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Working Party on Rail Transport

Sixty-fifth session

Geneva, 3–4 November 2011

Item 9 of the provisional agenda

Role of terminals and logistics centres for intermodal transport

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Addendum

Note by the WP.24 informal group of experts

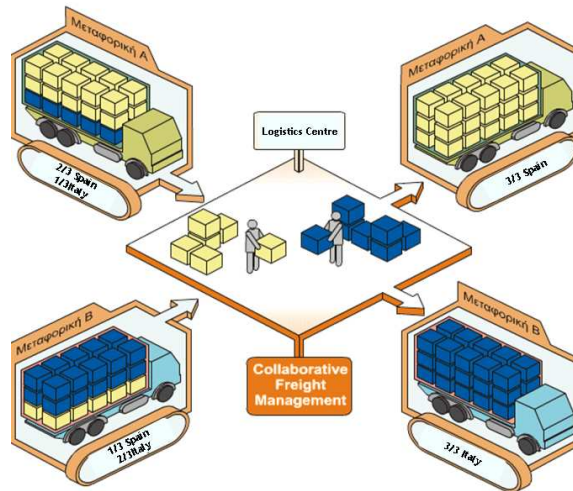
Type of terminals and logistics centres

1. Terminals and Logistics centers provide to the users the possibilities to develop collaborative freight management techniques (figure 1.) and therefore become more competitive by reducing the transport cost and creating economies of scale. The scheme illustrates the collaborative freight management and how it normally works inside a freight village – logistics centre.

2. Based on their attributes, their operational characteristics and their orientation the terminals are usually classified into 4 different types:

- City Terminals;
- Freight Villages;
- Industrial or Logistics Parks;
- Special Logistics areas.

Figure 1
Collaborative freight management



Source: Elogistics.gr

3. The following table illustrates the most common characteristics of the above types of terminals.

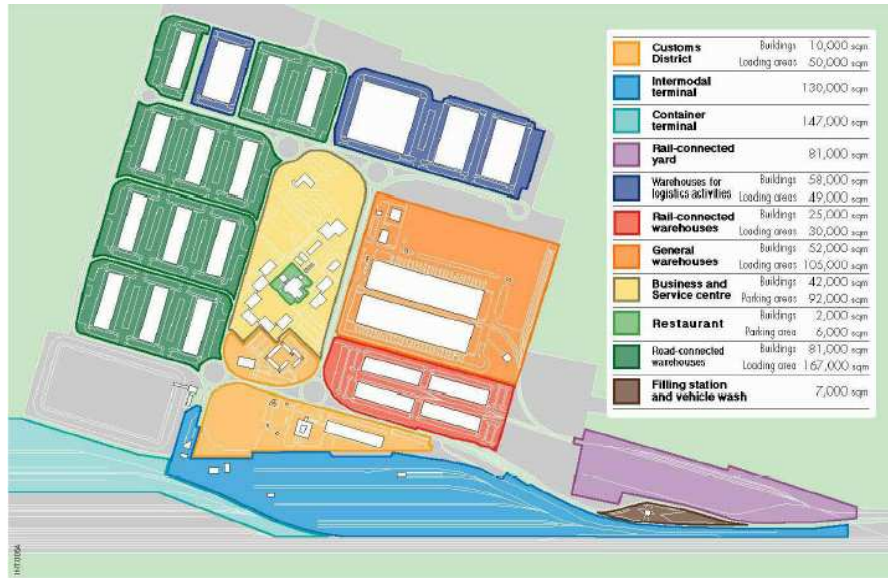
Types of Terminals/ Characteristics	City Terminal	Freight Village	Industrial and Logistics Park	Special Logistics Area
Modes Used	Road-road / road-rail	Road-rail (barge)	Road-road / road-rail	Road-sea/air , road-rail-sea/air
Main aims	Traffic reduction in the city	Modal shift and urban traffic reduction	Regional economic growth and modal shift	Regional economic growth
Operator	Large forwarder or retailer	Operating company (public influence)	No single operator	Airport or harbour authorities
Company structure	Huge forwarder or retailer	Small companies, also large transport companies	Large industrial companies and transport companies	Large companies
Land use	Small areas in the city	Large areas in the outskirts	Large areas in the outskirts or at old industrial areas	Extension to existing sites in the city or in the outskirts
Land price	Very high price	Relatively low	Relatively low	High
Quality of infrastructure	Good access to the city	Direct links to main infrastructure and access to the city	Direct connections to main infrastructure	Very good access to the international infrastructure

Types of Terminals/ Characteristics	City Terminal	Freight Village	Industrial and Logistics Park	Special Logistics Area
Orientation	city	Regional / Interregional	Regional / interregional	International / intercontinental

Source: Imonode Project 2005

4. The following scheme illustrates a modern terminal – logistic center with a modular shape. Customs district, intermodal terminal, container terminal, rail connected yard, rail connected warehouses and general warehouses are some of the module of its operations – services.

Figure 2
Model of a terminal module



Source: Europlatforms

Location of terminals and logistics centres

5. In the decision making process regarding the location of the already existing intermodal terminal or regarding building of a new regional intermodal terminal on a specific location a thorough transport logistics analysis should be performed.

6. In any case, the following factors may need to be taken into account for an optimum location of a terminal or logistics centre:

Location's prioritization factors	Parameters
1. Freight flows	<ul style="list-style-type: none"> Existing flows in terminal catchments area; Existing freight flows (road/rail ratio) Potential freight flows (road / rail ratio)

<i>Location's prioritization factors</i>	<i>Parameters</i>
2. Location	<ul style="list-style-type: none"> • Economic sector in the region • Seasonality • Distance from major industrial zones (km) • Distance from ports; • Distance from airports; • Distance from transport and transshipment companies; • Distance from urban and commercial centres; • Distance from agricultural centres;
3. Infrastructure – General	<ul style="list-style-type: none"> • Connection to the international / national motorway network; • Connection to the international / national railway network; • Connection to maritime terminals; • Connection to hub airports;
4. Infrastructure – Railway network	<ul style="list-style-type: none"> • Railway infrastructure; • Railway connection to other terminals; • Interoperability of the railway systems; • Non-physical obstacles;
5. Terminal Equipment/services (influence size of the property and determines type of the terminal)	<ul style="list-style-type: none"> • Warehouses • Other facilities (parking, restaurants etc)
