

SESTRAN

SUPPLEMENTARY SUBMISSION

INQUIRY INTO FREIGHT TRANSPORT IN SCOTLAND

Examples of European Best Practice

Note by the Clerk: At its meeting of 22 April 2015, Alex Macaulay of SEStran agreed to provide the Committee with examples of dryports and integrated road rail consolidation companies in Europe which might be considered examples of best practice. This list was subsequently provided by Mr Macaulay.

Dryports

Venlo Trade Port

The Venlo inland trade port is located in the southeast Netherlands and since its initial development in the 1980's has emerged as one of the primary logistics centres for the European market. Its central location has aided its development as growing traffic congestion in the densely populated agglomerations of western Holland make it harder to access the ports of Rotterdam and Schipol.

Venlo trade port covers an area of 800 hectares and caters for nearly any type of combined traffic. The location of the facility means it has direct infrastructure connections to major European economic centres. These include fully integrated road and rail transshipment facilities. The rail facility offers daily direct High-speed Container Shuttle Service between Venlo Trade Port and the Rail Service Centre at the Port of Rotterdam. Furthermore, plans are being finalised for the development of a Venlo barge terminal on the Maas (Meuse) River.

Høje Taastrup

Høje Taastrup is the first Danish Dryport project with the aim to strengthen and enhance the efficiency of sustainable and environmentally correct transport of freight, by land and by sea. The Dryport is located on the outskirts of the Greater Copenhagen area in a traffic junction for railway and road transport with direct access to motorways and a main railway line.

Currently the rail infrastructure on the site consists of three goods sidings at 300 meters long and one siding at 490 meters. In the future this may be extended to 600 meters if demand is sufficient.

Älmhults

Älmhults Terminal AB in Sweden is located close to the southern trunk line between Malmö and Stockholm. The facility was initially set up by IKEA as part of their internal company strategy in conjunction with the Municipality of Älmhult and CargoNet (then SJ Freight Division). It serves the main ports in the south of Sweden such as Malmö (120 km), Trelleborg (150 km), Helsingborg (120 km) and Göteborg (200 km). There are five train shuttles per day from the Dryport to the sea ports.

The railway from the Dryport operates as a single loop back and forward to the main rail line with one connection point. With regards to equipment within the facility, two reachstackers are used for loading and unloading.

In 2004, the terminal handled 154,200 units of which 144,000 units were containers, 3,000 units were semi-trailers and the rest were swap bodies.

Åmål

The Åmål Transshipment Terminal Värmdal is located 180 kms from the Port of Göteborg. The terminal opened in 2005, replacing an old facility which was no longer fit for purpose in terms of safety or capacity (the facility was limited to 2,000 containers per year).

The facility serves the Port of Göteborg with train services running five times a week. With regards to the actual operations of these services, the train arrives at the terminal in the morning (approximately at 7 am) and leaves for the port in the afternoon (approximately at 4:30 pm). The terminal offers transshipment of containers by a side loading truck, separated from the other tracks in the vicinity of the facility by a 400 m long road.

The Dryport already handles the previous capacity of 2,000 units and has expectations to double the quantity, at least. Furthermore this facility is located on the shores of the lake Vänern and is one of the very few terminals in Sweden with access to inland waterways.

Integrated Road Rail Consolidation Companies

Hupac of Switzerland.

This company (formed 1967) is 78% owned by road hauliers, the rest by railway companies. Hupac has 92 shareholders. The road hauliers have a vested interest in using the trains. Hupac own wagons and terminals. Its “members” provide the door-to-door service, a “one stop shop”. The rail companies provide the traction, paths, timetable, crews, etc., and make sure that the trains run reliably and accurately – which they do. This intermediary company, with road haulier/freight forwarder/freight transporter mentality is very successful.

CEMAT

CEMAT is a leading European operator in the management, organization and provision of Combined Road-Rail Transport.

CEMAT operates in Italy and overseas, controlling a network of trains connecting more than 150 intermodal terminals throughout Europe. The company has a pool of 1.986 wagons and 3.080 modules (1.600 of which it owns) used for both domestic and international consignments.

Share ownership is 53% FS Logistica, 35% HUPAC and 12% hauliers

Kombiverkehr

Kombiverkehr is a logistics service provider that develops, organises and markets a Europe-wide network for rail-road combined transport. Its services are aimed at

freight forwarders and transport companies. The factors that have Kombiverkehr the European market leader include quality, cost, expertise and proximity to the customer. In 2013 the company shifted 21,8 million tonnes of goods – about 0,94 million truckloads – from road to rail, relieving the burden on our road network. Formed in Frankfurt in 1969, the company is an equal limited partnership between some 230 freight forwarders and Intermodal DB Logistics.

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