO THE DATA SAY AND HOW CAN THEY BE MADE EXPLOITABLE?

Dimitrios Konstantinidis (Head of Commercial Concept) makes key figures usable for the terminal network.

"Our upstream systems deliver important key figures which I harmonise across out terminal network and consolidate into informative statements. These enable data-based decisions to be made, contributing to a more precisely-targeted management process."



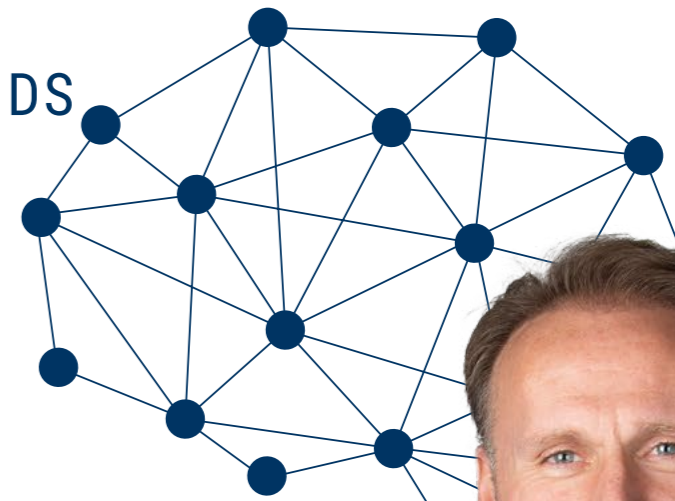
HOW CAN NEW IT TECHNOLOGIES MAKE OUR TRANSPORTS MORE SUSTAINABLE?

Dr. Alexander Kern (Head of Automation) and his automation team test and integrate new technologies.

"With KI-based OCR gates, we can record numerous identification items of the transport in fractions of a second, leading to an enormous increase in efficiency in our trucking processes."

BEHIND EVERYTHING WE DO, STANDS

ONE OF US



“ Each of us in the big Contargo Team can change something and make an important contribution. In this way, we can stay well-positioned economically in order to drive the ecological and social transformation forward fast. **”**

Uwe Storch, CFO Contargo



CONCLUSION

WITH CLEAR GOALS IN VIEW, SMART IDEAS, GOOD CALCULATIONS AND A WELL-DEFINED ROAD MAP, PARTICIPANTS BECOME MOTORS AND VISIONS BECOME REALITY.

DECARBONISATION IN

BARGE TRANSPORT



THE DECARBONISATION OF BARGE TRANSPORT IS A REAL CHALLENGE

The Rhine with its inland navigation has always been our lifeline, and we intend it to remain so. We do a lot for this, and work actively on introducing innovations! These require not only technical measures, but especially coordination of measures along the whole transport chain.



Maintenance

-40%
HOURS IN OPERATION

When using biofuels, the operation time before the first maintenance is substantially reduced.



Efficiency

6
SWITCH SETTINGS

These ensure that the electrical output of the new barges is exactly adapted to requirement at any time.



Costs

2.5 bn. €
YEARLY INVESTMENT NEED

Extremely high investments are necessary to make barge transport fit for the future.

Inland navigation: the status quo

61%

of our trimodal transports have a main run carried out by barge and they are responsible for generating 51 percent of all Contargo's emissions. On the one hand, barge transports enable us to make great CO₂e savings per container, and take traffic off Europe's roads. On the other hand, they produce really significant amounts of CO₂e. Barge transport is also affected by variable climate-related conditions.



What can we do?

ACCEPT CHALLENGES

We have a permanent focus on emissions. We are challenged with increasing frequency by climate-related phenomena like Low and High Water. Here, we are constantly developing new solutions.

WORK ON TARGETS TOGETHER

In order to respond intelligently to the challenges, above all close interchange and strong cooperation with our partners is an import factor. 'Together towards decarbonisation' is our motto!

How do we do it? -> page 21

DRIVE INNOVATION

Environmental topics and their impacts on enterprises and people will not disappear. It is clear to us that we accept responsibility. Together we develop ideas and actively implement them!

How do we do it? -> page 23

We can only learn more by testing!



Pioneering work in barge transport – our partner goes ahead with courage

The Bosman Shipping Group has been sailing for Contargo for several years now. Their fleet consists of 3 pushed barge units, 3 large container vessels, 19 barges and 12 tank vessels. **Roland Bosman, Chief Technology Officer, works constantly on optimising his barges and informs us about everything he has already tested in the enterprise in order to continually reduce emissions and other pollutants.** Despite his commitment, he also repeatedly comes up against the limits of feasibility.



EFFICIENCY AND EMISSION SOLUTIONS:

The Bosman Group is always testing out various changes to the ship and in the engine room.

TESTED:	FINDINGS:
Pushed barge units:	Vessels capable of pushing lighters can transport up to 4 times as much volume with only slightly greater fuel consumption.
Two smaller drives instead of one bigger one	Energy can be saved by always switching on the second motor only when it is needed. 
Optimisation of the hull	Even small alterations often lead to more efficiency. For instance, the flow to the propeller is improved by adding a metal plate. This upgrades the efficiency of the whole system.
Alternative fuel tested on two vessels	<p>Positive: In principle, the use of biofuels is possible in order to save CO₂.</p> <p>Negative/still open: However, there are higher maintenance costs due to filters and injectors getting dirty more quickly. The first problems already occur after 40 % fewer operating hours compared to operating with conventional ship's diesel. </p>

CONCLUSION:

There is no perfect solution, all solutions have their pros and cons. Therefore, it is important to stay as open as possible, so as to be able to react well to future developments.

YES TO ADAPTION! BUT ONLY

TOGETHER



“It is time for the ‘major players’ like Contargo to lead the way and drive new, urgently needed technologies so that we can advance together. Even for the Bosman Group with 37 inland vessels, technological adaption is too expensive to simply ‘try it out’. We need long-term agreements and guarantees to be able to recoup our investment costs.”

Roland Bosman, Chief Technology Officer Bosman Shipping Group



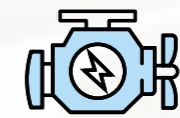
Interview



Roland Bosman speaks plainly. Well worth watching!

Profile: Roland Bosman, barge master by profession, has been underway with barges since his 18th year. Today, as Chief Technology Officer, he is responsible for all technical developments in the Bosman Group. It is a project close to his heart to convey to people that barges were, are, and will remain an environmentally friendly means of transport.

Ready for future! Barge transport 2.0



Innovations on the water – new technologies under trial

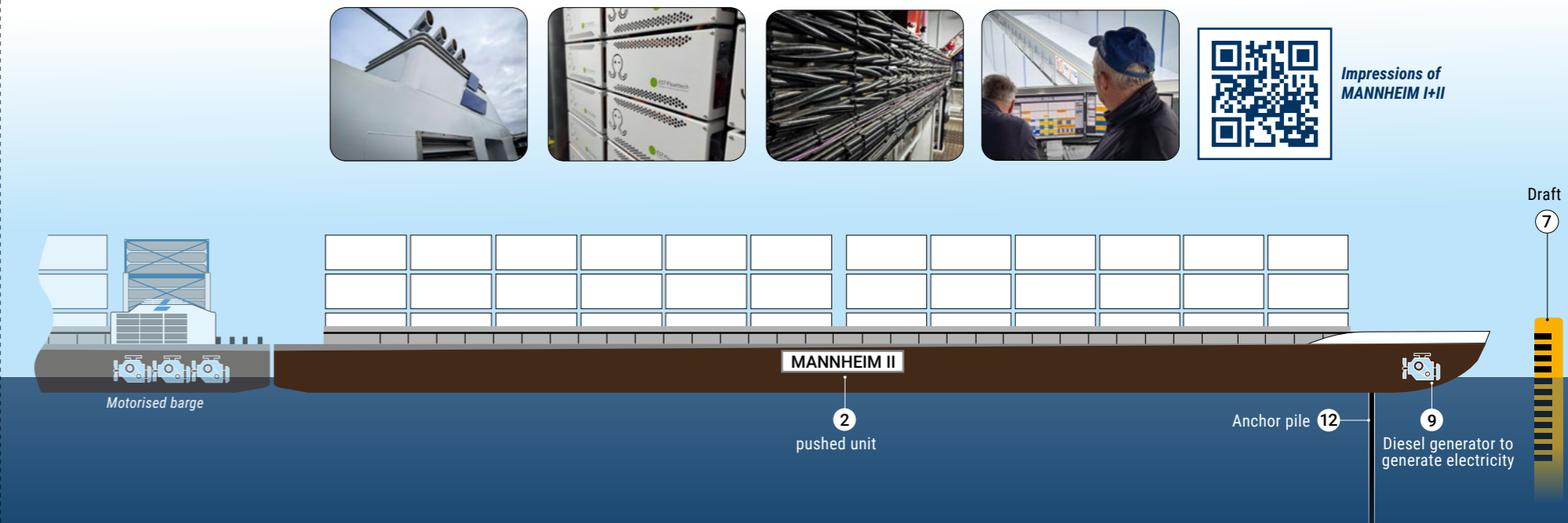
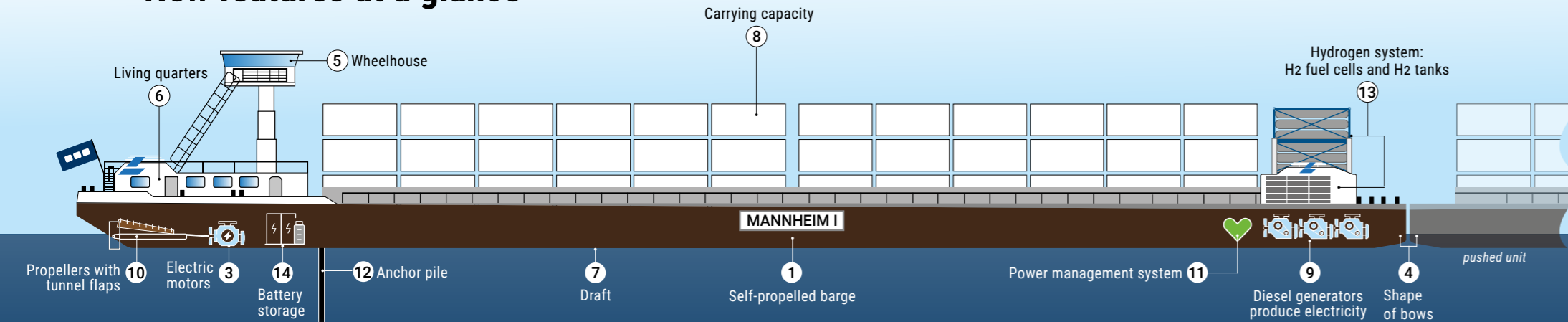
On the way to decarbonisation, our barge fleet will also change. **With the input of numerous tests, experience and the ideas of many years, together with our partners we have created a new concept for developing completely new inland vessels.** Equipped with innovative drives and many other technical features, these vessels are prepared to meet the requirements of the future.

To ensure that our long-standing subcontractors and partners will not be involved in bad investments, we are first extensively testing the functionality of the new barges. Thus to begin with, three of the new vessels are being put into service directly on the Rhine as motorised barges with pushed units, to prove their worth in daily operation.

New barges with electric motors and up to three pushed units



New features at a glance



Impressions of
MANNHEIM I+II

Ready, steady, sail!

Our three new pushed barge units (self-propelled vessel plus pushed barges) are the first of their kind and they feature many useful innovations. Two of them, the MANNHEIM I+II and the LUDWIGSHAFEN I+II are equipped with diesel generators 9, battery storage 14 and hydrogen fuel cells 13 and operate between Rotterdam/Antwerp and Mannheim/Ludwigshafen. The hydrogen system is outside the cargo area, meaning that cargo space is not diminished, and the system is approved for the transport of dangerous goods with no quantity limit. Our third vessel, WÖRTH I+II, has diesel generators and a battery system and will operate on the Basel – Rotterdam/Antwerp route.

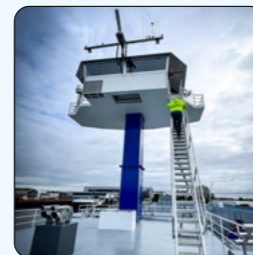
What is our aim?

Packed full of different drive options for generating and storing energy and using it efficiently, the vessels are now entering their test phase. Experience is being gathered and data collected. We are trying out and researching whether, and how, our concept will prove itself in practice, and which technology will finally emerge as future-proof.

