



Logistics between Ireland and the Nordic countries



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BORD BIA
IRISH FOOD BOARD

Project Objectives

The logistics of exporting food and drink products from Ireland to the Nordic countries of Denmark, Finland, Norway and Sweden have been impacted by changes to customs regulations as a result of Brexit. Additional processes and paperwork have added time to some customs activities along the supply chain. In response to this, some service providers are offering new routes to the Nordics which by-pass the UK land bridge. This document pulls together some recent experiences from a small number of Bord Bia clients, together with feedback from key service providers.

The clients interviewed during the study were a cross section of small and large suppliers, across ambient, chilled and frozen temperature ranges. Volumes ranged from a few pallets per month to a number of full vehicle loads per day. The product categories included Meat, PCF and Seafood.

The document includes examples of the main shipping and transport companies involved in servicing the Nordic countries, together with their routes and indicative costs.

The range of requirements of Bord Bia clients is large, covering many different dimensions, including:

- Temperature – ambient, chill and frozen
- Speed of delivery – short shelf life chill vs long life ambient
- Volume – 1-2 pallets per month to 2-3 vehicles per day
- Countries served - Denmark, Finland, Norway and/or Sweden
- Use of Distributors within market or direct to customers
- Final customer type – retail, food service or manufacturing

The solution for each client may be very different and require the services of logistics providers who focus on those specific requirements.

Given the range of requirements, a list of some of the key logistics terminology has been included in the first section.

Logistics Terminology

Load Type

FTL – Full Truck Load, usually delivered direct (30-33pallets)

LTL – Less Than Truck Load

Groupage – Small number of pallets usually involves the use of local depots or transshipment points

The above definitions can vary between different transport companies. The terms LTL and Groupage refer to smaller loads, typically between 1-6 pallets. LTL tends to be direct delivery whilst Groupage utilises stockless warehouse facilities.

LSP – Logistics Service Provider

Transport Haulier – companies providing transport either on an FTL or LTL basis

Network Operator – companies operating a network of warehouses (across Europe), where Groupage loads can be consolidated and channeled to delivery points. Hauliers may combine with other partners to create a networked solution.

Local Delivery Partner – companies usually operating within a country who act as final delivery partners to other hauliers

Accompanied or Non Accompanied Trailers

When transporting trailers by ship, the trailers can either be accompanied by the driver and tractor unit or transferred unaccompanied, when the cost of the driver and tractor unit is not incurred. There are pro's and con's of each, dependent upon the requirements of the total journey.

Shipping Line

Shipping lines provide scheduled sailing services, along routes from port to port. LSPs and their clients select the combination of shipping lines and routes to meet their requirements.

Supply Chain Considerations

Structural Factors

- Logistics is difficult due to the geographical location
- High wage countries
- Sparse population
- Harsh winters

Recent Developments

- Brexit and the use of the UK land bridge
- Bord Bia Market Prioritisation of Sweden

Logistics Issues

- Small number of transport providers
- Limited days for collections in Ireland for Groupage
- Long transport times
- High cost
- New shipping routes
- Services offered by LSPs vary dependent upon their network
- Some LSPs use local partners for in-country transport



Current Export Values

Based upon Bord Bia's values of exports in 2020, Sweden at 48.4% and Denmark at 42.5% are the two main Nordic markets. The largest category group is Meat, accounting for 61.4%, within which Beef at 32.3% of the total.

Value € per 2020										
Category	Denmark	Finland	Norway	Sweden	TOTAL	%	Beef	Meat	PCF	Other
Alcohol	5,875,106	4,132,726	6,717,415	10,540,247	27,265,494	8.5%				27,265,494
Beef	27,025,459	2,040,594	726,521	48,511,860	78,304,434	24.5%	78,304,434	78,304,434		
Beef Offal	1,535,407	511,052	0	22,997,836	25,044,295	7.8%	25,044,295	25,044,295		
Dairy	19,423,196	1,278,855	2,092,117	4,589,746	27,383,914	8.6%				27,383,914
Horticulture and cereals	0	1,815	11,214	0	13,029	0.0%				13,029
Other meat and meat produce	0	2,843	0	0	2,843	0.0%		2,843		
PCF	24,688,123	8,331,543	2,478,449	28,378,479	63,876,594	20.0%			63,876,594	
Pigmeat	30,859,669	632,765	0	3,820,833	35,313,267	11.0%		35,313,267		
Poultry	10,201,008	0	0	0	10,201,008	3.2%		10,201,008		
Seafood	4,722,595	37,604	30	46,009	4,722,595	1.5%				4,722,595
Sheep	11,455,582	121,288	0	36,031,522	47,608,392	14.9%		47,608,392		
TOTAL	135,786,145	17,091,085	12,025,746	154,916,532	319,819,508	100%	103,348,729	196,474,239	63,876,594	59,385,032
%	42.5%	5.3%	3.8%	48.4%	100%		32.3%	61.4%	20.0%	18.6%

