

Building a national hub with rail shuttles

Dry Port Conference
Edinburgh 2010-10-22

THE PORT OF GOTHENBURG AT A GLANCE

A stylized map of Sweden in a light olive green color, set against a light blue background representing the sea. A small red dot is placed on the west coast of Sweden, indicating the location of the port of Gothenburg.

2/3 of Swedish container volumes

1/3 of Swedish oil volumes

1/4 of Swedish car volumes

41 million tons of goods

175 calls/week

The only Swedish port that can handle
direct calling ocean going vessels

OUR PLACE IN THE WORLD?

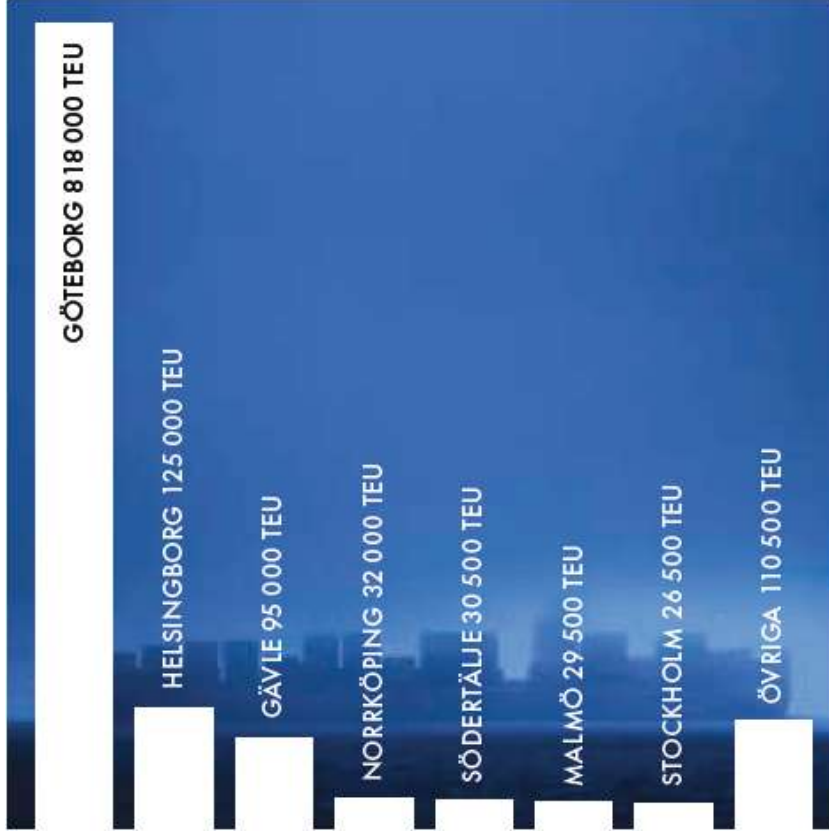


OUR PLACE IN THE WORLD!



