

WORKSHOP:

**DEVELOPING INFRASTRUCTURE AND
OPERATING MODELS FOR
INTERMODAL SHIFT**

Combined maritime transport ;

How we manage ?

Javier Casañas

Paris 12th October 2006

Agenda

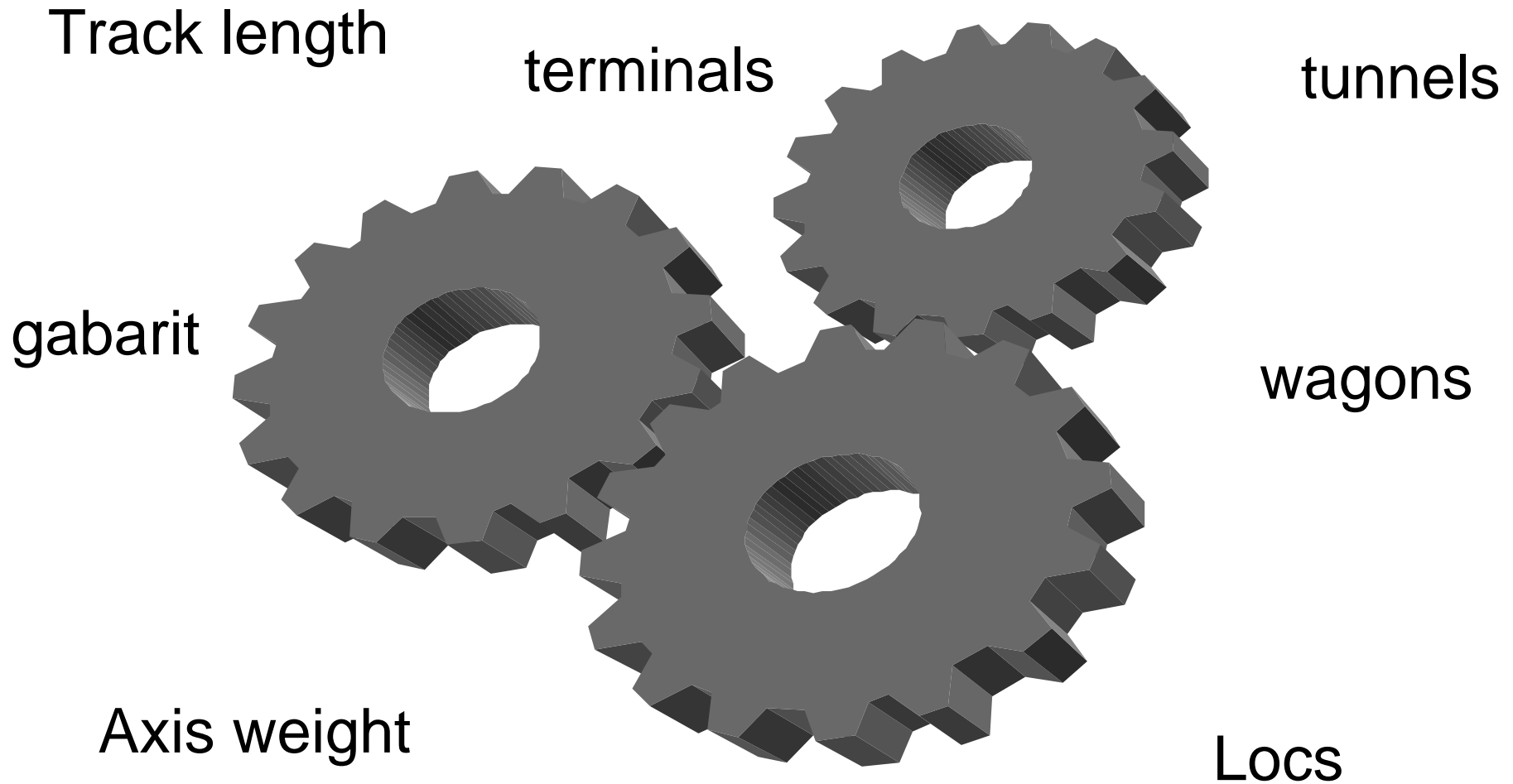
- 1. ITC and market of reference**
- 2. Hardware to cope with**
- 3. Our problems and our solutions**
- 4. Some examples to increase volume**
- 5. Future looks better**

