

Project: «Food and Environment»
Title: " Transport of food by sea freight, incl. Transport chain from A to B»
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Date: November 16, 2019

Interview questions to CONTARGO AG, Basel

Dear Mrs. Blattner,

We thank you for agreeing to answer our questions about transporting and handling food together with the apprentice.

We will gladly submit our questions to you here:

1. In your opinion, how has cargo shipping changed over the last 30 years in terms of quantity, technology and sustainability?

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2. What are the advantages of shipping by ship compared to transport by air?

By inland vessel much more goods on a ship can be transported like goods in an airplane. This is reflected not only in the price but is the inland vessel in comparison significantly more sustainable than the aircraft. Furthermore, the barge is not affected by strikes, which makes it a very reliable means of transport.

**3. What is the relationship between the transport of food to Switzerland?
Does the combination of train and truck outweigh this?**

In other words, how much will inland waterway transport be used to transport food to Switzerland? Unfortunately, we can not filter exactly how many percent of food is in comparison to other goods in the system. However, it is still the case that the majority of food comes by truck from EU countries and not by overseas container.

4. What are the biggest challenges in transporting food?

In the container area, make sure that the cold chain can be secured during the entire transport. This means that the container is connected to the electricity on board the inland vessel and at the terminal.

What needs to be paid especially when transshipping, e.g. to be respected by ship on truck?

There are no special features that are respected. It is certain that the temperature at the exit of the container is checked again, otherwise the transfer from the barge to the truck is unproblematic.

What challenges are there in the area of time management so that food can get from A to B as quickly as possible?

For sensitive food, the cold chain must not be interrupted. The container is thus transported by a truck which has a Stromagregat, so that it can be ensured that the container over the entire transport over cooled / warmed.

5. Can it happen that a refrigerated container from abroad, despite cooling with spoiled goods arrives? Or accidentally even traveling insects?

What happens to the affected container in such a case?

Unfortunately, this can happen every time that goods arrive spoiled. The insurance and the recipient of the goods decide whether the goods must be disposed of completely or whether they can still be used in part.

Insects are usually long dead until the containers arrive here in Switzerland. It also happens that goods are specially fumigated so that all insects die. For this, a recipient of food, such as a major distributor such as Migros or Coop, can tell you more about how many insects travel in part. At the unloading point you can see what is in the goods in it.

6. What electricity is used to "feed" the refrigerated containers on the ships?

The electricity is produced by diesel.

7. In Sustainability Report of Contargo AG we have read that sustainability is an integral part of your corporate philosophy.

How do you think the way of food transport will change in the coming years?

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Will you transport less on the road for more on the water?

It is still the case that a large part of the imported food in Switzerland originates from the neighboring EU countries. This will certainly continue to be transported by truck to Switzerland and not in the container. With exotic fruits or vegetables, it is often the case that the food does not remain fresh indefinitely, which is why airfreight is still preferred to the container. From Asia or South America you have to expect about 1.5-2 months, until the container is here in Switzerland. This is especially important for long-lasting goods and frozen foods in question. Whether this market continues to expand, we can not assess.

Are there any new technologies in the shipping industry that are currently being researched?

Of course you want to go further with the diesel savings, because this automatically has to do with money savings. You do tests with hybrid ships. There are already inland vessels that have already been converted.

We sincerely thank you for taking the time to answer our questions.

Yours sincerely,

Matthias Bänziger and Jeannine Herren