

Task 5.5

Final report, Version 1



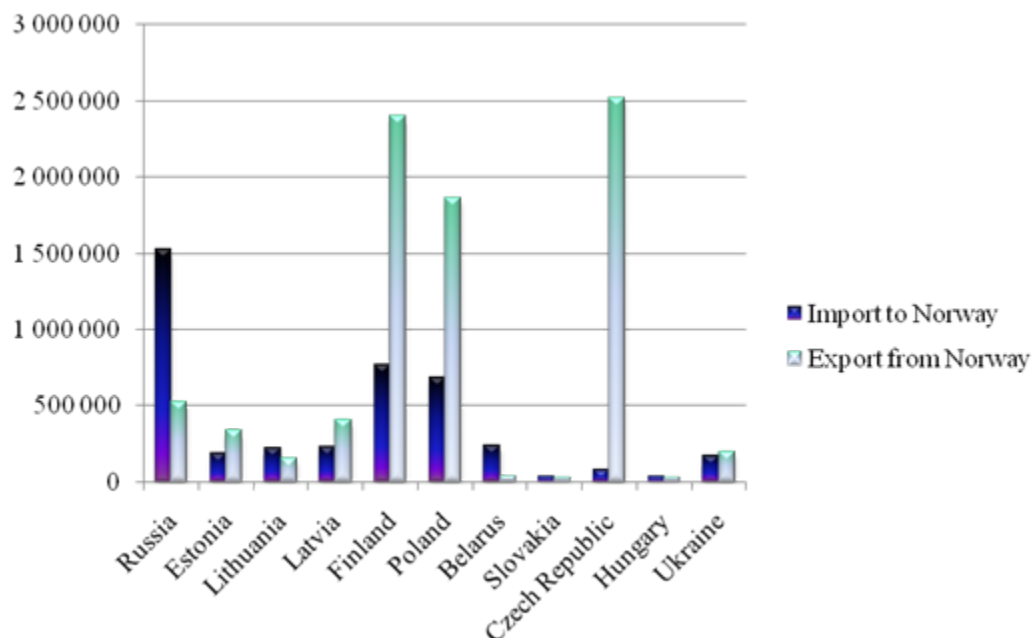
® Rail transport solutions for North-South and East-West flows

Pre-feasibility study on enhancement of rail transport flows and developing business concepts for deployment of rail transport



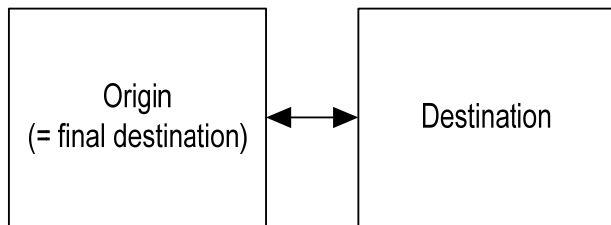
- A** Assess if the goods flows in the study area are sufficient to create profitable rail transports
- B** Map hindrances and bottlenecks against rail transport in those corridors identified in bullet point A
- C** Assess possible solutions and actions to resolve bottlenecks and hindrances

