

Freight Villages and Intermodal Transport

货运中心和多式联运



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2016年6月

1. DGG profile

DGG简介

2. State of Freight Village development

货运中心的发展

3. Freight Villages and Intermodality

货运中心和多式联运

4. Selected Freight Village locations

货运中心实例

DGG profile

DGG简介

- established in **1993** as national platform for FV development
成立于**1993年**, 是货运中心发展的国家平台
- **GVZ** = Güterverkehrsamt = **Freight Village**
GVZ= Güterverkehrsamt = 货运中心 =多式联运物流园区
- legal status: GmbH (ltd company), registered in Bremen
法律地位：有限责任公司，注册于不来梅
- since 1998 operated by Institute for Shipping Economy and Logistics,
Bremen and LUB Consulting GmbH, **Dresden**
自1998年以来，由不来梅海运经济与物流研究所和德累斯顿LUB咨询有限公司运营
- **21 member** GVZ locations
21个成员货运中心
- clearing function for political and commercial issues
related to GVZ
扫除与物流园区相关的政策和商业问题
- active in GVZ-related **research and consulting projects** in Germany
and abroad
积极参与德国和国外与物流园区相关的研究和咨询项目

http://www.gvz-org.de/index.php?id=38&no_cache=1&L=1

Association of German Frei... X

contact | Imprint

DGG
Deutsche GVZ-Gesellschaft mbH

The screenshot shows the homepage of the DGG website. On the left sidebar, there are links for 'about DGG', 'GVZ profile', 'Freight Villages' (which is the current page), 'Location map', and 'Closed area'. Below these are two icons: 'GVZ-Klimaschutz-benchmarking' and 'EcoHubs'. The main content area has two columns of city names under 'Freight Villages'. The left column includes: Baden-Württemberg (Weil am Rhein, Ulm, Bayern (Regensburg, Augsburg, Nürnberg, Ingolstadt, Hof, Berlin (City GVZ Westhafen, Brandenburg, Frankfurt/Oder, Schönefelder Kreuz, Berlin Ost Freienbrink, Berlin West Wustermark, Berlin Süd Großbeeren, Bremen, Bremen, Hessen (Kassel, Mecklenburg-Vorpommern (Rostock, Niedersachsen (Osnabrück, Wolfsburg, Salzgitter, Emsland, Hannover-Lehrte, Göttingen, JadeWeserPort, Europark Coevorden-Emlichheim). The right column includes: Nordrhein-Westfalen (Rheine, Herne-Emscher, Köln, Rheinland-Pfalz (Koblenz, Trier, Sachsen (Dresden, Südwesstsachsen (Leipzig, Sachsen-Anhalt (Magdeburg, Schleswig-Holstein (Kiel, Thüringen (Erfurt). At the bottom of the page is a large call-to-action box containing the website address: **www.gvz-org.de**. The footer bar includes icons for Windows, Firefox, and Internet Explorer, along with language and date/time information: DE, 15:05, 19.01.2016.

Freight Village (FV)

characteristics

货运中心的特征

- **settlement of** transport-oriented companies, logistics service providers and logistics-intensive trade and production enterprises in a commercial area

运输导向型公司、物流服务提供商与物流密集型贸易和生产企业落户商业区

- access to at least **two modes of transport**, in particular road/rail (**open access** intermodal terminal)

采用至少两种运输方式，尤其是公路/铁路联运（公用型联运站）

- **management function** of local GVZ developer/operator, who initiates cooperative activities in order to make use of synergies

当地物流园区开发商/运营商（它们为了利用协同效应而发起合作活动）履行管理职能



- high-level road/motorway access and proximity to conurbations (short reaction and delivery times)
与高级公路/高速公路相连，靠近大都市（因此反应快，交货时间短）
- intermodality increases commercial flexibility and investment security (present bonus or future option)
多式联运提高商业灵活性和投资安全性（构成目前的优势或将来选择）
- low conflict potential (24h operation)
产生冲突的可能性较低（24小时运营）
- co-operative activities (logistics activities, cost savings for telecom, energy etc.)
合作活动（物流活动，节约电信、能源等成本）
- wide service spectrum (truck service, customs clearance, etc.)
服务范围广泛（卡车服务、清关等）
- extension areas
扩展区

