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Max Planzer

MÖBELTRANSPORTE
DIETIKON

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TRANSPORTE
DIETIKON
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**BETWEEN THEN
AND NOW**

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Ever since our founding day, we have journeyed on a long road with many milestones and crossroads. In this brochure, we would like to give you a glimpse into some of our most important episodes.

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A PIONEER GETS THINGS MOVING

Max Planzer Senior was a man of action. In the 1920s he delivered milk for his brother, in 1930 he swapped horses for horse power and thus founded one of the largest transport companies in Switzerland today. His wife Mathilde was a pillar of strength for him. She took her driving test without his consent and was actually one of the first female drivers underway delivering crispbread, garden slabs and cement.

When the first motorway was opened in Switzerland in the mid-1950s, the company was already in full swing. The signature of father Planzer was used as the first company logo and graced the latest heavy-weight vehicles. Planzer transported everything that needed to arrive quickly and safely, from furniture and tyres to coal briquettes and drink barrels.

A CHRONICLE OF PLANZER

1930

Max Planzer buys his first lorry: a Chevrolet.

1936

Max Planzer can be entered in the Commercial Register as a haulage company.

1949

Max Planzer buys coal briquettes, stores them and then sells them on.

1953

The Planzer family buys their first passenger car.

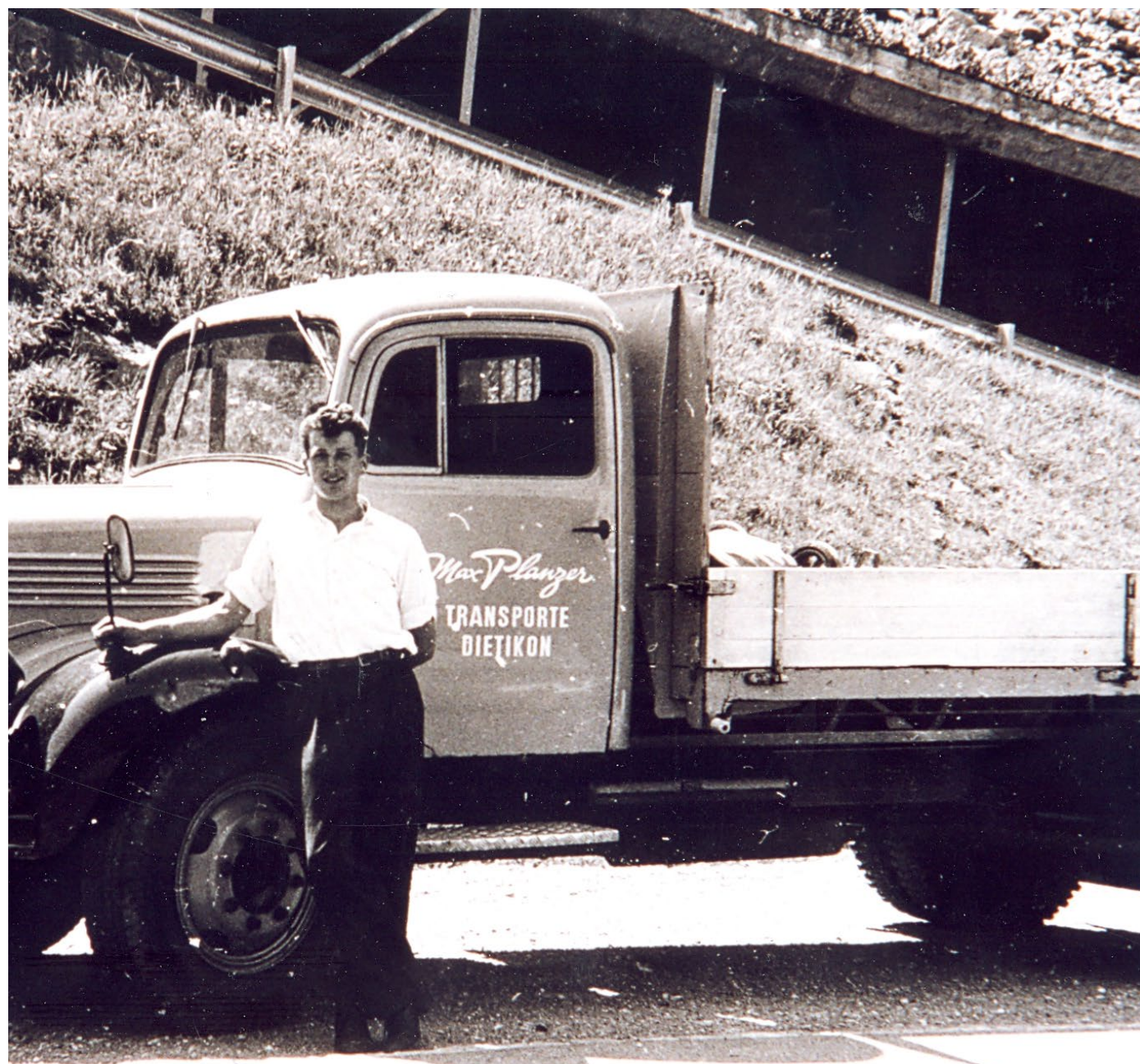
1954

Nine transport companies set up the Transport Union as a cooperative. Planzer declines becoming a member.

1959

Max Junior starts his career in the family business.





Giothard Juni 1963



THE FAMILY GROWS



The son, Bruno Planzer, newly graduated from business school, joins the family business in 1966 and founds Planzer Transport AG. He takes up the reins of the company together with his brother Max Junior. Max Planzer Senior dies as a result of a severe accident in 1970. The nephew, Ruedi Baer, joins the company in 1975.

Under the strict supervision of the brothers Max Junior and Bruno, the company continues to grow in all parts of the country: Geneva, Chiasso, Münchenstein, Thörishaus and Zurich Airport. The goal is clear: Planzer Transport AG wants to serve customers across the whole of Switzerland. In 1980, the Gotthard road tunnel is opened up to traffic. Eight years later Max Junior resigns from the company, to devote himself to his hobby, gas and hot air balloon flights.

Bruno Planzer, along with his brother Max,
launch the family company as PLC.

1966

1968

Planzer takes over Euler
Transport AG in Zurich.