The conversion from value in €'s to pallets that are delivered will vary by category and will impact upon the level of transport required to each country.

Indicative Transport Costs

The table below shows indicative transport costs from Dublin to each of the Nordic markets. These figures are only indicative and cover all temperature ranges. The figures show the relative costs of Groupage rates (eg 1 pallet) compared to FTL rates (eg 33 pallets). The Groupage:FTL rate ratio of 2-3 times, highlights the economies of scale.

Individual LSPs will quote different figures based upon a number of factors, dependent upon their own circumstances:

- company size and buying power for vehicles and fuel
- level of business with shipping companies and the number of “slots” booked per year
- shipping routes used
- backhaul opportunities
- use of local partners for in-country distribution

Prices should be negotiated directly with LSPs and are only one element of the clients’ selection criteria, which should also include quality and reliability of service. The costs exclude, pickup costs within Ireland, transport to Dublin and any customs related costs, if using the UK land bridge.

Transport Costs from Dublin					
Destination	1 Pallet (per pallet)	3-5 Pallets (per pallet)	FTL (per load)	FTL (per pallet)	1 Pallet/FTL (ratio)
Gothenburg, SE	€200	€140	€2,930	€89	2.2
Stockholm, SE	€270	€180	€3,560	€108	2.5
Copenhagen, DK	€280	€190	€3,030	€92	3.0
Oslo, NO	€300	€210	€3,140	€95	3.2
Helsinki, FI	€330	€250	€4,290	€130	2.5

Routes to Market

Direct to Customer vs Distributor

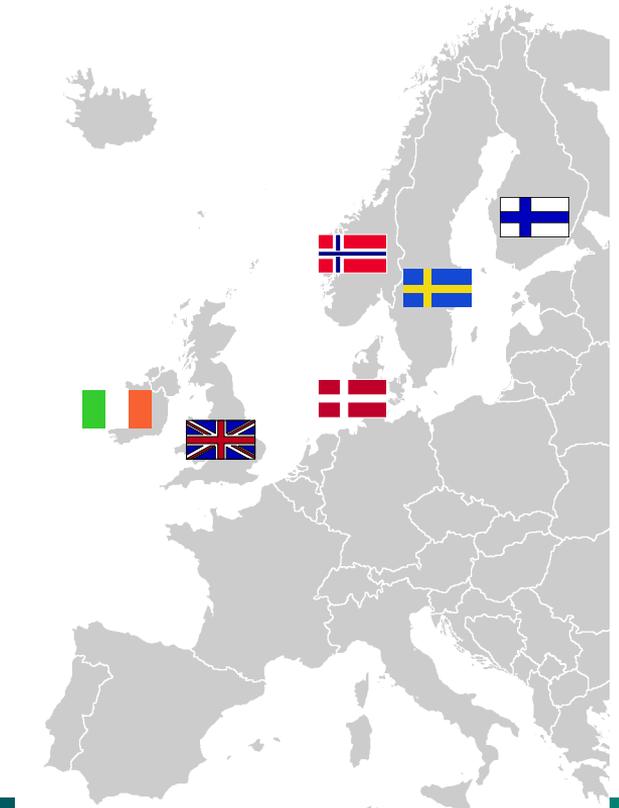
- The end delivery point (customer or distributor) dictates supply chain options
- Distributor holds stock
 - Replenish larger quantities (shelf life permitting)
 - Maximise cube – reconfigure pallet at distributor
- Direct customers may dictate frequency and pallet format

