

**Intermodal terminal net
basis for logistics development
in the Slovak Republic**

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Co-modality and Logistics Department*

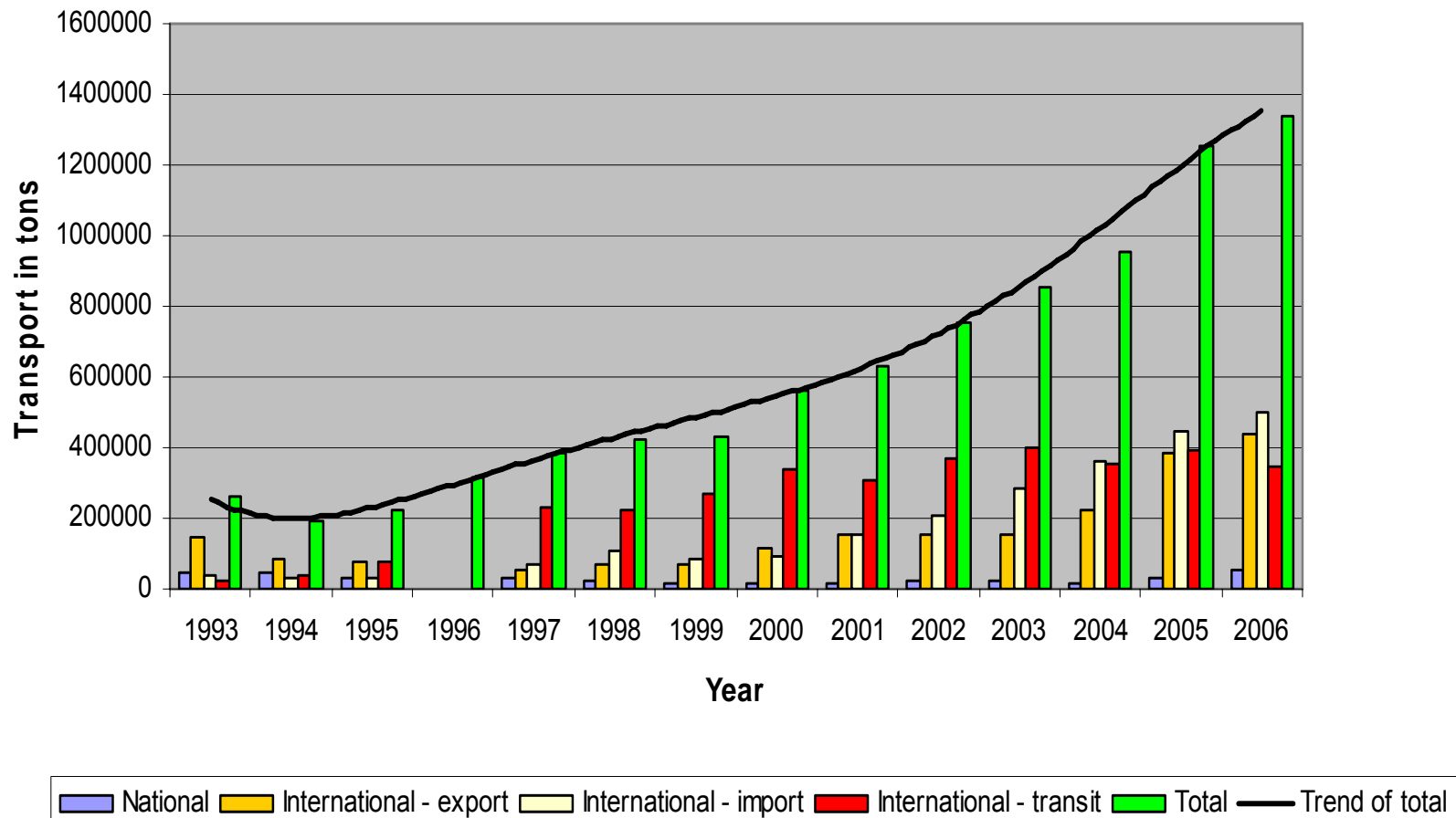
Development of intermodal transport in the Slovak Republic