1972

The branch in
Geneva (Meyrin)
opens.

1976

The first branch in Ticino
opens up for business in
Chiasso.

1978

Planzer is a co-founder of
Transito Spedition GmbH
in Uettingen (Germany).

1979

The Münchenstein branch
near Basel opens its doors.

1985

A new Planzer subsidiary is set up
in Thörishaus.

1986

Planzer is active at Zurich Airport with
its own branch.

1987

A new Planzer branch opens up for
business in Birsfelden on Frankfurtstrasse.









**NEW
HORIZONS**

The company lets loose, the economy is booming and stock markets are overheating. The 19th of October 1987 goes down in history as Black Monday; in 1994 the HVF is accepted by the people. This is reason enough for Planzer Transport AG to open up new areas of business: Warehouse logistics, international business and the night.

Setting up warehouse logistics requires not only more space, but also the appropriate infrastructure, IT and processes. Bruno Planzer leases warehouse space in Schlieren and purchases the newly built logistics centre in Villmergen in 1992. Planzer is active in Italy with Planzer Transporti S.r.l. based in Como. A couple of years later Planzer enters the Luxembourg market. Thanks to their involvement with Quali-Night AG, they turn night into day for their customers.

1988

Planzer opens the logistics centre Kaiseraugst I.

1989

Planzer Trasporti S.r.l. is founded in Como. Planzer opens up a new branch at Geneva Airport.

1990

The company's own garage in Dällikon becomes operational.

1992

The logistics centre in Villmergen opens its doors. A new Planzer branch is set up in Sion.

1993

Planzer is involved with Quali-Night AG in Altishofen.

1994

The Planzer Group takes over Gebr. Kuoni AG in Chur.

1995

A further new subsidiary in Härkingen. Planzer Transports SARL is founded in Frisange in Luxembourg.







A HOT TRAIL

The environment is writ large again. Nevertheless, SBB rail transport, the most ecologically sound system for shipments, is running at a high deficit. Thus, Planzer Transport AG takes over Cargo Domizil AG and thereby also SBB's rail freight transport – together with Camion Transport AG, Imbach Logistik AG and Gebrüder Kuoni Chur AG.

In the rail business it is all about freight, costs and the environment. Planzer is directly connected to the rail network of the SBB and the Rhaetian Railway network with about 11 Cargo Domizil handling centres. This makes the distance between the customer and place of delivery very short and precisely predictable, even in the snow, with congestion or construction sites. Transport by rail saves the world up to 100 000 road miles by lorry or 13 million kilograms of CO₂ – year after year.

Planzer is involved with Domizil Cargo AG in Bern. They open branches in Geneva, Lugano, Zurich Altstetten, Sion, Chur and Samedan.