Direct to Market vs Hub Consolidation

- FTL vs LTL/Groupage – FTL most likely direct
- Short shelf life Groupage – quickest route – UK land bridge
- Longer shelf life Groupage – Groupage hub
 - intermediate Belgium, Netherlands, Germany
 - within Nordic Country

Central Europe Stockholding

- Consider potential stockholding location to service N and W Europe including Nordics
- Depends upon other stock locations in supply chain
- Extra costs of multiple transport legs
- See later costing example



Typical LSP Schedules to Nordics

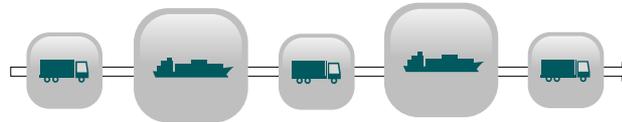
FTL Frequency and Timeframe

- Tends to be daily schedules for all markets
 - Lead times will depend upon route taken
 - Lead time from pickup to customer delivery
 - Denmark – 3-4 days
 - Finland – 8-10 days
 - Norway – 4-5 days
 - Sweden – 3-4 days

LTL/Groupage Frequency and Timeframe

- Tends to be once (or twice) per week (may be more for ambient)
 - Sailing day – Friday (Tue/Thu/Sat for ambient)
 - Pickup – Wednesday/Thursday
 - Lead time from pickup to customer delivery
 - Denmark – 6-8 days
 - Finland – 11-14 days
 - Norway – 6-8 days
 - Sweden – 6-8 days
- Options for longer life ambient products are greater

Schedules and timescales vary depending upon the route taken and the number of mode changes along the way. Where appropriate, travel by road tends to be favoured due to its relative speed and flexibility.



Shipping Line Companies used on Routes from Ireland



IRISH FERRIES



Freight from Ireland to the Nordic countries is predominantly moved by sea on Roll-On Roll-Off (Ro-Ro) ferries.

Other shipping lines can be used for more local routes within the Nordics and for onward transport to Finland.

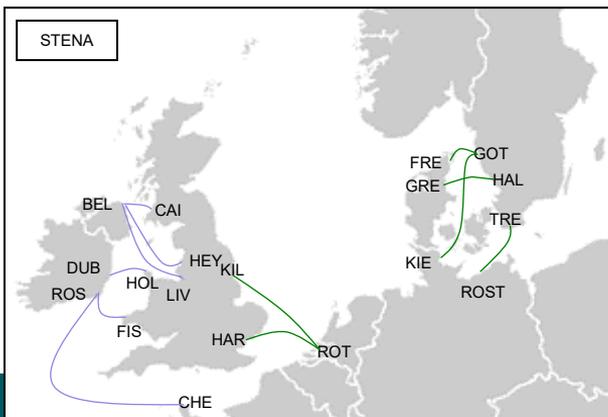
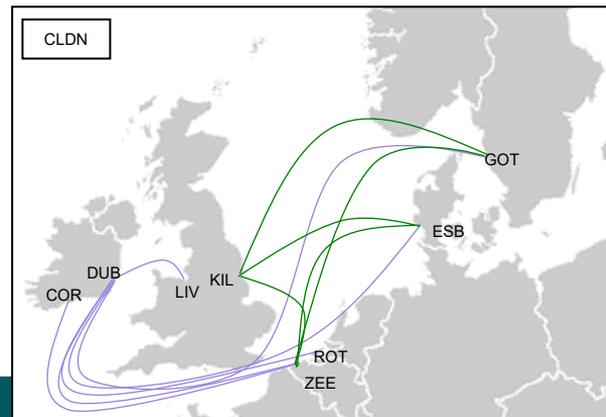
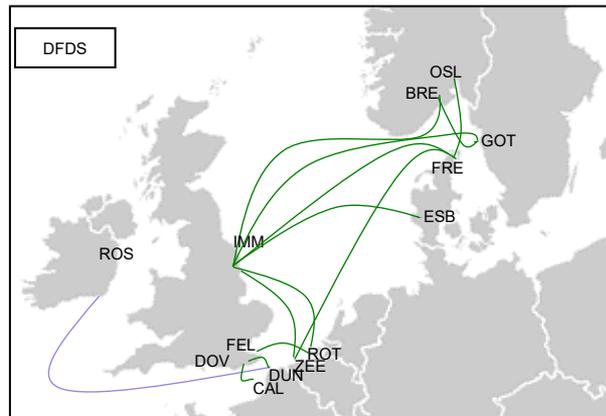


Shipping Routes for CLdN, DFDS and Stena Line

The maps show the routes for the main shipping lines associated with moving products from Ireland to the Nordic countries. Other shipping lines include some legs, but not to the same extent. None of the main shipping lines have direct services from Ireland to Finland.

