# CONTINENTALE BUNDELING

# ASPECTS

- Why a container **handling** subsidy ?
- From road to **intermodal**
- The situation **today**
- The **concept** and data analysis
- Three **alternatives**
- The **potential**
- The **return** on investment to society

# *WHY A "THE CONTAINER HANDLING SUBSIDY" FOR TRANSPORTERS*

## • *BASIC STORYLINE*

- Transport of goods still to grow with 20 to 30% over the next 10 years
- Congestion of roads is growing
- Large infrastructure works (Oosterweel) will diminish road capacity in the next 10 years
- Future of Belgium as "the" logistical hub in Europe is at stake

- Part of the solution :
  - Road transport companies need to think more intermodal and focus more on local distribution
  - Decongest great axes by using alternatives
  - Better for climate & environment

# FROM ROAD TO INTERMODAL

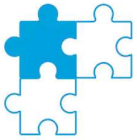
## OPPORTUNITIES

- A sustainable transport for long distance and a solution to drivers shortage
- Enlarge portfolio of customers and enter new markets

## CHALLENGES

- Invest in intermodal equipment semi-trailers or swap bodies
  *higher investment costs*
- Switching from a driver-accompanied operational set-up to non-accompanied transport
  *more complex and labour intensive operations*
- Need for a reliable partner or own subsidiary in destination countries
  *right partner choice*
- A truck is flexible to join his next loading point after a delivery (back load). An intermodal transport unit must find his next cargo nearby the terminal of arrival
  *less flexibility for a next load*
- Exposure to delays by the rail operator in intermodal
  *exposure to quality & service level*

## FUTURE



- Intermodal can support solutions to traffic congestion in Flanders
- Short-distance regional shuttles to by-pass congestion zones (Antwerp-Brussels)

