XXL freight

CUSTOMISED SOLUTION FOR ALUMINIUM PANELS
3.40 METRES WIDE

- Expertise: dangerous goods
- Direct transportation routes extended: new partner for Switzerland-Italy route
- Import: soy meal from Brazil
Consultation forms the basis for the perfect solution when transporting your consignments. Together with you, our customer, we find suitable, customised routes for you. That is why personal encounters and joint meetings with you are important to us as a chance to weigh up alternatives and find the fitting solution. You can read up on just how customised solutions at ZIEGLER can be in this edition of “onboard”, using the example of oversized aluminium panels.

The fact we like to share our expertise with you also forms part of our consultancy approach. In this edition of “onboard” we therefore have, for instance, an extensive article for you on the topic of dangerous goods – a topic that must be taken into account for a lot of consignments and another area we are happy to advise you about. Would you like to receive information on how we can reduce the strain on your companies with our logistics and fine order picking? Do you already know about our direct shipments to other countries in Europe? Do you want to track your consignments even better online using ZieglerTrack? Get in touch. We will be happy to advise you.

We at ZIEGLER wish you a satisfying Christmas and a successful start to the year 2016.

Yours faithfully,

Thorsten Witt, CEO
Switzerland, Germany

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Aluminium only has a density of about a third that of steel. Nevertheless, ZIEGLER/KARST lorry in the ALERIS plant in Koblenz does somehow “groan under the weight” when it is loaded with the silvery white metal. The rolled aluminium panels are transported to the nearby forwarding warehouse or to one of its more distant destinations in Germany several times a day. The aluminium factory, with a rich tradition, has been producing panels and coils of various alloys and sizes for a wide variety of applications and customers in the rolling mill since 1964. Jochen Korth recalls: “I used to cycle through the factory site on my daily route to my course in freight forwarding.” The manager of the ZIEGLER/KARST site is delighted with the longstanding, successful cooperation with ALERIS and continues: “Providing experience, reliability and always the desired cargo hold – IMPOSSIBLE IS NOTHING”, a comment which also refers to his longstanding dispatcher Günter Erhard. “Günter organises the shipments seamlessly and is always available when something needs regulating with Axel Bartz, the Logistics Site Manager at ALERIS in Koblenz.”

ZIEGLER/KARST has attuned itself perfectly to the special logistic requirements of this client. This includes not only reliable, well-trained staff with many years of experience but also special transport vehicles which solve the transport task smoothly and fast – because as we know, time is money.

This summer ZIEGLER/KARST purchased two additional specialist lorries which master this task brilliantly (see “universal platform” box).
The truck cannot just be loaded from above but also from the side.

Jochen Korth (right) with his co-worker Ernest Muhaxhiri and driver Jakob Hammer.

A universal platform for tough assignments

The ZIEGLER COIL semitrailer is a Schmitz Cargo Bull curtainsider which, by virtue of its modular elements, is a genuine all-rounder that can be ideally tailored to the transportation tasks to be solved. The key features are:

- high load capacity (low centre of gravity)
- easy loading from the side (using a forklift truck)
- loading from above (using a crane) as the speed curtains can easily be fully shifted aside
- in the case of wide loads: the holding rods, which can withstand a high load, can be extended to a maximum permissible width of 3.40 metres to the left and right
- a 9 metre coil well for the transportation of rollers or strips

These semitrailers can even “travel the world” with aluminium / steel coils of a width up to approx. 2.70 metres thanks to their 9-metre coil wells.

The ZIEGLER/KARST fleet has now got a large number of these specialised semitrailers and can thus apply its transportation expertise efficiently and flexibly.

The driver is able to prepare his curtainsider for loading within a few minutes:

- pulling the tarpaulin cover back
- opening the speed curtains
- disassembling the side slats
- pushing together the vertical struts
- raising the roof
- extending the loading surface to 3.40 metres

Before the process is reversed – struts, crossbars, panels etc. – Jakob Hammer deals with the important issue of load securing and several lashing straps are lashed tight. At the gate exit the plant personnel inspect the position of the load and the transport locking devices with care and experience. A few pleasantries are exchanged and then it’s “Have a good trip to your destination!” for the XXL freight.
ZIEGLER/KARST in Koblenz
The freight-forwarding site in Koblenz am Rhein or the Koblenz Rhine harbour district is located at the centre of a European hub. The traditional KARST company has been based here for more than 55 years. It then experienced financial difficulties in 2008/2009 and was rescued by ZIEGLER, as a result of which 20 of more than 30 jobs were saved.