More details of the shipping line routes, including their frequency and duration are shown in the Appendices.

Legs starting from Ireland are shown in blue.



Location Key

- BEL Belfast
- DUB Dublin
- COR Cork
- ROS Rosslare

- CAI Cairnryan
- DOV Dover
- IMM Immingham
- FEL Felixstowe
- FIS Fishguard
- HAR Harwich
- HEY Heysham
- HOL Holyhead
- KIL Killingholme
- LIV Liverpool

- BRE Brevick, NO
- CAL Calais, FR
- CHE Cherbourg, FR
- DUN Dunkirk, FR
- ESB Esbjerg, DK
- FRE Frederikshaven, DK
- GOT Gothenburg, SE
- HAL Halmstead, SE
- KIE Kiel, DE
- OSL Oslo, NO
- ROST Rostock, DE
- ROT Rotterdam, NL
- TRE Trelleborg, SE
- ZEE Zeebrugge, BE

Examples of LSPs for Transporting to Nordics

Company	Website	Denmark	Finland	Norway	Sweden	FTL	LTL/Groupage	Ambient	Chill	Frozen	Local Delivery
Carna Transport	www.carnatspt.ie	Yes	Yes	Yes	Yes	Yes	Some	Yes	Yes	Yes	Partners
DSV	www.dsv.com/ie	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Own
Geodis	https://geodis.com/ie/	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	NA
LKW Walter	www.lkw-walter.com	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No	Partners
Maguire International	www.maguireinternational.eu	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Partners
MB Freight and Logistics	www.mbfl.ie	Yes	Yes	Yes	Yes	Yes	Some	Yes	Yes	Yes	Partners
O'Neill's International Transport	www.onitrans.com	Yes	Yes	Yes	Yes	Yes	Some	Some	Yes	Yes	Partners
P&D Foley Transport	www.pdfoleytrans.com	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Partners
Pat McGowan Transport	www.patmcgowantransport.com	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Partners
Rhenus Ireland Logistics	www.rhenus.com	Yes	Yes	Yes	Yes	Yes	Ambient	Yes	Yes	Yes	Partners
Skansrans	www.skansrans.ie	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Partners
Victor Treacy International	www.victortreacy.com	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Partners

Other Options (but no response to contact)

- A&M Logistics
- DFDS
- DHL Freight
- Giles Transport Rosscarbery - Denmark and Sweden only
- Jordan International (Denmark and Sweden)
- Orroroco Teoranta
- O'Toole Transport

For contact details see Appendices.

The example list of companies has been derived from discussions with clients and previous research. The services and geographical locations covered by LSPs change over time to meet market demands and opportunities. The list is therefore not intended to be complete at any point in time.

Examples of In-Country Transport and Local Delivery Companies

The following companies have been mentioned by clients or LSPs to undertake local deliveries, mainly for Groupage:

Company	Website	Denmark	Finland	Norway	Sweden
Bo Andersson	www.banderson-akeri.se	Yes	Yes	Yes	Yes
Bring	www.bring.se	Yes	Yes	Yes	Yes
Intercargo Scandinavia	www.intercargo-scandinavia.dk	Yes	Yes	Yes	Yes
Conroute AB	www.conroute.se				Yes
EA Akeri	www.eaakeri.se				Yes
Ingelsta	www.ingelstathermo.se				Yes
KMR Transport	www.kmptransport.se				Yes
Seafrigo	www.seafrigo.se				Yes
Tempcon	www.tempcongroup.com				Yes
Wohlins	www.wohlins.se				Yes
Combino Spedition	www.combino.dk	Yes			
Esberg Gods	www.esberg-gods.dk	Yes			
Modul Transport AS	www.modultransport.dk	Yes			
Hob Gods	www.hob-gods.no			Yes	
Galcio Transport	www.galcio.no			Yes	
Royal Thermo	www.royal-thermo.no			Yes	
Skantrans Norway AS	www.skantrans.no			Yes	
NV Thermotrans	www.nv-thermotrans.com		Yes		
Saukko Group	www.saukko.fi		Yes		
Varova OY	www.varova.fi		Yes		