Years	T r a n s p o r t (in tons)					Annual incre- ment in %	Trends from 1994 in %
	national	export	import	transit	T o t a l		
1993	49520	145979	39886	23976	259361		100
1994	43497	81633	27424	39456	192010	15	115
1995	27880	77380	34353	80688	220301	42	163
1996	-	-	-	-	313093	23	201
1997	28346	54263	70045	232983	385637	10	222
1998	23516	70352	108056	223585	425509	2	225
1999	13043	70057	81206	268134	432440	31	294
2000	15892	116909	92924	338503	564228	12	329
2001	15634	156604	155641	304619	632498	20	394
2002	23784	152231	210063	370183	756261	13	445
2003	22159	153867	280929	397675	854630	11	495
2004	15737	226072	358111	351936	951856	32	654
2005	28000	388000	445000	395000	1256000	6	696
2006	51073	437293	501870	345580	1335816	18,1	

The share of intermodal transport in 2005 were following: 3,04 % on total railways transport and 2,25 % on total railways and road international transport (except aviation transport).

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Development of an Intermodal Transport in the Slovak Republic



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Basic technical parameters of existing transshipment points in the Slovak Republic

Transshipment point	Operator	Handling devices	Number and length of tracks
Bratislava ÚNS	SKD INTRANS a. s., Žilina (Slovak Combined Transport INTRANS JSC, Prague, Czech Republic)	1 rail portal crane 32 tons, 2 sidehandlers 35 tons	3 tracks, (290 m, 297 m, 325m,)
Bratislava port Pálenisko	SPaP a. s. Bratislava (Slovak Shipping and Ports JSC Bratislava)	5 portal cranes (2x16, 2x20 and 36/32 tons), 1 stationary RoRo ramp	2 tracks, (150 m, 300 m)
Žilina	SKD INTRANS JSC.	2 side handlers 35 tons, 1 sidehandler KLAUS 26 tons	1 track, (327 m)
Košice	SKD INTRANS JSC.	2 tired cranes 19, 12 tons, 2 35 tons	2 tracks, (2x180 m)
Ružomberok	ŽSR (Slovak Railways), manager of railway ifrastructure; out of order.	1 portal crane 32 tons	3 tracks, (310 m, 2x320 m)
Terminal Dunajská Streda	METRANS Danubia JSC., Prague	2 rail portal crane 40 tons, 650 m crane track length 2 reachstockers Ferrari, 10 tons	5 tracks (about 650 m each)
Sládkovičovo	Lörincz Ltd.	1 reachstocker LUNA 45 tons	1 track (290 m)
Terminal Dobrá	Slovak Cargo, JSC.	2 rail portal cranes 50 tons, 450 m crane track length 1 reachstocker LUNA 45 tons	4 tracks NG (570 m, 595 m, 735 m, 684 m) 4 tracks BG (593 m, 588 m, 812 m, 802 m)
Trstená	Slovak Cargo, JSC.	1 mobile loading (RoLa) ramp	1 track (310 m)

Red coloured rows mark terminals out of operation now.

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Container transshipment point in Bratislava ÚNS



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Three - modal container transshipment point in Bratislava Port



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Container transshipment point in Žilina



Container transshipment point in Košice



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Container transshipment point in Ružomberok