A Goods flows in the Baltic Sea Region

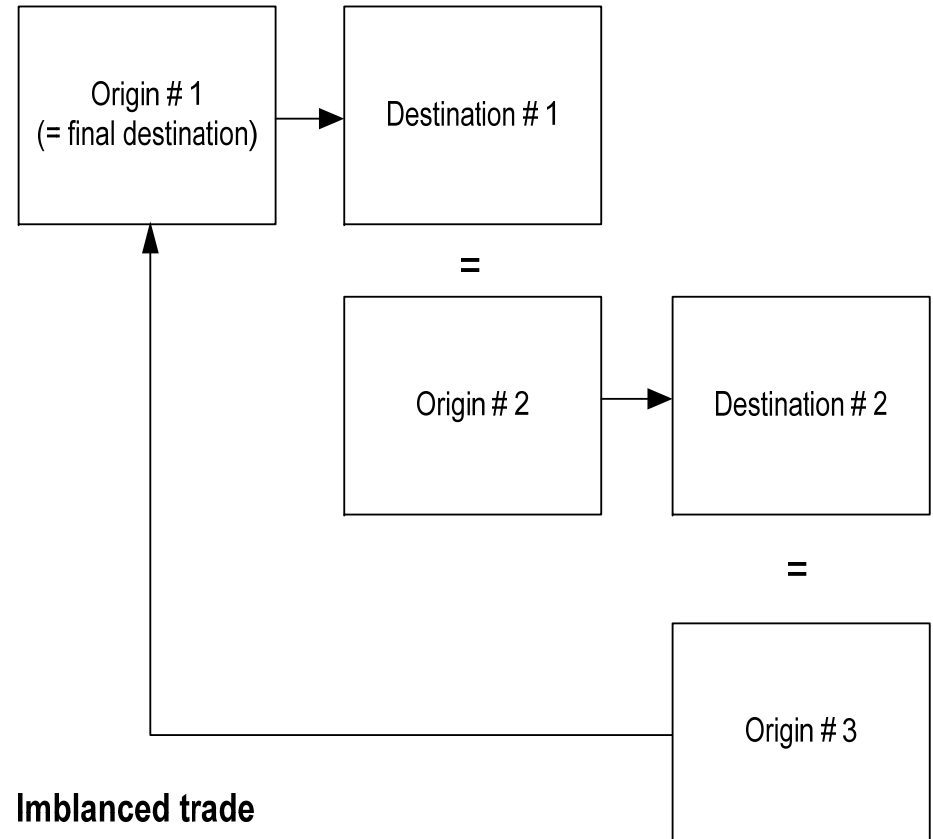


- ® Norway – Germany
7 mill tonnes
excluding oil and
gas
- ® Germany – Norway
2.3 mill tonnes in the
same period.
- ® Export to Czech
Republic exceeded
2.500.000 tonnes,
but only 55.000
tonnes feasible for
rail transports

A Imbalanced trade



Blanced trade



Imblanced trade

A Study area

“Volumes larger than 1 million gross tonnes per year in one direction should make it possible to fund rail solutions without unrealistic market shares in that direction”

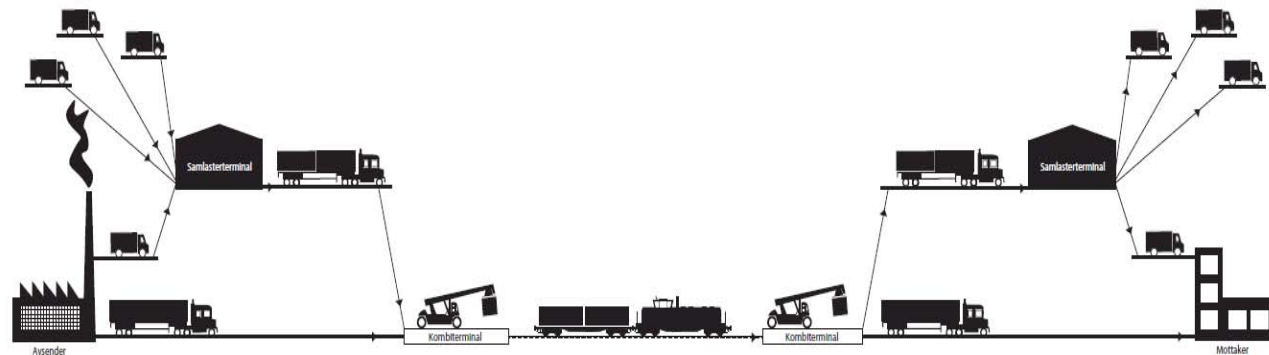




A Concentrating on intermodal transports

Most of the existing market in Norway is tuned for intermodal transport

Possible senders/receivers in Norway do not have a track connection





B Hindrances and bottlenecks against rail transport in the study area (1)



- Ⓡ Interviews/workshops with different parties in the supply chain
- Ⓡ Identified factors that reduce the overall competitiveness
 - Ⓡ Lack of trust in ability to deliver the demanded service level
 - Ⓡ Actual lack of ability to deliver the demanded service level
 - Ⓡ Immature market
 - Ⓡ Infrastructure related bottlenecks
- Ⓡ The hindrances were stated as general to the rail freight industry, and not specific to the Baltic Sea Region.

B Hindrances and bottlenecks against rail transport in the study area (2)

- Ⓡ Identified factors that reduce the overall competitiveness in the literature study:
 - Ⓡ Infrastructure related bottlenecks and different signalling systems
 - Ⓡ Immature market and time consuming processes to create agreements with train operators
 - Ⓡ Low reliability
 - Ⓡ Low frequency



