



Global Logistics



# TRANS FER

CUSTOMER AND STAFF MAGAZINE  
OF THE GEIS GROUP  
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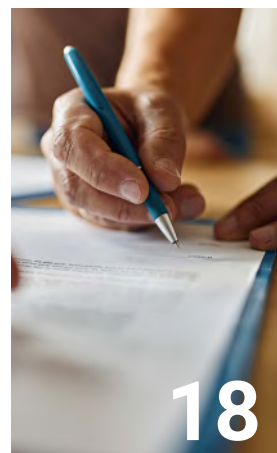
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Hans-Georg Geis,  
Hans-Wolfgang Geis,  
Jochen Geis and  
Wolfgang Geis (from the left).

## Dear Readers,

It has been a historic year for us. Last May, we successfully completed the largest acquisition in our company's history by acquiring a majority stake in Quehenberger. Since then, the cooperation has been going well. Not only have we got to know a great team, we have also achieved cross-selling successes together.

Above all, however, it has become increasingly clear that our collaboration opens up countless new opportunities for both companies and our customers. They benefit from a highly professional network that now covers almost all regions of Central and Eastern Europe, and from even more clout in our transformation towards digitalisation, automation and sustainability.

### Less CO<sub>2</sub> with HVO

Our customers can also benefit directly from our commitment to greater sustainability. The best example is the biogenic fuel HVO100: When used instead of conventional diesel, CO<sub>2</sub> emissions are

reduced by up to 90 percent. We have secured three million litres of HVO100 each in the Group at Quehenberger and for our fleet in Germany, thereby allowing our customers to book highly CO<sub>2</sub>-reduced or even climate-neutral transports. More on this from page 4.

### Driving forward future topics

We will continue to systematically drive forward our Mission Zero for climate neutrality, the expansion of our networks, process optimisation through digitalisation and automation as well as the integration with Quehenberger in the future. Our focus will be on developing and implementing a joint strategy with Quehenberger, and our goal will be to combine "best of both" in all areas, to launch new projects and to create real added value for our customers.

With all this in mind, we hope you enjoy reading the new issue of Transfer!

Yours,  
The Geis family

**Common strategy –  
best prospects**

# FOCUS ON CLIMATE- FRIENDLY TRANSPORT



Whether it is alternative drives or climate-friendly fuels: We are focussing on alternatives to conventional diesel as part of our Mission Zero to climate neutrality. The latest example is HVO100, a sustainable diesel substitute that also benefits our environmentally conscious customers.

**C**arbon-neutral transports and clean logistics – the stated goal of our Mission Zero sustainability initiative is to become a carbon-neutral company by 2040. Our vehicle fleet plays a key role in this. We have already purchased electric trucks (see page 23), vans and cars (see page 21) and are also working intensively on hydrogen drives.

“When it comes to reducing our CO<sub>2</sub> footprint, we’re absolutely open to new technologies,” says Christian Hackl, Head of Central Fleet Management. “However, there are still major hurdles to overcome in the field of electric mobility, especially for heavy commercial vehicles: high acquisition costs, long delivery times, short range, poor network expansion and patchy charging infrastructure. This is slowing down the conversion of the fleet to electric drives enormously.”

But now we can take a big step towards more climate protection on a shorter route. This is made possible by the biogenic fuel HVO100, which has been approved in Germany since mid-April.

### **Sustainable fuel: HVO100**

HVO100 is a sustainable, synthetically produced diesel alternative that requires no petroleum at all. Instead, it is produced from certified sustainable residues and waste materials.

Most commonly these are used cooking fats from commercial kitchens, but wood residues and cellulose waste can also be recycled. “It is important to us that all the raw materials are unsuitable for use as food,” says Marcus Wieser, Head of Sustainability Germany.

The abbreviation HVO stands for Hydrotreated Vegetable Oils. The number after it stands for 100% pure fuel from renewable sources.

This climate-friendly alternative can perfectly replace conventional diesel in everyday use: It can be filled up at conventional filling stations and can be used by almost all diesel trucks without any technical modifications or conversions.

### **Up to 90% less CO<sub>2</sub>**

Like petroleum-based diesel, HVO100 produces carbon dioxide when burned. However, only as much carbon is burned as was previously sequestered during the growth of the plants that form the feedstock for HVO. As a result, HVO100 is virtually carbon-neutral, and CO<sub>2</sub> emissions are immediately reduced by up to 90 percent. The fuel also reduces local emissions: Compared with conventional diesel, particulates are reduced by up to a third, hydrocarbons by 30 percent, carbon monoxide by around a quarter and nitrogen oxides by nine percent.



“HVO100 is a very good solution, at least as a bridging technology, with which we can make an important contribution to climate and environmental protection in the short term,” explains Sabine Geis, Head of Sustainability. “Within our group of companies, Quehenberger Logistics has been using HVO100 instead of diesel very successfully for some time. Now we have also secured almost three million litres of HVO100 for Germany, immediately after the fuel was approved.”

We feed the HVO100 into our own filling stations in Germany. The three million litres will cover around half of the consumption of conventional diesel at our filling stations in the second half of 2024. We will use the new fuel primarily for our own vehicle fleet, thus ensuring that our customers can also benefit from climate-friendly transport and improve their environmental footprint.

### Customers benefit

In practice, the transports actually carried out with HVO100 are invoiced via a certified digital process and credited to the customers who have booked climate-friendly transports. “With this so-called insetting model as a book & claim solution, we can calculate the CO<sub>2</sub> impact of each individual general cargo shipment,” explains Sabine Geis. “The process also allows us to make transports completely carbon-neutral.”