The example list of companies has been derived from discussions with clients and previous research. The services and geographical locations covered by LSPs change over time to meet market demands and opportunities. The list is therefore not intended to be complete at any point in time.

Impact of Brexit

- **Transit procedures and paperwork for UK land bridge**
 - Initially there were problems with incomplete or incorrect documentation, but these have now been ironed out
 - Need to be aware of the Export Health Certificates required for Transit in October 2021
- **New sailing routes** (eg Rosslare to Dunkirk) – a number of shipping lines have opened new direct routes from Ireland to France, Belgium and Holland. Shipping lines are continuing to review their routes.
- **Non UK routes take longer** – direct routes from Ireland to France, Belgium and Holland take longer than routes using the UK land bridge. A journey from Ireland to Rotterdam will take between 8-12 hours longer. There are also more scheduled options on the UK land bridge route which gives more flexibility for bookings and can influence the journey time.
- **Increase in costs** – costs have increased due to the implementation of customs fees and the additional shipping costs where routes are longer. Indicative increases are between 10-30% dependent upon volume and the route taken.
- **Increased use of unaccompanied trailers** – as the direct shipping legs to Europe are relatively long, there is an increase in the use of unaccompanied trailer movements
- **Load preparation time** – the time allowed by LSPs for load and document preparation in Ireland has generally increased from one to two days. If previously a groupage load was picked up on a Thursday for departure on Friday, it is now collected on Wednesday.
- **Processing time at destination country** – some LSPs have experienced delays in the processing of paperwork when ships arrive from certain UK ports. An example is vehicles arriving from Immingham to Gothenburg. The alternative port of Harwich has been used instead, as a temporary measure.

Other Considerations

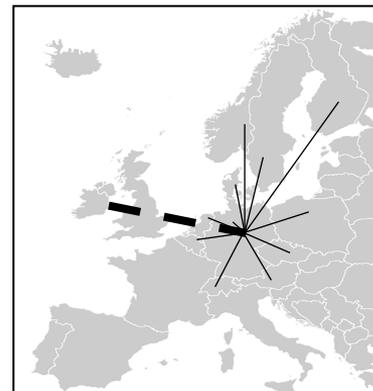
- **Local Partners** – it is important that clients are aware of when LSPs use local partners for the final delivery to the customer. This raises questions on the reliability and quality of the service, together with ownership of the contract and insurance. Details of how the load will be transferred to the local partner should be understood and the risks to damage and temperature violations assessed.
- **Maximise Cube of Pallet** – where customers are serviced directly from Ireland (ie not via distributors) any customer's restrictions on pallet layout (eg maximum height) can result in high transport costs. Solutions to maximise the cube of the pallet during transport should be reviewed (eg re-palletise close to customer).
- **Stockholding at European Warehouse** – where a client services a number of European countries, in addition to the Nordics, consideration should be given to utilising a central stockholding location to feed all markets. A full cost-benefit analysis would need to be undertaken to test its viability. An example costing is shown on the next page.
- **Exporting to Norway** – Norway is not part of the EU and the export procedures are different as each shipment must have an export SAD (Single Administrative Document) as well as a T2 (Intra-community transit).
- **Airfreight to Nordic Countries** – there is minimal demand for airfreight for clients from Ireland to the Nordic countries, apart from samples and high value, short shelf life products (eg occasionally for oysters)
- **ISO Container to Nordic Countries** – there is minimal demand for the use of ISO Containers from Ireland to the Nordic countries

Use of Intermediate European Warehouse



The example below compares, for a small Irish client, the costs of servicing 11 northern European countries either directly from Ireland or via a stockholding warehouse in Germany. In addition to a comparison in costs, consideration should also be given to:

