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There are 10 different Europark -  
*Facts* publications. Each  
provides you with specific  
information on a certain topic  
involving the Euro-park  
international industrial estate  
located between Coevorden and  
Emlichheim. The *EuroparkFacts*  
are factual and to-the-point. A  
list of these publications is  
provided on the back page.

## Logistic Services

Rail terminal, harbour, cargo handling, logistic services companies



*The Europark is a large industrial estate on the Dutch-German border located between Coevorden (NL) and Emlichheim (D). The location and logistics facilities are Europark's strong points.*

*In this EuroparkFacts: factual information on the logistic services at the industrial estate.*

### Trimodal

The Europark can be reached by lorry, ship and train. On the *Euro Terminal Coevorden* they can load and unload their container, parcels and bulk. Modern logistic service companies organize the complete package from transport, storage and transshipment and a fast handling of the goods flow. In a short time, the rails of the terminal will be build up to the harbour quay, so that the cargo handling from ship to train and v.v. can be solved with just one handling. These are the reasons why the Europark is especially suited for companies, which need logistics.

- storage and transshipment of container and bulk
- shuttle Rotterdam-Coevorden 4 x per week
- shuttle Amsterdam-Coevorden, 2 x per week
- daily "mixed" trains to Ludwigshafen resp. Duisburg, from here further transportation into 23 European towns
- part of the European network of Kombiverkehr

### Railterminal

- management: Euro Terminal Coevorden b.v. (ETC)
- public tri-modal terminal
- capacity: > 2.5 Mio. t per year
- Bentheimer Eisenbahn railway connects Dutch and German railway networks
- saving of time of 24 h at border-crossing transport
- 50 km from railway intersection Rheine (D) away
- 5 km siding, 4 x 700 metres for shuttles
- both opened and covered platforms
- rail until the harbour quay; connected with the railterminal

### Europark & railwayconnections in Europe drive time intermodal (shuttle)connections (in days)

|                    |     |                     |   |
|--------------------|-----|---------------------|---|
| Rotterdam (NL)     | 0,5 | Messendorf (A)      | 2 |
| Hamburg (D)        | 1   | Wels (A)            | 2 |
| Bremen (D)         | 1   | Wien (A.)           | 2 |
| Lübeck (D)         | 1   | Budapest (H)        | 3 |
| Kiel (D)           | 1   | Sopron (H)          | 3 |
| Rostock (D)        | 1   | Vitoria (E)         | 3 |
| Ludwigshafen (D)   | 2   | Grannollers (E)     | 3 |
| Verona (I)         | 2   | Warschau (PL)       | 3 |
| Busto, Mailand (I) | 2   | Brest (Weißrusland) | 3 |
| Salzburg (A.)      | 2   | Moskau (Russland)   | 9 |
| Villach (A)        | 2   |                     |   |

### Euro Terminal Coevorden b.v. (ETC)

**Trimodal transport and handling of goods: street, water and rail**

Contact: G.J. Brooksnieder  
De Mars 21, NL-7742 PT Coevorden  
Tel. 0031 (0) 524-519522  
E-mail: etc@euroterminal.nl  
www.europark-terminal.de

EUROPARK COEVORDEN- EMLICHHEIM

*Taking business beyond borders*

Junction of rail, road and water •Extremely large lots available •Industrial harbour and container terminal •Train connections to various European destinations

## Harbour

- management: port operation Coevorden
- harbour site ("wet industrial estate"): 18 hectares
- leased: 5 hectares
- still available: 13 ha property
- quay walls: 525 m, 75 m of which has been leased
- depth harbour: 3,5 m
- suitable for ships up to 1.000 t (=32 teu). But the channel has a limited capacity. More information, please look at the frame on the bottom
- mobile cranes
- co-operation agreement with the harbour authority Amsterdam
- direct connection to the channel Coevorden-Almelo
- logistical centre for synthetic material industry, bulk and liquid material: Nijhof-Wassink
- rail from railterminal ETC up to the harbour quay

## From road to ship and water

The roads in Germany and The Netherlands become more and more crowded. Through this, the cities are not very accessible for lorries. This has also serious consequences. This is the reason why both countries prefer freight traffic by ship or train.

