

# JOURNAL



Information /// News /// Impressions

**Reporting**  
forum GREEN Logistics –  
The Green Route to 2030

**Topic**  
Hafen Wien, the Port at  
the center of Europe

## Editorial



Dear Readers of the UnitCargo Journal,

We held our Forum Logistics Intelligence meeting on the 4<sup>th</sup> March 2015, this time with the special topic, Green Logistics. I think we can claim to be proud of the development of this Forum initiative which goes from strength to strength.

The aim of our Forum is to bring together both the users of logistics and those from within the logistics industry, creating a dialog not only about factual issues which we encounter daily but wider issues which we will be facing in the future. Many of us are active in the industry and indeed may be considered competitors but in the forum we are able to co-operate and learn together since our real competitors are scattered throughout the rest of Europe.

This fourth Forum was quite special in that it was the first of what will be an annual event focusing on Green Logistics. This is increasingly becoming a hot topic internationally and particularly within the logistic industry. Climate change may be a controversial issue but for us in logistics it has particular relevance. We operate under quite strict regulations and these are driving us towards a future where much of our truck based businesses will become increasingly difficult.

I think you will agree with me when I say that intermodal working will become ever more relevant so it is appropriate that in this issue we should focus on one of the most important intermodal hubs in Central Europe, the Port of Vienna.

Finally I would add that, for the first time the forum meeting will be leaving Austria and convening in Macedonia, a key part of the Balkans region and candidate member of the European Union. There we hope to explore some of the challenges and opportunities available.

Yours, Davor Sertic

forum  
GREEN  
LOGISTICS  
Magazin zum 1. Forum Green Logistics



## HAFEN WIEN THE PORT AT THE CENTER OF EUROPE

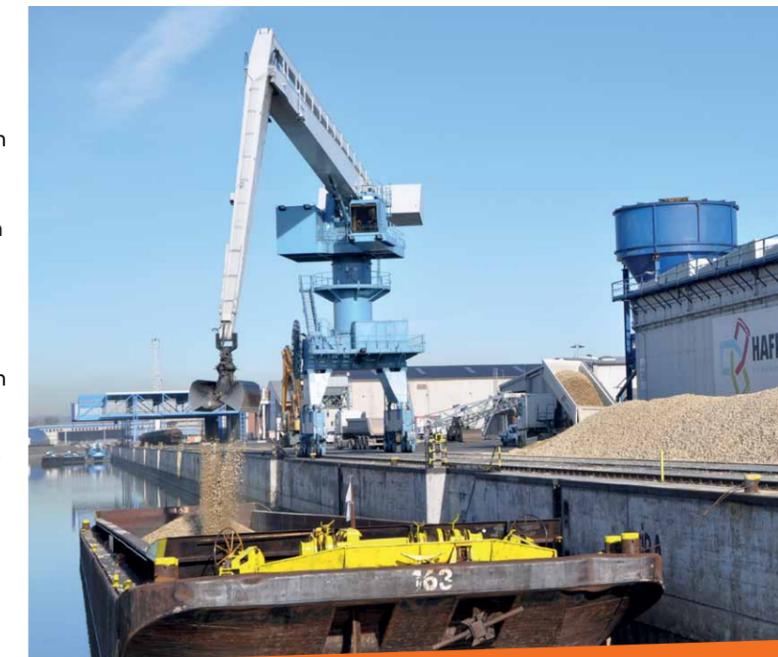
Vienna on the Danube was originally just a port on the river. Now *Hafen Wien*, the infrastructure operator controlling the three ports of Freudenau, Lobau and Albern is now the central hub on the strategic Rhine-Meuse-Donau Canal, a commercial waterway stretching from Rotterdam in the North West to Constanza on the Black Sea.

Additionally, it sits at the intersection of major cross continent road and rail routes. Formerly, Vienna was the political and economic centre of what we now term CEE (Central and Eastern Europe) but the chaotic 20<sup>th</sup> century saw a steady decline in the city's population from its peak in 1910 to a low point in 1990. The past 25 years however has seen a steady reversal in this process such that now, Vienna is the fastest growing of all the German speaking cities. Within the next three years it should exceed its previous high point of two million residents.

a steady rise in intra-continental movement. Of this, almost 50% is via crane-able trailers, a rapidly growing mode of operation. With the EU's target of moving 30% of long distance road freight onto rail or ship by 2030 it is certain that this type of intermodal working can only grow. To match the expansion in land area there will be further investment in handling equipment within the container terminal with additional gantry cranes. Since 2009 €190 million has been invested and this year the investment will be further €16 million. >>

An essential component of any modern city is its infrastructure and in terms of logistics, Vienna aspires to be the best. That is the clear message delivered recently when we were able to talk to *Hafen Wien* boss Karin Zipperer who is currently overseeing a major expansion programme at the busy city owned freight terminal. The opportunity to expand comes courtesy of an extra 35.000 square metres of land being made available with the reclamation of part of the former harbour, whose huge area is no longer required by modern shipping. For though shipping continues to service the bulk and liquids traffic via the ancillary ports of Lobau and Albern, it is to intermodal, predominantly rail traffic, upon which the future will be built.

Currently the centre is operating at an enviable 80% of capacity with a through put of 480,000 TEU's per year. The North Sea ports of Germany accounts for about half of the traffic though the past three years has seen



Though only 8 kilometres from the city centre the haven is almost free of residential neighbours so noise nuisance is not a problem. This means that 24 hour container handling Monday to Saturday is possible and could be expanded to 24/7 if traffic demands it. Total potential capacity would finally be approximately 1.5 million TEU's per year.

