

Do you own or handle goods?

With only one transshipment you can reach almost the entire world. New technologies make it possible to lift standard trailers, shorten the handling time at terminals and letting you know exactly where your trailer is.


Do you want to benefit from the advantages that rail and sea give you? Do this short quiz to find out if your company has the potential to use the world's most environmentally friendly transport option!

	-1 points	0 points	1 points	Multiply
Commodity	Small shipment size (only a few pallets/time and/or very seldom)	Small shipment size but often	Large shipment size (multiple containers to same location)	x 4
Transport distance and infrastructure	Transport distance is less than 300 km	Total transport distance longer than 300 km	Total transport distance longer than 500 km	x 4
Flexibility and reliability	Large variation in shipment size and frequency	Medium variation in shipment size and frequency	Small variation shipment size and frequency	x 2
Competition road	Much cheaper using road transport because of imbalances/far from terminals	Approx. the same price	Existing intermodal shuttle available within 50-100 km (at each end)	x 2
Company intention	We don't care, only concerning price	Yes but without using any time or money	Yes, we want to do an effort to become greener	x 1

Did you get 5 points or more? Congratulations, see next page for contact information to learn more about how you could make this modal shift real! Did you get less than 5 points? Note that this is just an indicator, your goods may be suitable for railway or sea. Give us a call and we will help you.

Get in touch

For more information and guidance in how you can shift your goods from road to rail or sea contact us at:

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The Scandria® Corridor is the shortest link between Scandinavia and the Adriatic Sea covering to a large extent the ScanMed Core Network Corridor. See www.scandria-corridor.eu for news and further information.

GO MULTIMODAL!

Greener transport from key hubs



Our hubs

Örebro region

- Sweden's number one logistics location. You reach 70% of the Swedish population in 2 hours.
- Scandinavia's largest marshalling yard, with 2,500 trains passing through every week. 1,000 wagons are shunted here every day.
- Dry port of Gothenburg with daily intermodal connections.

Skåne

- The gateway to the Scandinavian Peninsula with four TEN-T ports and the Öresundbridge. About one third of the Swedish import and export passes through Skåne.
- The four ports handled 31 million tonnes in year 2017.
- Skåne offers great multimodal possibilities, with six combi terminals (whereof four are situated in ports) connecting two of the main railway lines and main roads between the three major cities in Sweden.

Rostock

- Biggest German Baltic Sea Port with 27 million tons in 2017.
- Most direct and shortest way (in terms of transit times) between Northern Europe and Central as well as Southeast Europe.
- Multimodal hub connecting high frequent ro/ro services with high competitive intermodal hinterland links and a high-capacity motorway network.

Hamburg

- Germany's biggest seaport – with 136.5 million tons of cargo in 2017.
- Europe's largest rail port - more than 2,300 freight trains per week, including 2,000 container train connections per week.
- Hamburg offers a total of 11 intermodal terminals for both port hinterland traffic as well as continental intermodal traffic.

Oslo region

- The major freight hub for general cargo in Norway
- Alnabru Freight Terminal Cluster consisting of a rail terminal and several forwarders terminal.
- Port of Oslo is the largest public port in Norway for general cargo and containers with weekly feeder services to and from the major hubs in Europe, among them Port of Hamburg. Total volume in 2017 was 6 million tonnes.

Berlin-Brandenburg

- Centrally located at the intersection of major European North-South / East-West transport corridors; close to emerging markets in Central and Eastern Europe
- Serving rail, road and inland shipping in 3 freight villages and 7 multimodal transport terminals
- Offering an innovative and close-to-politics business environment at the cutting edge of railway and transport engineering.

Findings

- Direct freight flows between Norway and Western / Central Europe of around 45,000 trailer/ year from Germany and Poland that could be shifted from road to rail or short sea shipping.
- Connections between Alnabru in Oslo and Hamburg or Malmö are most feasible.
- Flows towards Örebro Region from Central Europe (mainly Germany) counts to 10,000 trailers/year and Örebro to Central Europe comprise 5,000 trailers all of these with high potential for a modal shift from road to rail.
- A potential for introducing a railway shuttle between the Region Örebro to central Europe 2 times per week, assuming 30 trailers per train.
- The findings show that 56% of international road transport of Danish vehicles has a total distance of 300 km, principally this could be shifted to rail or sea.

What we need to work for

Competition from road:

- More efficient handling at terminals - implementation of new technologies
- More direct intermodal connections between terminals in Scandinavia and Central Europe
- Better and more widespread use of information and new technologies
- Collaboration between companies with smaller volumes

Flexibility and reliability:

- More efficient infrastructure (such as double tracks)
- Better ad hoc solutions

Transport distance and infrastructure requisites:

- Easy access to terminals
- Increased train lengths could further improve economic feasibility and benefits of direct rail services
- Rail-Road Terminal infrastructure