The benefits of using HVO100 for climate protection and one’s own carbon footprint are creating a demand for it: “There is enormous interest, especially among our major customers, in significantly reducing the CO<sub>2</sub> footprint of their transports with this climate-friendly fuel,” says Jörg Rotthowe,



**There is enormous interest, especially among our major customers, in significantly reducing the CO<sub>2</sub> footprint of their transports with this climate-friendly fuel.**

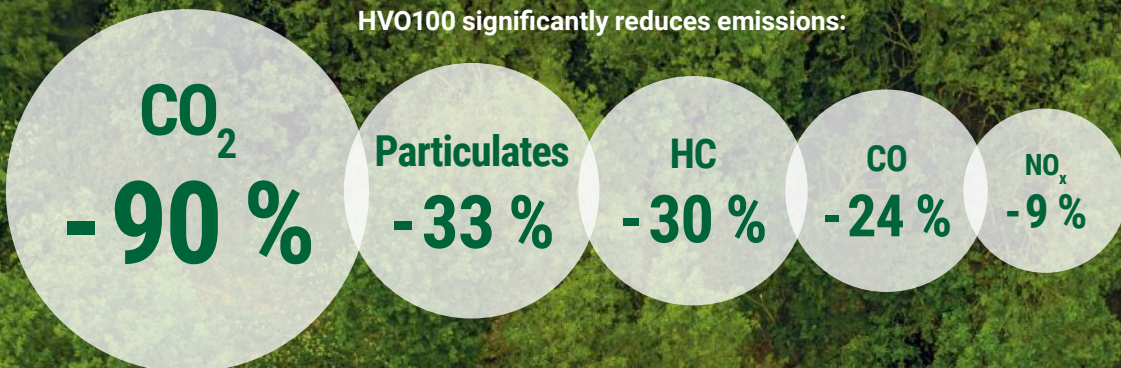
Jörg Rotthowe,  
Managing Director Road Germany

Managing Director Road Germany. However, HVO100 is currently only available in limited quantities.

### Using all options

“HVO100 is an important building block in the decarbonisation of road freight transport,” concludes Marcus Wieser. “However, the diesel substitute cannot be the only means to achieve this, a mix of different technologies is needed. With alternative drive systems and climate-friendly fuels, we will continue on our path to climate neutrality and at the same time support our customers who are pursuing similar goals.”

HVO100 significantly reduces emissions:





# ECO-TERMINAL IN UPPER FRANCONIA

Green light for our newest forwarding terminal: The facility in Ebersdorf near Coburg in Upper Franconia has been in full operation since January. Customers benefit from increased capacity and efficiency, while the environment benefits from greater sustainability. A tour.

**W**ith a satisfied smile, Branch Manager René Seipel walks across the immaculate floor of the brand-new transshipment hall, proudly pointing out the numerous loading bays and the imposing wooden roof trusses: “We are state-of-the-art and extremely sustainable. We can really get things moving here.”

Around the start of the year, René Seipel and his 81-strong team from Geis Bischoff Logistics

successfully completed the relocation from Lichtenfels to Ebersdorf, eleven kilometres away. The old site no longer met requirements and had reached its capacity limits.

The new terminal in Ebersdorf is completely different: The experienced Geis team has 6,000 square metres of handling space, a three-storey office building with 1,300 square metres, as well as a truck wash and a fuelling station at their disposal. 77 truck loading and unloading bays ensure fast and efficient handling – perfectly complemented by the direct proximity to the A73 motorway.

### Sustainable building generation

The design of the new site is as forward-looking as its capacity. “With its green roof, photovoltaic system and wood-hybrid construction, Ebersdorf is a prime example of sustainable real estate and a blueprint for our future generation of buildings,” says Jochen Geis, Managing Partner.





**We want to attract new customers and open up new markets in and around Coburg with first-class and comprehensive services."**

Jochen Geis,  
Managing Partner

Wood plays a leading role in the "green" terminal – from the huge, 42-metre-long wooden roof trusses to the facade of the office building. The natural building materials can also be sensed by visitors: The green office roof not only optimizes thermal insulation, but also contributes to a pleasant indoor climate. Extensive rooflight strips also make optimum use of daylight.

Speaking of the climate, a photovoltaic system on the roof of the hall produces around 500,000 kilowatt hours of green electricity per year. This green energy is also used to power the electric vehicles and charging stations for employees and guests. In addition, heat pumps heat the entire site and the truck car wash is fed with rainwater.

### **Networks and customers benefit**

The new site in Upper Franconia also strengthens IDS, Germany's largest general cargo cooperation. The reorganization of the IDS areas

in the region has also contributed to this: From Ebersdorf, René Seipel's team now serves other previously peripheral areas of our IDS regions around Bad Neustadt, Nuremberg and Naila. This ensures shorter distances and free capacities in the other regions. Customers benefit from the consistently optimized performance.

Jochen Geis emphasizes the importance of Upper Franconia as a strong economic region. "In recent years, the region has developed into an extremely important market for the Geis Group. From Ebersdorf, we want to attract new customers and tap into new markets in and around Coburg with first-class and comprehensive services." René Seipel and his team are looking forward to achieving this goal: "The conditions at the new site are perfect for this," he says happily.