The services offered by these proven teams made up of office workers and drivers which focus on national and international transport organisation, logistics and warehousing. The location is in a very industrialised environment, with companies such as Stabilus, TRW and Kimberly or the industrial and warehouse buildings of ALERIS dominating the skyline of the industrial district.

The unloading cranes in the Rhine harbour emanate a certain industrial charm going back to the early years of the 1950s Wirtschaftswunder (“economic miracle”) period. However, state-of-the-art harbour cranes prove that the region has kept pace with the times.
“All things are poison, and nothing is without poison; only the dose makes a thing not a poison.”
(Philippus Theophrastus Aureolus Bombastus von Hohenheim, also known as Paracelsus).

Dangerous goods need to be treated in a similar way to poison: the dose or the quantity is the key thing. And there are not only vast quantities of dangerous goods but also similarly extensive regulations for the transportation of dangerous goods.

A forwarding company such as ZIEGLER concerns itself with the regulations and dangerous goods provisions in the transportation sector almost daily. The haulier often operates as the consignor of dangerous goods because the client commissions it with the transportation.

In the last few years the public have rightly become aware of the problem of shipments with dangerous goods. Probably only very few people know how many laws, ordinances, guidelines and other regulations stand within environmental law. New legislation is added almost every day and is regularly amended and adapted to technical advances. Under the keyword of “Legal Compliance” the ISO quality management standards demand that companies know and observe all the laws, ordinance, guidelines and standards. Any company which overlooks one of them risks not just a penalty and liability for damages but also a considerable blow to their image.

So what actually constitute dangerous goods?
Dangerous goods are substances and objects which can be assumed, due to their nature, their properties and their state, to pose hazards for public safety – the lives and health of people and animals and other items – in connection with their transportation. All dangerous goods are divided up into
so-called hazard classes, which for their part can comprise several subclasses.

In actual fact daily life without dangerous goods is virtually unthinkable, though that is not the general perception. We all have to deal with dangerous goods in our everyday lives. Smokers light their cigarettes with matches or lighters, housewives make their sinks and shower walls shine using citric acid or acetic acid. Hairdressers transform dark hair into blonde hair or fix permanent waves in place using hydrogen peroxide, whilst dentists bleach teeth with it. We all make calls on mobile telephones, drive our cars and in the summer we enjoy steaks grilled on the barbecue.

In almost every bathroom there are products which contain substances which were probably transported as dangerous goods, e.g.:

- aerosol cans, perfumes, fragrances in hygiene products (such as deodorants, soaps, detergents etc.)

And even when it comes to our nutrition there are a large numbers of dangerous goods:

- pesticides, flavours in foods (liquid flavourings)
- alcoholic drinks with more than 24 % volume of alcohol, methylated spirit for the fondue

Vehicle owners are also surrounded by dangerous substances such as car batteries, petrol, airbag modules, and paints or lacquers. Likewise in our leisure time, whether in the disco or at major events, we are confronted by dangerous substances, such as dry ice fog at concerts (UN 1845 Dry Ice), fireworks on New Year’s Eve or lighters and gas cartridges for camping holidays.

Substances which do not represent any risk in small quantities can under certain circumstances rank among dangerous goods in large quantities. Thus a truck that is filled with lighters or aerosol cans is transporting dangerous goods though it cannot normally be recognised as such from the outside. Conversely foods can constitute dangerous goods in large quantities without being labelled accordingly: thus cooking oil, for instance, has a similar energy density to diesel fuel and is explosive in the event of a fire if people use fire extinguishers containing water.

**Legal foundations**

The dangerous goods safety advisor regulation (DGSA) that was originally legally valid in Germany from 1 October 1991 has now applied throughout the whole of Europe on the basis of a EU directive since 1 January 2000. Switzerland adopted these regulations effective as of 1 July 2001. Und since the terrorist attacks in New York and Madrid it has been necessary to take special security measures to ensure that theft or misuse for terrorist purposes is prevented if at all possible.

Since 2001 every company which packs, ships or transports dangerous goods must have registered a dangerous goods safety advisor with the respective cantonal implementing office. And according to the provisions in RID-ADR-ADN every company that transports dangerous goods must nominate one or several safety consultants or dangerous goods safety advisers.

