

CONTEMPORARY CHALLENGES IN COMBINED TRANSPORT FROM A POLICY AND BUSINESS PERSPECTIVE

COMBINED TRANSPORT IN THE NEW BUSINESS
CONTEXT
OCTOBER 12TH, 2023

Program

10.00 – 10.15 Introduction

Barbara Chevalier – CEO CFL Multimodal

Philip Van den bosch – UIC

10.15 – 11.00 Presenting the current trends on Combined Transport in Europe

Trends & evolutions on CT in Europe

Philip Van den bosch – Deputy Director Freight - UIC

The Role of Combined transport in current logistics operations and how it has changed (or not)

Eric Feyen – Technical Director - UIRR

The new handbook on Combined Transport

Eric Lambert – Former chairman Combined Transport Group - UIC

11.00 – 11.30 Combined Transport in a new business context

Presentation of the new study on direct shipment between rail and waterborne transport

UIC & Louis Descamps - University of Antwerp

Role of combined transport from a customer perspective

Tobia Mazzi - Transportation Purchasing Senior Manager - Arcese Trasporti

11.30 – 12.00 Combined Transport in a new legislative and political context

Presentation of the latest legislative initiatives

Jacques Dirand - Head of Rail Freight Services – CER

Stakeholder debate on the new legislative era

Combined transport in the new Eastern Europe reality

Andrius Sinkevičius - Business Development - LTG Cargo

12.00 – 12.15 Conclusions



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Developments and opportunities of direct transshipment between rail and waterborne transport

Louis Descamps

Maritime and Logistics Management

12 October 2023

Agenda

- Problem definition
- Research design
- Typology
- Methodology
- Challenges and opportunities
- Results
- Conclusion
- Recommendations

Problem definition



- UIC – International Union of Railways
 - Direct transshipment between rail and waterborne transport
- Intermodal sea-rail terminals
 - Intermodal loading units (containers, swap bodies, semi-trailers)
 - Connection between ports and rail network
- Quay tracks → potential barrier to port operations?

Research design

- **Purpose:** developments and opportunities direct transshipment → seaports & inland ports
- Distinction between direct, semi-direct and indirect transshipment
- **Research questions**
 - What are the opportunities and challenges of direct transshipment?
 - Can lead times be reduced when using direct transshipment?
 - Can the total port cost be reduced because of the direct transshipment method?

Typology

- 3 types sea-rail transshipment
- Distribution based on various factors
 - Dwell time
 - Storage area
 - Vehicle movements
- Sea ports vs. Inland ports

	Direct	Semi-direct	Indirect
Dwell time	0 days	< 2 days	> 2 days
Storage area	No	Yes	Yes
Vehicle movements	1	Multiple	Multiple

Methodology

- Literature review: transshipment from ship to train
- Interviews with inland ports (2)
- Cases
 - Sea ports: Hamburg, Antwerp and Gothenburg
 - Inland ports: Genk and Lille
- Port model (chain cost model University of Antwerp)