- Shorter lead times for deliveries to customers and distributors
- Potential increase in delivery frequency to key markets
- Reduction of “in-market” stockholding
- Impact on documentation and inspection charges
- Possible use of container as cheaper option
- Risks of incurring handling damage and code date breaches
- Dependence upon “third-party” delivery companies
- Location of intermediate warehouse (eg BE, NL) and choice of logistics partner



DIRECT TO COUNTRY FROM IRELAND			
Country	Pallets / Week	Rate / Pallet	Cost
Denmark	1	€275	€275
Finland	1	€325	€325
Norway	1	€300	€300
Sweden	1	€300	€300
Belgium	1	€250	€250
Netherlands	1	€250	€250
Germany	1	€325	€325
Switzerland	1	€325	€325
Austria	1	€325	€325
Czech Rep	1	€350	€350
Poland	1	€350	€350
TOTAL	11		€3,375
PER PALLET			€307

TO COUNTRY FROM EUROPEAN WAREHOUSE			
Country	Pallets / Week	Rate / Pallet	Cost
Denmark	1	€175	€175
Finland	1	€225	€225
Norway	1	€200	€200
Sweden	1	€200	€200
Belgium	1	€150	€150
Netherlands	1	€150	€150
Germany	1	€225	€225
Switzerland	1	€225	€225
Austria	1	€225	€225
Czech Rep	1	€250	€250
Poland	1	€250	€250
TOTAL	11		€2,275
PER PALLET			€207

FTL FROM IRELAND TO EUROPEAN WAREHOUSE			
	Pallets / FTL	Rate / FTL	Cost
FTL Trip	33	€2,500	€2,500
PER PALLET			€76
EUROPEAN WAREHOUSE COSTS			
	Pallets	Rate / Pallet	Cost
RH&D	33	€6	€198
Average Cover (weeks)	2.5		
	Pallet-Weeks	Rate/PallWk	Cost
Storage	82.5	€3	€248
Total Warehouse	33		€446
PER PALLET			€14
TOTAL VIA EUROPEAN WAREHOUSE COSTS			
PER PALLET			€296

Appendices

1. Shipping Line Routes
2. Shipping Line Route Frequency and Duration
3. Example LSP Contact Details

A1. Shipping Line Routes

The table below shows the possible shipping legs for the journey from Ireland to the Nordics. Different LSPs will use combinations of ship and road legs to make the journey. Deliveries to Finland either involve shipping to Gothenburg, SE or to a hub in Germany for onward transport to Finland.

Additional routes are available for container movements, but these tend not to be used.

Company	Ireland	UK Inbound	UK Outbound	Europe1 Inbound	Europe1 Outbound	Europe2 Inbound
CLdN	Dublin, IR	Liverpool, UK				
CLdN			Killingholme, UK	Gothenberg, SE		
CLdN			Killingholme, UK	Rotterdam, NL		
CLdN			Killingholme, UK	Zeebrugge, BE		
CLdN	Dublin, IR			Zeebrugge, BE		
CLdN	Dublin, IR			Rotterdam, NL		
CLdN	Dublin, IR			Esberg, DK		
CLdN	Dublin, IR			Gothenberg, SE		
CLdN	Cork, IR			Zeebrugge, BE		
CLdN					Zeebrugge, BE	Esberg, DK
CLdN					Zeebrugge, BE	Gothenberg, SE
DFDS			Immingham, UK	Esberg, DK		
DFDS			Immingham, UK	Gothenberg, SE		
DFDS			Immingham, UK	Brevik, NO		
DFDS			Immingham, UK	Rotterdam, NL		
DFDS			Immingham, UK	Zeebrugge, BE		
DFDS			Dover, UK	Calais, FR		
DFDS			Dover, UK	Dunkirk, FR		
DFDS	Rosslare, IR			Dunkirk, FR		
DFDS					Zeebrugge, BE	Gothenberg, SE
DFDS					Gothenberg, SE	Brevik, NO
Irish Ferries	Dublin, IR	Holyhead, UK				
Irish Ferries	Rosslare, IR	Pembroke, UK				
Irish Ferries			Dover, UK	Calais, FR		
Irish Ferries	Dublin, IR			Cherbourg, FR		

