The good practice company X is operating in the field of waste logistics as a partner for the public authority. Within the topic of circular economy, significant material streams of plastics, chemicals and other goods are collected, sorted and transferred to recyclers for further processing.

At the moment it is a 100% truck business with short distances within Upper Austria to collect the waste types from the local collecting centre to the central logistic terminal and short to medium distances where the chemicals or plastic materials are treated or converted to new recycling materials. The geographical location of the company is embedded in a well-established logistics infrastructure although company X has no direct rail access on its site. As sustainable operations are a strategic factor for the company, current recycling operations are carried out within nearby partners and short distances. These circumstances lead to road transport as multimodal operations are not suitable on short relations within Upper Austria. Nevertheless, three destinations in Italy, Belgium and Germany were mentioned as potential routes to realise modal shift towards multimodal transport and from test-runs carried out, ChemMultimodal partners already achieved a reduction of CO2 emissions borne by the transport of chemical goods amounting to 8,448 tons.

External factors play a significant role as the crude oil price has an impact of the transport costs, especially for the trucks. As this price is rather low, the decision is consequently in favour of truck transport.

During the pilot phase all participating companies in the project received a training for the toolbox. Especially the intermodal link planner helped the chemical companies to get a first overview of possibilities to shift transport volumes on specific routes. Foremost, the task of creating a match-making between supply (LSP) and demand (chemical company) was targeted in combination with CO2 and road transport reduction.