CONTAINER VOLUMES

BIG IN SWEDEN,



**SWEDEN:
1,4 MTEU**

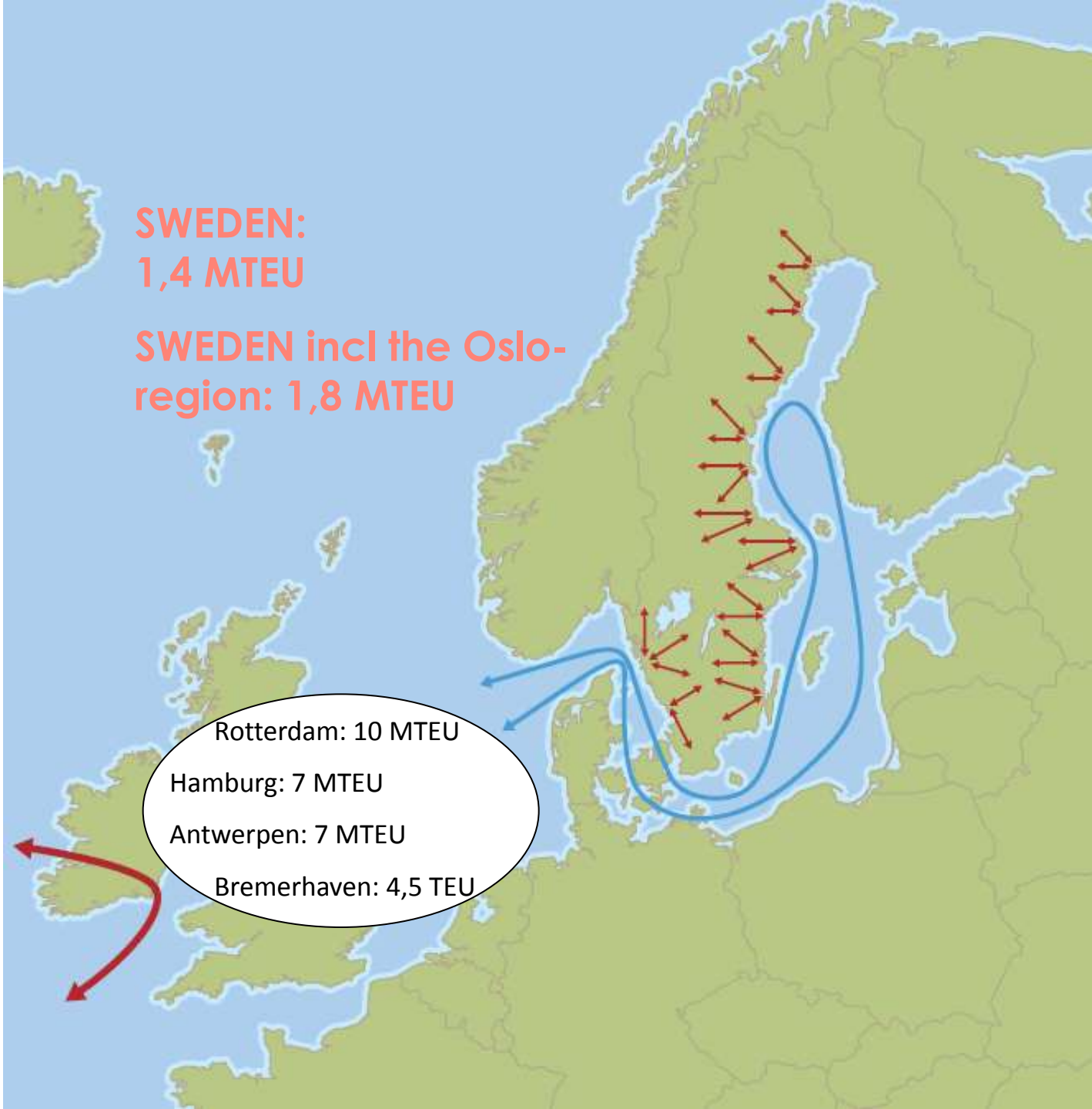
**SWEDEN incl the Oslo-
region: 1,8 MTEU**