# *THE SITUATION TODAY*

**99%**
**of the time, cost drives choice of transport mode**

**€€€**
**Rail is competitive once the cargo is on rail**

**The surplus cost comes from the cargo handling between transport modes**

## Our proposal

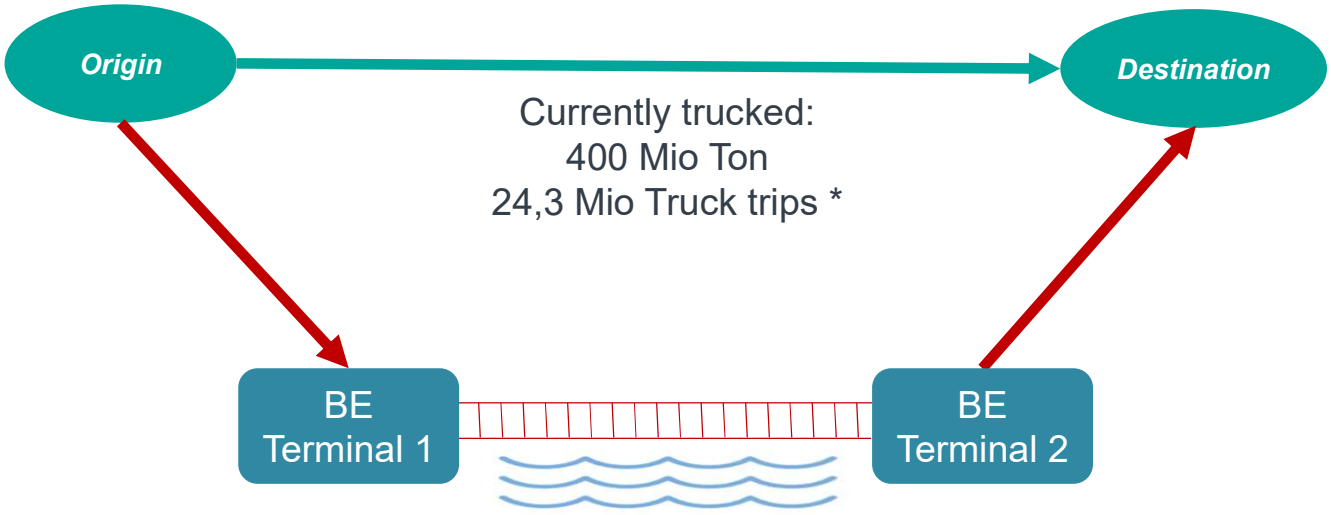
**€40**
**Handling cheque**

# THE CONCEPT & DATA ANALYSIS

## *FIRST & LAST MILES (F& L M) ARE TRUCKED, THE LONG HAUL IS PUT ON RAIL OR BARGE*

***Trucked scenario***

***Modal shifted scenario***

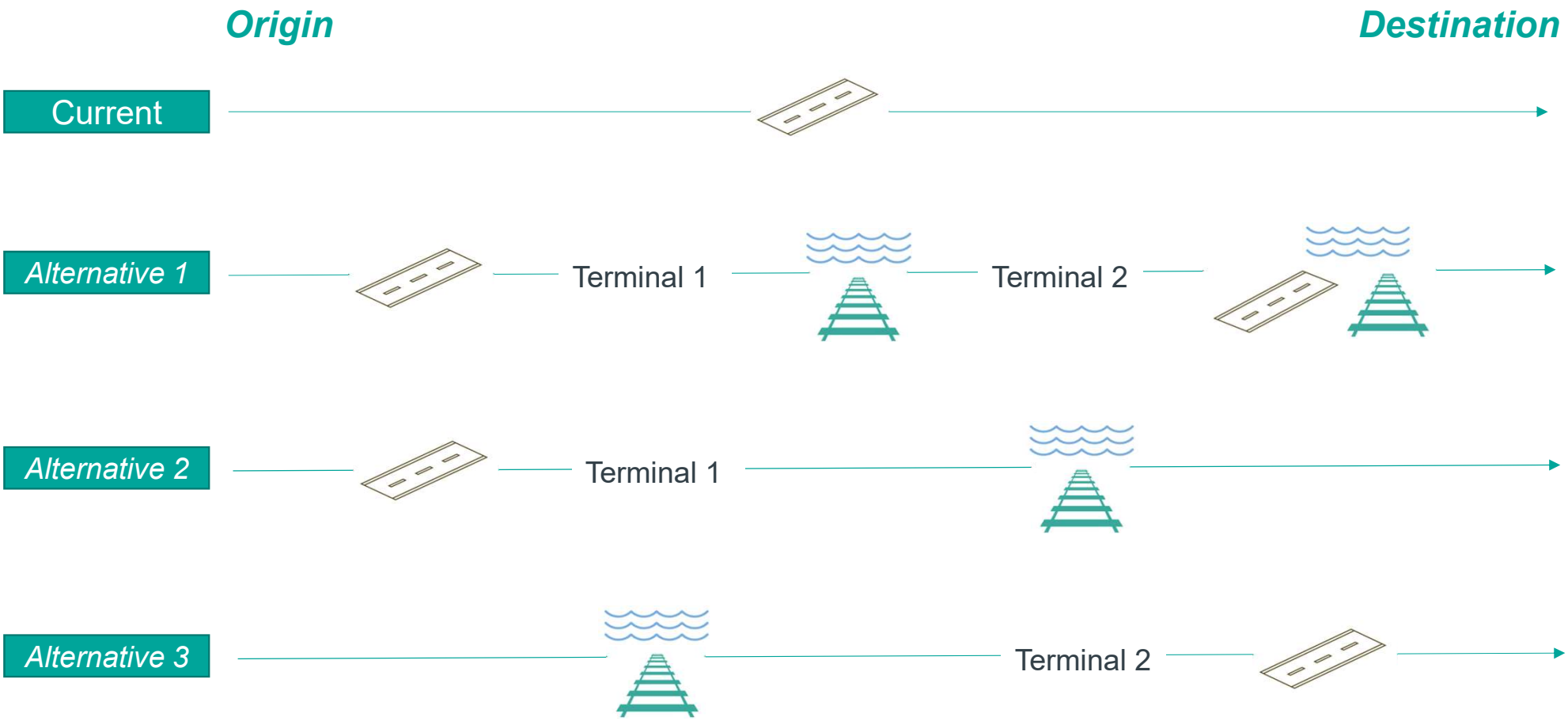


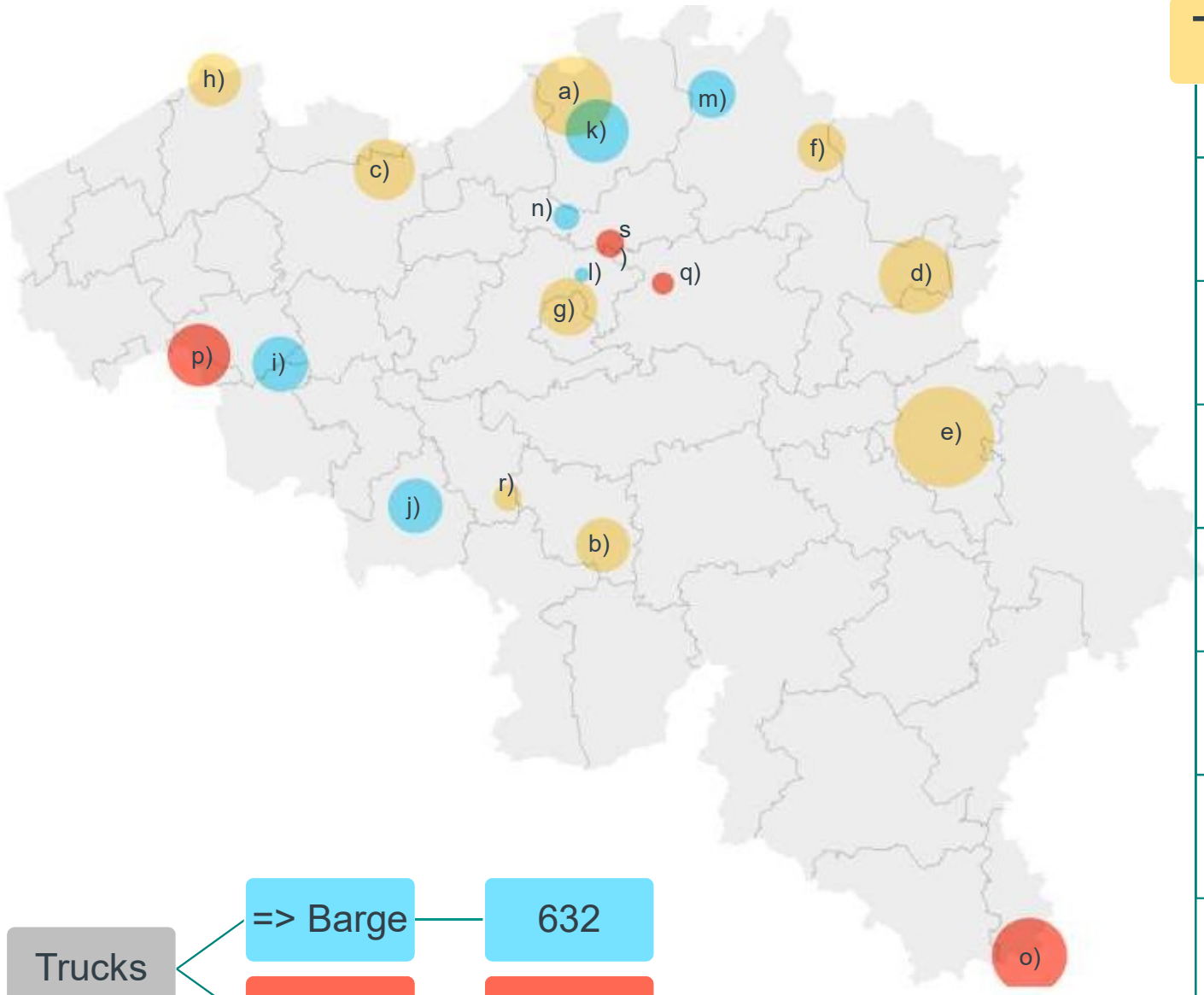

** Excluding transhipments*

***Methodology***

- Trucked traffic data 2015 per NST & NUTS 3 (Statbel).
- Distances calculated based on the NUTS3 latitude & longitude coefficients
- Load factors per NST (TU Delft) used to derive the number of trucked trips
- Assumed degree of containerisation potential based on OakTrees' assessment of affinity with rail per NST code:
  - High affinity 60 %
  - Affinity 30 %
  - Grouped goods (NST 18) 10 %
  - Low affinity 0 %

# HENCE THREE ALTERNATIVE SCENARIO'S






Trucks

