

Time	Topic / Contributor
10:00	Welcome by Helmut Schweighofer, Member of Board, Schenker & Co AG
10:10	Incentive schemes and EC programmes supporting intermodal transport in Europe by Gerhard Troche, European Commission, DG MOVE
10:40	Status-quo and prerequisites for intermodal growth in the COSMOS area by Uwe Sondermann, project leader, KombiConsult
11:00	Interoperable rail infrastructures and seamless border crossing operation Reinhard Papp, Head of SEE block train services , Schenker & Co AG, Edgar Bleier, CFO, DB Schenker Rail Romania, Armin Riedl, CEO, Lokomotion
11:45	Coffee Break
12:00	Core ports, terminals and intermodal services Janez Merlak, Chief Operations and IT Manager, Adria Kombi Vladimir Fiser, CEO, Bohemiakombi Gábor Márta, Sales and Marketing Director, GYSEV Cargo
12:45	Joint Lunch

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COSMOS Final conference

Core ports, terminals and intermodal services


Uwe Sondermann
KombiConsult GmbH

Wien, 12 June 2014

COSMOS Core ports, terminals and intermodal services

Round Tables – intermodal terminals

- Due to partly low quantity of intermodal volume, terminal capacity is often sufficient
- Variety of handling sites outdated:
 - length of tracks < full train length
 - no fencing and security
 - limited buffer space for intermediate storage of loading units



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Round Tables – conclusions intermodal terminals

- Modern and capable terminals are a prerequisite for attracting forwarders, shipping lines and shippers to change their cargo transport to intermodal rail-road transport
- Terminal strategies should take into consideration the distance between seaports and the hinterland or between economic catchment areas to form “block” or “shuttle trains” between the terminals
- New and planned locations should respect the investments and capacity of present terminals and fill gaps, only
- Terminal investments should be accompanied by a thorough market analysis and take into account efficient train production systems to be linked with other terminals
- Transparent dialogue between public and private sector is required to provide a guidance for future investments and involve private financial engagement to foster later utilisation of the infrastructure

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Core ports, terminals and intermodal services

Design Parameters

- Efficient rail access
- Efficient road access
- Non-exclusive, so open to all users
- Capability of receiving full trains
 - 740m minimum, 2-4 tracks
- Surface with extension option
- Inclusion of empty container depot
- Sufficient Stacking capacity
- 24/7/52 year round operation
- Handling of dangerous goods
- Secured, accommodating extended customs gate solution
- State-of-art ICT connections

mandatory

optionally



page 33 Source: Photo: DUSS Frankfurt am Main (Ost); COSMOS Round Table Romania 2013 and Croatia 2014

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Round Tables – role of “public” intermodal terminals

- Neutral terminal operator (independent from a single railway undertaking, intermodal operator or forwarder/road operator)
- “Discrimination free access“
- Transparent slot allocation process for railways and intermodal operators
- Fixed and fair conditions of use with respect to opening times, handling services offered and their prices
- Equal treatment of all users
- Value added services offered under market conditions
- Mandatory for facilities (co-)funded from public sources (EU, State, Region) for infra-, supra-structure or access

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Intermodal terminals – operators can update their data

www.intermodal-terminals.eu/database

Intermodal Terminals in Europe

AGORA

Terminal Name	City	Country
Kontejnerski Terminal Vrapče (Zagreb)	Zagreb	HR
Ploče	Pula	HR
Rijeka Bračica	Rijeka	HR
Slavonski Brod	Slavonski Brod	HR
Solin Luka (Split)	Split	HR

This is my terminal I want to update this entry.

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Port of Koper – development of Ct-transport 1996-2012

Year	Loaded Ct (tonnes)	Unloaded Ct (tonnes)	Total Ct (TEU)
1996	~500,000	~200,000	~700,000
1997	~550,000	~250,000	~800,000
1998	~600,000	~300,000	~900,000
1999	~650,000	~350,000	~1,000,000
2000	~700,000	~400,000	~1,100,000
2001	~750,000	~450,000	~1,200,000
2002	~800,000	~500,000	~1,300,000
2003	~850,000	~550,000	~1,400,000
2004	~900,000	~600,000	~1,500,000
2005	~1,000,000	~700,000	~1,700,000
2006	~1,100,000	~800,000	~1,900,000
2007	~1,200,000	~900,000	~2,100,000
2008	~1,300,000	~1,000,000	~2,300,000
2009	~1,400,000	~1,100,000	~2,500,000
2010	~1,500,000	~1,200,000	~2,700,000
2011	~1,600,000	~1,300,000	~2,900,000
2012	~1,700,000	~1,400,000	~3,100,000

Rail-share: ≈ 60% -> „15 train pairs/day“

page 36 Source: Port of Koper, KombiConsult analysis