Join the club of talented people!

Reading this first 2014 newsletter implies that (you) have had the experience, creativity and endurance to successfully develop intermodal related business for yet another year. Join the club of talented people!

Difficult times can have a positive effect on intermodal transport, if managed within a fair level playing field. Automatically all kinds of collaborations take place, which is an inherent ingredient for intermodal anyhow. There is less space for ‘but’ in difficult times: to survive, we all have to shake hands with other modes or partners in EU or in emerging continents.

New markets have been visited in 2013 (China, Saudi Arabia etc) where EIA went on mission with members, or where EIA promoted relevant members’ best practices. Global intermodal expertise is wanted by our overseas friends, be it market players or authorities. They realise that intermodal covers a broad range of requirements needed to facilitate trade, to save resources, to create jobs and enable free movement of goods via new maritime, rail corridors and landbridges.

Having a good technical solution was good enough some decades ago. In current sophisticated, multi-layered, well informed digital stakeholders’ environment we must offer better. Combining modes remains ‘one of the options’ unless we develop a Gesamtkonzept embedded in modern supply chains from producer to consumer. Smart EIA members are therefore partner in various EU funded industrial research projects. Welcome to the Cloud!

Reduced truck capacity will push on rail and barge services. Some EU corridors will absorb growth (CH,D), others will be confronted with their limits (e.g. limited investment by some railway undertakings in Mediterranean areas). Entrepreneurial ports will have to do the job with ‘smart or powerful’ railways (read port-hinterland strategies in newsletter). The success of the shippers branch in EIA is based on long term contracts with logistics suppliers, which is a prerequisite to organise viable intermodal routes needed to distribute their fresh dairy products, batteries or laptops in time into shops.

Road will react quick by investing in new units in 2014, but only by those who survived. This would mean higher freight rates compared with the slump of recent years. Growing concern has become the recruitment of truck drivers for long trips (1000+ km). More will be taken onboard by intermodal with the new double pocket railcars. Severe unbalanced traffic, lacking or limited infrastructure or border-crossing equipment remains a challenge. Communicate these and other issues having an impact on your business via the neutral EIA door which is often knocked on by EU authorities.
The first ‘Logistics in 2030 – Challenges and way forward’ conference took place in Brussels (Nov.2013). Commission Vice-President responsible for transport, Siim KALLAS opened the event by highlighting the importance of the logistics sector for the EU economy and the role the European Commission can play in creating an environment enabling the sector to continue growing and keeping its global competitive edge.

Vice-President KALLAS (photo left): “With so many “pieces of the logistics puzzle” represented here today, this conference is an excellent opportunity to hammer out specifics of how European logistics should develop in the years ahead. The best ideas should be incorporated into a strategy paper early next year, with concrete steps forward for further discussion and consultation. It’s now time to talk concretely about what we want to achieve and how to go about doing it. This conference is a starting point for us to map out together the way forward for this vital industry.”

Watch the video recording of the debate in which EIA (Mr. Wolters) was invited to moderate the session ‘Importance of a functioning infrastructure and nodal points for efficient logistics’: http://webcast.ec.europa.eu/eutv/portal/_v_fl_300_en/player/index_player_en.html?id=21056&pld=21055. For EIA it was a high level and far reaching opportunity to underline the intermodal business interest of its members while using sustainable market best practices right in the heart of legislative policy making processes. EIA member Procter & Gamble (Mr. Barbarino, Supply Chain Innovation Research Fellow) gave an excellent contribution in the session ‘Integrated, innovative logistics concepts’. Outcomes of the discussions will feed into the EU Commission work 2014 to develop a logistics strategy as follow-up to the Freight Transport Logistics Action Plan.

**Reaction FERRMED railway Core Network**

FERRMED (member EIA) welcomes the EU move towards the establishment of a reticular and polycentric Rail Network as the organisation has been requesting since its foundation. The EC Guidelines for the Railway Core Network moreover include many of its standards proposals. However, FERRMED considers that the number of Corridors proposed in the Core Network is excessive; two kinds of corridors should be distinguished as it previously recommended. Concretely: corridors of maximum strategic impact, critical mass, facilitating the links with neighbouring countries and to the global market (Main Corridor). Corridors with regular or medium strategic impact and critical mass (Basic Corridor) with a function of feeder axis to the Main Corridors. FERRMED also strongly believes in the importance of the inclusion of the branches Bremen-Duisburg-Köln-Koblenz-Luxemburg and London-Lille-Metz in corridor number 9, which is endorsed by EIA as well.

European Economic and Social Committee invited EIA at NAIADES-II stakeholders hearing

The EIA was invited to present its members views at the Inland Waterways NAIADES II stakeholders hearing at the European Economic and Social Committee in Brussels (Nov. 2013). The meeting was organized to lay out and detail the forthcoming NAIADES II programme. Objectives of the programme consist in the achievement of quality infrastructure, which also means improving the interconnection and integration of inland waterways (IWT) with other transport modes, innovation, a smooth-functioning market, reducing environment pressure through lower emission, a skilled workforce and quality jobs, and integration of IWT into the multimodal logistics chain.

In the panel, the Secretary General Peter Wolters showed a SWOT analysis summarizing in compact form the strengths, opportunities threats and weaknesses of IWT. He highlighted the relevance of sharing industrial best practices learning from other modes and certain industrial values much appreciated by EIA members before they purchase IWT services.

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<tr>
<th>Weakness</th>
<th>Strength</th>
<th>Threats</th>
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<td>A. Perceived Not as Fast</td>
<td>A. Available Capacity (relative to load factor)</td>
<td>A. Increase sustainable road transport</td>
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<td>B. Not Flexible</td>
<td>B. Fuel Efficiency</td>
<td>B. Lack public policies (implementations)</td>
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<td>C. Difficult Penetration New Markets</td>
<td>C. High Safety Record</td>
<td>C. Infrastructural bottlenecks (delays)</td>
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<td>D. Small Role in Forwarders Community</td>
<td>D. Sustainability</td>
<td>D. Increasing congestion IWT</td>
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<td>E. High Investments New Floating Stock</td>
<td>E. Not Perceived as Expensive</td>
<td>E. Climate change</td>
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<td>F. High Dependency Fuel Costs</td>
<td>F. Shift Maritime – Barge</td>
<td>F. Declining image</td>
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<td>G. Conservative Culture (+ &quot;Redoemissief&quot;)</td>
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<td>G. Lack qualified staff</td>
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<td>H. Limited Opening Times – Bridges, Etc.</td>
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<td>H. Over-aged fleet</td>
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<td>I. Tendency Overcapacity</td>
<td>Opportunity</td>
<td>I. Eroding profit margins</td>
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<td>J. Change of freight flows</td>
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Source: B. Wiegmans, adapted by EIA