=> Barge — 632

=> Rail — 681

## Trimodal

- a) Antwerp
  - •Rail: 120 / 113
  - •Barge: 26 / 14
- b) Charleroi
  - •Rail: 29 / 39
  - •Barge: 16 / 37
- c) Ghent
  - •Rail: 38 / 39
  - •Barge: 56 / 26
- d) Genk
  - •Rail: 61 / 51
  - •Barge: 62 / 66
- e) Liège
  - •Rail: 107 / 103
  - •Barge: 34 / 197
- f) Mol & Meerhout
  - •Rail: 32 / 30
  - •Barge: 18 / 12
- g) Brussels
  - •Rail: 29 / 38
  - •Barge: 44 / 27
- h) Zeebrugge
  - •Rail: 26 / 31
  - •Barge: 33 / 26

## Barge

- i) Avelgem 67 / 64
- j) Ghlin 64 / 61
- k) Deurne 120 / 48
- l) Grimbergen 3 / 3
- m) Beerse 54 / 37
- n) Willebroek 19 / 6
- q) Herent 16 / 8

## Rail

- o) Athus 136 / 113
- p) Rekkem 72 / 88
- r) La Louvière 12 / 16
- s) Muizen 16 / 20

# *THE RETURN ON INVESTMENT TO SOCIETY*

*WE CAN TAKE **1.300.000 TRUCK TRIPS** OFF THE ROAD WITH A **HANDLING CHEQUE OF € 40 PER UNIT PUT ON RAIL OR BARGE***

**+1.919 million TonKm shifted per year**

**(8% of all trucked volumes)**

**1.000 hours of traffic saved per day**

**€ 160 million external costs saved**