The pushed barge combination



- 1 Motorised barge, with
- 2 up to three pushed units
- 3 Efficient electric motors, driving the barge with 2x 960 kw
- 4 Blunt bows of motorised barge enable it to behave hydrodynamically like "one ship" in combination with pushed units
- 5 Wheelhouse and living quarters in the stern
- 6



Adapted to Low Water

- 7 **Draft:** from 1.20 m to 2.90 m, good trim thanks to optimum weight distribution
- 8 **Load:** Carrying capacity: max. 9,317 tonnes at a draft of 2.90 m
Flexible load volume: from 384 TEU to 768 TEU distributed over the motorised barge and up to three pushed barges

Reduced noise

- 9 State-of-the-art diesel generator technology with a constant engine speed and quiet alternative drives
- 13
- 3 Very quiet e-motors near the living quarters (diesel generators are situated at a distance)



Energy-saving

- 3 Use of efficient electric motors and
- 9 Euro 6 generators with low specific consumption
- 10 Moveable tunnel flap ensures optimum flow to the propeller, giving up to 9 percent fuel savings
- 11 The power management system automatically adjusts the generators and motors to operate at optimum efficiency (see page 26)
- 12 One anchor pile on the motorised barge and one on the pushed unit (operable from the wheelhouse) keep the vessel in position during idling and waiting times – the output of the main engine can be greatly reduced at these times

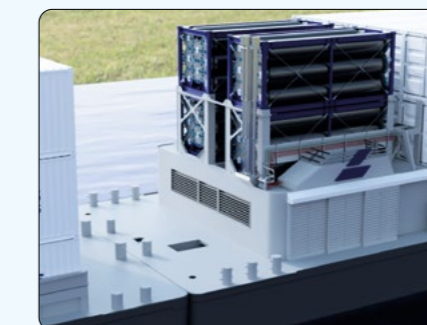
Emission savings

Less greenhouse gases:

- 13 Alternative energy sources (hydrogen (H₂) and hydrogenated vegetable oils (HVOs)),
- 14 plus after-treatment of exhaust gases, reduce CO₂e emissions by as much as 90%

Less air pollutants:

Up to 72 % less NOx emissions



Better control and navigation

- 3 **Reliable navigation:** Six switchable levels, plus power reserves and redundancy
- 5 **Fully digitalised:** Continuous overview of performance, display of emission values, engine output and fuel consumption in real time, remote diagnostic service
Navigation platform: Mooring and lock entering manoeuvres made easier by camera support and software
Semi-autonomous sailing: Web system with TrackPilot, preparation for remote control from land

Integrated into econtargo:

Emission savings can be booked via the econtargo quota (more about this on page 12)

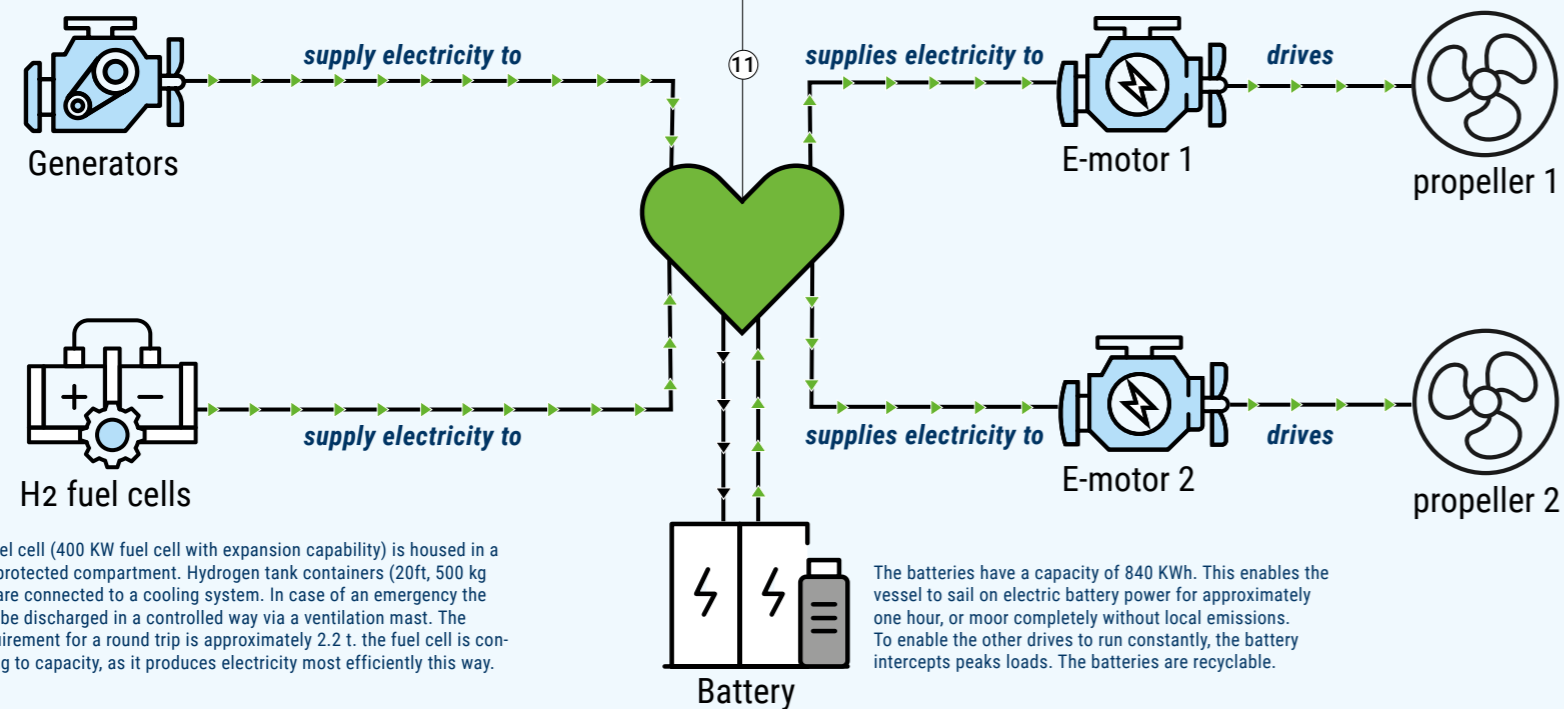
Efficient, constant energy supply

We are switching the drive from combustion engine to electric motor. This has a substantially higher efficiency. Instead of heat, we generate power. In this way, we increase efficiency by ~50%!

The source of electricity for the drive is flexible, as the power management can optimally combine different electricity producers. Whatever alternative energy source prevails in future: we are prepared and can make use of it!

The motors always run constantly at their most efficient rotational speed. The surplus energy produced flows into the electricity storage system and can be used later, e.g. to cover load peaks or to sail through urban areas emission-free.

Generators: Euro 6 truck engines, a mature technology with low fuel consumption, low operating costs and low noise, can run on HVOs as fuel.



A hydrogen fuel cell (400 kW fuel cell with expansion capability) is housed in a separate fire-protected compartment. Hydrogen tank containers (20ft, 500 kg and 500 bar) are connected to a cooling system. In case of an emergency the hydrogen can be discharged in a controlled way via a ventilation mast. The hydrogen requirement for a round trip is approximately 2.2 t. The fuel cell is constantly working to capacity, as it produces electricity most efficiently this way.

The batteries have a capacity of 840 kWh. This enables the vessel to sail on electric battery power for approximately one hour, or moor completely without local emissions. To enable the other drives to run constantly, the battery intercepts peak loads. The batteries are recyclable.

INGENIOUS MINDS – PROMISING BARGE CONCEPT!

“As well as reducing barges’ emissions, the most important thing is to test out a new drive concept for barges: a modular system based on e-motors. This gives us great flexibility regarding power sources, and also much higher efficiency. At the same time, we can test new barge construction techniques and optimise them further.”

Herbert Berger, Head of technical department, Rhenus Schiffmanagement

“In order for this vessel to sail successfully, we need affordable green hydrogen and harmonised licensing regarding how it can be stored, transported and transferred to the barges – safely and in accordance with regulations.”

Robert Graf-Potthoff, Inspector technical department, Rhenus Schiffmanagement

Profile: Herbert Berger, as Head of the technical department, and Robert Graf-Potthoff, as Inspector at Rhenus Partnership, have played a decisive part in the planning and development of the innovative barges. Together with their partners, they developed the future-oriented barge concept thanks to many years’ experience and countless tests and analyses. Due to the lack of public funding, building of the two pushed barge units MANNHEIM 1+2 and WÖRTH 1+2 only began in 2022. In 2024 the push barge unit MANNHEIM 1+2 went into regular service; WÖRTH 1+2 will follow in 2025 and the LUDWIGSHAFEN 1+2, built with public support, will go into service in 2026.

For their pioneering investments, Rhenus Partnership and Contargo received the **Innovationspreis Binnenschifffahrt 2024**, awarded by Allianz Esa GmbH and the specialist journals “SUT Schifffahrt und Technik” and “Binnenschifffahrt” for innovations in inland shipping.



Perspectives of barge transport

Staying above water together

The ship's motor of an inland barge only needs replacing after about 20 years, but the barge itself can continue sailing for much longer than that. Thus decisions on new drives need to be well planned. By thoroughly testing old and new concepts, we consider solutions for retrofitting and converting vessels, but also concepts for building new vessels. Thanks to this variety of measures, decarbonisation in barge transport is becoming realistic – however, realising the concepts presents big challenges.

Different perspectives are important now, and will remain so in future. Understanding each other, speaking the same language and including the fruits of experience, the market requirements and climate changes – these are the prerequisites for pulling together in the right direction. A transition of inland waterway transport towards Zero Emission technologies will only work if solutions are found for the whole sector. For this, political support and a stable demand for barge transports are necessary.



CONCLUSION

WE WANT TO BE OPERATING STRONG, CLEAN AND MODERN BARGE TRANSPORTATION AFTER 2045, TOO – WITH THE BEST COST-BENEFIT RATIO PER CONTAINER!

► Expert opinions



DECARBONISATION REQUIRES COURAGE AND INNOVATION

Frank Wittig, Chairman
Schifferbörse zu Duisburg-Ruhrort e.V.

"Barge transport has been an important part of the European transport landscape for centuries – but now it faces its biggest challenge. Decarbonisation is a task that requires courage, determination and innovation, especially because it is more complex than in other transport modes. This transformation must be actively supported by many German and European players; this we can do by creating clear perspectives for the sector and, together with our partners, securing inland navigation as a supporting pillar of a climate-neutral Europe. To achieve this, large investments in climate compatible vessels and their infrastructure are necessary – a task that can only succeed shoulder to shoulder."



TRUST IS THE MOST IMPORTANT BASIS

Cok Vinke, Cok Vinke, Managing Director
Contargo Waterway Logistics BV

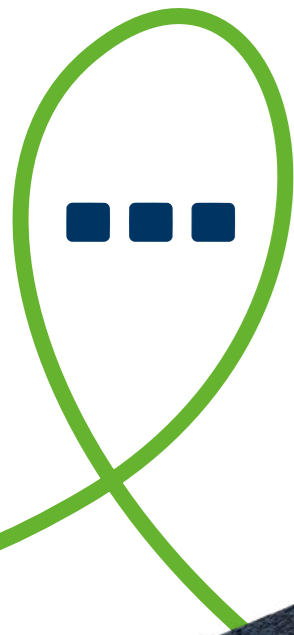
"We need to cooperate with partners in order to offer the sector clear perspectives and strengthen trust in the climate-neutral transformation. It is important to support technical innovations, and at the same time shape regulatory, infrastructural and social frame conditions in such a way that sustainable development succeeds. Searching for the right energy carriers for barge navigation of the future means looking beyond the boundaries of the sector – especially towards developments in ocean shipping and the energy-intensive industries. Clear signals and decisive action create the basis for building the necessary infrastructure together."



WE CAN PROVIDE OPTIMAL, TRIMODAL LINKS

Florian Röthlingshöfer, Director of the Port of
Switzerland and Vice-Chair CESNI

"Ports are the backbone of trimodal logistics – this potential needs to be exploited fully! Ports as central hubs connect the regions with the world, and they rely for this on multimodal, ecological logistics chains. These are key to reaching the European climate goals. Sustainable success comes from high-performance, efficient and decarbonised handling platforms – the ports! Without barge transport, our logistics landscape remains one-sided and less resilient. Targeted investments in the river infrastructure, modern barges and a future-safe charging and filling infrastructure, are essential. With the right policy frame conditions, the transformation of logistics will succeed."



WHY WE ARE INCREASINGLY USING RAIL

The aim of combined transport is to drive the transformation of goods transportation. Since barges can only perform the main run where there are inland waterways, we aim to increase the share of rail transport in our modal split.

DECARBONISATION IN

RAIL TRANSPORT



Transfer to rail

**TWICE
TO THE MOON AND BACK**

Or to put it another way:
We travel 1.45 million kilometres every year with our rail products – with an upward trend!



Demand

**3%
MORE REEFERS**

The demand for temperature-controlled transports is growing every year – and recently this trend has spread to rail, thanks to clever solutions.



Increase

**TO 47%
SHARE OF RAIL**

At present the share of rail transport in our modal split is 29 %. We want to increase this to 47 % by 2040.

Rail transport: the status quo

29%

of our trimodal transports are by train. Rail transport is only responsible for 7 percent of our total emissions and thus has the best emission-to-transport ratio – a solution that is climate-friendly, fast and easily plannable. However, one central challenge is still the switching of rail transport to a sustainable electricity mix.



CONTARGO
MODAL SPLIT
2023

What can we do?

RECOGNISE INTERRELATIONS

Intermodal rail transport is beset with many challenges. The right measures can only be introduced with finesse.

How do we do it? -> page 33

NO MORE EXCUSES

Some of the reasons that stand in the way of transferring transport from road to rail can be countered by innovations. In this way, even more goods can travel by rail.

How do we do it? -> page 34

LOOK AT THE FUTURE WITH COURAGE

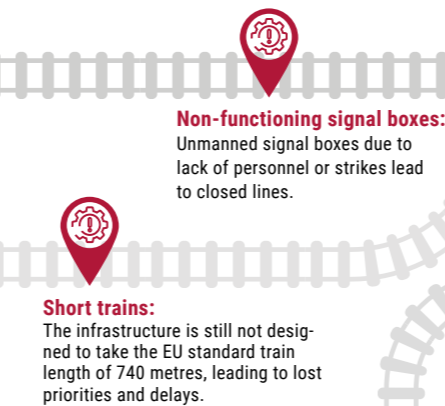
As well as decarbonising rail transport, the joint task is to strengthen the whole transport system, so that in future its advantages can still be exploited to the full.

How do we do it? -> page 36

All stakeholders need to act

Skilful handling of rail transport challenges

“Goods belong on the rails”. We completely endorse this statement, because the climate goals can only be reached if more goods are moved by combined transport. For strong rail goods transport growth, many challenges have to be mastered: Modernisation, expansion, digitalisation, profitability, electrification. In order for the rail transport system not to collapse, patience, a steady hand and a coordinated strategy are necessary. Only then can a shift back to the roads be avoided, with the consequent failure to meet the climate goals.



