



**SCHAVEMAKER**  
*Logistics & Transport*



# Intermodal Transport

*Rico Schavemaker*

**Strong in Logistics**

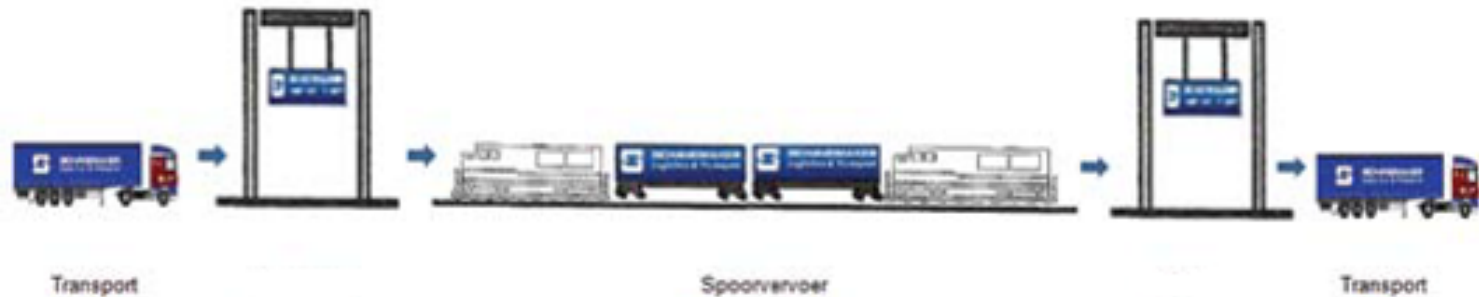
# Introduction Schavemaker Logistics & Transport

- Since 1967 family owned
- Sites in Netherlands (head quarter), Poland, Slovakia, Bulgaria
- 400+ employees
- Office Poland established since 2004
- Rail terminal: Katy Wroclawskie (PL) since 2007
- Inland shipping terminal: Beverwijk and Maastricht (NL)



# Intermodal – Definition

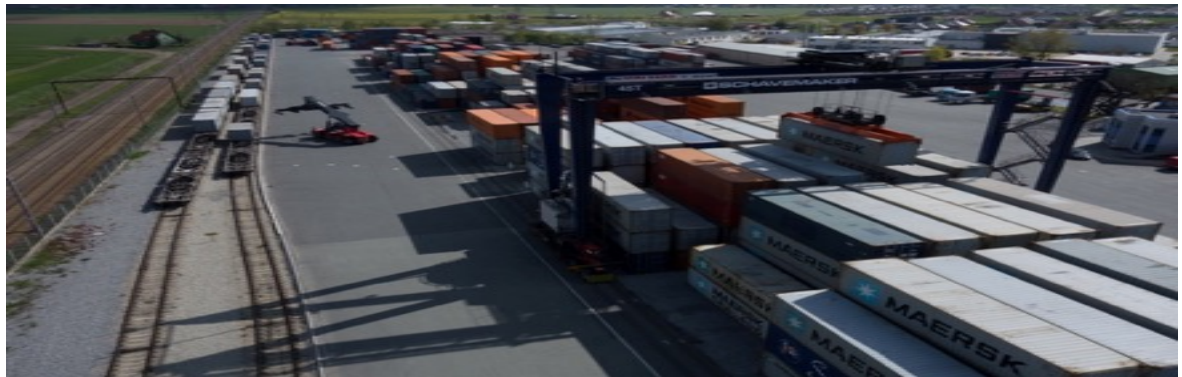
- Making use of various methods of transport, Rail, Water and Road
- Transport of goods in one and the same loading unit
- The loading unit is handled on terminals
- Variety of equipment ; containers, swap bodies and semi-trailers
- 1<sup>st</sup> mile and last mile done by truck



# Intermodal – Strategy

## Consideration

- Environment, massive CO2 reduction
- Labour market, shortage of truck drivers in Europe
- Expected cost increase road transport



## Decision

- Development Railterminal
- Why Poland?
- Focus on own network ; Benelux/Ruhr Area < - > South-Poland
- Control of 1st and last mile by own trucks

# Current Intermodal Services



## Schavemaker's Huckepack trailers

Internal dimensions:  
Length: 13.62 m  
Width: 2.48 m  
Height: 2.74m

Loading height form the rear- and side portal: 2.65m  
Maximum payload: 28 ton (Kg)  
Maximum number of Euro-pallets: 33 spaces

## Schavemaker's 45 FT HQ PW Containers

Internal dimensions:  
Length: 13.56 m  
Width: 2.44 m  
Height: 2.69m

Cubic capacity (in m<sup>3</sup>) : 89,2 m<sup>3</sup>  
Maximum payload: 28 ton (Kg)  
Maximum number of Euro-pallets: 33 spaces



# Intermodal – Benefits

- Sustainable world
- Heavier loads and larger volumes, up to 28 tons
- Capacity 1 locomotive – 40 trailers
- Service – just in time delivery combined with time slots
- Improving supply chain



# Intermodal Opportunities/Challenges

- Unfamiliar to (potential) clients
- Hesitation customers to give commitment
- Balance of inbound-outbound
- Competition of flexible road transport
- Maintenance of Railinfrastructure increases transit time
- Cost competitiveness with roadtransport (door to door)





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