Rotterdam: 10 MTEU

Hamburg: 7 MTEU

Antwerpen: 7 MTEU

Bremerhaven: 4,5 TEU

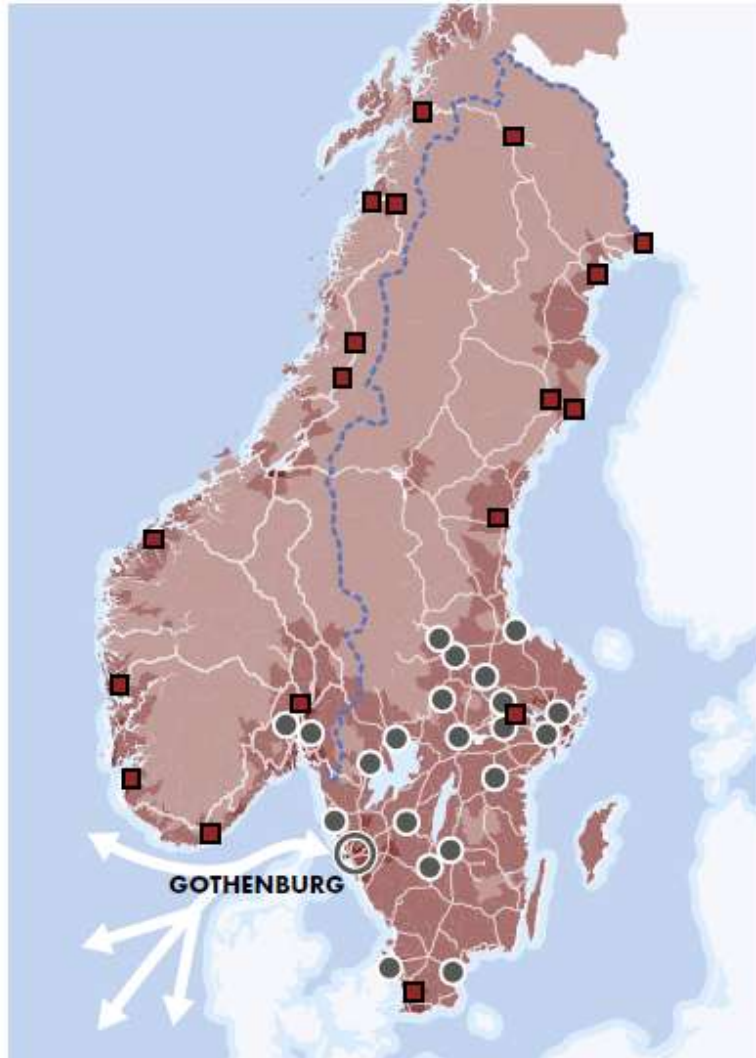




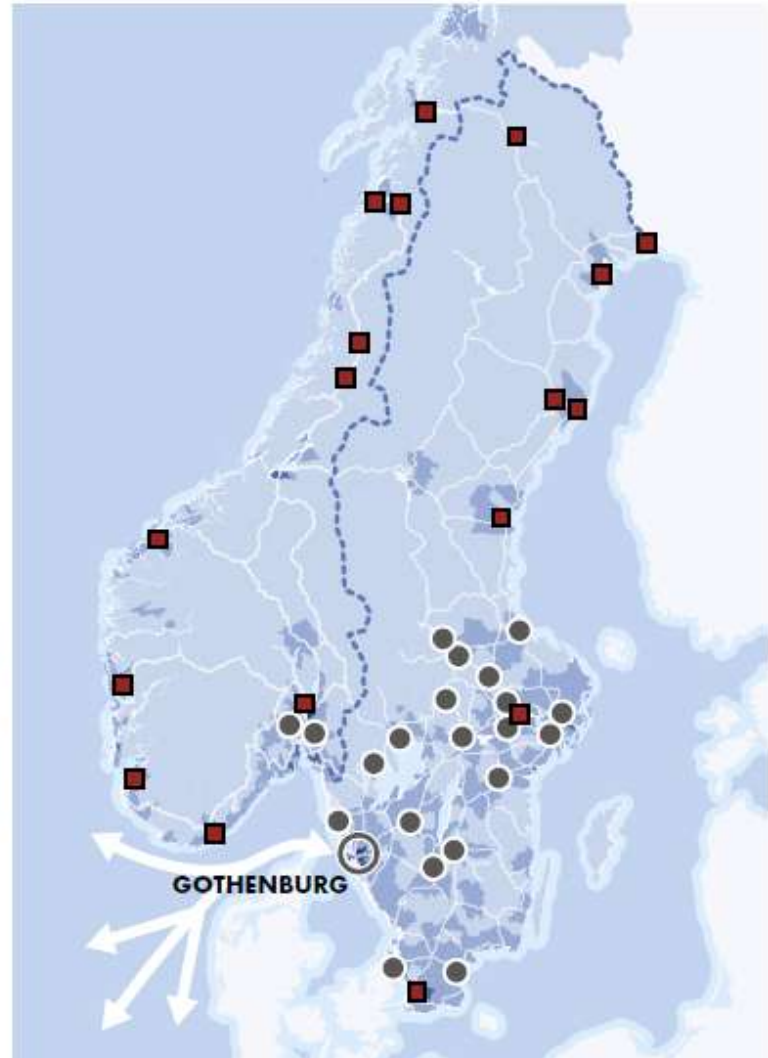
PORT OF GOTHENBURG

building a Scandinavian hub with rail shuttles

Population (consumption)