WE NEED:

- Clear communication**
Before planning, those affected should be actively involved, because especially with general rehabilitation one of the dangers is that lines may be cut off for months, and whole train services may be permanently discontinued.
- Compensation of costs**
In general rehabilitation, with the associated need for diversions, the costs for engines, personnel, wear and tear, rolling stock, energy and much more represent an enormous additional burden.
- Full manning of signal boxes**
Avoid the undermanning of signal boxes. In Germany signal boxes are not manned for an average of 18 hours in 24.
- Construction site management**
There is a need for optimally coordinated regional and trans-border management, with appropriately realistic and demand-relevant provisions (sufficient lines, supranational capacity control).

Now it's getting cool!

We bring reefer containers onto the rails

Refrigerated transport by rail? Just a few years ago this was considered difficult or impossible. For a long time now temperature-sensitive loads, particularly cross-border transports, have traditionally been transported almost entirely by truck and some by barge, but there were no satisfactory solutions for rail.

In view of the increased demands made by more complex products and temperatures becoming more extreme due to climate change, the demand for reefers is growing by three percent each year. Now is the right time to accept these challenges and make rail freight transport fit for the future, also with regard to temperature-sensitive goods.

ELECTRICITY GENERATED DURING TRANSPORT

Similarly to a dynamo, the movement of the goods wagon drives a hydraulic pump. Electricity is generated using a hydraulic motor. Part of the electricity is used directly to maintain the stable temperature in the container, the rest is stored in a battery.

ENERGY SUPPLY DURING STANDSTILL

When the wagon is not moving, the battery power pack supplies the energy. With up to 72 kWh, the power from the battery also covers long standstills. The lithium-iron phosphate batteries are temperature-stable and do not contain any cobalt. If a battery gets empty, it can also be recharged at the terminal.

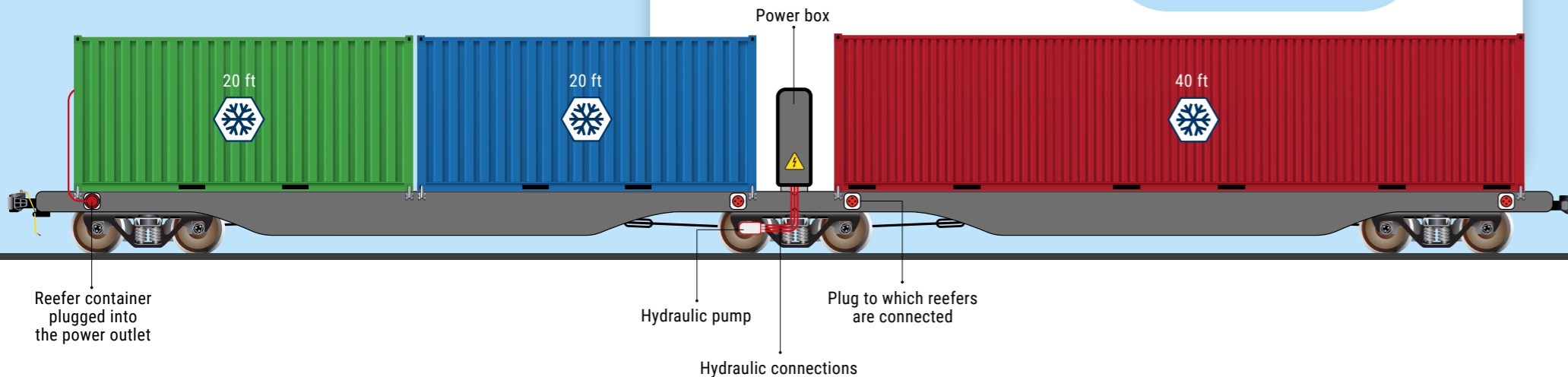
MONITORING AND CONTROL

The power box offers comprehensive monitoring functions, from present energy consumption and charging status to remaining cooling time.

USE AT TERMINALS

The initial challenge was laying the cables so as to be easily accessible, and enable easy handling by employees and partners. Now it is up to the terminals at the start and end of the journey to ensure that employees are available to connect and disconnect the power box reliably.

**SMART TECHNOLOGY
RELIABLY ENSURES THE
RIGHT TEMPERATURE!**



COOL TECHNOLOGY

FOR THE CLIMATE!

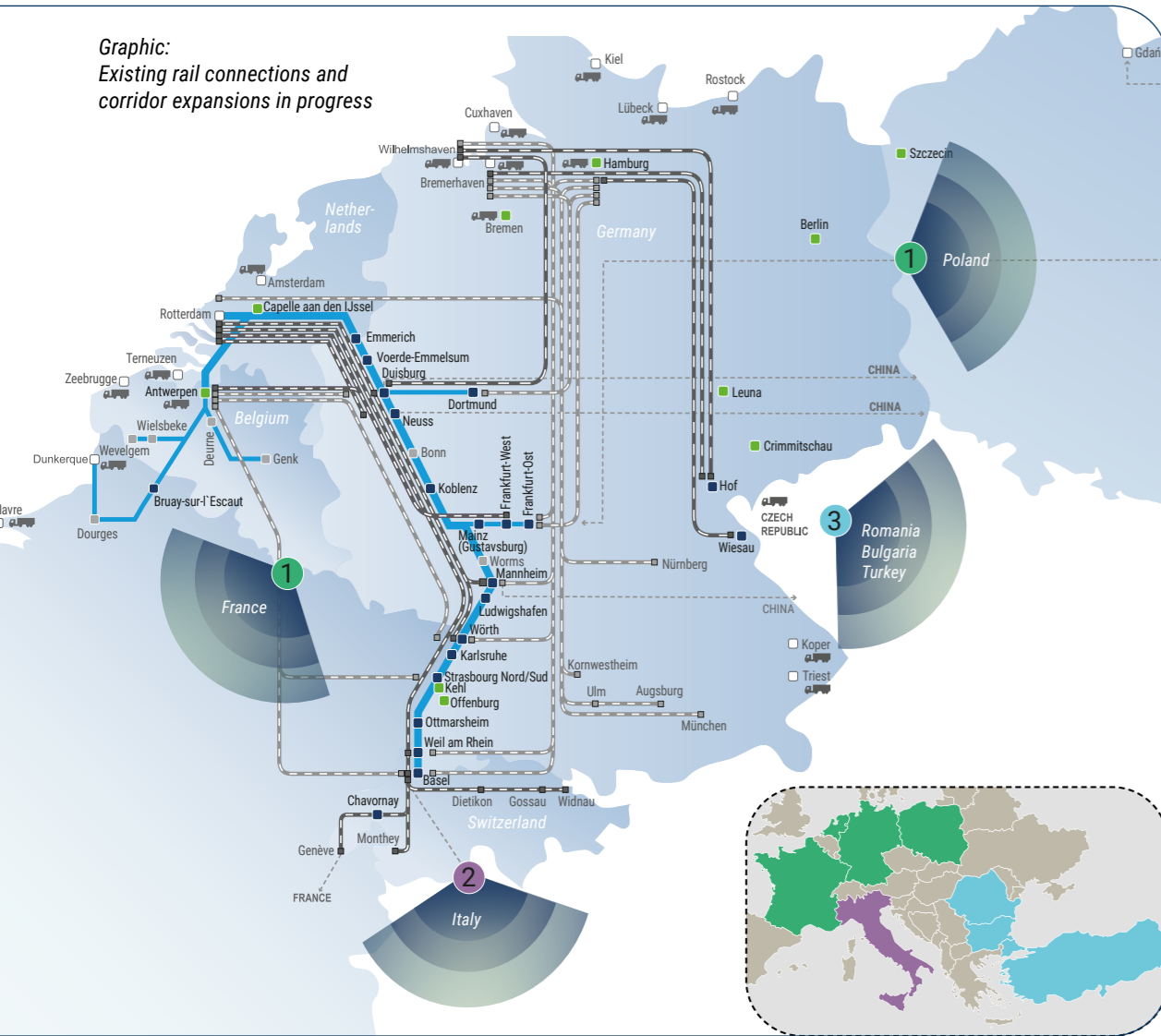
“ At present we are already operating ten of these wagons on various lines, and more are on the way. The technology works well in everyday use and offers a good possibility to shift transports onto rail – and keep them there. In combination with a reefer container that is free of the fluorinated coolants so damaging to the climate, reefer transportation by rail is a real benefit for the climate! ”

Michael Lückenbach, Managing Director Contargo Rail Services



We need more – rail transport

Graphic:
Existing rail connections and
corridor expansions in progress

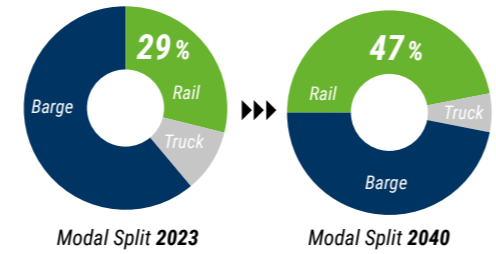


Combined transport is more than hinterland container transport

More trans-continental combined transportation reduces the load on roads throughout Europe, reduces CO₂ e emissions, and increases efficiency within logistics systems – this gives us an excellent chance to make the European logistics network more resilient and at the same time improve the work conditions of long-distance truck drivers. This is a wagon we are keen to jump on! **We are integrating our own decarbonisation strategy into Europe's strategy, which clearly calls for transports to be taken off the roads.**

CONTARGO GOES CONTINENTAL
Today we already offer many established rail products in six countries. Our aim is to increase the share of rail in our modal split to 47 percent by 2040. Thus we are extending our corridors and continuously expanding our continental rail transports.

- 1 East-West: Poland, Germany, Netherlands, France
- 2 South: Italy
- 3 South-East: Romania, Bulgaria, Turkey



Expert opinions



CREATE EUROPE-WIDE FRAME CONDITIONS NOW

Bénédicte Colin, Executive Chair of Naviland and VIIA and member of the UIRR Board of Directors

“Europe’s logistics network needs purposeful expansion of combined transport. Only European cooperation and targeted investments in digitalisation and modern infrastructure will enable it to develop its potential for climate-friendly, resilient logistics and thus be a strong, future-proof backbone for European logistics. Now is the time to create the necessary frame conditions – this calls for the united efforts of industry, policy and society!”



EUROPEAN RAIL TRANSPORTS NEED TO BE STRENGTHENED

Andreas Mager, Managing Director Contargo Rail Services

“Whichever way we transport goods through Europe, Germany is geographically in the middle and its overloaded infrastructure often constitutes a bottleneck. At the same time, it is decisive to strengthen European rail transport in order to reach the transport emission goals. As I see it, we in Germany have a clear responsibility to develop a rehabilitation plan in coordination with all players!”

CONCLUSION

THE CHALLENGES ARE TO PROVIDE A RELIABLE LOADING AND TRANSFER STRUCTURE, AND CREATE CLEAR REGULATORY AND FINANCIAL INCENTIVES SO AS TO KEEP COMBINED TRANSPORT ATTRACTIVE. A COMPREHENSIVE APPROACH COULD HELP TO SPEED UP THE TRANSPORT TRANSFORMATION AND MAKE THE EUROPEAN LOGISTICS NETWORK FIT FOR THE FUTURE.



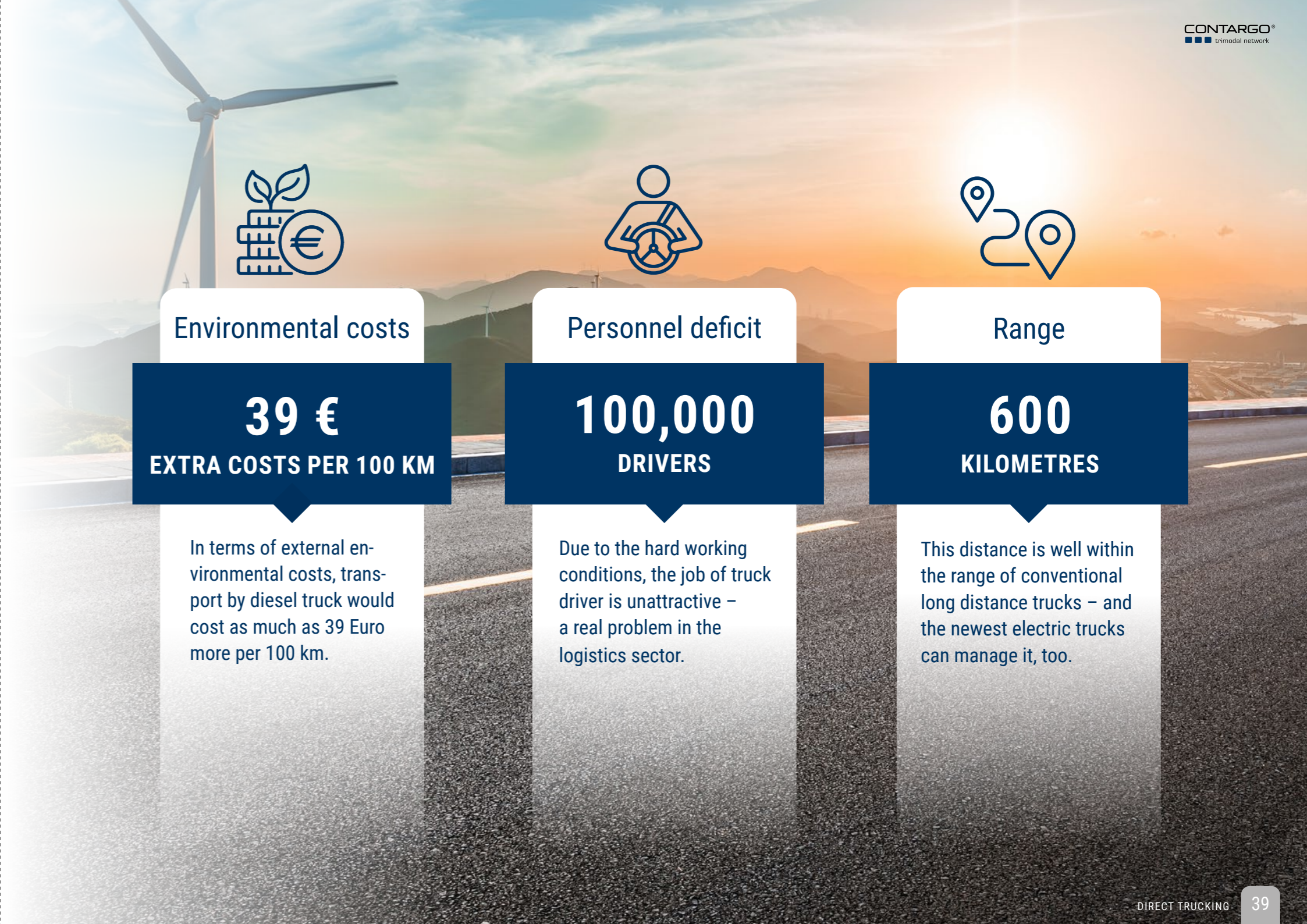
DECARBONISATION IN

DIRECT TRUCKING



WHAT DRIVES US?

