

INTERMODAL & CONTAINERS

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Magazine for intermodal exchange and development

## Review 2014

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Intermodal & containers

presents the 2014 selection  
from 16 countries in this  
first international edition:

- *Champions*
- *Highlights*
- *Innovations*
- *Developments*

Deutschland, Schweiz  
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ISSN 2215-0250



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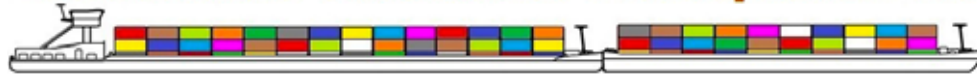
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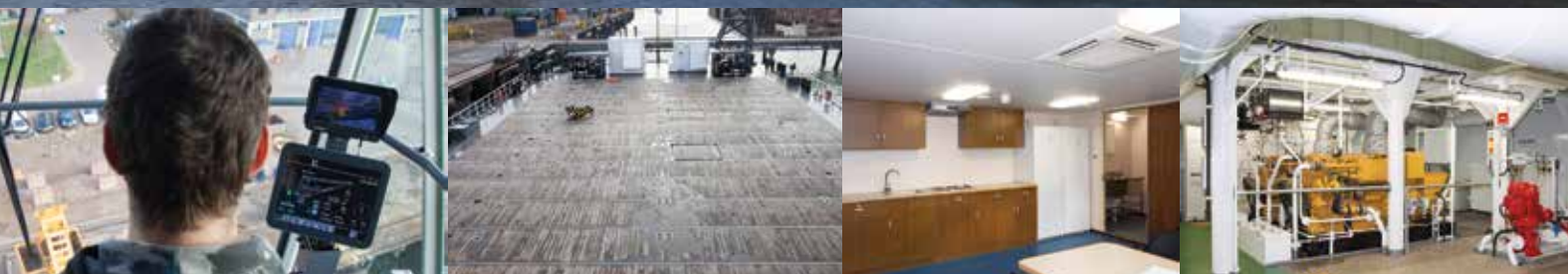


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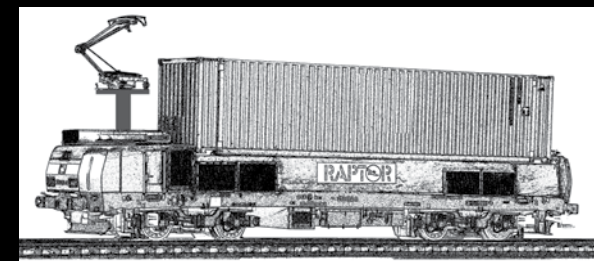


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- Short sea: keep it short
- Global warming: expectations
- Road: unbeatable
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## Editorial

I wish all readers a good start and a happy, healthy and successful 2015!

Since the start of BOX intermodal & containers in 2012, with the first Dutch edition, we received regular requests –from Wales to Beijing, from Gdansk to Marseille- to add an English edition as well.

Starting in 2015 we honour this in two ways. Besides the 5 Dutch and 5 German editions there will also be 5 English editions – the different language editions will have their own content focussing on the circulation areas, and some of the best and most important issues will also be published in all languages.

The second way to realize the request for an English edition is a combined final edition at the end of the year: a visual international edition - colourful with little text, but a giant edition representing companies all over Europe and outside (!) involved in the container industry and intermodal logistics; showing profiles and a lot of activities, developments, improvements and innovations. Everybody will identify easily his or her champions!

Automation is developing in lots of segments in the container and intermodal business, in some sectors quickly, in others slowly. Sea port terminals have already reached a high level of robotized handling, where solutions for inland terminals are still not yet attractive enough to get the first terminals robotized. A new integrated warehouse with terminal is shown in this edition and has a lot of positive parameters to let it be a breakthrough. But after years of development and testing, robotized driving seems to be one of the next steps in mobility on highways and in transport logistics. But what about ships? What about trains? In this editions we present some ideas, prototypes and designs.

Infrastructure and better use of it. To realize all the high- and waterways expansions of the different groups of interest all over Europe is not only unpayable there are also a lot of other groups of interest representing exactly opposing opinions. The TEN-T network represents a European infrastructure network based on realistic connectivities and opportunities of the existing mainframe of infrastructure. Nevertheless the optimisation of the use of the existing network could have a higher priority on national



and European levels, as there are lots of empty gaps in the infrastructure of all states. Let's expand the network combined with higher attractiveness of the use of available gaps.

The development of containers of course never stops, even when the potential use is very diverse from a few to several thousand on a worldwide scale. Better use of the available equipment is also steadily in progress. Of both developments you will find a few examples in this edition.

The reactions after our request –only a few weeks ago- were great and thanks to a lot of

support we could produce this giant edition! Thanks very much for that!

Next year we will do this again and will start earlier in order to get the print edition ready before Christmas. So, keep "good photographs" [300 dpi and size 42 cm width and 31 cm height] in your mind and send them to us in time in order to get them in next year's selection.

Good luck and enjoy!







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# Containers

Containers have made transport easier than it ever was before. A box instead of drums, cases, bags, bundles and other strange sounding ways of shipment today. The development of the containers -around, inside and outside- does not stop.





## "Sistema Ambrogio"

In the early days of containerization not only Malcom McLean was designing smarter solutions for his daily volumes of road transport. Domenico Ambrogio, the father of Livio Ambrogio -CEO of Ambrogio intermodal only in Galarate, Italy- focussed on the combination of road and rail and developed his own system to combine both modes. The start of his business was the transport of eggs between Holland and Italy.

Wheels are necessary on the road, but not on the train, so his improvement focussed on removable wheels to keep them just where they are needed: on the road. He constructed a loading unit, a boogie with 2 or 3 wheels and a connecting frame (semi-chassis) between the boogie and the truck.

There are still some boogies in operation on the terminal in Galarate for terminal operation only.







# ECONOMIC LIGHT WEIGHT SOLUTIONS FOR CONTAINERS



## Objectives

- Reduction of lifecycle costs
- Production optimization
- Improvement of environmental performance

## Advantages

- Weight reduction
  - Reduced fuel consumption and emissions
  - Increased payload and reduced logistic costs
  - Optimized material utilization
  - Improved ecological footprint
  - Reduced draft
- Steel floor offers improved eco-friendliness and is 100% recyclable
- Steel Floor allows for reduced floor inspection frequency
- Cost improvement and production optimization as reinforcements are integrated by locally increased blank thickness
- Current spare parts are compatible with TRB
- Technology can be applied to all container sizes

## Validation

- CSC Approval of 20 ft container by DNV GL
- Flexible rolling technology is recognized as a high quality production process in the automotive industry for more than ten years



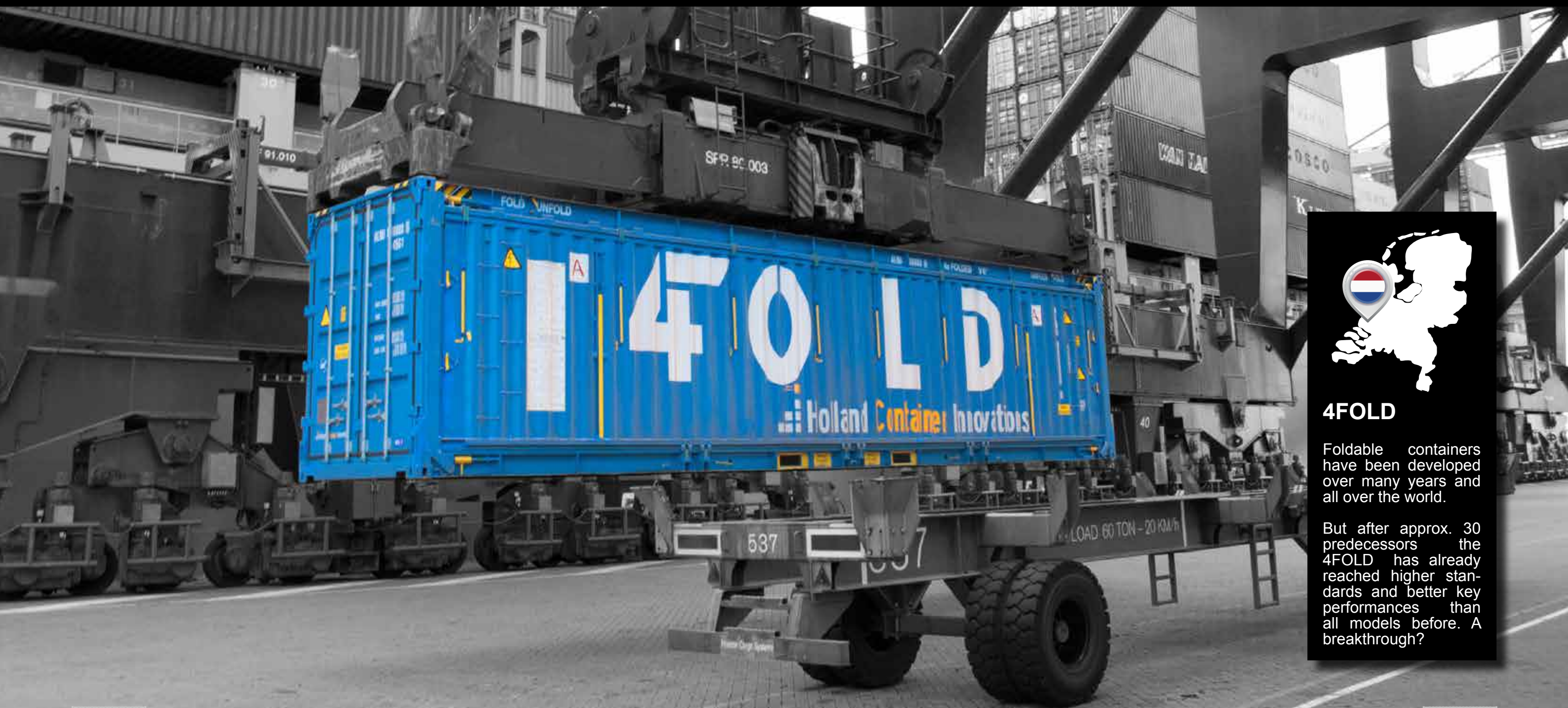
thickness

- 6.0 mm
- 3.0 mm
- 1.5 mm
- transition zone

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## 4FOLD

Foldable containers have been developed over many years and all over the world.

But after approx. 30 predecessors the 4FOLD has already reached higher standards and better key performances than all models before. A breakthrough?





## TWORTY

20' and 40' together makes the "tworty" for single (2 x 20') and double use (1 x 40').

For equipment imbalanced trades (40' export and 20' import) and lowering the number of terminal handlings this design makes sense.







## PROGECO

Container repair and cleaning is the most important part in the life cycle of the equipment which endures tropical as well as polar weather, various types of cargo and loads. Progeco developed a flying repair service already serving many terminals in Europe.





### 7XE welding torch

With an integrated vacuum facility in the torch welders can do their work with 95% less welding gasses and smoke. A device developed by welders, for welders.

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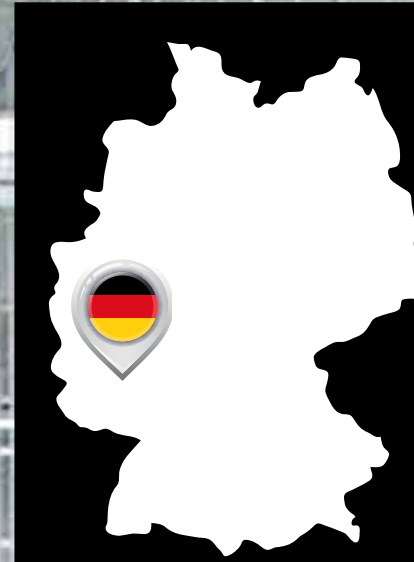
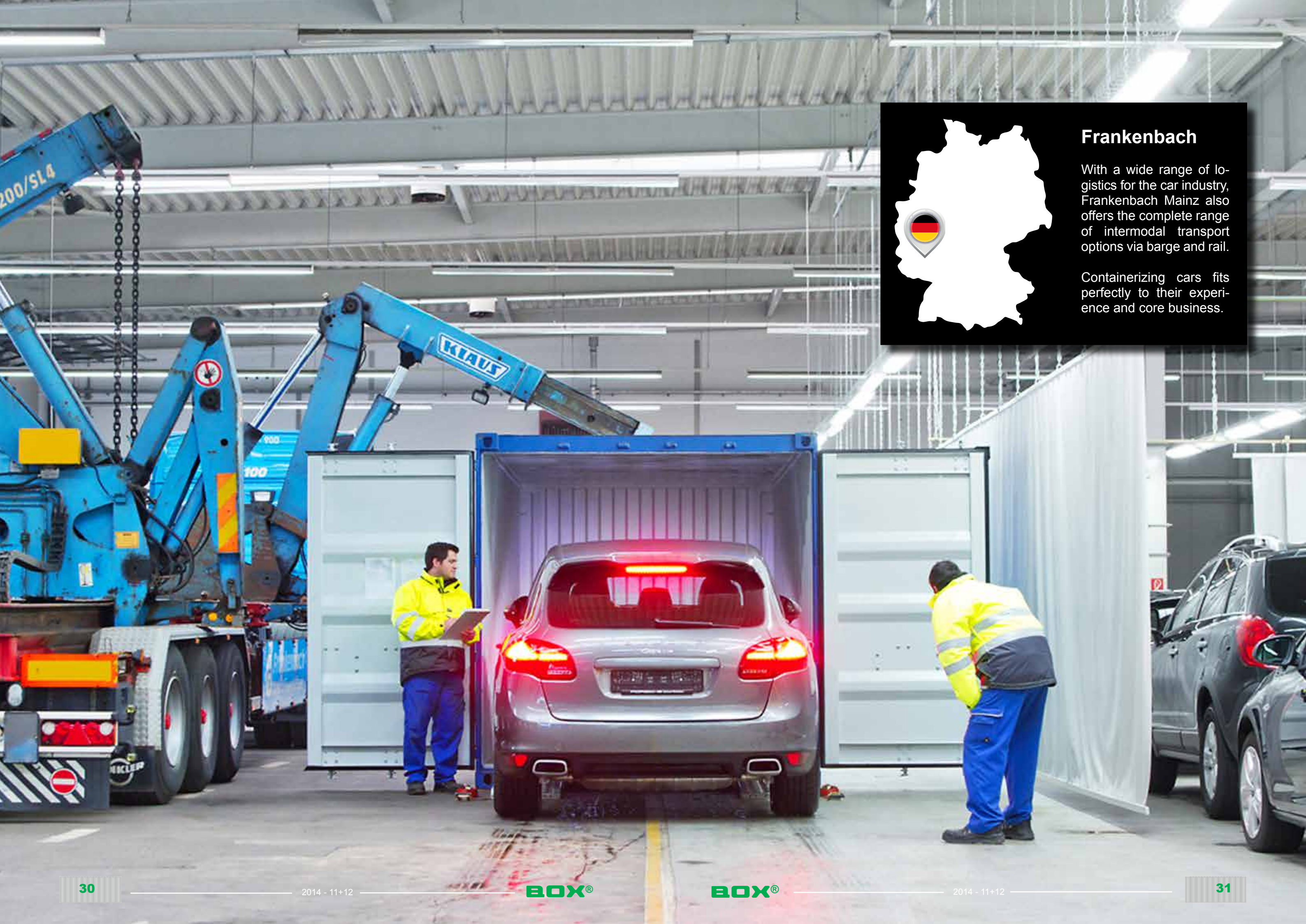


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## Frankenbach

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Steve Champion Smith, Operations Director for Huelin Renouf Shipping



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- Repeat trade from customers looking for fragile cargo protection.
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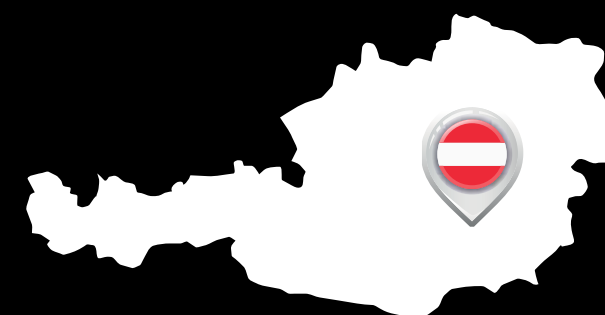


## VUCAFRAME

Unit45.com offers different car container solutions and one of them is this frame, which is also completely applicable for all types of multimodal transport - barge, rail, road, shortsea.







## innofreight

is revolutionizing cargo transport by rail by splitting consistently railcar and loading units and creating optimized railcars and loading units which better fit the specific gravity of the different goods like biomass, wood chips, sand, iron ore and other bulk goods.

[www.innofreight.com](http://www.innofreight.com)









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## A-WARD

The inventors of the world's first tilter have built up a wide range of tools for easy bulk handling into and out of standard containers, from sugar and grains to coal and metal scraps. With a range of different extras the tilter is equipped for a wide range of products on industrial plants as well as on container terminals. Bringing the cargo into the container on the container terminal (or out of it) results in higher payloads when possible and needed.

[www.a-ward.com](http://www.a-ward.com)

**A-WARD**



# Container architecture







## Urban space

Container City I & II in London and a lot of other projects by URBAN SPACE prove that the container standardization is also very useful in architecture. **BIG BLUE** -broadcasting center during the Olympics in London- was one of their biggest projects ever.

[www.urbanspace.com](http://www.urbanspace.com)





## Le Havre


Appartments constructed from the maritime symbols of globalization: containers.

The students living here have a double taste of maritime atmosphere: the housing complex is located very close to the sea port of Le Havre.





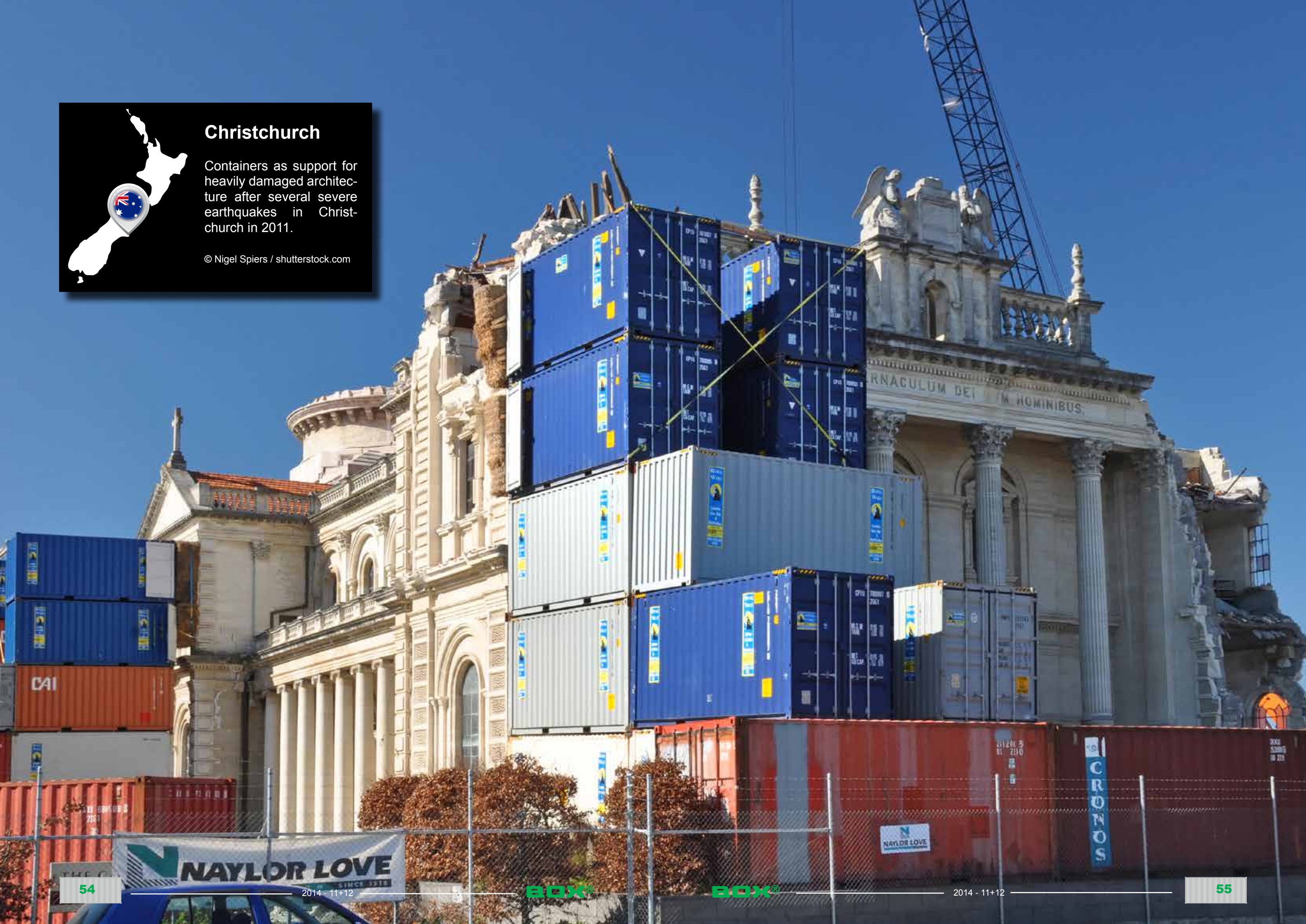




# Christchurch

Containers as support for heavily damaged architecture after several severe earthquakes in Christchurch in 2011.

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### Le Havre

Coastal architecture and maritime atmosphere close to the beach of Le Havre.