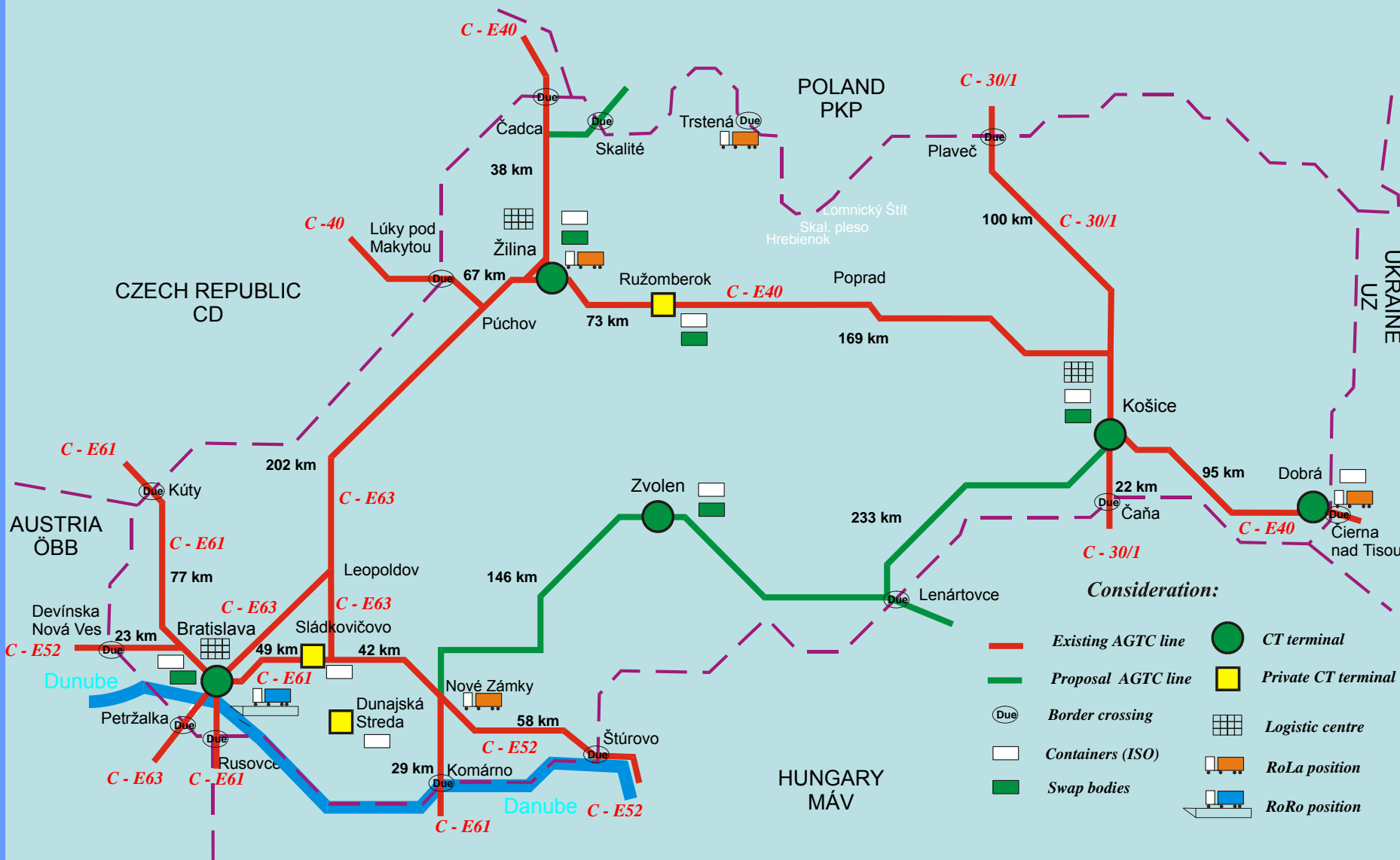
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**Transshipment point for reloading of containers between normal –
and broad – gauge in Dobrá (near Ukraine border)**



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**AGTC Railway Lines, CT Terminals and available CT technics in the Slovak Republic
to 2010 year according of the CT conception**

