

12TH INTERMODAL AFRICA NORTH 2014

IMPROVING INTERMODAL AND CROSS-BORDER LOGISTICS IN AFRICA

Being a Paper Presentation on:

INTERMODAL CONNECTIONS AND FACILITIES: INDUSTRY TRENDS AND ISSUES

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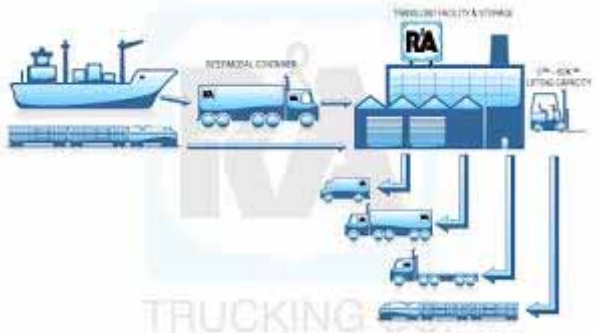
Nigerian Ports Authority
Held @

Lagos Oriental Hotel, Victoria Island, Lagos – Nigeria

DATE: Friday, 28th March, 2014

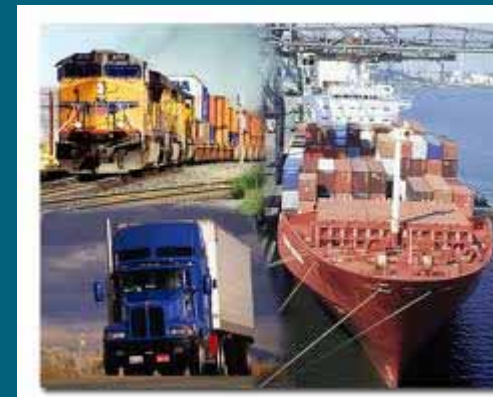
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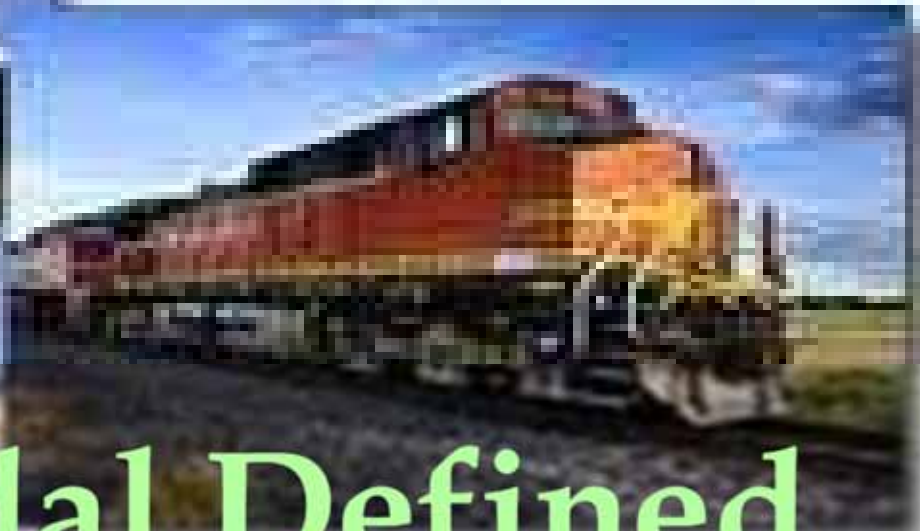




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□ Intermodal Defined



- ✓ Intermodal is defined as “being or involving transportation by more than one form of carrier during a single journey”.
- ✓ Intermodal is the concept of transporting passengers and freight on two or more different modes in such a way that all parts of the transportation process, including the exchange of information, are efficiently connected and coordinated.
- ✓ The term intermodal transfer is commonly used to describe the transfer of passengers and goods between two different modes.



□ Goal of Intermodal



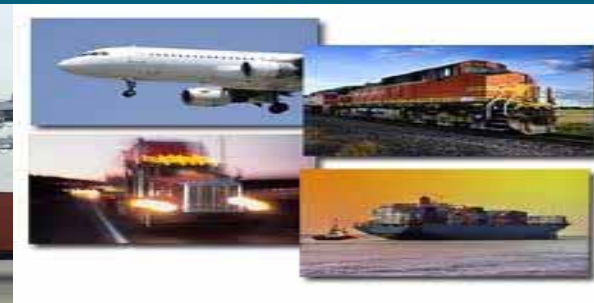
- ❖ The goal of an intermodal transfer, when applied strictly to the movement of freight, is to provide intermodal freight transportation, which is *coordinated, seamless, flexible and continuous* from door-to-door on two or more transportation modes. The objective of an intermodal movement is to maintain continuous flow throughout the entire transportation and transfer process.
- ❖ An intermodal movement requires a sense of logical linkages, handled as one continuous through-shipment under the authority of a single freight bill. Equally important is the fact that intermodal freight transportation is not just about the hardware or equipment involved with the freight movement, but the process by which they are all connected in a systematic and sustained way. Intermodal, therefore, becomes a major component of the systems approach to business, which is an integral part of what is commonly called logistics management.



