

Quality and Environment



INTERMODAL SYSTEMS

Olle Bernstaf

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DHL FREIGHT SWEDEN

Facts

Revenue: 350 M€

Employees: 520

International production centers: 5

Storage/Specialties: 34 sites

Storage: 130 000 m²

Trailer pool: 3 500 units

Shipments: 1 000 000

Tons: 5,5 millions

Customers: 11 000



WHAT IS FREIGHT SWEDEN?



- Customs operations
- Groupage, part and full loads in International traffic
- Rail transports
- Specialties, Trade Fairs & Events, Shoes, Flowers and Special Transports
- Storage
- Internal linehaul operator

CONTINENTAL TRAFFIC

Day definite service with high frequency

Production systems: Road – Intermodal - Rail

Own Intermodal block train from Travemünde to Verona and v.v.

Optimized traffic production through NDC =
Nordic Dispatch Centre, Lübeck

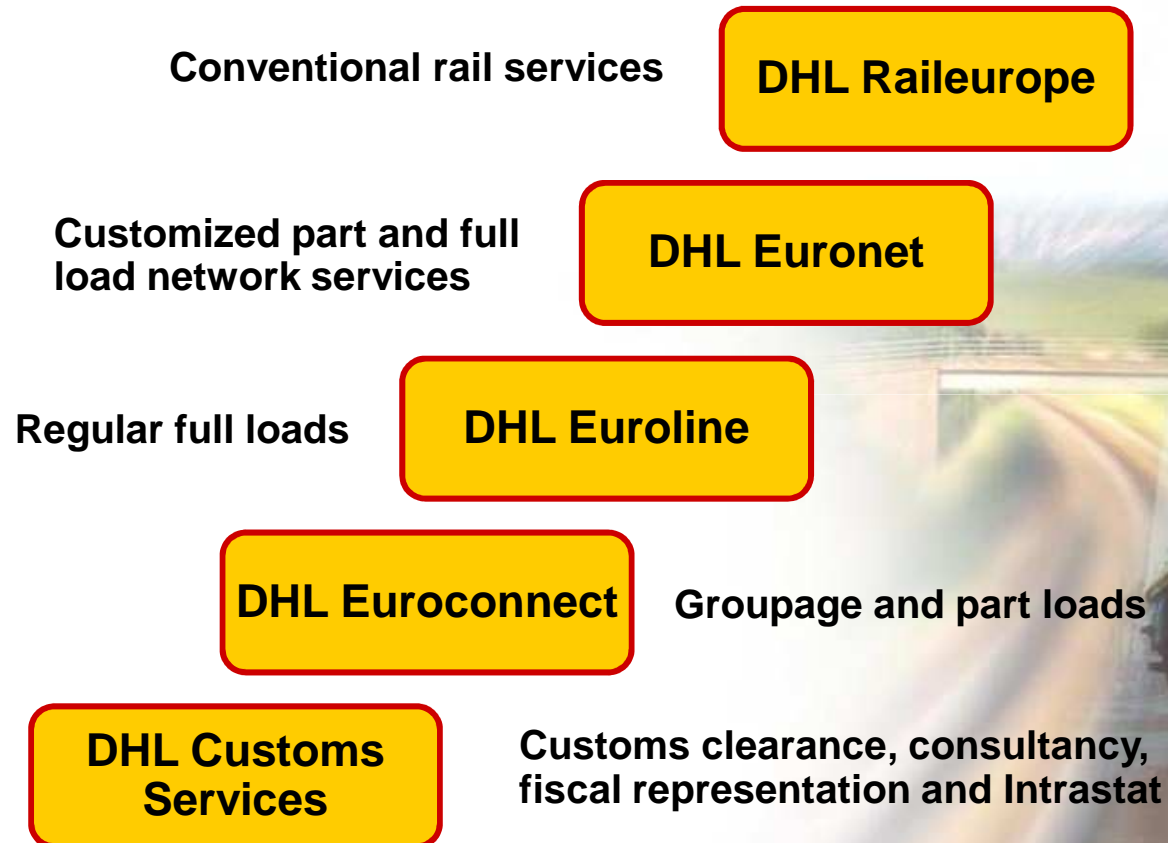
➤ 116 000 single trips per year in the Continental traffic

A common Nordic Freight equipment pool
to ensure efficient production

Daily 250 trucks in Travemünde



DHL FREIGHT PRODUCTS



WHICH ARE THE ENVIRONMENTAL ASPECTS FROM OUR ACTIVITY?