- 34 FV locations in Germany 德国有34个货运中心

Highest FV density in Europe

密度为欧洲最高

- Cargo Center Graz and FV Kaluga associated DGG members

与货运中心格拉茨(Graz)和货运中心卡卢加(Kaluga)关联的DGG成员

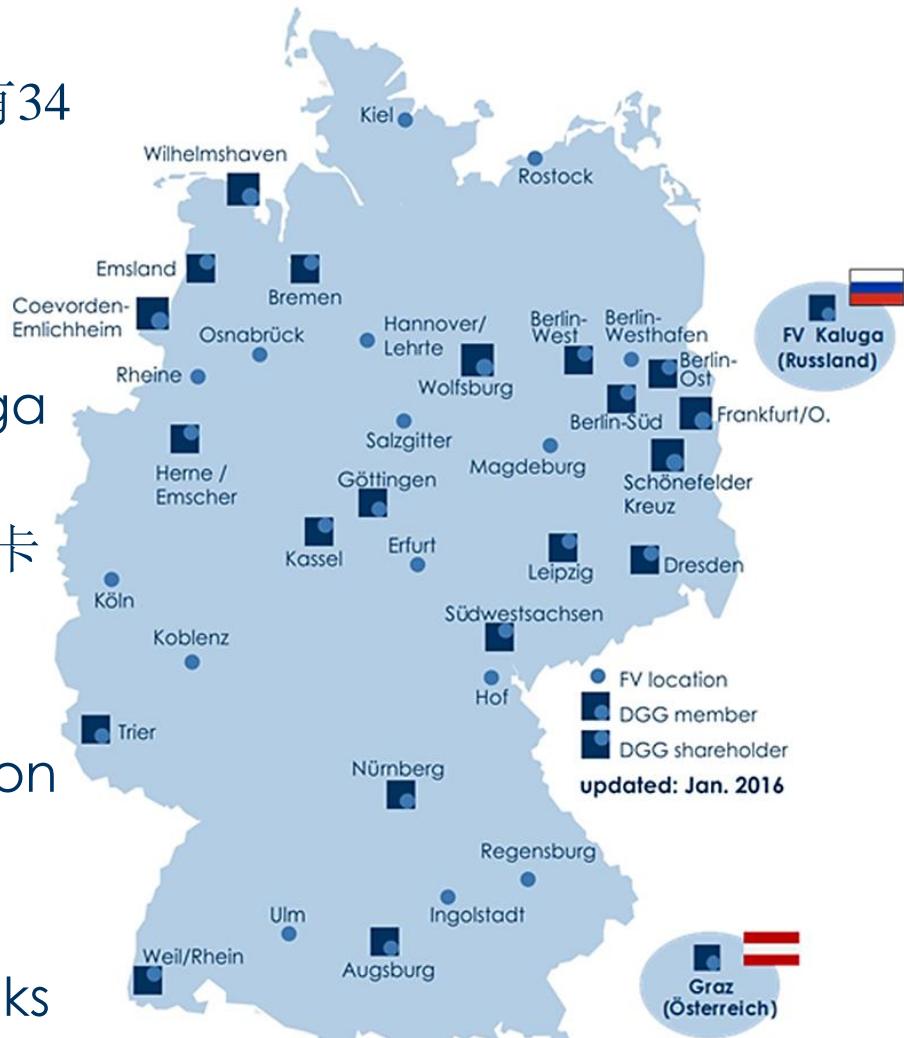
- Focus of cooperation: 合作重点:

