

# Antwerp

## New terminals for combined transport



# Infrastructures for the future of combined transport

## Central hub in the Shuttle Net

Two new transshipment terminals are put into operation in Antwerp at the start of 2010: the HTA Hupac Terminal Antwerp and the Combinant Terminal. This will provide new infrastructures for the continued development of combined transport at one of the main intersection points in European freight transport.

In recent years, Antwerp has emerged as a crucial hub in Hupac's Shuttle Net. Thirtyfive train pairs per week run on the north-south axis between Antwerp and the economic areas of Switzerland and Italy, as well as on the east-west axis between the Iberian Peninsula and the new production sites in eastern Germany, Poland and Russia. What's more, Antwerp is where the maritime traffic from overseas converges with the continental traffic of the industries based in the port area. This generates a high volume of traffic, allowing the development of a pan-European, high-performance transport network that is beneficial to all: the environment, people and the economy.

## More volume onto the railways

The new transshipment plants give Antwerp the capacity required to expand mainland transport. At the HTA and Combinant terminals, a total of 24 train pairs can be handled each day. This is equivalent to a capacity of 1,200 road consignments per day that can be carried in a safe and environmentally friendly way by rail instead of the road.

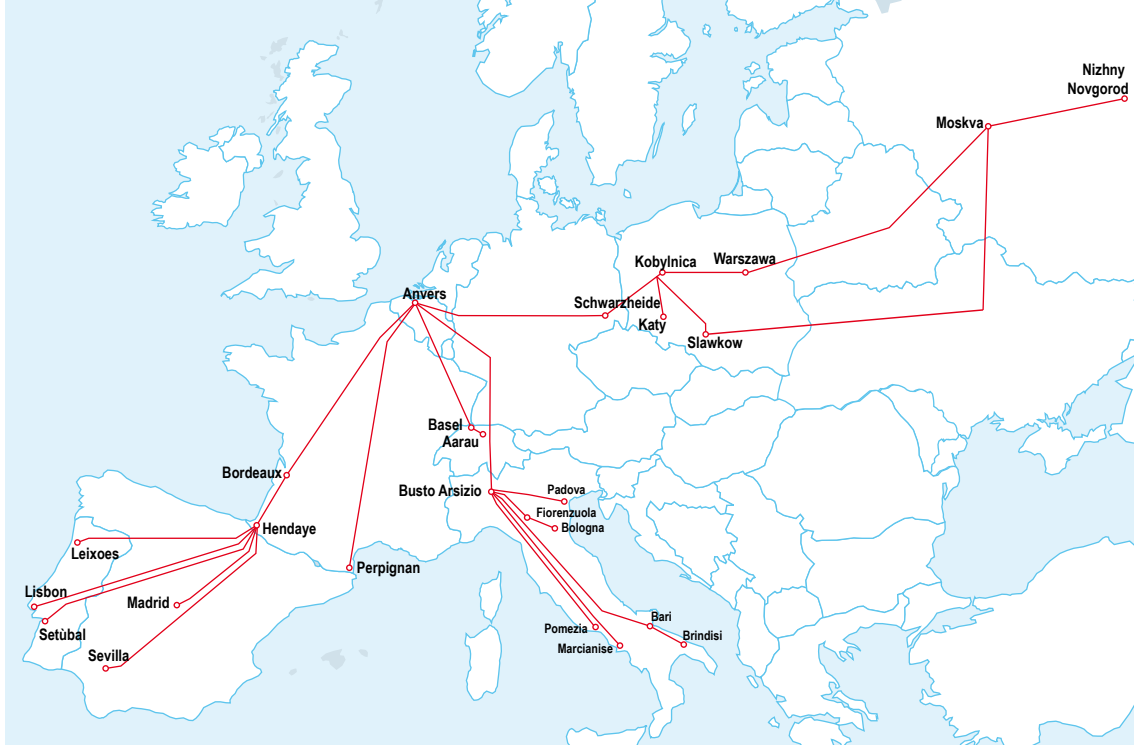
## Investments for the future

The terminals were constructed on time despite the economic crisis. As the owner of the HTA, Hupac invested 22 million euros, with partial funding support from the Swiss Federation. The building cost of Combinant Terminal was 29 million euros. The plant is owned by Combinant NV, a company jointly owned by BASF, Hupac and IFB. The Combinant Terminal received financial support from the Flemish government and the European Regional Development Fund.

