

Intermodal example

An example of intermodal transport is the route of green, not roasted coffee beans.

The green beans are delivered to the Brazilian port of Santos. Once arrived, the beans are mechanically loaded into a container. The container is shipped to Antwerp (Belgium), transhipped in the port onto a barge after which it continues its journey to Amsterdam. In the Netherlands some containers go via rail from Amsterdam to Leeuwarden, the remainder is forwarded to Harlingen by barge. From Harlingen and Leeuwarden the containers with coffee beans are trucked to the coffee-roasting factory in Joure, where the beans are processed.

This company also transports coffee pads from Belgium to the United Kingdom. The containers containing coffee pads are transported by truck from the production location in Grimbergen (near Brussels) to the port of Zeebrugge. In the port the containers are loaded onto a shortsea vessel and shipped to the port of Middleton in the United Kingdom. From Middleton the containers with coffee pads are trucked to the distribution centre.



More information

To find out more about intermodal transport, go to www.hollandintermodal.com or to one of the three promotion organisations mentioned below.

www.hollandintermodal.com is a cooperation project of Shortsea Promotion Centre Holland, Rail Cargo information Netherlands and Dutch Inland Shipping Information Agency.



Shortsea Promotion Centre Holland
Koddeweg 37
3194 DH Hoogvliet
T +31 (0)10 204 18 88
F +31 (0)10 204 18 89
www.shortsea.nl

Rail Cargo information Netherlands
Koddeweg 37
3194 DH Hoogvliet
T +31 (0)10 204 21 11
F +31 (0)10 204 21 12
www.railcargo.nl

Dutch Inland Shipping Information Agency
Vasteland 12e
3011 BL Rotterdam
T +31 (0)10 412 91 51
F +31 (0)10 433 09 18
www.inlandshipping.com



Intermodal transport

Co-modality starts here



Intermodal: the solution to the logistic puzzle

Congestion, environment, security and costs: these days the logistic manager has more to consider than the fastest transport route from A to B. Intermodal transport is the solution to this logistic puzzle.

Definition

Movement of goods (in one and the same loading unit or a vehicle)

by successive modes of transport without handling of the goods themselves when changing modes.

The vehicle can be a vessel or a rail or road vehicle. This method of transport reduces cargo handling, improves security, reduces damages and losses, and allows freight to be transported faster.



Transport optimisation

Intermodality attracts a lot of positive attention, because it combines the best qualities of various transport modes to offer a quality service, cost savings and solutions to shippers. Intermodal transport creates the possibility to optimise the logistic process.

By working together, barge, rail and shortsea operators and trucking companies are providing a reliable, efficient, safe, cost-effective and sustainable way to move freight from origin to destination. Shipments can be moved from a container vessel directly to a shortsea ship, barge, rail wagon, or truck and then delivered to its final destination. Throughout the process the operators or third-party logistics providers arrange the total door-to-door transport chain.

Co-modality and queueless transport corridors

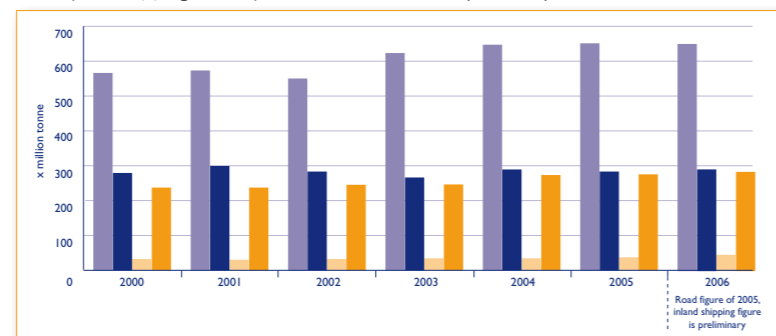
The European Commission underlines the strengths of the three modalities in the White Paper "European transport policy for 2010: time to decide":

"European road transport networks and urban road environments are severely congested, which results in increased environmental pollution, delays and associated costs. A shift is now required towards more sustainable transport modes, including rail, shortsea shipping and inland waterway transport."



At the moment rail, shortsea shipping and inland waterway transport are already very important transport modes in the Netherlands.

Development of freight transport in the Netherlands by modality



* Road transport includes only Dutch road hauliers.
** Inland shipping is exclusive of transit without transfer.
Source: CBS and DVS

Efficient

Intermodal transport provides shippers with a reliable, consistent service at low costs compared to unimodal road transport. All destinations in Europe can be reached quickly and easily from ports in the Netherlands. Cargo can be transported either by truck, train, barge or shortsea vessel. Containers can easily be shifted to another modality at transit hubs; from barge to train or truck, from shortsea to rail, etc.

Have you ever seen congestion at sea or on water- or railways? No? That's one of the assets of intermodal transport, which points out the efficiency of these modalities.

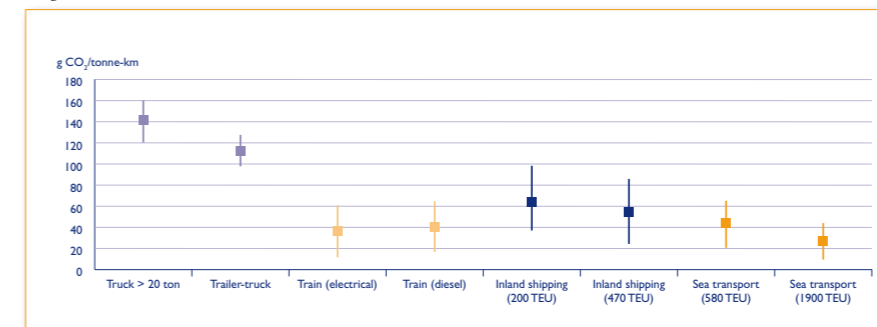
Environment friendly

Transport demand is growing in the Netherlands and Europe as a whole. At the same time climate change gets more and more attention and shows the apparent need for environment friendly transport. In an optimised transport system the shares of shortsea, inland waterway and rail transport are higher than at present. These alternative transport modes are environment friendlier than road transport. In the Netherlands road transport is responsible for 61% of the emission of CO₂, where shortsea,

rail and inland waterway transport together only account for 39%*. Inland waterway and rail transport also have a lower energy consumption. Looking for sustainable ways of transport? Choose intermodal!

* Source: NEA Goederenmonitor 2005 – figures for 2004

CO₂ emission by modality for container transport on long distances



Note: Estimated averages for 2010 - Source: STREAM, CE-Delft

Many possibilities

Already there are numerous intermodal services available. The map shows the destinations of direct container connections per modality. Every week about 480 shortsea sailings, 584* inland waterway services and 263 rail shuttles transport loads from and to the Netherlands.

* Because successively more destinations can be served, double countings can occur.

