



Danish Agro Food Logistics

- Setting up a new food port corridor from Denmark to the UK

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Horizontal collaboration between shippers

Tican A/S

Lantmännen Unibake A/S

Danpo A/S

Danish Crown A/S



Danish Crown. Foto: Claus Sjöding 2005

The most sustainable logistic solution

Scenario 1

The existing port-port link between Denmark and the UK without own vessel

Scenario 2

A new intermodal transport connection consisting of rail transport (between Padborg in Denmark and Rotterdam in the Netherlands) and short-sea shipping (from Rotterdam to Immingham in the UK)

Scenario 3

The existing road link between Denmark via France to the UK



Project results

- The realization of a real-life horizontal collaboration between Danish Food companies
- The identification of a new 'green corridor': A new intermodal connection consisting of rail transport (between DK and NL) and short-sea shipping (NL to UK)
- The new 'green corridor' shows economic advantages, not only compared to the road transportation but also to the existing port-port shipping link
- The existing port-port shipping link is the most advantageous solution with regard to CO2 emission calculations. However, the new intermodal connection is also very attractive.

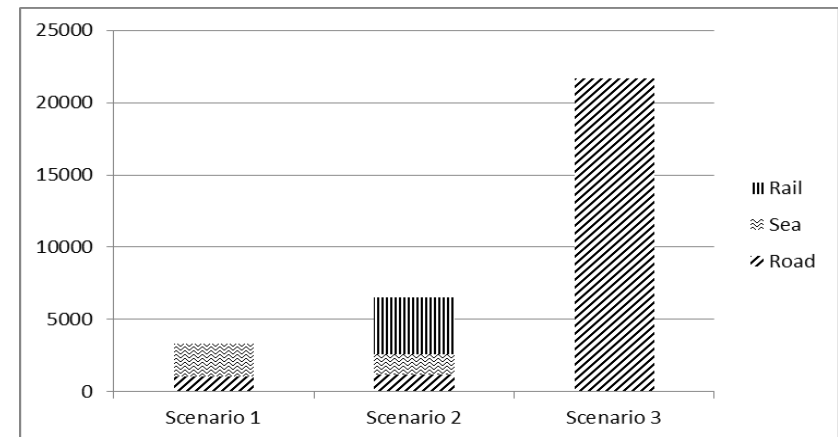


Figure shows CO2 Emission Amount
(From Kolding to Immingham) (Ton per year)

The actors involved in the pilot project

From the Food Producing Companies:

- Mads Mahler, Vice-president from Danish Crown A/S
- Søren Pedersen, Supply Chain Manager from Tican A/S
- Bent Harbo, Logistics Manager from Danpo A/S
- Torben Kerstens, Logistics & Purchasing Manager from Lantmännen Unibake

From TX Logistik AG:

- Norbert Rekers, Director Division Central Europe

From The University of Southern Denmark:

- Lisbeth Jepsen, Postdoc., Department of Environmental and Business Economics
 - Jacob Kronbak, Associate Professor, Institute for Technology and Innovation
 - Liping Jiang, Assistant Professor, Institute for Technology and Innovation
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