# FLEETS IN POLAND AND THE CZECH REPUBLIC MODERNISED

We are investing heavily in modernisation and renewal of our fleet in Central and Eastern Europe. With the deployment of Cityliners in Poland and truck units in the Czech Republic, we are making the distribution of consignments more efficient, sustainable, and safe.

**I**nnovation for city logistics: The so-called Cityliners are perfectly suited to the challenges of overcrowded city centres. With their compact design and enormous manoeuvrability thanks to a co-steering rear axle, they are superior to conventional articulated lorries in city traffic. At the same time, with up to 27 pallet spaces, they have significantly more loading volume than conventional lorries.

## 25 additional Cityliners

Cityliners have been tested intensively at Geis PL – they have completely convinced us of their advantages. Currently, we have integrated 14 Cityliners into our operations in Poland, and by the end of May, we will add another 11 – for more

efficient and economical distribution of our customers' consignments. Furthermore, we intend to put into operation more Cityliners by the year's end.

## 14 new MAN trucks

In the Czech Republic, we have been using 14 brand new MAN trucks for several months now, replacing older vehicles. The new units fulfil the latest emissions standards and are equipped with modern safety features such as lane assist and adaptive cruise control. Some also have more powerful engines for operation as road trains. Above all, however, the modern trucks significantly reduce CO<sub>2</sub> emissions thanks to their high efficiency and lower fuel consumption.



More efficient, safer, more sustainable:  
At Geis CZ, 14 new MAN trucks have  
replaced older vehicles.



©Volkswagen AG

# KEEP ON TOUR FOR VOLKSWAGEN

For almost five years, we have been working as a regional forwarder for Volkswagen Konzernlogistik. Now the cooperation is being extended.

**O**ur task as a regional forwarder is clearly defined: From spark plugs to driver's seats, we transport components from suppliers located in defined regions to the Volkswagen Group's receiving plants and warehouses. Our area includes all suppliers in the regions of Upper, Lower and Middle Franconia.

## Right on time

We transport some of the vehicle components directly to the production sites as partial or full truck loads. However, we consolidate most of the components at our automotive terminal in Nuremberg Freight Village. This is the hub where our experienced Geis Eurocargo team plans, schedules and handles shipments precisely according to the needs of the plants. We supply Volkswagen (passenger cars and commercial vehicles), Audi, ŠKODA, SEAT and Lamborghini sites throughout Europe within tightly-scheduled time frames.

## 500 tonnes per day

We also take care of the handling and return to suppliers of load carriers, reusable packaging, and special racks. In total, we transport 350 tonnes of full containers and 150 tonnes of empties for the Volkswagen Group each day.

"We are proud that we can continue to take on the responsible role of a regional forwarder for Volkswagen," says Peter Gayer, Managing Director Automotive. "We will use our decades of experience and all our capabilities to continue to fully meet the requirements of Volkswagen Konzernlogistik."



Global Logistics



Jörg Rotthowe, Peter Gayer, Uwe Schleh and Klaus Stäblein (from the left) make up the extended management team of our Road Germany division.

Road Germany management expanded

# A REAL HEARTFELT MATTER

When Klaus Stäblein joined us 36 years ago as Head of Freight Forwarding Bad Neustadt, his twin daughters had not yet been born. When he retires at the end of 2025, he looks forward to having more time for his family and hobbies. In the meantime, he has been in charge of the Road Germany division for almost 20 years and is by no means leaving the question of his successor as Managing Director to chance.

**W**hen Klaus Stäblein took over as Managing Director of Road Germany in 2006, Germany was experiencing a World Cup summer fairy tale, YouTube was celebrating its first birthday and broadband internet was slowly being rolled out. Within the Geis Group, we began to integrate digital applications into our processes as standard. A lot has happened since then.

Under his leadership, Klaus Stäblein's team has continuously modernized the Road Germany division and added new solutions. They have worked hard every day to provide our customers with the best possible service. For the 63-year-old, it was therefore a heartfelt matter to find a worthy successor who would continue his commitment to excellence.

### Long-term planning

In 2020, the Managing Director of Road Germany and our management team set out to find a suitable candidate. By May 2021, they had found him – experienced logistics expert Jörg Rotthowe was brought on board. He had already held management positions at well-known logistics companies. In his role with us, he initially managed the Road International and Road Sales Germany divisions for more than two years.

### Dynamic dual leadership

Since October, Jörg Rotthowe has been working side by side with Klaus Stäblein as Co-Managing Director of the Road Germany division. "The collaboration is working brilliantly," says Klaus Stäblein happily. "I am sure we made the right choice." This is confirmed by Jochen Geis, Managing Partner: "Jörg Rotthowe is an experienced leader and has in-depth knowledge of the markets and our company."

The two Co-Managing Directors also share a passion in their private lives – they love to be on the move. While Klaus Stäblein jumps on his BMW motorcycle, Jörg Rotthowe laces up his

running shoes or sets off on his racing bike after work. He also brings this energy to his role as Managing Director – whether in relation to strategic issues, digitalization or the expansion of the division.

### A new perspective

Until the end of the year, Klaus Stäblein and Jörg Rotthowe will jointly manage the Road Germany division. Klaus Stäblein will then take on special projects within the Geis Group for a further year. "I am delighted to be able to continue shaping the future of the Geis Group," he says. "And afterwards, I'm looking forward to spending my time being a grandfather and touring the beautiful Franconia region on my motorbike."

### ➤ Even more power: a broader base for Road Management

Since the beginning of the year, Peter Gayer and Uwe Schleh have been part of our Road Germany management team.