Company	Ireland	UK Inbound	UK Outbound	Europe1 Inbound	Europe1 Outbound	Europe2 Inbound
P&O Freight	Dublin, IR	Liverpool, UK				
P&O Freight	Larne, NI	Cairnryan, UK				
P&O Freight			Hull, UK	Rotterdam, NL		
P&O Freight			Hull, UK	Zeebrugge, BE		
P&O Freight			Teesport, UK	Rotterdam, NL		
P&O Freight			Teesport, UK	Zeebrugge, BE		
Seatruck	Dublin, IR	Liverpool, UK				
Seatruck	Dublin, IR	Heysham, UK				
Seatruck	Warrenpoint, NI	Heysham, UK				
Stena Line	Dublin, IR	Holyhead, UK				
Stena Line	Rosslare, IR	Fishguard, UK				
Stena Line	Belfast, NI	Liverpool, UK				
Stena Line	Belfast, NI	Heysham, UK				
Stena Line	Belfast, NI	Cairnryan, UK				
Stena Line			Harwich, UK	Hook of Holland, NL		
Stena Line			Harwich, UK	Rotterdam, NL		
Stena Line			Killingholme, UK	Hook of Holland, NL		
Stena Line			Killingholme, UK	Rotterdam, NL		
Stena Line						
Stena Line	Rosslare, IR			Cherbourg, FR		
Stena Line					Frederikshavn, DK	Gothenberg, SE
Stena Line					Grenaa, DK	Halmstad, SE
Stena Line					Kiel, DE	Gothenberg, SE
Stena Line					Rostock, DE	Trelleborg, SE

A2. Shipping Line Route Frequency and Duration

The table shows the transit times and frequency of the possible shipping legs for the journey from Ireland to the Nordics. Schedules are subject to change at short notice.

Example Sailing Schedule (for ClDN Dublin to Rotterdam)

ROTTERDAM - DUBLIN SAILING SCHEDULE

Departure Rotterdam		Arrival Dublin		Departure Dublin		Arrival Rotterdam	
Tuesday	13:00	Thursday	05:00	*Tuesday	06:00	Thursday	08:00
Thursday	20:00	Saturday	13:00	Tuesday	16:00	Thursday	10:00
*Friday	19:00	Sunday	17:00	Thursday	13:00	Saturday	08:00
Saturday	20:00	Monday	14:00	Saturday	20:00	Monday	14:00
*Lo-Lo sailing. These sailings can only accommodate lift units							
<p>All times are local Please be advised that this provisional sailing schedule is subject to changes. At the end of every week the final schedule for the coming week will be sent out by the ClDN booking offices.</p>							
To ensure that we are able to offer all our customers an efficient and reliable service, may we respectfully draw your attention to the following points:							
<ul style="list-style-type: none"> All units (both laden and empty) arriving at our terminals are required to be pre-booked via www.CWEB.lu. Goods are accepted and shipped according to the ClDN Terms and Conditions of Carriage Ro-Ro Ferry Services, based on amongst other on the Hague-Visby Rules. 							
<p align="center">Shipping Line = ClDN ro-ro SA</p>							