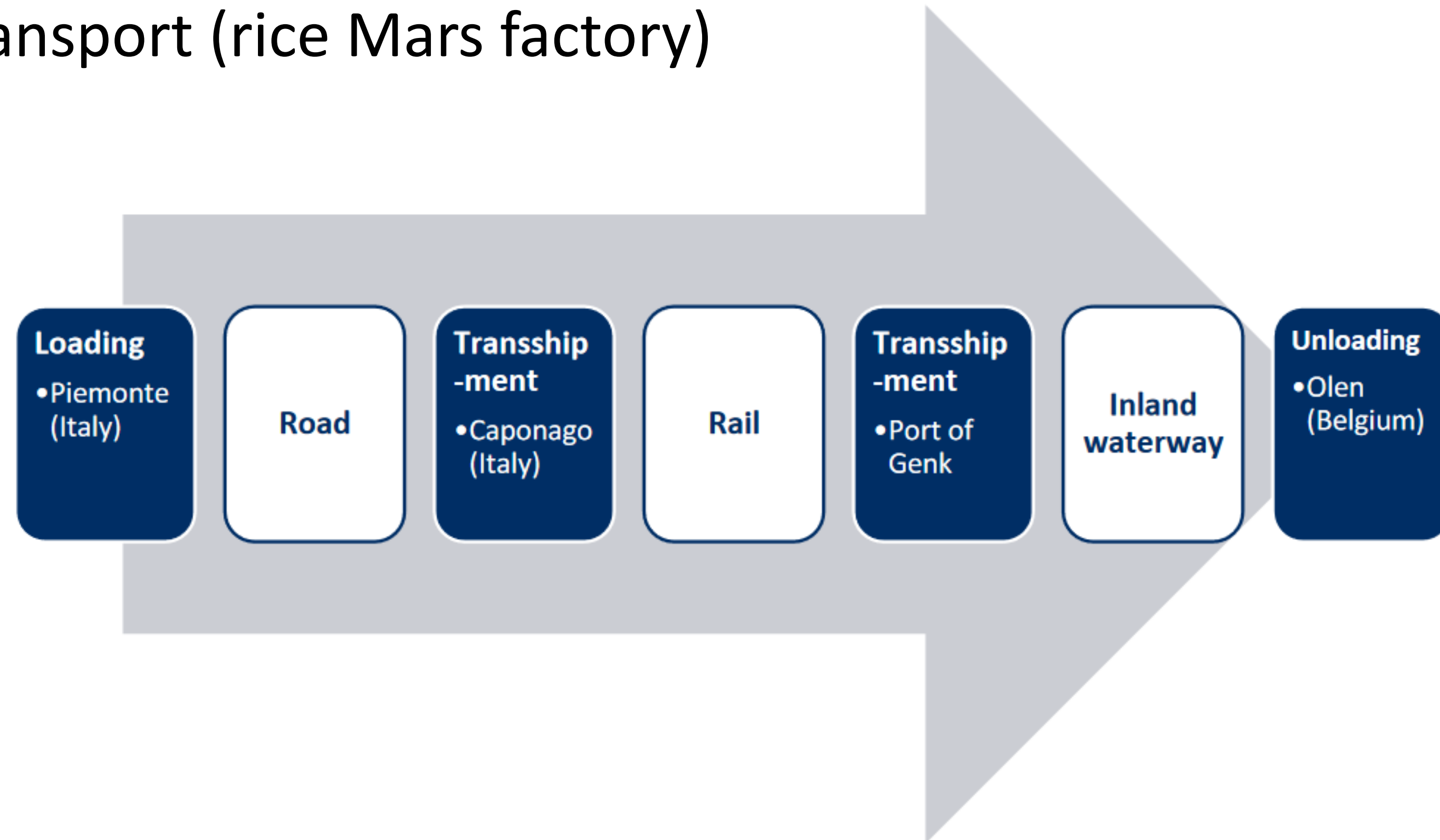
Port of Lille

- General manager
- 20 trains → Bordeaux, Toulouse, Marseille, Aix-en-Provence
- Direct transshipment containers rail-barge?
- No demand → Rennes-Lille-Antwerp?
 - Reach stackers → mix containers and swap bodies
 - Waiting times