Uwe Schleh was Branch Manager in Satteldorf for almost six years and most recently also Head of Operations and Controlling. He now has operational responsibility for national system transports and controlling within the Road management.

Peter Gayer has been with the company since 1989 and was most recently head of Automotive Road Germany. He is now a member of the Road Management Board with responsibility for the Automotive division.

# NAILA TERMINAL UP AND RUNNING

Our new logistics terminal in Naila, Upper Franconia, started operations at the beginning of the year. Customers in the region benefit from a state-of-the-art facility with centralized logistics services under one roof.

In the new terminal, we take over "forwarding-related logistics" – in two respects. On the one hand, the ideal location just 500 metres away from the freight forwarding terminal enables our team at Geis Bischoff Logistics to offer customers late cut-off times and to feed in goods into daily line hauls for the whole of Europe at short notice.

On the other hand, we carry out logistical tasks such as storage and order picking, which are mainly required by our forwarding customers. "Previously, we used various external warehouses for this," says Branch Manager Sebastian Seehofer. "Now we offer all logistics services bundled under one roof, which means that our customers benefit from even more tailor-made solutions."

Our team completed the move from the external warehouses to the logistics centre according to schedule and without any problems over five weekends. The new multi-user facility covers 10,000 square metres and is equipped with state-of-the-art racking technology and ten loading bays – ideal conditions for efficient logistics services for our regional customers.

We are also already planning for the future in Naila: A photovoltaic system is to be installed on the roof of the hall, and there is space on the site for a second logistics centre of the same size. "The demand for logistics solutions is constantly increasing, and our new facility is already operating at 80 percent capacity," says Sebastian Seehofer. "With another new building, we will be able to respond quickly to further increases in demand and create additional capacity."



## NEW: TRANSPORTS TO UKRAINE

**Customer advice, risk assessment, customs management, and perfect organization:  
We now also offer transports to Ukraine.**

Leonid Gassaev is responsible for this new service. Our new Business Development Manager Ukraine has more than 30 years' experience in organizing transports to Ukraine. He himself comes from Odessa and has been living in Germany since 1991.

A foreign trade specialist, he knows exactly what is important when transporting goods to Ukraine: "We offer excellent customer advice and risk assessment, perfect transport organisation and a comprehensive range of services such as customs management," says Leonid Gassaev. "We have already securely transported all kinds of goods and relief supplies to Ukraine."

More information:  
[Leonid.Gassaev@Geis-Group.de](mailto:Leonid.Gassaev@Geis-Group.de)



# HEAVY TRANSPORTS FOR THE CONSTRUCTION INDUSTRY

**Our Geis Eurocargo team in Nuremberg also handles heavy loads – including now for companies in the construction industry.**

Our new customer produces concrete beams and supporting foundations in one of its plants. The concrete parts, which can be up to 18.70 metres long and weigh up to 22 tonnes, are transported across Germany to the respective construction sites in special vehicles.

Every day, we also transport components for wind turbines to their destinations all over Germany. Depending on the project, we also realise such heavy transports internationally. Last year, for example, we carried out more than 600 transports of components for a wind farm in the Netherlands – as always on time and safely.

More information:  
[Patrick.Ortner@Geis-Group.de](mailto:Patrick.Ortner@Geis-Group.de)

# LOGISTICS SERVICES UNDER NEW MANAGEMENT

A new era has begun for our Logistics Services division: On 1 January, Erik Lassen took over as head of all our contract logistics activities in Germany. He succeeds Dr. Johannes Söllner, who has officially retired but will continue to support us in an advisory capacity. Erik Lassen is supported by the two newly appointed Operational Managing Directors, Patrick Mense and Marco Weißensel.



Patrick Mense

Erik Lassen

Marco Weißensel



**E**rik Lassen has been a trusted and valued personality in our company for many years. The new Chairman of the Management Board of Logistics Germany has been Managing Director of Geis Industrie-Service GmbH since 2007. In various roles, he has become familiar with almost all facets of contract logistics – from business development through to operational management. “We are delighted that Erik Lassen, a highly experienced manager from our own ranks, is taking over the reins,” says Hans-Wolfgang Geis, Managing Partner.

**We are delighted that Erik Lassen, a highly experienced manager from our own ranks, is taking over the reins.**

Hans-Wolfgang Geis,  
Managing Partner

### Broader executive board

At the same time, we have appointed Patrick Mense and Marco Weißensel as Operational Managing Directors. Both have been members of the Logistics Management Board for the past year and share responsibility for our logistics sites.

Patrick Mense joined the Group last year. An experienced logistics manager, he is now responsible for one of the two operating areas with logistics projects in Germany, Hungary, and Luxembourg, as well as the areas of Business Development & Solution Design and Implementation.

Marco Weißensel heads up the second operational area, with logistics sites throughout Germany. He has been with the company for 20 years in various management positions – including as head of several logistics sites and key account manager.

The management team is completed by Commercial Director Christian Sörgel. He has been with us for 30 years, and has been in charge of controlling and finance at Geis Industrie-Service GmbH since 2002.

“With our new management team, which is a very healthy mix of experienced Geis managers and a breath of external fresh air, we are optimally positioned for the future,” says Hans-Wolfgang Geis. “Their many years of experience, combined with a high level of expertise and in-depth knowledge of our business, are the ideal prerequisites for the continued successful growth of our logistics services.”