Production

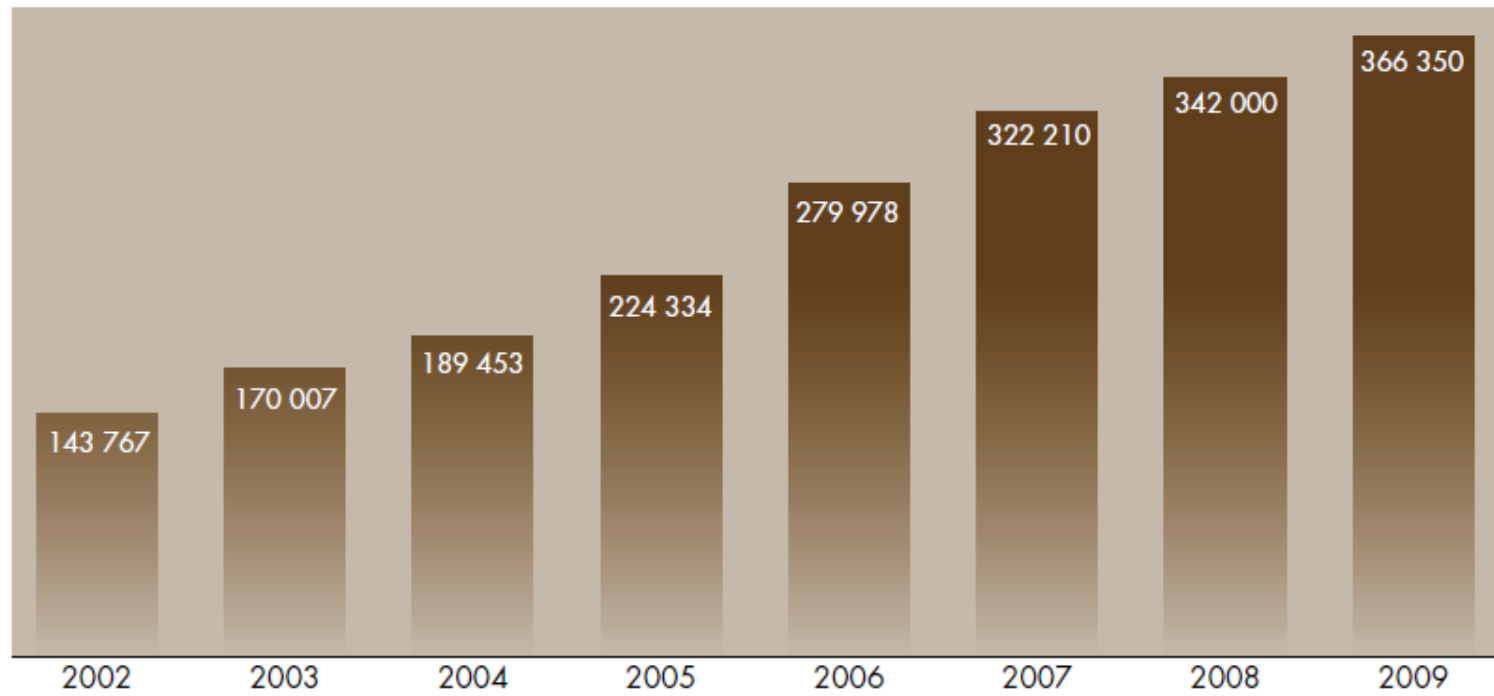


RESULTS 2000-2010

- ✓ From 1 – 26 rail shuttles
- ✓ 366 000 TEU handled in 2009 (+7%)
- ✓ From 1 – 9 rail operators
- ✓ Improved environmental performance
- ✓ Increased hinterland
- ✓ Lowered costs of hinterland transit
- ✓ Improved overall logistic services

DEVELOPMENT OF VOLUMES

Rail volumes TEU Port of Gothenburg



Note: Total TEU Volume Port of Gothenburg 818 000, 2009

ENVIRONMENTAL BENEFITS

Environmental impact factor	Difference between train and lorry*
Fuel, diesel	21,000 cubic meters
Carbon dioxide (CO ₂)	51,000 tons**
Nitric oxide (NO _x)	450 tons
Hydrocarbons (HC)	18 tons
Particles/dust (PM)	10 tons