# BOXPARK

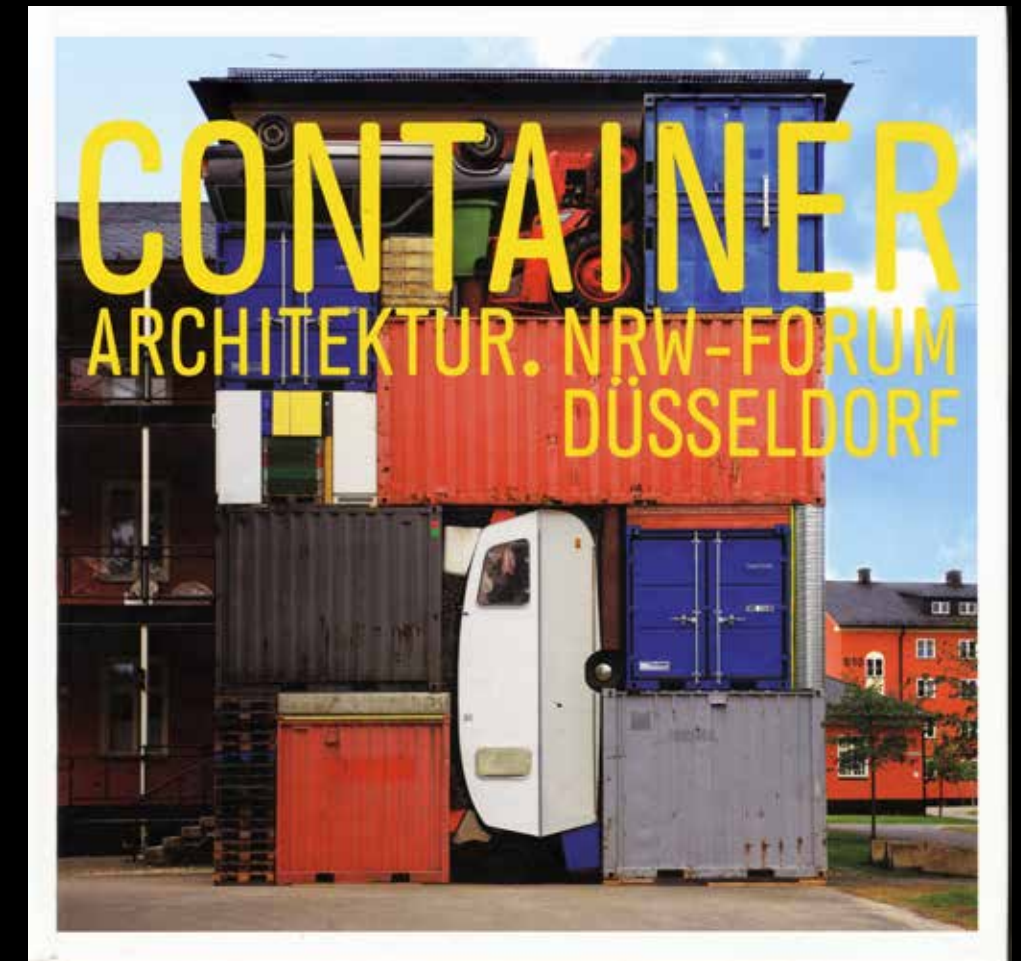
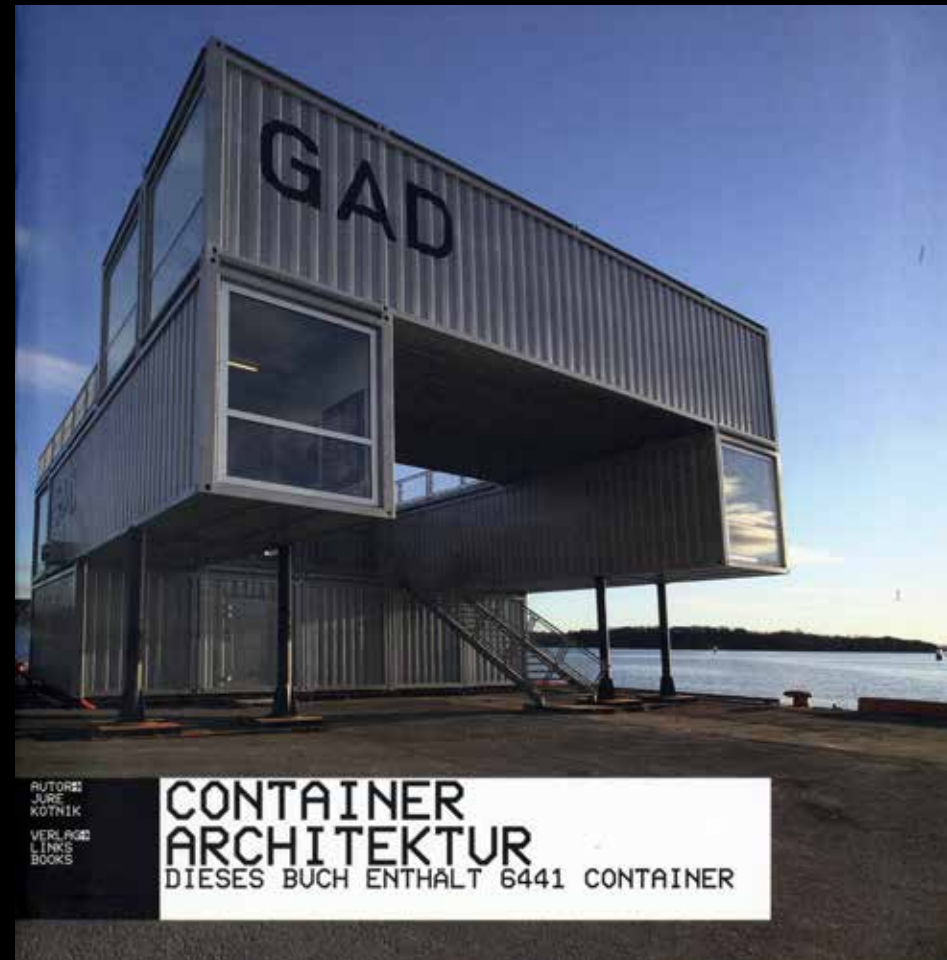
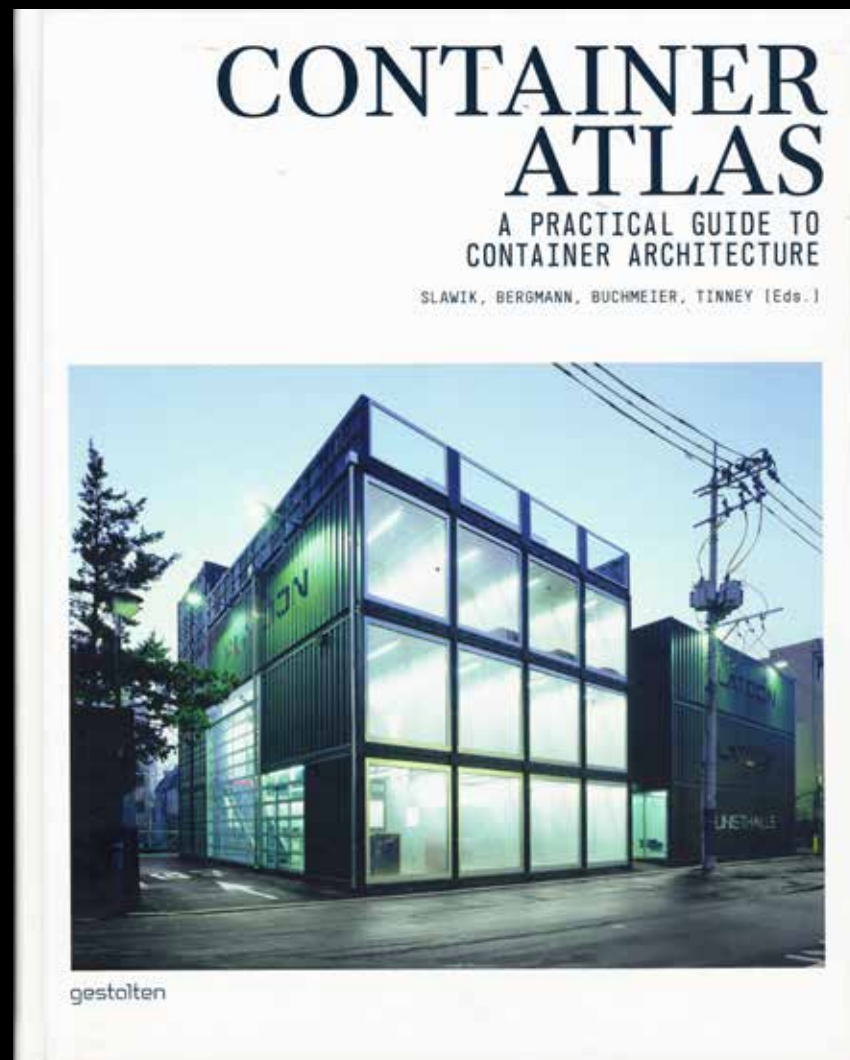
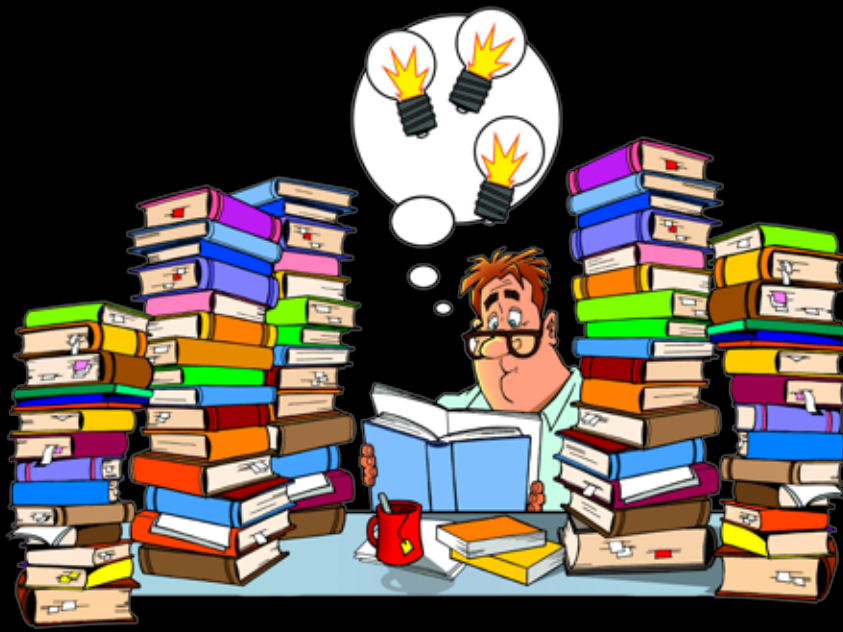
Pop-up mall in London Shoreditch made out of 60 40' maritime containers; residence for shops and restaurants.



BOXPARK

BS  
BOXPARK COOK





## Container architecture

is, like the container business of course a global issue. The two books to the left give a good and lovely overview of structures and buildings all over the world - from very simple housings and halls to a highly technical foldable espresso bar in Italy.

The book above was published for the exposition in 2011 in the NRW-Forum in Düsseldorf. At the exposition a lot of famous constructions (which you will find in the two books to the left photographed at their particular locations) were shown as rebuilt models.

Appartments for students are worldwide favourite applications, but the use of containers is very diverse: used and new containers, nice and surprising offices, sporting facilities, holiday houses, beautiful homes in the country and mountains, military facilities, repair shops, hangars, restaurants and a lot more.



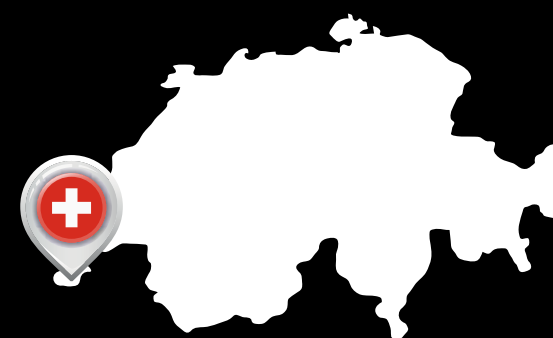
# Deep sea



© Jan Oosterboer

Since the early days of containerization the maritime development has been determined by scaling up the ship sizes. In a few years time the deepsea lines made steps from 14,000 TEU up to the most recent new vessel "MSC Oscar" with 19,224 TEU.






## MSC

In 2008 MSC's first 14,000 TEU class vessel, the "MSC Daniela" (13,798 TEU) came into service, followed in 2010 by sister ship "MSC Alexandra" (14,036 TEU) pictured here near Singapore.

[www.msc.com](http://www.msc.com)

© MSC





## CMA-CGM

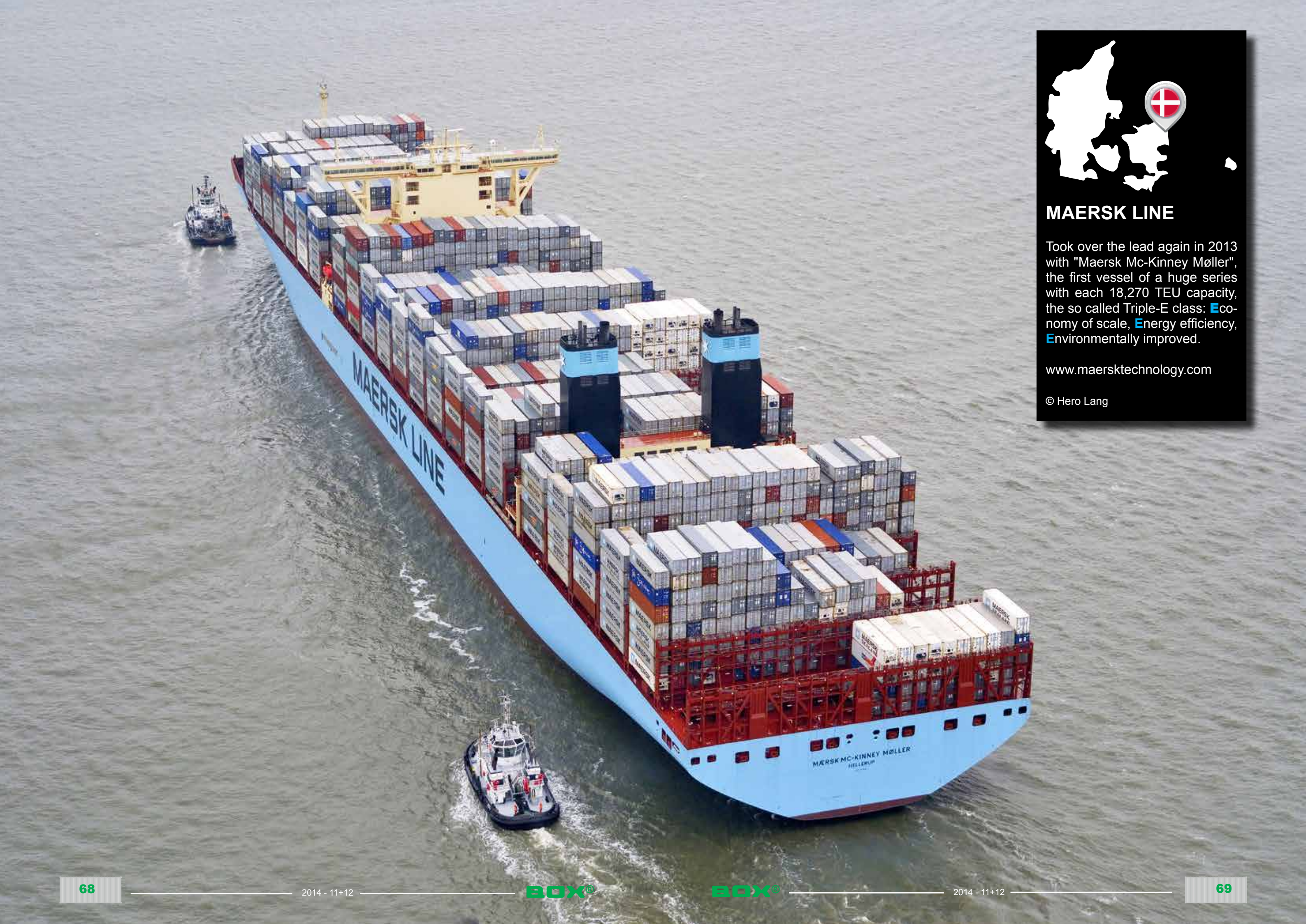
With 16,020 TEU capacity the Marseille based deep-sea line CMA-CGM took the lead in 2012.

© CMA-CGM

[www.cma-cgm.com](http://www.cma-cgm.com)







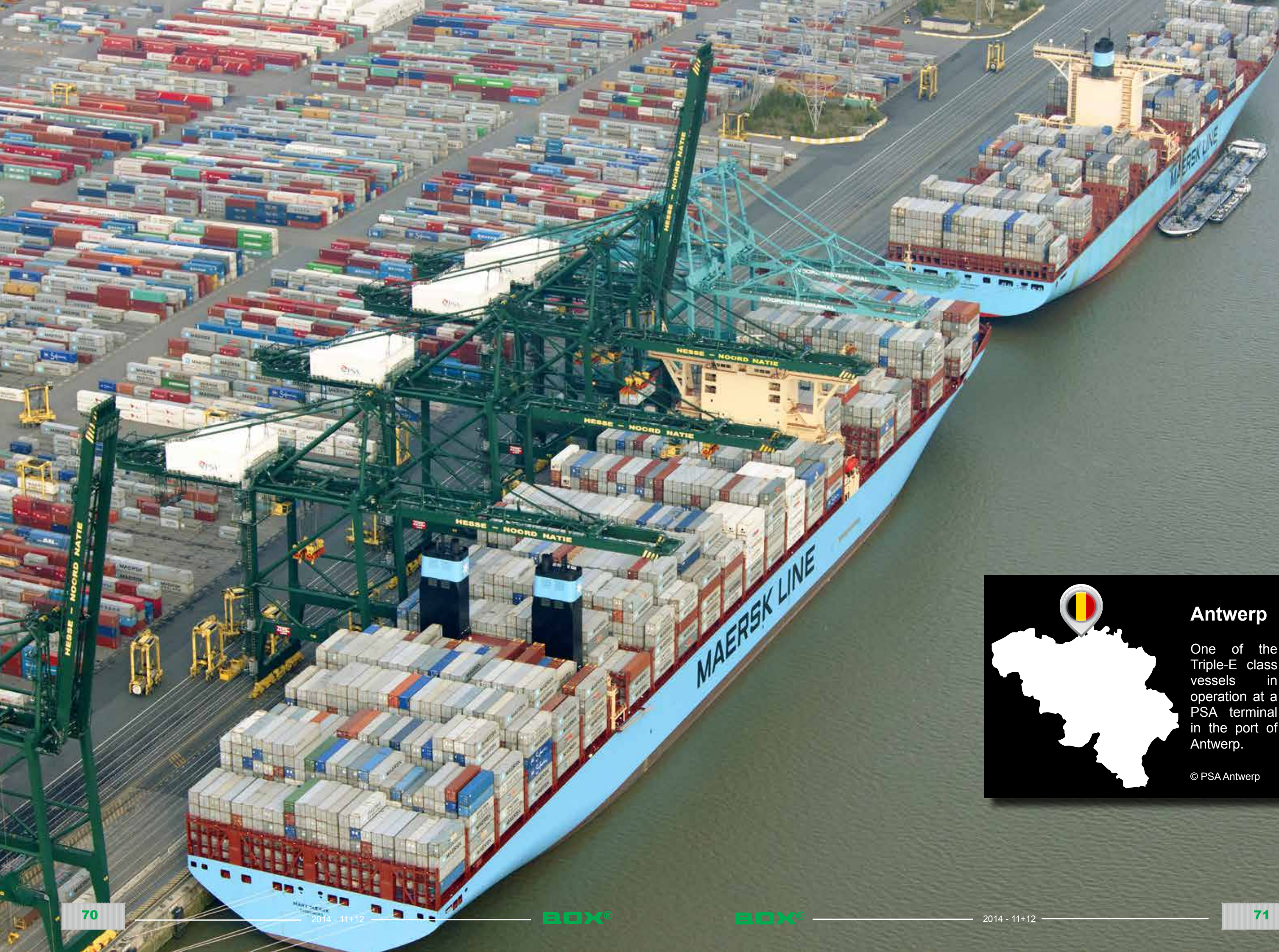
## MAERSK LINE

Took over the lead again in 2013 with "Maersk Mc-Kinney Møller", the first vessel of a huge series with each 18,270 TEU capacity, the so called Triple-E class: **E**conomy of scale, **E**nergy efficiency, **E**nvironmentally improved.

[www.maersktechnology.com](http://www.maersktechnology.com)

© Hero Lang







### Antwerp

One of the Triple-E class vessels in operation at a PSA terminal in the port of Antwerp.

© PSA Antwerp





## Bremerhaven

The first Triple-E vessel, the "Maersk Mc-Kinney Møller" calling in Bremerhaven during her maiden voyage.

Here and on the next picture she is in operation at the NTB Terminal in Bremerhaven.

© Hero Lang





© Hero Lang






## Wilhelmshaven

The new terminal facilities in Wilhelmshaven -JadeWeserPort- have the appropriate dimensions for operating the Triple-E and similar class of vessels.

© Hero Lang







## Gdansk

After being scheduled for the "Sovereign Maersk" class and the "Emma Maersk" class as well, the call of the "Maersk Mc-Kinney Møller" did not come as a complete surprise. This approach of the Baltic area did however change the future expectations in the Hamburg-Le Havre range completely.

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## Shanghai

With the "CSCL Globe", the first 19,100 TEU vessel of CSCL, for the first time a Chinese shipping line took the lead in the scale up competition.

© CSCL  
[www.cscl.com.cn/english/](http://www.cscl.com.cn/english/)







## MSC

With the launch of the "MSC Oscar" in January 2015 container vessel capacity scales up to 19,224 TEU. "MSC Oscar" is featured in the main picture during sea trials with some inserted highlights taken during construction at Daewoo shipyards in Okpo, South Korea.

[www.msc.com](http://www.msc.com)

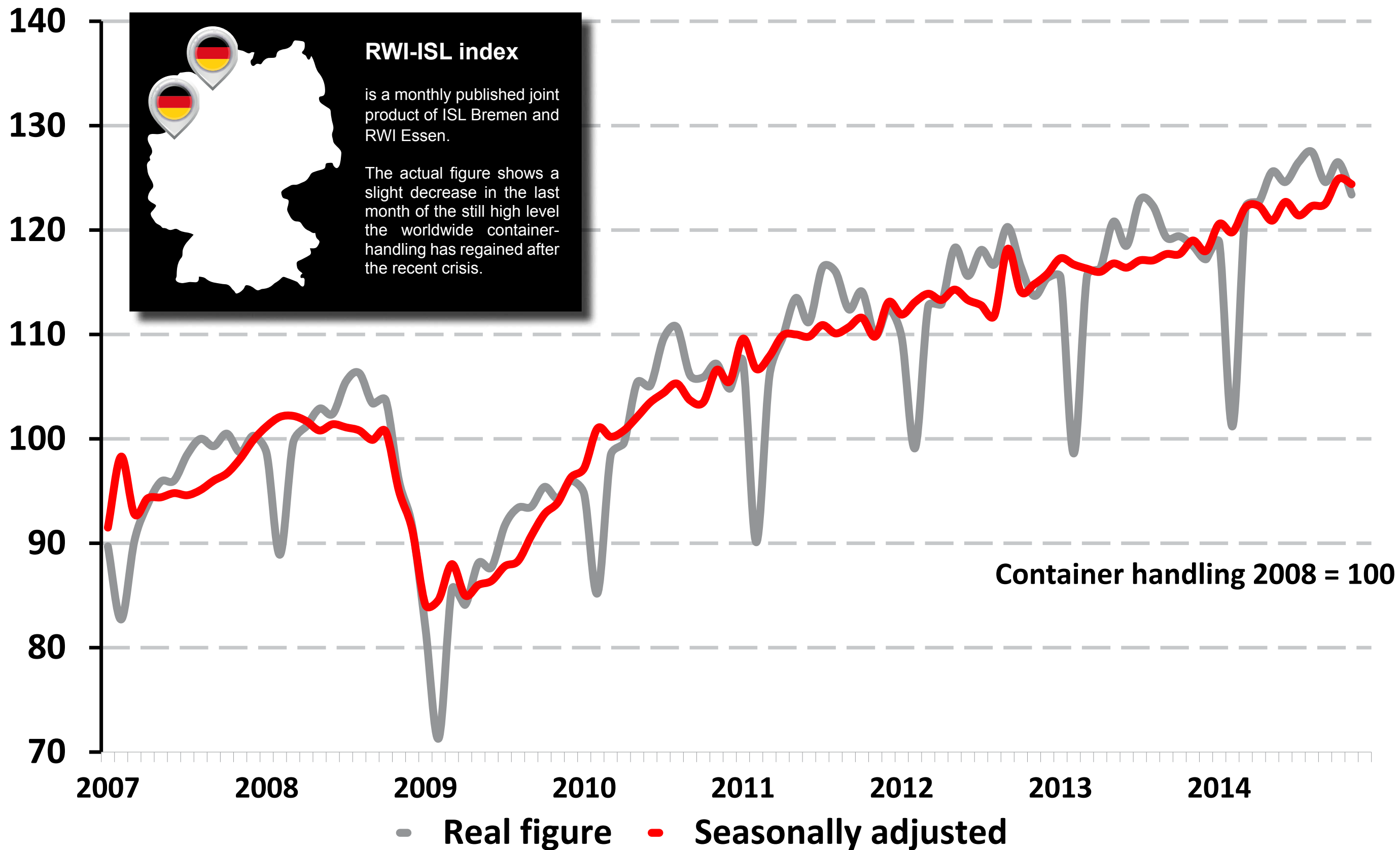
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# RWI-ISL container handling index

Estimations on informations from 75 ports

December 2014: flash estimation [November]





# Short sea





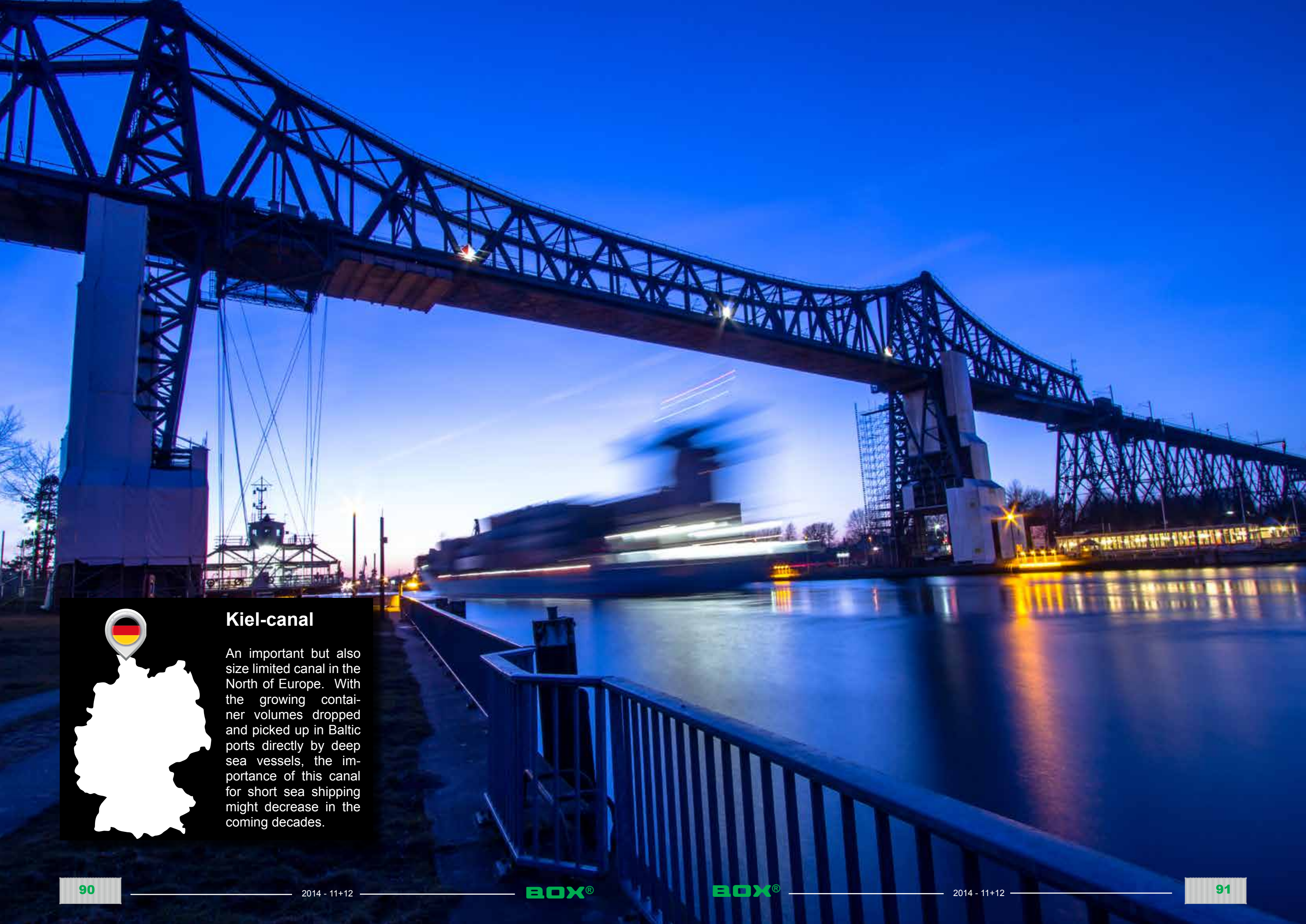


## Maritime

Short sea shipping has a range of different markets. The maritime short-sea carries deep sea containers to and/or from ports where the deep sea vessel does not call.