- intermodal terminal operation and services

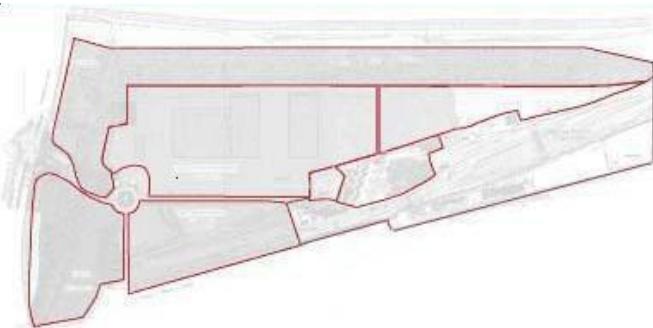
多式联运转运站场运营和服务

- new intermodal transport links

新的多式联运设施



FV Herne 黑尔纳(Herne)货运中心



23 ha
23公顷

FV Leipzig 莱比锡(Leipzig)货运中心



675 ha
675公顷

Average area 平均面积



ca. 211 ha
约211公顷

- 
- There are about **1.400 enterprises**
有约
1,400家企业
 - With approximately
约
60.000 employees
60,000 名员工

Germany FV Ranking 2012

2012年德国货运中心排名



Platzierung

2012

GVZ

Punkte

gvz Berlin Süd	1	Bremen	273
gvz Berlin Ost	1	Nürnberg	273
gvz Berlin West	3	Berlin Süd	270
gvz Sachsen	4	Leipzig	243
gvz Europark Coevorden-Emlichheim	5	Glauchau	237
gvz Emscher	6	Emsland	227
gvz Göttingen	7	Berlin West	215
gvz Augsburg	8	Erfurt	207
gvz Dresden	9	Europark Coevorden-Emlichheim	201
gvz Kassel	10	Dresden	199
gvz Bayerisch-Schwaben	11	City GVZ Berlin	196
gvz Frankfurt Oder	12	Berlin Ost	194
gvz Wolfsburg	13	Kassel	188
gvz Trier	14	Emscher	187
gvz Nürnberg	15	Trier	165
gvz Rheine	16	Augsburg	164
gvz Göttingen	17	Göttingen	161
gvz Frankfurt Oder	18	Rheine	153
gvz Wolfsburg	19	Frankfurt Oder	145
gvz Augsburg	20	Wolfsburg	131



LBBW GVZ

GVZ EMSCHER

Freight villages and intermodal transport

货运中心和多式联运

Wirkungen von Güterverkehrszentren

die Skala reicht von 1 bis 10 (sehr hoch); weiß 2010-schwarz 2012.

7,4
6,5

GVZ verlagern
Verkehre von der Straße
auf Bahn und Binnenschiff.

5,9
5,2

GVZ reduzieren
auch den Verkehr im
Stadtgebiet.

6,3
4,4

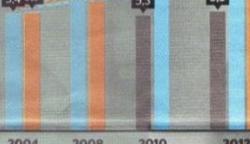
GVZ leisten
einen Beitrag in Sachen
„Grüne Logistik“.

7,6
7,5

GVZ spielen
eine wichtige Rolle für
die gesamte Region.

Gut in Schwung

Ganz vorn Bremen – und dann lange nichts mehr: So sah früher die GVZ-Landschaft in Deutschland aus. Doch die Zeiten sind vorbei. Viele Standorte haben sich prächtig entwickelt.

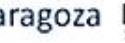
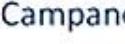
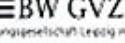
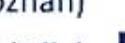
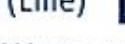


■ Entwicklungsstand im europäischen Vergleich
■ Entwicklungsstand im deutschen Vergleich
■ Entwicklungsstand des eigenen GVZ



Aus Standorten wird ein Netz

Das aktuelle Ranking deutscher GVZ zeigt: Dynamik gibt es nicht nur bei den Großen

1.	 Interporto Verona	
2.	 GVZ Bremen	
3.	 GVZ Nürnberg	
4.	 GVZ Berlin Süd Großbeeren	
5.	 Plaza Logistica Zaragoza	
6.	 Interporto Nola Campano	
7.	 Interporto Padova	
8.	 Interporto Bologna	
9.	 GVZ Leipzig	
10.	 Interporto Parma	
11.	 ZAL Barcelona	
12.	 Interporto di Torino	
13.	 BILK Logistics Centre (Budapest)	
14.	 Interporto Novara	
15.	 CLIP Logistics (Poznan)	
16.	 Delta 3 Dourges (Lille)	
17.	 GVZ Berlin West Wustermark	
18.	 Cargo Center Graz	
19.	 GVZ Südwestsachsen	
20.	 DIRFT Daventry	