A new innovative IWT project in which a (Swiss) EIA member actively participates was presented to the audience ("NEWS", FP7). All relevant challenges of IWT are dealt with: Redesign of special container hull (increase transport efficiency +100%); Electric energy & propulsion systems (increasing resource efficiency +30%); Adaptable draught & ballast tank (increase days of navigation); Special logistics & supply system for market demand; Concept of river ports infrastructure (holistic solution for increasing container traffic); Business and finance plan (market development for novel ship & logistical concepts).
Future Marco Polo programme

The European Commission is in the process of a consultation process to obtain opinions regarding the future Marco Polo (MP) funding programme. In the 2014-2020 financing period, a new financial scheme is foreseen as a successor to the current MP that initially was implemented from 2003-2013. The main objectives of MP was to shift freight off road to other modes. In the past, various EIA members took advantage of MP, whereas others were rather opposed because of distortion of existing markets with ‘new’ services. Other complaints were bureaucratic of nature, especially coming from SME’s.

However, the threshold for newcomers/initiatives in the intermodal market is still rather high. The EIA aims at lowering these thresholds while focusing on ‘real’ green fields left in Europe in need for MP support, be it geographical, organisational or innovative point of view.

A consortium led by Ecorys engaged by EC / DG MOVE asked EIA certain questions formulated around +/-20 questions built around 4 identified main problems: Internal market not yet completed; Sustainability; Missing links in transport infrastructure; Threats to the competitiveness of the EU transport market.

Summary of (neutralised) replies received via EIA (members & externals)

- MP should take care of real new initiatives, not creating cheap doubles of existing lines like in the past.
- More focus on peripherical countries like Eastern Europe.
- Lacking management methods to measure how MP contributed to sustainability, growth, jobs.
- Better assessing methods needed for most profitable and transferable business applications.
- Responses from the EC / MP office were largely felt to be useful, however:
  - Complexities of a bid for funding sometimes not user friendly and excessively bureaucratic.
  - Suggestion: submission of simplified project outline (1 A4) without expensive upfront investment in time.
  - The MP tool kit is seen as being of limited value in the preparation of a bid. The lack of familiarity with process of developing a project bid could be a deterrent to valid applications being developed and submitted from a wider range of potential schemes.
  - Breaking of structural market barriers was seen as a key part of various MP projects. The use of intermediaries or commercially based subsidiaries of incumbent players to get around the lack of receptivity to innovation was seen as a key to success.
  - Some MP services would have developed anyhow without MP; support is often perceived as useful to have MP endorsement & financial support as part of the marketing effort.
  - The present MP mechanism tends to be “worked” by some applicants to ensure commercial viability at the end of the funding period (e.g. 3 years). Need for incentivising the move to commercial viability.

Alternative funding schemes, co-financing:

- Clear corridor management incl. funding within a framework policy is needed.
- TEN-T would be suitable if applied to small/medium project (terminals, ports) up to 20 M €, where PPP financing might work.
- PPP remains risky; private sector cannot wait 50 years to obtain return on investments (e.g. Eurotunnel).
- There are support schemes for intermodal services offered by some EU ports.
Continuation summary of Marco Polo replies:

- Proposals should have either prior contract positions, internal support from project partners or expressions of intent and support for any new service.
- Market studies supporting the proposals as part of a commercial evaluation process.
- Market knowledge and levels of understanding of technologies and service offers to which the market would respond is needed.
- Formalised market planning techniques and market plans underpinning operational budgets.
- Clear rules in case of sudden traffic fluctuations and recognition of circumstances governing these movements once proposal has agreed upon.
- Introduction of ‘equivalence’ measure to obtain more equality in terms of environmental benefits in case of Tonne/km—versus ‘Volume’ transfers. Also: use TEU as new measure.
- In negotiation phase, commercial imperatives to which project/sponsors need to react and position taken by MP (softer environmental & modal shift aspects) should be clear.
- Harsh commercial realities of operating a service across new territories/MS need to be accepted as reality.
- Clients suddenly requesting lower transport rates after rewarding MP funds should be avoided.
- Involvement of industrial key leader role appears to be success ingredient.
- Use of some kind of neutral parties to organize and manage rail routes to turn proposals into success.
- Promote positive side effects MP e.g. employment of staff to manage new intermodal services, call centres, IT staff, sales staff (to generate return traffic flows to secure commercial contribution).
- Sectorial associations’ endorsement for MP proposals in evaluation phase as final filter mechanism.
- MP looks like ‘jam tomorrow’; not yet recognised by (initially targeted) players in the market.
- Etc...

This non-exhaustive list does not necessarily represent the opinion of all EIA members. It is meant to exchange different opinions and generate ideas to safeguard a better MP future. Our gratitude goes to one of the external sources, Mr. Mortimer, employed by an established British research entity. A full list of detailed replies will be forwarded to proper consultation bodies. More information concerning the current MP programme: http://ec.europa.eu/transport/marcopolo/about/index_en.htm
Carbon footprint: standards, policy developments, industrial implication...

94% of shippers affirm they take environmental aspects into consideration when selecting transport solutions (source: ASG Sweden AB). The question is when it will be stronger used for decision making processes. An increasing number of stakeholders are becoming aware and mature while responding consequently, making use of modern technologies to measure & report Carbon Footprint (CF) emissions. However, it takes more then just tools and gadgets. Better quality of transport goes hand in hand with efficient energy use linking up transport modes in overall supply chains.

The EIA calls for a level playing field of the different transport modes, which implies taking into consideration all relevant sub-processes of the chain. Example: environmental impact of switching & transhipment activities compared to those of the main haul is usually unknown today. First examinations of EIA’s partner Fraunhofer IML’s Green Logistics’ showed however, that these processes may cause about 5% of intermodal transport chain GHG emissions (road/rail). Further detailed research by Green Logistics will be undertaken (e.g. on-board measurement of electricity consumption of gantry cranes as well as trains and inland waterways), much endorsed by EIA.

COFRET, an EC FP7 funded project, will provide the EC recommendations to achieve comparability of carbon footprint measurements and harmonisation of related approaches and tools with EN 16258, across transport modes and global regions. Differences in CF calculation tools exist between transport modes, thus an intermodal comparison is not possible today. Also, too many different emission factors are used today: therefore, a comprehensive and aligned set of emission factors is required.