© J vd Wolf / shutterstock.com

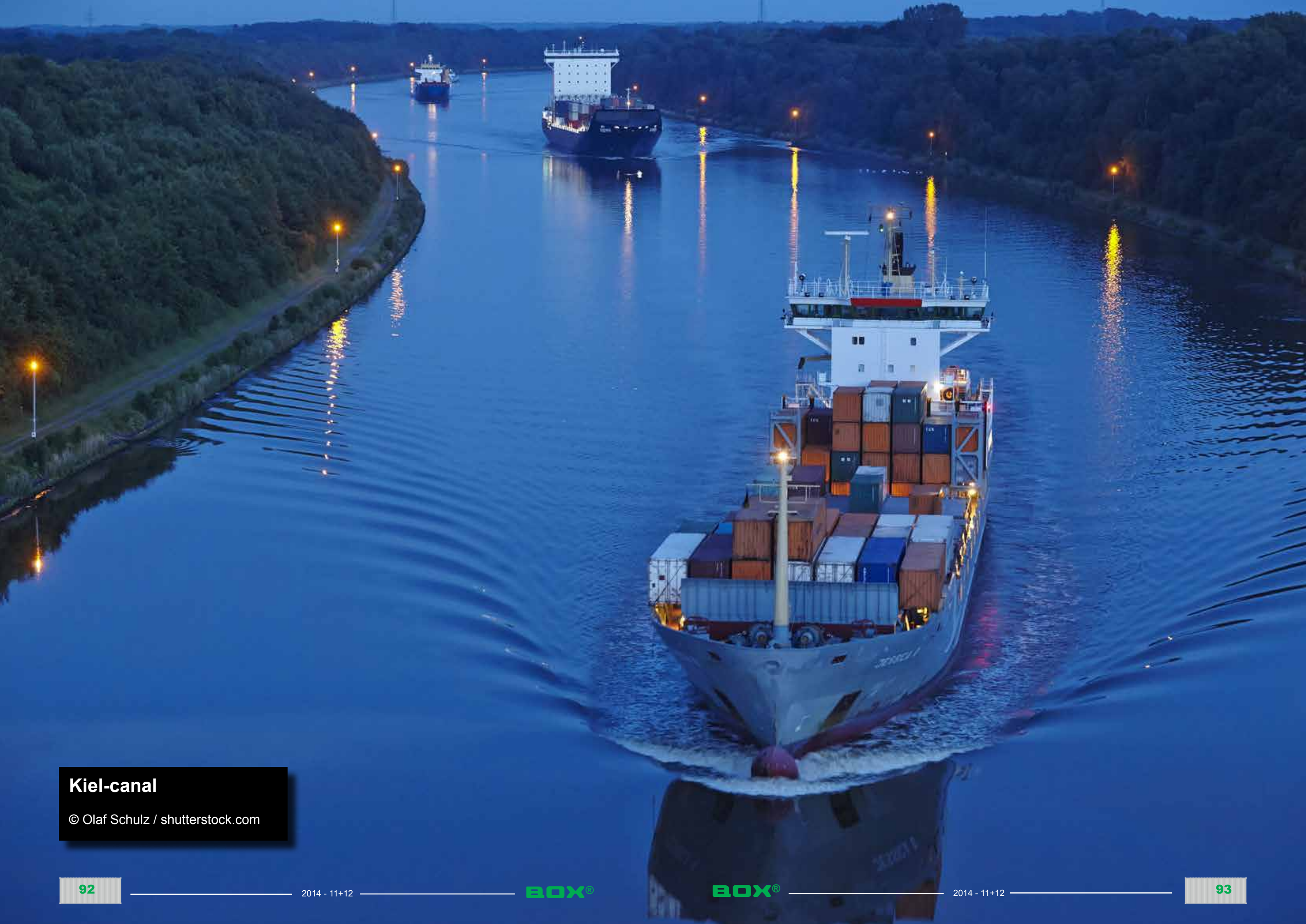




## Kiel-canal

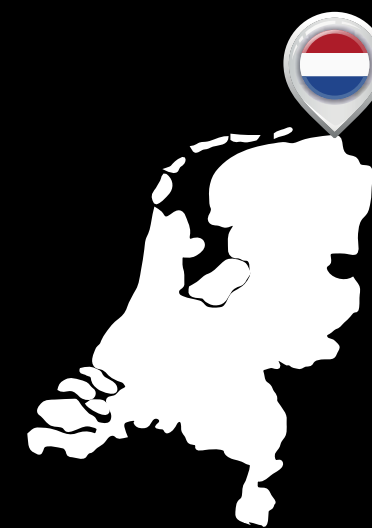
An important but also size limited canal in the North of Europe. With the growing container volumes dropped and picked up in Baltic ports directly by deep sea vessels, the importance of this canal for short sea shipping might decrease in the coming decades.





**Kiel-canal**  
© Olaf Schulz / shutterstock.com





## Eemshaven

Located in the north of the Netherlands with a dedicated service across the Atlantic for breakbulk and containers. As well as the existing road and rail connections is the river network reachable along the coast.





## Moerdijk

Perfectly located in the heart of the web of connections of Rotterdam and Antwerp with growing short sea as well as deep sea container volumes. It is also a perfect location for grouping and bundling container volumes to serve the deep sea terminals better according to their needs and available operation windows.













## Tornio

With mainly intra European containers and cargo, the vessels of Lanch Ship sail in fixed schedules between Tornio and Westdorpe in the Netherlands - a trip of approx. 2,500 km.



**Lanch Ship**





## Dover

The roll-on/roll-off port of Dover offers facilities for another part of short sea cargo.

Trucks which are not equipped for intermodal transport can still use this option to intermodalize a shorter or even a longer part of the total transport by using services of different roll-on/roll-off short sea operators and rest during the trip.

© Paul J Martin / shutterstock.com

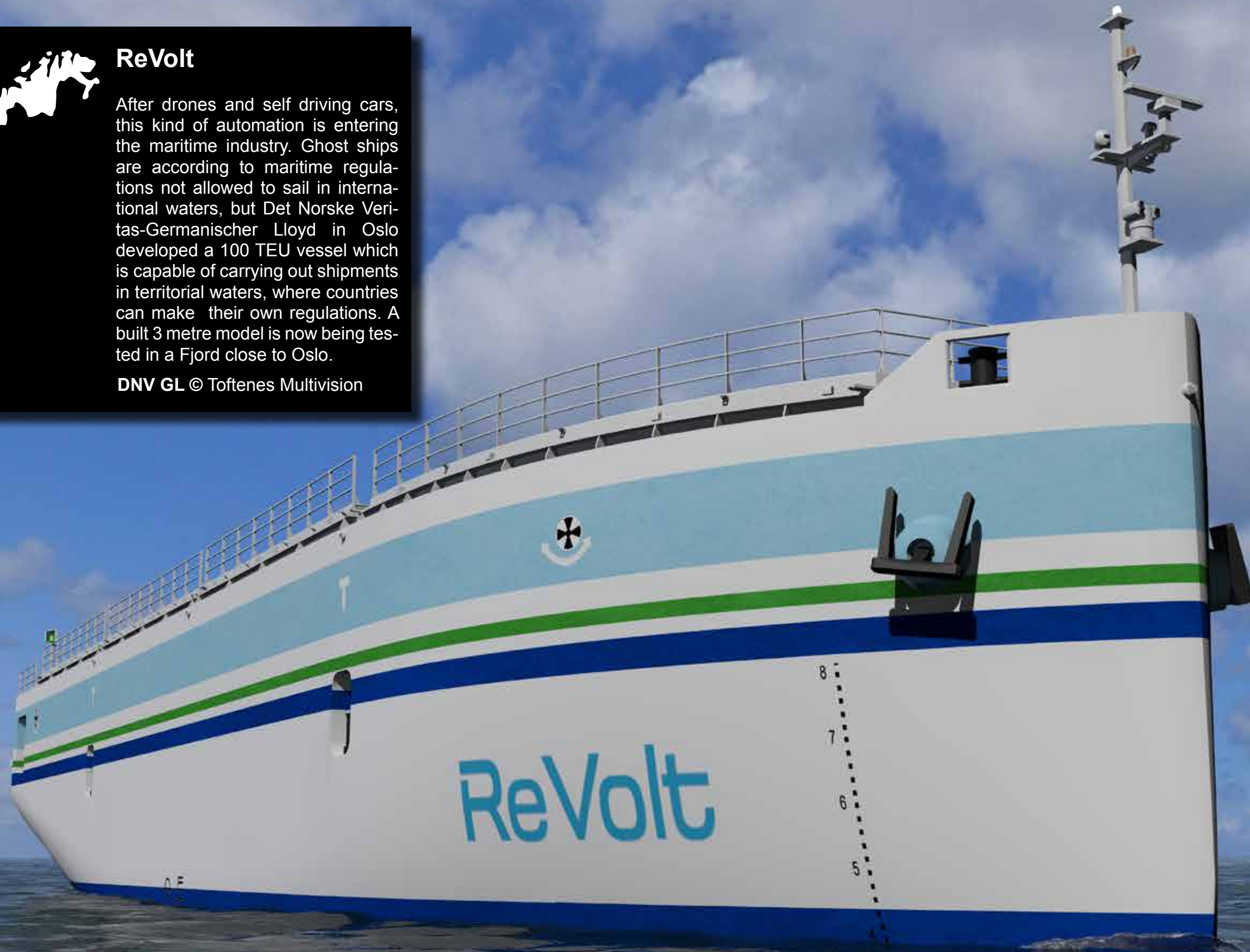




## ReVolt

After drones and self driving cars, this kind of automation is entering the maritime industry. Ghost ships are according to maritime regulations not allowed to sail in international waters, but Det Norske Veritas-Germanischer Lloyd in Oslo developed a 100 TEU vessel which is capable of carrying out shipments in territorial waters, where countries can make their own regulations. A built 3 metre model is now being tested in a Fjord close to Oslo.

**DNV GL** © Toftenes Multivision











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# Global warming



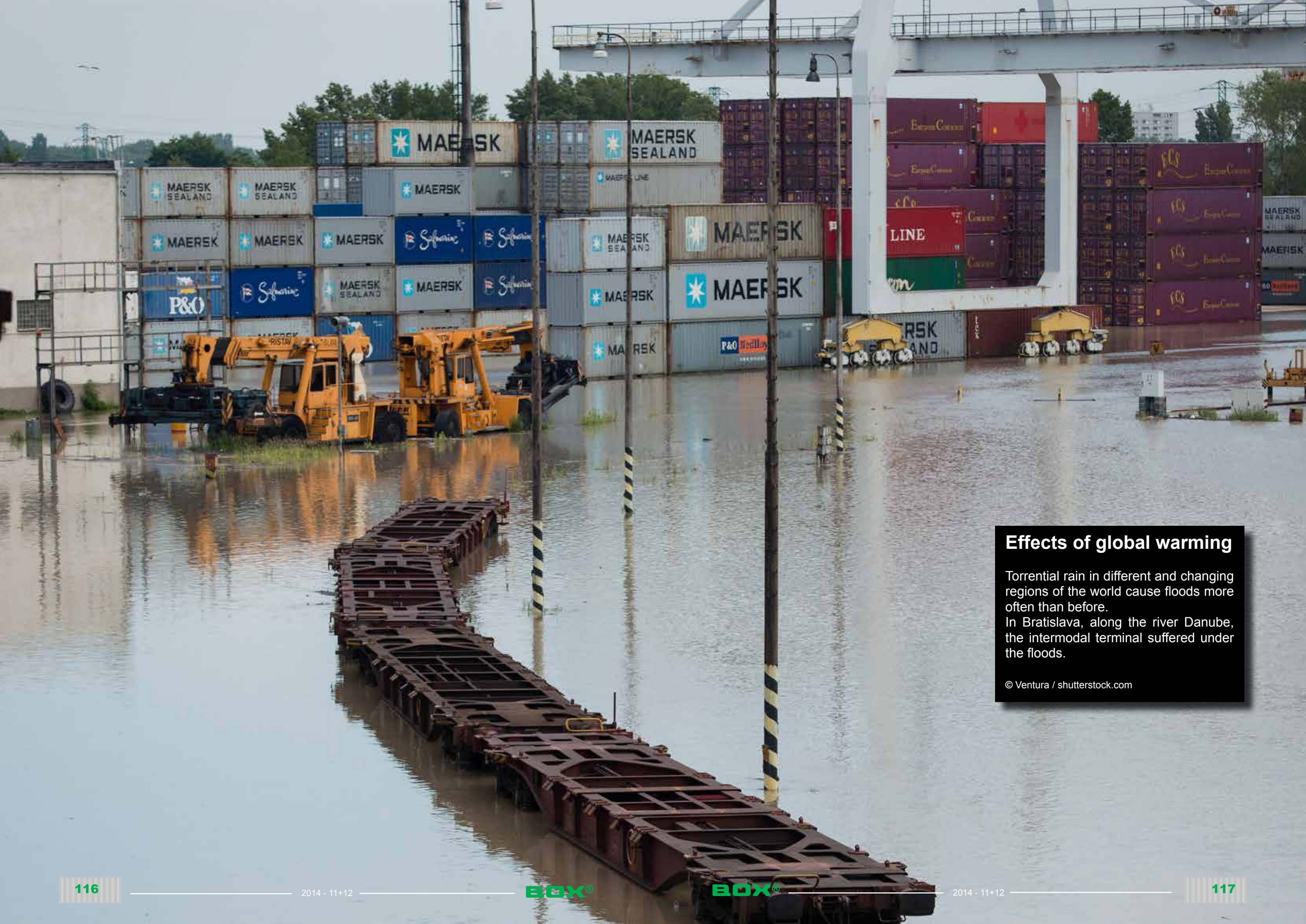




## Effects of global warming

After years of pro and contra debates the majority of experts are facing the phenomenon and trying to get a clearer picture of the world's future. A warmer atmosphere will carry more steam and consequently generate more rain. The problem with rain is that the volumes differ enormously and the location where these volumes will come down are predictable only some days and not years before. This makes it difficult to decide which regions have to be prepared for higher water volumes and it means an extra challenge in times of tense governmental finances.





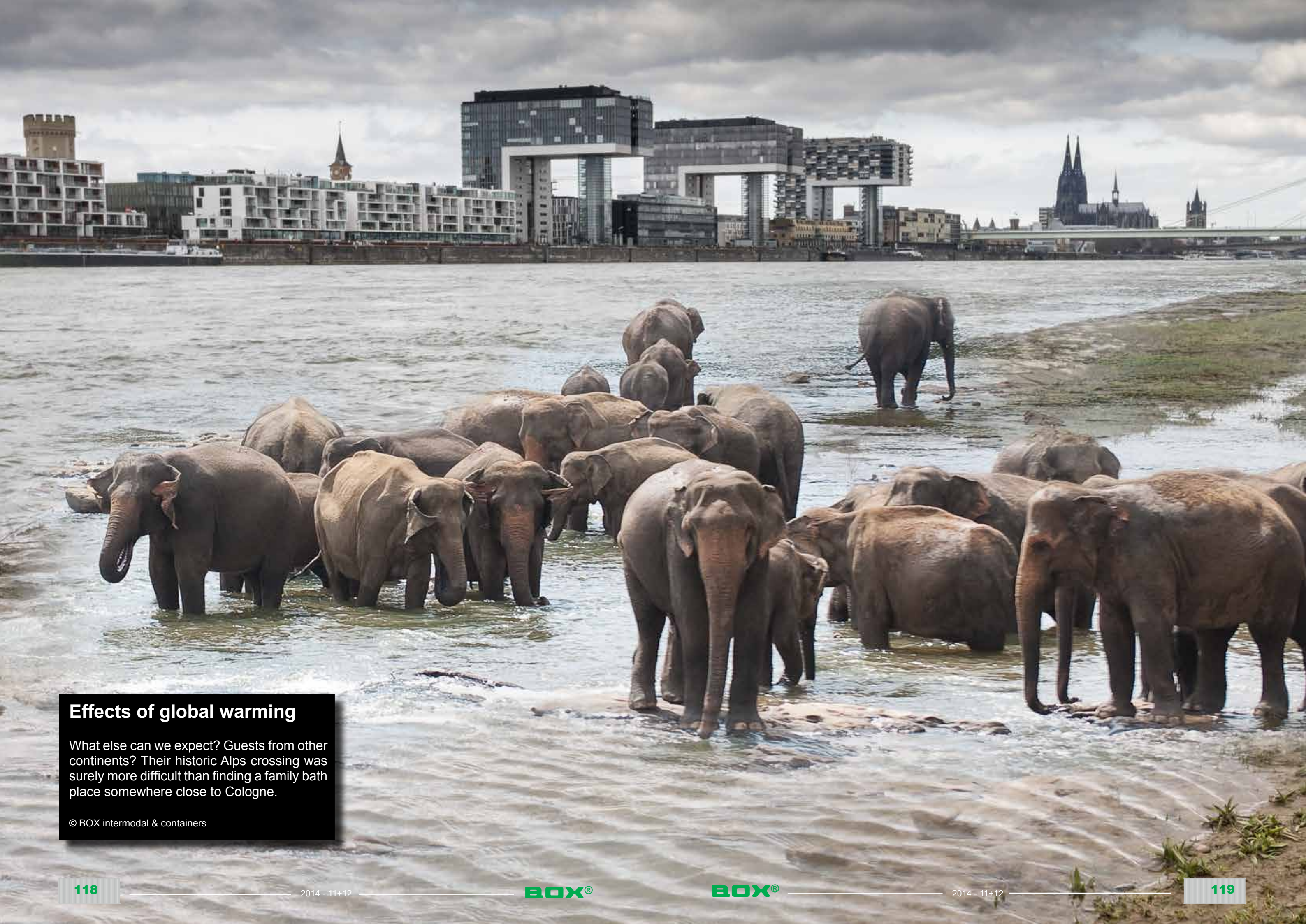
## Effects of global warming

Torrential rain in different and changing regions of the world cause floods more often than before.

In Bratislava, along the river Danube, the intermodal terminal suffered under the floods.

© Ventura / shutterstock.com





## Effects of global warming

What else can we expect? Guests from other continents? Their historic Alps crossing was surely more difficult than finding a family bath place somewhere close to Cologne.

© BOX intermodal & containers



# Road transport







## Qua patet orbis

Wherever a delivery or pick up has to be done, only a truck can reach each location.

© www.hamburg-sued.com





Pictures  
tell the  
story



© BOX®









## Always new functions

The split of truck, chassis and loading unit generated a constant stream of innovations in equipment and functions.









## Driverless deliveries only?

What more can we expect in the future? Certainly a higher participation of robots and robotized functions in intermodal logistics.

Planning? Tendering? Pricing?





# Barging





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**LogSure GmbH**



Telefon: +49 (0) 40 380 433 91  
Email: [info@logsure.de](mailto:info@logsure.de)  
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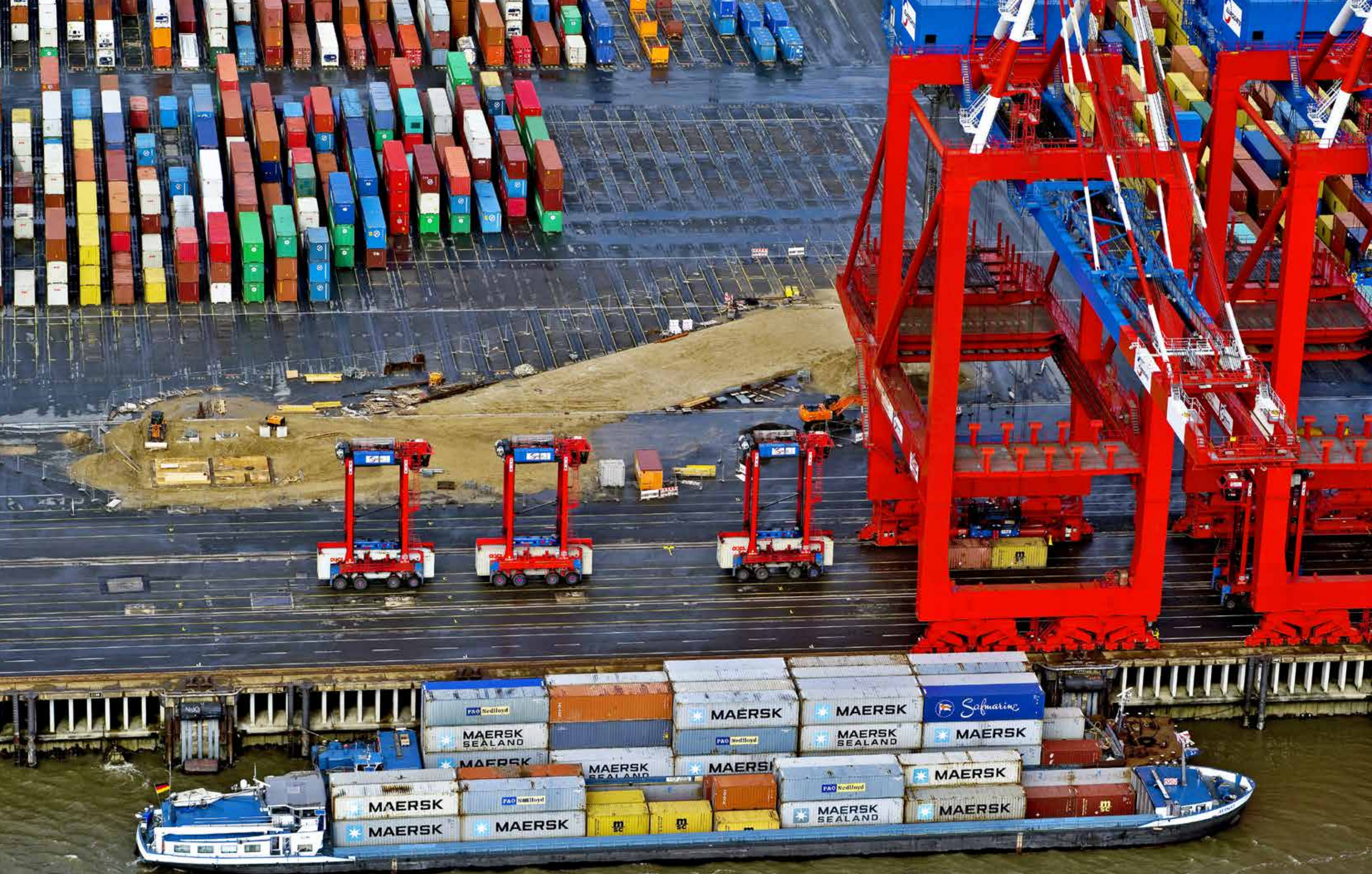


## Bremerhaven

In the barge operation of ACOS Bremen they operate both big and small barges due to the size variations in the water network they serve, they manage nevertheless a seamless integration of these variations in their network.

