



Trāns Baltic

Intermodal Terminals in the Integrated Transport System of the Baltic Sea Region Development Trends and Policy Consequences

Presentation of WP 3.2 study,
Terminals part
Copenhagen, Denmark 2012-03-29



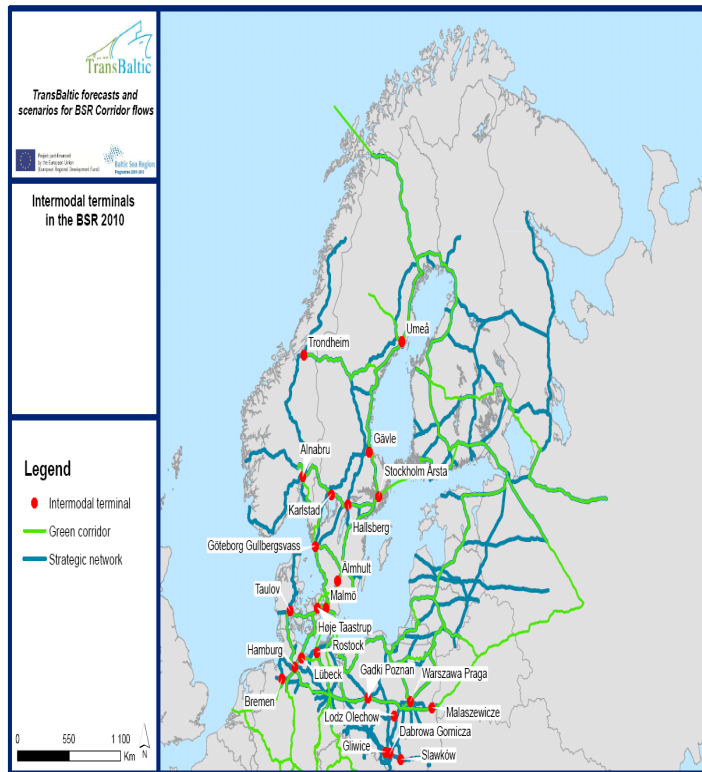
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REGION
VÄSTERBOTTEN

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Development Trends and Policy Consequences



Departing point

- Hubs=ports and intermodal terminals, important role in the future
- Many hubs/terminals were built during monopoly times
- Need big volumes
- Difference between Maritime and continental Rail/Road containers
- Rail: Single load traffic down. Today shippers look for smaller units. Will lead to coexistence between modalities on tracks, even continental units.

Figure 6.1 Land-based terminals over 40 000 TEU per year 2010



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Future

- Intermodal terminals different design, include logistic terminals and warehouses where stuffing/stripping of intermodal units will take place
- EC white paper leads to focus on greening transports
- Ports developing intermodal services for semi-trailers
- In Sweden Jernhusen trend to tender operations to become more efficient
- CargoNet Norway operates 11 terminals
- In Europe and Denmark Freight villages common, only two of Danish close to intermodal terminals

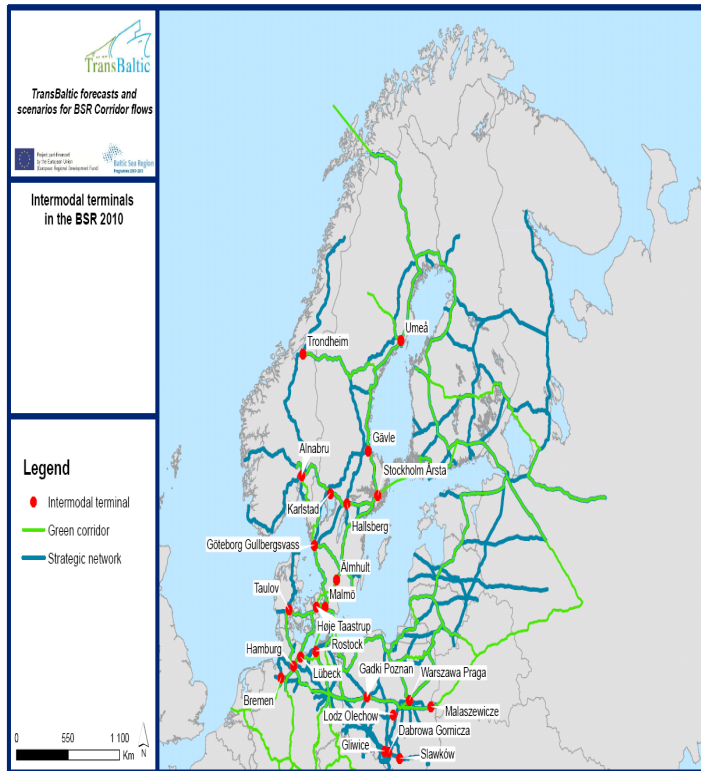


Figure 6.2 Land-based terminals over 40 000 TEU per year 2030



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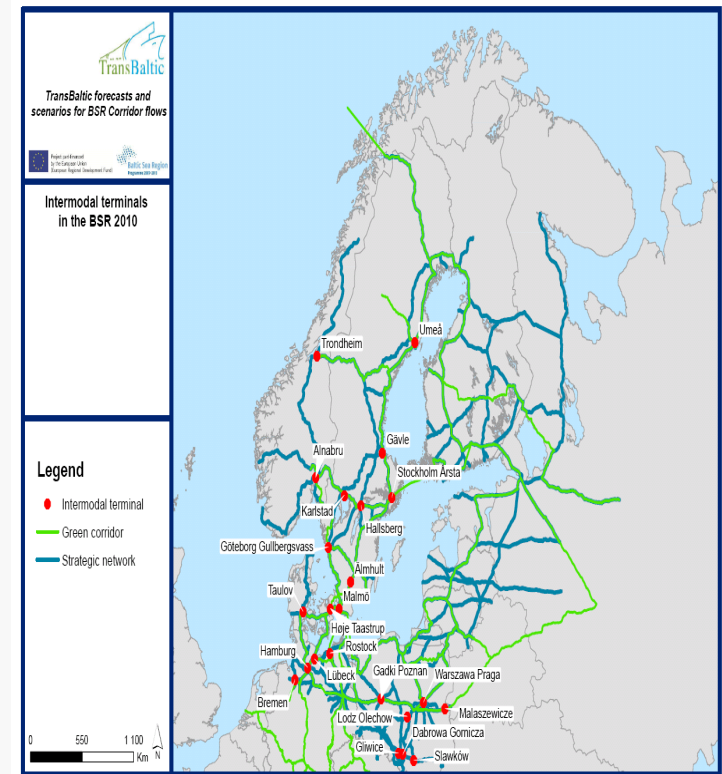


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TO CONSIDER

- HOW TO COLLECT DATA IN THE FUTURE
- HOW TO BECOME MORE EFFICIENT
- SHALL EVERY MUNICIPALITY HAVE ITS OWN TERMINAL
- WILL THIS PICTURE BE VALID 2030



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Thank you for your attention

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