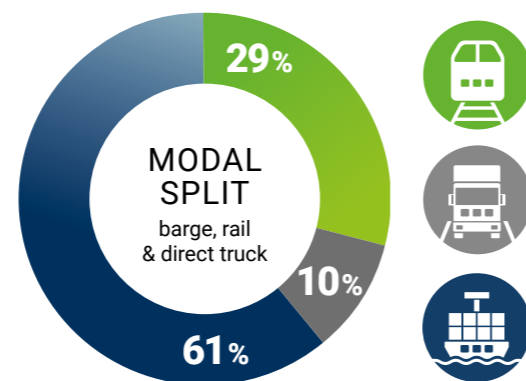




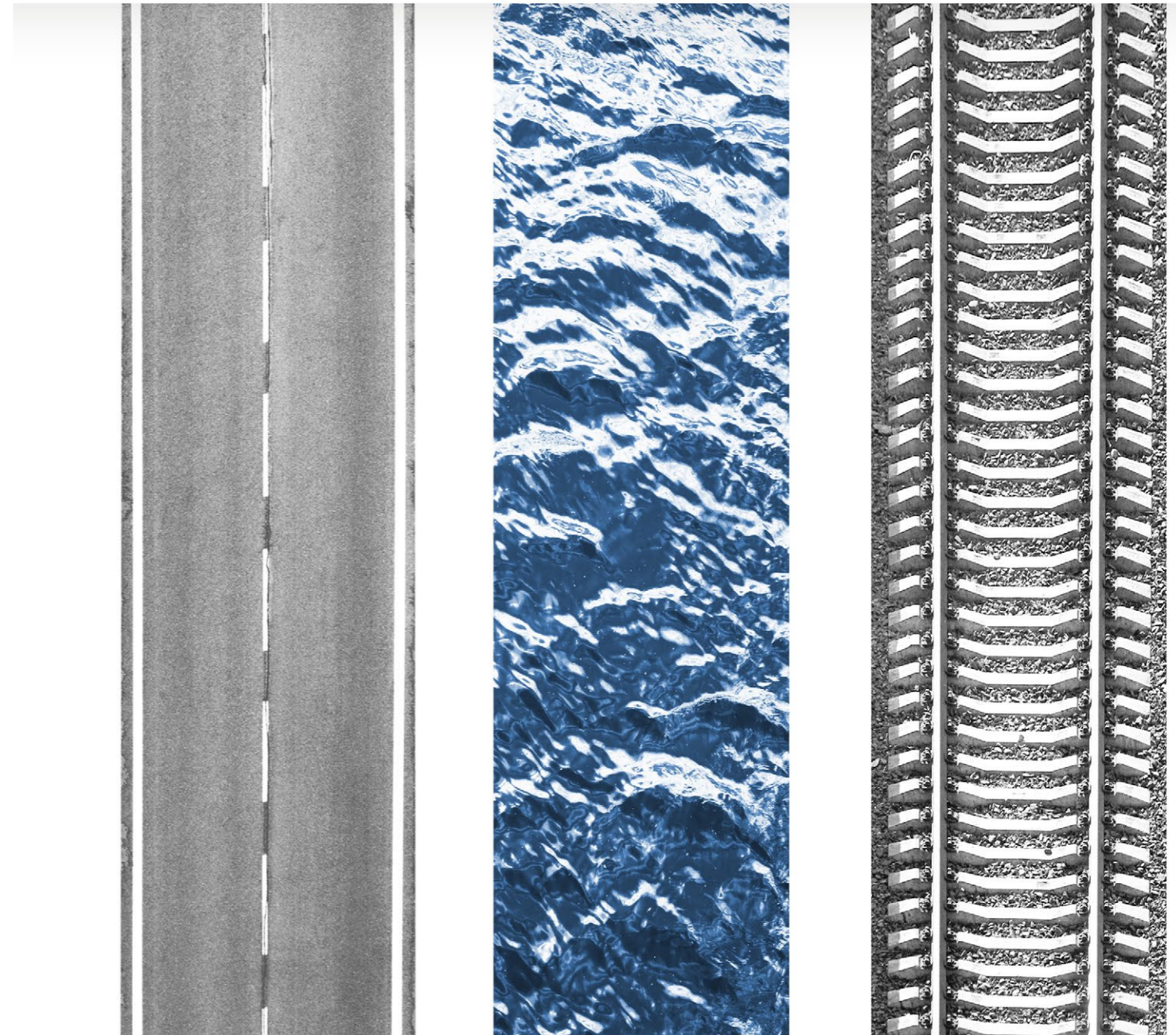
MODAL SPLIT AT CONTARGO



When transporting large volumes over long distances, Contargo uses barge and rail for the main run. Trucks are primarily used for local door-to-door delivery and collection of customers' containers. Conclusion: In Contargo's modal split the advantages of each transport mode can be maximised.

CONTARGO®

At a glance ...