In one respect however, the word "terminal" is not appropriate. The haven is a hub as well as a final destination. Here cargo can change mode of transport easily and efficiently, a key factor in cost calculations. Even rail lines are "through routes" offering fast and efficient unloading/reloading capabilities. This is clearly no "end of the line" operation.

Yet *Hafen Wien* is by no means a monopoly supplier of logistics services within the region. In this fiercely competitive world logistics competition can be found in several locations including nearby Bratislava and Sopron. In the main though this competition lacks the modern infrastructure provided in *Hafen Wien* and in many cases has not had serious investment for the past 30 years. An exception to this will be the new terminal at Inzersdorf on the southern border of Vienna. Scheduled to be fully operational by 2017 and funded partly by the disposal of the former terminal at Vienna Nordwestbahn the site is well situated very close to the Austrian motorway system. What impact this will have on the operation at *Hafen Wien* remains to be seen.

Like all infrastructure assets, the future depends on the intentions of the owners and in this case it is the Federal Authority Vienna. That it has chosen to maintain its support for the haven both ensures the long term viability and reinforces the stance of port neutrality which must give added confidence to the over 100 companies which make *Hafen Wien* their home. The immediate future for the haven then seems bright.



Mag. Karin Zipperer, MBA  
Managing Director of Hafen Wien  
Foto: © Petra Spiola



## THE FIRST FORUM GREEN LOGISTICS

The clock is ticking to 2030. By then it is the intention of the EU that 30 % projected long distance road be moved to rail or ship This is a momentous step whose importance cannot be over emphasised.

Within this context, the 4<sup>th</sup> Forum Logistics Intelligence met on March 4<sup>th</sup> 2015 under the title Forum Green Logistics. The intention now is that this aspect of Forum Logistics Intelligence be organised annually with the specific aim of providing a space where current thinking, innovations, vision and developments can be publicised and discussed. The target is a Green Logistics Future.

Clearly we are off to a good start. The meeting on the 4<sup>th</sup> March, sponsored by ERSTE BANK, Marketing Community Austria, XING: Vienna and UnitCargo SpeditionsgesmbH and supported by The University of Natural Resources and Life Sciences (BOKU) brought together experts in logistics, business and science.

The event was opened by Davor Sertic, Managing Director of UnitCargo spedition, together with the host of the forum, Mag. Thomas Steiner, Head Corporate Banking segment Vienna / Northeast of ERSTE BANK.

Martin Posset of MCHP detailed the challenges the logistics industry has to face in the coming years. For Posset a rethinking in freight mobility is already overdue.

**The future potential of Green Logistics was plotted by four experienced speakers.**

**Vision:** Prof. Dr.-Ing. Gernot Spiegelberg, Vice President, Corporate Technology, Siemens AG explained in his very futuristic keynote address various interesting aspects of mobility in the future. Developing his theme, with the topic "vision or fiction - the eHighway" he was able to illustrate how mobility might look by 2050.

**Reality:** Dipl.-Ing. Günter Steinbauer, CEO of Wiener Linien introduced the new forms of mobility being utilised by the public transport service in the city. He was able to explain how new forms of propulsion and infrastructure can be utilised across the board.

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**Experience:** Mag. Alexander Casapiccola, fleet manager, Österreichische Post AG, reported on his experiences of e-mobility within the Post considering the perspective both of customer requirements and fleet management. He was able to illustrate the cost comparison of conventional and alternative powered vehicles.

**Innovation:** Our final speaker was DI Markus Rieger, Managing Director of HYVE Innovation Community GmbH. He was able to show, via projects his company was developing, actual innovations which illustrated various options for future freight transport.

Prof. (FH) Dr. Andreas Breinbauer, Head of FH's degree studies in logistics and transport management and host of this year's forum opened the panel discussion under the title: *Innovation and Vision: green mobility as an opportunity.*

Our panel consisted of DI Mag. Klaus Bergmann, Commissioner for Environment and Sustainability ERSTE BANK, Dipl.-Ing. Friedrich Eppel, deputy chief engineer department KMK, ÖAMTC, Mag Markus Gansterer, Traffic Club Austria VCÖ, Gerald Gregory, Vice President of BVL – Austria German Logistics Association, Univ. Prof. Mag. Dr. Manfred Gronalt, Head of Institute of

Production and Logistics, BOKU and Max Schachinger, managing director of Schachinger logistics discussed the green logistics in the future.

As a final surprise, Max Schachinger, CEO of Schachinger Logistik Holding GmbH was awarded for the first *Forum Green Logistics Pacemaker Award* for his leadership role on Green Logistics in Austria. The Pacemaker Award will be presented every year from now on until 2030 to a prominent person in the field of green logistics. In 2030, selected from all the prize winners of the previous years of the life-time Pacemaker and excellent.

After the close of the forum, snacks and drinks were provided for a convivial opportunity of networking.

*Recently the EU initiated a program of integration for the Western Balkans. This includes financial support aimed at improving infrastructure and transport opportunities both within the region and to the wider EU. To increase awareness of this area we will be holding next Forum in Macedonia, the first time we have journeyed outside our home territory.*

## Johannes A. Hödlmayr



We are happy to announce that as of the 1<sup>st</sup> January our quality manager Johannes Hödlmayr has had his role expanded to include customer care for the regions DACH and Benelux.

Originally from Upper Austria, Johannes joined UnitCargo shortly after graduating with honours from the University of Applied Sciences bfi Vienna having studied Logistics and Transport Management, a course which he commenced in 2011.

Having proved himself in his Quality Manager role, we are confident that his work in this new position will benefit both UnitCargo and our many customers in the region.

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