Our market of reference

- **Main Shipping Lines in the world**
- **Some italians M.T.O. (co-loaders)**
- **National trucking companies**
- **International Freight Forwarders**
- **Logistics Operators**



Hardware to cope with



Main Italians ports

First 10 ports

TEUs 2005 x 1.000

Genova	1.625
La Spezia	1.024
Livorno	659
Napoli	374
Salerno	419
Gioia Tauro	3.161
Taranto	717
Ravenna	169
Venezia	290
Trieste	198
Totale	8.636







Cargo network

Gabarit

Present situation

Galleries and tunnels thru the Alps

-  **PC 80**
[RoLa max profile]
-  **PC 45 / PC50**
[high-cube]
-  **Less than PC 45**
-  **No code**



Standard parameters of our product; block trains



Our standard train:

Lenght :	between 440 and 550 mt
Weight :	between 720 and 900 gross tonnage
Wagons:	medium average 17/train
Load factor:	medium TEU per train : 44

Tonnage of trains export Italy port bound; between 1.000 and 1.200

Tonnage trains import Italy bound inland terminal: between 720 and 900 ton

ITC uses megafret wagons on 10 routes

Estimate in nearly 10.000 containers HC/year the increase of capacity

Human resources still play an important a role

- ✓ **Nevertheless is quite strong the trend to settle procedures, specially on railway port terminals**
With high traffic of containers, the final decisions
And free choice of the manager of the port termin
Still plays a role extremely important.

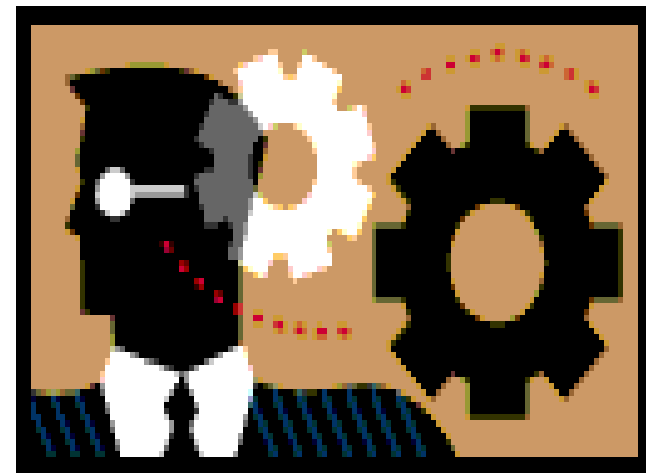
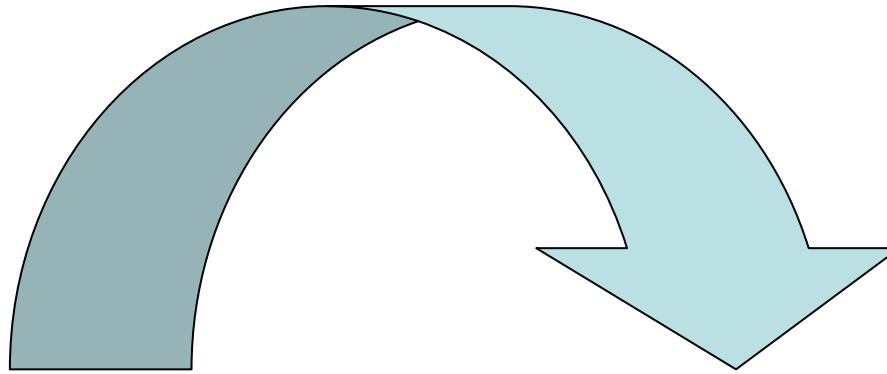