C Solutions and actions to resolve some bottlenecks and hindrances

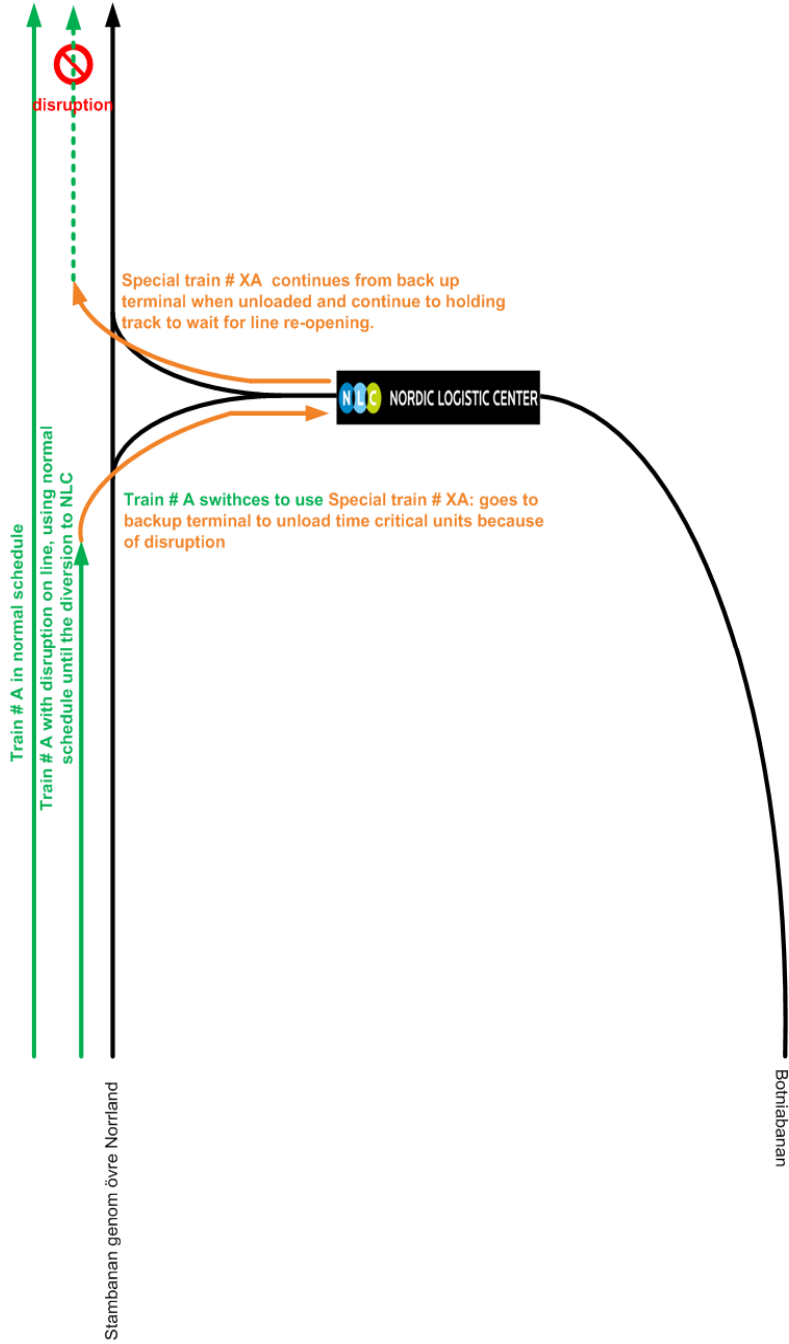


- Ⓡ Identified solutions and actions to resolve these issues
 - Ⓡ Terminals along the route to be utilised as backup, creating flexibility
 - Ⓡ Improving logistics knowledge for rail and intermodal transport
 - Ⓡ Increase the markets understanding about the possibilities and defuse the technical problems with interoperability that faces international rail freight traffic
 - Ⓡ Integration between facilities for logistics operators and intermodal terminals to improve rail freight efficiency
- Ⓡ The transnational working group decided to concentrate on to actions:
 - Ⓡ C1 - Backup terminals, and
 - Ⓡ C2 - “More attractive intermodal transport”

