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Undersökning av potentialen för intermodala transporter – ”SCAN-IT”

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Sammanfattning

Projektet SCAN-IT syftar till att studera möjligheterna att utveckla nya intermodala transportkoncept genom att bidra med verktyg som ger konkret och lättillgänglig information om intermodala alternativ.

Projektet har således två mål:

• Tillämpning och förbättring av delvis utvecklade verktyg från det pågående EU-forskningsprojektet SPIN. Dessa verktyg anpassas till den svenska transportmarknaden för att med deras hjälp kunna uppskatta den intermodala potentialen för svenska godsavsändare och speditörer.
• Konsultation till svenska godsavsändare och/eller speditörer för att föreslå konkreta intermodala lösningarna som passar deras individuella krav.

I ScanIT har verktygen använts i ett antal fallstudier, där användningen av Advanced Scan också har ställdts mot inhämtade kostnadsuppgifter från kombioperatörer. Resultaten av fallstudierna pekar på att det finns en potential för övergång till mer långsiktigt hållbara transporter genom en kombination av transportslag. I mer än hälften av de undersökta korridorerna rekommenderas fortsatta diskussioner med en intermodal operatör. I dessa fall finns en klar möjlighet att gå över till intermodala transportlösningar, då ledtiderna möter kraven från industrin och kostnaderna eller priserna är likvärdiga eller till och med lägre än för det nuvarande transportupplägget.

Summary

The projections of the future which have been made both in Sweden and elsewhere in the EU shows a fast increase of road transports if no drastic measures are implemented. The EC has set the goal for 2010 to reduce the road transport share to the 1998 level. This approach is far more ambitious than it looks, bearing in mind the historical imbalance in favour of road for the last 50 years.
Even though policy and demand conditions during the last years have been quite favourable for the development of intermodal transport, road transport is still the most successful transport mode. While past efforts were mainly directed at improving transport supply aspects, SCAN-IT addresses the demand side by satisfying the evident demand for more transparency and more information regarding intermodal possibilities. Information about intermodal transport possibilities is regarded as one key element for shifting freight to more environmental-friendly transport modes.

The objectives of the project are twofold:

- Applying and improving working tools from the ongoing EU research project SPIN to make them suitable within the Swedish transport market to assess with their help the intermodal potential of Swedish shippers and forwarders.
- Investigating and proposing small to medium sized Swedish shippers and/or forwarders proposing them concrete intermodal possibilities that suit their individual requirements.

The main objective with the SPIN-project was to develop and evaluate an instrument for the search of the potential to shift from door-to-door road transport to an intermodal transport. Two different systems were developed – Quick Scan and Advanced Scan.

Quick Scan was developed to, without going into detail, give a first understanding of the possibilities to use an intermodal solution. Quick Scan thus constitutes the starting point in the assessment of a shift. It should not be used as a stand-alone tool but as a first step towards a deeper investigation. Quick Scan is accessible without cost at www.spin.eu.com.

The next step of an analysis is to apply Advanced Scan. This tool goes more into depth in the analysis of intermodal alternatives. More information on how to get access to Advanced Scan can be found on the same web-side.

In SCAN-IT the tools have been used in a number of case studies, where the results from Advanced Scan also have been compared with cost information given by intermodal operators.

The results from the case studies show that there is a potential for a shift to more sustainable transports by a combination of different modes. In more than half of the studied corridors, continued discussions with an intermodal operator were recommended. In these cases a clear possibility to shift to intermodal transport solutions exists, while lead times meets the requirements from the industry and the costs are equivalent or even lower than the actual transport solution.

By a comparison between the results from Advanced Scan and the cost information from the operators it can be noticed that the cost estimate for door-to-door road transports usually seems to correspond to the given costs. For the train links it is evidently harder to estimate the true costs. The default values in the program system have been estimated based on relatively heavy transport flows in continental Europe, which means no complications through ferry-transfers and also advantages of scale. This means that the Advanced Scan with default values...
tends to severally underestimate the costs in comparison with given information from the operators. Advanced Scan generally gives a reasonable route choice. One have though to bear in mind that Advanced Scan does not take quality aspects as for example frequency and number of trans-shipments into account. The experiences of the study are however that a tool of this kind can facilitate the search for and the analysis of intermodal solutions.

The main difficulty with a tool of this kind is to keep the very comprehensive database up-to-date. This concerns primarily the more than 3000 intermodal services, which are included in the database. It is for the time being not clear in what way the SPIN-consortium will keep Advanced Scan updated in the future. One possible way ahead is to make the system available on a commercial basis.