

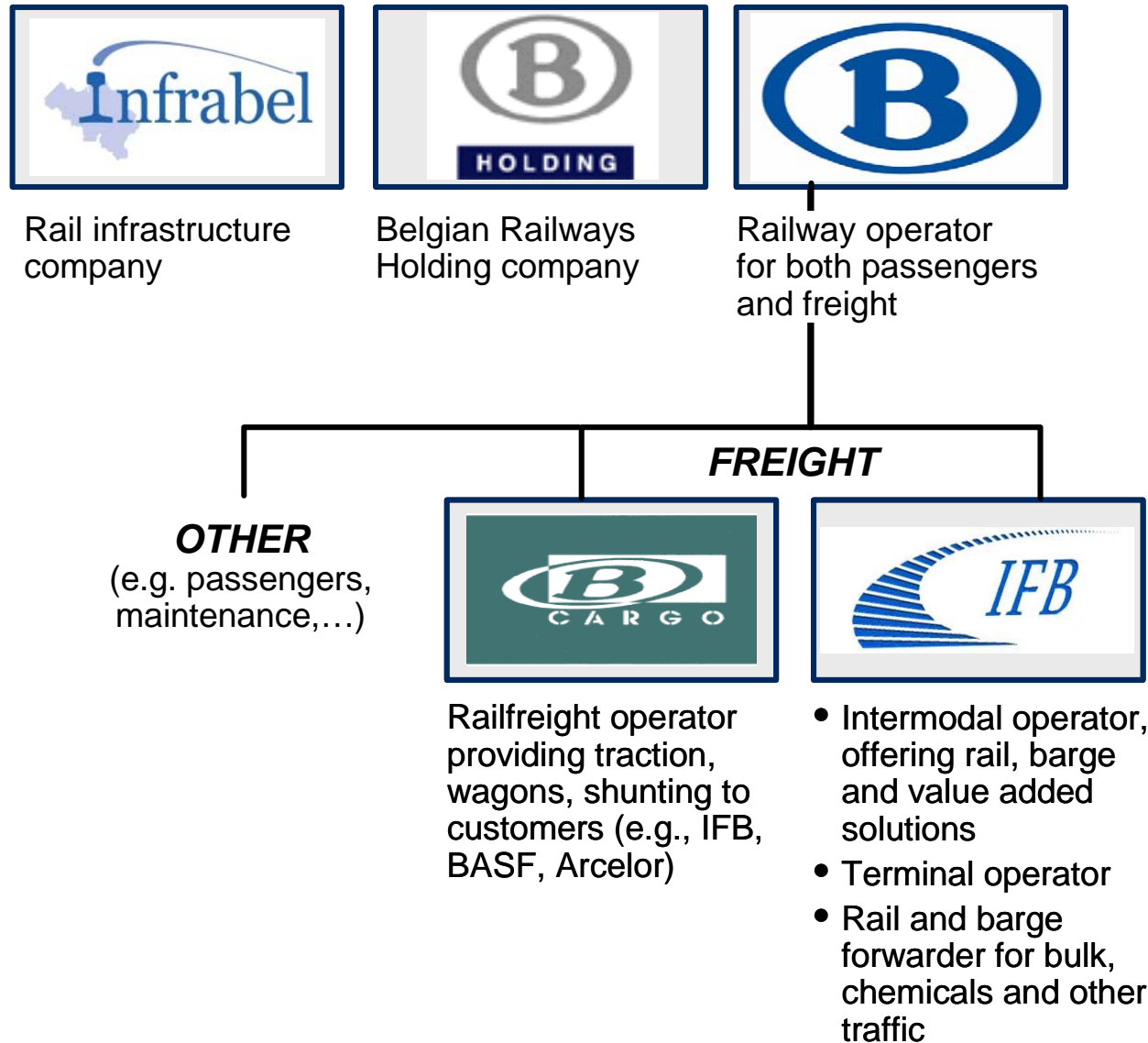
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# LogiTrans'06

Intermodal Transport Logistics Fair and Conference



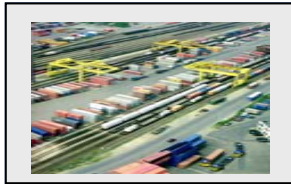
## POSITION OF B CARGO and IFB WITHIN SNCB



## B-CARGO ACTIVITIES

Turnover 331 mio €- 60,9 mio Tons – 950 freight trains a day – 8,1 billion ton-km – 74% = international transport