The European Committee for Standardization (ECS) provided a methodology for calculation and declaration of energy consumption and GHG emissions of transport services. This standard EN 16258, published in January 2013, defines a large-scope and adaptable ‘Methodology for calculation and declaration of energy consumption and GHG emissions of transport services’. However, there are still open questions concerning the implementation of the standard, e.g. mandatory inclusion of empty trips.

Industrial implications new French law: since October 1, 2013, companies offering transportation services having either their origin or their destination in France are subject to an obligation to inform the beneficiary of the service of the amount of CO2 emitted during the performance of a transportation service. The transportation service provider must provide the beneficiary of the service (customer who pays transportation) with the quantity of CO2 emitted during (i) pre-operational phase (upstream activities, energy source) and (ii) operational phase (transportation itself). Following Article 12 of Decree n° 2011-1336 (French law), the time can be agreed between the parties, however, in the absence of any agreement, information must be provided latest two months after the service.

Overlap French scheme and ECS Standard EN 16258?
According to French official administrative guidance, a company complying with ECS standard EN 16258 will not necessarily provide information that is compliant with the French legislation but the information provided will be very close. It is expected and hoped by the industry that the French scheme will be made compliant with ECS standard EN 16258 within the next years. The EIA is in contact with proper French authorities to safeguard specific interests of members. Apparently, when the ‘stress dust’ is gone, more benefits linked to sustainability and intermodality will be implemented, as well as an impact analysis of the tax on alternative transport uses.
Continuation carbon footprint...

To decide any future ‘most relevant’ policy options regarding CF and achievement of CO2 emissions reduction, the EC has attributed a new study aimed at building further on COFRET. However, it has to be underlined that the development of yet another CF methodology is not in the scope of this study. The experienced consortium involves CE Delft (Netherlands), Conlogic (Sweden), Ecorys (Netherlands), Fraunhofer IML (Germany) and TRT (Italy) who started October 2013. A first stakeholder consultation workshop took place on the 29th of November in DG Move’s Brussels premises. EIA was represented by Secretary General Peter Wolters and project assistant Benjamin Delaroche.

Industrial stakeholders (photo: consultation meeting) observed only a poor link to ‘real’ CO2 emissions and benchmark options of logistics services. The calculation of real emissions require reliable transport activity data (e.g. real fuel consumption). There are different ways used for obtaining activity data, while these might contain certain competitive indicators. EIA suggested that certain neutral institutions (Eurostat) should be involved while smartly (re) using real data collections for the benefit of the intermodal supply chain. Furthermore, standard EN 16258 has to be clarified concerning the proper accounting of the load factors and empty running of vehicles.

An EU anti-trust system should be adapted to allow for easier cooperation between competing shippers or logistic services providers. However, Trivisor informed the audience that relevant work enabling legal cooperation between the before mentioned parties has been clarified. Indeed, EIA and certain members had the necessary discussions with the proper EU authorities to obtain ‘green light’, while the EU funded CO3 project investigates the necessary enabling legal tools. More detailed outcomes and desk research: info@eia-ngo.com (members only).

Regulation on statistics of inland waterways

The regulation on goods statistics of Inland waterways was discussed at the European Parliament November 2013. It is seen as necessary to measure vessels improvements regarding efficiency and CO2 emission.

Rapporteur MEP Eva Lichtenberger claimed that the EU Commissions’ proposal is too limited in scope and only reflects Member States requests, whereas it should be extended to include measures for the modernization of the inland waterway fleet and infrastructure. Moreover, she stated that the proposal highlights the lack of harmonisation of statistical data collected across the various transport sectors.

Other MEPs stressed that the sector should not be overburdened by the increase of data to be provided. They also called for an assessment of data collected within other frameworks to avoid duplication of work. Some MEP’s feel that the “Commission’s wish for harmonization should not become standardization”.

This view is shared by the Committee of the Regions, which warns that the regulation should not impose a “one-size-fits-all” approach to the issue.
Platform for the Electrification of Surface Transport

To assist achieving the European Commission’s 2011 White Paper on Transport goal of a 60% reduction of greenhouse gases (GHG) emissions from transport by 2050, the EIA, along with a consortium of industry leaders led by CER, have set up a Platform for the electrification on surface transport. Members are organisations who are convinced that a greater use of electricity in transport can, while promoting fuel diversification, strengthen EU energy security, reduce air and (urban) noise pollution and enhance the competitiveness of the European transport equipment industry.

Platform members support the transformation of the EU transport system based on the natural complementarities between transport modes, fostering the development of collaborative intermodal solutions at the logistic services level and opening the way for fully electrified door-to-door multimodal transport. Furthermore, the electrification of surface transport generates crucial synergies with electrical grid capacity issues that currently hamper the development of renewable energies. This strengthens the case for decisive investments and targeted incentives in favour of sustainable transport. The members strongly advocate a further internalisation of external costs and extended RDI funding for the electrification of surface transport.

The platform proactively grasped the opportunity ‘turning green into gold’ when in January 2013 the EU Commission presented a Clean Power for Transport package. It included a proposal for a Directive on the deployment of alternative fuels infrastructure, which aims explicitly to break the oil dependence of transport and to contribute to the 60% transport GHG emissions reduction target.

Based on bilateral contacts with Members of the European Parliament, specifically within the TRAN Committee, the Platform was able to argue for the inclusion of a number of important improvements to the Commission text which were subsequently approved in the Committee vote of 26 November. The EIA safeguarded requests of specific members concerning the advised location of future recharging points.

As a result, the proposal now includes, among other additions, a new provision on the facilitation of multimodal passenger and freight transport and some flexible provisions on electricity supply. The TRAN Committee also supported clear commitments for 2020 in terms of infrastructure deployment.

The General Approach adopted by the European Council on 5 December reflects the Platform’s call for a more flexible wording on the standardisation of high-power Direct Current connectors. However, the Council proposal pushes back to 2030 target date for infrastructure deployment – particularly regarding the number of recharging points in each Member State. The developments to-date suggest that the Council and the Parliament will make efforts to find an agreement in the so-called trilogues (negotiations between the Council, the Parliament, and the Commission) under the Greek Presidency (first half of 2014).

There are therefore good chances to achieve a successful outcome with the proposed directive in the course of 2014.
With an independent business concept, BLS Cargo (EIA member) is firmly focussed on freight traffic on the north-south corridors. BLS Cargo is service provider on the central north-south corridor through Switzerland and, together with dynamic European partners, it offers clients complete service packages between the North Sea and the Mediterranean. Its core business is running block trains for unaccompanied intermodal traffic, wagonload traffic and the Rolling Highway. As a result of which BLS Cargo’s market share of traffic in transit through Switzerland by rail is a healthy 40%. Swiss national traffic and import-export traffics provide a further source of income.