### ➤ Dr. Johannes Söllner begins his (un)retirement



Dr. Johannes Söllner has been Managing Director of Geis Industrie-Service GmbH since 2000. In this role, he was instrumental in developing and shaping our contract logistics activities in Germany. He began his well-deserved retirement on 1 January of this year.

“Dr. Söllner had a strong network in the logistics world, always represented the Geis Group in associations and committees outstandingly well and made the name of our company known in the industry,” says Hans-Wolfgang Geis.

Dr. Söllner was also a member of the executive board of the parent company Geis Holding. “We would like to thank Johannes Söllner for his tireless commitment and extraordinary work for our company,” says Hans-Wolfgang Geis, adding: “We are all the more pleased that he will continue to support and advise us in the future.”

Long-term trust

# CONTRACTS EXTENDED!

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Our customers value our proven quality and excellent service – as evidenced by several recent contract extensions for logistics projects.

## Medical spare parts all over the world

For the past 17 years, we have been operating the World Distribution Centre (WDC) for Siemens Healthineers in Neu-Isenburg. Together, we have continuously developed the project – and now we have extended our cooperation once again.

At the WDC, we store tens of thousands of different medical spare parts over an area of 25,000 square metres, supplying technicians all over the world. Incoming orders are processed and prepared for dispatch by our local team in the shortest possible time. We even complete particularly urgent orders within 15 to 20 minutes.



Most of the roughly 1,800 orders per day on average are transported via Frankfurt Airport to 170 countries worldwide. We also manage returns at the WDC: we inspect returned goods, pass them on to repair cycles, repackage them and prepare them for dispatch.

Innovations make our work highly efficient: mobile racking and a vertical carousel system ensure optimum use of space, and the recently introduced automated guided vehicle system handles transport tasks automatically, allowing our team to focus more on upstream and downstream processes.

## Logistics in line with production



Since 2015, we have been responsible for just-in-time and just-in-sequence deliveries to the bumper system assembly line at the Feuchtwagen plant of polymer specialist REHAU Automotive. Over the next four years, our team will continue to ensure that all components arrive on time at the assembly lines.

In the REHAU logistics centre close to the plant, we combine REHAU's own products with parts from suppliers and deliver them to the production line by tigger-train. We rely on smart solutions such as pick-by-light, flow racks, pick-by-voice, or specially designed frame trolleys to manage the complex processes as efficiently as possible. We will also be using these innovations in a new additional project – this involves the acceptance, commissioning and on-demand provision of parking sensors painted in the colour of the vehicle, which will be shipped to REHAU Automotive plants worldwide.

## Two projects under one roof

We have extended the contracts with two very well-known customers of our Logistics and Technology Centre Nuremberg Freight Village ahead of schedule.



For Beko Germany GmbH and its Grundig brand, we operate the central warehouse on 10,000 square metres – including special features such as two pallet wrapping robots and continuous serial number tracking.

And for the uvex group, we handle all aspects of the online shop. In addition to extending it, we have also significantly expanded the project for the manufacturer of protective products.

## Doors for Germany's do-it-yourselfers

Entrance doors, sliding doors, security doors: In our warehouse in Erlangen-Eltersdorf, everything revolves around doors and matching frames. We have been operating the national distribution centre for the do-it-yourself market segment of JELD-WEN Door Solutions for twelve years. In September, we extended our contract once again.

The company is part of the American JELD-WEN Group, the world's largest supplier of doors and windows. Doors and frames come to us in Eltersdorf from factories all over Europe. On an area of 10,000 square metres, we pick them and their frames and place them on pallets we make ourselves – ready for dispatch to almost every DIY store in Germany.



# MORE SUSTAINABILITY FOR PROPERTIES

Whether heating, lighting, or ventilation: properties and their energy balance play a key role on our path to climate neutrality. But how can their CO<sub>2</sub> emissions be measured and specifically reduced? Answers are provided by an energy management system that has been making Geis CZ buildings more sustainable since 2021 and is now also being used in Slovakia. Poland is preparing for the launch.

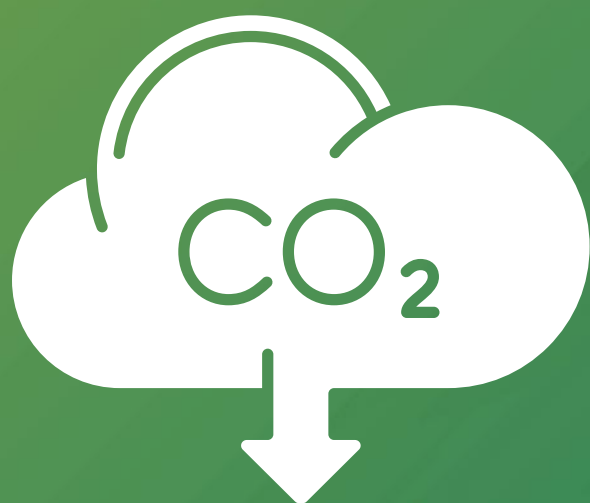
**T**he Enmon online platform makes energy management highly efficient: we record and control consumption values in real time, recognise fluctuations and precisely display the carbon footprint of our properties.

#### **The core elements of the system include**

- Real-time measurement of energy consumption for direct optimisation
- Continuous monitoring of the CO<sub>2</sub> footprint
- Centralised document management, which simplifies audits and maintenance
- Clear listing of energy bills
- Quick access to specific data
- Efficiency comparisons between different buildings

In addition, the system detects weak points, reports unusual consumption immediately and alerts in the event of faults – a plus point for rapid problem solving before increased energy consumption occurs.