### Local Operator

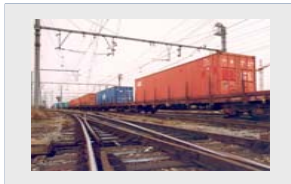


#### Strategy

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- Consolidate the market share in the ports and in the large industrial areas
  - Completely supervise the fixed assets: wagons; tractions, planning; shunting, interface with the customers
  - Optimize the transport plan – Quowadis
  - Deliver tailor-made logistic services
- =====

### Corridor Manager



- Three corridors cover 80% of the international flows
  - Alliance-strategy with historical RU's
  - Upgrade the quality: more punctual, more frequent and faster service, “rolling carpet”: regular interval transport, train-shuttles
  - Save costs by better management of stocks and staff, interoperability
  - Optimize the loc fleet and staff, interoperability
- =====

### Segment specialist



- Specialized branches for the most important markets
- Offer specific and integrated logistic solutions
- Work together with foreign partners to be able to follow up the customer in their European development

# IFB ACTIVITIES

Turnover 76,8 mio €, 550.000TEU as trainoperator, 450.000 units as Terminal operator, 2,8 mio Ton conventional traffic

		Description	Main partners / subsidiaries
<b>TERMINALS</b>		<ul style="list-style-type: none"> <li>• 4 rail terminals in Antwerp (MainHub, Zomerweg, Cirkeldyck and Schijnpoort), one in Muizen and a trimodal terminal in Renory</li> <li>• Trucking services; stuffing &amp; stripping,...</li> </ul>	<ul style="list-style-type: none"> <li>• Terminal Athus,</li> <li>• DPMLi, (Mouscron)</li> <li>• CDP (Charleroi)</li> <li>• LLI (Liège)</li> </ul>
<b>INTERMODAL</b>		<ul style="list-style-type: none"> <li>• National and European rail connections</li> <li>• Tailor made rail products</li> <li>• Barge Rhine transport</li> <li>• Agency services</li> </ul>	<ul style="list-style-type: none"> <li>• H&amp;S CL (Rhine barge operator)</li> <li>• Unilog (UK)</li> <li>• TRW (Italy &amp; Spain)</li> <li>• Naviland Cargo (France)</li> </ul>
<b>BULK</b>		<ul style="list-style-type: none"> <li>• Integrated solutions for bulk transport (rail, barge, truck, transshipment,...)</li> </ul>	<ul style="list-style-type: none"> <li>• H&amp;S International (Rhine barge operator)</li> <li>• RKE (barge forwarder)</li> <li>• RIL (Rail Infra logistics)</li> <li>• Coil terminal</li> </ul>
<b>CHEMICALS AND FORWARDING</b>		<ul style="list-style-type: none"> <li>• Rail traffic for chemical companies</li> <li>• Door-to-door solutions for any transport, linked to rail (tiles, wood, tobacco)</li> </ul>	



## **Situation of national combined traffic before june 2004**

- Short distances
- Several hinterland terminals linking with several maritime terminals in Antwerp and Zeebrugge
- Specific situation in Antwerp with 4 major deep sea terminals on right bank and two new major terminals on Left Bank
- Rail production system over shunting station Antwerp North
  - Less reliability (interference with conventional traffic)
  - No specific grip on the timings
  - Several players, no clear co-ordination
  - Too many wagons in the system
  - Hidden costs



## Message was clear

- The situation in 2004, combining:
  - growth of container traffic in Antwerp and Zeebrugge
  - major infrastructure works on the Ring of Antwerp
  - major refurbishment of the motorways in the Ardennes
  - a policy of the Belgian Government favouring the modal shift
  - acceptance by Europe of the Government's proposals
  - market study by B-Cargo and IFB