Within the company, dispatchers, packers, loading and unloading staff and drivers have to be trained in accordance with the provisions of the dangerous goods regulations before taking on tasks in connection with the shipment or transportation of dangerous goods.

Staff who have not been trained may only perform tasks in the dangerous goods process under the direct supervision of a trained person.
The transportation of dangerous goods is regulated by provisions which have been produced and constantly further developed by various UNO bodies for many years. These provisions contain a dangerous goods list. Each entry consists of the letters “UN” and a 4-digit number. This is why we refer to “UN numbers”. Each entry contains a precise designation. This list currently contains 3,526 entries.

**Dangerous goods classes**

Dangerous goods are divided up into nine hazard classes in accordance with precise definitions (Class 1 – explosive substances and articles, 2 - gases, 3 - flammable liquids, 4.1 flammable solids, 4.2 – substances liable to spontaneous combustion, 4.3 substances which develop inflammable gases in contact with water, 5.1 oxidising substances, 5.2 – organic peroxides, 6.1. – toxic substances, 6.2 - infectious substances, 7 – radioactive material, 8 – corrosive substances and class -9 – miscellaneous dangerous substances and articles.

For packaging purposes the majority of substances are assigned to packing groups based on their degree of danger. Packing group I: Substances presenting high danger, II: Substances presenting medium danger, III: Substances presenting low danger. The demands placed upon the packaging vary depending on the packing group.

There are a total of 10 different bodies for the transportation of dangerous goods or the international dangerous goods provisions. They maintain the following sets of rules:

- UNO Model Regulations (basis for the modal provisions)
- ADR (for road traffic in Europe)
- RID (for rail traffic in Europe)
- ADN (for inland waters such as the Rhine in Europe)
- IMDG-Code (for global shipping)
- ICAO-TI (for global air transport)
- IATA-DGR (airlines’ directives for air traffic)
- SSR-6 – Specific Safety Requirements (transport of radioactive materials)

There are various different danger labels for each danger class and subclass (placards, 250 x 250 mm). They serve as instructions for the supervisory authorities and the rescue services. They are also intended to increase other road users’ levels of attention. They are attached to vehicles, containers and portable tanks.

**Transport documents for dangerous goods**

Dangerous goods are always accompanied by extensive documentation when they are transported: written instructions in a clearly stipulated form must be carried in the vehicle cabin. They inform the members of the vehicle crew which measures must be taken in the event of an accident or an emergency insofar as they can be performed safely and practically. The transport document must contain the following information for each substance or article handed over for carriage:

- UN number
- Official name of the substance (possibly with its technical name in brackets)
- Number(s) of the placard models
- Packing group
- Tunnel codes 30
- Number and description of the packages
- Total quantity of each dangerous good with different UN number
- Name and address of the consignor
- Name and address of the consignee

All the parties involved (consignor, carrier and consignee) are subject to clear safety obligations. The consignor will amongst other things have to coordinate the transportation with the customer, stipulate the type of transport and permissible quantity per container, inform them that the goods are dangerous and classify the goods correctly. Violations shall be punishable with fines or even imprisonment. The freight forwarder often operates as the consignor: “the enterprise which consigns dangerous goods either on its own behalf or for a third party. If the transport operation is carried out under a contract for carriage, consignor means the consignor according to the contract for carriage.” It thus a bears a great
Markus Steinhauer is the external dangerous goods safety adviser for ZIEGLER Switzerland and Germany – for shipments by road, rail and sea.

The tasks of the external dangerous goods safety adviser
He advises ZIEGLER concerning the observation of statutory provisions and helps the company develop and monitor the internal dangerous goods organisation.

Informing and training
He communicates changes to the provisions and regulations to the persons responsible for their implementation at ZIEGLER. He additionally trains the responsible parties in connection with the carriage of dangerous goods.

Supporting and consulting
Following careful analysis he provides advice for process amendments in the processes relevant for the carriage of dangerous goods. He supports ZIEGLER with the evaluation of suitable means of transport and packaging.

Monitoring
He inspects and documents ongoing processes periodically on-site and issues recommendations.

Recommendations
Due to his vocational experience and training he is able to issue important recommendations, e.g. concerning accident prevention when transporting dangerous goods.