We use the Enmon data in combination with an overall analysis in energy audits to develop strategies for fine-tuning the energy efficiency of our properties and their equipment. "In this way, we have already achieved great success in reducing CO<sub>2</sub> emissions," explains Daniel Knaisl, Managing Director of Geis CZ, SK and PL. "With the expansion to Slovakia and soon Poland, we are taking another big step towards achieving our climate protection goals."



**In this way, we have already achieved great success in reducing CO<sub>2</sub> emissions. With the expansion to Slovakia and soon Poland, we are taking another big step towards achieving our climate protection goals.**

Daniel Knaisl, Managing Director of Geis CZ, SK and PL.

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## E-MOBILITY: 40 NEW CHARGING POINTS

Before the end of this year, we will install forty additional charging points for electric vehicles at our sites. At these charging points, electric vehicles will be able to recharge their batteries with green electricity or climate-neutral solar power produced by us. This is another step on our MissionZero journey towards climate neutrality.

To further reduce our carbon footprint, we are also continuing to promote e-mobility for company cars. At the forefront of this is Marcus Wieser: Our Head of Sustainability Germany has been driving a zero-emission Volkswagen ID.4 since January. "It's a matter close to my heart," he says enthusiastically, "and the car is really great."





EcoScout Michael Handschuh (centre) with Schwebheim Site Manager Rainer Krauser (left) and Head of Sustainability Germany Marcus Wieser.

# ECOSCOUT – OUR APPRENTICES LEAD THE WAY!

Identifying energy guzzlers and driving forward resource-saving solutions: Michael Handschuh is our first EcoScout. The trainee warehouse logistics specialist shows how it's done at our Schwebheim site in Lower Franconia.

**S**pecialist knowledge is required: EcoScouts – also known as energy scouts – are trained by chambers of industry and commerce. During the course of intensive three-day workshops, they learn how to identify energy guzzlers and uncover inefficient processes. They also learn how to collect and analyse relevant data and use it to create efficiency projects that will save energy and resources in their own companies.

## Eco-concept developed

As part of his project work, Michael Handschuh developed an innovative lighting concept for his training site in Schwebheim. "As an EcoScout, I am delighted to be able to contribute to identifying and documenting energy-saving potential and suggested improvements and to be actively involved in their implementation," he says.

## Looking for future EcoScouts

"His commitment to environmental protection is fantastic," says our Head of Sustainability Germany Marcus Wieser. "Michael's commitment will hopefully spur on many more trainees. Through this commitment, we can significantly save CO<sub>2</sub> and energy."

The German Chamber of Industry and Commerce confirms that the use of EcoScouts leads to a reduction in CO<sub>2</sub> emissions across Germany of tens of thousands of tonnes per year.

# ELECTRIC TRUCK ON TOUR

Since the start of the year, another of our own electric trucks has been in daily use. The Mercedes-Benz eActros 300 is quiet, low-emission and energy-efficient – making it an important milestone in the achievement of our MissionZero.

**C**limate-friendly trucks play a key role in our ambitious agenda to make our Group climate-neutral by 2040. In the eActros, two electric motors with a maximum output of 400 kW have replaced the traditional six-cylinder diesel engine, while three battery packs with a capacity of 112 kWh each provide a range of up to 220 kilometres.

## Joint project with Daimler Trucks

The area in which the eActros is being used has been optimally chosen: From our Eichenzell site, it supplies the Mercedes-Benz plant in Kassel as part of regional forwarding for Daimler Truck AG. Green electricity charging stations are available at the start and end of the route. In this way, we reduce both our CO<sub>2</sub> emissions and those of our customers, whose goal is emission-free inbound logistics. Peter Gayer, Road Managing Director Automotive, is enthusiastic about the development: "It's great that we can launch such innovative projects in our more than 30-year partnership with Daimler Trucks."