© Hero Lang





© Hero Lang













## Canals

The smallest and still maximally optimized bargetype with 32 (2 layers) or 48 TEU (3 layers) loading capacity. This barge type is mainly in operation on canals inside the Netherlands, Belgium and the North of France .





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## Dubbelman Container Transporten bv



### Dubbelman

Thanks to the unique barging infrastructure the river Rhine is offering 1,000 km between Rotterdam and Basel, Dubbelman Container Transport BV from Lage Zwaluwe operates with sets of 4 barges coupled together and thus creating the biggest container barges in service.

[www.dubbelmancontainertransporten.nl](http://www.dubbelmancontainertransporten.nl)





**Dubbelman Container Transporten bv**



## Giant encounter

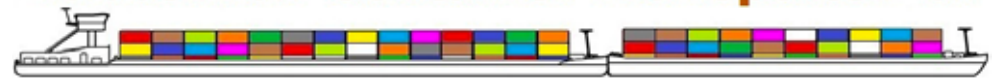
"Camaro II" sailing upstream to Strasbourg and Basel and "Camaro I" on the downstream voyage, meet at Kestert in the UNESCO world heritage area of the Rhine valley.

[www.dubbelmancontainertransporten.nl](http://www.dubbelmancontainertransporten.nl)





**Dubbelman Container Transporten bv**












**Dubbelman Container Transporten bv**







## Frankenbach

Combines container inter-modal barge transport with the transport of trucks on a roll-on/roll-off barge.

Where such transports in combination with bulk goods does not work properly because of the draft, this is a perfect combination.



# Rail transport





## La nostra rete europea

**AMBROGIO**  
INTERMODAL ONLY

Uffici + Terminal







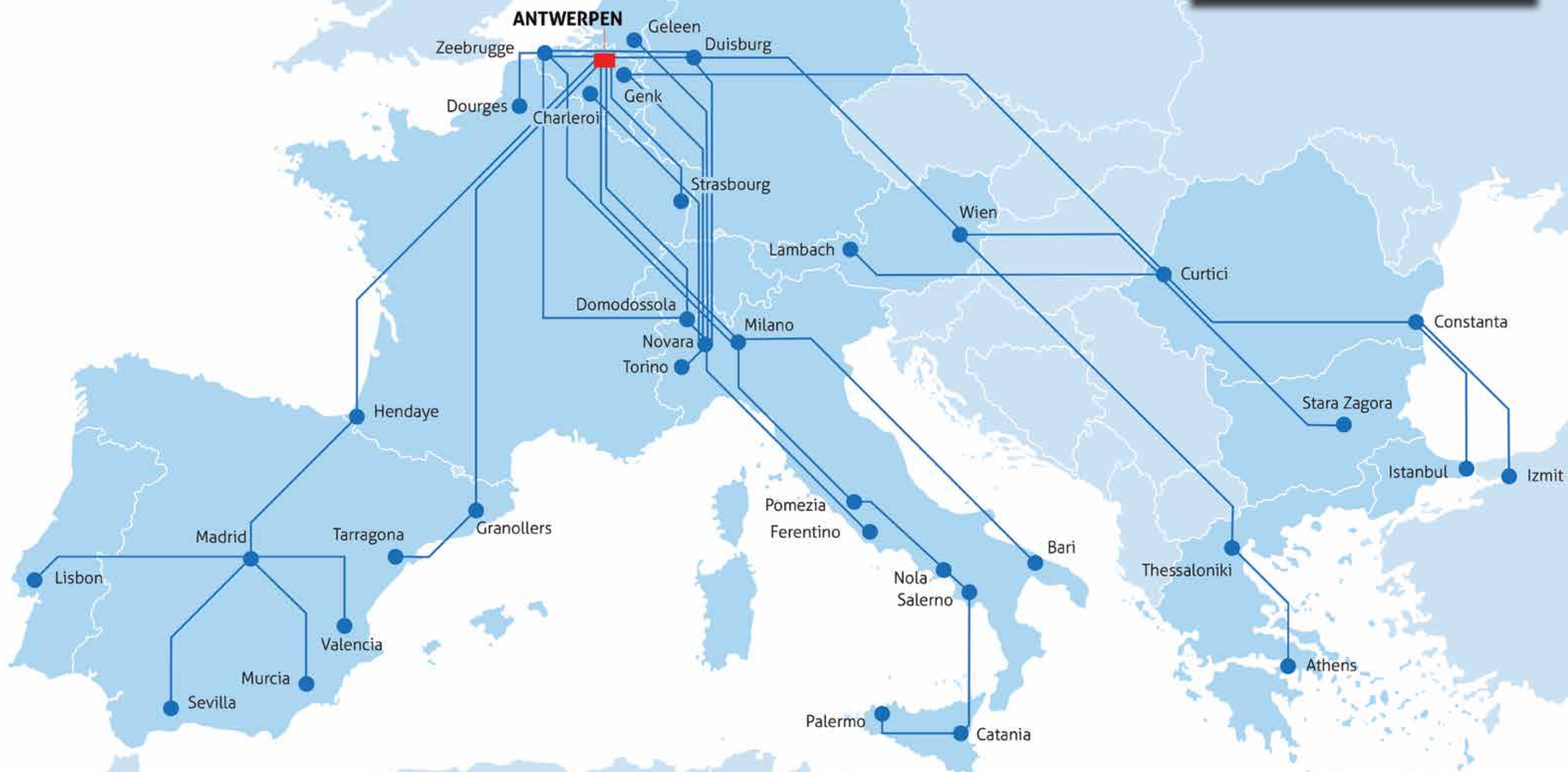
## Ambrogio

With Galarate and Candiolo as hub terminals Ambrogio intermodal only has built up an Alps crossing rail network with its own equipment covering a large part of western Europe.



















**IFB**

With a dense network of connections and destinations IFB Antwerp covers and connects western and eastern european logistic hot spots.

© Jos Sparla

[www.interferryboats.be](http://www.interferryboats.be)





## Fuori Muro

The connections between Bivio Fegino - Genova Sampierdarena and between the port of Genoa - Rivalta Scrivia, both with mainly maritime containers.

© Massimiliano Tripodi



  
**FUORIMURO**  
Servizi Portuali e Ferroviari





© Massimiliano Tripodi  
<https://www.flickr.com/photos/massimilianotripodi/>

  
**FUORIMURO**  
Servizi Portuali e Ferroviari







## SBB


An intermodal train on its way near the Gotthard.  
With the completion of a lot of great infrastructure projects further modal shift expectations are high.

© Gian Vaitl





热烈祝贺2014年  
第100列中欧班列开行



### CRCT Beijing

With one of longest rail connections in the world CRCT is connecting China with several logistic hot spots in Europe. In one of the next editions we will have a longer story about CRCT.



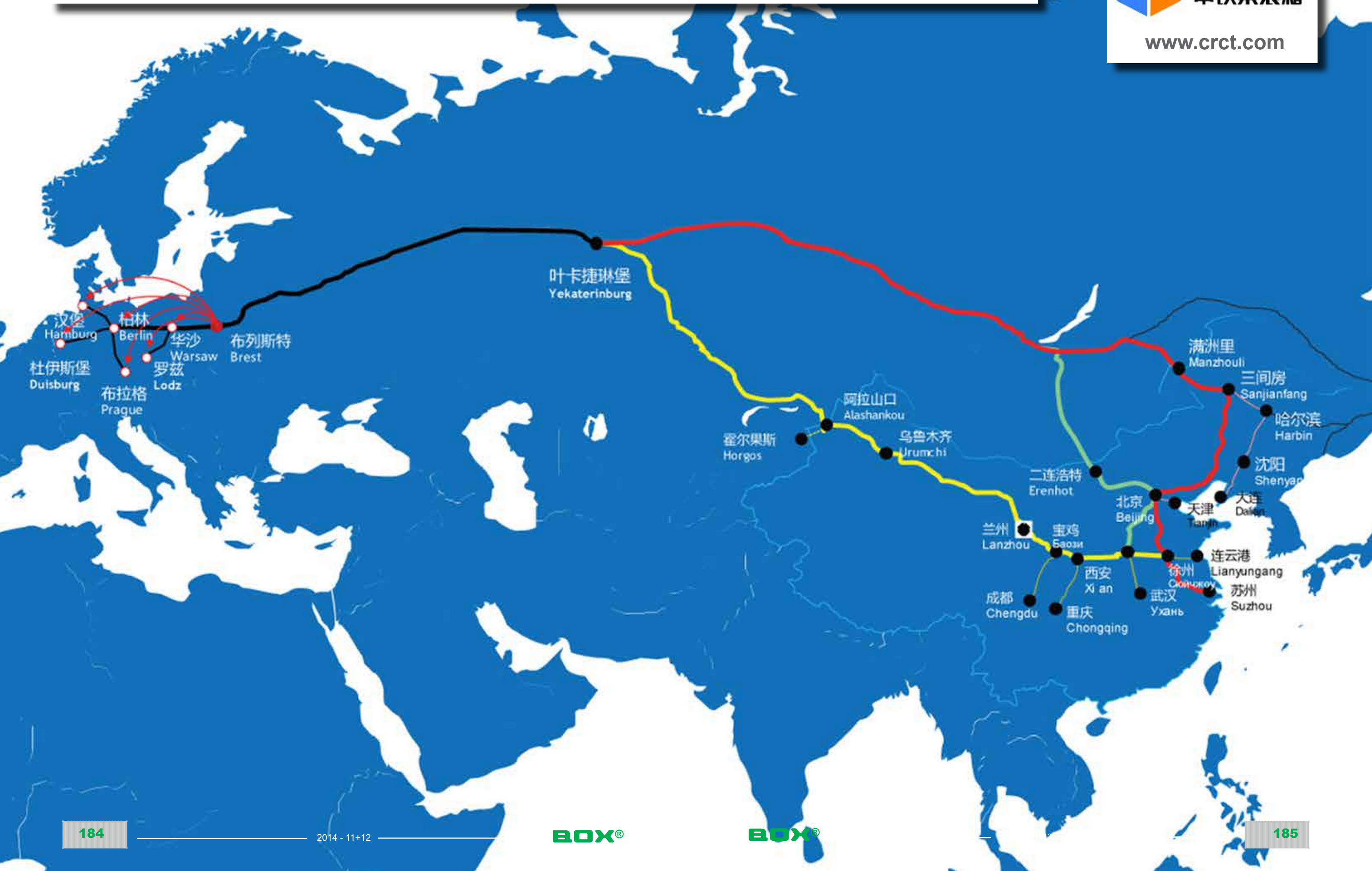
[www.crct.com](http://www.crct.com)



# China-Europe Express Rail Routes



www.crct.com







[www.crct.com](http://www.crct.com)





[www.crct.com](http://www.crct.com)





# BOXXPRESS

A container train pulled by a Vectron on its way near Bremen-Mahndorf.

© Jos Sparla







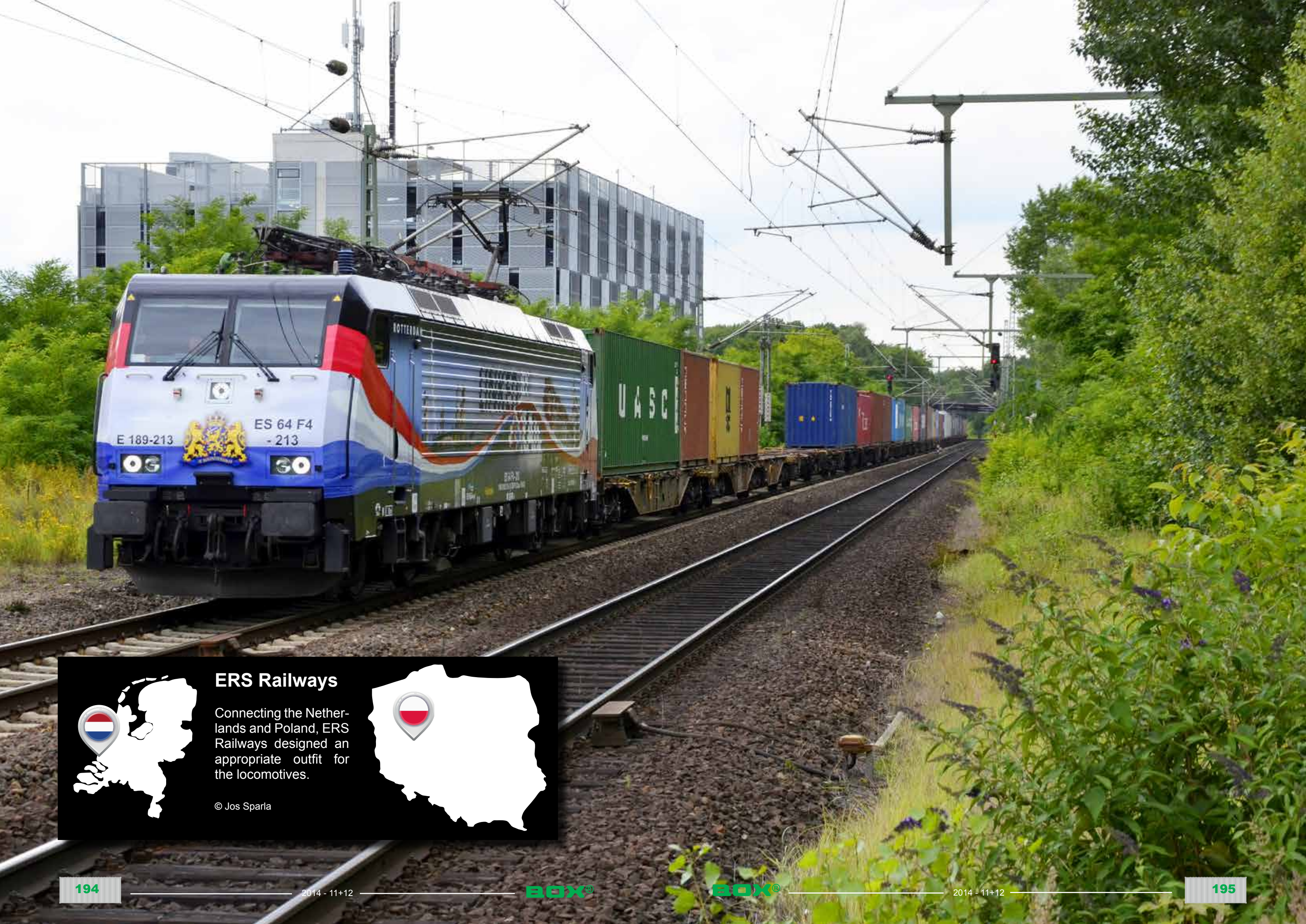
## ERS Railways

Connecting the Netherlands and Poland, ERS Railways designed an appropriate outfit for the locomotives.

© Jos Sparla



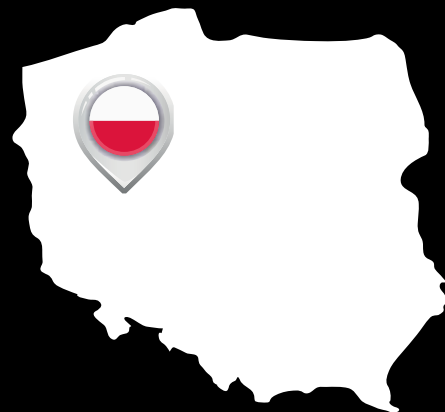




## ERS Railways

Connecting the Netherlands and Poland, ERS Railways designed an appropriate outfit for the locomotives.

© Jos Sparla







## EUROGATE

*Intermodal*

Connecting Bremen, Bremerhaven, Hamburg and Wilhelmshaven with the hinterland with a high frequency and dense network of connections and destinations in Germany as well as Italy and Hungary.

[www.egim.eu](http://www.egim.eu)










Erzberg



**innofreight**


The recent presentation of the RockTainer ORE is a world premiere for the rail transport of bulk goods with high specific gravity.

[www.innofreight.com](http://www.innofreight.com)









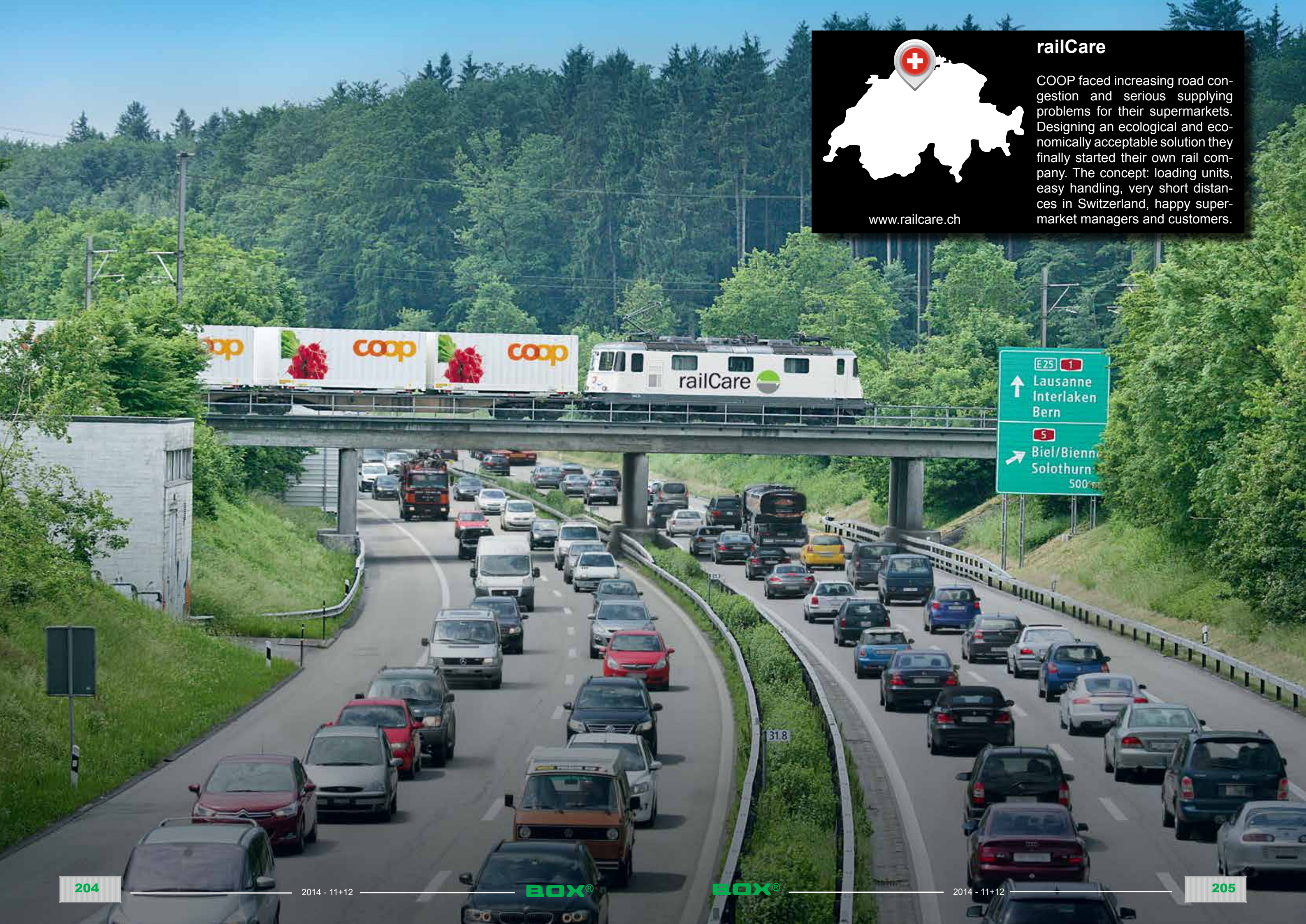
© Jos Sparla

### Railfeeding Rotterdam

Like the basic principles and business philosophy of the mother company Genesee & Wyoming in Darien, RRF concentrates on feeding or shuttle transports: somewhere in the range of 25 and 250 km.

[www.railfeeding.com](http://www.railfeeding.com)



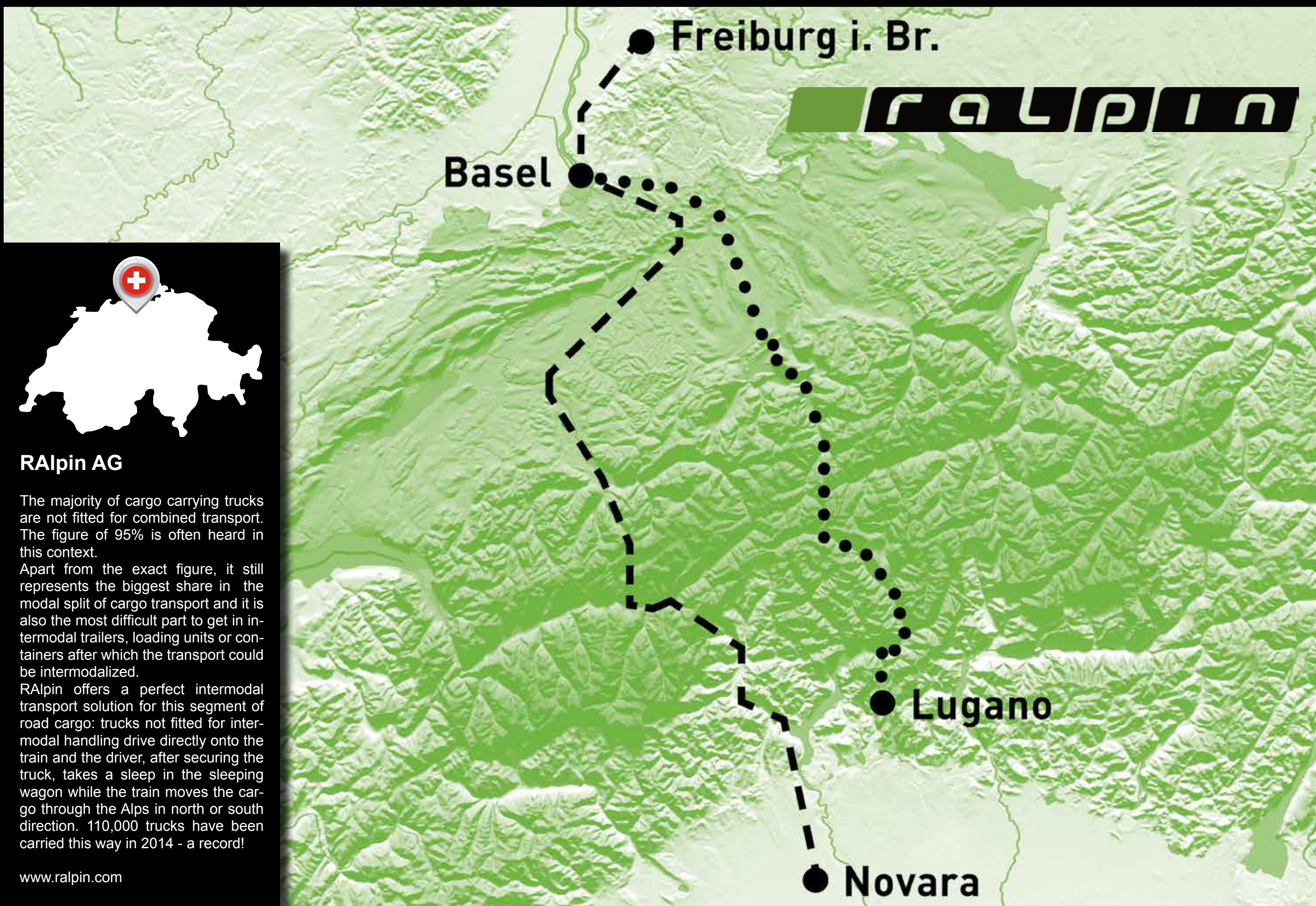


[www.railcare.ch](http://www.railcare.ch)

## railCare

COOP faced increasing road congestion and serious supplying problems for their supermarkets. Designing an ecological and economically acceptable solution they finally started their own rail company. The concept: loading units, easy handling, very short distances in Switzerland, happy supermarket managers and customers.