Documenting
He is responsible for the production of the periodic reports, such as the annual report. In the event of accidents he will additionally draft the necessary reports to be passed on to the authorities.

Responsibility and is personally liable in the event of loss or damage! Thus the legal entity, the company is not liable, but the natural entity, the freight forwarder. The duties of the consignor alone cover several pages in the ADR directory.

In many cases the freight forwarder cannot even inspect certain duties itself, e.g. in the event of direct loads which are not transhipped at the freight forwarder’s premises. Here trust must generally be placed in the information provided by the client.

Conclusion ....
Only if all the parties of a carriage chain, from the consignor via the freight forwarder and freight carrier to the consignee responsibly enact their duties can the joint goal be attained of safely shipping dangerous goods to protect both our environment and us.

Text: Monique Pirkner Nowak
Source: ADR code, training manual of safety adviser Markus Steinhauer
Direct services to Italy:
ZIEGLER (Switzerland)
with a new partner

ITALIANITÀ MEETS SWISSNESS

Products which bear the label “Made in Italy” – ranging from shoes to clothing, from bicycles to cars and exquisite delicacies – are well known to the international markets for their quality, reliability, their creativity and design as well as an unadulterated taste. Just what you would expect from products made in Italy.

The description of origin "Made in Switzerland" holds out the promise of top quality and reliability coupled with the highest levels of the Swiss art of engineering. Products from both Italy and Switzerland are in high demand. It is thus no surprise that Italy is the third most important trading partner for Switzerland behind Germany and the United States.

The forwarding company ZIEGLER also makes a contribution towards a lively exchange of goods with its regular general cargo shipping. For instance, ZIEGLER imports wines, ready-to-wear products, shoes and lighting products to Dietikon and Pratteln for the Swiss market on a daily basis. And the Pratteln and the Dietikon branches export Swiss machines, spare parts and sections as general cargo by lorry to Milan on a daily basis for the Italian market.

ZIEGLER now has a new partner in Italy as from the summer of 2015 to promote the mutual exchange of goods: ITX Cargo S.r.l., based in Milan. The transportation services have developed very markedly and have registered significant growth through the switch to ITX. ZIEGLER and ITX Cargo want to jointly expand the Italian Swiss import and exports trade. Ideal solutions for customers result from the regular exchange of information between the two transportation specialists and sales activities in both countries.

As their next goal the senior managers are striving to develop direct services from and to various economic centres in Italy – for example from and to Turin, Bologna and Florence.

Text: Monique Pirkner Nowak
ZIEGLER logistics centre, Dornach

QUALITY AND PUNCTUALITY

The Dornach logistics centre, located in the area of Weiden in the Canton of Solothurn, comprises an area of 12,858 square metres. It is subdivided into three halls: a crane hall and two halls with approx. 7,000 racking slots and several block zones. The crane area serves for the storage of laser cutting machines and larger construction materials and as a warehouse and transhipment site for industrial machines.

The logistics team in Dornach is flexible and versatile. Following the careful unloading of the goods, the staff inspect the goods, record them electronically and store them in their intended place.

The stored data is transmitted to the customer electronically. For some of the customers the staff pick up the goods, pack and load them for distribution in Switzerland or in Europe. The staff pick more than 8,500 orders per year. The picking orders comprises individual items, cardboard boxes or multiple pallets as well as industrial machines and spare parts.

The major customers in Dornach, with more than 2,000 articles, run seasonal business operations such as the sale of Christmas articles and household products or appliances for the catering sector, such as refrigerators.

Packaging logistics is also a strength of Ziegler Dornach. The team packs spare parts as well as industrial machines so they are fit for maritime transportation throughout the world. The logistics specialists attach great importance to quality and punctuality as well as a friendly customer dialogue. The logistics centre in Dornach is certified according to ISO 9001, ISO 14001, ISO 22000, SQAS and AEO.

Text: Clément Hammerer, Head of Dornach logistics centre
ZIEGLER in Frankfurt-Kelsterbach: Porsche Carrera GT imported as air freight

PORSCHE FAN DELIGHTED

The Porsche Carrera GT accelerates from 0 to 100 kph in just 3.9 seconds. There is a 450 kW (612 BHP) engine under its bonnet. The car is a dream for all car and motor racing enthusiasts. Now ZIEGLER’s air freight specialists in Frankfurt-Kelsterbach have imported one of these coveted super sports cars. The value of the high-class car: € 800,000.