Strategic international orientation
Since BLS Cargo was formed in 2001, the company has concentrated on providing services for international rail freight by offering its clients tailor-made transport solutions. BLS Cargo attaches great importance to the provision of top-quality services. In recent years, it has built up partnerships with various European railway companies and operators and invested in multi-system locomotives, capable of operating cross-border services.

Since 2013, BLS Cargo is one of the few railway undertakings to have BR 186 „DACHINL“ locomotives at its disposal. They are equipped with five train protection systems, which enable them to operate in Germany (D), Austria (A), Switzerland (CH), Italy (I) and Holland (NL). As such, they are a key resource for services on corridor1 and form the basis for BLS Cargo’s cross-border operating concepts, complementing the company’s existing fleet of international locomotives.

Important new orders won
From 2014, BLS Cargo will no longer be working as closely with DB Schenker Rail as it has in the past. However, some important projects involving new clients are due to start shortly, of which the following are worth mentioning:

Started in December 2013, BLS Cargo runs more than 1000 trains annually between Rotterdam and Melzo over the Lötschberg-Simplon route for ERS Railways. For the first time, BLS Cargo traction will be used throughout from Holland through to Italy. BLS Cargo’s existing business relations with TX Logistik will further expand when BLS Cargo takes over responsibility in Switzerland for around 900 additional trains per year on the Gotthard route. Once again, BLS Cargo locomotives will operate across the border. Source: BLS Cargo. 2013.
A Europe-wide operations network, an own wagon fleet and the ability to offer a full range of services within the intermodal transport chain made Industry Sector Intermodal of DB Schenker Rail (EIA member) staying successful. As Europe’s number 1 in combined transport, DB Schenker Rail trains travel across a variety of borders to reach more than 240 destinations in some 30 countries. With 1,500 national and international trains per week, the transport performance totals 31 billion ton kilometres a year.

An aspect influencing markets profoundly since the end of crisis is volatility – therefore DB Schenker Rails’ strategic alignment focuses on sustainable progress of customer relationships and business development. DB Schenker Rail investment in double pocket wagons for continental intermodal transports represents such a strategic decision, as this equipment is highly requested in the segment but a rare resource in the current market situation.

Until summer 2014, DB Schenker Rail will have another 250 wagons of this type at disposal. More wagons are planned to follow in the coming years. Source: DB Schenker Rail Deutschland AG.

More details concerning DB Schenker Rail strategy for the ‘post crisis’ era and vision in what kind of new intermodal landscape EIA will have to operate in: read upcoming EIA annual report 2013.
A meeting between directors of JSC Lithuanian Railways and DB Schenker Rail AG (both EIA member) took place in Vilnius (end of 2013). Main goal was to form cargo flows from the EU to Eastern countries while developing rail and logistic projects. Possible cooperation was investigated regarding transportation of general cargo flows from Belarus to Russia and Kazakhstan. The German delegation also considered the issue of purchasing locomotives relevant as currently the company is in active development in Eastern EU – Romania, Bulgaria, Hungary, thus, it is especially important to have high-quality locomotives in these regions.

Indeed, JSC “Lithuanian Railways” is offering to its existing or potential customers a diversified portfolio of container freight train services while servicing geography the local, East and West EU markets, Baltic Sea-Black Sea, Asian markets and Scandinavian States.

### New direction Viking train:

Lithuania – Belarus – Ukraine – Romania – Bulgaria – Turkey. The last 10 years, Viking covered around 2.3 MLN km and transported more than 300,000 TEU (conditional container), or more than 4.8 million tons of freight. The Viking was awarded ‘Intermodal Award’ of EIA and also recognized by the EU funded project Promit.

### Saulė (‘SUN’) connects Europe and China.

It is unique in ensuring delivery of freight from China to Europe in just 10 days (by sea: 40-45 days). This initiative was approved by international agreements between the Presidents of Kazakhstan and Lithuania. It connects nine States from China to Belgium.

The EIA congratulates the management of a unique project of Lithuanian Railways (AB "Lietuvos geležinkeliai") and their dedicated partners for having initiated an ambitious intermodal project. Long waiting lines at Russian and Belarus borders cause huge loses for freight consignors and consignees. The new ‘NEMUNAS’ railway service offers road carriers a choice: spending long nights at border checkpoints, or using NEMUNAS to transport their semi-trailers (30 trucks + 1 passenger wagon/drivers) significantly faster (10 hours). Special platforms for semi trucks to be transported are used which is a unique logistical solution in Central and Eastern Europe.

Kaunas and Vilnius Intermodal Terminals provide facilities for transportation, logistics, distribution. Operators are owners and tenants of warehouses, distribution centres, offices, truck servicing centres, etc. Public logistics services are required to provide services for at least two types of transport means.
Baltic Distribution Hub?
Port of Klaipeda!

The credibility of an important intermodal Baltic port has been proven by its clients: throughout 2013, Klaipeda port (EIA member) the northernmost ice-free port, reached a cargo throughput record of 36.6 MLN tons. The integration and integrity of all components play a key role for port competitiveness: apart of well-developed infrastructure, also effective storage operations and modern facilities, flexible port dues system and highest level of services. Major projects being implemented (or already accomplished) enhancing the already high qualitative parameters:

Klaipėda Free Economic Zone (FEZ): companies from Thailand, Japan, Germany, Scandinavia, the UK, Ireland, Ukraine, Belarus and Lithuania are established in Klaipėda FEZ and create a pool of over 1200 jobs. The FDI Magazine owned by The Financial Times group rated the Klaipėda FEZ as one of the most attractive among 700 FEZs worldwide. It has also been ranked the 5th best Free Economic Zone in the world (category ‘Best Facilities’).

MSC container distribution hub: Mediterranean Shipping Company (MSC) is owner of stevedoring company ‘Klaipėdos Smeltė’. Their ambition is to establish the container distribution hub for the Baltic Sea region. Container sites are being expanded and the port is dredged up to -14.5 m. In 2012 the widening of the turning basin took place which will enable a capacity of 1 MLN TEU. This container distribution centre marks the transition from FEEDER type to HUB type port. According to Director General Arvydas Vaitkus: ‘it is a unique object, which will be beneficial both to the city and the country’.