Port Terminal
Manager

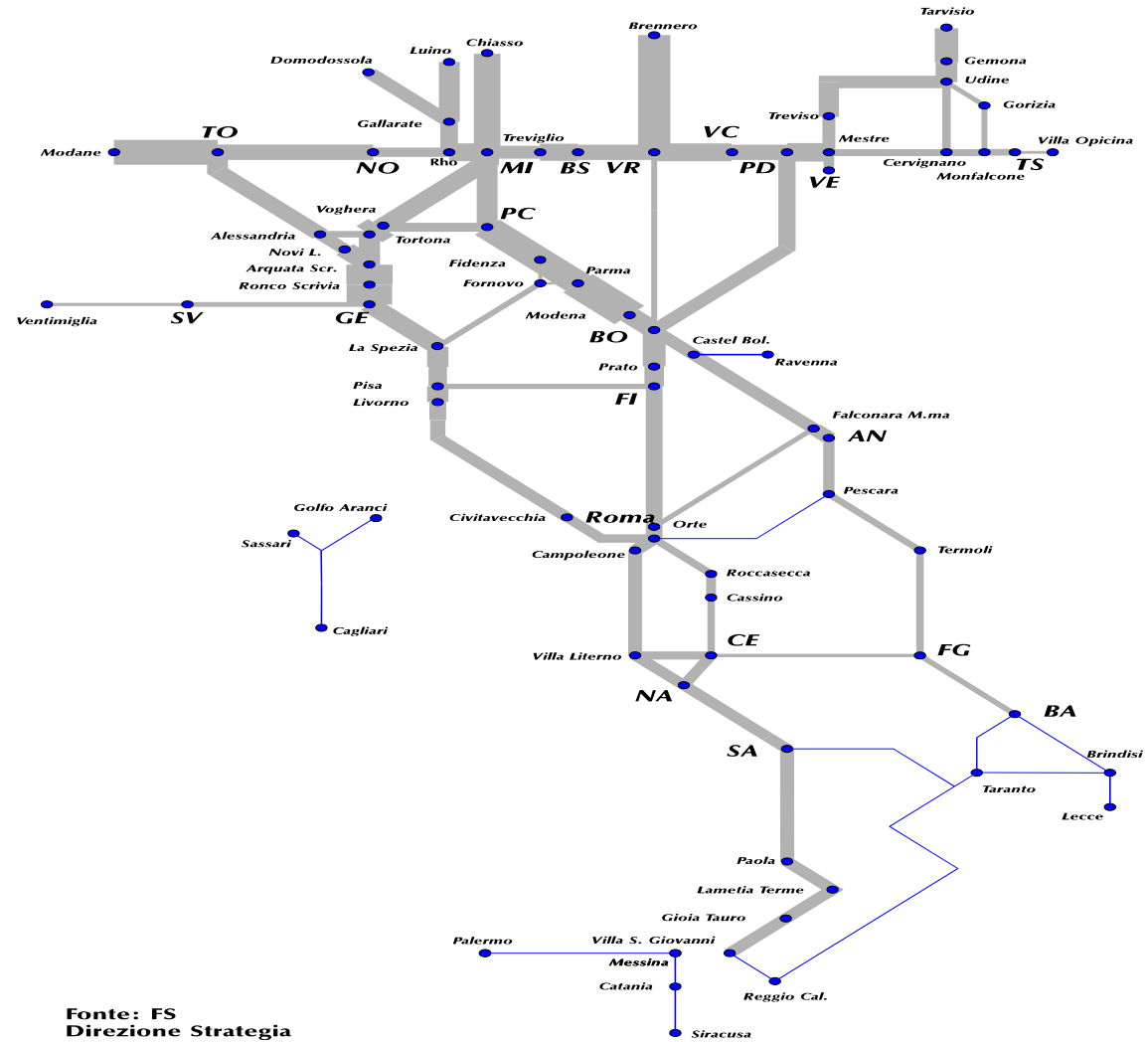
Italcontainer in figures

- ✓ Present in main Italian ports such as:
Genova, La Spezia, Leghorn, Taranto, Trieste and Ravenna and Gioia Tauro
- ✓ Work in 24 terminals in Italy
- ✓ Have scheduled 26 regular services (relations)
- ✓ We Manage daily :
 - 45 block trains
 - nearly 2,000 TEU
 - 280 trucks to fill our intermodal trains
- ✓ Run own terminal in Modena and handle private wagons
- ✓ During 2005 run more than 10,000 block trains, ca. 470.000 TEU