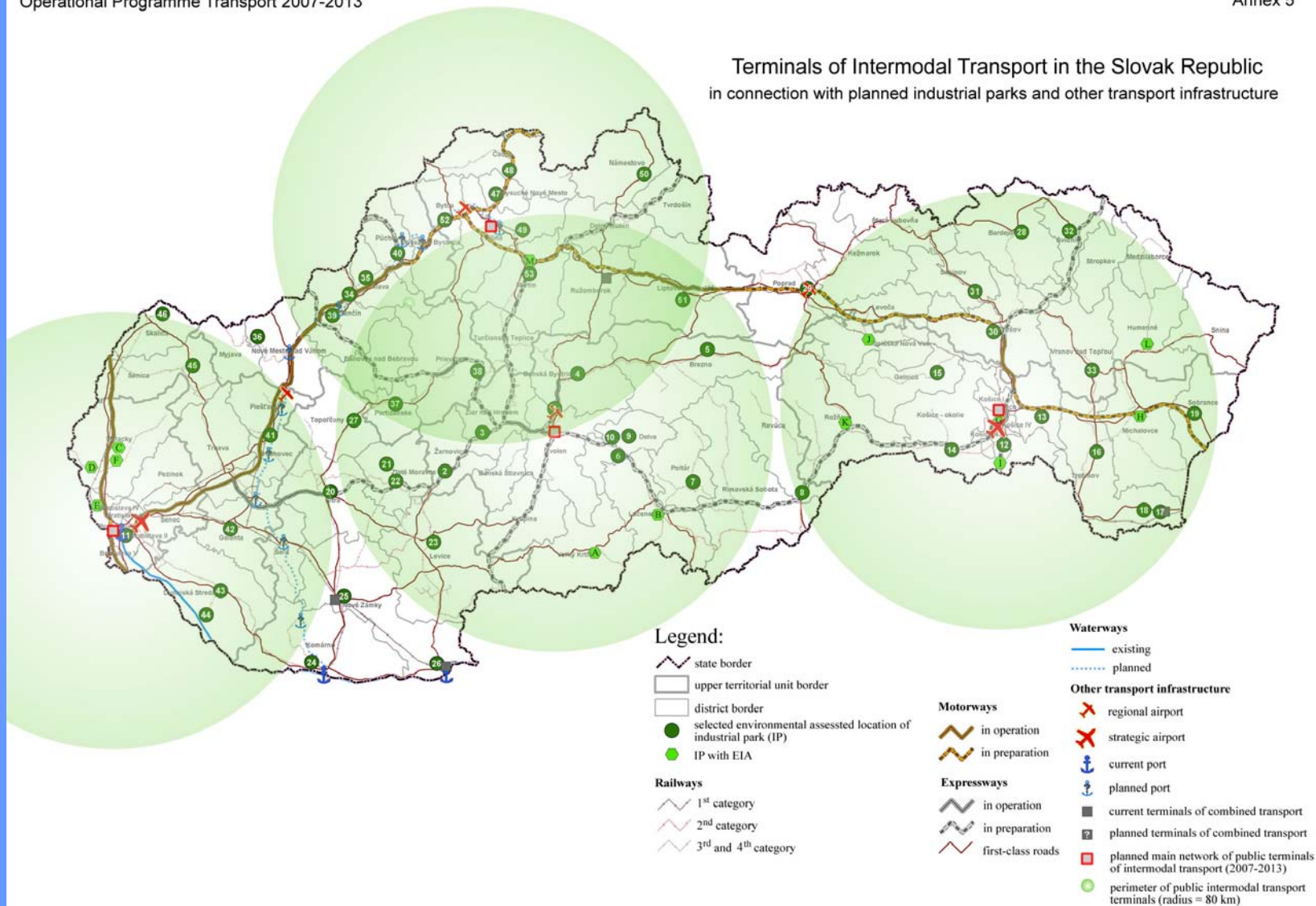


Map of planned industrial park in Slovak Republic

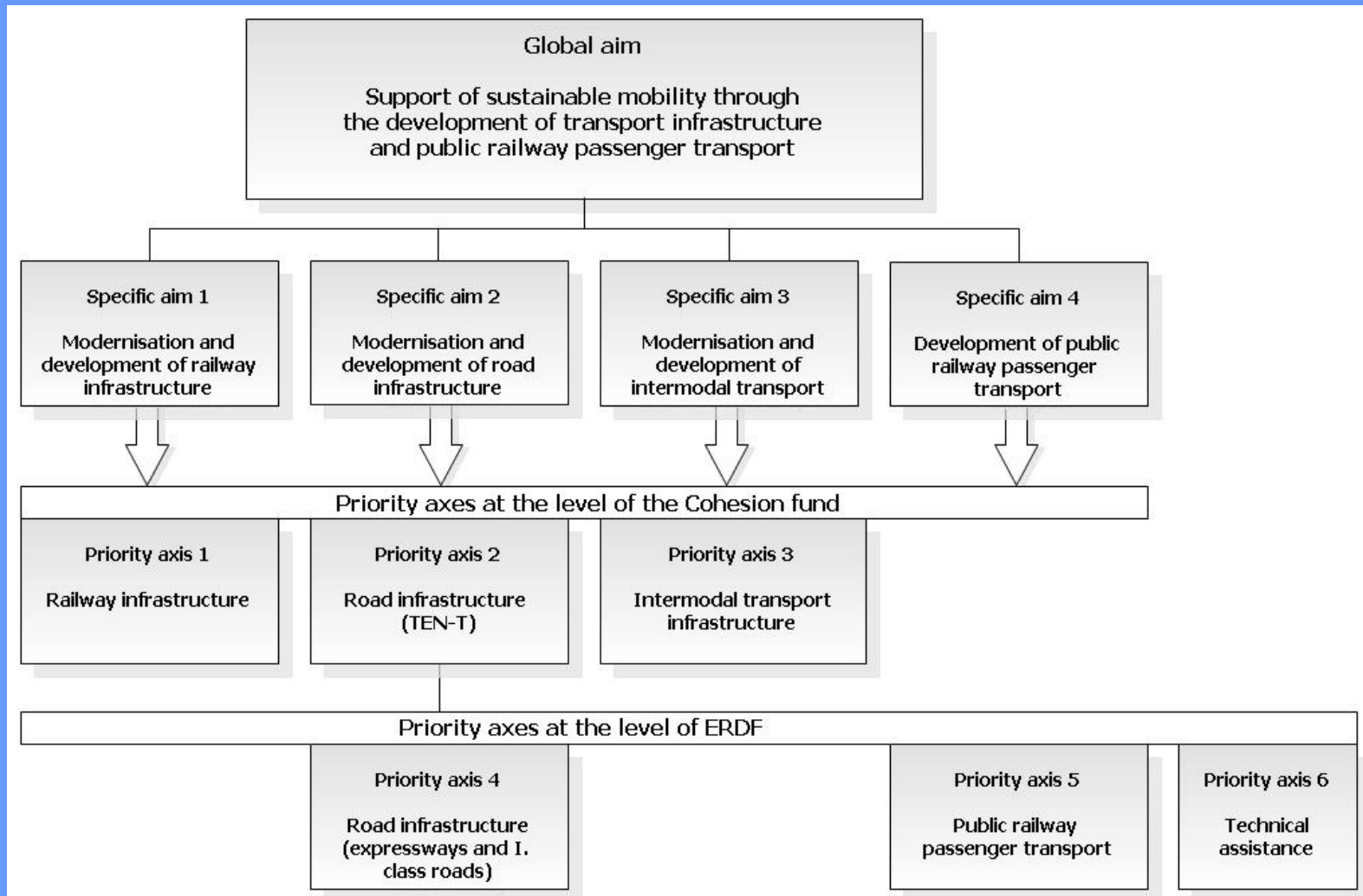
Operational Programme Transport 2007-2013

Annex 5

Terminals of Intermodal Transport in the Slovak Republic
in connection with planned industrial parks and other transport infrastructure



Transport Operational Program 2007 – 2013



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GLOBAL AIM – DEVELOPMENT OF TRANSPORT INFRASTRUCTURE

PRIORITY AXIS 3 – INTERMODAL TRANSPORT INFRASTRUCTURE

No	Projects	Applicant	Label of NUTS III	Project costs						
		Name of organization		Total project costs (mil. €)	Public costs				Private costs	
					EÚ		SR		%	
					mil. €	%	mil. €	%		
1.	Intermodal transport terminal Žilina	MDPT SR	ZSK	29.000	24.650	85 %	4.350	15 %	0	0 %
2.	Intermodal transport terminal Košice	MDPT SR	KSK	29.000	24.500	85 %	4.350	15 %	0	0 %
3.	Intermodal transport terminal Bratislava	MDPT SR	BSK	33.731	26.671	85 %	5.060	15 %	0	0 %
4.	Intermodal transport terminal Zvolen	MDPT SR	BBSK	29.000	24.650	85 %	4.350	15 %	0	0 %
Total costs for all terminals				120.731	107.621	85 %	13.056	15 %	0	0 %

Definition of Freight Village

"A freight village is a defined area within which all activities relating to transport, logistics and the distribution of goods, both for national and international transit, are carried out by various operators.

These operators can either be owners or tenants of buildings and facilities (warehouses, break-bulk centres, storage areas, offices, car parks, etc...) which have been built there.

Also, in order to comply with free competition rules, a freight village must allow access to all companies involved in the activities set out above. A freight village must also be equipped with all the public facilities to carry out the above mentioned operations. If possible, it should also include public services for the staff and equipment of the users.