“We imported the car from Atlanta, USA for an engine tuning company in Baden-Württemberg”, reports Reimund Nathan, head of air freight in Kelsterbach. “The vehicle was flown in quickly, within 24 hours – preparing to import it took longer.” The USA import partner “Green Worldwide Shipping LLC” dealt on-site with export customs clearance, the dangerous goods inspection and coordination with Lufthansa. “Thanks to the well-rehearsed cooperation with our American colleagues and the staff at Lufthansa and at the Frankfurt airport such imports proceed in a very routine manner”, Reimund Nathan confirmed. “In this case it doesn’t matter to us whether the value of the goods is € 1,000 or several million euros – we are most familiar with the import and export processes.”

When the high-class car landed in Frankfurt it took another two days before it was cleared by customs at the airport. Then the big day arrived. The lucky owner got to pick up the sports car himself. He was probably very proud when doing so: only a limited number of the model have been produced – his car is number 451.
The company’s headquarters in Karlstein.

Customer profile

BMZ GmbH – in conversation with Detlef Heeg

INTELLIGENT BATTERY SOLUTIONS

The market for lithium ion batteries is growing very quickly. BMZ GmbH, from the Bavarian town of Karlstein, has secured itself a leading position as a system supplier specialised in intelligent battery solutions within just a few years.

The batteries, developed and manufactured for specific customers, are used in all kinds of applications, including garden tools, drills and cordless screwdrivers, vehicles, toys, emergency systems, medical appliances and electric vehicles.

The company, which operates internationally with branches and manufacturing facilities in Germany, Poland, China and the United States, is now one of the leading system suppliers for rechargeable battery packs.

The heart of the company and the main production centre is located in the company’s main factory in Karlstein. Since its foundation in 1994 the company’s permanent workforce, now numbering approx. 1,100 highly skilled staff worldwide, 640 of whom work in Karlstein, ensures timely production while maintaining high quality standards. This is guaranteed through certification in accordance with DIN EN ISO 9001:2008. Perfect product logistics is an interesting challenge. “on board” discussed this with Detlef Heeg, head of shipping at BMZ GmbH.

Mr Heeg, how did you and BMZ GmbH become aware of ZIEGLER?
We had our first contact in 2009 during a meeting in Kelsterbach. However, we already knew Ziegler from earlier business operations.

Why did BMZ choose ZIEGLER?
ZIEGLER is a competent partner in the field of dangerous goods management which was always able to respond to the special requirements of our company.

Which regions are your consignments sent to?
BMZ GmbH ships its products worldwide.

Which of ZIEGLER’s services does BMZ GmbH use?
Mainly sea freight imports. In some cases we also make use of air freight consignments and subsequent overland transport.

Are there any special logistics challenges?
Yes handling dangerous goods in the case of lithium ion batteries, sometimes also in the warehouse, and order picking.

Thank you very much for this interview!

www.bmz-gmbh.de
Soy meal from Brazil in containers

VIA THE RIO GRANDE TO HAMBURG AND ON TO ULM

Soy meal is used throughout the world as an energy-rich animal feed in livestock keeping. Due to the prevailing climate this bean, which originally stems from Asia, mainly flourishes in two broad zones: the United States and South America. From there the soy meal finds two routes to the markets: to Europe via the seaports and to Asia via China, or to India and extending as far as the Arabian peninsula.

ZIEGLER with a special kind of customer solution

“One of the growing regions for soy is in Brazil. The federal state of Rio Grande do Sul, in the region of Santa Maria and Cruz Alta approx. 500 km to the northwest of the port of Rio Grande, which was used as the main port for this”, reports Armin Kirberg, and refers to one special feature: the classic manner of loading soy meal involves bulk loading in very large quantities. The head of sea-freight for ZIEGLER in Frankfurt/Kelsterbach has already visited several times to inspect the situation at the Atlantic maritime port and the connection with the back-up area, and to reach agreements with partners on-site.

“However, we organise shipping in 40 containers which are directly equipped with linerbags / bulkheads in Cruz Alta and set off on the long route to the port by rail. They save on the use of 25 lorries based on the current volumes of 700 tonnes per week.” The containers are transported to Hamburg from Rio Grande and there, following successful customs clearance, by rail (!) to the Ulm terminal. Only from there will the last mile to the final customer be driven by lorry, using 40-foot container tipper chassis. In addition to the environmental effect the advantages of this type of transportation are the time gains, the high quality of the products due to the gentle loading, and the viable direct delivery to the final customer – and this does not involve additional handling of the goods as is the case in the bulk sector.