TEN-T (11)

intermodal terminal (12)
联运站场(12)

structural data (1)
结构数据(1)

characteristics (4)
特征(4)

settlement (2)
落户(2)

tasks of the management organization (9)
管理机构的任务(9)

transport mode (10)
运输方式(10)

services (5)
服务(5)

security management (14)
安全管理(14)

methods:
16 cluster and 40 evaluation criteria
方法：
16个类， 40个评价标准

green logistics (13)
绿色物流(13)

SWOT-analysis (15)
优势、劣势、机会、威胁分析(15)

impacts/contributions/importance(16)
影响/贡献/重要性(16)

land and buildings (6)
土地和建筑物(6)

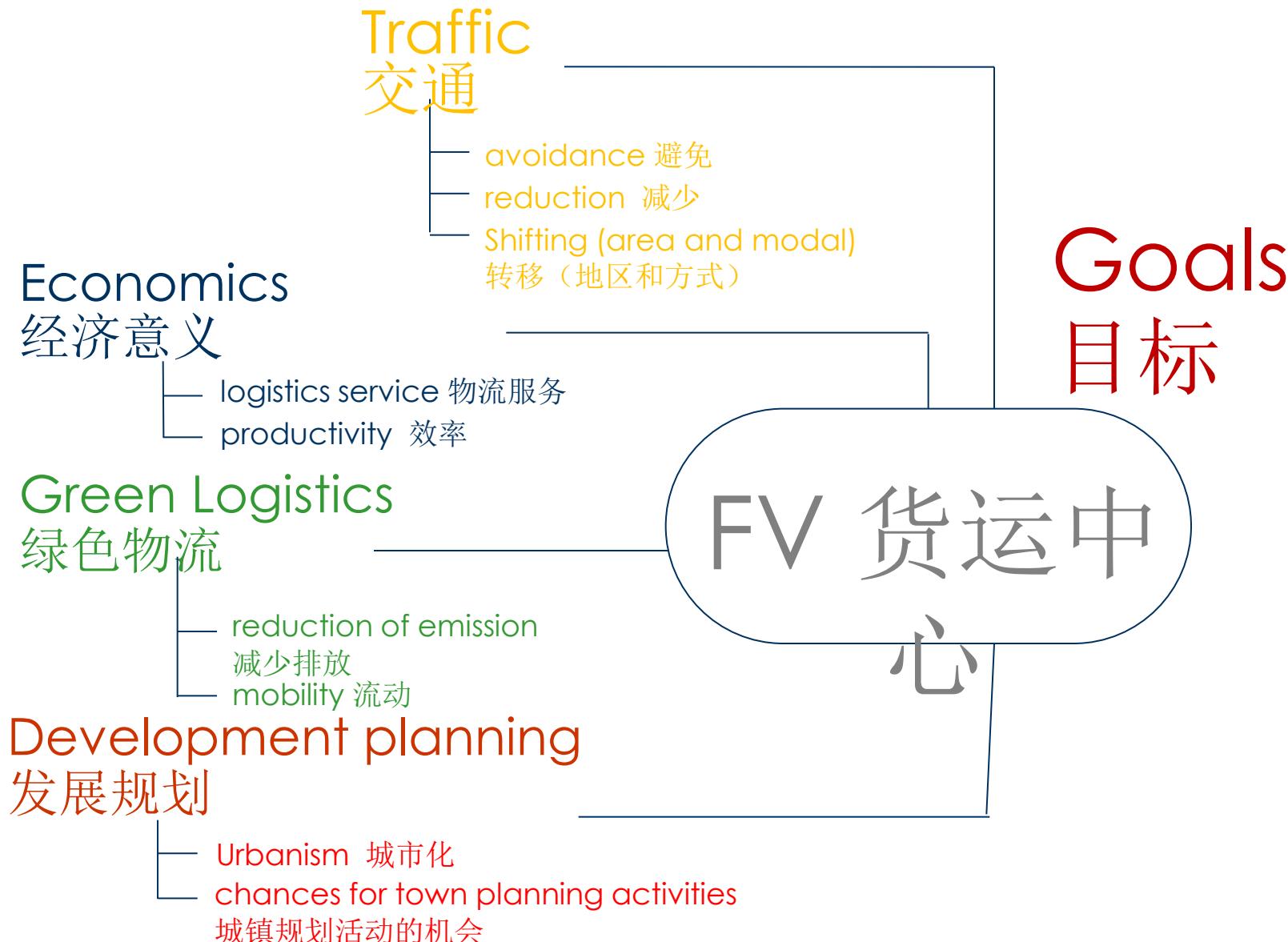
estimation of future development (7)
未来发展的估计(7)