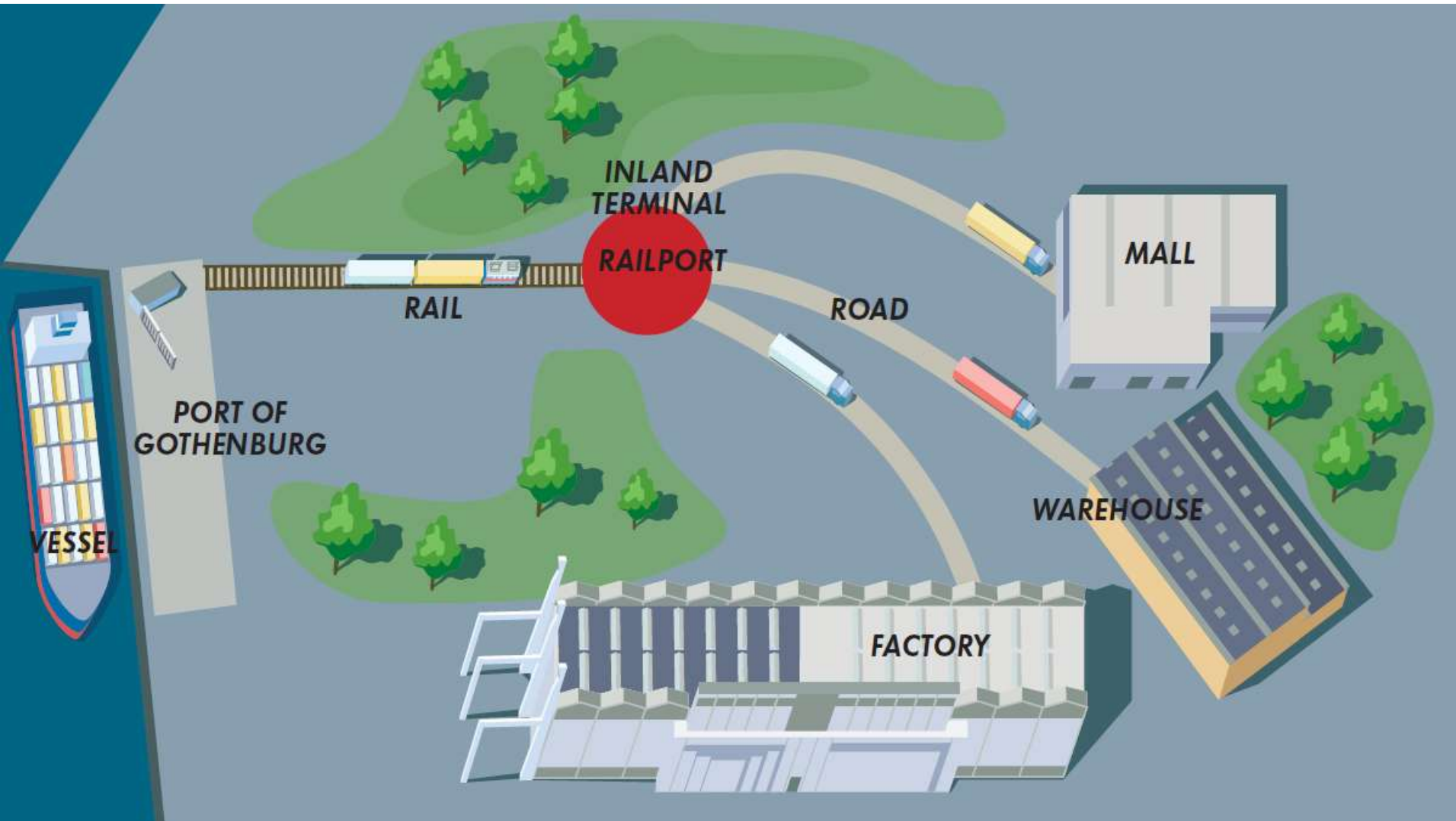
* Calculations made by Sebastian Bäckström, WSP Analys & Strategi. The estimate is based on emission data for Swedish intermodal goods trains presented in the report: Environmental Estimates for Intermodal Transport Chains - Detailed Methods of Calculation and Relevant Standard Values, WSP report no. 2009:6. In 2009, 215,500 container units were transported by rail to and from the Port of Gothenburg. All figures 2009.

** Corresponds to emissions from a passenger car that runs fully 10,000 times around the globe. Reduces Sweden's total emissions with about a thousandth.

The next step - From EFFECTIVENESS to EFFICIENCY

- ✓ The rail shuttle service is established
- ✓ The market has shifted from skeptic to lyric
- ✓ New challenges: maintain the growth (volumes and destinations) and broaden the service
- ✓ Solution: RAILPORT SCANDINAVIA

RAILPORT SCANDINAVIA



The port interface shifted
to an inland terminal

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Services and functions

INTERMODAL TRANSPORTATION

- Connects inland destinations with the Port of Göteborg and daily departures to/from export- and import regions.



INFORMATION HANDLING

- Facilitates a rational and reliable handling of goods flows



LOAD UNIT HANDLING (DEPOT)

- Secures the flow, lead times and access to containers etc.



STORAGE

- Cost efficient storage of goods close to the end customer



CUSTOMS

- Custom facilities at RAILPORT terminals enables decreased administration and delayed payment of VAT and custom fees.



LOGISTICS

- RAILPORT aims at developing logistic solutions and services to support existing local industry and new establishment.



ENVIORNEMT

- Intermodal transportation decreases the negative environmental impact of goods transportation.



CONCLUSION

- ✓ Volumes is the key to success
- ✓ The customer makes rational decisions
- ✓ We must be better than the competition
- ✓ Rail + direct calls/feeder = competitive edge
- ✓ RAILPORT + direct calls = killer application
- ✓ Challenges
 - ✓ Integrating the logistical chain
 - ✓ Business models/collaboration
 - ✓ National and regional goods strategies