We want to act within the limits of the planet, which means using raw materials and energy efficiently, keeping the air clean and not letting the oceans become acid. We also prioritise human health. If we are to succeed in this, the way we transport goods in future has to change radically.



Environmental costs

39 €
EXTRA COSTS PER 100 KM

In terms of external environmental costs, transport by diesel truck would cost as much as 39 Euro more per 100 km.



Personnel deficit

100,000
DRIVERS

Due to the hard working conditions, the job of truck driver is unattractive – a real problem in the logistics sector.



Range

600
KILOMETRES

This distance is well within the range of conventional long distance trucks – and the newest electric trucks can manage it, too.

Direct trucking: the status quo

10%

of our transports are carried out by direct trucking at present – the smallest share of our modal split. Despite this, 20 percent of our emissions are generated here – the highest emissions in relative terms. For this reason, direct trucking is always used sparingly and only where necessary: for instance, it enables us to react to climate events, to buffer local effects and create resilient supply chains. Of course we also have a responsibility to look for sustainable solutions here, and follow up promising approaches.



THINK SYNCHROMODALLY

In order to sustainably transform the transport system, combined transport has to be expanded. But here, too, direct trucking plays a useful part in certain cases.

[How do we do it? -> page 41](#)

MAKE THE JOB ATTRACTIVE

The transformation of goods transport by road is not limited to decarbonisation. If we are to be really sustainable, we cannot neglect the social aspects of this transport.

[How do we do it? -> page 42](#)

What can we do?

GO LONG-DISTANCE ELECTRIC

There is still scope for extending the range of e-trucks; nevertheless, they can already be used for long-distance trucking. It is not the vehicles, but the infrastructure that is the bottleneck.

[How do we do it? -> page 44](#)

Direct trucking in combined transport?

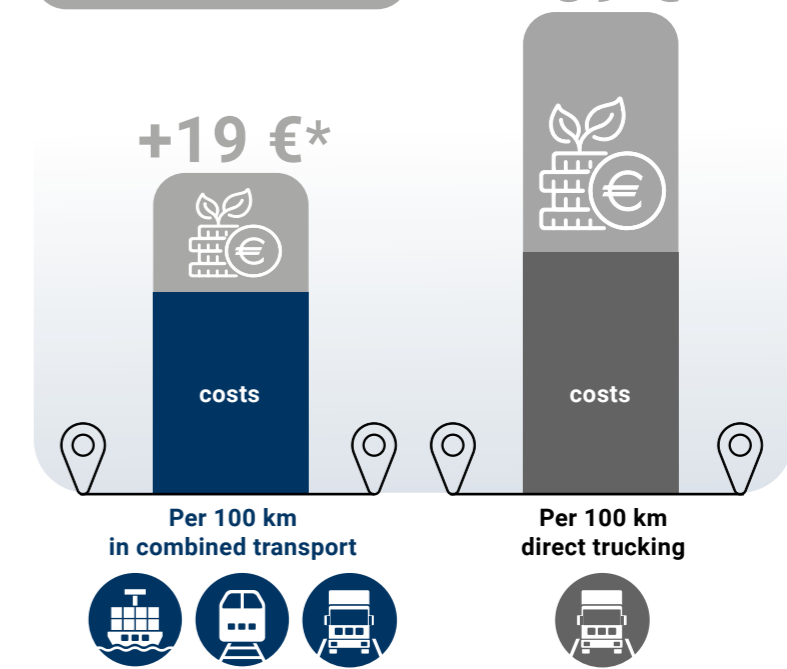
Long-distance trucks as part of the transformation

Combined transport using various transport modes, intelligently linked, is a promising solution for reducing environmental costs. However, despite all its advantages our business model is not perfect: changing schedules, blocked routes and congestion can affect its efficiency. Because customers who are satisfied strengthen combined transport, this is where direct trucking comes into play: as the joker held in reserve, it offers the necessary flexibility to ensure punctual delivery, and to complement transport systems if other means are not available.

Especially in times of climate change, direct trucking sometimes plays an important role, because extreme weather events like floods and storms can strongly affect rail and barge transport. In situations like these, trucks can take over critical transports at short notice, maintaining the supply chain and ensuring reliable delivery.

We need direct trucking, not as standard transport but as a joker. We use it as efficiently as possible with regard to emissions, energy and raw materials.

ENVIRONMENTAL COSTS

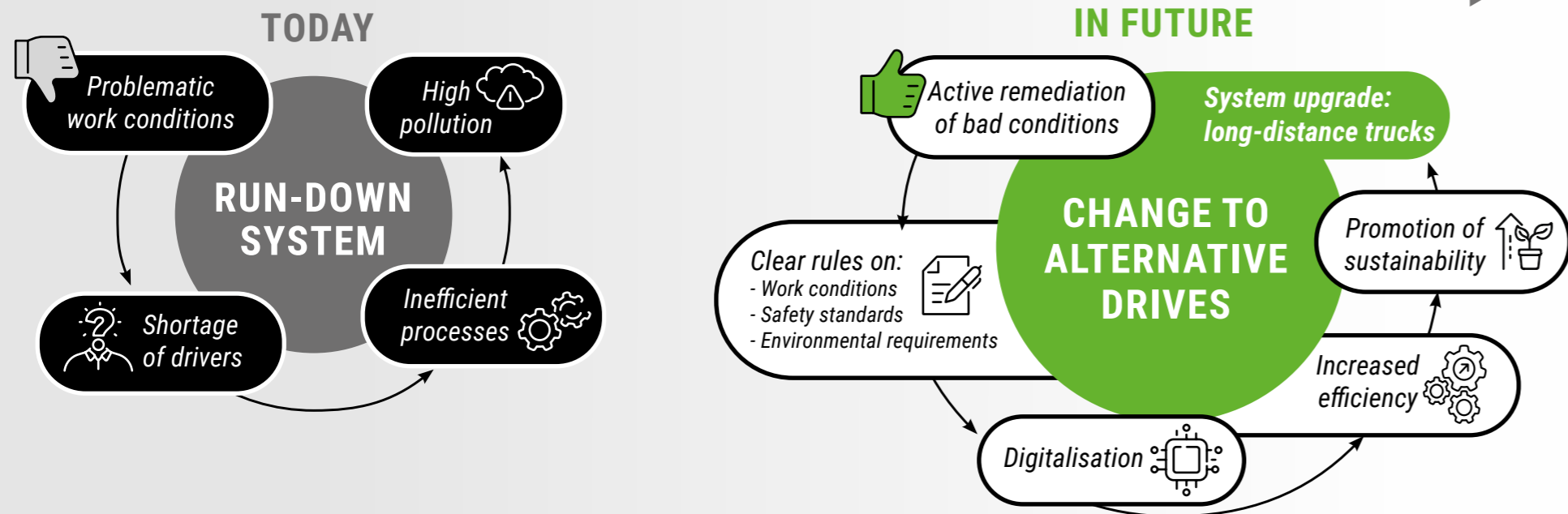


The present environmental costs are high. Our existing traffic system is too expensive for the environment, and for us as a society.

* Environmental costs – or external costs – include the financial consequences of air pollution and emissions in the production and use of fuels, vehicles and infrastructure, as well as land usage and the loss of ecosystems. The costs are not borne by the originators, but by all of us as a society.

"A development is sustainable if it meets the needs of the present without compromising the ability of future generations to meet their own needs"
Brundtland Commission

Future long-distance transport could look like this



The change as the solution?

At present the long-distance trucking system is suffering from a combination of structural, ecological and social problems. Even if it cannot be envisaged at present, the switch to alternative drives with all the associated measures (see graphic) may at the same time bring a change towards better and more sustainable work conditions for truckers. However, if the transformation does not take enough aspects into account, work conditions could even worsen, leading to a delay in the transformation.

Is it realistic to make truck-driving an attractive job again?



CREATE ALTERNATIVE CHARGING POSSIBILITIES

Concept: Standstill times at the loading ramp can be used not only to load the truck, but also to charge the battery. Another possibility is "dynamic charging" while driving beneath an overhead (catenary) cable.

Effect: No time is lost looking for charging infrastructure. Additional charging times are avoided. Effective driving times are extended without affecting rest periods.

Advantages: Trucks are low-emission, low-noise, and they are safer and healthier for the drivers.



OPTIMISED (BILLING) SYSTEM

Concept: Automated billing systems could greatly simplify the whole process of billing road tolls, fuel and e-charging. Digital platforms that centrally control these processes save time and effort.

Effect: Less administrative effort for companies and drivers can also contribute to improving work conditions.

Advantages: Transparency in cost structures Europe-wide, faster processing and greater efficiency.



PROMOTION OF THE 'HOMECOMER' MODEL

Concept: A Europe-wide system for e-trucks, with the purpose of optimising charging structures and routes so that drivers can also return home more regularly.

Effect: Problem-free trans-border driving without loss of time, with improved work-life balance for the drivers.

Advantages: Higher acceptance of e-trucks in the logistics sector brings advantages for enterprises Europe-wide and at the same time improves the drivers' quality of life, with positive long-term impacts on the whole system.



STATE-OF-THE-ART ELECTRIC TRUCKS

Concept: Electric trucks of the latest generation are attractive, thanks to their low-noise motors and emission-free technologies. These vehicles are not only better for the environment – they are also a lot more comfortable for the drivers.

Effect: Less noise – less stress. Less exhaust gases in the driver's cabin. Gentler driving style and fewer vibrations are good for the driver's health.

Advantages: Makes the job more attractive, as modern e-trucks are perceived as an innovative, future-oriented work environment.

WE SHOW THAT IT WORKS!

“We are gathering valuable experience of e-trucks in long distance transport every day: for instance, they use less electricity on the motorway than they do in urban traffic. The long range of the eActros 600 opens up completely new possibilities. This also gives our drivers a big responsibility for route planning, and the team actively supports them in this. We prefer to use green electricity from our own charging poles, meaning the price and the climate balance are right. The decisive factor is a smooth process at the customer's end, because charging time is work time. **The feedback is consistently positive: drivers, customers, even colleagues who were sceptical to begin with, are impressed – and demand is growing all the time.**”

Colleagues from Contargo Road Logistics and the Contargo Truck Fleet



Interview

Interesting impressions of using e-trucks in long-distance transport. Well worth watching!

André Stöhr,
e-truck driver,
Contargo Truck Fleet

Christian Schäfers,
Managing Director,
Contargo Road Logistics

Matthias Wroblewski,
dispatcher,
Contargo Road Logistics

▶ Expert opinions



WE WILL MASTER THE CHALLENGES TOGETHER

ECTA: Giano Koskamp,
General Manager Boekestijn Transport Service

“The use of electric trucks in long-distance traffic faces significant challenges: A comprehensive network that meets demand and accommodates different directions is lacking – E-truck lanes and well-thought-out charging infrastructure concepts are essential. Dynamic charging, charging opportunities on ferries or trains, and the use of idle times should be part of an integrated approach. At the same time, the limited range of electric trucks makes expanding proper parking facilities for drivers a crucial step toward achieving this goal. This transformation requires collective pioneering efforts and coordinated partnerships. I am sure that with those collaborations we can encounter the challenges and make the transition to zero emission transport.”



WE NEED LONG-DISTANCE TRIPS TO BE PLANNABLE

Thijs van den Heuvel,
COO Contargo

“From our point of view, the biggest hurdles in the use of long-distance e-trucks lie in the lack of a comprehensive charging infrastructure, making it more difficult to accommodate the “new ranges”. As a result, too few logistics companies operate these vehicles. For long-distance transport we need reliable, competitive systems that can cover long-distance needs efficiently and make trips plannable. A comprehensive infrastructure is essential – this also includes the electrification of companies’ loading ramps and depots in the logistics sector. Just as important is seamless integration of the charging infrastructure into existing logistics chains, without making compromises that would decrease productivity.”

CONCLUSION

ALL IN ALL, AS CONTARGO WE OFFER A SOLUTION BY INTEGRATING THE VARIOUS TRANSPORT MODES: SYNCHROMODALITY COULD LEAD TO MORE EFFICIENT LOGISTICS SOLUTIONS THAT ARE BETTER FOR THE ENVIRONMENT, BY EXPLOITING THE STRENGTHS OF EACH TRANSPORT MODE.

SUSTAINABILITY

is much more than reducing emissions!

