



Half the freight time by train from China

More environmental friendly than air and faster than sea freight. Goods from China can be with the end customer in Mälardalen within three to four weeks by train. Half the time compared with sea freight.

"With more and more companies wanting to reduce their environmental impact, rail is a good option," says Sven Reissig at DBSchenker.

The corona pandemic has highlighted rail freight even more as a reliable, accessible and fast mode of transport.

"More trains than ever are in operation right now, driven primarily by the high level of demand," Sven Reissig says.

DB Schenker has had regular rail freight services between China and Europe for many years. Their services include door-to-door solutions for block trains, individual containers (FCL) or groups of containers, as well as smaller loads (LCL) on various routes.

The new train solution runs directly from Xi'an in China via Kaliningrad in Russia to Rostock in Germany. From there the freight continues its journey by ferry over to Trelleborg and then by train directly to Eskilstuna.

"What is most attractive for our customers is that everything is done through a single booking with us. We tailor solutions that combine the different modes of transport optimally for the customer," Sven Reissig says.

There are different ways to compare freight times between sea and rail. For example, you can count the time from the train terminal in China to the terminal in Rostock, it then takes 10 to 12 days. Measured in the same way from port to port, sea freight takes about 35 days. If instead you calculate door to door, it takes about 45 days by boat and between 22 and 30 days with the train.

"Somewhat simplified, you can say that the train takes about half the time compared with sea freight," Sven Reissig says.

Large increase in ambulance flights from Eskilstuna Airport

It has been a hectic period at Eskilstuna Airport, with corona patients having to be moved from Mälars Hospital due to lack of intensive care beds.



They were transported by helicopter or air ambulance from Eskilstuna Airport to other regions in Sweden, which often took place outside ordinary opening hours.

"We have had extended opening hours of 85–90 hours in the period from a couple of weeks before Easter up to the end of April," says Johan Kalfas, who manages operations at the airport together with colleague Ulf Darenius.

They are used to receiving flights 24/7, 365 days of the year and ensuring that the airport is open so that the planes can start, land and refuel. The runway must be landable, snow and ice cleared when necessary and traffic control staffed. A swift response can be required once things start moving.

On Easter Saturday they received a phone call at three in the afternoon saying that the flight was due in at five.

"We brought both families and the Easter dinners out here to the airport. The pilots were happy because they were able to come in and have some Easter food as well," Johan Kalfas says.

The patients who are transported are anaesthetised and the airport has obtained additional stretcher lifts from Mälars Hospital to facilitate the transfer from vehicle to plane. There are strict procedures and restrictions in place for corona patients. Johan and Ulf are not permitted to be in the vicinity of the patients. Even the pilots have full face masks and protective clothing. There are two different operators that fly corona patients and they each have a dedicated plan for the operation.

They have experience of Eskilstuna Airport. Organs and other items from Mälars Hospital are transported from here, always at night for security reasons. Johan Kalfas and Ulf Darenius have never missed a flight. On one occasion it was close after SOS Alarm neglected to call them. Ulf was in Spain and Johan was in northern Stockholm. When SOS realised their mistake they called Johan, who was asleep in bed. The plane from Malmö will be in Eskilstuna in 50 minutes. "Get in your car and I'll call soon," the SOS operator said. Just afterwards the police called and gave Johan the green light to drive as necessary to get there on time.

"Resources are there when really needed, and I think that the service that the airport operator provides together with the owner, Eskilstuna Logistik och Etablering, is excellent for Eskilstuna residents from a social perspective," Johan Kalfas concludes.





Read previous issues of Progress Report

In Progress Report we write about everything that concerns establishments and logistics in and around Eskilstuna, with the focus on the Intermodal terminal and the Logistics park. If you are curious about what we have written about in previous issues, then you can find the editions of our newsletter [here](#).



RESTAURANTS UNDER WAY **IN ESKILSTUNA LOGISTICS PARK**

Four new restaurants will be opening in Eskilstuna Logistics Park during spring/summer 2020. You can read about all of them here in Progress Report. Here is Kinkitchen.



Minimal lunch queues and cosy environment

With Kinkitchen opening its third restaurant in Eskilstuna, they are concentrating on a quality lunch buffet in the logistics park.

Kinkitchen in the logistics park will be open for lunch and, depending on demand, it might subsequently expand to evenings and weekends.

"People who work there shouldn't have to devote their lunchtime to standing in a queue. We want you to be able to sit down and eat in peace and quite," says Andy Tran of Kinkitchen.

He reports that they are planning to produce an app where you can order and pay before coming to the restaurant. You then show your payment, get a plate and can start on your food immediately. They are also looking at a self-service solution.

The restaurant will have 140 covers and the decor will consist of subdued colours and comfortable chairs to create an environment that is pleasant and cosy.

They will be offering Asian buffet including Thai, Chinese and Sushi.

"In distinction from many other buffet restaurants, we prepare the food as we go and replenish as needed. So even if you arrive two hours after opening, you will have fresh food," Andy Tran says.

"We perceive a major potential in the logistic park, which is growing all the time and we are pleased to be first on site together with the other restaurants in the restaurant building," Andy Tran says.

The plan is that they will open in mid-August.



Green logistics, Eskilstuna-Verona return

Companies can now book their entire transport from Verona to Eskilstuna, directly via Stena Line. Two rail operators and a shipping company are included in a single booking instead of three different ones.

"It is a major benefit for the carriers that book through us and they appreciate the level of service," says Katrin Verner, Freight Commercial Manager at Stena Line.

It has long been possible to transport freight by train from Verona to Rostock and then ferry to Trelleborg and another train to Eskilstuna. What is new is that since late 2019 it has been possible to book everything through Stena Line, which collaborates with TX Logistik.

Stena Line's departures are adapted to match connecting trains, guaranteeing a punctual and reliable delivery service.

"This simplified transport flow improves the conditions for both existing and newly established companies in the Eskilstuna and Stockholm-Mälardal region," says Pär Svensson at Eskilstuna Logistik och Etablering.



THIS IS WHERE YOU CAN MEET US DURING 2020

We are monitoring the development of coronavirus and awaiting a decision on which events will be held.

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Our logistics area is directly adjacent to rail, motorway and air links in the Stockholm-Mälardalen growth area. We have one of the country's leading container terminals and a large logistics park. We want to offer long-term, sustainable and efficient solutions for companies and easy access to several different modes of transport. That's how we will create more jobs in Eskilstuna.

Eskilstuna Logistik och Etablering AB • Box 78 • 631 02 Eskilstuna
info@eskilstunalogistik.se



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