CONTARGO at a glance. EN_L_03/2025 - Aufl.: 100 | © Contargo, Shutterstock.com

www.contargo.net

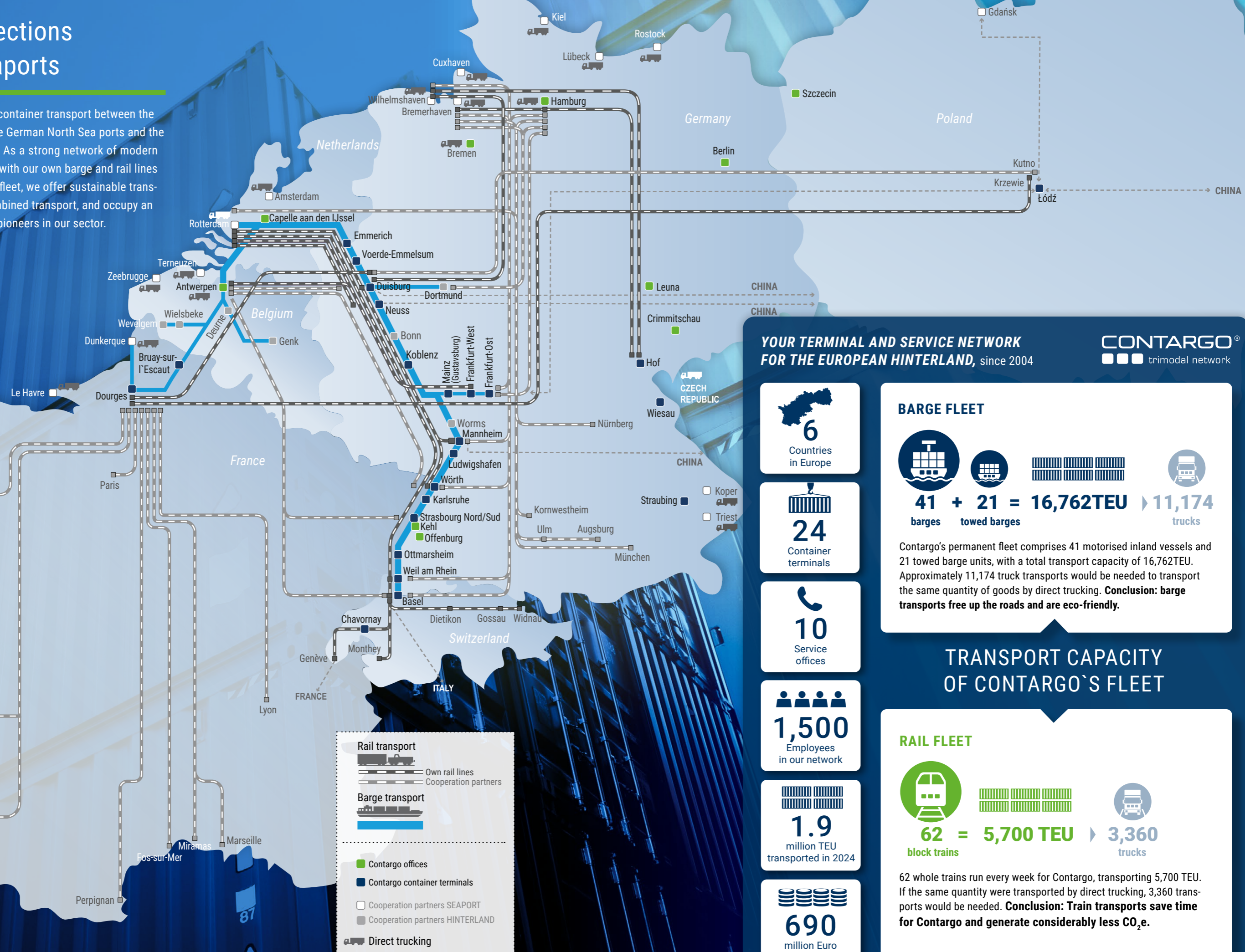
Take the better route!

Take the better route!



► Our connections to the seaports

Contargo integrates container transport between the western seaports, the German North Sea ports and the European hinterland. As a strong network of modern container terminals, with our own barge and rail lines and a truck / e-truck fleet, we offer sustainable transport solutions in combined transport, and occupy an ongoing position as pioneers in our sector.



YOUR TERMINAL AND SERVICE NETWORK FOR THE EUROPEAN HINTERLAND, since 2004

CONTARGO
trimeral network

6
Countries in Europe

24
Container terminals

10
Service offices

1,500
Employees in our network

1.9
million TEU transported in 2024

690
million Euro turnover in 2024

BARGE FLEET

41 + 21 = 16,762 TEU **> 11,174**
barges towed barges trucks

Contargo's permanent fleet comprises 41 motorised inland vessels and 21 towed barge units, with a total transport capacity of 16,762 TEU. Approximately 11,174 truck transports would be needed to transport the same quantity of goods by direct trucking. **Conclusion: barge transports free up the roads and are eco-friendly.**

RAIL FLEET

62 = 5,700 TEU **> 3,360**
block trains trucks

62 whole trains run every week for Contargo, transporting 5,700 TEU. If the same quantity were transported by direct trucking, 3,360 transports would be needed. **Conclusion: Train transports save time for Contargo and generate considerably less CO₂e.**