## Efficient, innovative, independent

The HTA Hupac Terminal Antwerp and the Combinant Terminal are state-of-the-art facilities that guarantee smooth-running processes and the greatest efficiency. The electric gantry cranes are equipped with intelligent technology for reliable and environmentally friendly operation without harmful emissions. The two terminals are independent of the railways and open to all rail companies – an important requirement for combined transport operators who want to ensure a free choice of railway partners in the deregulated market environment.





## Hupac connections from Antwerp

<b>HTA</b>	<b>Switzerland</b> Basel/Aarau	7 departures per week
<b>HTA</b>	<b>Italy</b> Busto Arsizio	10 departures per week
<b>Combinant</b>	<b>Italy</b> Busto Arsizio	5 departures per week
<b>Combinant</b>	<b>Germany</b> Schwarzheide	5 departures per week
	>> Options to continue to Poland and Russia	
<b>Combinant</b>	<b>France</b> Perpignan	5 departures per week
	Bordeaux/Hendaye	3 departures per week
	>> Options to continue to Spain/Portugal	

As at: January 2010



# HTA Hupac Terminal Antwerp

## High performance for green logistics

Fast routes, smooth-running processes, sound organisation – these are the standards of the HTA Hupac Terminal Antwerp. The facility was developed thanks to close cooperation with the Port Authority and DP World. The terminal is located in the Muisbroek area of the port, directly adjacent to the area previously used by Hupac at quay 468. It benefits from excellent transport connections with a direct link to the Noorderlaan, the main arterial road between all port areas.

The HTA Hupac Terminal Antwerp stretches over an area of 53,000 m<sup>2</sup>. The facility consists of a functional check-in area and a 620 metre-long transshipment module with five craneable tracks, two traffic lanes and six parking lanes. Three high-performance electric gantry cranes ensure a rapid transition between train and truck. Up to twelve train pairs can be handled per day.

All activities at the terminal are handled by the Goal software. For the first time, an innovative control system has been implemented for computer-aided coordination of the terminal staff's activities. The crane operators are given automatic instructions based on the bookings and various operational requirements. Among other things, the instructions take account of the required minimum clearances for loading units containing hazardous materials. The structured, standardised processes make for great efficiency and reliability.

Safety is a top priority at the HTA. Access and identity control is handled by the Alfapass system. The entire area is protected by round-the-clock video monitoring. There are many passive safety measures to reduce the risk of accidents or alleviate the potential effects. For example, the segmentation of the canalisation at the terminal makes it possible to isolate the affected area quickly in case of an incident.

Hupac's terminal operation partner at the HTA is DP World. The terminal serves maritime as well as continental traffic and is licensed for hazardous materials. Trucking services within the port area are offered through local partners.





<b>Owner</b>	Hupac Intermodal BVBA
<b>Investment</b>	22 million euro
<b>Area</b>	53,000 m <sup>2</sup>
<b>Sidings</b>	5 x 620 m sidings
<b>Equipment</b>	3 gantry cranes
<b>Capacity</b>	12 train pairs per day
<b>Supplementary activities</b>	Reefer service Trucking services in the port area with partners
<b>Operator</b>	Hupac Intermodal BVBA, DP World
<b>Opening</b>	January 2010
<b>Opening hours</b>	Monday to Friday 06.00 – 13.40 (break 10.00 – 10.30) 14.00 – 21.30 (break 18.00 – 18.30)
<b>Contact</b>	Hupac Intermodal BVBA Muisbroeklaan, Kaai 468 B-2030 Antwerpen Tel. 0032 3 5417269 Fax 0032 3 5417669 info.hta@hupac.com



# Combinant Terminal

## Partnership for strength

The Combinant Terminal is located on a site belonging to BASF in the northern part of the port of Antwerp. The facility is an initiative of the BASF chemical plant, combi operator Hupac and rail provider IFB, who have formed the joint venture Combinant NV.

The partners aim to use the new multimodal terminal to prevent bottlenecks in the intermodal infrastructure in the port of Antwerp. Open to third-party companies, the facility offers connections to many European countries.