development steps (3)
发展步骤(3)

structure of management companies (8)
管理公司的结构(8)

Freight Villages and Intermodality

货运中心和多式联运



- Federal Ministry of Transport and regional governments have supported FV initiatives through feasibility studies.
联邦交通部和地方政府已经通过可行性研究支持了货运中心举措。
- Furthermore, direct financial support is provided through the following instruments:
此外，通过如下途径提供直接财政支持：

Development: 发展：

- Gemeindeverkehrsfinanzierungsgesetz (GVFG)
城市交通基础设施财政支持法规
- GA - Gemeinschaftsaufgabe zur Verbesserung der regionalen Wirtschaftsstruktur (改进区域经济结构的共同方案)

Intermodal: 多式联运：

- Bundesschienenwegeausbaugesetz (联邦铁路运输基础设施投资法)
- Förderrichtlinie Kombinierter Verkehr (多式联运转运站场补助规定)

Intermodal services

多式联运服务





	2009		2011	
	Road transport 公路运输	Road / Rail 公路 / 铁路	Road transport 公路运输	Road / Rail 公路 / 铁路
CO₂-Emission CO₂ – 排放	634,064吨	153,680吨	953,071吨	330,469吨
CO₂-Savings of CT CO₂ – 通过联合运输减少		480,384吨		622,602吨
Transport volume 运输量	2,274 m. TEU 22.74亿标准集装箱		2,316 m. TEU 23.16亿标准集装箱	
Transport performance 运输业绩	11,629 bn. tkm 11 629万亿吨公里		14,653 bn. tkm 14 653万亿吨公里	

Comparison 2009 and 2011 includes methodological uncertainties
2009年和2011年比较存在方法上的不确定性

Intermodal links to China 与中国的多式联运衔接

Chengdu – FV Nürnberg 成都-纽伦堡货运中心

Operator: Hellmann Rail Eurasia

Changchun – FV Nürnberg (planned) 长春-纽伦堡货运中心

Operator: Changchun International Land Port Co. Ltd.