Passenger-Cargo Terminal in Klaipėda Port (construction 2013): the terminal is located adjacent to the city centre. It can accommodate up to 3 vessels at a time: cruise ships, passenger and/or ro-pax ferries. Annual capacity: over 0.5 MLN passengers and 5 MLN tons of Ro-Ro cargo. Water depth alongside the terminal is 12.5 m. The terminal has 4000 m2 of covered warehouses and 140 000 m2 of cargo storage sites.

Baltic Logistic Center (BLC) is the largest of its kind in Europe with the total area of 600 hectares. It is located in the southern part of the city, next to the Container Terminal and Port Railway Hub Draugystė. Local and foreign business investors are welcome to render warehousing and other logistics services as well as to establish processing and handling industry enterprises.

Klaipėda Public Logistics Centre is a project carried out by Lithuanian Railways AB. Development of its infrastructure – sites, motorways and railways – is financed by the state; superstructure (terminals, warehouses, sites) will be constructed by private companies.
The implementation of a second container hub 180 km east of Prague strengthens the rail relation between the German seaports of Hamburg and Bremerhaven and the Eastern European hinterland. It concerns a subsidiary of Hamburger Hafen and Logistics AG (HHLA), Metrans, which opened this new container hub terminal in Ceska Trebova, Czech Republic.

The Ceska Trebova terminal, with its central position on the TEN-T pan-European corridor IV from and close proximity to the TEN-T railway Priority Project 22, enables Metrans to connect efficiently German seaports with Bulgaria, Greece, Turkey and Romania. “This new terminal is a key component of our intermodal strategy” said HHLA CEO Klaus-Dieter Peters. “Not only is this service very attractive from a commercial standpoint, it also strengthens the particularly environmentally friendly transport chain of train and ship”. The project received funding of €2.7 million from the European Union, while Metrans invested an additional €16.5 million into the construction of the terminal, which currently handles 100 trains a week. While the terminal currently features three portal cranes spanning 90 metres and six sidings, each 630 meters in length, it may be expanded over the coming years to match demand.

Despite a difficult market environment during the first 3 quarters of 2013, HHLA’s innovative and successful investment has resulted in a 5.1% growth in container throughput, which amounts to 5.7 TEU. This result is mainly reflected in an increase in Asian traffic (+6.5%) and feeder traffic to the Baltic and Russia ports (+10.1%), as well as the progressing market share of the HHLA container terminal in Odessa.

The intermodal segment has been decisive, as HHLA subsidiaries CTD, Metrans and Polzug Intermodal were able to increase their volume substantially with a global rise of 21.1%. The new connections to Austria, Germany and Polish seaports, as well as the restructuring of Polzug played a major role in this considerable volume growth.

Russia: an increase in throughput of Russian goods participated significantly to the Port of Hamburg growth in trade volume during the first half of 2013. The Port of St. Petersburg, as one of the most important intermodal harbours in Russia, saw its trade volume increase by 4% in 2012. 1.27 million TEU were handled there in the first half of 2013. The sea way between Hamburg and St. Petersburg is mainly used for Container-Transitloads which are destined to arrive in third countries in East Asia or America.

A new multipurpose terminal – “Bronka”, is currently being built outside of the central St. Petersburg districts, close to the city Lomonosow. Aim is to avoid congestion in Sint Petersburgers’ streets thus offering the opportunity of a fast transport of goods into the hinterland. It is scheduled to become operational at the end of 2015, creating 4500 direct jobs.

Baltic: an average of 31 feeders per week left the Port of Hamburg for Russia (2012), making it one of the most important venues for feeder services from the Baltic sea.

Source text + graph: Hafen Hamburg Marketing (member EIA).
More details concerning Hafen Hamburgs’ intermodal activities: EIA annual report 2013.
A new Spanish-French initiative has received financial aid under the TEN-T program of the European Commission: the CLYMA project ‘development of the Connection Lyon – Madrid on the Mediterranean Corridor’. Apart from analysing the usual corridor infrastructure challenges, also technical, management, cultural and service problems will be addressed. On top of that, a management structure will be proposed that facilitates the multimodal and sustainable development of the Corridor.

The Lyon-Madrid Section entails a GDP of 819 BLN € and 28.5 MLN inhabitants, represents 6.7% and 5.7% of EU-27 GDP and population respectively. End results of CLYMA will serve as input for the future “corridor coordinator”, appointed by the European Commission (DG MOVE), which, in turn, will define the consequent priority actions for the development of the Mediterranean corridor. The need for ‘corridor coordinators’ for certain intermodal initiatives was part of EIA ‘wish list’ towards the cabinet of transport Commissioner Kallas two years ago. EIA is pleased having served intermodal in general and its members in specific.


Example task ‘Development intermodal corridor’: adaptation of the crossbording section in Port Bou to UIC gauge; Lyon rail bypass; improvement in Nîmes-Montpellier rail section; adaptation Madrid – Zaragoza-Barcelona border side-tracks to 750 M length trains; rail and road accesses to the Port of Barcelona; investigating terminals and services needs that allow the development of an efficient and competitive intermodal supply.

**Join the first CLYMA stakeholders forum (free event) 24 January in Perpignan (France).** Expected participants: Member States, regional and local governments, logistic and transport operators, ports, airports, infrastructure administrators, chambers of commerce, end-users, etc. Registration: clyma@clyma.eu. More details concerning CLYMA and Port of Barcelona (member EIA) intermodal activities: EIA annual report 2013.
The EIA message to the maritime and deep sea terminal industry has always been to knock on the intermodal door before embarking on investments which might impact port-hinterland processes. Apparently such a message is taken seriously by the port authority of Rotterdam (PoR).

The (leaving) CEO of Port of Rotterdam Mr. Smits stated just before the ending of 2013 ‘On very short notice, a second public Rail Service Center (RSC-II) should be developed at the second Maasvlakte’. Motivation: without such a new facility, Rotterdam might lose its rather thin, scattered rail flows to competing ports’. New intermodal cooperation concepts are proposed by PoR e.g. deep sea terminals are advised to make (pre-) arrangements among themselves within a so called ‘internal lane’ to exchange containers between terminals by road. Unclear is which role PoR and partners in the hinterland should play, nor have concrete investment decisions by PoR been made.

