



# **Role of Terminals and Logistic Centres for Intermodal Transport**

**Joint session WP.24/SC.2**

**Konstantinos Alexopoulos**  
**Secretary SC.2**

**U.N.E.C.E Transport Division**



## Logistics Centre

Operation and Maintenance  
of facilities / buildings

Development and  
Implementation of new  
facilities /activities

### Independent Business Units

- General cargo terminal,
- Distribution centre
- Storage hotel
- Container terminal
- Cold store terminal
- Combi terminal
- Technical equipment
- Service centre
- IT & communication centre
- Transport research & training
- Hazardous goods store
- Assembly & packaging

### Transport Companies

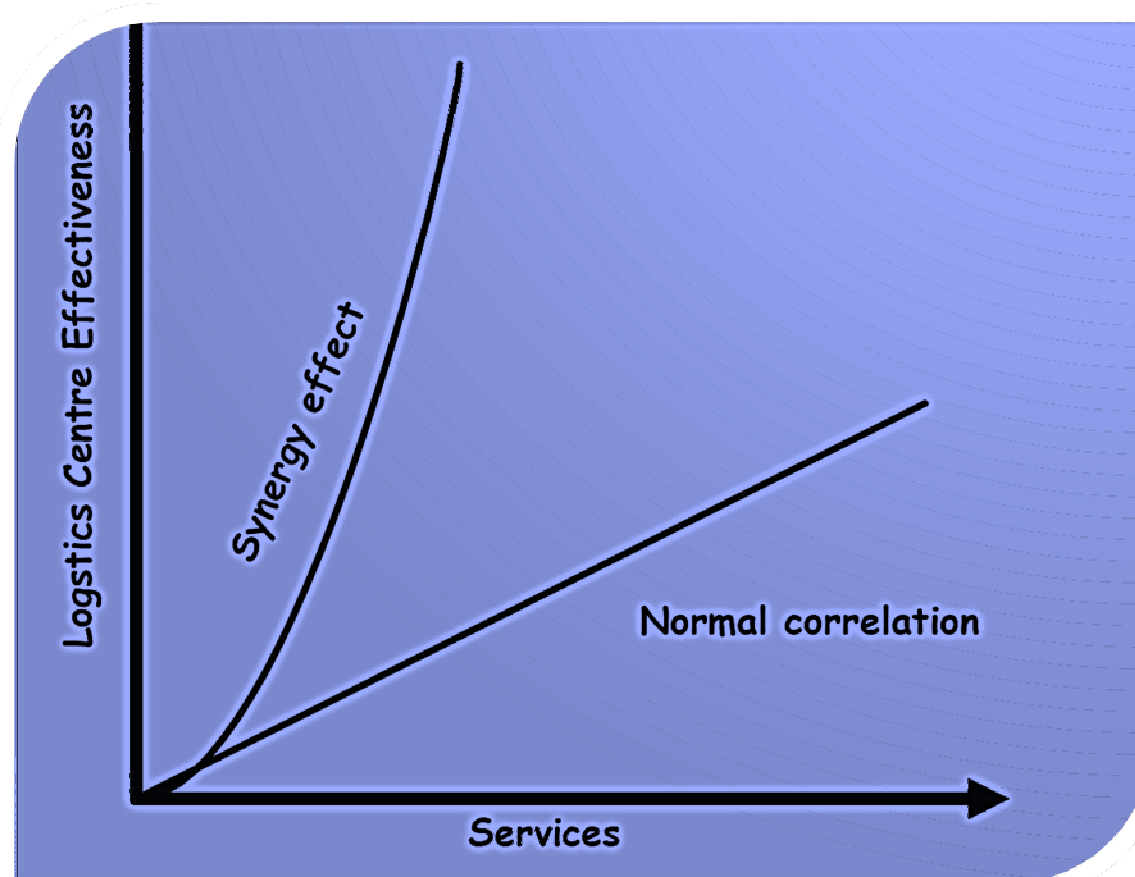
- Carters
- Forwarders
- Shipping firms
- Shipbrokers
- Hauliers
- Rail operators
- Ship-owners
- Air freight
- Terminal operator

### Added value services

- Customs
- Port
- Post service
- Veterinary authorities
- Weights & measures
- Insurance & legal
- Bank
- Trailer rental
- Filing station
- Repair facilities
- Welfare facilities