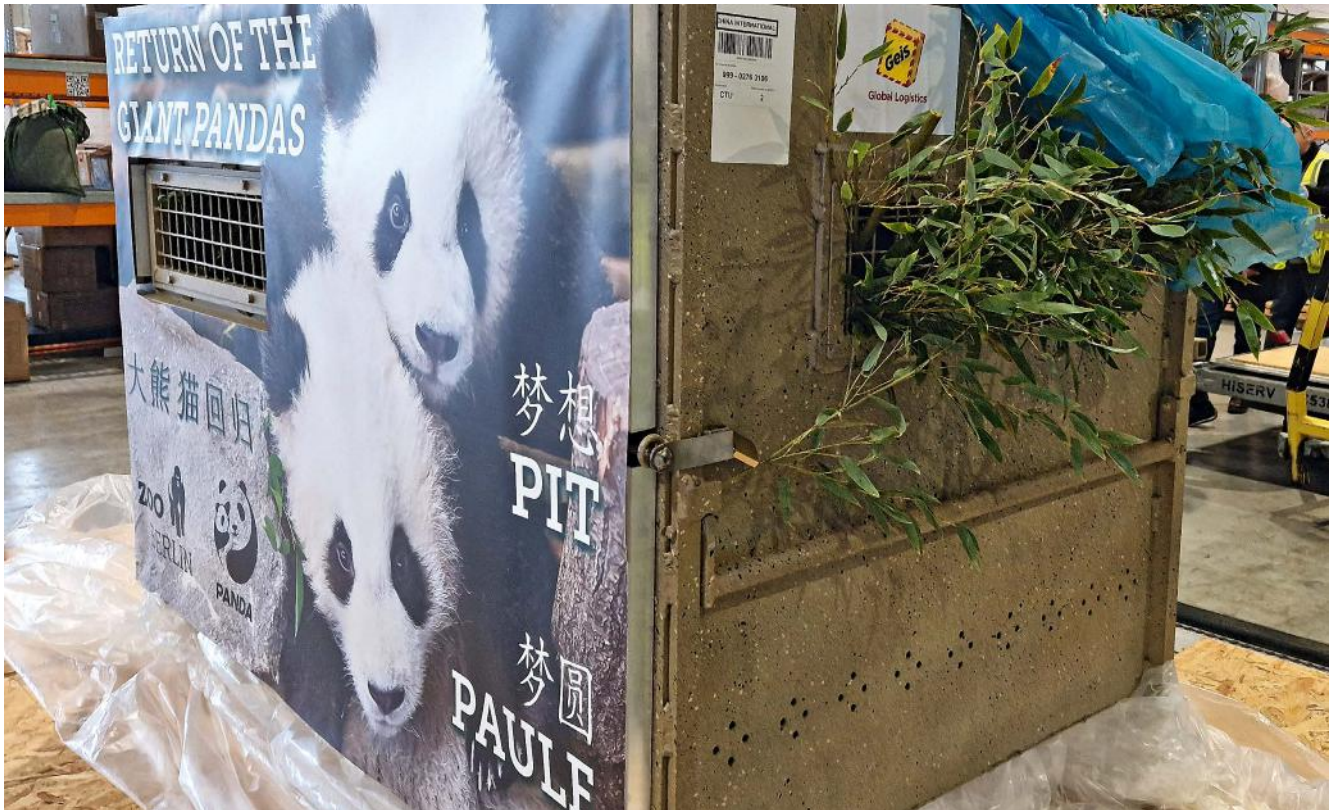
**It's great that we can launch such innovative projects in our more than 30-year partnership with Daimler Trucks.**

Peter Gayer,  
Road Managing Director Automotive

## Next steps already planned

The eActros is to be followed by other electric vehicles, including at the end of 2024 a first electric swap body transfer vehicle and at the beginning of 2025 several electric trucks for short-haul general cargo distribution. The first tests of the new generation of e-trucks are planned for 2024. Christian Hackl, Head of Central Fleet Management, says: "When these vehicles with a range of up to 500 kilometres begin to roll off the production line in 2025, we will be able to use them for additional runs and round trips with low emissions."





## BERLIN PANDAS FLOWN OUT

Goodbye, Pit and Paule! The two pandas recently left Berlin Zoo for China. They flew by cargo plane to Chengdu and on to the panda breeding and research station there. The organization and handling of this very special air freight was carried out by our Berlin Air + Sea team.

**W**hen Pit and Paule were born at Berlin Zoo on 31 August 2019, it caused a minor sensation. The twin brothers were the first and so far only pandas to be born in Germany. However, like their parents, they remained on loan from China.

As there is no direct flight from Berlin to Chengdu, an Air China plane was sent from Frankfurt

to Berlin to transport the bears. As well as handling customs clearance, our Berlin staff also coordinated with customs, the airport and a veterinarian.

### Relaxed ten-hour flight

Thanks to a generous ration of bamboo, the two Berlin bears survived the ten-hour flight relatively relaxed and arrived safely in Chengdu. There, under their Chinese names of Meng Xiang (“Long-awaited Dream”) and Meng Yuan (“Fulfilled Dream”), they are now part of a species conservation programme.

### Parents remain Berliners

Visitors to Berlin Zoo will still be able to enjoy pandas in the years to come: Pit and Paule’s mother Meng Meng (“Dream”) and father Jiao Qing (“Sweetheart”) will stay there as Germany’s only pandas. Incidentally, our Berlin Air + Sea team also organized their import in 2017.



# 25,000 COFFEE MACHINES FLOWN IN

Our Swiss company General Transport imported 25,000 coffee machines at short notice for the Swiss wholesaler and retailer Migros. What sounds simple was a real challenge given scarce capacities and a tight time window.

**T**he order was unusual not least because of the goods themselves – an innovative coffee capsule system that does not require a capsule at all. The CoffeeB-Globe coffee machine works with a small, fully compostable ball made of pressed coffee, ensuring sustainable coffee enjoyment. The system took five years to develop.

## Speed was of the essence

Our team at Zurich Airport had significantly less time to import the 25,000 machines: Just four weeks after they were made available in China, they had to be delivered to Edeka in Germany for a major campaign.

## Clever layout

“The shipment was very large by air freight standards. It consisted of 650 Euro-pallets, weighed 140 tonnes, and had a volume of 1,000 cubic metres,” says Thomas Benz, who managed the project as Branch Manager Airfreight Zurich. “As airline capacity was also extremely tight at the time, we divided the shipment into small portions and placed them on different airlines.”

As a result, we were able to transport the goods to Zurich on 25 different flights from Beijing, Guangzhou, Xiamen, Dalian, and Macau. “In the end, we managed to deliver all the coffee machines on time and safely to the Edeka distribution centre in Bielefeld with a total of 30 trucks,” says a delighted Thomas Benz.



# “I FEEL VERY GOOD ABOUT MY JOB!”

After a few small detours, Jasmin Scheer’s career in the traditionally male domain of logistics has really taken off. Since the beginning of the year, the 36-year-old has been in charge of our logistics sites in Bad Neustadt and Salz.