Our problems and our solutions

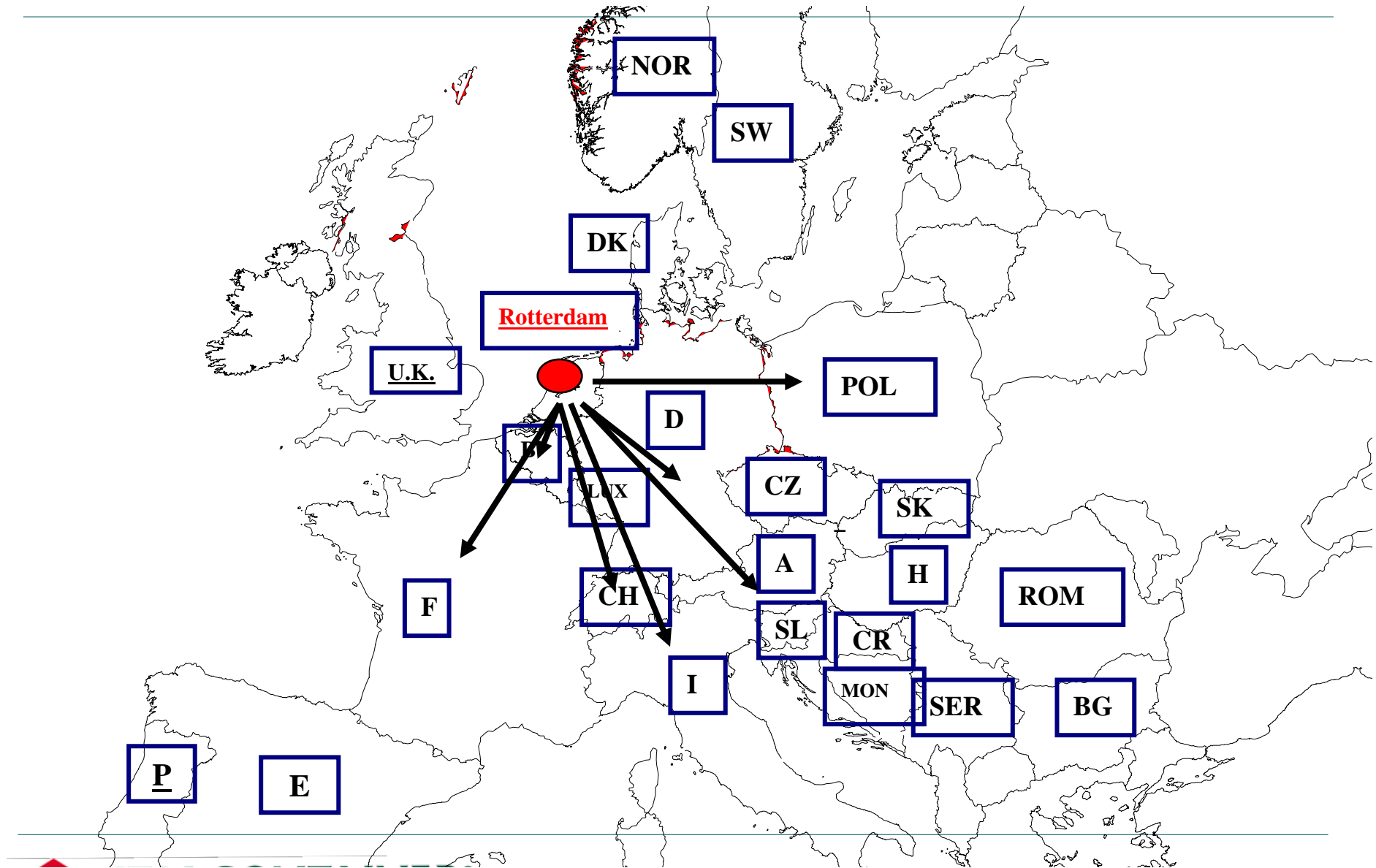


Cargo flows

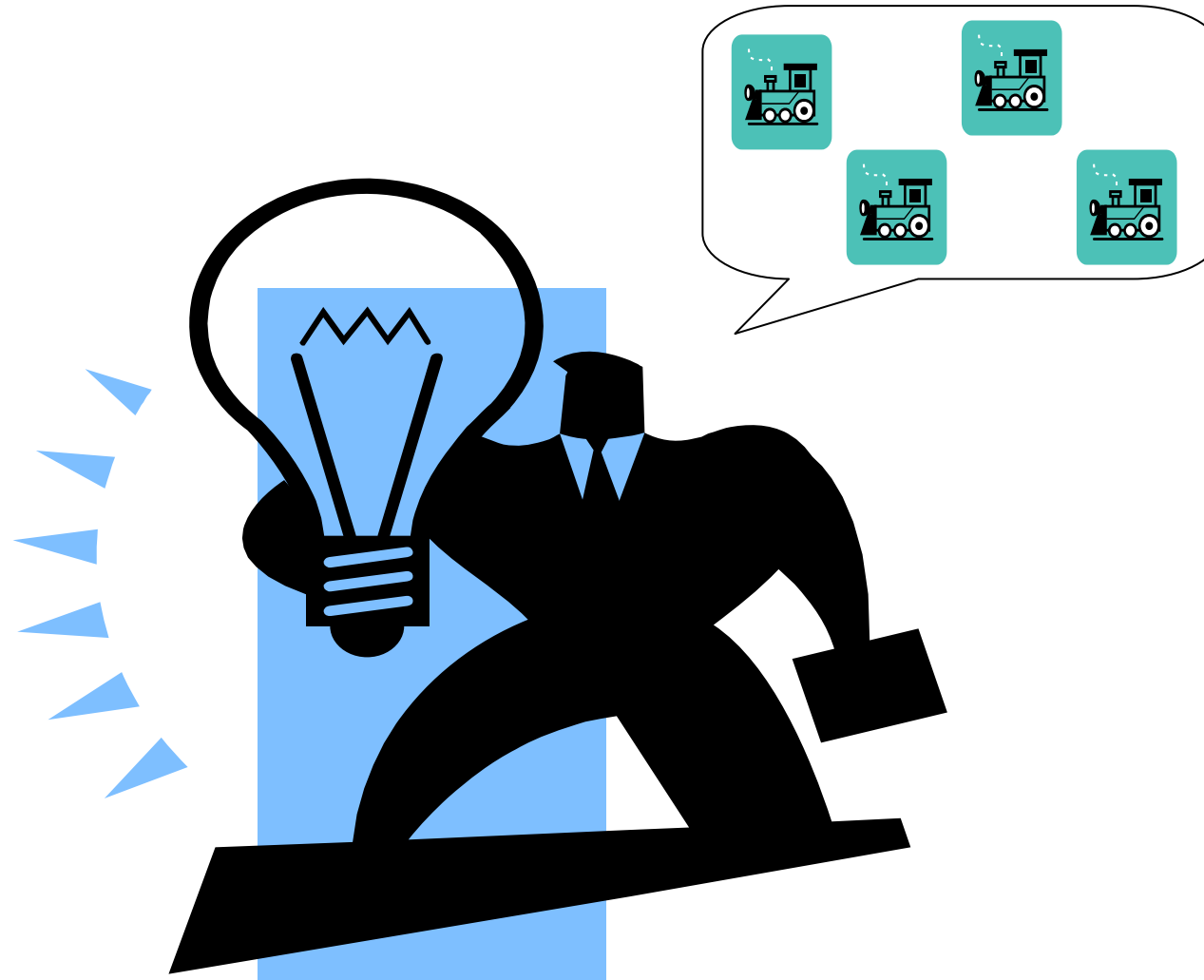




Rotterdam nearly 400.000 TEU via intermodal



Some examples of how to increase volume





Hubs to link both seas



MO: Use of 40'
TS : Custom and wagons





The future ; what's in ?



Cargo network

Gabarit

Forecast 2008

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[RoLa max profile]
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THANKS FOR YOUR ATTENTION

Any question ?

End