Alternative transport to German motorways, for which lorries have to pay toll charges, is transport by train or ship. Entrepreneurs, who take this into consideration by their business planning, will find applicable solutions at the park.

The park offers a logistical "turntable" for transport by road, rail and water. Which transport modality the best is, depends on many points and claims a lot calculation work.

A rule of thumb, which is often used, is that a ship can transport a loading of 1 ton with 5 litres fuel approx. 500 km, a train 330 km, a lorry 100 km and an airplane 6,6 km.



## Shipping way and Size of the ship

A „Kempenaar“ with twelve 40-foot containers on board sails from Amsterdam or Rotterdam within approx. 18 hours. The shipping route leads through Arnhem, Zutphen, Almelo, Hardenberg. The Coevorden-Almelo-channel, the last part of the way is crucial for the size of ships which can call at Coevorden. The channel has the following profile: 3.10 m deep and 8.40 wide. 800-t-ships can pass the channel; max. measurements 55 m long, 6.60 m draft, charted elevation 3.50 m

To allow larger ships to pass through, high investment in locks, bridges, etc. is necessary. The province of Overijssel will take this into consideration within a few years.

### Driving in Coevorden in figures: Ships with the mentioned size can drive on the Coevorden-Almelo-channel:

- ✓ **Tonnage:** max. 600 t
- ✓ **Length:** max. 55 m
- ✓ **Width :** max. 6,60 m
- ✓ **draught:** max. 2,25 m
- ✓ **Hight:** max. 3,5 m

## Distance Europark – harbours (in hours)

|             | Road | Rail | Water |
|-------------|------|------|-------|
| Amsterdam   | 3    | 4    | 18    |
| Rotterdam   | 3,5  | 5    | 18    |
| Eemshaven   | 1,5  |      |       |
| Meppel      | 1    |      |       |
| Meppen, Ems | 0,5  |      |       |
| Emden       | 1,5  |      |       |
| Bremen      | 2    |      |       |
| Bremerhaven | 2,5  |      |       |
| Hamburg     | 3,5  |      |       |

### Co-operation times for brigdes and logs in the Coevorden-Almelo-channel:

- ✓ *01. March till 01. November:*
  - Mo.-Fr. 06.00-12.00 u. and 12.30-19.00 u.
  - Sa. 06.00-13.00 u. (from 1/6-16/9 as well 12.30-18.00 u.)
- ✓ *01. November bis 01. March:*
  - Mo.-Fr. 07.00-12.00 and 12.30-18.00 u.
  - Sa. 07.00-13.00 u.
- ✓ *27. until 31. December: available on call.*

## Logistic services companies

There are several logistic services companies settled down in the Europark: Bentheimer Eisenbahn, Euroterminal Coevorden, Penske Logistics, Broekman Logistics (former Hentzen), Wigchers Transport and Den Hartogh Logistics.. These are modern and international operating companies, which can offer you an all-round service. For the addresses please look at the Europarkfacts Nr. 10.

**The Euroterminal Coevorden b.v., operator of the trimodal terminal, organizes transport by road, ship and rail for you.**

### Port operations:

Part of the Euroterminal Coevorden b.v.  
De Mars 21, NL-7742 PT Coevorden  
Tel. +31 (0) 524 519-522  
etc@euroterminal.nl

## CONTACT AND INFORMATION

Europark Coevorden-Emlichheim Entwicklungsgesellschaft mbH  
Coevordener Straße 35, D - 49824 Laar  
Postbus 89, NL - 7740 AB Coevorden  
Tel. / Fax: 0049 (0)5947 990190 / ...990192  
info@eu-park.com  
**Contacts:** D. Lindschulte und H. Oortmann

Please ask for EuroparkNewsMail (monthly by email) or one of the Europarkfacts

- Nr. 1 The Europark-Concept
- Nr. 2 The Organisation
- Nr. 3 Strategy, development and planning
- Nr. 4 Logistic services
- Nr. 5 The Europark & Europe: the joint council and the removal of border barriers
- Nr. 6 Subsidies for businesses
- Nr. 7 Zoning plan, building and environmental codes
- Nr. 8 Lots, prices and procedures
- Nr. 9 Social-economic facts about the region
- Nr. 10 The partners and companies of Europark