## RAipin AG

The majority of cargo carrying trucks are not fitted for combined transport. The figure of 95% is often heard in this context.

Apart from the exact figure, it still represents the biggest share in the modal split of cargo transport and it is also the most difficult part to get in intermodal trailers, loading units or containers after which the transport could be intermodalized.

RAipin offers a perfect intermodal transport solution for this segment of road cargo: trucks not fitted for intermodal handling drive directly onto the train and the driver, after securing the truck, takes a sleep in the sleeping wagon while the train moves the cargo through the Alps in north or south direction. 110,000 trucks have been carried this way in 2014 - a record!

[www.ralpin.com](http://www.ralpin.com)

















## Modalohr

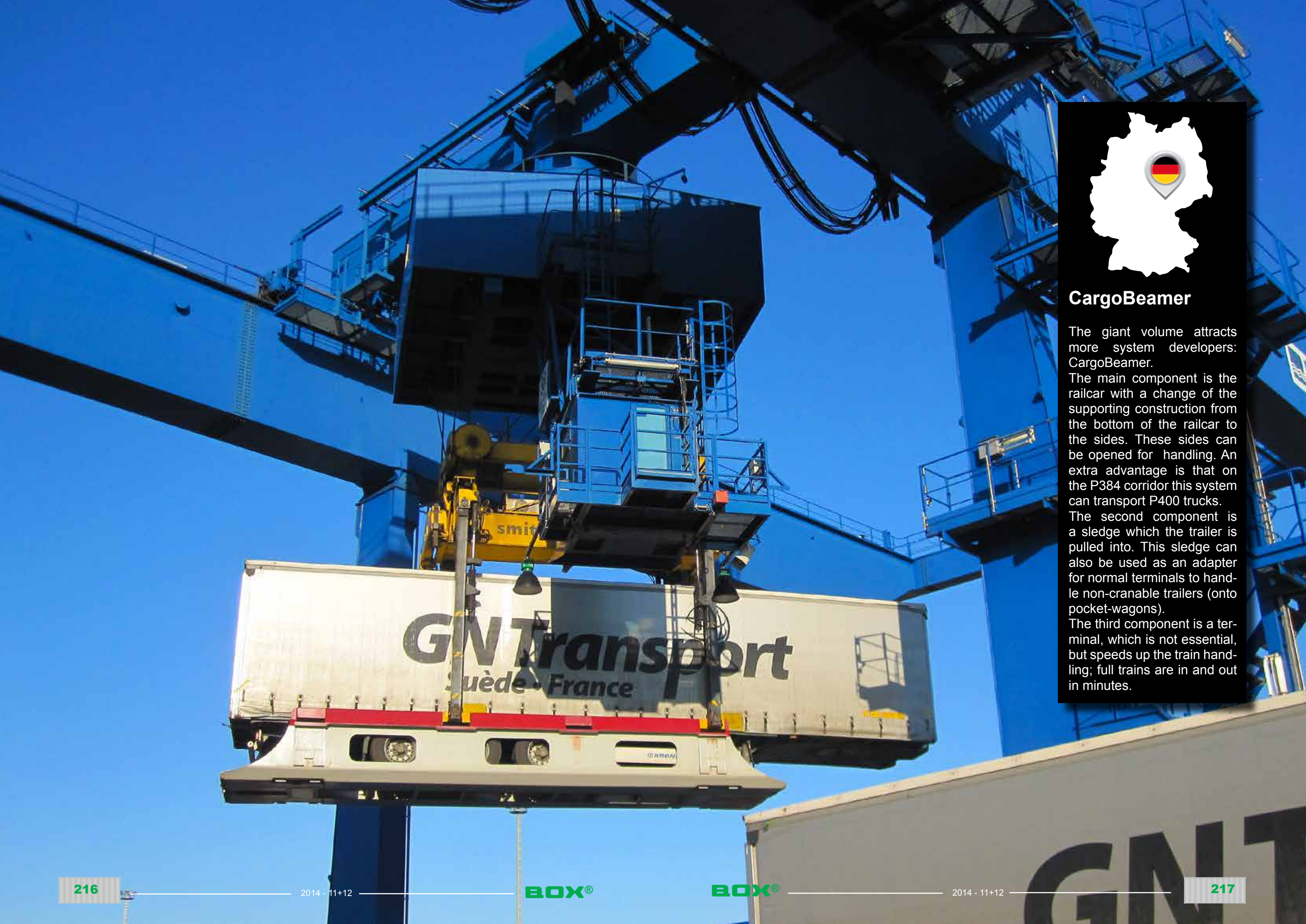
The giant volumes of cargo transported by trucks in Europe have been feeding the brains and imagination of designers and technicians for years. The goal: finding simple tools and solutions to get these gigantic volumes on trains and thus feed and strengthen intermodal systems and networks in Europe.

Modalohr was the first designed solution: special railcars and special terminals. The system is in operation between Le Boulou (F) and Bettembourg (L).

Trucks without intermodal application can be transported with this system.

© Sylvain Meillasson





## CargoBeamer

The giant volume attracts more system developers: CargoBeamer.

The main component is the railcar with a change of the supporting construction from the bottom of the railcar to the sides. These sides can be opened for handling. An extra advantage is that on the P384 corridor this system can transport P400 trucks.

The second component is a sledge which the trailer is pulled into. This sledge can also be used as an adapter for normal terminals to handle non-cranable trailers (onto pocket-wagons).

The third component is a terminal, which is not essential, but speeds up the train handling; full trains are in and out in minutes.

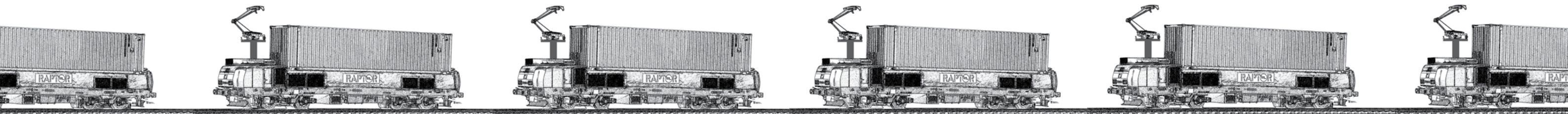




## NIKRASA

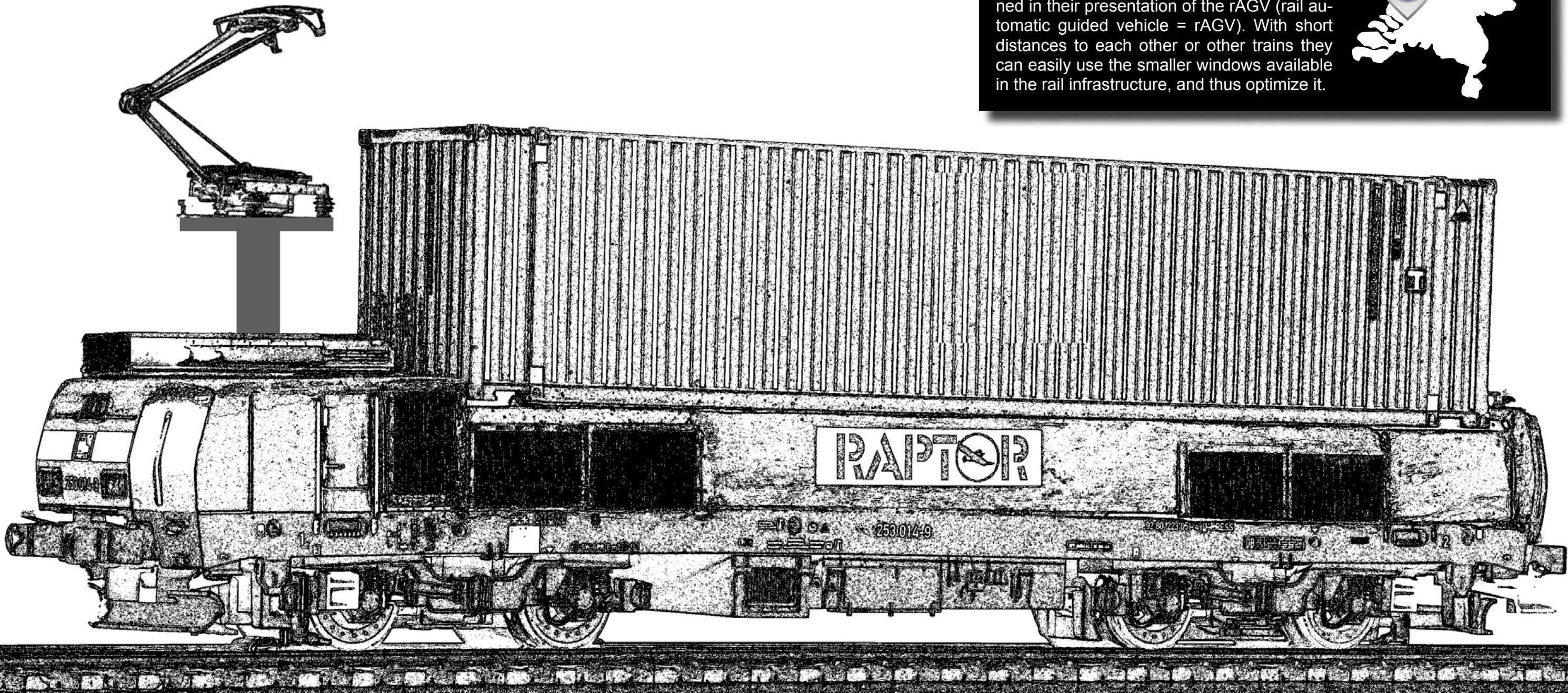
The non-craneable trailer (**N**icht **K**Ranbarer **S**attelaufleger) would be given an english abbreviation like NO-CRATRA. With the same goal as Modalohr, Cargobeamer and RAlpin, the NIKRASA uses existing equipment (the pocket-wagon) and so generates only a limited investment: a number of sledges and a ramp to get in and out of the sledge at the terminal.





## rail-AGV

Driverless rail transport with the flexibility of road transport is what the developers Paul van Bers and Marco van der Toorn mentioned in their presentation of the rAGV (rail automatic guided vehicle = rAGV). With short distances to each other or other trains they can easily use the smaller windows available in the rail infrastructure, and thus optimize it.









# Infra- structure







## GBT Gotthard base tunnel

After completion the GBT will be the longest rail tunnel in the world with two single track tunnels each of 57 km in length. After 11 years drilling and constructing, the GBT will go in to operation in June 2016. The GBT in combination with the CBT (Ceneri base tunnel, ready in 2019) will create a flat rail axle through the Alpine area which brings a lot of comfort not only for passengers for intermodal operations as well.

© Gian Vaitl

[www.sbb.ch/neatgotthard](http://www.sbb.ch/neatgotthard)





# Modal shift

## SWISS MADE

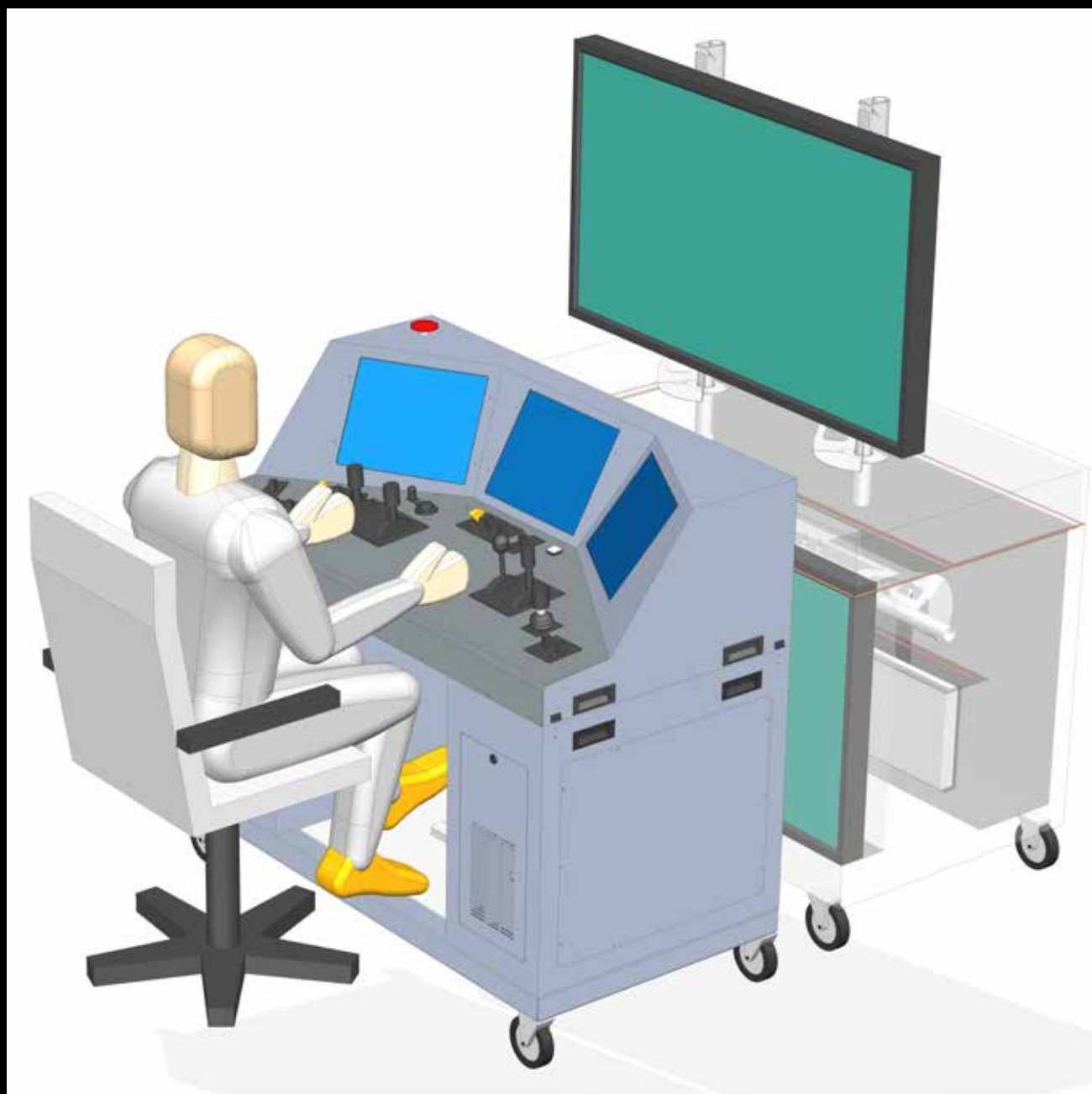


### LSVA

The Swiss government finances the modal shift which the people voted for in a plebiscite in 1980 through this special tax of heavy cargo loads (road), and through a share of the taxes on fuels.



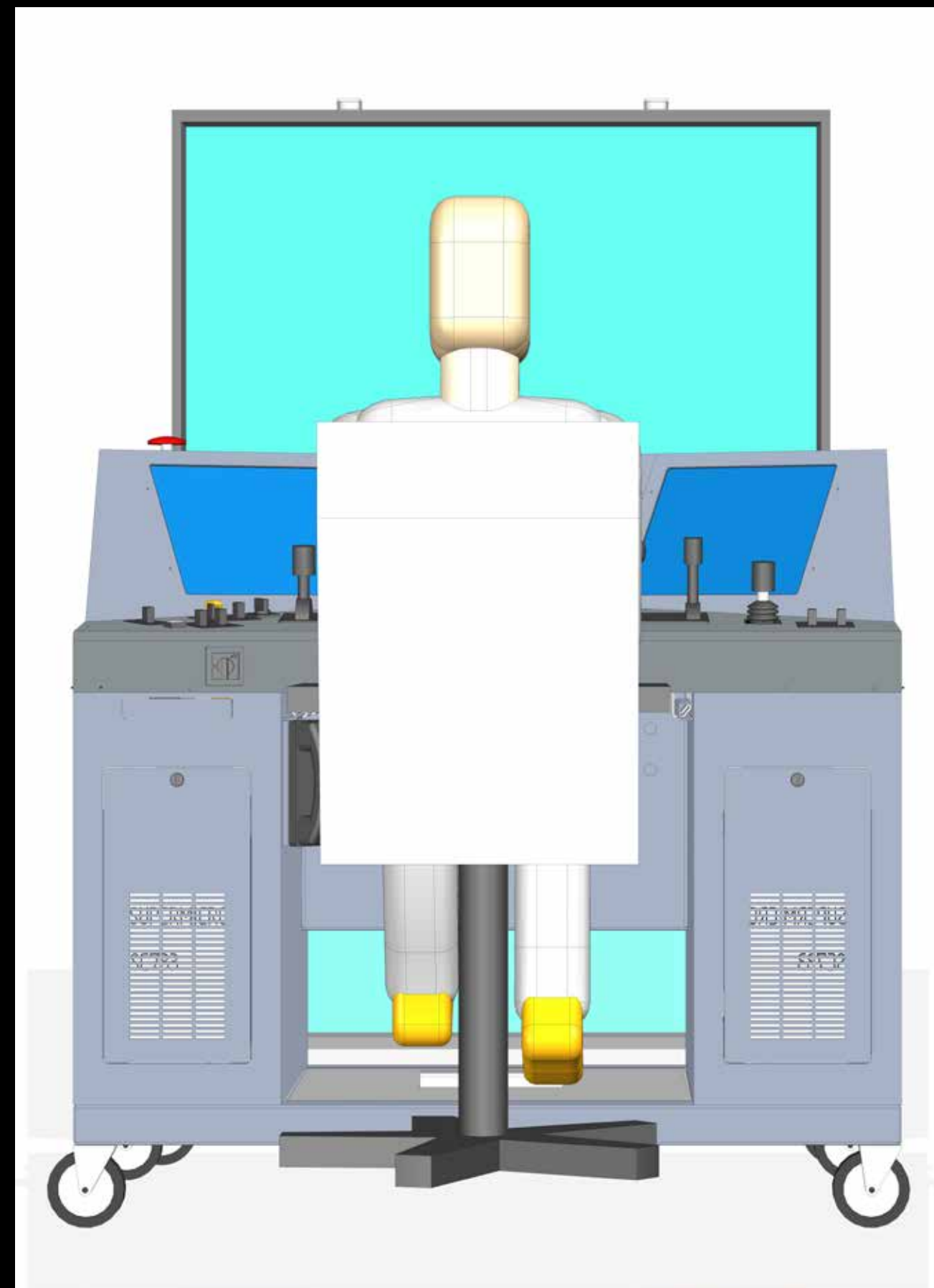




## MEV Suisse

ETCS -European Train Control System- will be introduced on the Gotthard corridor (Basel-Chiasso) in the summer of 2015. In order to have enough locomotive drivers trained by then MEV bought two simulators to offer training on the most frequent used locomotive in this region - the 185 series.

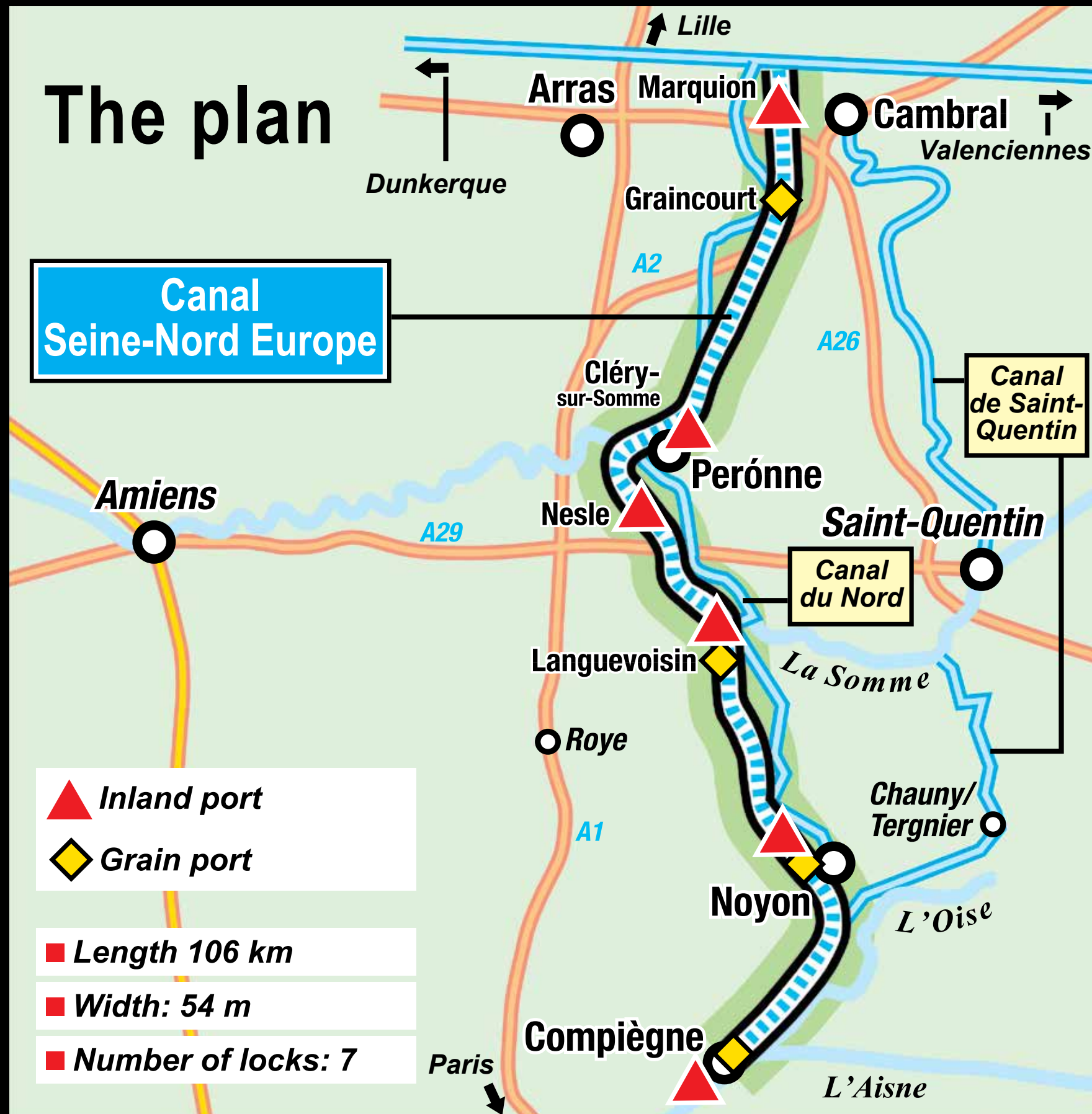
Contact: [t.dibenedetto@m-e-v.ch](mailto:t.dibenedetto@m-e-v.ch)





# The plan

## Canal Seine-Nord Europe



## Seine Nord Europe

Scaling up the "Canal du Nord" connects the Northwest of France and the Seine region with the complete European waterway network. This is INFRASTRUCTURE in capitals and of historical importance for France and Europe as a whole. Great ideas need time to get designed, understood, supported and realized. Europe and the rest of the world recover from the recent crisis, so timing is a bit unlucky

for such huge projects and investments, but the importance kept the plan on the agenda. A series of changes and improvements -in the design and in the financing- brought the plan finally to the necessary political "GO" which can initiate further planning and works.

The fact that the approximate moment the works will start was originally about the planned date of completion is for the background of its infrastructural importance only a little blemish.


Important for this kind of infrastructural works is the perspective of the whole axle where this part is fitting in. The connecting waterways in Belgium and the Netherlands have already been scaled up in preparation of this project of the century.

Navigating with 4,500 ts barges to and from Paris means an upscaling of approx. 12 times the actual navigable size of barges on this route. For the transport of containers on this route means the upscaling a future window of exactly 12 times more than the actual possible window.





