



# Logistik Forum Lübeck 2016.09.12 Presentation of Port of Trelleborg





# The Port of Trelleborg



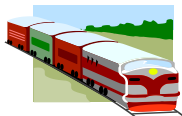
**One of five Core Ports in Sweden**



**Largest Ro-Ro-port in Scandinavia**



**Second in Sweden in terms of cargo volumes in ton**



**The largest railway port in the Baltic Sea's**

**The largest rail ferries in the world**







# Port of Trelleborg – the "RoRo Specialist"



2015:

Turnover:	227 MSEK
Number of employees – Direct:	133
Tonnage:	11 mton
Number of arrivals/departures:	10 008
Business areas:	Ferry Line Traffic RoRo Logistics Property

We expand the port capacity and will create the cleanest port in the Baltic Sea



# Volumes 2015

**Arrivals & departures/day** 28

**Cargo (million tons)** 11,0

**Trailers** 126 000

**Trucks** 548 000

**Railway carriages** 22 000

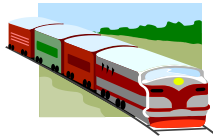
**Passengers** 1 713 000

**Cars/Caravans** 382 000

**Buses** 3 000

**Conventional** 21

**Intermodal** 21 000







# Transport Corridors



TRELLEBORG–TRÄVEMÜNDE

## The West Corridor

The corridors from Scandinavia via Trelleborg has 18% of the Swedish export/import volumes. The Port of Trelleborg has become the largest port in Scandinavia when it comes to RoRo traffic. In reality the Trelleborg corridor is split up into four corridors through which you can reach the whole of the continental Europe. With focus on intermodal traffic, high frequency and reliability the West Corridor is very important for the future.



TRELLEBORG–ROSTOCK

## The Central Corridor

The corridors from Scandinavia via Trelleborg has 18% of the Swedish export/import volumes. The Port of Trelleborg has become the largest port in Scandinavia when it comes to RoRo traffic. In reality the Trelleborg corridor is split up into four corridors through which you can reach the whole of the continental Europe. With focus on RoRo, the Central Corridor is a mainsteam from Scandinavia to all destinations in Central Europe, as well as almost all destinations in South East Europe.



TRELLEBORG–SASBÜTZ, "KÖNIGSLINIE"

## The King's Corridor

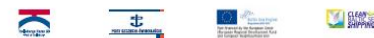
The corridors from Scandinavia via Trelleborg has 18% of the Swedish export/import volumes. The Port of Trelleborg has become the largest port in Scandinavia when it comes to RoRo traffic. In reality the Trelleborg corridor is split up into four corridors through which you can reach the whole of the continental Europe. With high frequency and focus on conventional railway traffic and trucks, the King's Corridor "Königslinie" is a most reliable way to Europe.



TRELLEBORG–SWINOUJSKIE

## The East Corridor

The corridors from Scandinavia via Trelleborg has 18% of the Swedish export/import volumes. The Port of Trelleborg has become the largest port in Scandinavia when it comes to RoRo traffic. In reality the Trelleborg corridor is split up into four corridors through which you can reach the whole of the continental Europe. With focus on Eastern Europe and connected regions in the south-east, the East Corridor has a very important and interesting future.



# Connecting two corridors

- *Scandinavian Mediterranean*
- *Baltic Adriatic*





## Rail activities in Port of Trelleborg

### Conventional rail with ferries to Rostock and Sassnitz

- **Decreasing volume**
- **Today about 22 000 waggons/year**
- **Year 2000 – the volume was about 200 000 waggons/year!**



### Intermodal rail

- **The port has two terminals**
- **One new build with 2 x 750 meter (full length track) (Kombi Syd)**
- **One with 350 meter (former Kombi Öst)**
- **All cargo handling performed by Reach stackers**



# Intermodal Rail Connections

## Green Cargo

- 5 trains per week in both directions Trelleborg – Årsta (Stockholm)
- 5 "mixed" train per week in both directions. (Single waggon load system – connections to all Swedish destinations operated by Green Cargo possible.)



## TX-Logistik

- 5 trains per week in both directions Trelleborg – Eskilstuna
- 1 train per week Stockholm – Årsta (weekend)



## CargoNet

- 3 trains per week Trelleborg – Alnabru (Oslo) in both directions (Started 3/9-16)







# Tendencies

## Volume

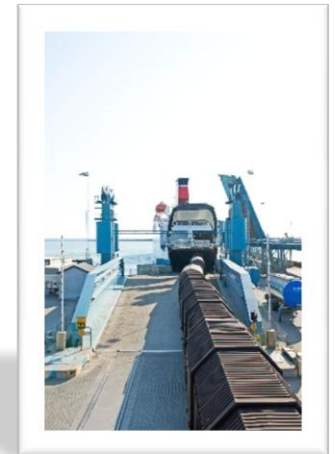
- **Western corridor: Stable volume**
- **Central corridor: Growth**
- **East corridor: Big growth**

## Conventional rail with the Ferries

- **If a political decision for a 2-way rail strategy not will be taken, we do not see any future with railway ferries.**

## Domestic Intermodal

- **We see a slight decline in the volume growth for domestic intermodal transports**
- **Reasons are enough amount of "low cost" carriers as well as a result of low fuel prices**





# Threats and opportunities (!)

## Fehmarn-connection and transit via Denmark

- **Provided that the bottlenecks in Sweden will be built off, the new connection will of course be a challenge.**

### **Example of bottlenecks are:**

- **The Öresund bridge itself – capacity on the tracks**
- **Conflicts with passenger/commuter traffic**
- **Hinterland infrastructure and marshalling yards**
- **More maintenance and repair works on the bridge in the future**



## Political decisions

- **Taxes**
- **Traffic limitations**

## Development of fuel prices!





# Threats and opportunities (!)



## What can be done to maintain and develop the volumes over the ports?

A train transport over a fixed distance over land has **one** start and **one** stop point.