SOY

In 2011 the soybean was the third most highly traded agricultural crop after wheat (148.3 million tonnes) and maize (109.6 million tonnes). The exporters are mainly the South American countries – with Brazil topping the list – and the United States. (Source: Wikipedia).

Soya milk or tofu were initially highly valued as “new foods”; however, more recent surveys have also issued critical theses in relation to their consumption. Due to its high nutrient content, soy is currently the number 1 foodstuff in livestock farming.
The ZIEGLER Group intends to strengthen and develop its international forwarding operations to continue its successful growth. The first step was made through the appointment of a new Director-General, Alain Chimène, who has been managing air- and sea-freight operations at the ZIEGLER group since 1 October. He reports directly to Arthur Ziegler and Diane Govaerts.

“I want to consolidate air- and sea-freight operations within the group, and create dynamism with an internationally uniform, structured network”, said Alain Chimène. “My jam-packed job description further includes standardising processes, developing synergies and best practice, raising internal profitability, and optimising volume to create products.”

Chimène’s office is in the French town of Roissy, near Paris. His tasks will mainly involve further developing the air and sea activities in the group, increasing profitability, expanding the number of joint guidelines for the countries, developing a joint approach within the ZIEGLER Group and compiling guidelines for central freight purchasing.

Alain Chimène previously worked for ZIEGLER from 1993 until 2001. Following this he worked for Geodis, most recently as “Regional Vice President” for the Asia-Pacific region (in Hong Kong) and then for Europe, the Middle East and then Africa (based in Paris). After 14 years he wanted to return to ZIEGLER to take on this challenge.
Longstanding customers are the best thing”, explains Armando Schneeberger. The plant manager of the Dietikon forwarding site organises groupage, part and complete shipments to and from Europe, primarily between Germany and Italy. The daily shipments are rounded off by professional customs clearance and an open bonded warehouse.

The team, which serves the whole of Switzerland, but primarily the German-speaking Swiss region, is well set up. The older staff have worked constantly for the company for between 15 and 20 years. This means the younger staff can learn from the experience of their seniors and understand what it means to fulfil export and import orders for these mainly medium-sized family-owned enterprises.

Their longstanding close relationship with the customers and the many years the team members have worked for us are by no means a coincidence. “Customer and staff satisfaction” are, according to Schneeberger, the keyword for the success at the site, which was founded many decades ago as “Basler Lagerhaus Gesellschaft” (BLG) in Zurich and which now enriches Ziegler’s services in Dietikon, Switzerland.

For the plant manager who, due to his parents, feels half a citizen of Zurich and half a citizen of Ticino, his profession is also in some ways his passion, awoken in his youth following a taster apprenticeship course. Trying something out like this is a good experience, has a long-term effect and pays off – for instance in the form of customer and staff satisfaction.
ZIEGLER (Switzerland) invited customers from the Western and German-speaking Swiss regions to its second event for customers in the magnificent landscape of Lavaux (situated between Lausanne and Montreux). Sunshine, warm temperatures and a magnificent golf course nestling in a picturesque wine-growing region also offered excellent conditions for a golfing tester day and a golf tournament.

This second golfing event was also a success. There was a happy reunion with the customers from the French-speaking part of Switzerland who had come last year to play golf and try out the game. The ZIEGLER team also welcomed customers from the German-speaking part of Switzerland who had made their way to the French-speaking part. The guests learned and practiced swinging a golf club and putting, all under professional instruction. Three flights enjoyed the game on the well-kept 18-hole course and some players even bettered their handicaps.

The event concluded in the clubhouse with an exquisite dinner accompanied by choice wines from the Lavaux region. People were in a good mood in a relaxed atmosphere; the guests and staff had some very good conversations.

Text: Monique Pirkner Nowak

ZIEGLER Lausanne / Bioley

A MEMBER OF THE BOARD OF SPEDLOGSWISS

Thierry Dornier has been the head of the ZIEGLER branch in Bioley, near Lausanne, for years. Now he has been elected as a member of the board of “Spedlogswiss”, the association of internationally active freight forwarding and logistics companies in Switzerland. The selection took place at the general meeting of the association on 5 June 2015. Thierry Dornier is additionally vice-president of Spedlogswiss Romandie (for the French-speaking area of Switzerland).

