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**Transforming a Cement Production
Plant into a Logistic Center
LGZ Hochrhein**

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Location of Rekingen



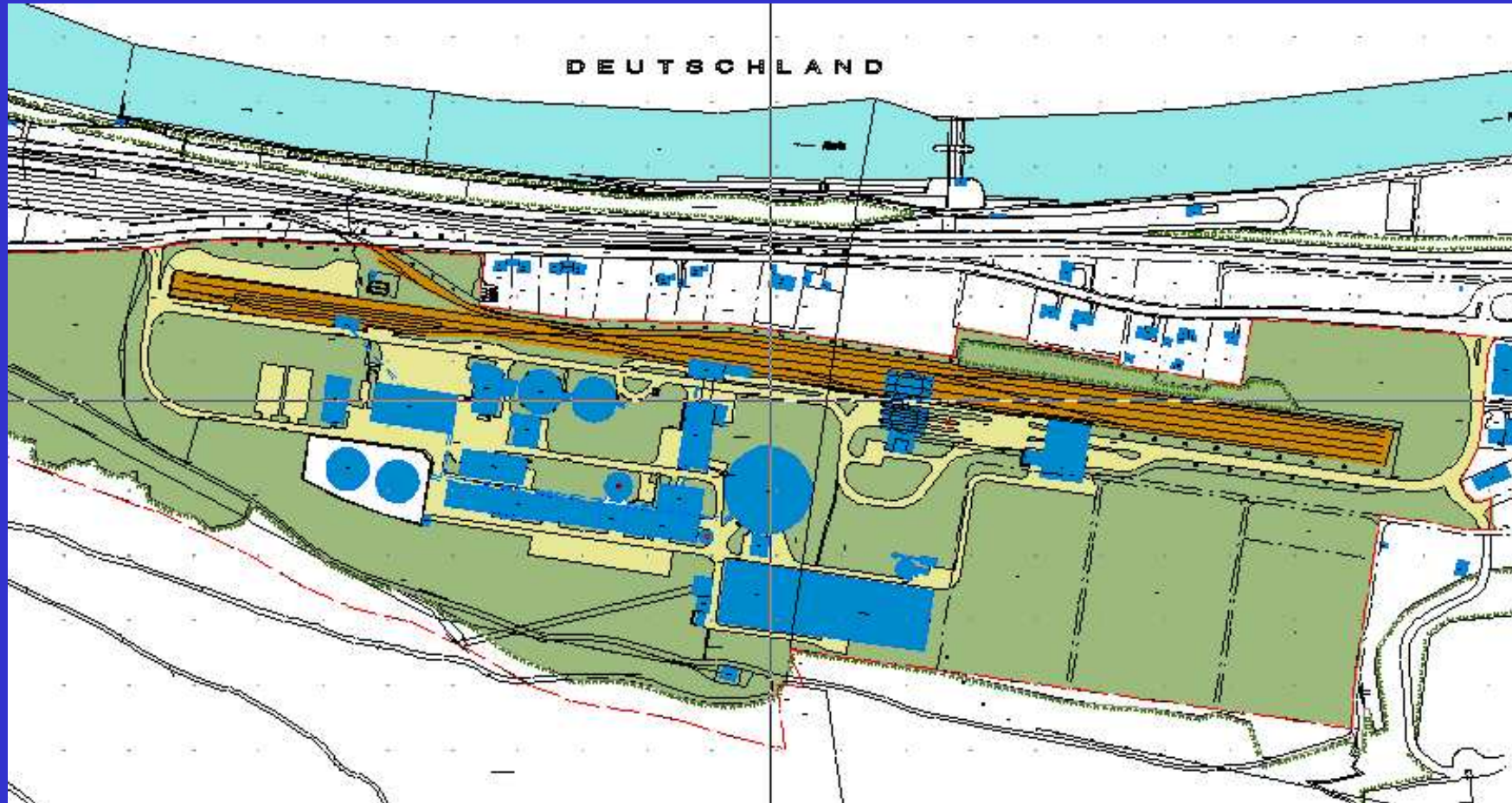
Cement Production Plant in Rekingen Today