- In comparison with the route over the ports a lot more players are involved.  
That could be:
  - Various train operators
  - Ports
  - Terminal operators
  - Ferry operators
- The route over the ports must be and also remain attractive, efficient, reliable and also competitive
- To obtain this attraction we believe it will be necessary that all players in the transport chain must create a very tight collaboration when it comes to:
  - Schedules! - Must be adapted to each other
  - More transparency in pricing
  - Joint computer system or similar
  - Involve shippers





# Port of Trelleborg activities



**Example of some projects, with focus on more and better collaboration between various stakeholders:**

**Swiftly Green**

**EU Project**



**NINA – Cargo Stream**

**A part of and a continuation of Swiftly Green**

**Cluster 2**

**Next step from 2017 ?**



# Port of Trelleborg activities

## **Swiftly Green:**

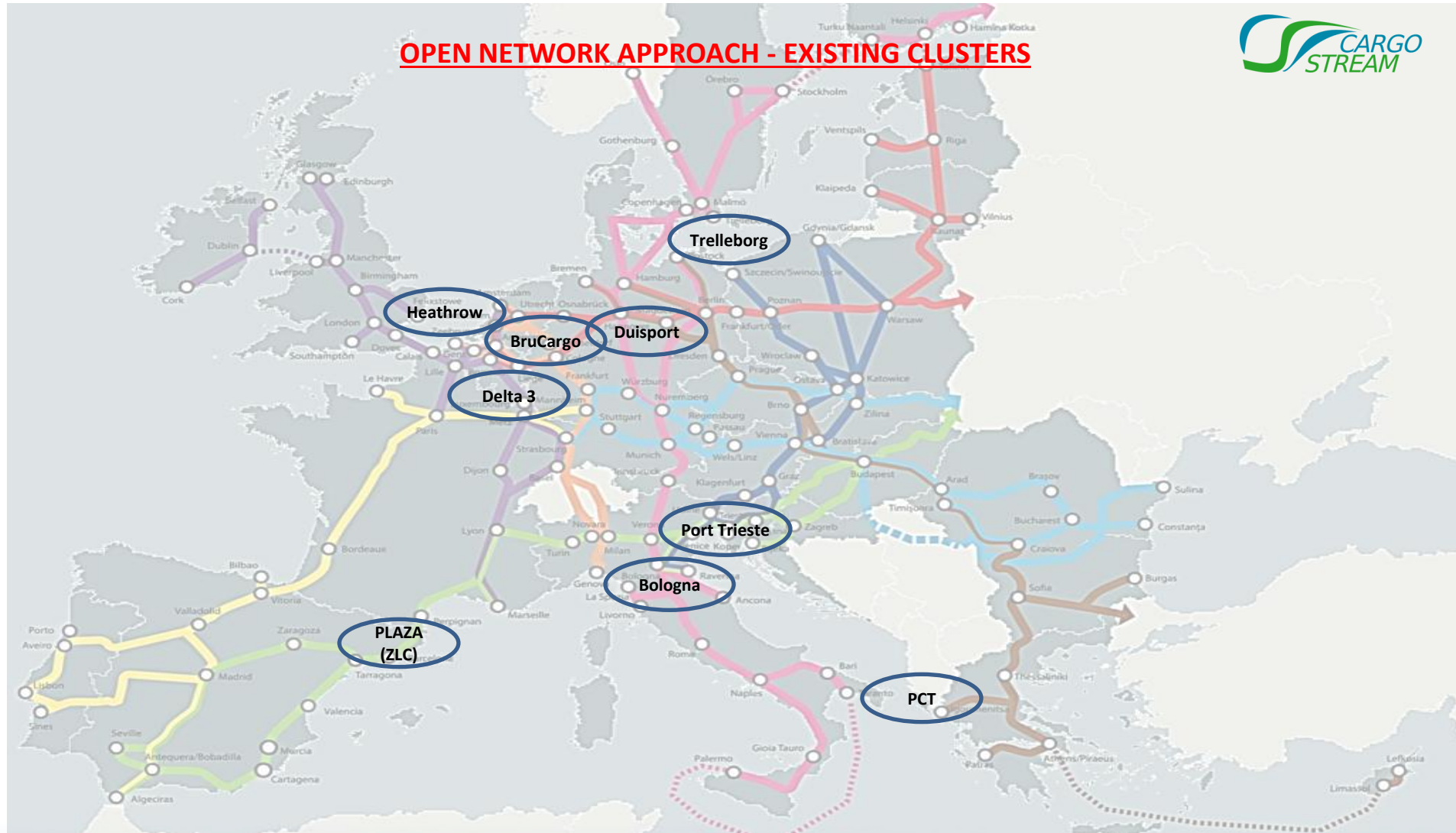
- **We established a model for a seamless intermodal transport solution between Finland and Sweden**

## **NINA (Cargo stream):**

- **A continuation and extension of the Swiftly Green project**
- **The aim is to extend the intermodal approach. Simply described the idea is a 8 step approach:**
  - 1. Build terminal network**
  - 2. The terminals engage shippers**
  - 3. Definition of hot lanes**
  - 4. Shippers commit volumes**
  - 5. Purchasing of traction**
  - 6. Intermodal service in operation**
  - 7. Governance of the intermodal service**
  - 8. Expansion of the intermodal service**



**OPEN NETWORK APPROACH - EXISTING CLUSTERS**







**Thank you!**