A brief look at other important topics

In the logistics sector, sustainability often appears to be directed to the reduction of emissions – a challenge that is indisputably in focus because of its urgency, complexity and the great impact that logistics has. We have also dedicated this comprehensive report to the topic of decarbonisation, and especially SDG 13: “Take urgent action to combat climate change and its impacts”. However, sustainability is much more than

that, and covers numerous topics that are interlinked in various ways. Thus our sustainability strategy adopts a holistic approach based on the SDGs, and integrates all three pillars of sustainability – environmental, social and economic. **On the following six pages we take a short look at other important aspects, and give a few examples that are characteristic of our work and contribute to shaping a sustainable future.**



INTERRELATION (SDG 13 and 8):

The low wages of Eastern European and non-European drivers make long-distance trucking especially inexpensive, and create unbalanced competitive conditions. This complicates the urgently necessary transfer of goods transports onto inland waterways and rail – a transfer that is decisive in order to attain emission targets.



SYNERGIES (SDG 13 and 3):

Electromobility reduces emissions, noise and air pollutants. This contributes to climate protection and improves people’s quality of life and their health. Less pollutants reduce the risk of respiratory diseases and cardiovascular problems, while a quiet environment sustainably increases the feeling of wellbeing.



CONTRADICTION (SDG 13 and 9):

Developing the infrastructure for combined transport is resource-intensive and unavoidably causes emissions. At the same time, it drives innovations, creates jobs in sustainable sectors and strengthens our prosperity by improving the transport system as a whole and contributing to the reduction of overall emissions.

You would like to find out more about Contargo’s topics apart from emission reduction?



<https://tinyurl.com/2pn9rps2>

SDGs 3, 4, 7, 8, 9,13 & 17: CONTARGO MAKES A SIGNIFICANT CONTRIBUTION TO THESE, OR SIGNIFICANTLY REDUCES NEGATIVE IMPACTS.

The last Contargo Sustainability Report focused on Contargo’s commitment to these aspects. It is definitely well worth taking a look. <https://bit.ly/4hwu5IK>



With the SDGs (Sustainable Development Goals), the participating nations identified 17 goals as a common vision for our future, to which we direct our activities.

We spark next-generation enthusiasm for logistics

FRESH IDEAS FOR A SUSTAINABLE FUTURE



Education and wellbeing (SDG 4 and SDG 3) play a central role in our corporate culture. We create a motivated environment that supports a committed, healthy workforce and actively contrib-

utes to sustainable development. With interesting training programmes and events we offer young people many opportunities for personal growth, and sensitise them to important sustainability topics – so that they are inspired to take responsibility.

100%



Those who give a lot also receive plenty in return. We are proud of our 100 percent acceptance rate of apprentices and dual studies graduates!



INSPIRATION

Whether at vocational training fairs, on Girls' Day or with tours of the terminals for school classes – we give young people fascinating insights into the exciting world of logistics.



QUALIFICATION

In specifically-themed workshops and university projects – always practically based – next generation talents learn how sustainable innovation happens in logistics.



APPRECIATION

Awards for the best apprentice "Specialist for Port Logistics 2022" nationwide, and "Employer of the Future 2023" underline our commitment to supporting talent.

We combine – everyone benefits!

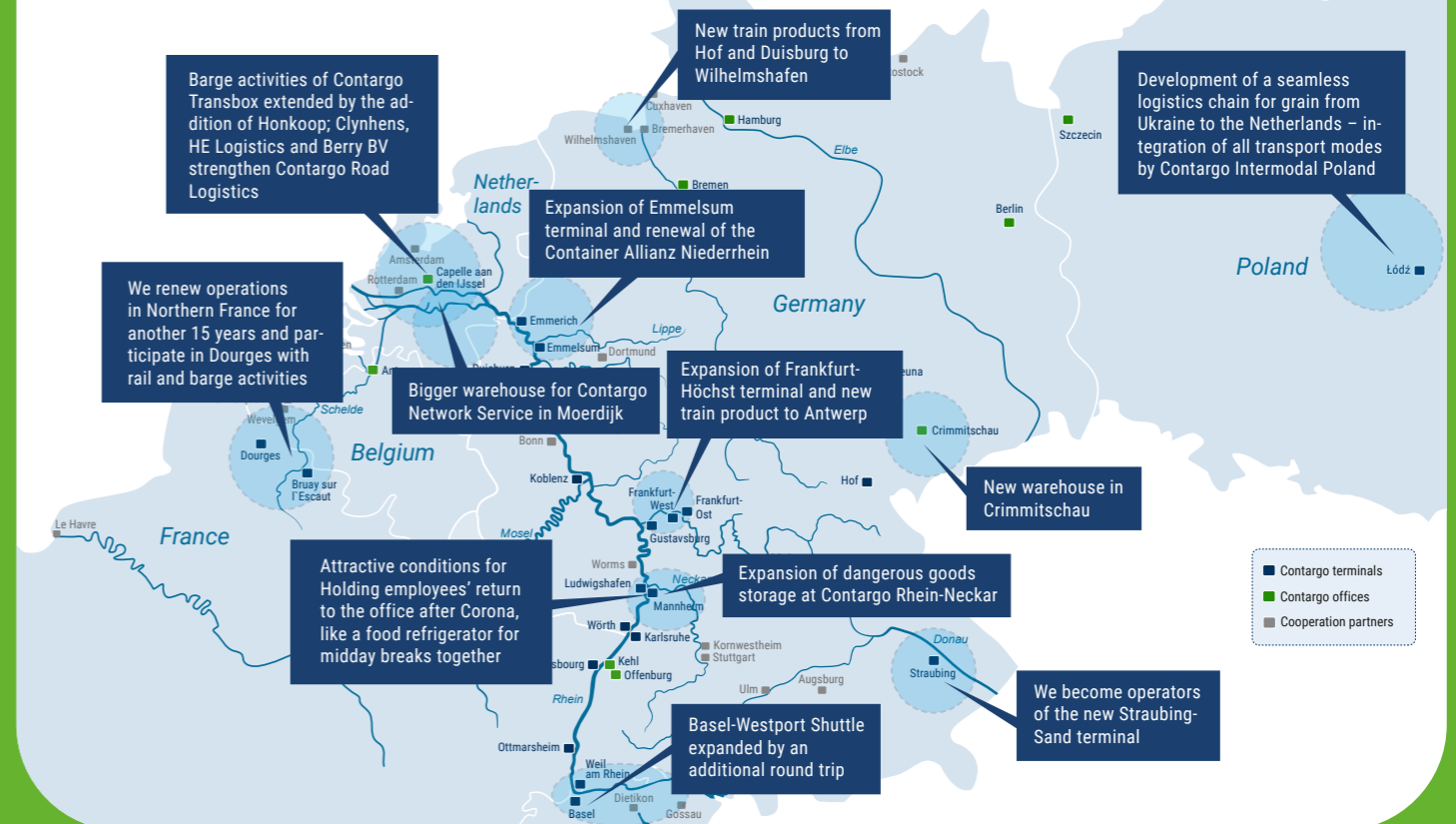


THE FOUNDATION OF A SUSTAINABLE, SUCCESSFUL BUSINESS LOCATION



Combined transport not only reduces emissions – it also scores on many other counts: it reduces air pollution, microplastics from tyre abrasion, noise pollution and road traffic congestion. It saves raw materials, it combats the scarcity of specialist personnel by its great bulk capacities (efficiency of masses), it improves work conditions, for instance by more attractive working hours and increased digitalisation. Strong combined transport thus ensures

a resilient, innovative and sustainable transport system and is therefore the foundation of a secure economy (SDG 9 and SDG 8). We make continuous, ongoing efforts to develop our locations and our product portfolio.



Commitment in the neighbourhood

WE LIVE IN AND BY THE REGION



Each of our locations is strongly rooted in its region and has individual challenges. It is important to us to make a positive difference in the places where we are active. Close cooperation with local partners, authorities and communities is decisive here. At the same time,

we cultivate strong partnerships and networks (SDG 17) in order to develop practicable solutions for the many sustainability challenges together with all stakeholders. By linking regional engagement with global responsibility, we make a contribution to sustainable development and thus support a future-oriented cooperation that has an impact far beyond the individual locations.



A NEW VIEW OF THE CONTAINER TERMINAL AND FUNDRAISING FOR CHARITY

In 2022 and 2023 Contargo Rhein-Waal-Lippe took part in the Homerun Spendelauf, organising an after-work charity run through the Emmerich Terminal.



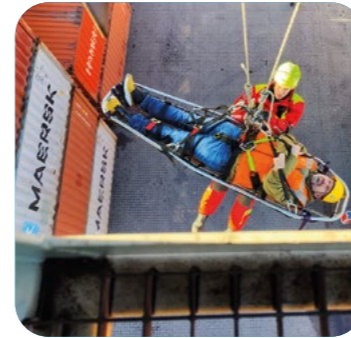
KEEPING IN CONTACT AND DISCUSSING NEW COOPERATION POSSIBILITIES

In 2022, Contargo invited customers to take part in a "Contargo Intermodal Summit" for the first time. The customer event takes place every two years.



MAKING A DIFFERENCE IN HIS ENVIRONMENT, ACTING TOGETHER WITH OTHERS

Our Contargo apprentice Kevin Luu took the initiative in ensuring that his vocational college acquired the Fairtrade Seal.



COOPERATION WITH A DIFFERENCE

In 2022 Contargo Rhein-Main enabled a fire service exercise to take place at the Frankfurt-Ost Terminal, including rescuing an "injured" person from a crane.



TAKING RESPONSIBILITY FOR KIDS

Our colleague Jörg Albrecht showed how to actively make a difference, by turning his truck into a children's taxi.

ECONOMY, ECOLOGY & SOCIETY –

ONLY BY INCLUDING ALL THREE PILLARS OF SUSTAINABILITY CAN WE PURSUE OUR STRATEGY AND MAKE A POSITIVE CONTRIBUTION THAT CAN BE SEEN AND FELT!

CONTARGO®
trimodal network

DECARBONISATION AT THE

CONTAINER TERMINAL



INCONSPICUOUS BUT IMPORTANT

Our terminals are not only intelligent hubs, they are also the key players in combined transport. They assemble all the transport means and activities into one package, and drive logistics solutions forward efficiently – and in future emission-free.



Engagement

250,282
KILOMETRES BY BIKE

Since 2011, Team Contargo has already saved more than 35,000 kg CO₂e with the cycling competition “Contargo gets on its Bicycle”.



Impact

64
DECISION-MAKERS

During the period covered by this Report, many colleagues throughout the network have made decisive contributions to the decarbonisation strategy, in workshops in close cooperation with the Sustainable Solutions Department.



Teamwork

140
EVENTS

By intensive exchange and discussion at events, in the years covered by the Report we were able to significantly advance sustainable development together with numerous stakeholders.

Status quo at the container terminal

Only **6%**

of our emissions are generated at the container terminals and in our offices – but **precisely here, 100 percent of the emissions generated fall within the scope of our responsibility.** Here it is decisive to support and establish sustainability awareness more strongly, not only in our team but with our partners and customers, going straight to the roots. Sustainability needs to be anchored in everyone's minds as part of their "DNA".

What can we do?

ACCEPT RESPONSIBILITY

Every day, each one of us makes many small decisions that, taken together, have a lot of influence – from the way we travel to work, to paper recycling, to closing windows while the heating is on.

ENLARGE OUR HANDPRINT

We engage ourselves, and by doing so we not only reduce our negative influence on the environment (footprint), but also expand our positive influence (handprint).

How do we do it? -> page 58

FORM PARTNERSHIPS

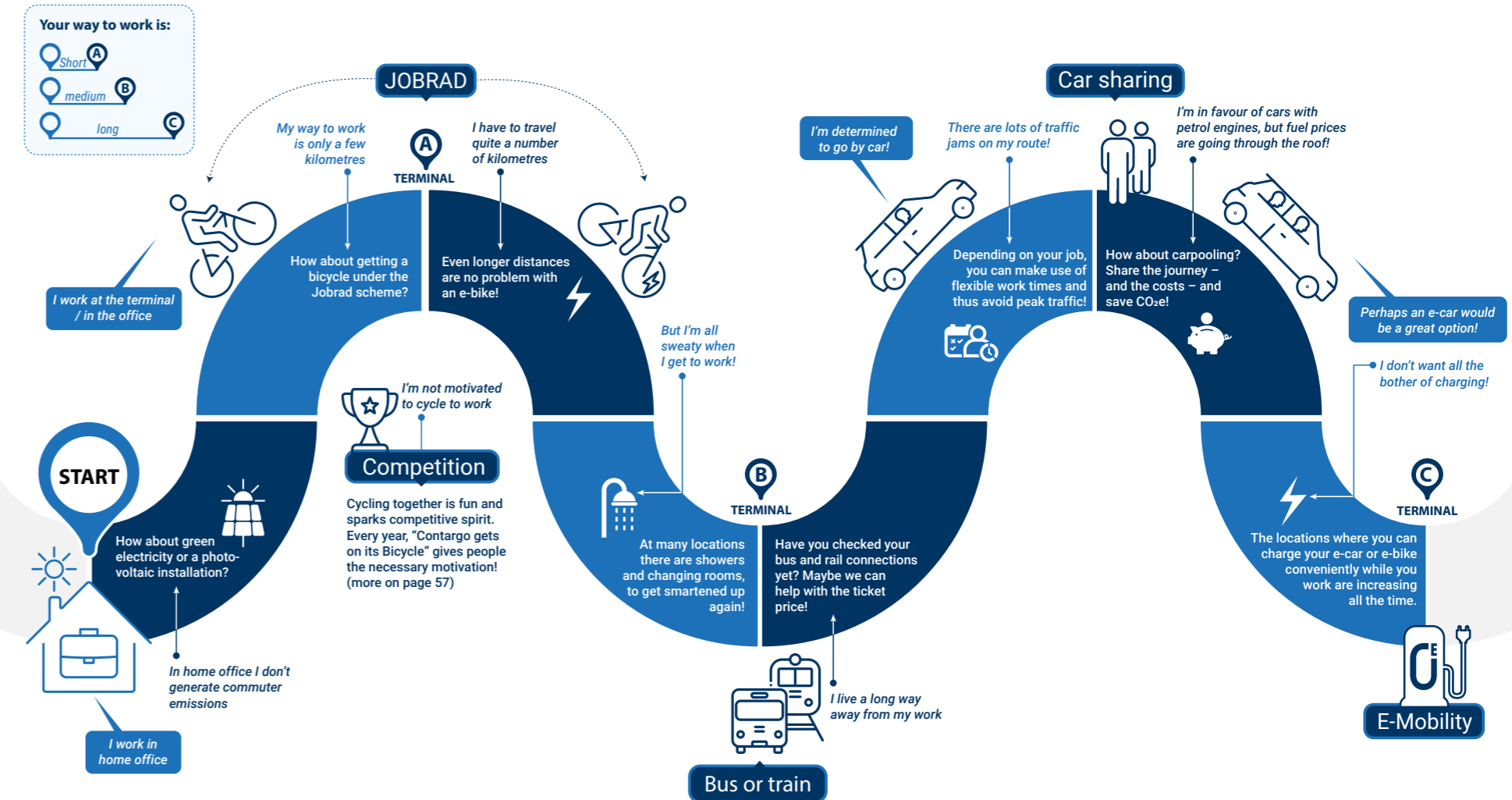
We can only develop sustainably together. We look beyond the horizon of our enterprise, and cooperate both internally and externally. Synergies of this kind help everyone to reach common goals.

