

deugro

Gateway to the North American Market

The rail and rolling stock network in North America is truly envied around the world.

Spanning a total length of over 300,000 kilometres (or 185,000 miles) in the USA and Canada, it is renowned to be the largest, safest and most cost-efficient rail system globally. Although mature in terms of suppliers and service providers, the North American market relies heavily on technology and equipment designed and manufactured all over the world – such as communications-based train control (CBTC) systems, high-speed rolling stock and infrastructure supplies like tunnel boring machines and modular rail sections.

deugro has positioned itself as a market leader in logistics within the rail and rolling stock market around the world and especially in North America, with dedicated rolling stock teams in various locations like Texas, Pennsylvania and Florida in the USA as well as Toronto and Calgary in Canada. These teams are always on hand to provide a full array of supply chain support – from general freight forwarding and customs and compliance to



Uwe Moser, Branch Manager for deugro Hanau, Germany

heavy and over-dimensional cargo handling as well as optimised project logistics planning.

deugro's experience speaks for itself: annually, deugro handles the transportation of over 1,500 items of rolling stock from around the world into and around the North American market, with major rail, rolling stock and infrastructure projects having been successfully delivered for some of the largest



Dipika Malhotra, Operations Manager for deugro Toronto, Canada

rolling stock manufacturers from Europe and Asia.

One of these projects, which deugro is currently delivering for a major European rolling stock manufacturer, is the REM Project in Canada. deugro is responsible for the collection, transportation and delivery of over 200 metro cars from the manufacturing facility in India to the project site in Canada. This has included the

commissioning of specialised transport equipment to transport these metro cars safely and efficiently from the port of arrival in New York to the rails in Montreal.

“The REM Project for deugro Canada is unique and challenging. We have fabricated six railed trailers just for these REM cars. The decision to fabricate railed trailers has helped us to fulfil the contractual delivery timeframe and to move these cars on container vessels as breakbulk cargo. We have also fabricated a ramp for unloading these cars at the depot. There were challenges and hurdles on the way, but so far, we have been able to find solutions and have delivered more than 90 cars without any OS&D,” says Dipika

Malhotra, Operations Manager for deugro Toronto, Canada.

Another ongoing infrastructure project for deugro is the complete turnkey logistics management and execution of about 100 double-deck railcar bodyshells from Switzerland to the USA. Our specialist team in Germany is responsible for the entire multimodal scope of work, including transportation by truck, barging on the Rhine River to the Port of Antwerp, sea freight to Galveston, Texas, and last-mile transportation to Utah using the Union Pacific Railway system.

“What made this project special was the early involvement by the client, way ahead of the start of

the project. This gave us sufficient time to design and procure tailor-made lifting equipment used in Europe and the USA for safe and efficient loading/discharging operations. The time was also used to design and fabricate unique multi-purpose transport saddles. These were equipped with lifting points as well as a number of lashing lugs sufficient for all phases of the transport, including the high accelerations during transport by rail,” says Uwe Moser, Branch Manager for deugro Hanau, Germany.



deugro is currently delivering for the REM Project in Canada for a major European rolling stock manufacturer

Ready to Make Your Move.

At deugro, we recognize that rail freight transport is an essential solution in moving critical cargo safely, securely and on time. Our experienced specialists offer end-to-end services for rail, including operating our own 16-axle railcar as well as providing transport engineering and in-person field support.

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