

## New opportunities in D2D



**Barge&Shortsea**

## What is shortsea?

When intra-European cargo is carried from door to door, seaborne transport is combined with rail and/or road into an integrated multimodal transport solution that optimises the whole supply chain rather than each individual link.



## 45' containers

### Weight specifications

- Maximum gross weight 34,000 kg
- Maximum payload 29,740 kg
- Tare weight 4,260 kg

### Internal dimensions

- Length 13.55 m
- Width 2.444 m
- Width door opening 2.416 m
- Height 2.695 m
- Height door opening 2.585 m
- Cargo access height 2.551 m

**Cube capacity** 89.20 m<sup>3</sup>

**Fleet (2015)** 4,000+

### Pallet intake

- EUR (80 x 120 cm) 33 pallets
- UK (100 x 120 cm) 26 pallets





## New developments in Unifeeder network

- Successfull aquisition of Tschudi (No), 2015-10
- New service from Poland (Gdynia and Szczecin) to UK, 2015-11
- New service from Baltics (Klaipeda) to UK, 2015-11
- New service from RTM/UK to Portugal (Lissabon and Leixoes), 2016-02
- Increase of equipment fleet for 45'pw, 2015-10



## New Opportunities in D2D

- Expansion of network means an entrance to new markets
- RTM will increase as transshipment port
- Transportation companies are changing from thinking in “wheels” into multimodal solutions including short-sea
- Although fuel rate is low, sustainable solutions are more and more required “Green Logistics”
- New partnerships are developing within our network on both the land and sea side
- New industries requires new solutions fe renewable/recycle material will be used as commodity and fuel for certain products within Europe

## Why Shortsea? A world of opportunities

- Green transportation
- Large container availability
- Secure and safe transport
- Most efficient feeder network in Northern Europe
- Competitive rates and room for cost savings



Thank you for your attention

