

MegaSwing – A new logistic concept



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How can we use the existing infrastructure in a better way?



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You have to get the Green environment for "free"



When can rail make a difference?





When can rail make a difference?

... when you have **a long horizon**





When can rail make a difference?

... when you have a long horizon

... when you can **plan**





When can rail make a difference?

- ... when you have a long horizon
- ... when you can plan
- ... when you dare to **think new**

When can rail make a difference?

... when you have a long horizon

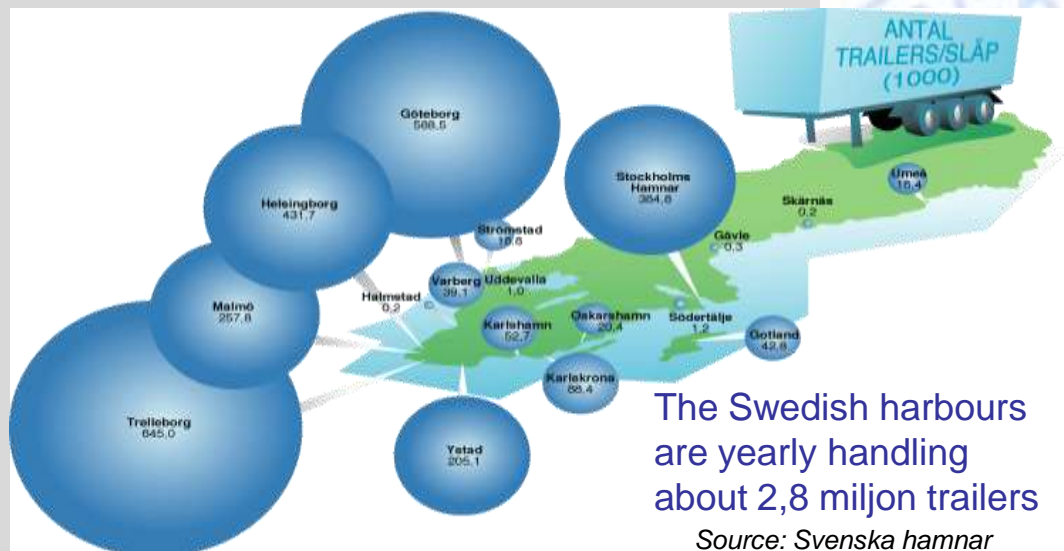
... when you can plan

... when you dare to think new

... and when you have

the right equipment

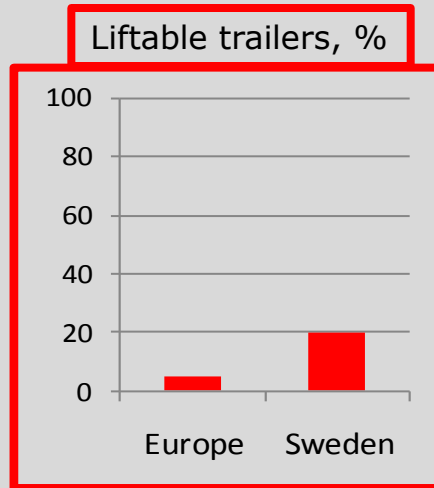
The harbours in Trelleborg and Gothenburg are the biggest ones in Sweden handling trucks



- Trelleborg: 645 000 trailers per year
About 10% on railway
- Gothenburg: 585 000 trailers per year
About 1% on railway

Why not more?

For most trailers rail is not a possible alternative!



- Today's situation:
 - ~95 % of the trailers in Europe can not be lifted on and off a freight train
 - ~80 % of the trailers in Sweden are unsuitable for today's alternative to road transport

But liftable trailers avoid rail transport too



- Delays at terminals
- Terminals located too far from final destination
- Volumes don't motivate opening of new terminals
- The drivers incitement is to keep the truck running
- The end users' environment policy is a mere paper tiger

We know how to create a mega swing to rail



- A system for all types of trailers – including all non liftable (=100%)
- No expenses for new terminals. There are enough terminals already
- No expensive lifting costs
- Commercial competitive solution

From now on all trailers can take the train

- MegaSwing is it called -
the new solution to an old
dilemma
- No less than an international
technology break through

The truck handles loading and unloading

- Few requirements: track in level with the surrounding
- Free way for truck and trailer
- A ground that can carry the truck and a loaded trailer



All trailers are welcome to this **green** alternative

- This is a complement to existing terminals, not a threat
- New terminals need not to be located in or near crowded city centers



Much less expensive than to go by road

- Cheaper than going all the way by road – and **greener**
- And lower costs compared to traffic via existing terminals



Integration Road/Rail

- Use rail where it is best
- Use road where it is best



The flexibility is a vital success factor

- Unloading and loading of a full train is done in less than one hour
- No need for expensive investments in the terminal area



The swing from road to rail can start next year

- Prototype is in test traffic
- Regular service can start in 2012 with a Twin wagon



Road and rail should not be competitors

- Road and rail in an integrated system
- Cooperation increases the safety on roads and improve the environment



MegaSwing

Service with TX Logistik
during the winter 2011



Climate

- Big variation from +3 and sunshine to -20 and snow



Good result!





- My name is Roger Jönsson
- Thank you for listening