□ CHALLENGES OF INTERMODALITY



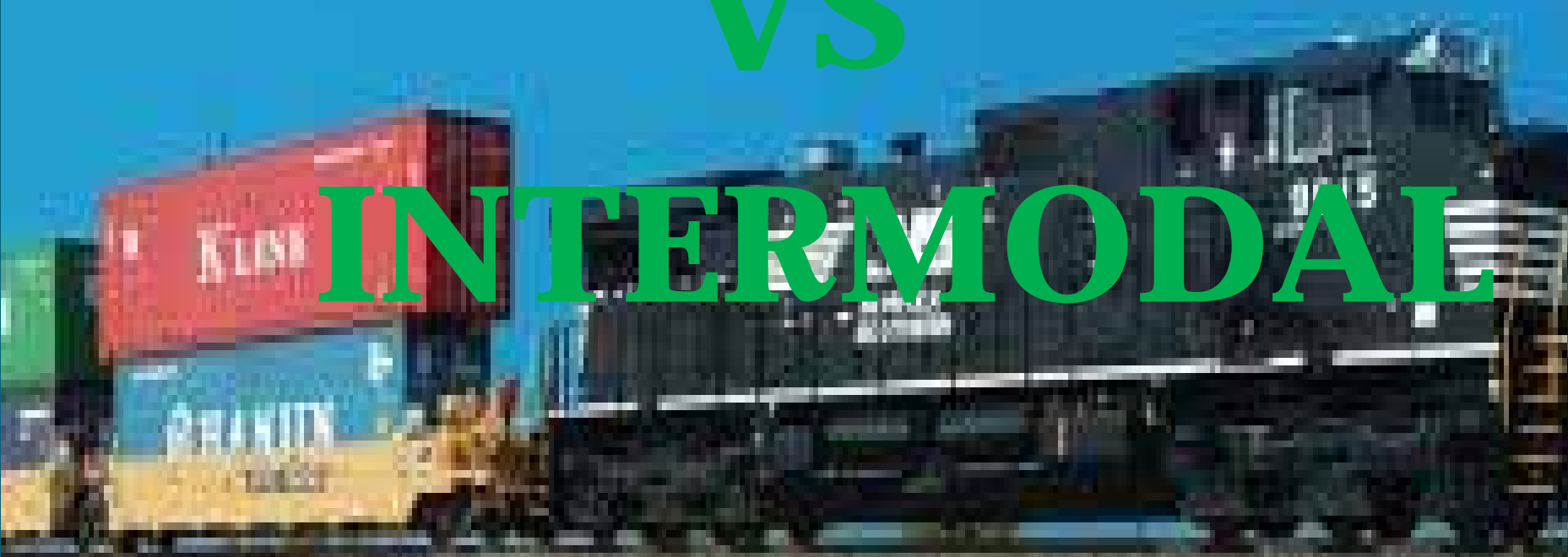
- The challenges of intermodality is to keep the goods moving by reducing delay when a transfer is made from one mode to another.
- Pundits have described this as a form of warehousing at “zero miles per hour”. If the movement of goods is stalled for any length of time during transport or at modal interchange points, it is warehousing, not intermodality.



□ INTRAMODAL

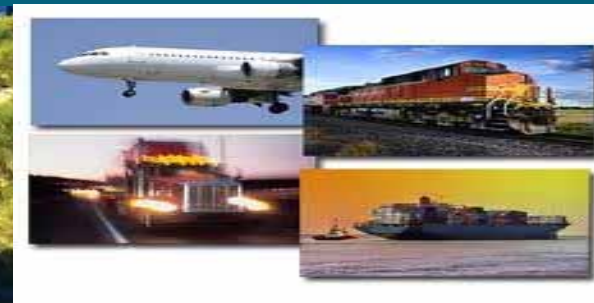
VS

INTERMODAL



🌐 An intramodal transfer is one made between vehicles of the same mode. Usually intramodal transfers are easier to accomplish because vehicles are similar and operate in the same medium. For example, a truck trailer-load can be transferred merely by changing the trailer from one tractor to another. Similarly, switching the railcar from one train to another can transfer a rail carload. Less-than-truckload (LTL), and less-than-carload/container load (LCL) freight require more effort, but an intramodal transfer usually is easier to manage than an intermodal transfer.

🌐 Intermodal transport involves the transfer of cargo between vehicles of different modes.



□ Current Industry Trends Along ECOWAS Corridor and Cross Border Trade



The on-going Economic Community of West African States (ECOWAS) / European Union (EU)-sponsored Joint Border Development Project at the Nigeria-Benin border, Seme/Krake has been described as a major step capable of speeding up crossing formalities at the borders and creating enabling conditions for the eventual lifting of borders across the West African coast

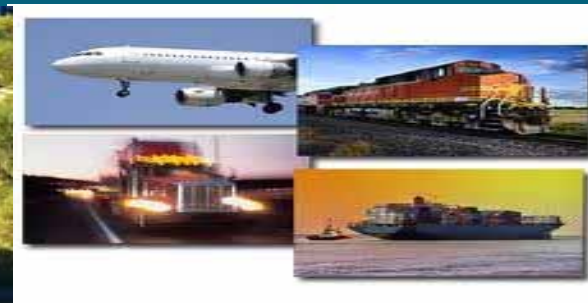
When completed, it is also envisaged that the project will, among other benefits, boost security, facilitate trade and enhance quick clearance of travelers and goods along regional corridors



**□ *Current Industry Trends Along
ECOWAS Corridor And Cross
Border Trade-continued***



- Another industry issue is that of the “Borderless Alliance” which is a project being sponsored by the Federation of West African Chambers of Commerce and Industry(FEWACCI) and endorsed by both ECOWAS Commission and the Maritime Organization of West and Central Africa(MOWCA) which when fully implemented targets to totally remove non-trade barriers to trade across(Customs and Administrative Entry Procedures, standards, import licensing etc.) the ECOWAS sub-region and Africa





□ CONCLUSION

As can be seen from the above, when handling the issue of intermodality delays in transferring from one mode to the other should be removed for efficiency. For intermodality to work requires a wholesome synergy between the various modes and the operators and the issue of security should never be taken for granted