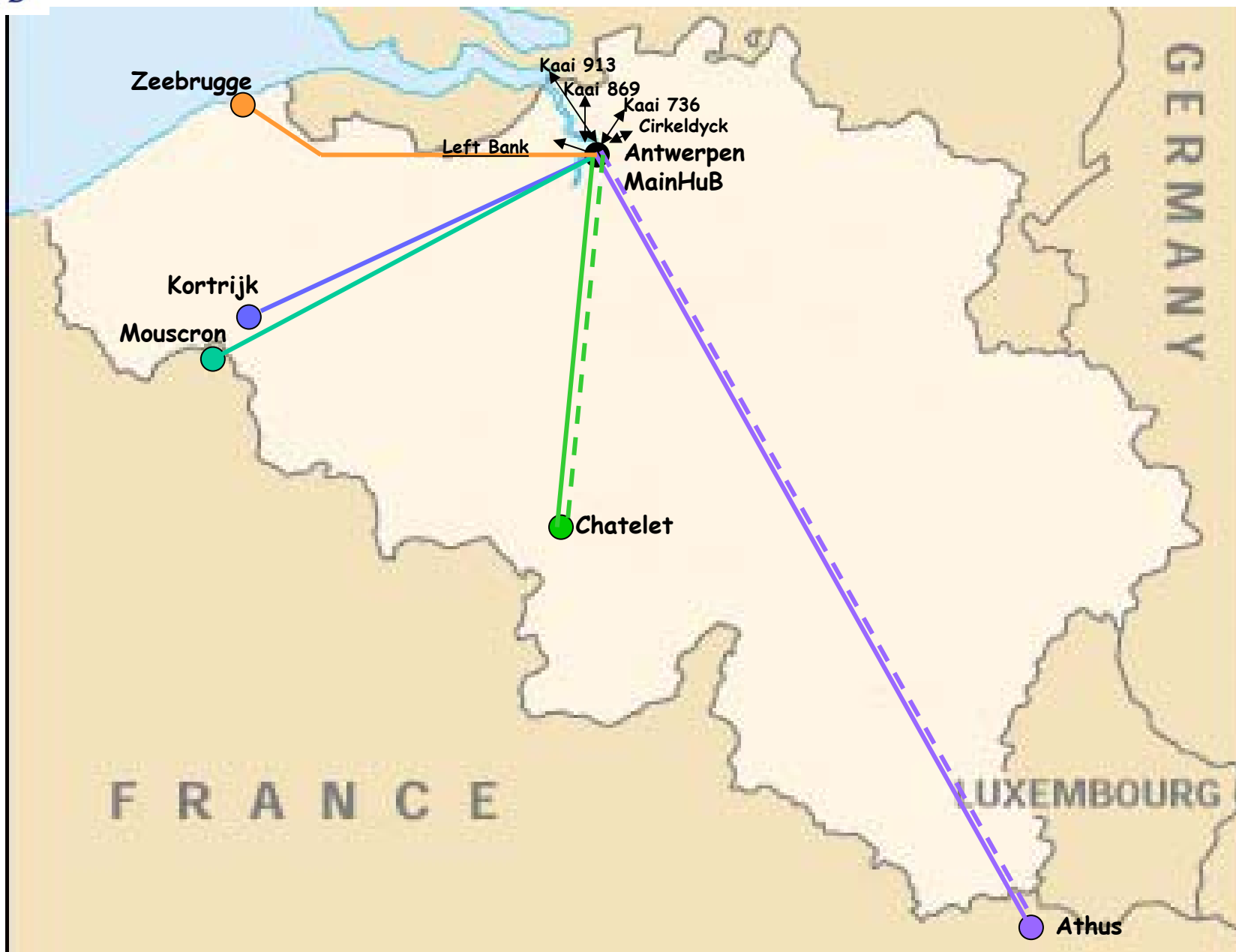
**was the ideal environment to launch a new production system**

**NARCON**  
**National Rail Container Network**



## Narcon: bringing the actors together

- Bringing the actors together was the trigger to build up a new transport system based on quality and reliability
  - **Belgian Railways, B-Cargo**: rail operations and wagon management
  - **Hinterland Terminals**: commercial and operational partners, knowing exactly the needs in their area
  - **Deep sea Stevedores**: fixed timeslots and commitments for rail traffic
  - **IFB**: overall organisation including monitoring, handlings, documents, last mile truckings, one clear responsible towards the clients.
  - **Major clients**, directly or via the hinterland terminals