Lianyungang – FV Herne

Operator: KTZ Express

连云港-海尔那货运中心

Challenge:挑战

Return load to China回程配货

→ FV as partners

货运中心作为伙伴



Herne, 14th June 2016

Selected Freight Village locations

货运中心距离

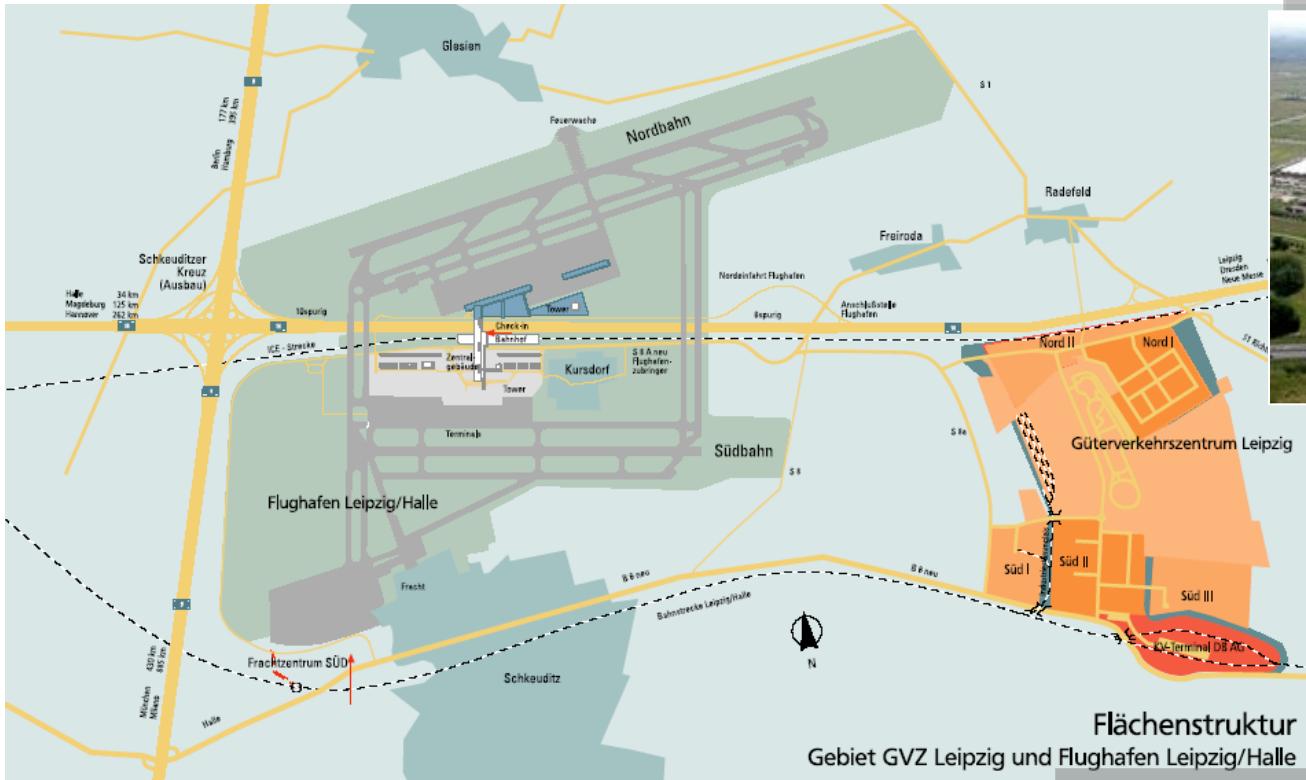
- 503 ha total area
总面积为503公顷
- first FV in operation (since 1985)
第一家投入运营的货运中心（自1985年起）
- close to port of Bremerhaven
靠近不莱梅港
- intermodal services to Italy
向意大利提供多式联运服务



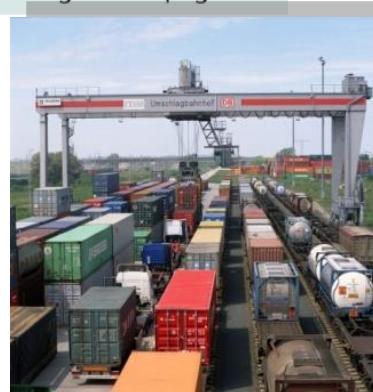
- 337 ha total area 总面积为337公顷
- Inland port 内河港
- Intermodal hub 多式联运枢纽
- „Green Logistics“ pioneer 绿色物流”先驱



来源: Hafen Nürnberg-Roth GmbH



- 640 ha total area
总面积为640公顷
- Automotive logistics
汽车物流
- Adjacent DHL aircargo hub
临近DHL空运枢纽



- 400 ha total area
总面积为400公顷
- Intermodal hub for Russia/CIS
俄罗斯和独联体的多式联运枢纽
- Distribution centres for Capital region
首都地区的配送中心



- Start of operation in 2012
2012年开始运营
- 160 ha Logistics Zone adjacent to deep sea container terminal
160公顷物流园区，毗邻深海集装箱码头
- intermodal terminal, rail access to warehouse
多式联运转运站场，铁路连接仓库



*Thank you for your
attention!*

谢谢！

Backup

备份

potential connection by rail with China

通过铁路与中国相连的潜在连接

Framework conditions 框架条件

Labour and land costs growth in coastal cities
(Shanghai, Shenzhen) 沿海城市（上海、深圳）的人力和土地成本上涨