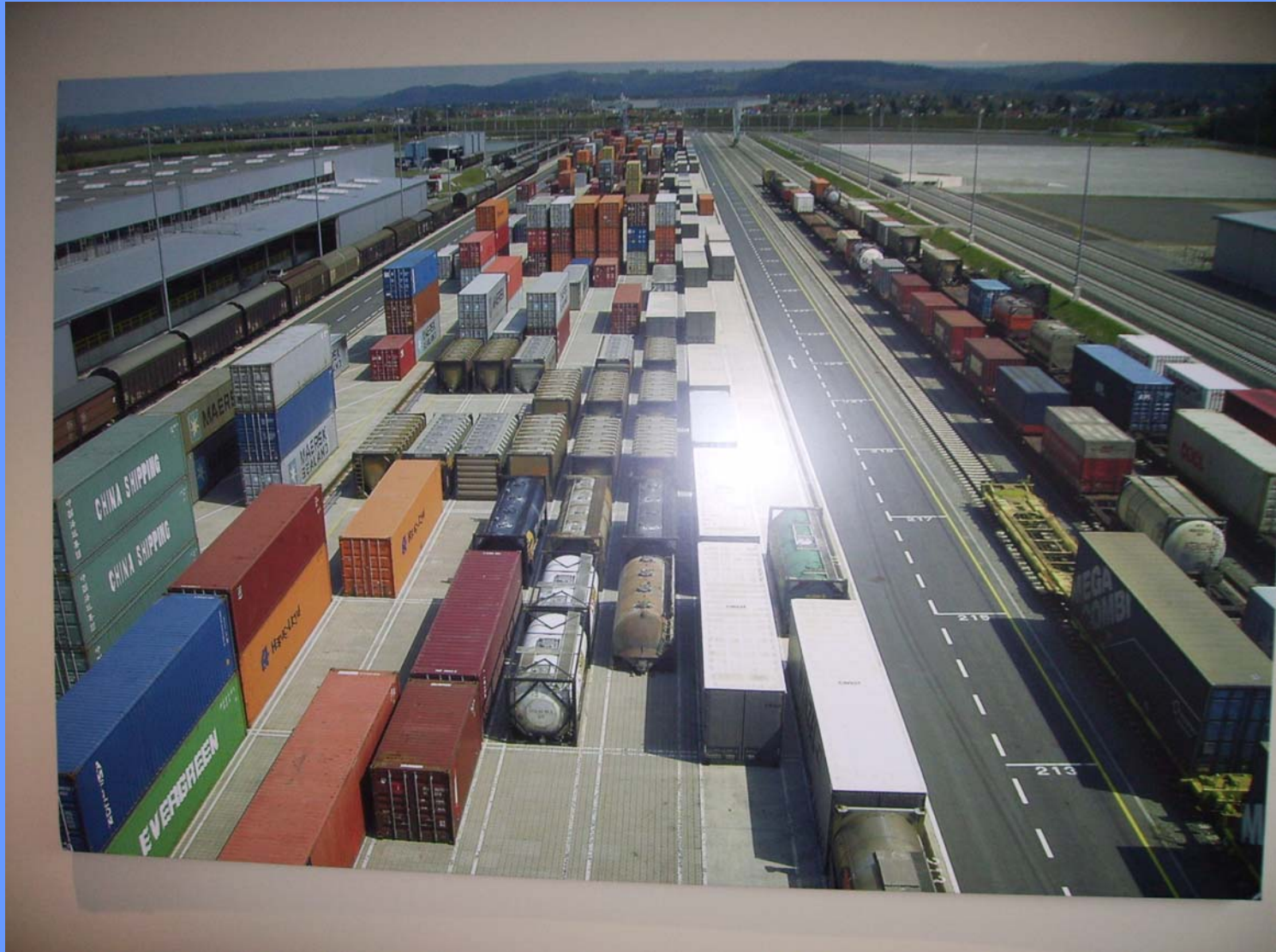
In order to encourage intermodal transport for the handling of goods, a freight village must preferably be served by a multiplicity of transport modes (road, rail, deep sea, inland waterway, air).

Finally, it is imperative that a freight village be run by a single body, either public or private".

Schema of the overall Cargo Center Graz layout



Cross layout of an intermodal terminal CCG



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I thank for your attention !

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