How do we do it? -> page 62

Clever commuting!

Emission reduction begins with ourselves!

Although container terminals are conveniently situated for logistics, this can make the journey to work more complicated. However, we have thought up lots of ways to reduce our emissions when commuting. We sensitise and support our employees in making their commute environmentally friendly.



COUNT THE BENEFITS AND STAY SECURELY IN THE SADDLE

“My colleague Andreas and myself are firmly convinced cyclists – all year round. Our motivation is enjoyment of the sport, staying fit, but also experiencing Nature in all its different seasons. **Sometimes, changes need good incentives from the outside. The introduction of the Jobrad offer at Contargo motivated quite a few of my colleagues to cycle to work more often. It is ideal, especially for people who live close to their work – the financial advantages are unbeatable.**”

Frank Hippmann, Plant Supervisor, Contargo Industriepark Frankfurt-Höchst

Profile:

Frank Hippmann and Andreas Buchholz, both from the Contargo Industriepark Frankfurt-Höchst location, are passionate cyclists, and regularly take the lead in our summer competition “Contargo gets on its Bicycle”. In the category of “Best Individual Cyclist” they permanently occupy positions on the winners’ podium. (For more on this, see page 57)

Strong motivation and great stamina

Cycling once around the world – “Contargo gets on its Bicycle”

Although they have only been really active in our cycling contest “Contargo gets on its Bicycle” for the last seven years, the team from Industriepark Frankfurt-Höchst has turned in an unbeatable performance: 45,218 km – or once around the world by bicycle. The team occupies a permanent place on the winners’ podium: best individual cyclist, best team performance. Many of our colleagues who take part in the competition are also motivated by the prize of a great all-inclusive cycle tour, enjoyed by the winning team.

The wheels keep turning outside the Contargo challenge trophy, too: despite the not-very-central position of the terminal, on the outskirts of Frankfurt, almost one quarter of the employees use a Jobrad bicycle to cycle to work. In this way the team has managed to save an impressive total of nearly 6 tonnes of CO₂e in 7 years, contributing significantly to environmental protection, enjoying the health benefits of cycling and perceptibly improving the CO₂e balance of their location. They have truly deserved their place on our “Wall of Sustainability”, our annual internal sustainability accolade!



Enlarging our handprint

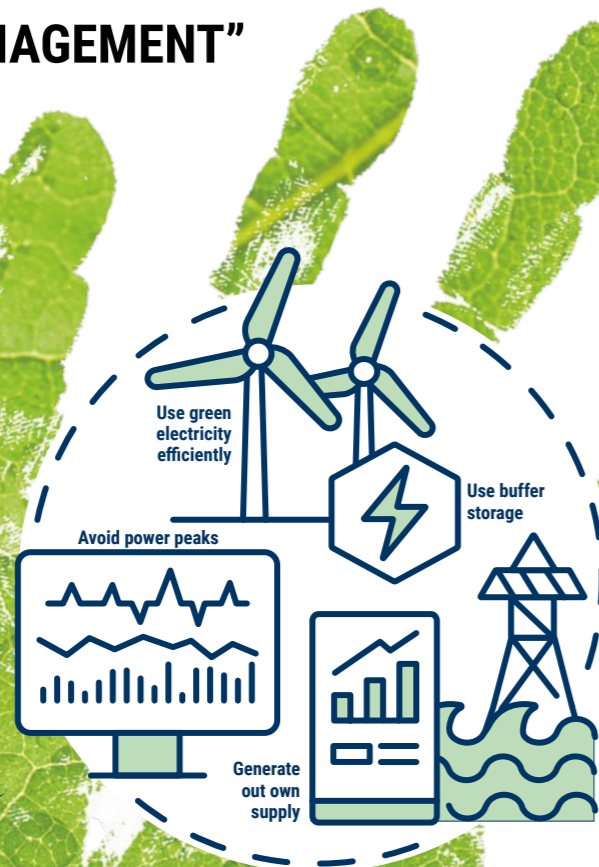
Our "SMART ENERGY MANAGEMENT" – a real team task

We closely examine all areas of the terminal and work out solutions together. In this way, everyone can not only reduce their (environmental) footprint, but also continue to enlarge their handprint – their positive contribution to climate protection – by their commitment at work.

Since our e-trucks, electric reach stackers, e-cars and additional future consumers will need a great deal of electricity, one of the aspects our colleagues are concerned with is the efficient use of green electricity, a resource that is in short supply but important for the decarbonisation strategy.

Our IT infrastructure provides the necessary hardware and the appropriate digital interfaces for energy management. This is an important foundation for the project.

IT infrastructure



Taking our experience and many relevant factors into account, we have developed our own smart energy management system which, together with buffer storage, balances out electricity consumption at the terminal, avoids power peaks and increases our self-generated supply.

Our colleagues are strongly committed to this project, and play their part in the smooth introduction and implementation of smart energy management at our terminals.

No unauthorised person can access our energy management. Our cyber security professionals reliably protect us from digital attacks.

Cyber Security



I deal with the electricity producers and consumers, and identify potentials for improvements.

Karolina Klamm
Energy Management Officer



I take care of the green electricity that is the foundation of energy management, and continuously improve its quality.

Jan Gass
Terminal Concepts



I form the critical interface: here construction tasks, specialist knowledge and knowledge of the location flow together, ensuring that energy management at the location really works.

Sven Hessler
Technical Manager



By performing internal energy management audits, I ensure constant high quality of our analyses.

André Szopa
Internal Energy Management Audits



I make sure everyone is on board, and that energy management is introduced at the terminal.

Olaf Jahn
Energy Management Project Leader

Think ahead, keep moving, make progress

Together towards container terminals of the future

People's commitment within the enterprise, over and above their own jobs, also pays off. In our internal workshops, many colleagues have jointly worked out promising approaches to reaching Zero Emissions at our terminals by 2045. Here, too, the focus is on an integrated approach: How can emissions be avoided, how can we reduce them, and where are changes needed outside our direct sphere of influence that require us to engage in cooperations.



AVOID

Whether electricity, water or packaging – a lot of consumption can be avoided by changing people's behaviour. Harmful substances like coolants in air conditioning systems need to be avoided. By consistent planning, the capacity use of transport means can be improved, for instance, or reach stackers can be replaced by cranes.

REDUCE

To reduce resource consumption, travel paths in the terminal and road routes can be optimised, standby mode can be avoided and rainwater can be used to wash containers. Using ecological lubricants, clothing with a longer life, and woolly blankets instead of radiant heaters, reduces the consumption of energy and resources, and generates fewer pollutant emissions at the terminal.

COOPERATE

Communication becomes climate protection when we introduce digital waybills, when we check with customers whether a container actually needs cooling, or when a terminal manager stands up for a connection to the public transport system. Cooperation is necessary in order to get a manufacturer to lengthen the life cycle of a product, or to organise cross-location car-sharing for business trips.



The basis for the workshops?

The foundation was laid by a student team from Heilbronn University (HHN). Thus we have been able to include state-of-the-art scientific knowledge, while at the same time giving newcomers to logistics interesting insights into daily life and work at Contargo.

IF MANY JOIN IN, WE CAN REALLY

MAKE A DIFFERENCE



“The workshops show us, time and again, how important it is to involve as many of our colleagues as possible in the various topics of sustainability. For one thing, workshops give the necessary impulse to think and rethink. For another, they provide an appropriate framework for presenting to a larger circle the ideas that people have already had, and learning to communicate them effectively and inspire others. Every viewpoint counts! The important thing is that the topic should grow and spread, inside the enterprise and beyond. We are getting to experience this just now in many small, conscious everyday actions, but also in big projects that are being implemented with a lot of zeal and energy!”

Kristin Kahl, Sustainable Solutions Department



Teamwork: Beyond the limits of the enterprise

With hydrogen (H2) towards the terminal and energy transformation?



ACHIEVING MORE THROUGH CLOSE COOPERATION

Not only Contargo wants to decarbonise handling and transport – so it is well worth bundling strengths and finding solutions together. This is exactly what we are doing in the hydrogen project “Clean Port & Logistics” (CPL). The project brings equipment manufacturers, port and logistics enterprises together with scientific partners, producers of renewable hydrogen, software firms and filling station operators and manufacturers.



H2 AS A PROMISING APPROACH TO DECARBONISATION

A small, volatile molecule, an unspectacular element – but it carries hope for a clean future. Hydrogen has been at the centre of discussion for years. It is frequently one of the most important components of decarbonisation strategies. But what is this versatile element really capable of? And how can it transform our terminals and our energy landscape? We are investigating these questions in depth together.



HHLA MAKES TEST SITE AVAILABLE

In supra-regional cooperation, research and practical tests are taking place on how hydrogen can be used to reliably supply port technology and logistics. For this purpose, the cluster is carrying out simulations and research, and putting together training and education concepts. As the centre of activities, a test site for hydrogen-driven equipment has been set up at the HHLA Container Terminal Tollerort in Hamburg.

Expert opinions



ADDED VALUE MUST BE CLEARLY RECOGNISABLE!

Holger Bochow, Contargo
COO Terminal Network

“We are investigating in detail what is possible for our terminal network, when, where and how, because the handling and storage of hydrogen is a complex topic. We will implement approvals, new processes and other requirements at the terminals when the added value is really there. Then we will see how we can adapt our reach stackers.”



WE NEED RELIABLE DATA AS A BASIS!

Leif Carstens, HHLA
Project Manager Hydrogen Applications

“The challenges in decarbonisation for the Port of Hamburg and all actors in the logistics sector are enormous. With our test site and the CPL, we are working specifically on developing solutions and collecting comparative data that are unique in the world. In this way we are creating a sound factual basis for decision-making on the transition from diesel engines to climate-friendly drive technologies.”

CONCLUSION

DECARBONISATION IN LOGISTICS CAN ONLY SUCCEED IF WE CONSISTENTLY LINK OUR OWN INDIVIDUAL CORPORATE STRATEGY WITH THE STRATEGIES OF OUR STAKEHOLDERS. IN ORDER TO ACHIEVE ECONOMIES OF SCALE AND MAXIMUM EFFICIENCY, COMMON STANDARDS AND COORDINATED SOLUTIONS ARE DECISIVE.

THE REAL CHALLENGE IS TO ACTIVELY BUNDLE INNOVATIVE STRENGTH AND JOINT ACTION FAR BEYOND THE BOUNDARIES OF THE ENTERPRISE, SO THAT WE CAN MAKE CONCRETE PROGRESS ON THE WAY TO FREEDOM FROM EMISSIONS.



**FIRST ON THE E-ROAD
TO A GREENER FUTURE**

More than five years ago, we introduced heavy duty trucks driven by electric batteries, and it is also our expectation for the conversion of our fleet by 2040, including the vehicles of our subcontractors. We are demonstrating that this will be possible with electric batteries – provided the frame conditions are right.

DECARBONISATION IN

LAST MILE TRUCKING



Mileage

**1 MILLION
KILOMETRES**

This is the total distance we have travelled with e-trucks since introducing the first battery-driven electric 44-tonners!



Charging

**22.5 MWH
POWER**

This is the total power to be provided by our e-charging infrastructure, being installed just now!



Savings

**96 %
LESS EMISSIONS**

By operating e-trucks using green electricity, we can save an amazing 96 % of emissions!
(compared to diesel trucks)

Last mile transport: the status quo

90%

of our trimodal transports involve 'last mile' transport by truck. In terms of mileage, transport from the terminal to the customer is only a small part of the route, but it is a substantial part of our footprint, generating 19 % of our emissions.



What can we do?

FROM TESTING TO ACTION

Following a satisfactory test phase with fully-electric heavy duty trucks, we are now in the process of upscaling our fleet of e-trucks, a process that requires many challenges to be met.

CHARGING AS A COMMON TASK

We think of sustainability as an overall concept. This also applies to e-mobility and the charging infrastructure, because isolated solutions do not help anyone.

How do we do it? -> page 70

CHANGING THE SYSTEM

For the transformation of our fleet, we are taking a wider view and building up a new infrastructure for alternative drives, together with other market actors.

How do we do it? -> page 71

FORWARD WITH COURAGE FOR FUTURE-ORIENTED SOLUTIONS

“In an intensive five-year phase of trying out, optimising and ramping-up we became convinced of the operational performance of e-trucks. Electric drive is excellently suited for use in 'last mile' transport, so we do not see any other alternative for this area at present.”

