

ChemMultimodal

Promotion of Multimodal Transport in Chemical Logistics



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Successes and failures discussed in Milan

Across Central Europe ChemMultimodal partners and participating chemical industry businesses and their logistics service providers are testing the efficiency of new transport routes combining rail, road and short-sea transport under real-life conditions. While chemical goods arrived as scheduled in some cases, loads got stuck in other cases where tested multimodal solutions proved ineffective. The insights of these trials were discussed among more than 60 stakeholders of multimodal transport on 19 June 2018 in Federchemica's Headquarter in Milan, Italy, on occasion of the 2nd ChemMultimodal Dissemination Conference. By the end of the project's pilot phase, the consortium aims to achieve a reduction of transport-related CO₂ emissions by 5 per cent on addressed routes. The event also highlighted ongoing infrastructure improvements in Northern Italy and future investment priorities.

Pilot Phase brought good results

The Pilot Phase of the project was a great opportunity for a promotion of the multimodality to chemical companies and service providers in order to establish new contacts and service models for the near future.

Companies that never considered the environmental aspects of their transport activity are now willing to change their mind and behaviour after discussions and demonstrations of the project and the Tool. Due to lack of information in the pre-

vious time some of the companies were not properly informed about the possibilities and advantages. This changed significantly thanks to the project and its activities.



Hungary balances current situation

The improvement of the situation of intermodal transport in Hungary is in line with the transport politics of the European Union which set the goal to transfer 30 %, later 50 % of road transports over a distance of 300 km to rail or waterways by 2030 and 2050 respectively. In its latest analysis the Association of Hungarian Logistic Service Centres pointed out that although there has been a slow increase in intermodal transport over the last five years, contrary to the expectations no

breakthrough has been achieved yet. The association holds that an efficient operation of the domestic intermodal system is to be based on the realisation of a few principles and conditions, such as adjusting the national transport policies to the changing conditions of the world market, using these conditions for establishing of infrastructure or building of new industrial parks, bigger warehouses and logistics centres in order to encourage a building of railway junctions.