1996

1997

1998

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The logistics centre Kaiseraugst II starts operating. Bally Transport AG in Schönenwerd is opened.



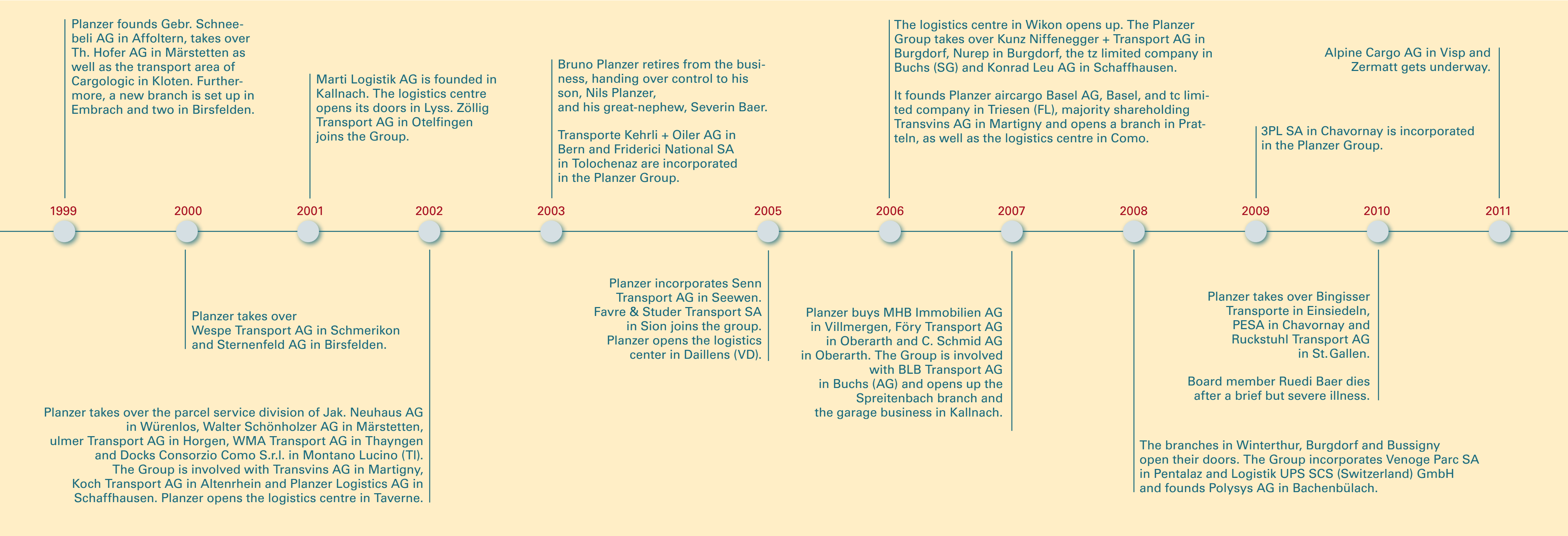




**BUSY ON THE
NETWORK**

With their comprehensive range of services, Planzer Transport AG covers a wide range of transportation and storage needs. They expand their network across Switzerland under the motto of «Anchored locally, present nationally». This is to the customer's advantages as they benefit from a reliable, comprehensive and time-optimised distribution of goods all over Switzerland and its border regions in Europe.

Over the years, more individual companies have joined, to make a national connection or establish an appropriate follow-up solution. What is so special about it all though is that the subsidiaries retain their own individual appearance whilst providing their local regular customers with access to the capacity and innovative strength of the Planzer Group.







Since joining the company in 1966, Bruno Planzer has led the company with a lot of perseverance, admirable courage and the right instinct for a successful economic development. In 2012, he went into his well-deserved retirement after having gradually withdrawn from the operational management of the company in the preceding years.

Since then, Nils Planzer, Severin and Nicolas Baer have continued this proud legacy in the third generation. Backed by a board with seven members, they have kept the innovative company on its successful course – and fit for the growing needs of customers and markets.

2012

Wolf Transport AG in Doma/Ems joins the Planzer Group.

2014

Planzer takes over Maier Spedition GmbH in Germany, Versag AG and Versag Lager AG in Bürglen, TG, Rösli Transporte AG in Rothenburg, LU as well as Fernex Sarl, Rapides Savoyards, Scientrier and Team Transport AG, Pratteln.

2016

Planzer is taking over decker + co Internationale Spedition GmbH which is part of Weber-Vonesch Transport AG and will incorporate Coma Services AG.

2017

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