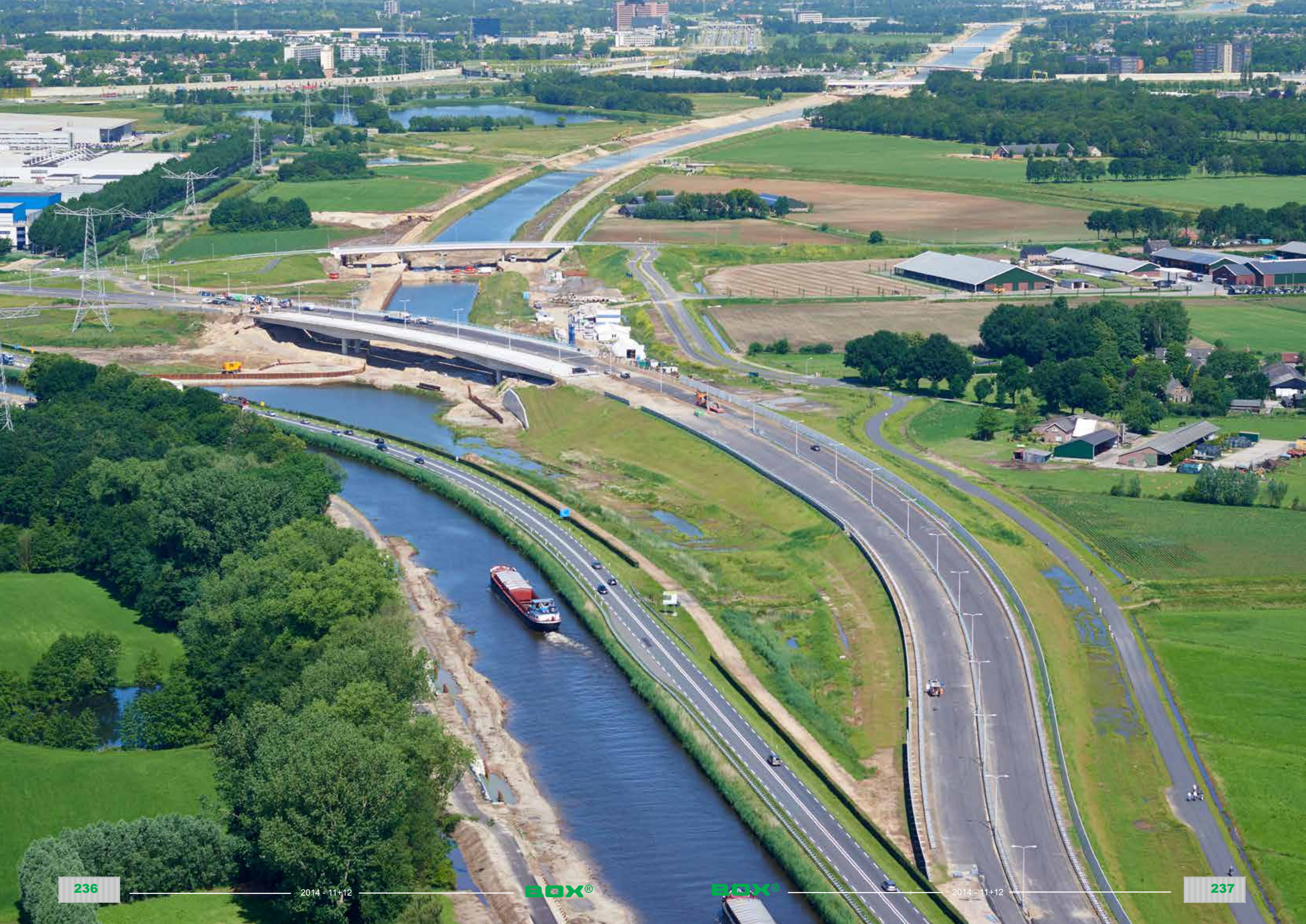




### Zuid-Willemsvaart

With the in 2014 completed di-  
version of the canal - instead of  
through the city of Den Bosch  
just around it - the waterway can  
be upgraded in a first step from  
2x2 to 3x3 containers. In the co-  
ming future a possible further up-  
grade to 4x3 is an option.













## DeltaPort

With 3 container terminals already DeltaPort Wesel has been recognized as an intermodal location of interest.

For the barge MEGA-hub, which has been in discussion for some time, the area can offer the space which is not available elsewhere.









## NGICT

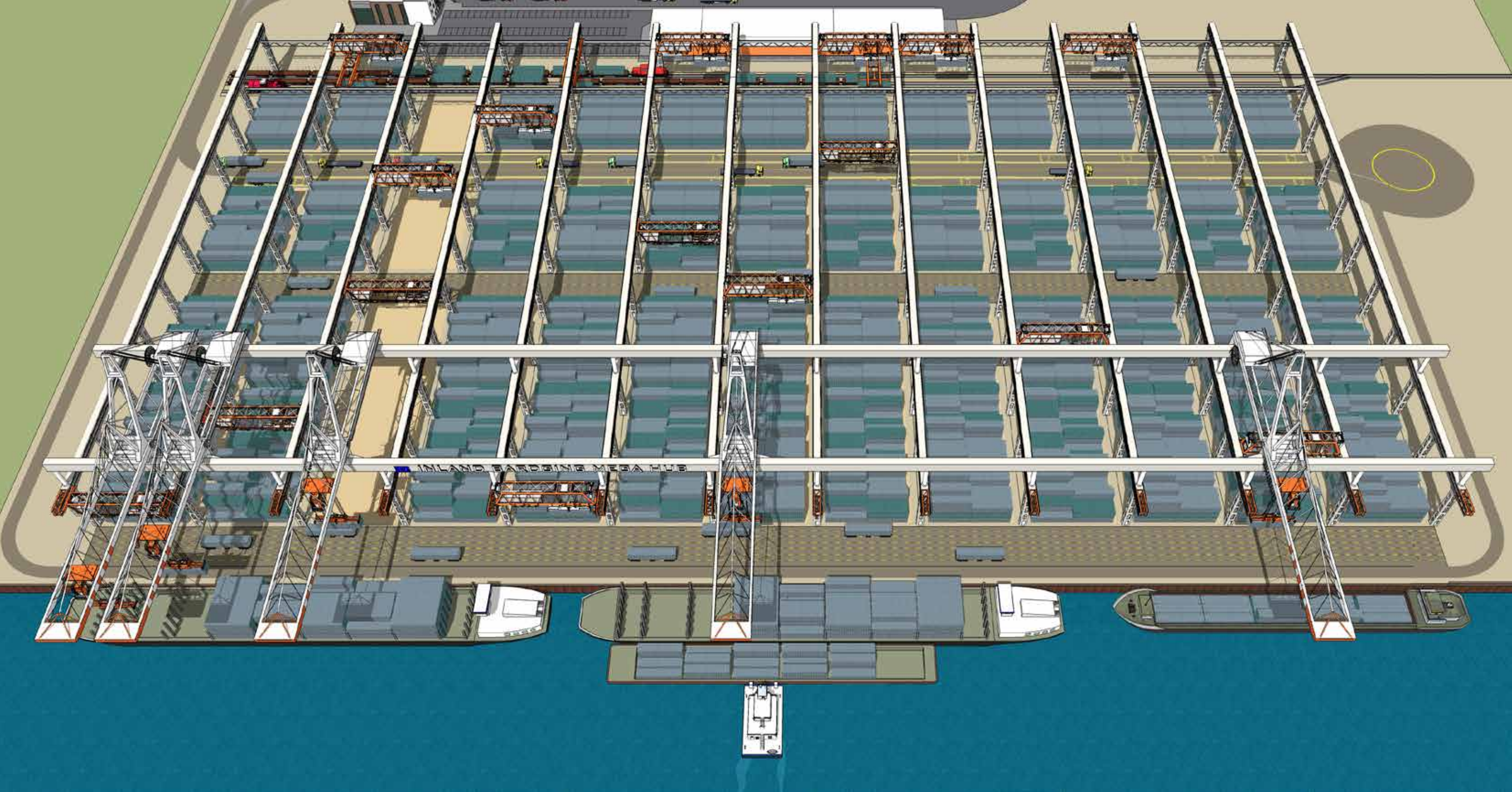
The compact operation of the NGICT seems a perfect concept for a MEGA-hub terminal where containers from one barge will be sorted out, grouped (for sea terminals or sea vessels) and reloaded in other barges.

[www.kochadviesgroep.nl](http://www.kochadviesgroep.nl)

**NGICT**<sup>®</sup>  
NEW GENERATION INTEGRATED CONTAINER TERMINALS

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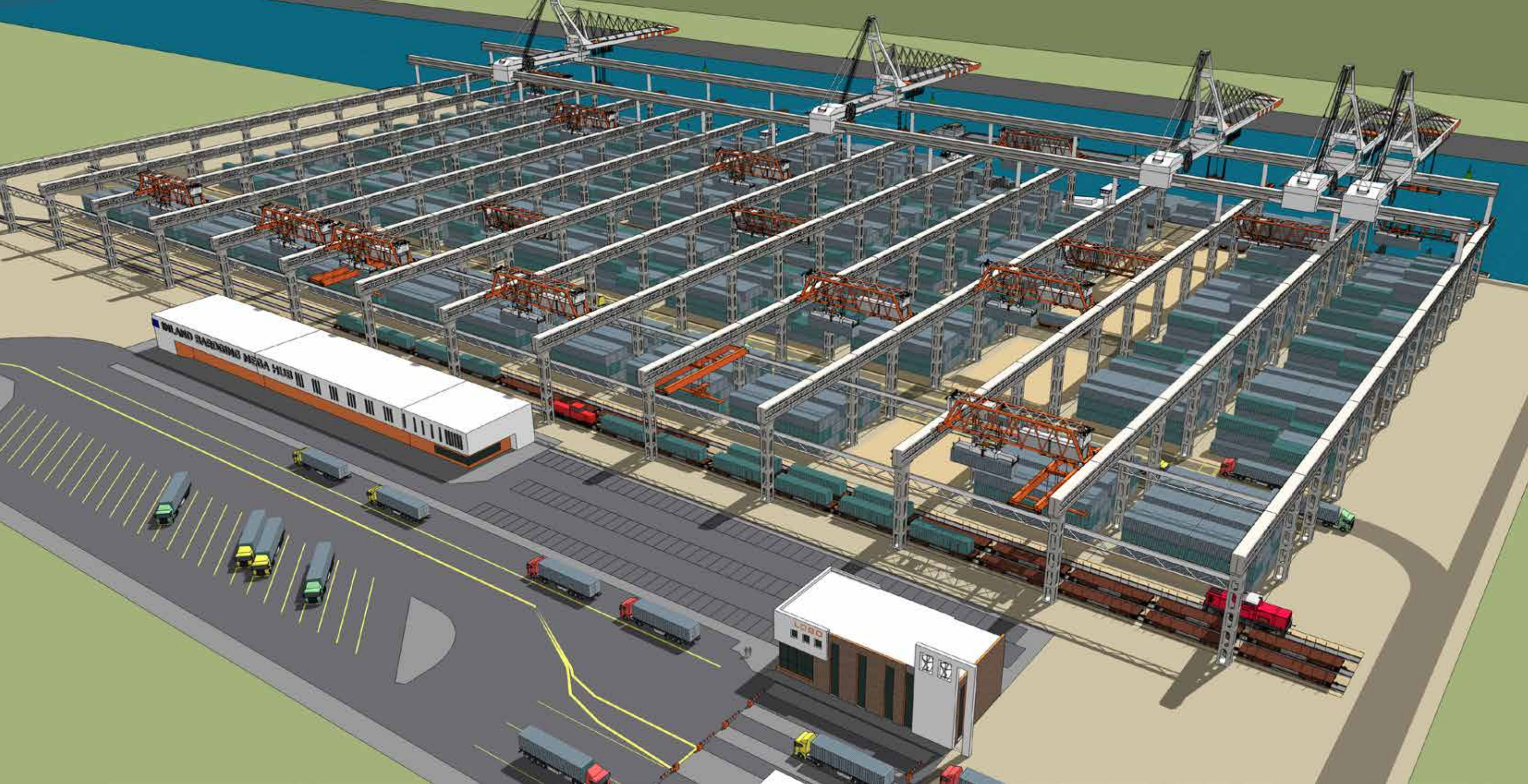






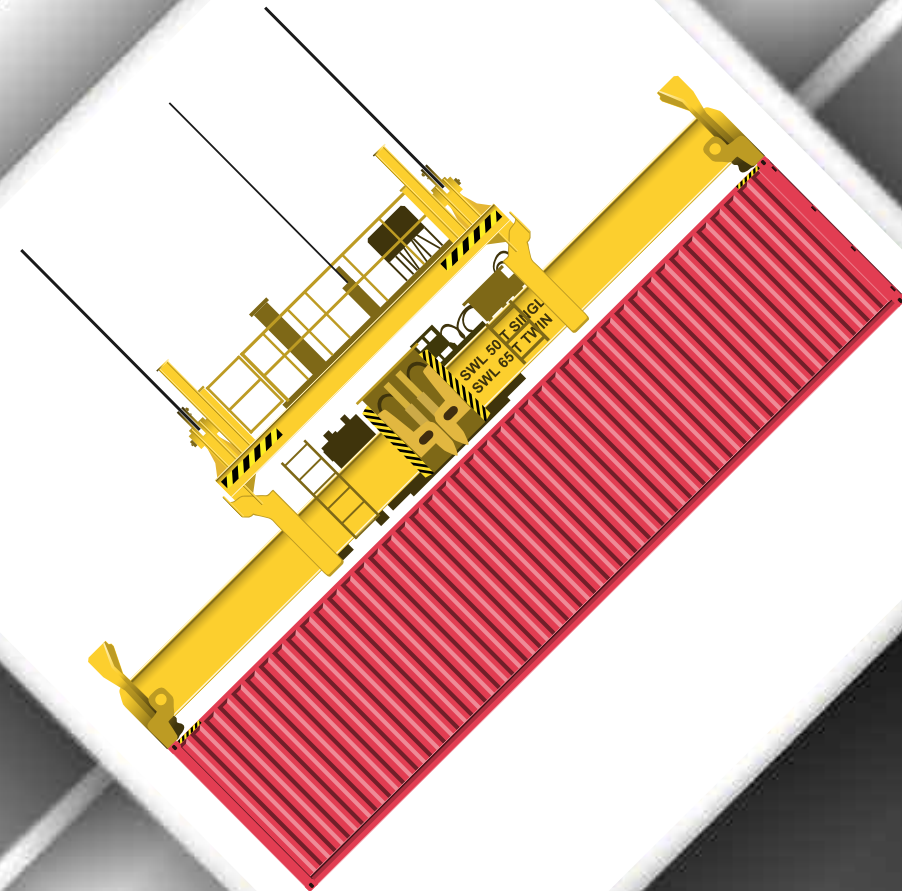




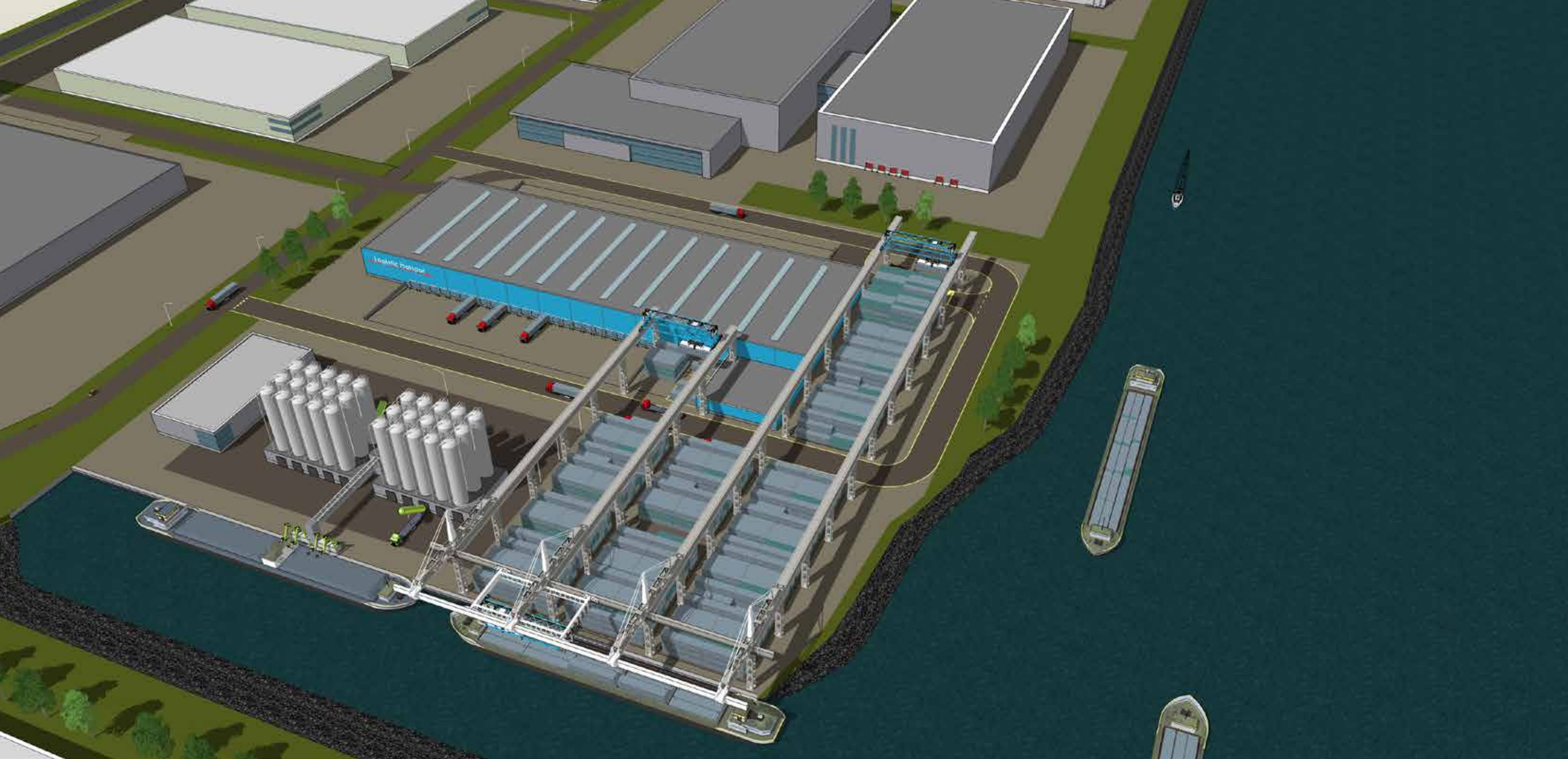




# Container handling







## NGICT hot spot

The NGICT concept is flexible and applicable for huge operations (like a MEGA-hub) but also for a terminal to be built on limited space still with a high throughput (f.e. 80,000 TEU per year).

[www.kochadviesgroep.nl](http://www.kochadviesgroep.nl)

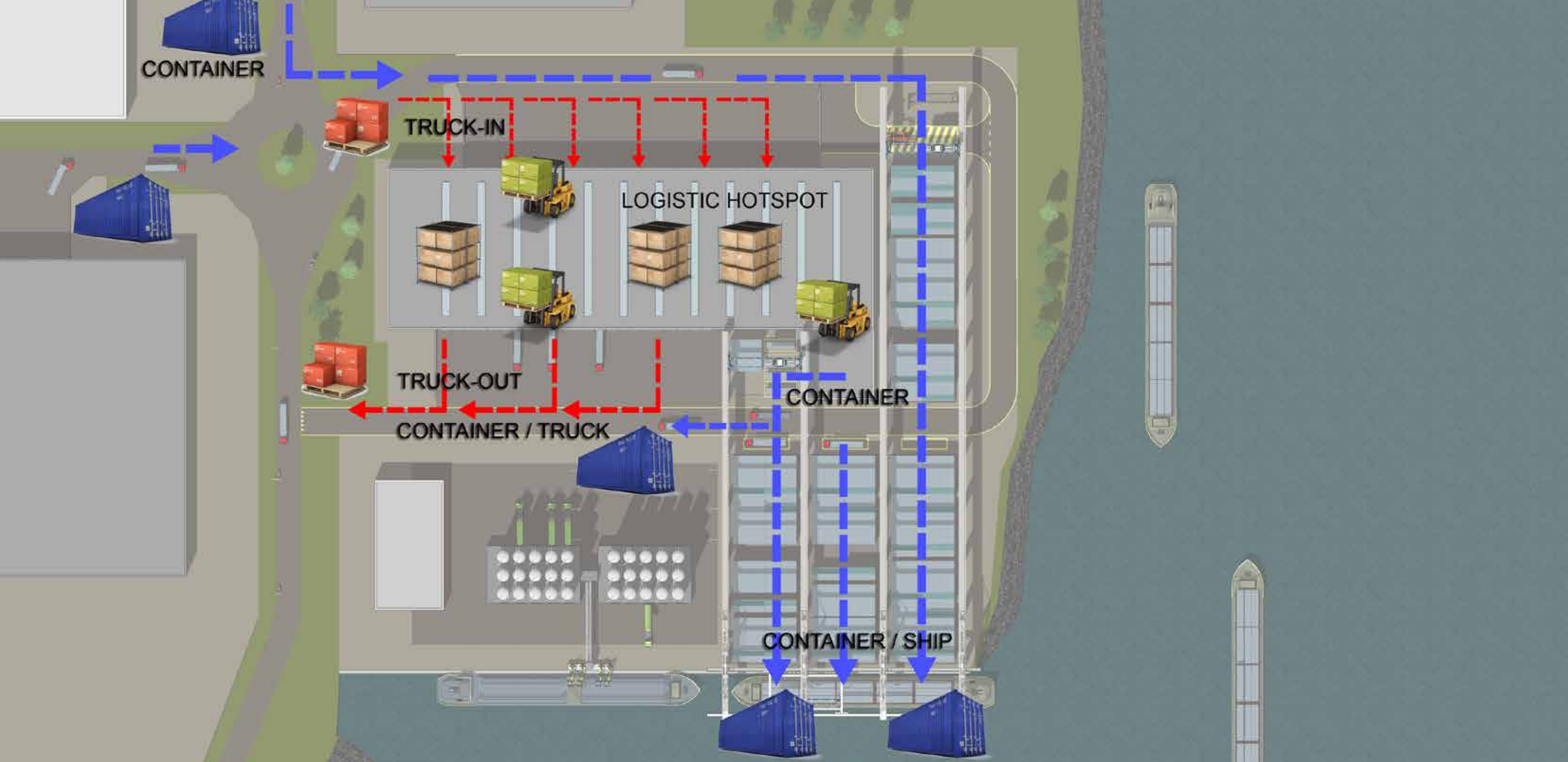
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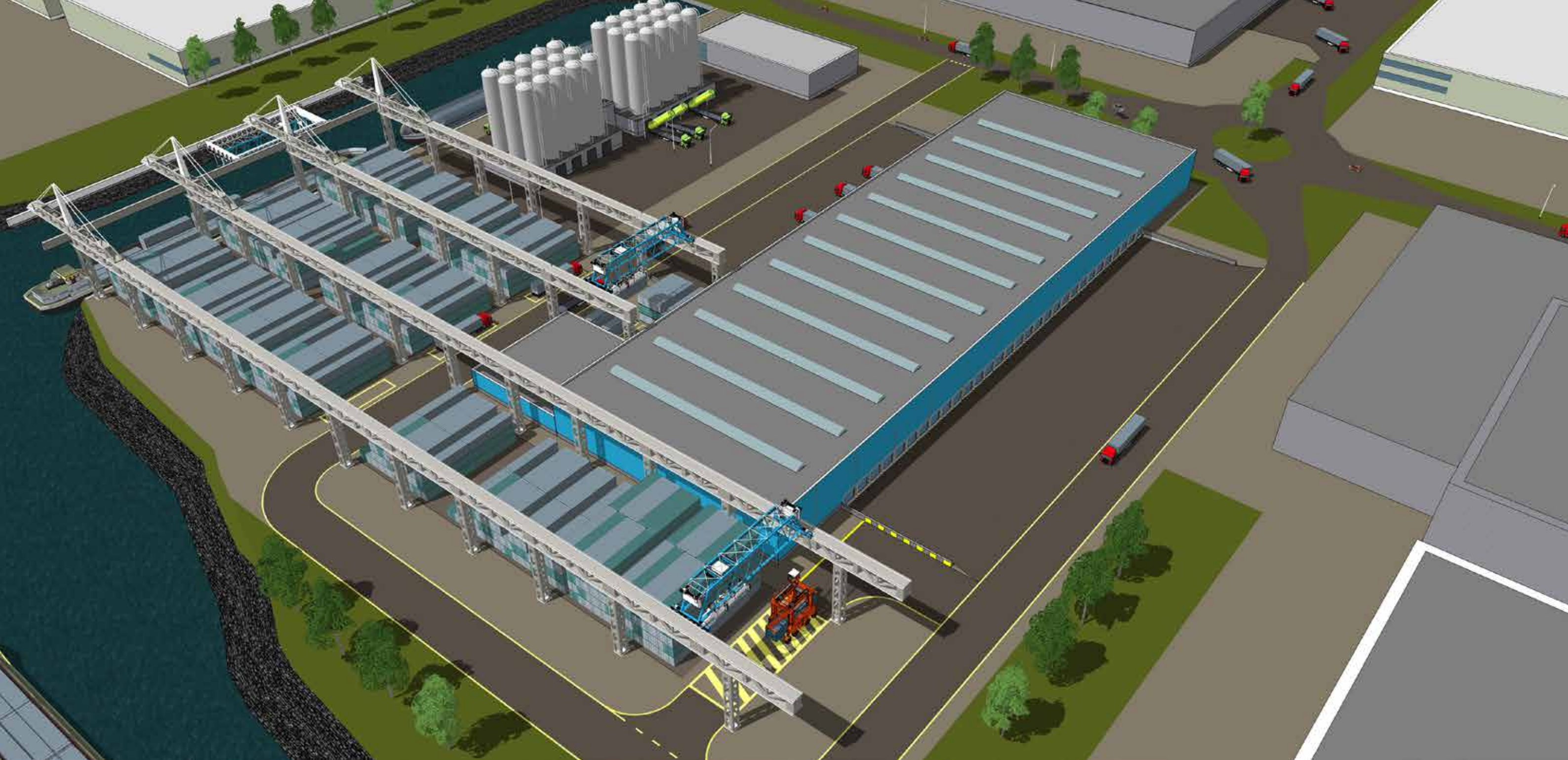