Michael Starke
Managing Director
Contargo Truck Fleet GmbH



Jurgen Albersmann
CEO Contargo

GREEN:
Our product econtargo combines e-trucks with rail powered by green electricity



PRACTICAL:
Our e-trucks in Hamburg (Podcast)



HONEST:
Our e-truck drivers talk about their jobs



TRIED AND TESTED:
We try out the eActros with a range of 500 km



Pioneers in last mile e-trucking

Teamwork in the Contargo Network

In 2019 we began testing heavy-duty e-trucks in 'last mile' transport. With the courageous and visionary heads of our locations, we succeeded in thoroughly analysing and exhaustively testing the use of the new technology, and finally integrating it usefully and efficiently into our day-to-day operations. Meanwhile, we are backing e-mobility across the Group and working together on the extensive use of this future-oriented technology. The zero emissions way!



Photo: Management and key positions at Contargo

2019

Bernd Putens,
Managing Director
DIT Duisburg Intermodal Terminal

Under the motto "E wie Erster" (first with electricity) we added the first e-truck by DAF to our fleet at DIT Duisburg Intermodal Terminal in May 2019.

Duisburg

2020

Volker Boveland,
Managing Director
Contargo Neuss

We constructed a fast-charging system for our two E-Force ONE trucks, enabling us to extend the range of the vehicles.

Neuss

2020

Christian Eichmeier,
Managing Director
Contargo Rhein-Main

2023

Kawus Khederzadeh, Managing Director
Contargo Industriepark
Frankfurt-Höchst

Because all available charging options will be needed in future, we participated in the testing of catenary (overhead line) hybrid trucks along the test motorway section in Hesse.

Frankfurt a. M.

MILESTONES

Funding approvals for 86 e-trucks enable nearly all Contargo locations to initiate battery-driven last-mile transport.

Contargo Group

2022-2023

By 2033

NEXT STEP

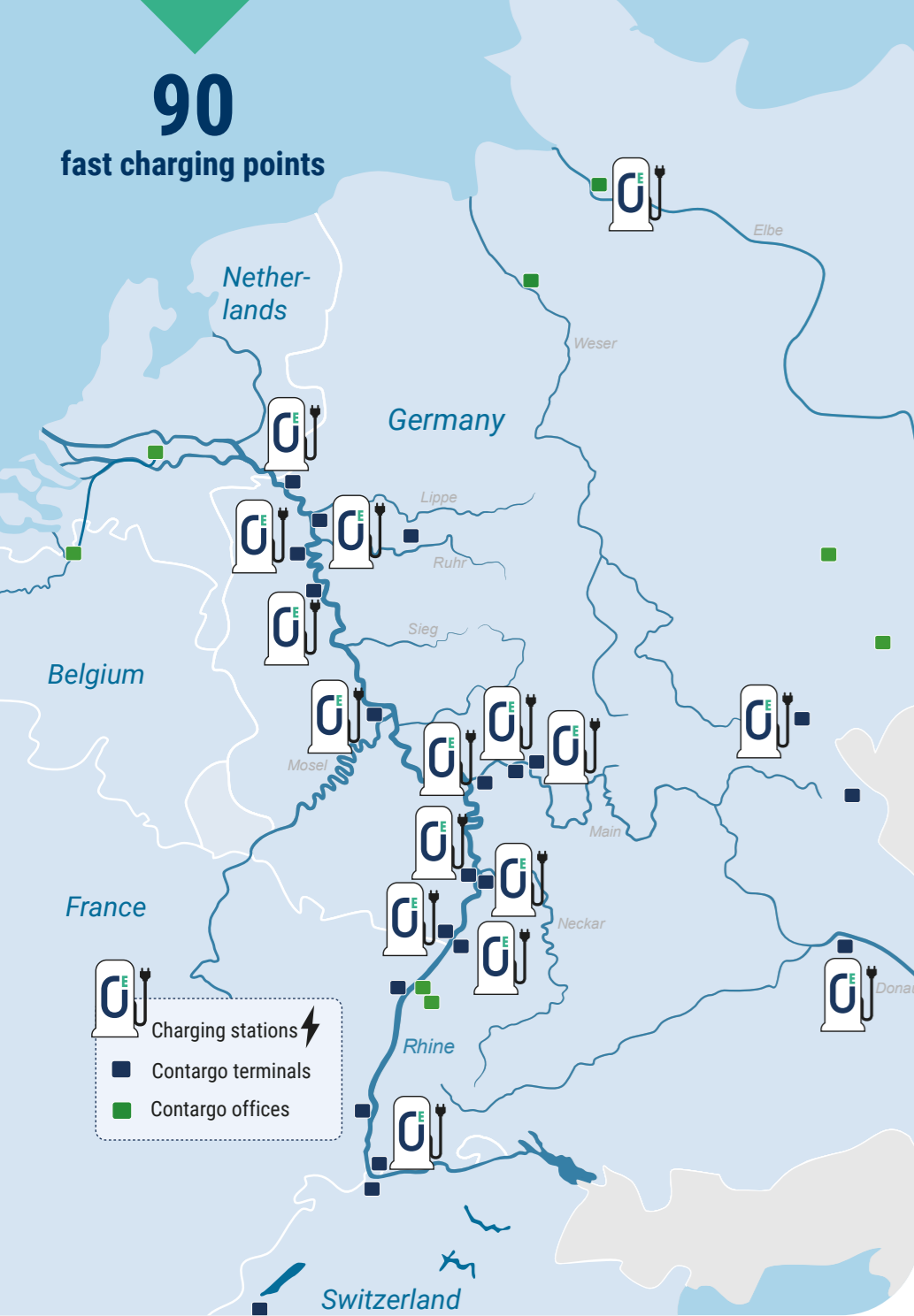
40 % of our last-mile transport fleet is electrified. As well as 90 % of our own fleet, 12 % of our subcontractors have also switched to e-trucks.

By 2040

NEXT STEP

100 % electrified: As well as our own trucks, all our subcontractors are also operating completely electrically!





Eagerly awaited

Contargo gets Germany's biggest private charging infrastructure

To introduce new technologies and establish them usefully requires far-sightedness, persistence and good calculations. Thus it was clear to us right from the start: No e-trucks without charging infrastructure! We can best offer our customers smoothly-functioning transport chains if we are able to supply the e-trucks with electricity directly at our terminals, because of course we want to provide our customers with transports that are both environmentally friendly and reliable.



Building up our own extensive private charging infrastructure makes this possible! **We are working on making e-mobility an integral component of our transports, in last-mile transport – and also, in future, in long-distance transport.**

Charging infrastructure ramp-up

In three steps to an adequate charging infrastructure for decarbonisation

Step 1 ▶
FACT:



At all Contargo locations where e-trucks are used, we are presently constructing the appropriate charging infrastructure, with a total of 90 fast charging points.

Step 2 ▶
PROGNOSIS:



With this infrastructure, we can charge 500 e-trucks in 24 hours.

By optimising depot charging, we can not only charge our own fleet, but also the vehicles of subcontractors.

Step 3
VISION:



- ⚡ Truck fleet 100 % electric
- ⚡ Charging infrastructure with sufficient, affordable green electricity
- ⚡ Additional areas are made available by various stakeholders, to charge our whole fleet plus externally-organised vehicles (total area required = 14 football pitches)
- ⚡ Reduction of area needed, by access to alternative charging possibilities: e.g. industry and warehouses make their loading ramps available for charging.
- ⚡ On many routes, infrastructure for dynamic charging and enough public charging poles to charge our own fleet and the vehicles of subcontractors.

VISION BECOMES REALITY WITH THE RIGHT SUPPORT

The total of 86 e-trucks and the appropriate infrastructure has been, and is being, supported by the Federal Ministry for Digital and Transport under the Funding Guidelines for the purchase of commercial vehicles with alternative climate-friendly drivetrains and the deployment of refuelling and charging infrastructure (KsNI). The funding guidelines are coordinated by NOW GmbH, (National Organisation Hydrogen and Fuel Cell Technology). Applications are approved by the Federal Logistics and Mobility Office (BALM).

TIRELESS ENGAGEMENT LEADS TO SUCCESS

“Setting up the infrastructure has not been simple, and it still is not. There were no best practices we could refer to, and the construction work is carried out without interrupting operations at the terminals. We have repeatedly encountered great obstacles, but our technical team has given everything.”

Christian Epple
Head of Corporate Technics Contargo



“The task was – and continues to be – extremely complex. Numerous stakeholders, both internal and external, have been involved, including network operators, property owners, landlords, planning authorities and the fire service. But at the same time it is this complexity that makes the project so exciting.”

Pinar Yuezgec Elma,
Project Manager, Contargo

Profile:
As Head of Corporate Technics, Christian Epple is responsible not only for terminal extensions and alterations, but also for installing the charging infrastructure. The project is being coordinated by Pinar Yuezgec Elma, Project Manager, who holds all the various threads in her hands and ensures that they all function smoothly together.

Climate protection only succeeds together

As in the case of the e-truck, significantly reducing emissions in the area of local transport requires more than the development of new drive technologies.

What is now decisive is a sensible interplay between various actors – including governments, enterprises, technology providers and society. The charging infrastructure, but also processes, business models, cost structure, policy and regulatory frame conditions as well as workplace conditions, training and the market environment have to adapt and be reinvented. **In short: the transformation to e-mobility needs a system innovation!**

CONCLUSION

E-TRUCKS AND THE CHARGING INFRASTRUCTURE HAVE BEEN FEASIBLE FOR A LONG TIME NOW. IN ORDER TO ACHIEVE 100 % ALTERNATIVE DRIVES, THE DECISIVE FACTORS ARE CLOSE COOPERATION OF ALL THOSE INVOLVED, AND THE FULL EXPLOITATION OF ALL CHARGING POSSIBILITIES!

Expert opinions



WE FOCUS ON INTEGRATION AND COOPERATION

Kevin Gründer, Duisport

“Inland ports are key actors for the decarbonisation of last-mile trucks. We welcome and support Contargo’s pioneering role. With our function as nodal points for logistics, it is important to us to create a widely-available charging infrastructure, and continue to increase the efficiency of the whole inland port system by an integrated concept that includes e-trucks, land-side electricity, hydrogen and other future-oriented energy sources and transport solutions.”



WITH SUSTAINABILITY, WE DELIVER FUTURE

Lena Nett, Daimler Truck AG

“Electric trucks are a promise for the future: they combine sustainability with innovation, and prove that environmentally friendly technologies will also be useful and economically viable in heavy-duty transport. Every emission-free kilometre contributes to a stable climate and a liveable world for coming generations. In order for this system to work, a suitable charging infrastructure is essential – no such thing as “it can’t be done!” Now is the time for creative solutions in which we all need to participate.”

Contargo Companies and Locations

This Sustainability Report includes information and data of the following daughter companies and participations of Contargo GmbH & Co. KG (registered in Duisburg):

REGION	COMPANY	LOCATION	CONTRIBUTORS
Upper Rhine	Contargo AG	Basel	Daniel Kaufmann, Nico Longhi
	Contargo S.A.R.L.	Ottmarsheim, Straßburg	Chris Hechinger, Jean-Marc Sabetta
	Contargo Baden GmbH	Kehl, Offenburg, Weil am Rhein	Markus Böhmer, Daniel Kaufmann, Torsten Peter
Lower Rhine	Contargo Neuss GmbH	Neuss	Volker Boveland, Olaf Jahn
	Contargo Rhein-Waal-Lippe GmbH	Emmelsum, Emmerich	Sven Hessler, Michael Mies, Sascha Noreika
	DIT Duisburg Intermodal Terminal GmbH	Duisburg	Bernd Putens
Rhine-Main	Contargo Industriepark Frankfurt Höchst GmbH	Frankfurt-Höchst	Frank Hippmann, Kawus Khederzadeh
	Contargo Rhein-Main GmbH	Frankfurt-Ost, Ginsheim-Gustavsburg, Koblenz	Christian Eichmeier, Arndt Puderbach, Eugen Werwai
Middle Rhine	Contargo Rhein-Neckar GmbH	Ludwigshafen, Mannheim	Karolina Klamm, Marco Speksnijder
	Contargo Wörth-Karlsruhe GmbH	Karlsruhe, Speyer, Wörth	Andreas Roer
Central	Contargo Network Logistics GmbH	Crimmitschau, Döhlau, Grossbeeren, Hamburg, Hof, Leuna, Meerane	Lucas Kochan, Heiko Rumfeld
	Container Terminal Hof GmbH	Hof	Philipp Follouis, Heiko Rumfeld
	Contargo Combitrac GmbH	Döhlau, Hof, Wiesau	Heiko Rumfeld
France	Contargo North France SAS	Bruay-sur-l'Escaut	Gilbert Bredel
Poland	Contargo Intermodal Poland Sp. z.o.o.	Warschau	Marcin Czachorowski
	Contargo Hatrans Lodz Sp. z.o.o.	Łódź	Marcin Czachorowski
Transport	Contargo Rail Services GmbH	Duisburg, Mannheim	Michael Lückenbach, Andreas Mager
	Contargo Waterway Logistics B.V	Capelle an den IJssel	Thijs van den Heuvel, Cok Vinke
	Contargo Transbox BVBA	Antwerp, Capelle an den IJssel	Carsten Borchers, Henri Honkoop
	Contargo Road Logistics B.V	Antwerp, Capelle an den IJssel, Hamburg	Cor Bakker, Christian Schäfers, Matthias Wroblewski
	Contargo Network Service GmbH & Co. KG	Capelle an den IJssel	Rhewin Koendjibharie
	Contargo Truck Fleet GmbH & Co. KG*	Duisburg	Michael Starke, André Stöhr
Holding	Contargo GmbH & Co. KG	Berlin, Capelle, Duisburg, Hamburg, Heilbronn, Ludwigshafen, Mannheim, Neuss, Wörth	Jürgen Albersmann, Margarita Andris, Holger Bochow, Christian Epple, Jan Gass, Frank Hommel, Kristin Kahl, Dr. Alexander Kern, Dimitrios Konstantinidis, Michael Lückenbach, Andreas Mager, Kristiane Schmidt, Uwe Storch, André Szopa, Thijs van den Heuvel, Pinar Yuezgec Elma
Participations	CTD Container Terminal Dortmund GmbH	Dortmund	Torsten Schütte
	Multimodal Tank Care GmbH*	Ludwigshafen	Benedikt Rupp

Unless explicitly stated otherwise, all key figures contained in the Report relate to these companies. Exceptions are the Contargo Truck Fleet and the Multimodal Tank Care GmbH, which only appear in the key figures as from 2024 (*).