‘Not necessary and too late’ is the reaction of certain railway players like e.g. Distri Rail B.V. regarding the necessity of building a second RSC-II. Distri Rail B.V. (EIA member) is an independent rail operator offering presently 21 shuttles of each 100 TEU vice versa on Duisburg/Neuss/Frankfurt am Main/Mannheim/Wörth am Rhein/Germersheim and Frankfurt a/d Oder (with transshipment to Polish terminals). According to Distri Rails’ spokesman Mr. Johan Booij ‘existing structure and transport systems will not be sufficient to handle the future volumes in PoR, especially after new terminal development at Maasvlakte-II’. He found in the hinterland Hub Duisburg the ideal partner. Their concept will bring PoR and Duisburg bigger volumes and improvement of customers services and transit time. Rail connections from Duisburg are numerous: south Germany, Poland, Russia, China, Slovakian, Italy, Switzerland, France, Austria, Romania, Turkey and Scandinavia. In 2014, Distri Rail is planning to introduce a system to connect sea container terminals at Maasvlakte and other continental terminals in Rotterdam per rail. A concrete plan has been presented to PoR.

German railway undertakings are in close contact with PoR. In discussions with EIA, they confirm the strong need to consolidate volumes from different port terminals with the opening of Maasvlakte-II. Unfortunately consolidation is not for free; consolidation costs have an influence on the competitiveness of a port. Unlike the PoR, they are convinced that the existing capacities in the port (RSC-I, main hub ECT) and Duisburg including the new rail-rail-Terminal in Duisburg will offer sufficient space for bundling the volumes - at least for the next ten to fifteen years. Consequently, this takes away the need for a new terminal infra on Maasvlakte-II.

The Betuweroute is meant to streamline a large part of these future flows (700 meter long trains; 100 TUE’s). However, for the coming 8 years, capacity bottlenecks are expected as a result of extension works between The Dutch and German network. The Port of Amsterdam, PoR and infrastructure manager Prorail are shareholders within ‘Keyrail’, the exploiter of the Betuweroute. Keyrail will offer non-stop dedicated freight connections to the EU hinterland. For potential clients (shippers, logistic service providers), the rather high price of infrastructure remains a financial bottleneck.

The current RSC-I handles 45 trains, 300.000 units (containers/trailers) annually. The Director of RSC is apparently pleased with the statement of PoR, though he is asking himself critically where such a new centre could be build between the currently four, later six rail terminals of ECT, APMT and RWG. APMT acknowledge a need to consolidate rail cargo as more terminals on the Maasvlakte will become operational in 2014. APMT is open to search best possible solution(s) with their partners, according to discussions with EIA.

The EIA conveys the ‘best wishes for 2014’ to the new CEO of PoR, Mr. Allard Castelijn. The expertise of EIA’s members is available and could be taken as best practice example to turn the good intermodal ambitions of PoR into concrete plans.
Global Intermodal representation: China

The EIA performed well at the Intermodal China 2013 held in September 2013 in Shanghai. The Secretary General Mr. Peter Wolters had the honour to address an audience of about 450 delegates, which underlined the great interest of Chinese authorities and market players in Europe’s intermodal expertise. About 60 supply chain managers of EU shippers such as BASF, Bayer, Carrefour and Akzo Nobel, along with logistic service providers like Bertschi AG, DB Schenker Rail, Gefco and Geodis attended as well. The conference was delivered in the forms of keynote speeches, panel discussion, case studies and dedicated shippers dialogues, while the focus was on markets in China, Russia, CIS, Central & South America and Africa.

In terms of value and time-to-market, and in the wake of western China’s booming development, intermodal rail connections with Europe are seen as a strategic option to avoid the time consuming maritime transport. Therefore, authorities are facilitating rail connections with the EU hinterland, notably through enhanced customs authority cooperation with their neighbouring countries. A 33% reduction of the tariff rate for transit container transportation by train from Europe to China via Belarus, Russia and Ukraine has further facilitated rail freight transit growth between Europe and China.

The EIA presented an overview of global intermodal trends; European intermodal policies; industrial innovative logistics concepts and a selection of concrete freight best practices. Proactive EIA members having a nose for opportunities attended this event and maintained contact with EIA to discuss strategies on how to align EU processes with new Chinese and Russian business realities. Also present was EIA member CRCTC (container department of Chinese railways) who has planned the construction of 18 large-sized railway container terminals. Currently, 9 terminals are operating: Dalian, Zhengzhou, Wuhan, Xi’an, Qingdao, Shanghai, Chengdu, Chongqing and the most southwest located Kunming terminal. Construction started at Urumqi, Shenzhen, Ningbo and Lanzhou. All of these terminals offer advanced equipments and supporting services like warehousing to guarantee an optimised transhipment process between rail and road and enable seamless intermodal transportation.

Secretary General Mr. Wolters interviewed Maersk and Nestlé China during a dedicated Shippers’ panel. Both companies were asked what kind of port-hinterland strategies they will develop and which new sustainable approaches they were embarking upon. From their side, they were interested in innovative solutions stemming from the shippers’ branch of EIA members. Furthermore, high level contact was established between EIA and Chinese officials involved within the “Reform Committee” dedicated to infrastructure and logistics issues.

Specific EIA members’ expertise will be requested as preparation for a Chinese delegation visiting Europe in 2014.

A more detailed report on governmental and market developments will be available in Annual Report 2013.
Initially driven by expanding oil and gas and petrochemical industries, new investments above $115 bln have been earmarked in the intermodal transportation sector including ports and rail across the Gulf Cooperation Council (GCC) region. Overall GDP is expected to grow at 5% annually until 2020 with population increases of 50 percent until 2024. Rail alone is expected to contribute over $70 bln in the next 5 years. This conference in Jeddah addressed the challenges & opportunities that lie ahead with regards to intermodal transport within the Middle East and GCC.

Objective of the GCC railway project is to build a harmonised and integrated network offering open access to new train operators, which is due to open within 5 years. $15bn has been earmarked via projects to establish interoperability within the GCC. Construction already started in UAE. Total rail route length is 2,177 km (663 km within Saudi Arabia) of which mixed use railway, but mostly freight. Freight services should go up to 120 km/h. The plan includes Dubai, the (still) largest container port in GSS region. Coordinated customs and immigration procedures are envisaged, also an integrated tariff system Regulatory Authority.

Existing movements include plastics, fruit, vegetables, construction materials, metals, mineral water, sugars and consumer goods. Trains are typically 50 wagons long carrying up to 200 TEU. The 10 trains per day operate currently between Dammam and dry port Riyadh.

The Secretary General of EIA, Mr. Wolters, has been in regular contact with a Saudi Arabian port development company, being owner of a management company for the new King Abdullah Port (KAP). EIA members’ expertise, EU project results, contacts etc. has been conveyed to the Saudi’s regularly.