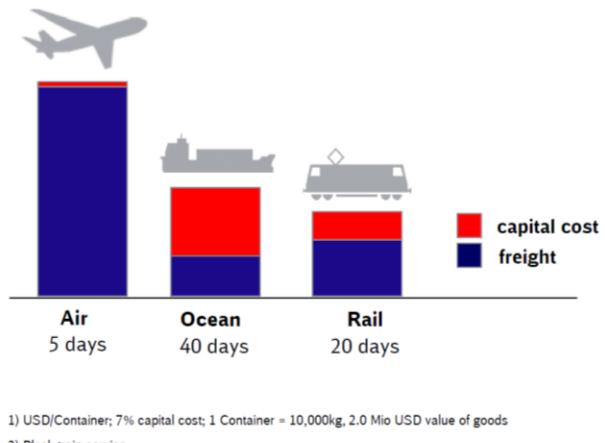
Production growth in the interior cities: Chongqing,
Chengdu 内陆城市（重庆、成都）的生产增加

Growing demands in interior China for European
goods 中国内陆对欧洲货物的需求不断增长

Growth of export and import between China and
Europe 中国和欧洲之间的进口与出口增长

Need for reliability and shorter transit time,
especially for time-sensitive, high-value cargo
(intermodal transport) 对可靠性和较短中转时间（尤其是对时间敏感型高价值货物而言）的需求（多式联运）

Example: freight & capital cost for High Value Goods¹⁾
Chengdu-Berlin door-door



Source: DB Schenker | Rail Logistics & Forwarding | February 2015

来源: DB Schenker|铁路物流与货运代理 |2015年2月

Rail is superior to ocean.
Whether rail or air should be used depends on time-cost preferences

铁路优于海运。应采用铁路运输还是空运取决于时间-成本偏好

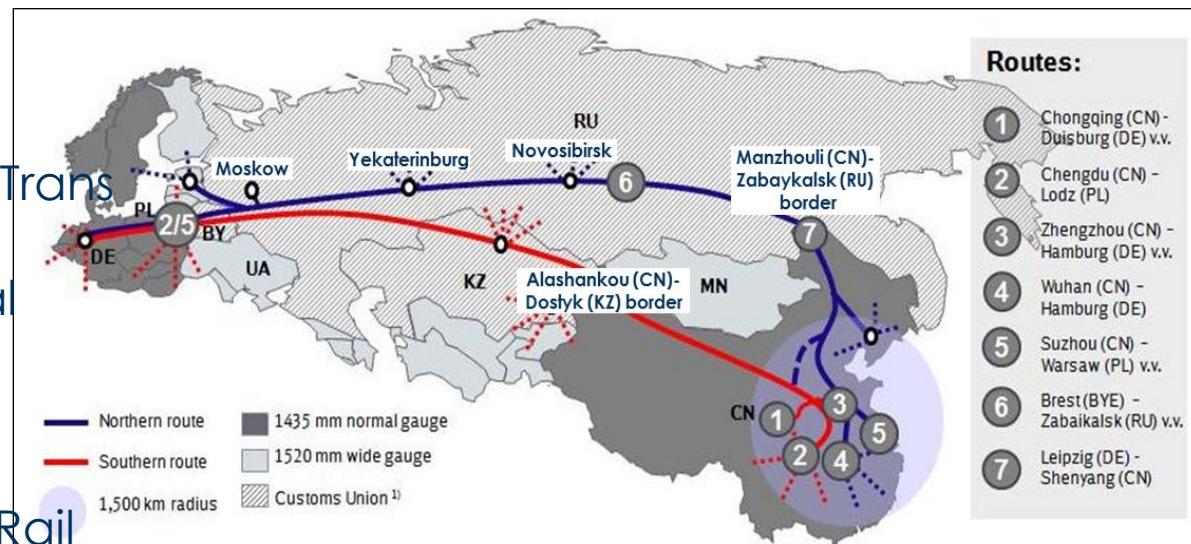
货运中心及其通过铁路与中国相连的潜在连接

Routes: 路线:

- the northern route along the entire Trans-Siberian Railway and via northern Mongolia and
北线沿整条西伯利亚大铁路，并通过蒙古北部
- the southern route via Kazakhstan
南线通过哈萨克斯坦