Our thanks go to all Contargo colleagues and external experts who have contributed to compiling this Sustainability Report.

Overview: Contargo – associations, charters/initiatives and sponsoring

Only together can we fulfil the Paris Agreement and reach the Sustainable Development goals (SDGs). Thus it is all the more important to form alliances, join and possibly support associations. We put this into practice at Contargo in numerous commitments with a wide range of stakeholders. In this way we meet challenges together.

CHARTERS AND INITIATIVES
ECTA
ELISA
GLEC
SDGs
Smart Freight Center
UN Global Compact

SPONSORING
Ahrtalhilfsorganisation
Aktion Kinder im Verkehr der Polizeigewerkschaft
BASF Tennisclub
Förderverein der Berufsschule Koblenz
Gewerkschaft der Polizei
Marketing-Verein
NABU
Several Workshops for the Blind
Stadtmarketing Mannheim GmbH
Tennisclub Altrip e.V.
Tierheim Selb
Support for Berufsbildungszentrum Kleve
Support for the Klever Tierpark
Alternating support of local social projects

ASSOCIATIONS
Advisory board, Ludwigshafen and Heilbronn Universities
Bundesverband der Deutschen Binnenschifffahrt (BDB)
Bundesvereinigung Logistik (BVL)
Centraal Bureau voor de Rijn- en Binnenvaart (CBRB)
Club Logistique du Hainaut, TLF - L'Union des Entreprises de Transport et de Logistique de France
Deutscher Speditions- und Logistikverband e. v (SLV)
DSLVB Bundesverband Spedition und Logistik e.V.
Frankfurt für Auszubildende und Verkehrsfachwirte
Gemeinschaft Frankfurter Hafenanlieger (GFH)
GUP – Groupement des Usagers des Ports de Strasbourg
Hafenclub Mannheim
Hafenwirtschaftsgemeinschaft e.V.
hellwach-mit-80-kmh e.V.
International Container Barge Operators (ICBO)
IPV Industrie-Pensions-Verein e.V.
IWT I&G committee
Koninklijke binnenvaart nederland
LBS
Logistik Agentur Oberfranken
NABU (Gustavsburg)
Pensions-Sicherungs-Verein
Polygon Concept e.V.
Propeller Club Strasbourg
Rotterdam Port Promotion Council (RPPC)
SPC (Shortseashipping Inland Waterway Promotion Center)
Speditions- und Logistikverband Hessen/Rheinland-Pfalz
Spedlogswiss (Verband schweizerischer Speditions- und Logistikunternehmen)
Studiengesellschaft für den Kombinierten Verkehr (SGKV)
SVS - Schweizerische Vereinigung für Schifffahrt und Hafenlogistik Basel
UVC Unternehmens Verband Cuxhaven
Various IHKs (Chambers of Industry and Commerce)
Verband Verkehrswirtschaft und Logistik in Münster
Verein Freunde und Förderer des historischen Nordkanals in Neuss
Vereinigung hessischer Unternehmervverbände
VVWL
Wirtschaftsregion Hochfranken

CO₂e-Emissions key values

Verified emission calculation



These CO₂e emission values are specific to Contargo and constitute the basis of all our calculations.



Barge					
	Upper Rhine	Middle Rhine	Main	Lower Rhine	Scheldt
Full (kg CO ₂ e/Ctrkm)					
Import/Up	0.475	0.670	0.862	0.415	0.759
Export/Down	0.218	0.362	0.441	0.276	0.360
Empty (kg CO ₂ e/Ctrkm)					
Import/Up	0.162	0.277	0.348	0.270	0.108
Export/Down	0.110	0.144	0.195	0.100	0.351



Rail		
	Diesel	Electric
Full/empty (kg CO ₂ e/Ctrkm)		
Last mile	0.394	
Main run		0.120



Truck		
	Direct truck	Local trucking
Full (kg CO ₂ e/Ctrkm)		
Diesel	1.136	1.085
Electric		0.069
Empty (kg CO ₂ e/Ctrkm)		
Diesel	0.856	0.836
Electric		0.058

Handling and administration

Flat rate import/export	8.782 kg CO ₂ e/Ctr
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GRI Content Index - Contargo

GRI Standard	Title of disclosure – individual aspects ("a", "b", "c", etc.) are not listed here	Comment	Page
2-1	Organizational details	Contargo GmbH & Co. KG is a 100 percent subsidiary of Rhenus SE & Co. KG with headquarters in August-Hirsch-Strasse 3, 47119 Duisburg, Germany and activities in Germany, the Netherlands, Belgium, France, Switzerland, Poland.	
2-2	Entities included in the organization's sustainability reporting	In accordance with Paragraph §264 HGB (German commercial code) Contargo is exempt from the obligation of financial reporting and therefore does not disclose any information on financial indicators. Thus any differences are irrelevant. The Sustainability Report includes all required entities in accordance with CSRD and GHG protocol.	Page 74
2-3	Reporting period, frequency and contact point	The period for financial reporting and the period for this Sustainability Report have a different rhythm, since this Report is produced with more complexity in order to reach more of the various stakeholders.	Reporting period: 01.01.2022-31.12.2023 Frequency: every 2 years Date of publication and contact point: Impressum, page 80
2-4	Restatements of information	Due to its communicative orientation, the contents to be reported on are presented differently in each report. In this Report there are no changes regarding the main topics and no corrections.	
2-5	External assurance	No external assurance takes place. The internal assurance is undertaken by the Managing Directors.	
2-6	Activities, value chain and other business relationships	There have been no changes in the value chain or relevant new business relations in this reporting period compared to previous reporting periods.	https://bit.ly/4hwu5IK , Seite 11-13
2-7	Employees		https://www.contargo.net/en/about-us/sustainability/sustainability-report/because-it-takes-more/
2-8	Workers who are not employees		https://www.contargo.net/en/about-us/sustainability/sustainability-report/because-it-takes-more/
2-9	Governance structure and composition	Contargo is strategically managed by the Management Board of Rhenus SE & Co. KG, consisting of Tobias Bartz (Chairman and CEO), Gilles Delarue, Dr. Stephan Peters and Andreas Stöckli. The Board supervises the economic, social and ecological impacts of the companies. Andreas Stöckli has the responsibility for the matrix function "Sustainability" and the Business Unit Contargo. As CEO of Contargo, Jürgen Albersmann also has responsibility for the central function "Sustainable Solutions".	
2-10	Nomination and selection of the highest governance body	As a 100 percent subsidiary of Rhenus SE & Co. KG, and therefore an enterprise affiliated to the Rhenus Group, Contargo is subject to the corporate policies of Rethmann SE & Co. KG. The Executive Board of this company consists of Klemens Rethmann (Spokesman) and Ludger Rethmann. Dr. Martin Rethmann is Chair of the Supervisory Board, Deputy Chair is Georg Rethmann. The Supervisory Board determines the composition of the Management Board of Rhenus SE & Co. KG. Priority in this is given to the most suitable candidates, independently of gender.	
2-11	Chair of the highest governance body	Chair of the Management Board of Rhenus SE & Co. KG is Tobias Bartz. As Chief Executive Officer he also carries out operative functions. A conflict of interests does not arise from this dual function, since supervision is always carried out by the whole Board.	
2-12	Role of the highest governance body in overseeing the management of impacts	The Management of Contargo reports to the Rhenus Management Board in regular sessions. It is defined in the approval regulations of Rhenus SE & Co. KG which decisions can be approved by the Contargo Group, and which require the approval of the Rhenus Management Board or the Supervisory Board.	
2-13	Delegation of responsibility for managing impacts	General responsibility for the area of Sustainability and its strategic orientation is borne by the CEO of Contargo. The Sustainable Solutions department, which has the operative management, reports to him. Strategic decisions are worked out by the Sustainable Solutions team directly with the Contargo management. Relevant themes are addressed in two-weekly discussions, and as required.	

GRI Standard	Title of disclosure – individual aspects ("a", "b", "c", etc.) are not listed here	Comment	Page
2-14	Role of the highest governance body in sustainability reporting	The contents of sustainability reporting are checked and approved by the CEO of Contargo. In cases described under 2-12, the highest governance body is integrated.	
2-15	Conflicts of interest	In individual instances, members of the Supervisory Board have a function in committees or other enterprises. An annual review of conflicts of interest takes place with regard to this. Cross-shareholdings with stakeholders are strictly regulated by our Compliance guidelines.	
2-16	Communication of critical concerns	We have a Compliance Management System with binding specifications and requirements. Infringements are consistently pursued and sanctioned (zero tolerance principle). As well as direct communication, an Integrity & Compliance Line is established, incidents of which are discussed as a part of the sessions of the Supervisory Board. The number and nature of critical concerns is not reported.	
2-17	Collective knowledge of the highest governance body	The CEO of Contargo draws his knowledge both from internal information and from reports, discussions as described under 2-13, prepared information and direct dialogue. External sources such as conferences and dialogue with stakeholders, but also personal interest, enrich knowledge and skills.	
2-18	Evaluation of the performance of the highest governance body	Evaluation of the performance of the highest governance body takes place according to qualitative and quantitative goals of the enterprise.	
2-19	Remuneration policies	Contargo remunerates employees across all hierarchies including the Management based on a fair basic salary in line with the market, and a variable component. Financial incentives to reach the economic, social and ecological goals are in place. Referral rewards (bonuses for attracting new employees) are paid. Severance payments and reclaims of bonuses previously received are not a part of the remuneration policy of the enterprise. Retirement benefits take place on a basis agreed with the employees, in the form of deferred compensation. For reasons of confidentiality no disclosures can be made regarding the remuneration policy of the management.	
2-20	Process to determine remuneration	For reasons of confidentiality, no disclosures can be made regarding the process to determine remuneration.	
2-21	Annual total compensation ratio	For reasons of confidentiality, no disclosures can be made regarding the annual total compensation ratio.	
2-22	Statement on sustainable development strategy		Pages 7 and 8
2-23	Policy commitments	Our corporate principles and the leadership model, as well as the Code of Conduct characterise our work. This is reflected in the values we practise, which show that we take on economic, social and ecological responsibility every day. We act according to the precautionary principle and fulfil our corporate responsibility by human rights due diligence. We as Contargo endorse the principles of the UN Global Compact.	
2-24	Embedding policy commitments	Sustainability is part of our corporate culture and thus it flows directly into our business strategy. We develop strategies and goals to adequately meet our responsibility, we implement these for each area of the Group and derive appropriate measures.	
2-25	Processes to remediate negative impacts	All internal and external indications of negative impacts or contraventions are pursued, checked and clarified by the department responsible for Compliance. These are part of the sessions of the Supervisory Board, where adaptations of precautionary training measures are discussed.	
2-26	Mechanisms for seeking advice and raising concerns	Both individuals and enterprises can anonymously give information about violations of Compliance, and other negative impacts, via a whistleblower system.	
2-27	Compliance with laws and regulations	For reasons of confidentiality, no disclosures can be made regarding contraventions of laws and regulations.	
2-28	Membership associations		Page 75

GRI Standard	Title of disclosure – individual aspects ("a", "b", "c", etc.) are not listed here	Comment	Page
2-29	Approach to stakeholder engagement	Contargo is in continuous dialogue with numerous stakeholders along the whole value chain, for instance via the Contargo Summit and the Employees' Questionnaire. The identified categories include customers, employees, subcontractors, policy decision-makers, NGOs and media. Identification is based on their relevance for our business activity and sustainability goals. The purpose of inclusion is to understand the expectations and needs of our stakeholders and let them flow into our strategic decisions. In this way we ensure that our measures are directed towards sustainable development and that we are taking account of societal needs.	This is a recurrent theme throughout the Sustainability Report; the excerpt from our Economy and Social Responsibility website pages, on pages 46 to 51 of this Report, gives a short overview of our additional sustainability topics.
2-30	Collective bargaining agreements		https://www.contargo.net/en/about-us/sustainability/sustainability-report/because-it-takes-more/
305-1	Direct (Scope 1) GHG emissions	For all Scopes: - Inclusion of all GHGs in accordance with ISO 14083, incl. CFCs and SO2F2 - No biogenic emissions, no compensation - Verified emission calculation according to DIN 16258 2022: 9,623 t CO ₂ e; 5.05 % of the corporate carbon footprint (CCF) 2023: 9,990 t CO ₂ e; 5.61 % of the CCF	Pages 9 and 76 https://www.contargo.net/en/about-us/sustainability/calculating-emissions/
305-2	Energy indirect (Scope 2) GHG emissions	2022: 885 t CO ₂ e; 0.46 % of the corporate carbon footprint 2023: 2,012 t CO ₂ e; 1.13 % of the CCF	
305-3	Other indirect (Scope 3) GHG emissions	2022: 180,124 t CO ₂ e; 94.49 % of the corporate carbon footprint 2023: 166,092 t CO ₂ e; 93.26 % of the CCF	
305-4	GHG emissions intensity	Scope 1-3: 2022: 0.114 t CO ₂ e/TEU 2023: 0.113 t CO ₂ e/TEU	

Impressum

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Contargo GmbH & Co. KG (Sandra Carmona, Norman Steinbach) | Shutterstock.com

Photos: please note:

Some of the photos used in this Sustainability Report are purely marketing motifs. At all our Contargo terminals the wearing of safety jackets, safety helmets and protective footwear is compulsory!

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