## MAIN HUB ANTWERP





Euroterminal DPMLi



Lauwe Lar Kortrijk



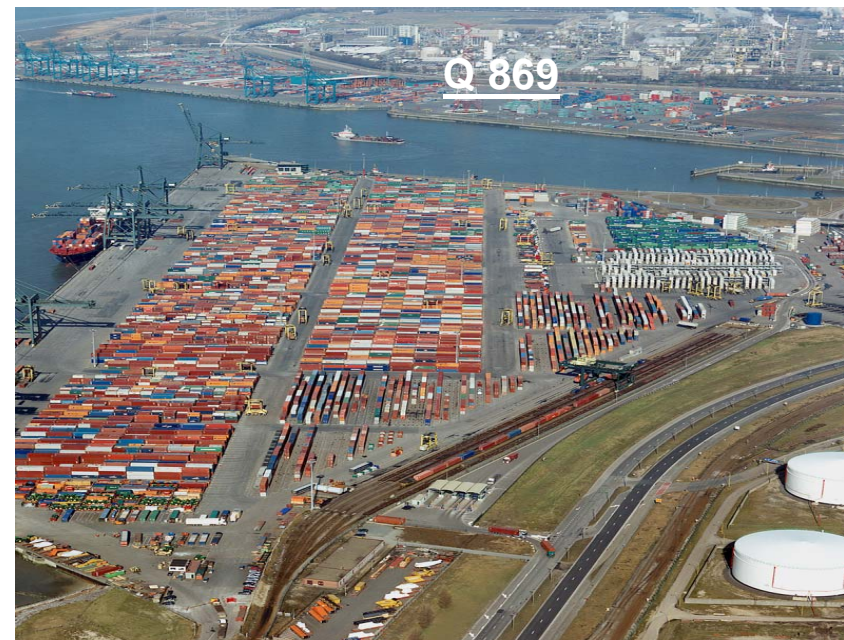
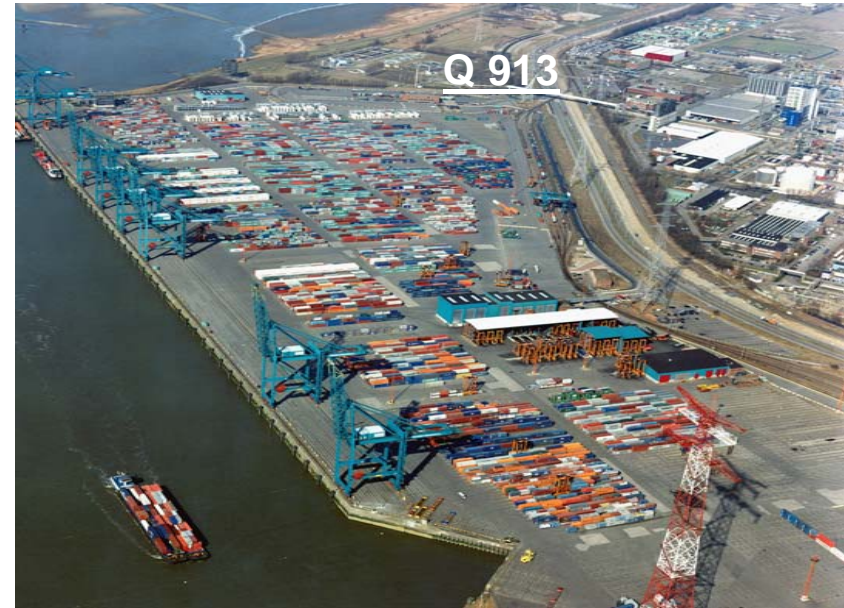
Charleroi Dry Port



Terminal Athus









# Deurganckdok Antwerp Left Bank

Q 1700



Q 1742





## Zeebrugge CHZ





## The operational facts & figures

- **Focal point : Main Hub Terminal, vertical shunting and additional services**
- **6 round trips per day to and from the hinterland**
- **6 round trips per day to and from the quays**
- **Fixed wagon sets, 27 x 60' wagons (older low cost wagons)**
- **6000 trains/year**
- **Max. actual capacity = 243.000 TEU/year**
- **Late A/ early B transit-time**
- **25 Millions trucks-km / year shifted from road to rail**



## Actual situation

- **Reliable network** (more than 99% on time delivery = closings on quay)
- **Optimized network**
  - Optimization of train capacity (one train for all maritime quays)
  - Optimization of terminal capacity (vertical shunting during night and additional gate moves from an towards empty container depots and “smaller” quays)
  - Less wagons
  - No hidden costs
- **One interface** towards the clients
- **Growing business**
- System is **still developing**
  - linking national and international traffic through hubs
  - Additional hinterland terminals to be served
  - Direct shuttles where possible



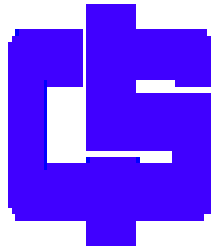
# NARCON

*National Container Network*



## References

LLOYD TRIESTINO  
DI NAVIGAZIONE S.P.A.





- **NOT CONVINCED????????**

**BEFORE NARCON**





## AFTER NARCON





## BEFORE NARCON



## AFTER NARCON







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