SAMSKIP
WRITTEN SUBMISSION

Samskip is a global logistics company offering transport and related services by land, sea, rail and air with a particular focus on cost efficient, sustainable and environmentally friendly transport. With an annual turnover of Euro 560 million, Samskip is now one of the larger transport companies in Europe with offices in 24 countries in Europe, North and South America, Asia and Australia employing 1,300 people around the world.

The Multimodal division of Samskip is based in Rotterdam and operates 13 container vessels calling at ports in the North Sea, Irish Sea and Baltic Sea. The long established weekly service from and to Grangemouth transports containerised exports to mainland Europe including the Benelux, Germany, Italy and Scandinavia and vice versa.

1. Can you identify the main infrastructure and policy obstacles to the free flow of freight in Scotland, whether carried by rail, road, air or sea?

Sea: Our experience in Europe with stevedores and port authorities is where there is public ownership of the groundwork’s of the facility and private operators are allowed to compete, there is growth of freight with improved volume with environmental benefits.

Rail: The growth of competitive railfreight thru’ Coatbridge, Mossend and Malcolm’s Grangemouth terminal has shown how sustainable competition can be achieved with a policy of encouraging operators to set up their own handling facilities.

2. How can Scotland's rail, road, air and sea freight routes to the rest of the UK, to Europe and worldwide be improved?

Sea: In general, competitive stevedoring operations and releasing port land for freight villages ( or Portcentric operation as at Teesport ) improves the sea freight routes. Competitiveness will lead to improved financial results for ship operators in Scotland, produce investment in shipping capacity, and switch long distance road operations to use the ports.

Rail: Improved rail connections to English ports with investment in rail waggons will also improve the flow of rail freight.

3. How can the Scottish Government structure its freight grant schemes to support the switch of freight to more sustainable modes of transport?

By co-ordinating infrastructure so the land is publically owned, managed by a “landlord” who then leases the ground and allow private operators to build/manage their competitive facilities.

By prioritising grants for true intermodal ( ie rail, barge, sea ) operation including exports/imports thru’ Scottish ports will increase the switch of the volume.
Road: HGV driver training/shortage is becoming a real issue for hauliers in the UK. Any system to increase training (and thereby increasing jobs) by encouraging Scottish hauliers to keep their new-starts will ease the shortage. If the grant system can be used to encourage new entrants to ensure those coming into the industry will achieve a return on their investment, this will be a benefit.

4. Are there any European Union initiatives which could provide further opportunities for Scottish freight transport?

The World Bank’s Port Reform Toolkit lists several port administration models ranging from Fully Privatised to Landlord Ports (Rotterdam,Dublin). In Landlord ports, private operators provide and maintain their above ground equipment. This allows efficient operator competition on a common platform. The landlord benefits from the rental income, and the operators are incentivised to maximum the volume thru’ their facility.

5. How can the freight industry make a contribution to greenhouse gas emissions reduction?

Sea: The recent introduction of burning lower sulphur fuel in vessels in the North Sea is making a direct contribution to the environment. This change further improves the benefit from intermodal shipping using Scottish ports.

Increased coastal feeder volume though Scottish ports and enhanced rail facilities will further reduce cross border HGV traffic thereby reducing emissions.

6. Which policy changes, or infrastructure improvements, are required to increase the flow of goods through Scotland’s major sea ports?

- Waterfront land released for freight development
- Increased rail handling facilities
- Increased HGV driver training linked to term employment

23 January 2015