# MULTI MODAL LOGISTIC HOTSPOT

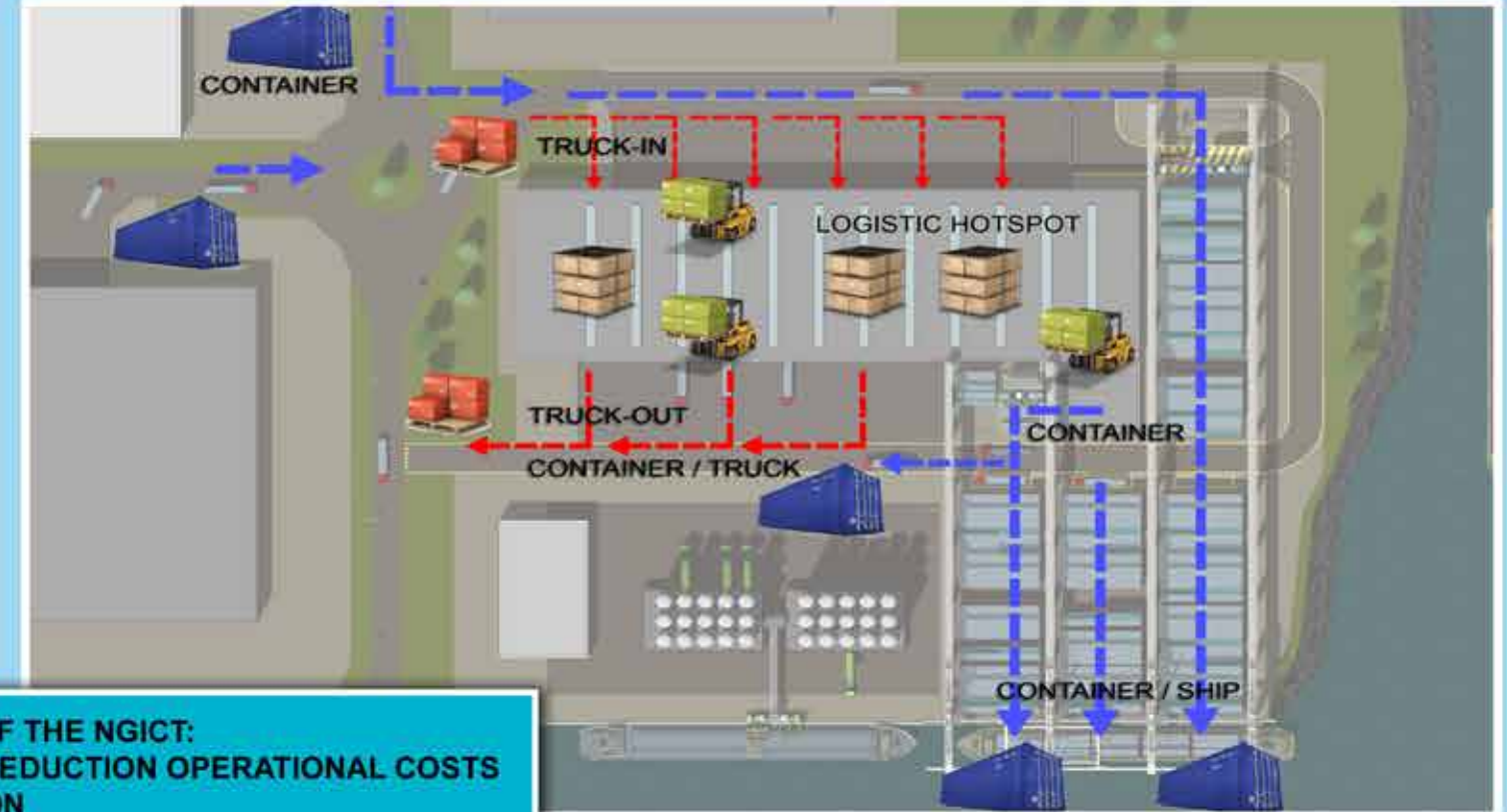


- SHARED PROCESSES
- MUTUAL PROFITS
- SYNERGY

## THE SURPRISING BENEFITS OF THE NGICT:

- CHEAPER INVESTMENTS – REDUCTION OPERATIONAL COSTS
- MINIMUM SPACE OCCUPATION
- HIGHER SPEEDS
- MORE THROUGHPUT
- LOW CARBON FOOTPRINT

FOR MORE INFO SEE WEBSITE: [WWW.KOCHADVIESGROEP.NL](http://WWW.KOCHADVIESGROEP.NL)



MULTI MODAL LOGISTIC HOTSPOT  
INTEGRATED HANDLING PROCESSES



INLAND CONTAINER TERMINAL  
FOR 80.000 TEU/YEAR



THE OHC SHUFFLE SYSTEM REDUCES  
THE NUMBER OF DOCK SHELTERS BY 80%





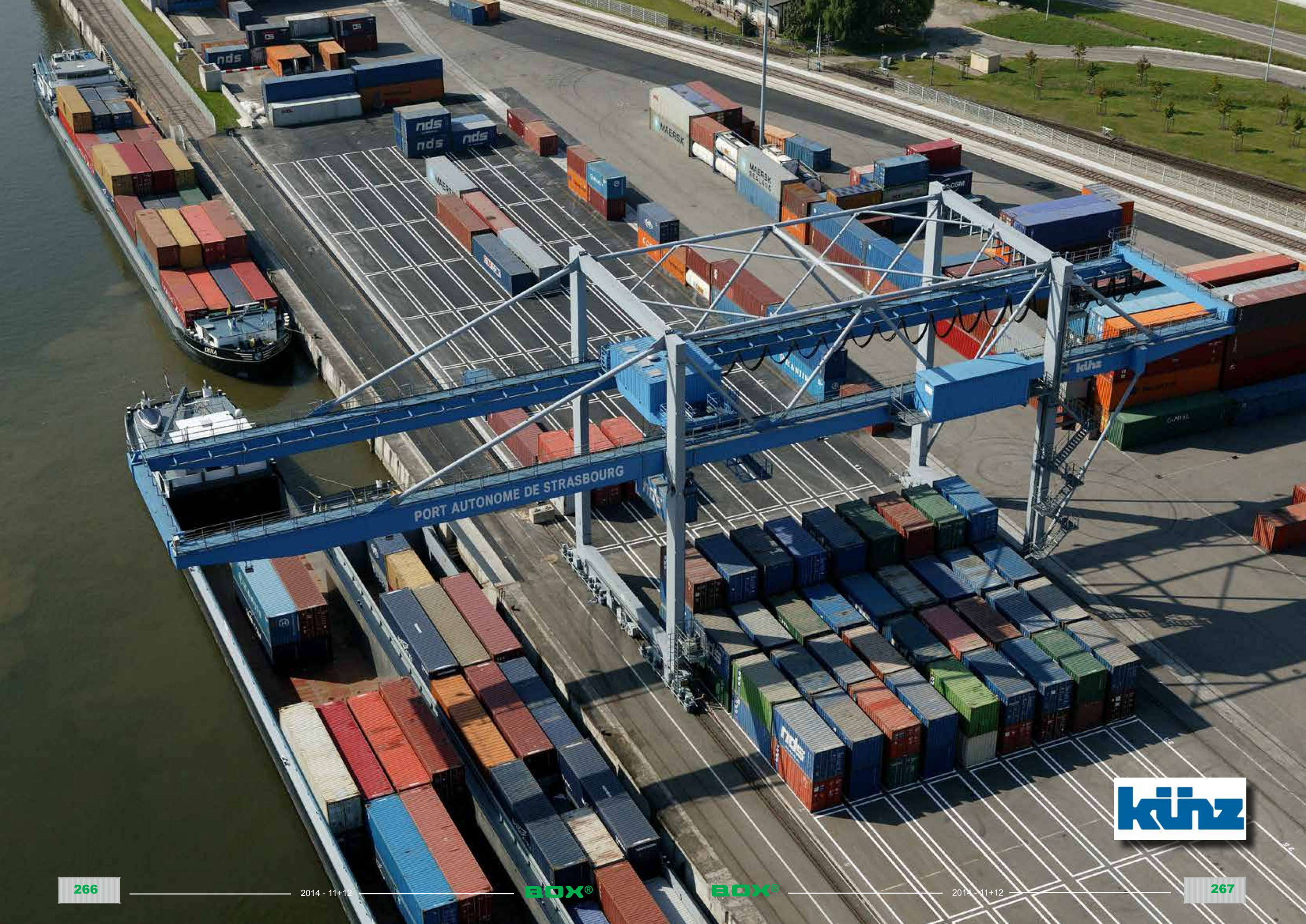
## Künz

The Austrian company has built up a great portfolio and reputation in intermodal crane handling. Künz equips rail terminals, but also barge and trimodal terminals. The state of the art new APMT terminal in Rotterdam is also equipped with Künz cranes for the land operation of the terminal.

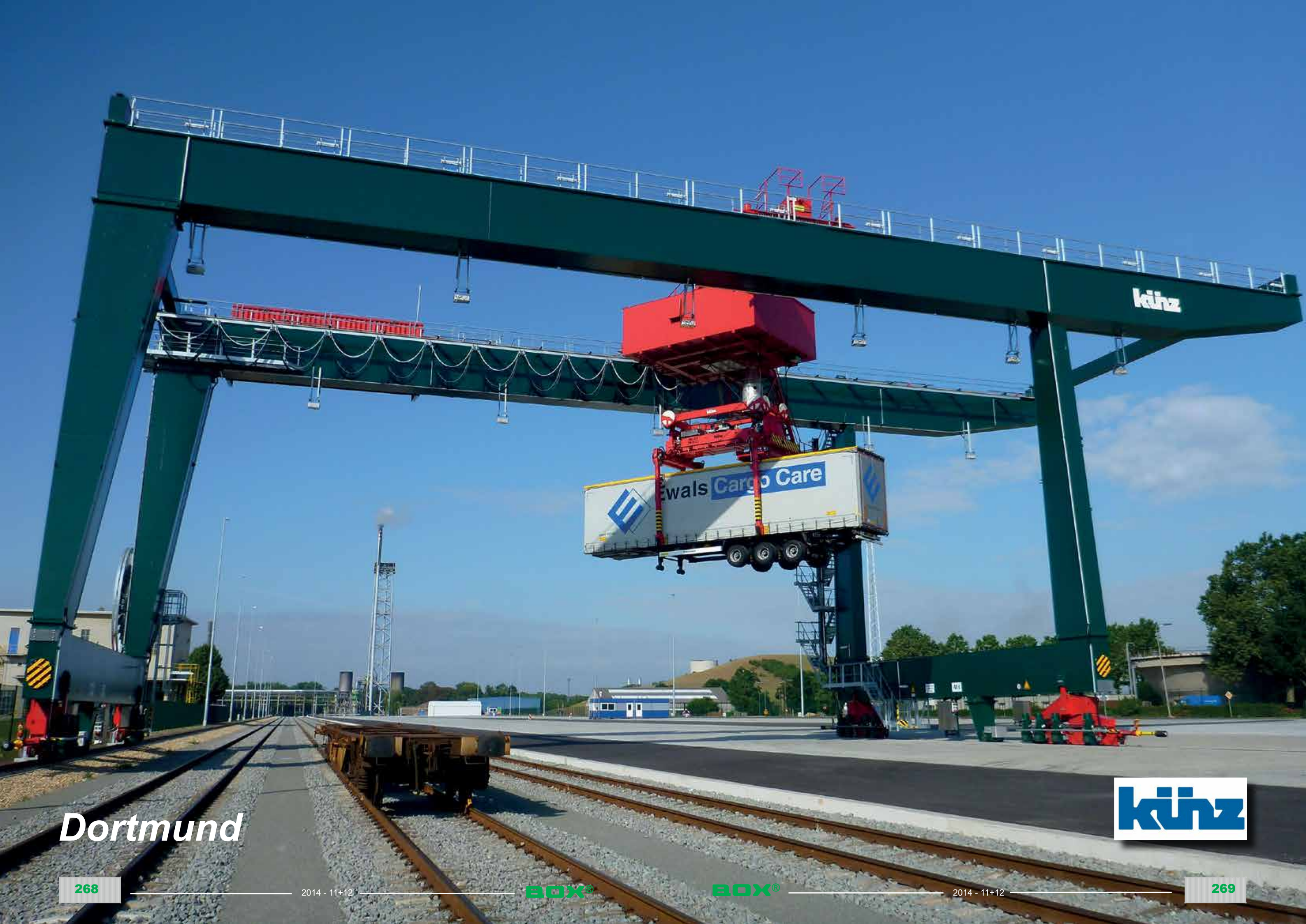
[www.kuenz.com](http://www.kuenz.com)











Dortmund







## VDL

Producing container spreaders with a strong focus on inland terminals and individual specifications.

AGVs were also taken in their production programme last year with a first series for ECT in Rotterdam.

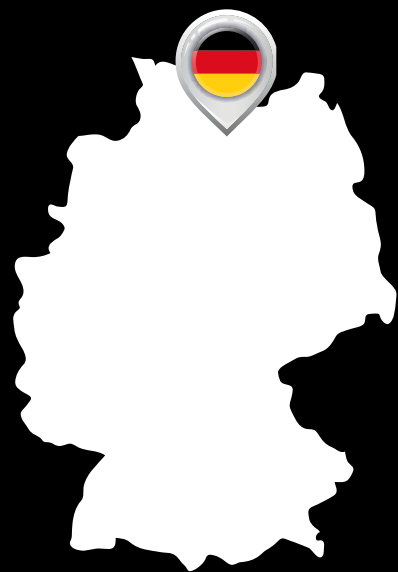








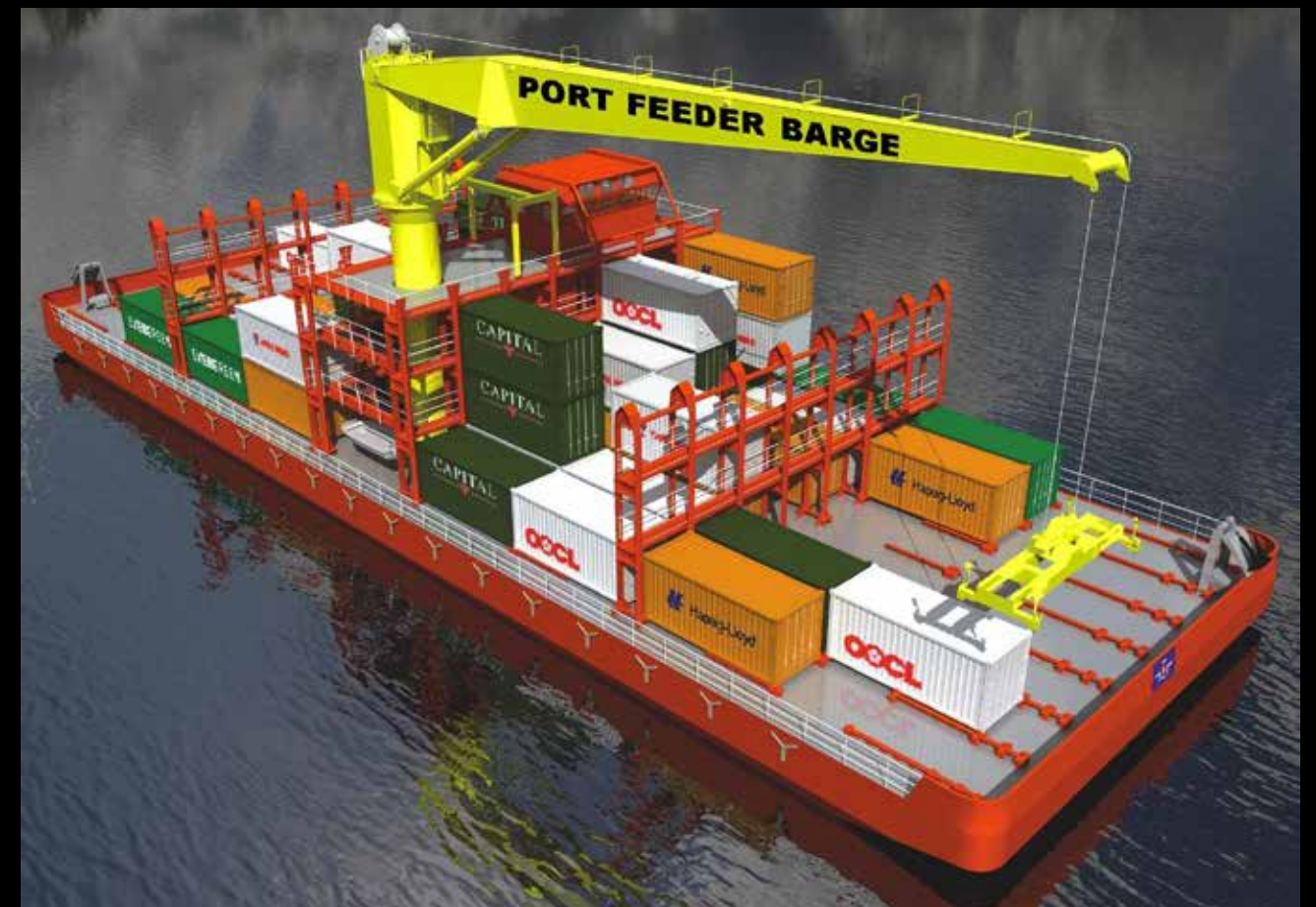
Hongkong midstream container operation



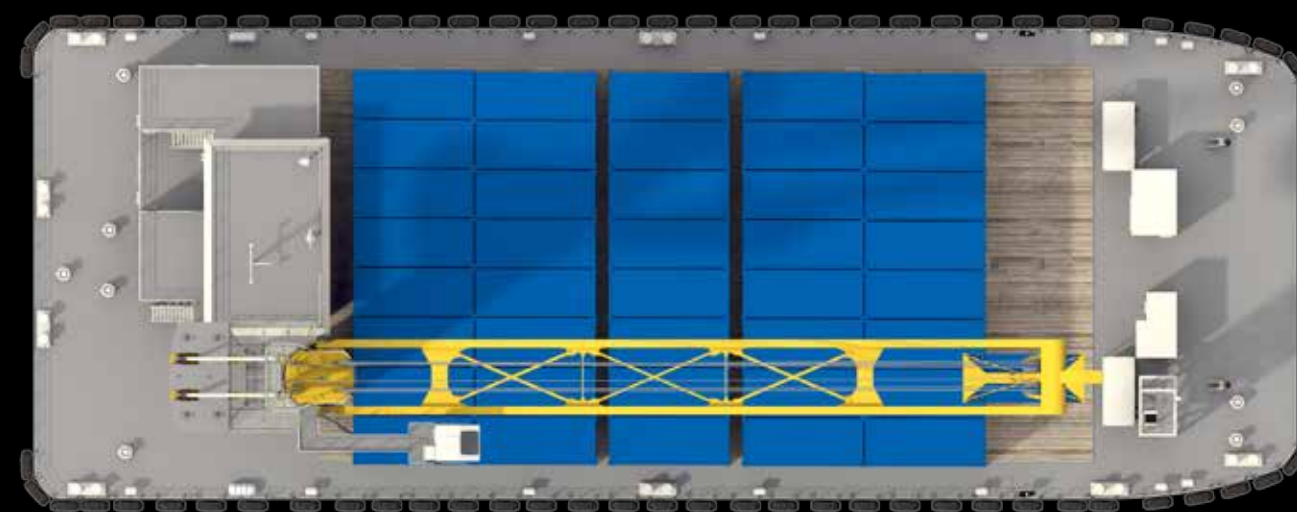
## Port Feeder Barge

The idea: a containerhopper with its own crane in the port of Hamburg to bring containers from the deep sea terminals to the warehouse areas -instead of using the road- for unloading or the other way around to pick them up for outgoing sea traffic. The perspective of a third party crane handling containers on a terminal is a serious hindrance for such a project. Perhaps the deep sea terminal should participate in the project with the direct advantage of less gate moves.

[www.portfeederbarge.de](http://www.portfeederbarge.de)







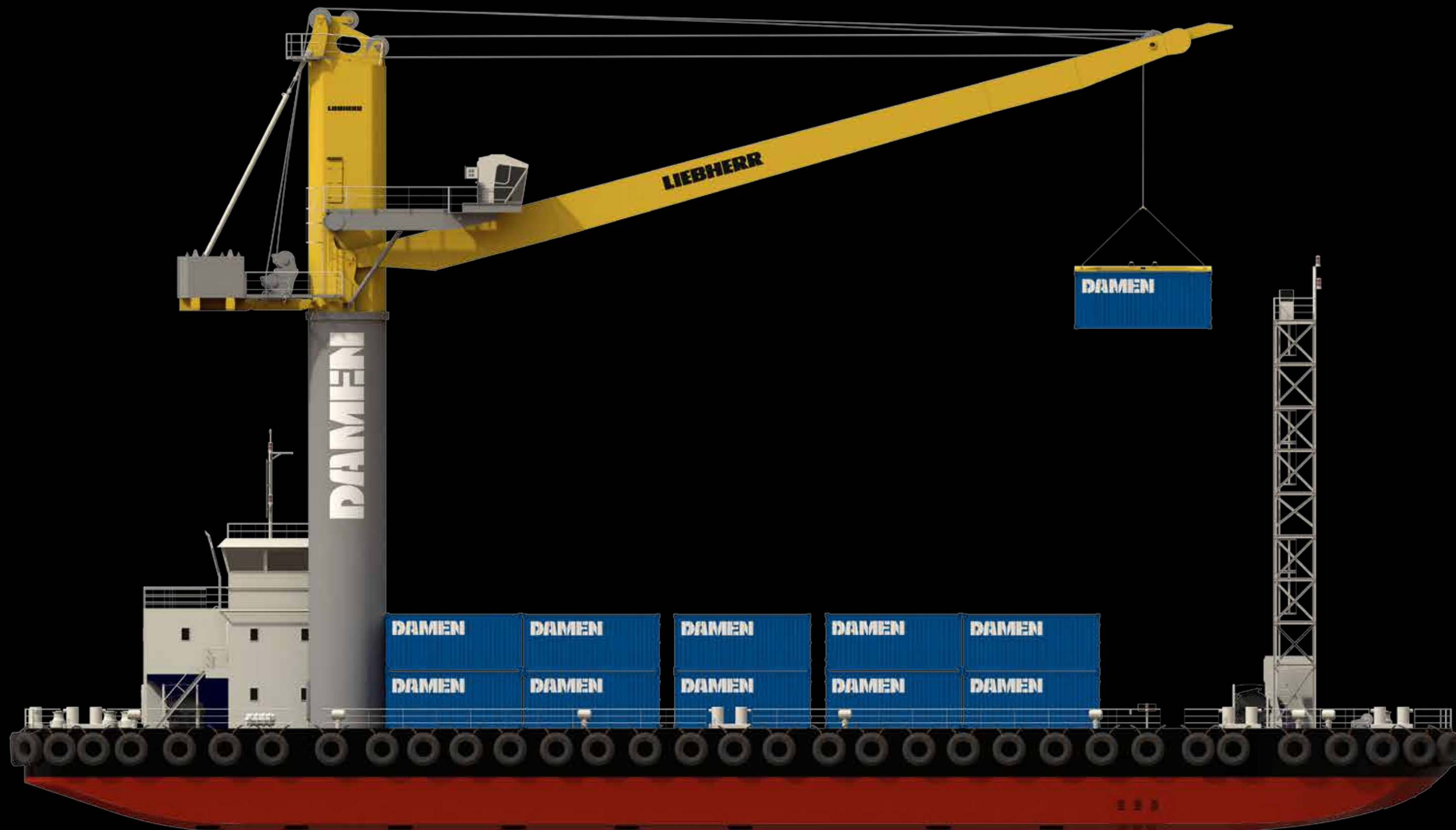
## DAMEN Crane barge

Bulk, breakbulk, containers and project cargo: a multipurpose powerpack for sea ports as well as inland ports. Inland ports can optimize the use of their infrastructure because one device will serve more quays -when the clearance is available- and is capable for the complete range of goods handling. The size of the pontoon can be chosen individually as well as all further possible options and extras.

