

Contribution of intermodal transport to efficient logistics chains

2016, April 21st
Port of Gijón
El Musel s/n, 33212 Gijón – Spain



09:00 Check in

09:30 Welcome Session

D. Ovidio de la Roza, Presidente de ASETRA y de CETM
D. José Manuel Caldevilla Suárez, Director General de la Agencia Asturiana de Transportes y Movilidad del Principado De Asturias
Dña. Ana Braña, Concejala de Hacienda y Sector Público del Ayuntamiento de Gijón

10:00 Transport White Paper and intermodal transport, Motorways of the Sea, Rail motorways. Transeuropean Transport Network.

Eduard Rodés, Director of Escola Europea de Short Sea Shipping

11:00 Round Table: intermodal transport training

Moderator: Rosa Aza, Universidad de Oviedo
EKNOWIT project: José Manuel Montes, Universidad de Oviedo
Adriana Díaz, Projects, Knowledge & Quality Manager Escola Europea de Short Sea Shipping

12:00 Coffee-Break - networking

12:30 Round Table: intermodal complementary services for road transport

Moderator: Dulsé Díaz, CETM Communication responsible
Motorways of the Sea, Sebastiano Cirnigliaro, Grimaldi Commercial
Rail Motorways, Miguel de Sanjuan Business Development Manager, VIIA
Ismael Álvarez, Asturcoop President

13:30 Closure

Laureano Lourido, President of the Port Authority of Gijón
Eduard Rodés, Director of Escola Europea de Short Sea Shipping



Intermodal Transport Policy

As a result of studying the package of policies, regulations and strategy papers developed by the Commission, the intermodal transport sector has a list of key challenges to achieve:

- Innovation for the future: A quick and cheap transition to more efficient and sustainable European Transport System with more efficient vehicles through new engines, clean energies (fuel and propulsion systems) and better use of the trans-European transport networks and safer operations with Intelligent Transport Systems.
- TEN-T network allow an exhaustive use of transport modes with multimodal combinations assuring the connections between the main nodes of the EU.
- Collaborative logistics contribute to achieve the goals of the supply chain in an optimal way, providing a flow of information, resources, service providers and saving of money.
- Improving efficiency in transport and infrastructures by using ICT systems and market based incentives.



Intermodal Transport Training

Logistics is a key sector for an economy being an important part of the EU added value and generating more than 11 M. of jobs in Europe.

We can find some schools and universities in the EU offering specific logistic courses and degrees. Some of these courses have been financed by EU programmes as Marco Polo. This type of programmes have allowed the development of EU learning networks which are connected to enterprises and logistics sector. This connection between the learning network and enterprises means that most of trainees are experienced professionals able to offer real practical knowledge and students can have a direct contact with the sector.



Rail Motorways: a model for the future partnership

On a rail motorway, complete trucks are transported by train, unlike conventional combined transport, which involves the carriage of mobile trailers or containers. This system can transport all types of semi-trailers that meet European standards and does not require carriers to invest in specific equipment.

- More efficient logistics
- Reduced Transport Cost
- Benefits for communities
- Social advantages



eKNOWIT

The purpose of eKnow IT was to share Modal Shift success stories in Europe between the intervenient and potential Target Groups like Universities, Transport Institutes and Professional Associations. In particular, core activities included to identify real examples of European Modal Shifts, develop Case Studies with scientific value recognized by the academic community and include them as training tools in University Courses, seminars, Associations' workshops and International fairs.

The project achieved the following goals:

- Gather disperse information on real European examples of modal shift from road.
- Select the success stories that, showing measurable benefits for all intervenient, assure a good coverage of a wide range of transport activities.
- Develop training tools with high academic standards and scientific value (6 Intermodal Case Studies).
- Disseminate these Case Studies through the Target Groups.
- Promote the fields of transport and logistics within the academic community rendering them a more "research attractive" quality

eKNOWIT presented the following intermodal transport case studies:

1. **Motorways of the Sea: Gijón – Nantes Saint Nazaire**
Four years operating: 8000 vehicles, 144.000 passengers
2. **Horizontal collaboration in Logistics: The case of Procter and Gamble and Tupperware**
1st years savings: 17% transportation costs, 150.000 trucks-km, 200 CO2 tones
3. **RISING: Integrating Inland Waterways in intermodal chains- – ILL Case**
Implementation of RIS services assisting logistic companies, ports and terminal operators, and fleet operators, thus addressing RIS to the transport and logistic sector.

Viking Train: Connecting Baltic Sea and Black Sea

Since 2003: Freight volume rising each year. 41.185 TEU containers (2014).

Gulfstream.MOS

In the 4 years between 2011 and 2015 the MOS transported 62.000 road transport vehicles representing a saving of 1.9 billion road tkm .

Good multimodal practices in GM Spain

5.000 rail wagons per year to import engines and transmissions from GM-allied plants in Europe. 1750 cars/day, 50% by train, Mokka: 400 containers/week