Port of Genk

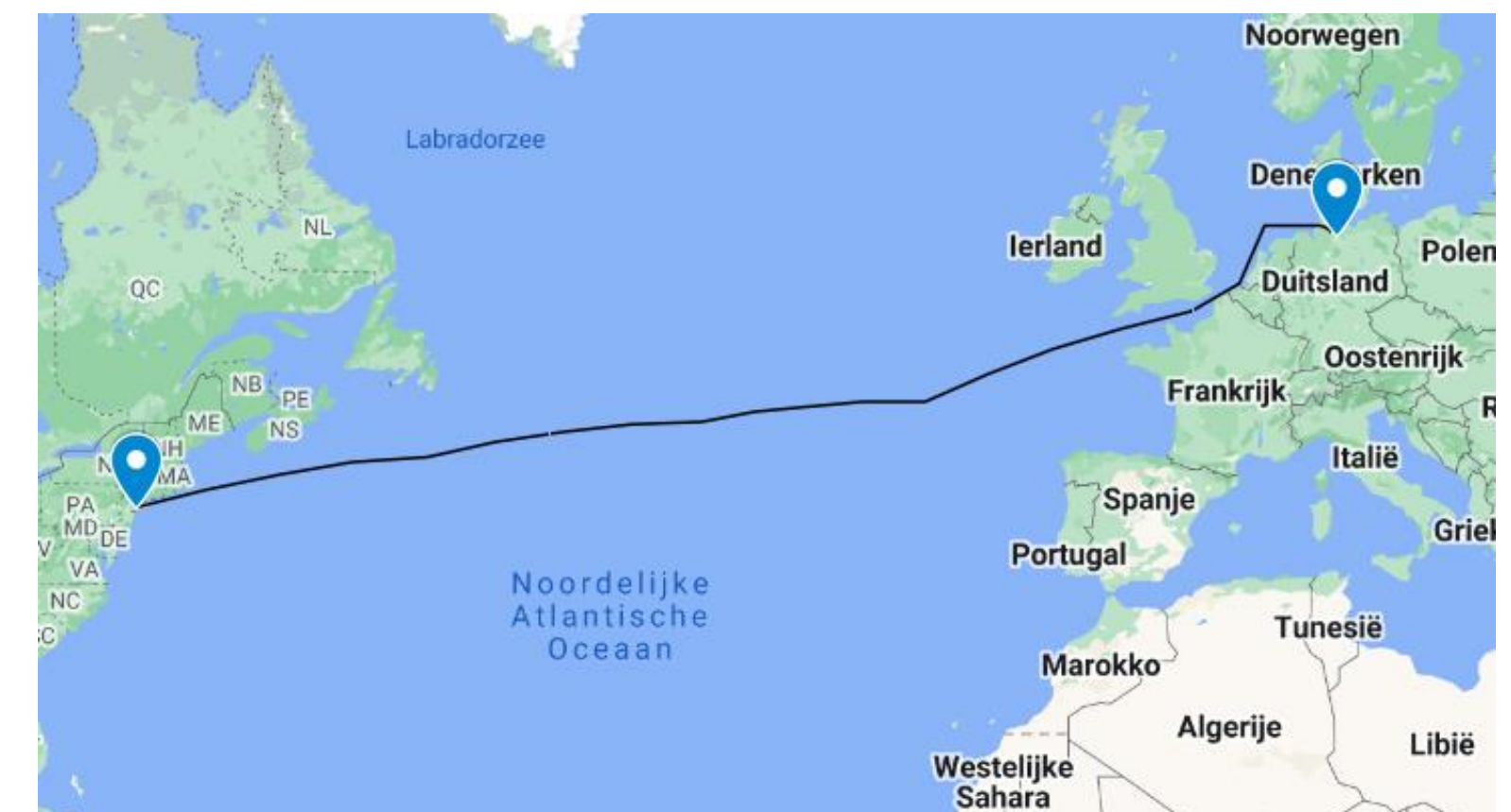
- Operations manager
- No direct transshipment containers rail-barge?
 - <-> bulk transport (rice Mars factory)



Port model

Transshipment	Direct	Semi-direct	Indirect
Dwell time	0 days	2 days	5 days

- New York → Hamburg
- Port of Hamburg
 - Direct transshipment containers
 - Total port cost and port time optimal



Opportunities and challenges

Opportunities

- Less handling material
- Less transfer costs
- Less congestion
- Less use of space

Challenges

- High infrastructure cost
- Synchronisation between the two transport modes
- Technically difficult to implement
- Defects → process disrupted

Results

- Variety → development of sea-rail transshipment in ports
- **Port of Hamburg and Gothenburg**
 - Semi-direct transshipment
 - Rail facilities within the terminal area
- **Port of Antwerp-Bruges**
 - Indirect transshipment
- **Inland ports Genk en Lille**
 - Direct transshipment of bulk goods

	Direct	Semi-direct	Indirect
Sea ports	/	Port of Hamburg, Port of Gothenburg	Port of Antwerp-Bruges
Inland ports	Port of Genk Port of Lille (dry bulk)	/	/

Conclusion

- **Direct transshipment of containers**
 - European seaports → no direct transshipment method of containers
 - Opportunities for implementation rise increase → increase rail share
 - Opportunity to reduce waiting times

Recommendations

- Separate legal framework
- Definition 'direct transshipment'



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Thank you for your attention.