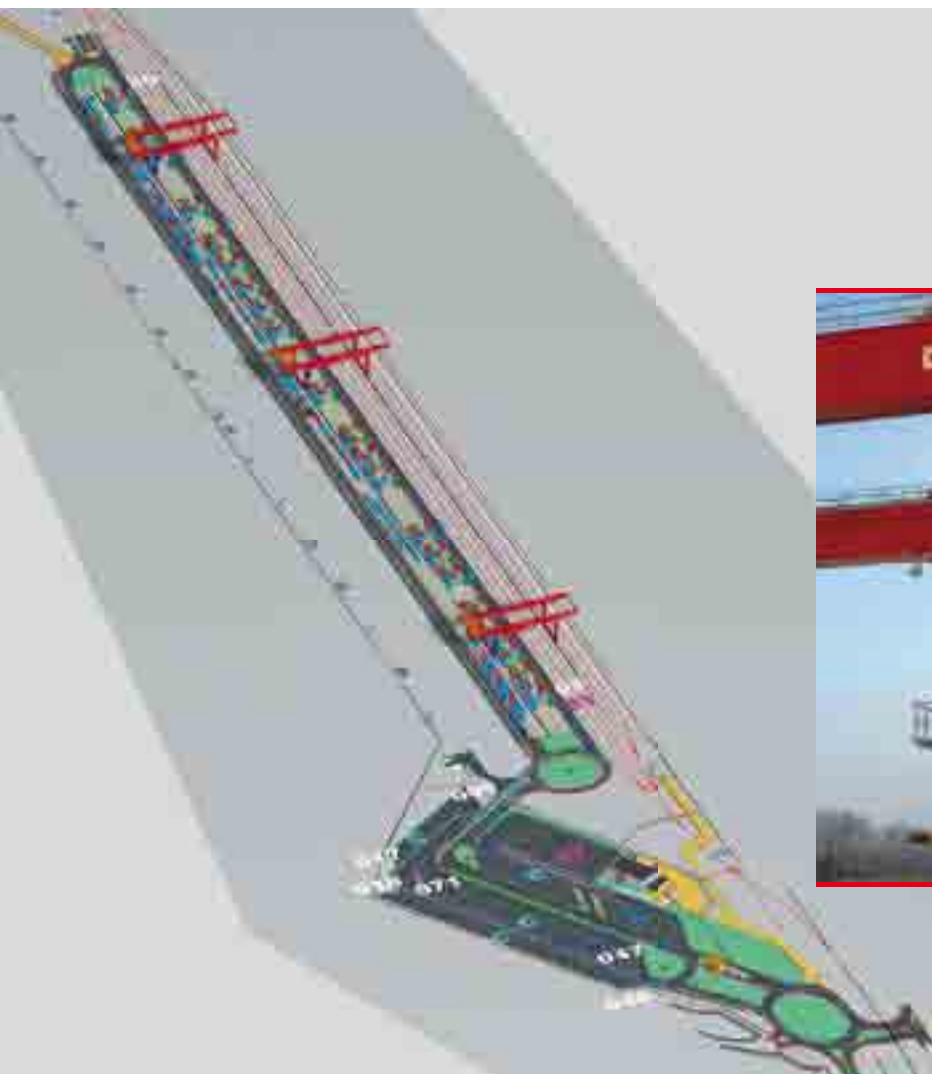
Combinant is conveniently situated on the Antwerp orbital motorway A12. It is particularly easy to reach for traffic from the port of Antwerp and the Netherlands.

The terminal has an area of 1 km by 100 m, making it the size of 20 football pitches. It features five tracks as well as three large gantry cranes. Up to twelve trains can be handled per day.

Combinant is equipped with the latest technologies in terminal operations:

- ▶ camera system for all incoming units (truck and rail) with OCR technologies
- ▶ camera surveillance on the terminal
- ▶ integration with Alfapass for security reasons
- ▶ state-of-the-art IT system for automatic planning and pre-announcement of trucks
- ▶ self check-in system for truckdrivers
- ▶ electronic data communication with customers and live container status updates via the Internet.

The terminal is operated by Combinant and Wincanton. All types of containers, semi-trailers and swap bodies are processed. Hazardous materials are also permitted.





<b>Owner</b>	Combinant NV (BASF 45%, Hupac 35%, IFB 20%)
<b>Investment</b>	29 million euro
<b>Area</b>	90,000 m <sup>2</sup>
<b>Sidings</b>	5 x 650 m sidings
<b>Equipment</b>	3 gantry cranes
<b>Capacity</b>	12 train pairs per day
<b>Supplementary activities</b>	10 reefer connections Area for small repairs on locomotives
<b>Operator</b>	Combinant, Wincanton
<b>Opening</b>	March 2010
<b>Opening hours</b>	Monday to Friday 06.00 – 21.00 (break 10.00 – 10.30 and 18.00 – 18.30)
<b>Contact</b>	Combinant NV Scheldelaan 800, Haven 755 B-2040 Antwerpen Tel. 0032 3 5612016 info@combinant.be



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