Cement Production Plant in Rekingen Today



Layout of the Cement Production Plant in Rekingen Today

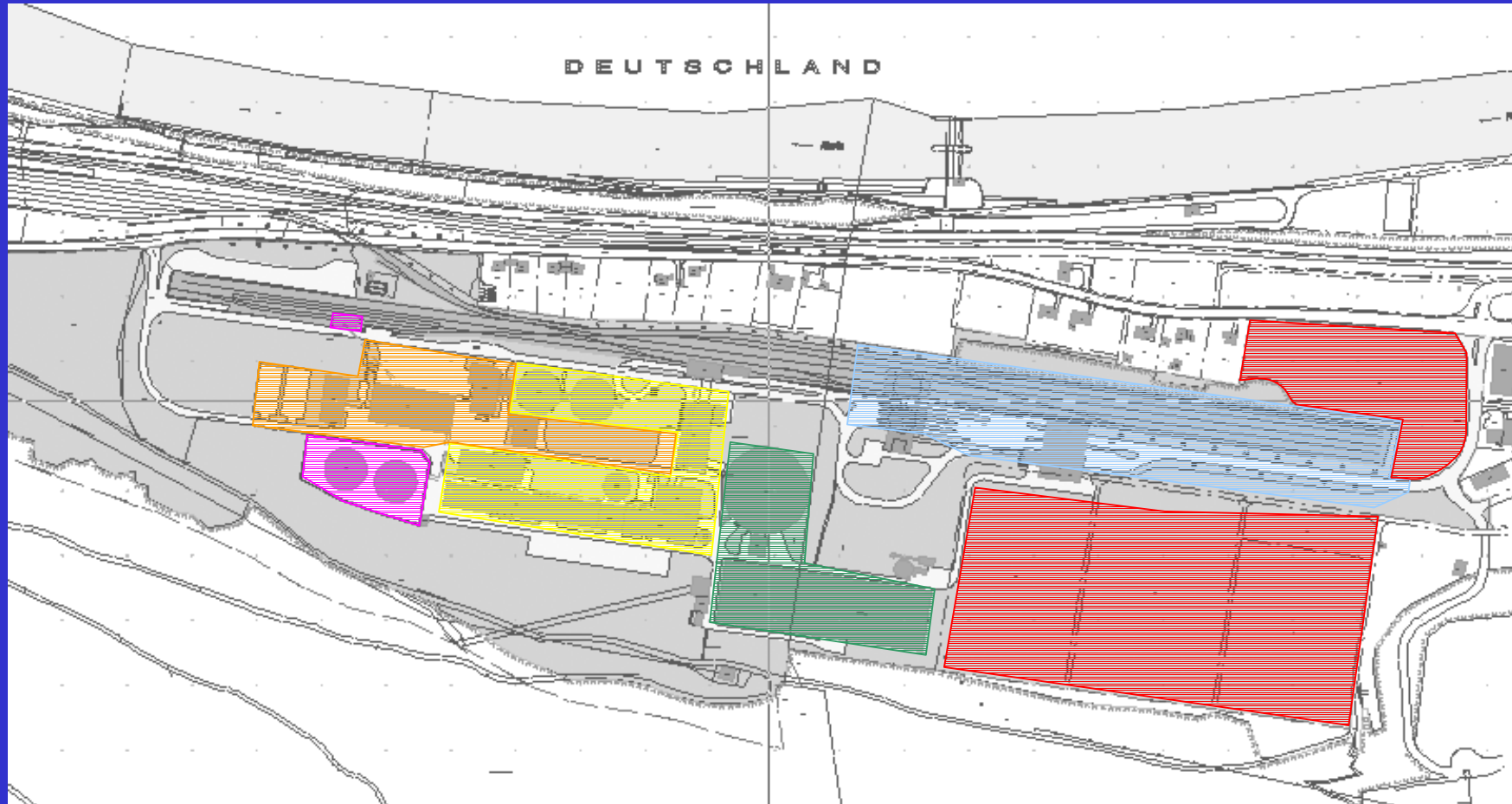


Land Use in of the Site of the Cement Production Plant in Rekingen

Rail	25'000 m ²
Roads	38'000 m ²
Buildings	35'000 m ²
Vacant Land *	<u>199'000 m²</u>
Total	297'000 m ²

* presently used for agriculture

Proposed new Logistic Center in Rekingen



Container Terminals in the Region



Forecast of Future Quantities in Combined Transport

■ Method A: Transshipment Quantities

- | | |
|------------------------------|------------------------|
| ➤ Maritime container | 15'000 TEU/year |
| ➤ Transport within Europe | 21'000 TEU/year |
| ➤ Refill material for quarry | <u>10'000 TEU/year</u> |
| ➤ Total | 46'000 TEU/year |

Extrapolated from present quantities

■ Method B: Demand based on economic activity

- | | |
|------------------------------------------------|------------------------|
| ➤ Potential within surrounding economic region | 55'000 TEU/year |
| ➤ Refill material for quarry | <u>10'000 TEU/year</u> |
| ➤ Total | 65'000 TEU/year |

Based on: economical regions around the terminal

Distance-related Heavy Vehicle Fee (LSVA)

- Heavy Goods Vehicles > 3.5 t are charged LSVA on all roads in Switzerland
- Objectives: Internalisation of External Costs
Demand Management
 - Reduce Alpine Transit Traffic
 - Achieve a Modal Shift From Road to Rail
- Equipment: Compulsory OBU for Swiss vehicles
ID-Card / SSM / ticket for foreign vehicles
- Reimbursement of LSVA for vehicles in unaccompanied combined transport
20 or 25 SFr. per container or semitrailer ($\hat{=}$ 40 km)

LSVA: Tariffs

	Tariff [Cents / t*km]
Until 2004	1.14
From 2005	1.68
From 2008	1.87

LSVA Recording Tools

■ On Board Unit TRIPON



■ Self-Service Machine



LSVA Influences Modes of Transport