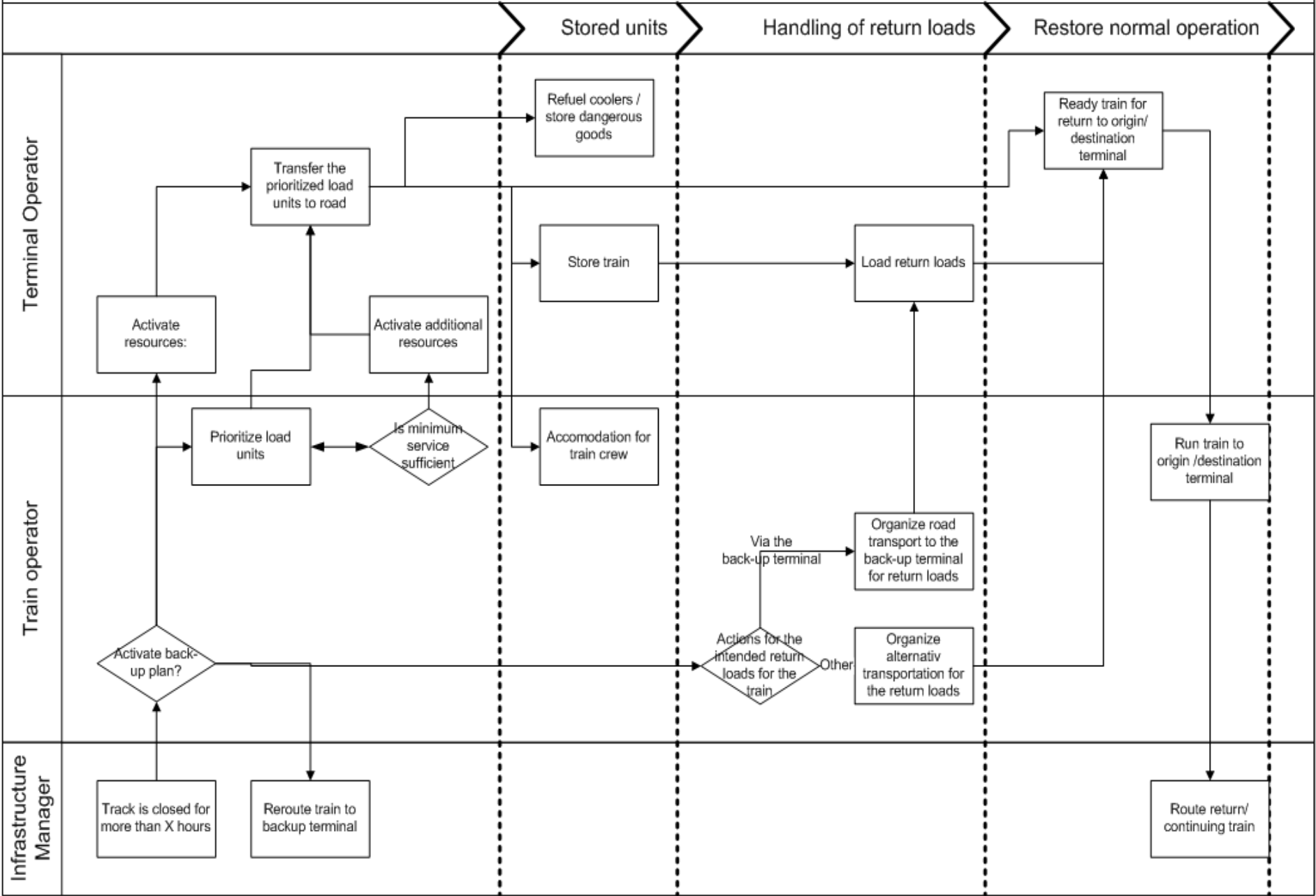


C1 Freight terminals as backup in case of severe traffic disruption

Towards Luleå



Backup terminal work flow



C2 More attractive intermodal transport



- ® Intermodal transport user workshop
 - ® Participants from the intermodal supply chain
 - ® First workshop: identify necessary actions for international intermodal transports to be competitive compared to road transports
 - ® Second workshop: prioritise actions and find who is in best position to implement



C2 Actions proposed for the Norwegian Rail Administration



- Ⓡ Formalise and extend the “International intermodal user workshop” to improve coordination in the supply chain and overall competitiveness
- Ⓡ Increase the knowledge of the supply chain for combined transports
- Ⓡ Create robust transport schemes
- Ⓡ Review of the prioritization practice.



C2 Actions proposed for the Norwegian Logistics and Freight Association (LTL)



- Ⓡ Coordinate a common message from all the parties in the supply chain: A common information strategy that highlights the “brilliances” of rail freight transport
- Ⓡ Arrange an intermodal rail transport seminar
- Ⓡ LTL is in the position to contribute to each party improving their performance in the supply chain
- Ⓡ LTL is in the position to encourage the parties in the supply chain to (individually and in common) make robust transport schemes that can handle minor disruptions without affecting the quality of the service

C2 Meeting with the Norwegian Public Road Administration



C Further cooperation with the Norwegian Rail Administration, the Norwegian Logistic and Freight Association and the Norwegian Public Road Administration



- Ⓡ A common interest to transfer goods from road to rail (and sea)
- Ⓡ The Norwegian Logistics and Freight Association has already started to handle some of the actions identified
 - Ⓡ Seminar in September 2012 intended for all the parties in an intermodal supply chain
- Ⓡ The ENCN will have a continuous dialogue and follow up with the three authorities
- Ⓡ Backup terminal: Railconsult in further dialogue and cooperation with ISS and Green Cargo



Finalising the report

® Implement

- ® Contributions from sub-concepts
- ® Comments from this seminar

® Final Version 2 by the end of next week ?



Thank you for your attention!



Any further questions and/or comments ?