Emissions

from transports and energy consumption

Accidents

and the consequences

Reduce





Fossil fuel dependency

Noise

from transports

We all work for deducting our aspects !

With the EARN program we will all be winners!

-  **Economy– Waste sorting/recycling, electrical- and fuelsaving programmes**
-  **Environment – reduced negative impact, climate change**
-  **Employees – work environment, reduce noise and emission**
-  **Corporate Citizenship – reduce noise, improved central city environment**

How can you help?

ENVIRONMENTAL TARGETS 2008

Increase loadability by 100 kg per trailer in average

Deduct empty running by 5 km per trailer in average

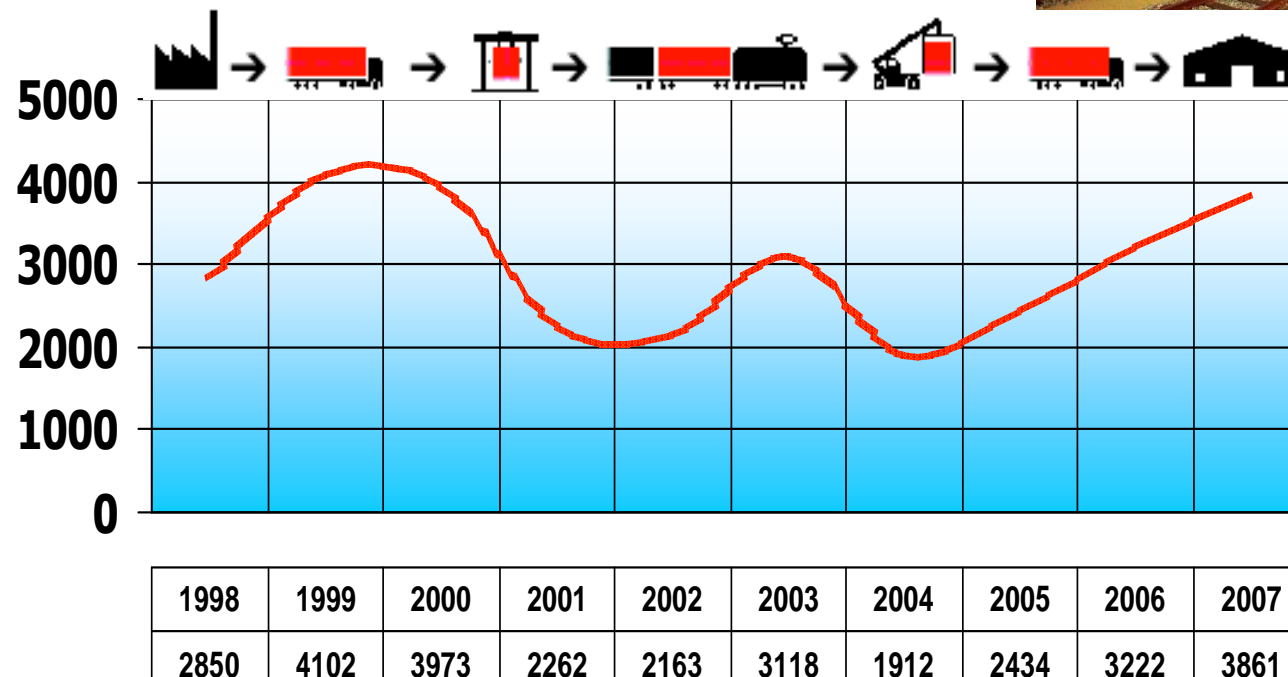
Increase the amount of trailers on huckepack domestic by 300 units