**A**fter studying and working as a bilingual secretary as well as in the catering field, the turning point in her career came in 2009 when she started an apprenticeship as a forwarding merchant after hearing about the good prospects in logistics. From then on, she was unstoppable: After completing her training, she was promoted to team leader, a few years later she became deputy site manager, and six months later she took over responsibility for the entire site. In her early 30s.

Jasmin Scheer knows what it takes to succeed in the traditionally male-dominated field of logistics: “Elbows, charm, intelligence and a healthy dose of self-confidence,” she says with a twinkle in her eye.

She gained important experience at her first employer for around 14 years – until love led her to Bad Neustadt in 2023. Shortly afterwards, Jasmin Scheer joined our Logistics Services as Operations Manager. Since the beginning of the year, she has been Site Manager Logistics for Bad Neustadt and Salz and has already planned and implemented the complete restructuring of the department.

At the sites, she leads teams of up to 44 people. “I love working with people,” she says. “Supporting them in their professional development is incredibly important and gives me great pleasure.” Mixed teams are just as important to her, because of the different skills of men and women.

At our company, Jasmin Scheer appreciates the family atmosphere and the high level of investment in staff development, for example through training. “I can fully identify with that,” she says.

Diversity is important to her. “In this job, no two days are the same, there is a surprise every morning,” she says. “Of course, it’s often very challenging, but it’s also a lot of fun. I feel very good about my job!”

# ANNIVERSARIES



## Klaus Härder

celebrated his 40<sup>th</sup> anniversary as a driver with Hans Geis GmbH in Bad Neustadt on 16.2.2024. He currently drives a 40-tonne semitrailer to the IDS hub in Neuenstein every day.



## Dirk Grimm

started working in the logistics department at Südkraft, now Geis Transport und Logistik, in Gochsheim on 1.10.1998. Today, he works in the vehicle fleet area.



## Axel Lober

joined Geis Industrie-Service on 1.10.1998 as deputy head of the warehouse/customs processing area in Eltersdorf. After a period in Forchheim, he is now in charge of the packaging warehouse there.



## Jakob Galster

came to Südkraft in Nuremberg, now Geis Eurocargo, as a warehouse employee on 15.10.1998, and continues to provide occasional support in the warehouse even after his retirement.



## Walter Lindner

entered the logistics department at Südkraft in Gochsheim on 20.10.1998 and is responsible for incoming goods inspections and the loading and unloading of goods at what is now Geis Transport und Logistik.



## Gabriel Magyar

joined Taiyo Yuden in Fürth as a warehouse employee on 1.12.1998. Today, he is the Operational Warehouse Manager for the project at Geis Industrie-Service.



## Renate Kramer

started working for Geis Industrie-Service as a warehouse employee in Erlangen on 1.1.1999. She came to Forchheim via Eltersdorf, and now works in the packaging and small parts warehouse there.



## Ralf Lammering

was hired as Logistics Manager at Hans Geis GmbH in Bad Neustadt on 1.1.1999, became Managing Director of Geis Industrie-Service on 2.12.2002 and is now Managing Director of Hans Geis GmbH with responsibility for our central quality management.



## Tanja Wehner

began working for Hans Geis GmbH in Bad Neustadt on 1.1.1999 as an IT administrator. Today, she is a system administrator in the infrastructure area of our central IT department.



## Alexander Funk

has been a driver for Hans Geis GmbH in Bad Neustadt since joining the company on 4.1.1999. He drives a 40-tonne semitrailer and carries out shunting activities on the yard.



## Thomas Teumer

took up his job as a driver on 11.1.1999 at Südkraft in Karlsfeld, moved to Düsseldorf and then to Gochsheim, where he drives a 40-tonne truck on long-haul routes for Geis Transport und Logistik.



## Michael Trefz

moved to TSG Thüringer Speditionsgesellschaft on 18.1.1999 as an IT officer and has been a controller at what is now Geis Eurocargo since 2011.



## Tarkan Cap

joined the packaging team at Hans Geis GmbH in Nuremberg on 25.1.1999, and moved to Geis Industrie-Service in Frauenaarach two years later, where he has been Operations Manager since 2021.



## Carla Sander

has been dedicated to the air freight export division at Müller + Partner in Fulda since her start on 1.2.1999, now under the umbrella of Geis Air + Sea.



## Waldemar Walger

started work as a fitter in the workshop of Heinrich Transporte on 1.2.1999. Today, he is responsible for the entire workshop and is able to put his knowledge of Russian to good use in the scheduling department.



## Stefan Götzinger

has been a long-haul driver for Geis Transport und Logistik in Gochsheim since 1.3.1999. Today, he carries out line haul services.



## Uwe Pässler

has been a driver in Gochsheim since 8.3.1999, initially for Südkraft and now for Geis Transport und Logistik. He has worked in long-haul transport for many years.



## Manuela Zentgraf

joined TSG Thüringer Speditionsgesellschaft, now Geis Eurocargo, in Ohrdruf as a secretary on 15.3.1999.



## Cornelia Dietrich

became part of the Müller + Partner team in Fulda, now Geis Air + Sea, on 1.4.1999. She started in air freight processing and now works in the air freight department, where she prepares quotations.



## Manuela Weipert

has been with Hans Geis GmbH in Bad Neustadt since 19.4.1999 – initially in the processing department for an automotive customer and since 2007 in the central invoicing department, where she now handles all of the customer's invoicing.



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