About Spedlogswiss: the association stands for all modes of transport, more than 95 per cent of the freight forwarding industry in Switzerland, and represents the interests of more than 330 member companies from the freight forwarding and logistics sector.
When the German national football team beat Argentina to become the world champions in the World Cup final, it was a sporting highlight and a vindication of their team spirit. In just this way, trust and togetherness form the foundations for a successful company. Joint activities strengthen the feeling of togetherness and people who feel a close bond with their colleagues and their company will also ensure that team and company goals are actually attained.

To get all the staff not just around a table but all “in the same boat”, the Ziegler branches in Germany organised a canoeing tour on the Rursee, a lake in the Hohes Venn/Eifel nature reserve. Everyone was able to get talking away from their daily business and to get to know each other better.

To begin with, the staff were randomly assigned to different teams. They had to carry the canoes, each with space for four workers, to the lake together. When the event began, tasks that had been set were solved – obviously as a team. Everyone had to get closer together than they would be at the workplace. It very quickly became clear: if we row together in perfect unison and produce joint solutions for the tasks set then we will reach our goals even more quickly. The “feeling of togetherness” was increased and people also had a lot of enjoyment at the same time.

Following the adventures on the water there was also sumptuous barbecued food and pleasant conversations until late in the evening. The colleagues agreed that the day had really floated their boat. It strengthened the team spirit and the feeling of togetherness at ZIEGLER in Germany.

HAMBURG:
NEW OFFICE

The ZIEGLER Hamburg team will be working in new offices from January 2016 onwards. The new address is Erste Brunnenstraße 1, a central location in Hamburg city centre. There are several reasons for the move. Firstly, the team in Hamburg has now increased to 14 staff members. Secondly, the brand manager Sebastian Lorenz wanted to have more representative premises as a lot of agents and ship-owners come to visit the company there. The new office with its 333 square metres is a sign of a new chapter for the team in Hamburg:

A good start to 2016.
PROVERBIALY

TO SEND SOMEONE PACKING

The German expression “Jemanden abblitzen lassen” means to reject someone. In this case the saying is often used in an amorous context: when a proposal for marriage is rejected or an admirer is very clearly sent packing. However the saying actually does not have anything to do with misdirected sparks of love (Blitz being German for “lightning”). It has its roots in the historical use of weapons: in weapons from the olden days, projectiles were catapulted from the barrel by igniting gunpowder in a priming pan. But that often went wrong, the powder just burning off in a flash without moving anything. “Abblitzen” is precisely this fruitless action: a flash in the pan. In modern German, when the word is used to mean sending someone packing, it comes from this idea of the historical guns: someone has tried to light our fire and it hasn’t gone off.

“THAT’S WHERE THE DOG IS BURIED”

In the past a devil or a vicious dog was pictured on treasure chests to frighten off thieves. So if people knew where the treasure chest with the dog pictured on it was buried, then they also found what they were searching for. And in the metaphorical sense you often also search for the cause of a problem. If you finally discover it you feel like you have found treasure. Hence the German expression “That’s where the dog is buried” means that you have found the cause of a problem. However, there is also a second meaning: in the small Thuringian town of Winterstein there is a memorial stone with a dog. However, the people in the neighbouring villages found this very amusing and made fun of Winterstein. As a result, “That’s where the dog is buried” became a saying about places where the burial of a dog is the most exciting event to occur.

ANNIVERSARIES

20 years of company affiliation
Alain Rousselet,
Geneva Airport, on 1.10.2015

15 years of company affiliation
Martine Suter,
Pratteln, on 01.12.2015

5 years of company affiliation
Melanie Kälin (Graf),
St. Gallen, on 01.10.2015
Patrick Gallais,
Genève-Ville, on 01.11.2015
Anja Weissenberger,
Pratteln, on 01.11.2015
Sarha Heim,
Bioley, on 01.12.2015

20 years of company affiliation
Josef Thelens,
Eschweiler branch

15 years of company affiliation
Stanislav Stanczak,
Eschweiler branch

5 years of company affiliation
Beate Kirchner,
Stuttgart branch
Corina Simbula,
Eschweiler branch

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