**NAME OF CASE**

Transport by short distance train in automotive industry - SEAT

**Key Words:**

Access to transport networks, infrastructure and nodes; Freight consolidation and transhipment; Implementation of low emission technologies; Innovative vehicles, vessels and equipment; Business to business (B2B) solutions, cooperation; Communication between authorities: cooperation, procedures, legal frameworks; Value added services, development (or extension) of services; Transport management, fleet management;

**Description**

The railway line with metric gauge was in service since 1884 however in 2005 an agreement was signed for the adaptation of the railway line Llobregat-Anoia from the SEAT factory in Martorell and the Port of Barcelona as well as for development of new specialized wagons. The adapted railway and specialized wagons were prerequisite for launch of new intermodal service Autometro (transport of new cars from factory in Martorell to Port of Barcelona) in 2008 and new intermodal service Cargometro (transport of automotive parts from Zona Franca in Barcelona to SEAT factory in Martorell) in 2009. With two before mentioned services new cars and automotive parts are transported between Zona Franca, factory in Martorell and Port of Barcelona to be shipped further.

**Benefits**

- Quality of services
- Reduced congestions
- Reduced emissions
- Reduced climate change
- High level of acceptance of solution/practice

**Success factors**

- Involvement of large companies able to plan and execute long term decisions/agreements
- Ability to invest in infrastructure and transport equipment (new specialized wagons developed)
- High reliability of both services:
  - Autometro 99% reliability
  - Cargo metro above 95% reliability
- Short distance freight railway service able to operate without losses

**Supported strategic targets**

Ideal utilisation of infrastructure; Competitive logistics and transport system; Acceptance and influence; Increased efficiency/productivity of logistics processes; Increased competitiveness; Image; Limited climate change; Reduced emissions; Conservation of resources

**Starting point/objectives/motivation:**

SEAT factories are situated right at the railway line that was always considered as competitive advantage. Increasing costs of road transport and congestions have contributed to strategic decision to divert transport to rail although investments were required. Before the implementation of best practice majority of transport was done with trucks as the factories did not have appropriate infrastructure within their premises.

**Solution**

The best practice started when long-term agreement was reached among stakeholders to invest in infrastructure and new services. The long-term targets implied the creation of dedicated companies who are presently taking care of the exploitation of developed intermodal services.

The intermodal services have three connecting points:

- Port of Barcelona, car carrier terminal (for Autometro, transport of cars)
- SEAT parts factory in Zona Franca, Barcelona
- SEAT factory in Martorell.

The spare parts produced in Zona Franca (Barcelona) are transported by rail to factory in Martorell (additionally spare parts are trans-ported to Martorell from factories in Igualada and Manresa) and new vehicles produced in factory in Martorell are transported to Port of Barcelona to be loaded onto ships.
In order to enable transport of spare parts and new vehicles by rail to/from Martorell to/from Barcelona (Zona Franca and Port of Barcelona) large companies were involved and long-term agreement had to be reached in order to:
- invest into infrastructure (construction of dedicated metric gauge line in factories)
- invest into transport vehicles and equipment (locomotives and wagons)
- management of demand responsive services (transport of mechanical parts and new vehicles)

All that while accommodating rigid industrial requirements at factories as well as requirements/restrictions/regulations of and in the port, shipping and other regulations and conditions.

In recent years the Autometro service is transporting the vast majority (+90%) of cars being shipped from SEAT factory to the port of Barcelona. At present there are two Autometro units/trains doing three daily journeys while Cargometro has 6 daily trips between SEAT Zona Franca and SEAT Martorell. Launching of fourth Autometro journey is being considered which would also imply the increase of Cargometro services in a similar proportion.

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Transport mode or supply chain elements

Transport mode:
- Heavy rail
- Deep sea vessels

Supply chain elements:
- Transport
- Transhipment

Main actors involved
- infrastructure managers: ADIF, FGC, Port of Barcelona
- rail operators FGC, COMSA (supplying maintenance and drivers)
- shippers: SEAT and terminal operators at port.
- authorities: the Catalonian Public Administration

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