The plan is to build a port that handles 20,000,000 TEUs annually. It will be the first private port in Saudi Arabia to be completely owned, developed and managed by private sector. First import/export operations will start Januari 2014. KAP is expected to be among the world’s top 10 container ports with depth of 18 meter, strategically located to Red Sea coast, the main marine route between Europe, Middle East and Asia.

BERTSCHI AG, a leading Switzerland-based logistics company specialising in liquid & dry bulk products for the chemical industry, signed MoU with Etihad Rail. DB International has been awarded a contract by Saudi Railways to support construction 444 km Haramain High Speed Rail project. Unit45 (developing, constructing, financing 45ft containers) jointed EIA at the event in Jeddah.
Further expanding its customer portfolio for Stage Two of the United Arab Emirates (UAE) national railway network, Etihad Rail – the developer and operator of the network – signed last August a Memorandum of Understanding (MoU) with EIA member Bertschi, the leading Switzerland-based logistics company specialised in liquid and dry bulk products for the chemical industry. This partnership will play an important part in the transformation of the regional transport network stemming from the planned East-West railway link running from Oman to Saudi Arabia.

To strengthen its position in the region, Bertschi also started a joint venture with Aldrees, the biggest petroleum retail company in Saudi Arabia. The newborn Aldrees – Bertschi Logistics Services Co. will develop its own intermodal logistics platform in Jubail, on the eastern coast of Saudi Arabia.

**BACKGROUND: BERTSCHI**

Logistics specialists Bertschi, De Rijke and HOYER set up independent 4PL joint venture Log4Chem

An independent fourth-party services provider (4PL) has been established in an international joint venture between three of Europe’s leading logistics companies, Bertschi, De Rijke Group and HOYER. The new business will operate in the market under the name Log4Chem. Instead of relying on its own equipment and assets, Log4Chem will function as a **neutral facilitator between contractors and services providers**, specifically in the area of chemicals-related logistics. This 4PL business model thus develops custom logistics solutions and implements them with the aim to become a market leader in Europe, Africa and the Middle East.

Beyond offering the usual modes of transport by road, rail and sea, Log4Chem offers their effective combination. **These intermodal solutions result in many benefits for customers, infrastructure and the environment.**
The East-West Transport Corridor Association (EWTC, member EIA) is an innovative instrument of regional and interregional cooperation among businesses, academia and the public sector. It aims at establishing a complete transport corridor capable of handling freight flows between Asia and Europe. Presently, special emphasis is placed on connecting land transport networks in China, the Far East and Central Asia with those in the CIS and Europe.

A rapidly increasing demand for transport on the East-West axis shows that the concerned states are facing various problems: speed of interaction among transport structures, differences in standards and systems, bottlenecks in just-in-time transport deliveries, etc. Therefore, development of global intermodal logistics chains is aimed at, much endorsed by EIA.

The value of goods in East-West Direction annually is estimated to € 12.7 bln resulting in an estimated market share of 2.3 percent for the EWTC in 2010. These are findings analysed within the EWTC- II Global Study on Trade and Transports in the East-West Transport Corridor, carried out by engineering and consultancy company SWECO AB (Sweden). The study thoroughly analyzed and forecasted the potential future freight flows for the long-term perspective 2030 – 2050, within the EWTC as a land bridge from the Baltic Sea Region to Asia/China including connections to the Black Sea area.

“The Impact of Technologies and Customs Procedures on Facilitation of Border Crossing Processes” was organised in Vilnius (Sept. 2013). Participants discussed the role of new technologies and innovations in speeding up customs procedures and border crossing processes. The event was organised by EWTC together with Lithuanian Customs Department and U.S Department of Justice ICITAP e-customs project. Representatives were customs, trade and academic community from Azerbaijan, Belarus, Ukraine, Lithuania, Sweden and the USA (40 participants). Identified problems related to the use of new technologies. It was highlighted that these technologies don’t always meet the expectations or give the expected maximum effect. Major problem is that national institutions working in the border-crossing area consider problems separately, in a fragmented manner. Border customs infrastructure is unable to control the increasing flow of goods. Even when political decisions on modernisation of border-crossing procedures are made, it takes a lot of time to prepare relevant legal acts, purchase and install necessary equipment or change operational processes.

‘Effective development of intermodal transport links between Asia and Europe’ was matter of discussion at another workshop (Berlin) organised by EWTC and LogistikNetz Berlin-Brandenburg. It was attended by delegates from Belarus, Belgium, Denmark, Germany, Lithuania Russia, Sweden and Ukraine. EWTC was so kind to invite EIA to deliver a key note speech. Photo: Secretary General P. Wolters, EIA.
Launch of the Horizon 2020 Framework Programme for Research and Innovation - First calls

“It’s time to get down to business” said European Research, Innovation and Science Commissioner Máire Geoghegan-Quinn while announcing the launch of the Horizon 2020 funding programme December 2013. With an envisioned budget of about €70 BLN (2014-2020).

Horizon 2020 is build around three pillars: 1) Support for “Excellent Science” – including grants for individual researchers from the European Research Council and Marie Skłodowska-Curie fellowships; 2) Support for “Industrial Leadership” – including grants for small and medium-sized enterprises and indirect finance for companies through the European Investment Bank and other financial intermediaries; 3) Support for research to tackle "societal challenges".

It was decided to support research towards meeting seven broad challenges, among which Secure, clean and efficient energy; Smart, green and integrated transport; Climate action, environment, resource efficiency and raw materials.

Good news is that less red tap will be needed. A simpler programme architecture should make it easier for participants to identify where funding opportunities exist; a single set of participation rules (covering issues such as eligibility, evaluation, Intellectual Property Rights, etc.); electronic signature of grants and amendments to simplify and speed up administrative procedures; simpler funding rules and a reduced burden of financial controls and audits.

First calls for projects under the new programme were presented on the 11th of December. In the field of transport – Mobility for growth – the first calls will fund innovative projects aiming at developing technologies for very-low emissions vehicles and ships, at reducing urban congestion and at improving intelligent mobility. For research and development projects the share of the EU contribution can be up to 100% of the total eligible costs. Innovation projects can receive up to 70% of the costs, with the exception of non-profit legal entities which can also receive up to 100% in these actions. In all cases indirect costs will be covered by a flat rate of 25% of the direct costs. Call for proposals: EU portal http://ec.europa.eu/research/participants/portal

The EIA participated in an ‘Ideas Workshop’ initiated and professionally guided by NewRail (Dec.2013). Purpose of the meeting was to generate ideas synthesised between experts, researchers and industry in open and free exchange. According the EC Working Programme, ‘impact’ to achieve should include a certain level X-% on-time delivery, improved loading capacity, guaranteeing multimodal operations, re-engineering production processes, leaner and more service-focused , reduction of X-% dwell times, increase in load factor etc.
‘Alliance for Logistics Innovation through Collaboration in Europe’ (ALICE) is the first officially recognised European Technology Platform on Logistics.