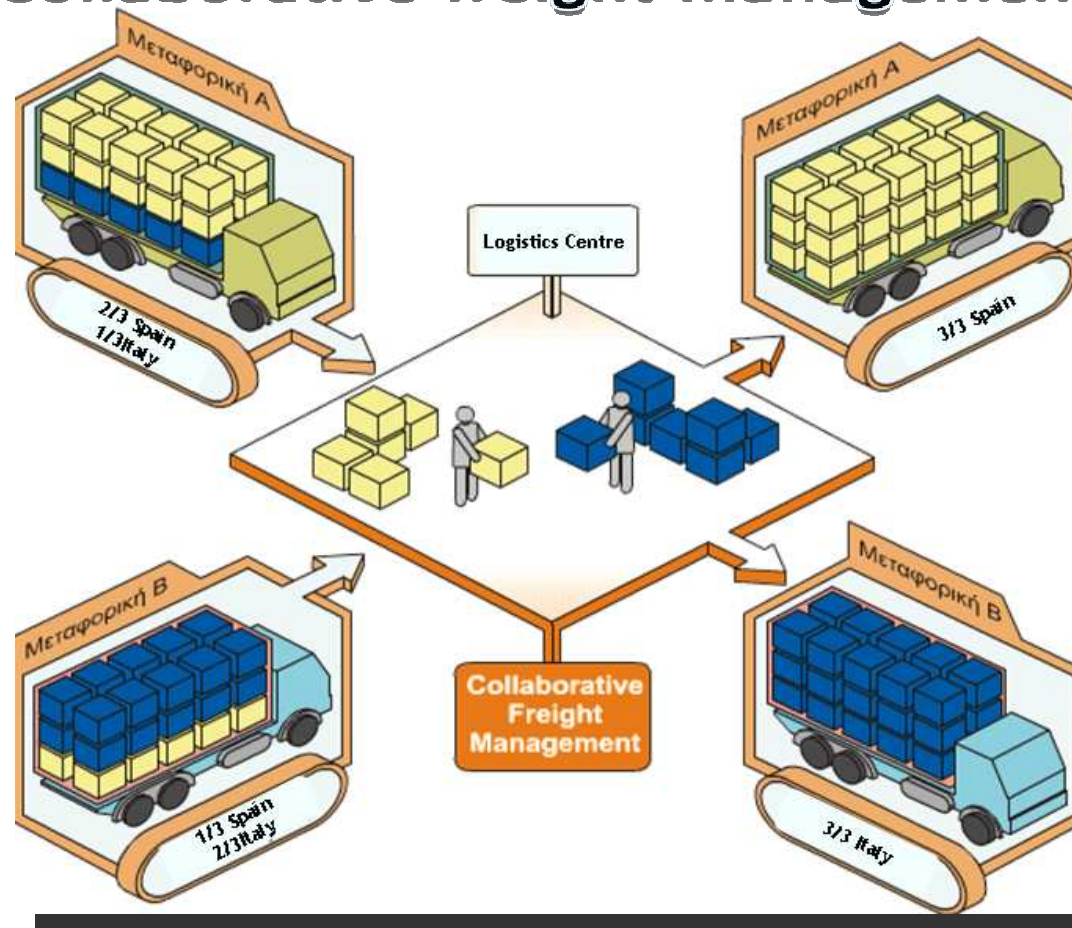
The concept is based on a synergy effect (win/win situations), where a clustering of different operators/actors can supplement each other - even with the paradox of full competition in the market and off course within the Logistics Centre. The synergy effect is illustrated below:



