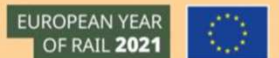


ACTUAL PROGRESS in

Data collection of Intermodal Terminals and Shunting/Marshalling Yards

November 16th, 2021

Lluís Bassas



Present situation about collecting data from the terminals in every EU-country

Country	Intermodal Terminals				Marshalling Yards		
	Identified	Analised	Total pending		Identified	Analised	Total pending
Austria	20	20	0		7	0	7
Belgium	67	67	0		13	13	0
Bulgaria	11	11	0		7	7	0
* Croatia	50	20	30		12	0	12
Czech Republic	19	19	0		11	11	0
Denmark	7	7	0		1	1	0
Estonia	14	0	14		1	0	1
Finland	26	0	26		0	0	0
France	108	108	0		63	55	8
Germany	197	197	0		22	22	0
Greece	19	0	19		1	0	1
Hungary	40	40	0		6	6	0
* Italy	137	40	97		12	0	12
Latvia	31	0	31		4	0	4
Lithuania	12	0	12		2	0	2
Luxembourg	7	7	0		1	1	0
Poland	56	56	0		19	19	0
Portugal	27	27	0		1	1	0
Romania	28	0	28		18	0	18
Slovakia	12	12	0		8	8	0
Slovenia	8	8	0		1	1	0
Spain	108	108	0		10	10	0
Sweden	62	0	62		6	0	6
* Switzerland	37	5	32		5	0	5
The Netherlands	79	79	0		10	10	0

Present situation about collecting data from the terminals

Summary

EU-Countries	Intermodal Terminals			Marshalling Yards		
	Identified	Analised	Total pending	Identified	Analised	Total pending
TOTAL	1182	831	351	241	165	76



Foreseen completion of Terminal's data collecting

- Taskforce: 3 persons part-time
- Actually collecting data of **Italy, Croatia** and **Switzerland**
Foreseen completion timing: in 2021
- Resting countries to be analysed: **Sweden, Finland, Estonia, Latvia, Lithuania, Romania** and **Greece**.
Foreseen completion timing: in February 2022

Basic key characteristics collected:

Intermodal Terminals

1. Contact information
2. Modes served
3. Opening hours for load/unload
4. Total terminal area (m²)
5. Number and usable length of tracks(m), for loading/unloading
6. Number and usable length of tracks (m), for marshalling/shunting
7. Number of gantry cranes
8. Number of reach stackers
9. Expansion plans

Marshalling yards

1. Contact information
2. Operating hours
3. Total area (m²)
4. Number and usable length of tracks(m)
5. Maximum length of formed trains (m)
6. Expansion plans

Processing data information for analysing intermodal terminals capacity (I)

First assumption:

Technical data collected

- ❖ The FERRMED Database on Terminals consists of the main characteristics as well as of some screenshots to size and locate each one of them geographically.
- ❖ Checking sessions of the gathered information are being carried out.
- ❖ A stakeholder's survey asking for any missing information and expansion possibilities as well as local facts and geographical surroundings has been already started.

Processing data information for analysing intermodal terminals capacity (II)

Second assumption:

Nominal transshipping capacity of terminal's characteristic machines and equipment:

- RMG-RTG gantry crane: 30 handlings/hour:
24 h/d, i.e., $30 \times 24 = 720$ **handlings/day**.
- R/S Reachstacker: 15 handlings/hour:
24 h/d, i.e., $15 \times 24 = 360$ **handlings/day**.

740 m trains: 35 waggons x 2 (1,6 = characteristic harbour relation 3FEU-2TEU) =
= 70 equivalent-freight-unit / train

- **RMG: 24 h/d**: $720 \text{ hdl/d} / 70 \text{ e-f-u} / 2 \text{ (loading-unloading)} = 5 \text{ trains/day}$
- **R/S: 24 h/d**: $360 \text{ hdl/d} / 70 \text{ e-f-u} / 2 \text{ (loading-unloading)} = 2,5 \text{ trains/day}$

Infrastructural interconnection and layout of the terminal

Processing data information for analysing intermodal terminals capacity (III)

Third assumption:

Average loading capacity of 740 m trains:

- 700 t freight in each train carrying containers
- 600 t freight in each train carrying semitrailers (piggyback)

*Thank you very much
for your attention*



EUROPEAN YEAR
OF RAIL 2021