It is based on the recognition of the need for an overarching view on logistics and supply chain planning and control, in which shippers and logistics service providers closely collaborate to reach efficient and sustainable logistics and supply chain operations.

Estimations proof that logistics account for 10 to 15% of the final cost of finished good. Moreover, six countries out of the global top-10 logistic performers are from the EU, which means a potential EU leadership in the field. A 10% to 30% improvement in efficiency in the EU logistics sector would potentially equal a €100 – 300 billion cost relief for the European industry.

ALICE activities and output:

- Define research and innovation strategies, roadmaps and priorities agreed by all stakeholders to achieve the ALICE vision on Logistics. ALICE will support and assist the implementation of the EU Program for Research and Innovation HORIZON 2020;
- Foster innovation in logistics and supply chains, stimulating and accelerating innovation adoption;
- Raise the profile and understanding of new logistics technologies and business processes, monitoring progress and adjusting research and innovation roadmaps;
- Contribute to a better alignment and coordination of EU, national, regional innovation programs in logistics;
- Provide a network for interdisciplinary collaborative research involving industry, academia, public institutions.

Working Groups are discussion forums that prepare ALICE innovation roadmaps. A number of EIA members are participating.

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**BESTFACT milestone achieved**

BESTFACT is Europe’s first portal offering freight transport ‘best practices’. The project is gathering and thoughtfully assessing and promoting freight best practices, i.e. already successfully implemented solutions improving the performances of the European transport and logistics sector.

The selected cases are divided into three clusters: urban transport; green logistics and co-modality; e-freight. Concrete market cases briefly describe any new service or product, starting point/motivation, benefits, success factors, supply chain elements, etc. Ultimately costs have been decreased, profits and competitiveness increased, consequently the environment and other resources have been saved in line with EU sustainability goals.

Recently, the project has reached an important milestone by publishing a list of selected cases www.bestfact.net/best-practices. Examples of these Best Practices include Green Barge, Green Rail, Fresh Corridors, new terminal concepts, modern collaboration concepts, electric freight vehicles, modern last-mile city concepts and many more.

**Concrete example:** Motorway of the Sea between Nantes (France) and Gijon (Spain). This service, running three times a week, can carry 150 trailers and 500 passengers on each crossing. Further investment to develop this line dramatically reduces the congestion on motorways in Spain and France (about 5% of total traffic), while at the same time saving CO2 emissions.

This neutral knowledge base offers many advantages such as being easily exploitable and transferable by retrieving all the information necessary to emulate these Best Practices. Another goal of this initiative is to match freight and logistics cases with innovative research, thus giving industry and governments the ability to adopt proper policy instruments. EIA members and ‘friends of intermodal transport’ are invited to contact info@eia-ngo.com to discuss eventual integration of their case within BESTFACT.
ITENE (member EIA) is partner in EFRUD: ‘Emission Free Refrigerated Urban Distribution’, which is an EU funded project aiming at reducing environmental impact of refrigerated goods in urban areas. It joins the advantages of hybrid vehicles (electric in urban; diesel outside urban areas) and a training scheme for more efficient driving with a new, innovative passive cooling system. A test with a prototype vehicle having travelled over 8,000 kilometres in Rome demonstrated that the new technique is able to maintain temperatures between 2°C and 8°C while reducing fuel consumption by 11%. On top of that, it lowers the amount of noise and thereby improves the quality of life of all citizens and tourist in (historical) cities. Among various project partners is Consorzio TRAIN (Consortium for RTD on Innovative Transport). www.efrud.info

During the 2013 edition of CHINAPLAS, the Packaging, Transport and Logistics Research Centre ITENE took the opportunity to present their most recent innovation in the field of packaging, based on bio-nanocomposites, biodegradable and pertinent of natural sources. Thanks to these new improvements, bio plastics will be able to stand their ground in comparison with the reliability of traditional polycarbonates. This, in combination with the improved sustainability of bio plastics (which are not petroleum-based), should suffice as incentive for the industry to switch away from traditional packaging.

ISL (member EIA) is proud to proclaim that the SMITH research program has produced its first tangible results in the form of hardware components. It focused on the transport and flow of temperature controlled goods that need to be handled in a controlled environment (frozen or refrigerated foods, pharmaceutical products, chemicals etc).

The project focuses on measures to optimize the heating temperatures and reduce energy costs. To do so an expert system is developed that supports shippers and logistics service providers in their decision on the starting temperature of the transported goods. The software predicts the optimum temperature for specific applications based on current factors such as material properties or transport and weather conditions. The project, coordinated by ISL, started in summer 2011 and ran till the end of 2013. Source: www.isl.org
Innovative minded EIA members and industrial partners are active in the TELLISYS project. Aim: combining the advantages of existing loading units in a new MegaSwap-Box (MSB) solution.

After the general feasibility of an intermodal MSB was proven during the demonstration phase of the previous project TelliBox, the partners were very keen on taking the next step with TelliSys. With the combination of partners from the TelliBox consortium (Wecon, Wesob, EIA, Heiko Sennewald, RWTH Aachen University) and new partners DAF, GOODYEAR and GEFCO, the consortium can now focus on the complete system to create an even more attractive product.

Accordingly, within TelliSys, not only will the MSB be refined, also a new chassis will be developed adaptable to 40 ft. and 45 ft. containers. A super low deck tractor unit will have a significantly lower fifth wheel height than existing low deck tractors. Also a set of new tyres to support the tractor unit is part of the project. At the end the consortium expects to have a technically mature and marketable system for intermodal transport, consisting of components which will be attractive alternatives for the transport market by themselves and even more so in their combination.

Technical cutting edge innovative information is for project partners only. More general information: read upcoming EIA annual report 2013.

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**TWORTY BOX**

The Port of Hamburg tested a new ISO container called “TWORTY Box” (twenty + forty box). This fully utilisable 20’ box has a second set of doors on the rear side, which can open inwards and be fixed to the container sealing in order to allow the coupling of a second TWORTY Box, thus merging into a standard 40’ container. The purpose of this new modular unit is to reduce the amount of underutilised space on vessels and increase the load factor of every box. Two coupled TWORTY box prototypes stuffed with 20t of break bulk cargo successfully underwent sea trials between Hamburg and Montreal.

Source: www.hafen-hamburg.de
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