[www.damen.com](http://www.damen.com)









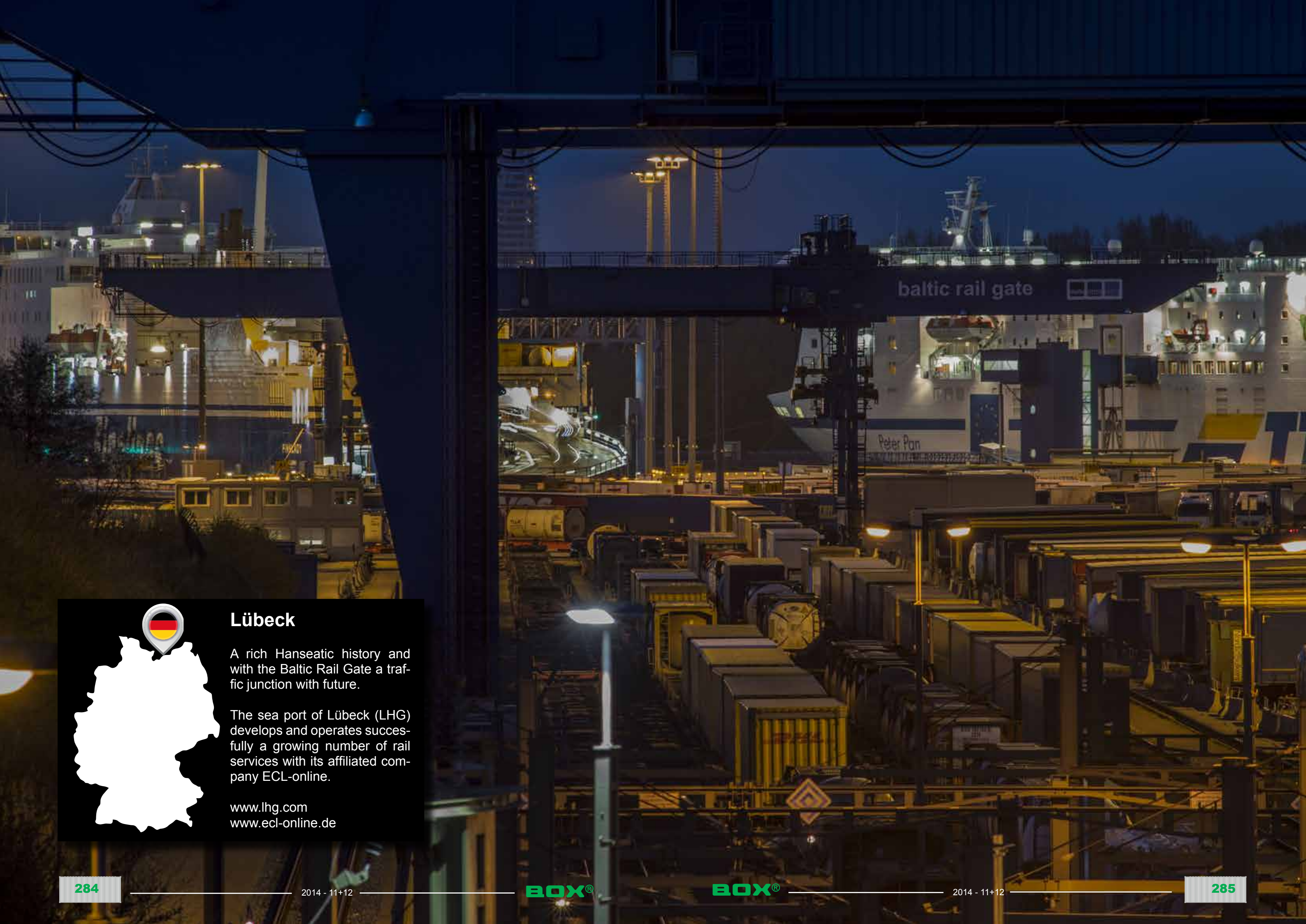
# Container terminals











## Lübeck

A rich Hanseatic history and with the Baltic Rail Gate a traffic junction with future.

The sea port of Lübeck (LHG) develops and operates successfully a growing number of rail services with its affiliated company ECL-online.

[www.lhg.com](http://www.lhg.com)  
[www.ecl-online.de](http://www.ecl-online.de)





## Mainz

This impressive façade along the Rhine in Mainz belongs to the tri-modal terminal of Frankenbach in Mainz. Connected by barge to the Northsea ports, inland ports upstream and the Bavarian terminal in Aschaffenburg. Of the several railconnections the link with Homburg/Saar was the most recently set up service.

[www.frankenbach.com](http://www.frankenbach.com)

<b>Ernst Frankenbach GmbH</b> Spedition Am Weyer 5 D-55252 Mainz-Kastel Fon: +49 (0) 6134 2900-0	<b>Frankenbach</b> Container Terminals GmbH Ingelheimstraße 1-3 D-55120 Mainz Fon: +49 (0) 6131 1430-0	<b>Frankenbach</b> Container Service GmbH Am Weyer 5 D-55252 Mainz-Kastel Fon: +49 (0) 6131 1430-0	<b>Frankenbach</b> Automobil Logistik GmbH Am Kupferwerk 42 D-65462 Ginsheim-Gustavsburg Fon: +49 (0) 6134 1896-0	 Tradition trifft Innovation
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 CONTAINER TERMINALS  
 KOMBINIERTER VERKEHR  
 AUTOMOBIL LOGISTIK

[www.frankenbach.com](http://www.frankenbach.com)





**Germersheim**

A multimodal terminal -part of the DP World group- which was the first inland terminal with an integrated solution for reefer containers - on rail, barge and terminal - and is still leading in this intermodal segment.

[www.dpworld.de](http://www.dpworld.de)

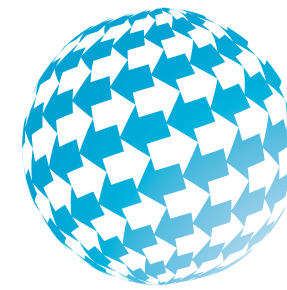






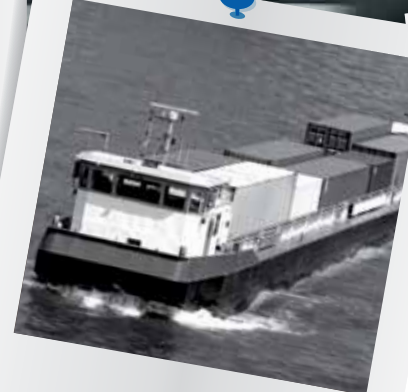
# Standard software for intermodal transport & logistics

[www.ixolution.com](http://www.ixolution.com)

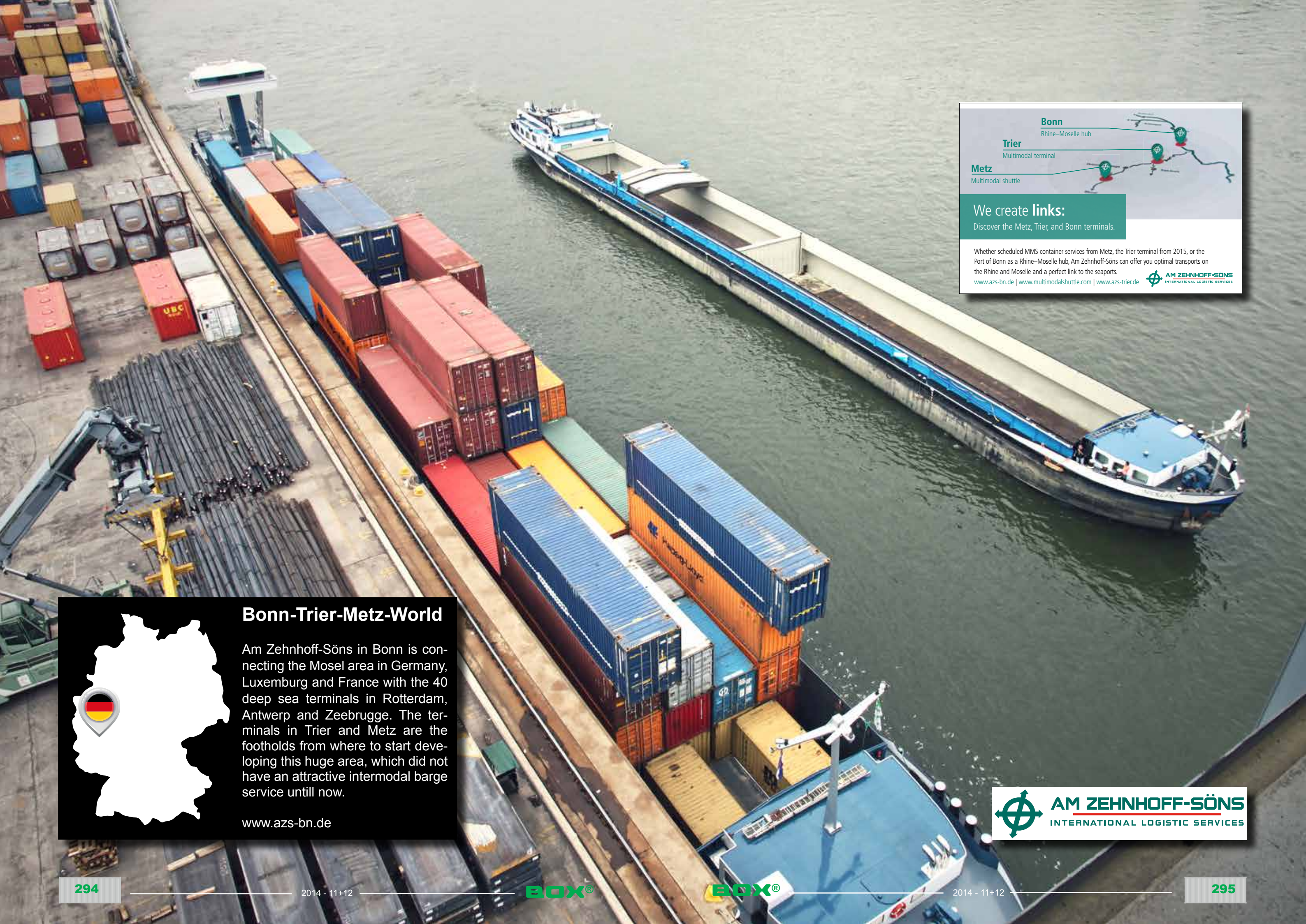


**IXOLUTION**  
INTELLIGENT EXECUTION

Zwijndrecht [NL] & Nettetal-Kaldenkirchen [D]



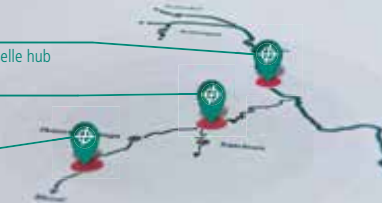




**Bonn**  
Rhine-Moselle hub

**Trier**  
Multimodal terminal


**Metz**  
Multimodal shuttle



**We create links:**  
Discover the Metz, Trier, and Bonn terminals.

Whether scheduled MMS container services from Metz, the Trier terminal from 2015, or the Port of Bonn as a Rhine-Moselle hub, Am Zehnhoff-Söns can offer you optimal transports on the Rhine and Moselle and a perfect link to the seaports.

[www.azs-bn.de](http://www.azs-bn.de) | [www.multimodalshuttle.com](http://www.multimodalshuttle.com) | [www.azs-trier.de](http://www.azs-trier.de)





### Bonn-Trier-Metz-World

Am Zehnhoff-Söns in Bonn is connecting the Mosel area in Germany, Luxemburg and France with the 40 deep sea terminals in Rotterdam, Antwerp and Zeebrugge. The terminals in Trier and Metz are the footholds from where to start developing this huge area, which did not have an attractive intermodal barge service until now.

[www.azs-bn.de](http://www.azs-bn.de)



**AM ZEHNHOFF-SÖNS**  
INTERNATIONAL LOGISTIC SERVICES

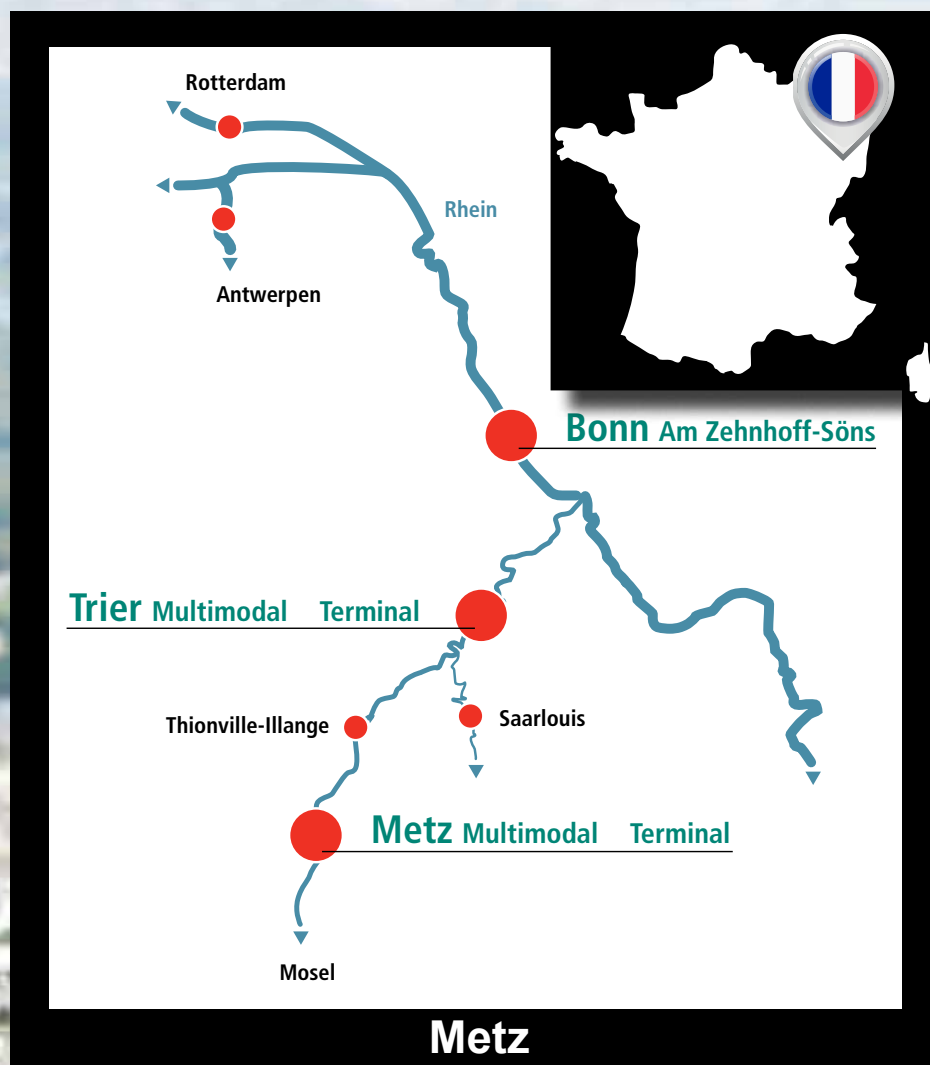




Trier











## Oss



Eric Nooijen, owner and CEO of OOC Terminals BV: "In the dynamic logistic region of North-Brabant, Oss has developed itself as a One Stop Shop logistics centre with complete logistics facilities for dry and liquid bulk cargo up to the whole container package: from standard containers to reefer containers with a strong focus on road, rail and water connectivity for a wide cargo spectrum."

[www.ooc.nl](http://www.ooc.nl)



**OSSE  
OVERSLAG  
CENTRALE BV**









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## Emmerich

The geography did not change, but the free traffic of people and goods in the EU brought the change. Emmerich became the focus of shippers on the Dutch side of the border. With frequent barge services to the Northsea ports and a regular rail service to/from Basel, Emmerich has perfect options for its further development.

[www.rwt-gmbh.de](http://www.rwt-gmbh.de)



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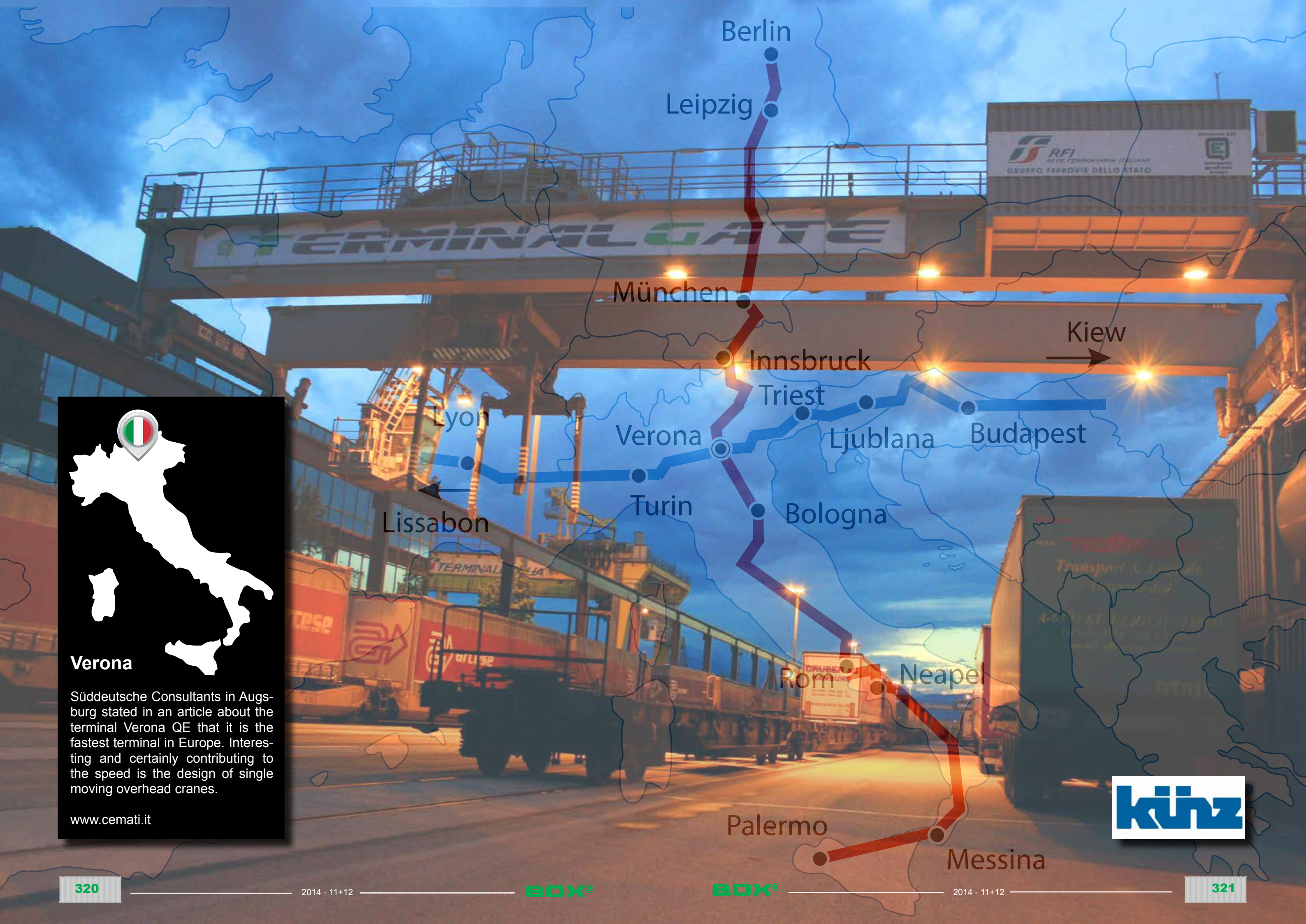




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### Verona

Süddeutsche Consultants in Augsburg stated in an article about the terminal Verona QE that it is the fastest terminal in Europe. Interesting and certainly contributing to the speed is the design of single moving overhead cranes.

[www.cemati.it](http://www.cemati.it)

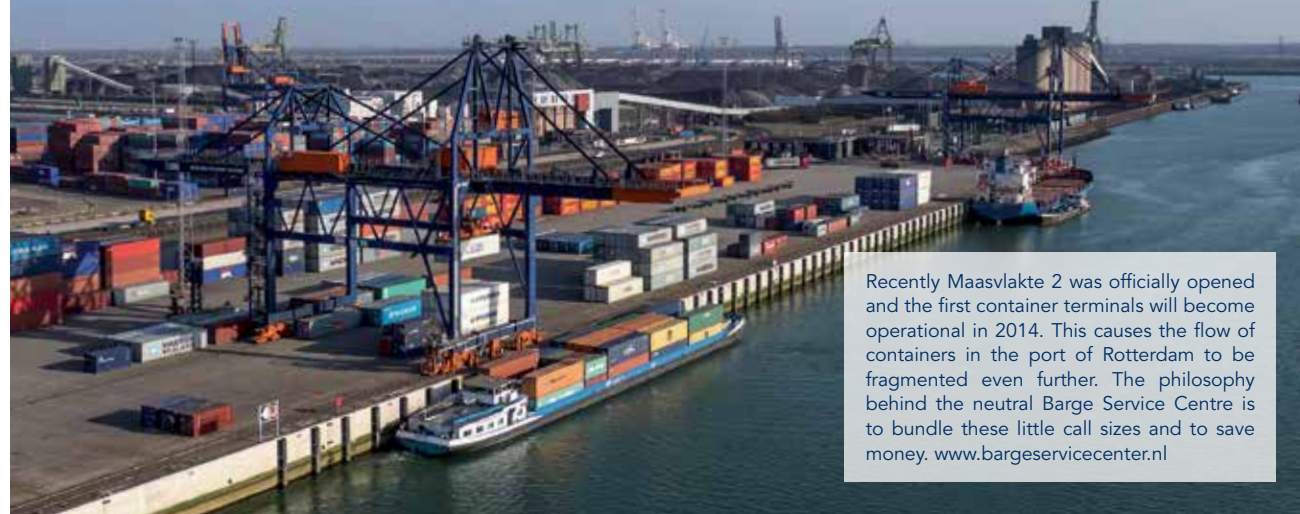




**Kramer** Group

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## Barge Service Center: neutral solution, common benefit



Recently Maasvlakte 2 was officially opened and the first container terminals will become operational in 2014. This causes the flow of containers in the port of Rotterdam to be fragmented even further. The philosophy behind the neutral Barge Service Centre is to bundle these little call sizes and to save money. [www.bargeservicecenter.nl](http://www.bargeservicecenter.nl)



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[www.neska-intermodal.eu](http://www.neska-intermodal.eu)

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