Operators: 运营商:

- 德铁信可 (DB Schenker)
- 跨欧亚国际物流有限公司 (Trans Eurasia Logistics, TEL)
- DHL全球货运 (DHL Global Forwarding)
- Hatrans物流 (Hatrans Logistics)
- 汉宏欧亚铁路 (Hellmann Rail Eurasia)
- 渝新欧铁路 (Yuxinou Railway)
- InterRail Europe GmbH



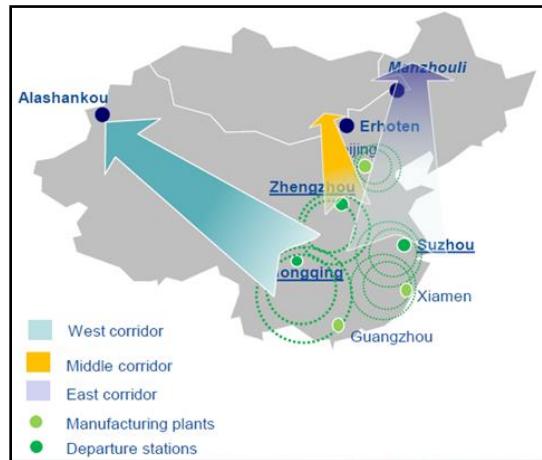
来源: DB Schenker|铁路物流与货运代理 |2015年2月

potential connection by rail with China

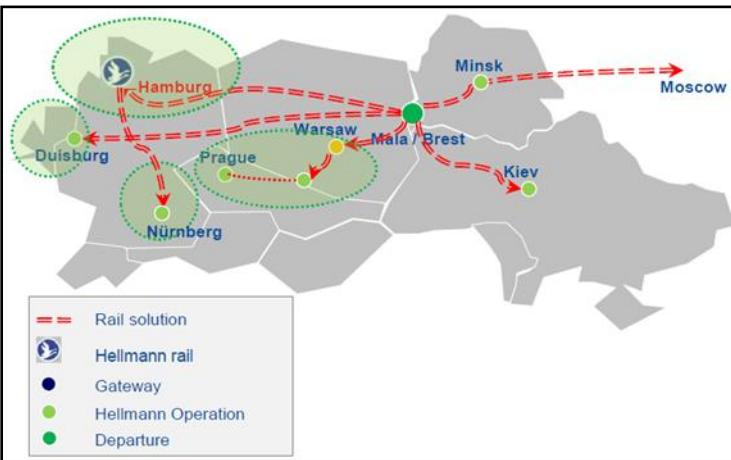
通过铁路与中国相连的潜在连接

Hellmann Gateway concept

汉宏(Hellmann)关口概念

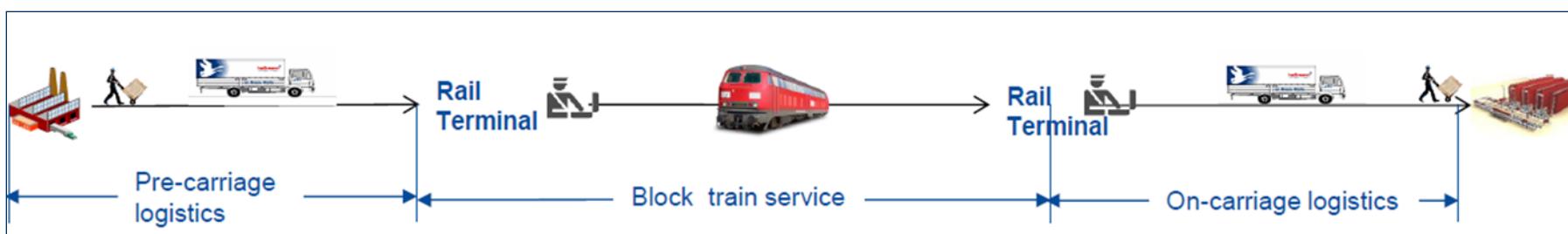


in China 在中国



in Europe / Germany 在欧洲/德国

Hellmann End to End Service 汉宏端到端服务



来源：汉宏欧亚铁路(Hellmann Rail Eurasia)