Increase the amount of trailers on huckepack international by 350 units

Increase loadability in the Verona train by 10%

INTERMODAL TRAFFIC VIA TRAVEMÜNDE

MARKET REPORT FOR DHL SWEDEN...1998 - 2007



FUTURE SCENARIO

1) Climate politic, energy consumption & the transport sector



What can be done by transport companies? What can be done by the industry?

How can the politicians make correct decision? In Sweden? Within the EU?

Taxes & subventions? Emission Trades ? Are there any "unnecessary" transports?

FUTURE SCENARIO

Logistic & Infrastructure



European traffic kaos 2015 at the latest? Intermodality a solution or wrong track?

Terminalfocus? How to potentiate the effectiveness in existing rail network?

Modulvehicles, ERTMS (full supervision), standard loadingunits, ferry boom?

New infrastructure in East Europé?



All traffic modes are needed – but cooperation between the modes to be eased !

Infrastructure: Give priority to cargo transports and keep railnets open! Look upon terminals as a vital part of the the national infrastructure. Ease reloadings!

Security: Create an efficient security setup supported by safe systems instead of trade barriers and bureaucracy! Improved cooperation between authorities both national and international!

Customs: Use modern IT technique for efficient eurpoean harmonised customs routines and reduce hassles for all parties in the transport chain!

Information technology: Create standards within trade to ease information irrespective of transportmode! Look upon transmission of information as ia vital part of the transport infrastructure!

CRITICAL ISSUES

Actions for continuous growth of Intermodal transports

Reliability

Capacity

On time

No damages

Frequency - Key issue

Transit time - Key issue

Deviation reports

Cost

Turning intermodality into reality

Intermodality is of fundamental importance for developing competitive alternatives to road transports.

There have been few tangible achievements, apart from a few major ports with good rail or canal links.

The priorities must be technical harmonisation and interoperability between systems, particularly for containers in addition, the new Community support programme "Marco Polo " targeted on innovative initiatives, particularly to promote sea motorways, will aim at **making intermodality more than just a simple slogan and at turning it into a competitive, economically viable reality.**

Linking up the modes of transport

Shifting the balance between modes involves looking beyond the rightful place of each particular mode and securing intermodality. **The biggest missing link is the lack of a close connection between sea, inland waterways and rail.** For centuries sea and river dominated goods transport in Europe. Major towns were built on rivers or on estuaries, and the large trade fairs in the Middle Ages were always held at river or sea ports. Nowadays, despite a slight revival, **water transport is the poor relation even though it is a mode which is not expensive and does less damage to the environment than road transport.**

Intra-Community maritime transport and inland waterway transport are two key components of intermodality which must provide a means of coping with the growing congestion of road and rail infrastructure and of tackling air pollution.

European Commission – European Strategy (Eurovignette)

”No later than 10 June 2008, the commission shall present, after examining all options including environment, noise, congestion and health-related costs, a generally applicable, transparent and comprehensible model for the assessment of all external costs to serve as the basis for future calculations of infrastructure charges.

This model shall be accompanied by an impact analysis of the internalisation of external costs for all modes of transport and a strategy for a stepwise implementation of the model for all modes of transport.

The report and the model shall be accompanied, if appropriate, by proposals to the European Parliament and the Council for further revision of this Directive ”

Suggested improvements

All producing companies should look upon transport as a part of their management system e.g ISO 9001 and ISO 14001 and include external transports in the process mapping.

Big improvements have been made in deducting CO2 emission from production and the next step is to take responsibility for emissions from transports both by requirements and auditions at transport companies to follow up and observe their agreement

There is a prize to pay to survive

THANK YOU FOR
YOUR ATTENTION