FROM PORT	TO PORT	TRANSIT TIME	FERRY COMPANY	FEB 2021 FREQUENCY
Cork	Zeebrugge, Belgium	1day 11hrs	ClDN	1 per week
Dublin	Zeebrugge, Belgium	1day 12hrs	ClDN	2 per week
Dublin	Rotterdam, NL	1day 16hr5	ClDN	4 per week
Dublin	Liverpool, UK	10hrs	ClDN	1 per week
Dublin	Esberg, Denmark	6days 12hrs	ClDN	1 per week
Dublin	Gothenberg, Sweden	?	ClDN	?
Killingholme, UK	Gothenberg, Sweden	2days 12hrs	ClDN	5 per week
Killingholme, UK	Rotterdam, NL	14hrs	ClDN	6 per week
Killingholme, UK	Zeebrugge, Belgium	16hrs	ClDN	6 per week
Zeebrugge, Belgium	Esberg, Denmark	1day	ClDN	2 per week
Zeebrugge, Belgium	Gothenberg, Sweden	1day 12hrs	ClDN	4 per week
Rosslare	Dunkirk, France	24hrs 45mins	DFDS	6 per week
Dublin	Holyhead, UK	3hrs 30mins	Irish Ferries	Up to 6 per day
Rosslare	Pembroke, UK	4hrs	Irish Ferries	2 per day
Dublin	Liverpool, UK	8hrs	P&O Freight	4 per day
Hull, UK	Rotterdam, NL	10hrs	P&O Freight	1 per day
Hull, UK	Zeebrugge, Belgium	13hrs	P&O Freight	1 per day
Larne	Cairnryan, UK	2hrs	P&O Freight	Up to 6 per day
Teesport, UK	Rotterdam, NL	15hrs	P&O Freight	3 per week
Teesport, UK	Zeebrugge, Belgium	16hrs	P&O Freight	3 per week
Dover	Calais, France	1hr 30mins	P&O Freight	23 per day
Dublin	Liverpool, UK	8hrs	Seatruck	10 per week
Dublin	Heysham, UK	8hrs	Seatruck	7 per week
Warrenpoint	Heysham, UK	8hrs	Seatruck	11 per week
Belfast	Liverpool, UK	8hrs	Stena Line	17 per week
Belfast	Heysham, UK	10hrs	Stena Line	6 per week
Belfast	Cairnryan, UK	2hrs 22mins	Stena Line	38 per week
Dublin	Holyhead, UK	3hrs 30mins	Stena Line	4 per day
Frederikshavn, Denmark	Gothenberg, Sweden	3hrs 15mins	Stena Line	6 per day
Grenaa, Denmark	Halmstad, Sweden	4hrs 35mins	Stena Line	2 per day
Harwich, UK	Hook of Holland, NL	7hrs 30mins	Stena Line	2 per day
Harwich, UK	Rotterdam, NL	8hrs	Stena Line	1 per day
Kiel, Germany	Gothenberg, Sweden	14hrs	Stena Line	1 per day
Killingholme, UK	Hook of Holland, NL	11hrs	Stena Line	1 per day
Killingholme, UK	Rotterdam, NL	12hrs	Stena Line	1 per day
Rosslare	Cherbourg, France	17hrs	Stena Line	1 per day
Rosslare	Fishguard, UK	3hrs 15mins	Stena Line	2 per day
Rostock, Germany	Trelleborg, Sweden	6hrs	Stena Line	4 per day

A3. Example LSP Contact Details

Company	Website	Contact Name	Contact Email	Contact Telephone
Carna Transport	www.carnatspt.ie	Frank Murphy or Robert Heavin	traffic@carnatspt.com	+44 (0) 2837 538181
DSV	www.dsv.com/ie	Peter Devitt	peter.devitt@ie.dsv.com	+353 (0) 87 251 1250
Geodis	https://geodis.com/ie/	n/a		via website
LKW Walter	www.lkw-walter.com	Marija Brandl	brandl@lkw-walter.com	na
Maguire International	www.maguireinternational.eu	Dermot Maguire	dermot@maguireint.ie	+353 47 89311
MB Freight and Logistics	www.mbfl.ie	Mark or Michael (md) Browne	info@mbfl.ie	+353 (0) 860 421 377
O'Neill's International Transport	www.onitrans.com	Alan & Colm O'Neill	info@onitrans.com	+353 (0) 87 686 0165
P&D Foley Transport	www.pdfoleytrans.com	Willie	operations@pdfoleytrans.com	+353 (0) 86 777 8040
Pat McGowan Transport	www.patmcgowantransport.com	John or Pat	john@patmcgowantransport.com	+353 (0) 87 677 4365
Rhenus Ireland Logistics	www.rhenus.com	Declan Sinnott	declan.sinnott@ie.rhenus.com	+353 (0) 1 429 2300
Skansrans	www.skansrans.ie	Conor Loughran	conor.loughran@skansrans.ie	+353 (0) 86 907 6209
Victor Treacy International	www.victortreacy.com	Nicky Nolan	nicky@vti.ie	+353 (0) 87 927 1269

The example list of companies has been derived from discussions with clients and previous research. The services and geographical locations covered by LSPs change over time to meet market demands and opportunities. The list is therefore not intended to be complete at any point in time.