

Intermodal Cost Study

Digital RAG/TAG

Teams

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Reference Report

- The existing country-to-country trade relations were analysed based on the statistical data published by Eurostat
- Taking into consideration the absence of other relevant competitor modes, the analysis is limited to rail and road transport only
- A further characterization of the corridor freight flows was done by highlighting the most relevant commodity groups of the corridor relations, identified according to the NST07 classification
- Countries : IT – AT – DE – DK – SE – NO
- For combined transport, calculations are made based on the transport and handling transport of semi-trailers. Intermodal trains consists of a mix of 18 pocket wagons and flat cars with a capacity of 36 FEU
- For road transport, a full truck-load based on a semi-trailer was calculated.

- Reference cases used : Gøteborg – Hannover , Hannover – Verona , Stockholm – Verona , Hamburg – Hallsberg , Aalborg – Parma , Wørgl – Hamburg , Stade – Ancona ,

Conclusions and Recommendations

- As explained in the competitive risk for rail freight, there are several influencing factors which prevent a higher market share for CT or rail only. And even if this study was mainly concerned with the cost aspect of competitiveness, the final recommendations also include aspects which have an indirect influence on the choice of transport mode. Nevertheless, this list cannot be regarded as exhaustive, as there are other aspects such as research needs and research funding that cannot be addressed in this context. The recommendations include not only the direct sphere of influence of infrastructure managers, but also, to some extent, that of other actors and state bodies.
- Policy Makers and Authorities
- IM's
- Rail carriers
- National authorities and the EU
- Regulatory Bodies
- Terminal operating companies
- RU's & CT operators