**U.N.E.C.E Transport Division**



# Collaborative freight management

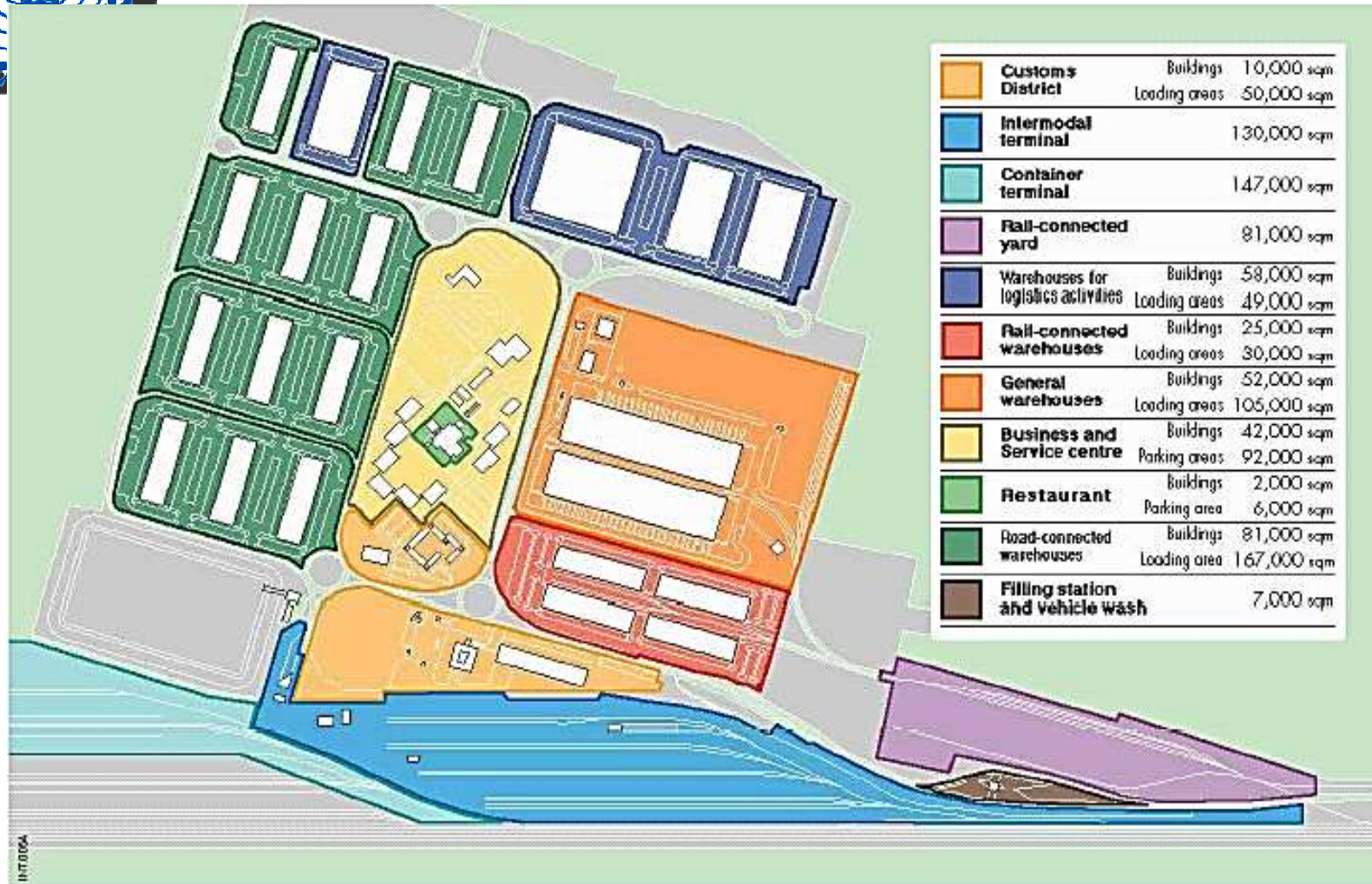


U.N.E.C.E Transport Division

<b>Types of Terminals/ Characteristics</b>	<b>City Terminal</b>	<b>Freight Village</b>	<b>Industrial and Logistics Park</b>	<b>Special Logistics Area</b>
<b>Modes Used</b>	Road-road / road-rail	Road-rail (barge)	Road-road / road-rail	Road-sea/air , road-rail-sea/air
<b>Main aims</b>	Traffic reduction in the city	Modal shift and urban traffic reduction	Regional economic growth and modal shift	Regional economic growth
<b>Operator</b>	Large forwarder or retailer	Operating company (public influence)	No single operator	Airport or harbour authorities
<b>Company structure</b>	Huge forwarder or retailer	Small companies, also large transport companies	Large industrial companies and transport companies	Large companies
<b>Land use</b>	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
<b>Land price</b>	Very high price	Relatively low	Relatively low	High
<b>Quality of infrastructure</b>	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
<b>Orientation</b>	city	Regional / Interregional	Regional / interregional	International / intercontinental



# Model of a terminal module



U.N.E.C.E Transport Division



## Location of terminals and logistics centres

Location's prioritization factors	Parameters
1. Freight flows	<ul style="list-style-type: none"><li>• Existing flows in terminal catchments area;</li><li>• Existing freight flows (road/rail ratio)</li><li>• Potential freight flows (road / rail ratio)</li><li>• Economic sector in the region</li><li>• Seasonality</li></ul>
2. Location	<ul style="list-style-type: none"><li>• Distance from major industrial zones (km)</li><li>• Distance from ports;</li><li>• Distance from airports;</li><li>• Distance from transport and transshipment companies;</li><li>• Distance from urban and commercial centres;</li><li>• Distance from agricultural centres;</li></ul>
3. Infrastructure – General	<ul style="list-style-type: none"><li>• Connection to the international / national motorway network;</li><li>• Connection to the international / national railway network;</li><li>• Connection to maritime terminals;</li><li>• Connection to hub airports;</li></ul>



## Location of terminals and logistics centres

Location's prioritization factors	Parameters
4. Infrastructure – Railway network	<ul style="list-style-type: none"><li>• Railway infrastructure;</li><li>• Railway connection to other terminals;</li><li>• Interoperability of the railway systems;</li><li>• Non-physical obstacles;</li></ul>
5. Terminal Equipment/services (influence size of the property and determines type of the terminal)	<ul style="list-style-type: none"><li>• Warehouses</li><li>• Other facilities (parking, restaurants etc)</li></ul>