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COURSE BROCHURE

Intermodal Freight Planning and Terminal Transfer Training Course

27 – 31 December 2026
Abu Dhabi

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Registered in the United Kingdom and Saudi Arabia

Intermodal Freight Planning and Terminal Transfer Training Course

Ref: 3060_116171 **Date:** 27 – 31 December 2026 **Location:** Abu Dhabi **Fees:** 5500 GBP

Intermodal Freight Planning and Terminal Transfer is a 1-week training course for freight planners, transport coordinators and logistics officers who build a costed intermodal routing plan for a recurring cargo flow. Shippers now weigh road, rail, sea and inland waterway legs against transit reliability, terminal congestion and carbon reporting at once. Jupiter Prime Training runs this course for planners who join those legs through terminals and dry ports.

Why Intermodal Freight Planning and Terminal Transfer Matters Now

Three pressures shape intermodal freight planning today. Shippers ask carriers to report emissions per consignment, so rail and barge legs are reconsidered for long trunk distances. Port and inland terminal capacity is uneven, which turns each transfer into a point where delay, demurrage and damage gather. Driver shortages make long road hauls harder to cover, pushing planners towards combined transport. An organisation that plans its legs and handovers well gains steadier transit times and lower landed freight cost; one that plans poorly pays for idle containers, missed vessel cut-offs and disputed handovers between carriers.

Who Gains Most from Intermodal Freight Planning and Terminal Transfer

- Planners who choose transport modes and sequence legs for recurring cargo flows
- Coordinators who book rail slots, barge capacity and vessel space against cut-off times
- Officers who arrange container, swap-body and trailer moves at terminals and dry ports
- Specialists who estimate and report emissions for each shipment leg

A freight desk or shared logistics unit gains most when its planners, booking coordinators and terminal liaison staff attend together and agree one routing method.

Intermodal Freight Planning and Terminal Transfer Capabilities

Participants leave able to route cargo across several modes and to defend each handover point with cost, time and emissions evidence.

- Assess mode options for a lane by distance, volume and cargo profile — carrier selection decisions
- Calculate a through-rate from leg rates, handling charges and drayage — tender and budget owners
- Design a transfer sequence at a terminal or dry port — terminal operators and hauliers
- Weigh transit time against emissions per tonne-kilometre — sustainability reporting leads
- Specify loading unit choices between containers, swap bodies and trailers — equipment planners
- Communicate a routing plan with contingency legs — customers and operations managers

Key Intermodal Freight Planning and Terminal Transfer Terms

- Intermodal transport — moving cargo in one loading unit across two or more modes without handling the goods themselves.
- Swap body — a demountable freight unit for road and rail, lighter than a container.
- Dry port — an inland terminal linked to a seaport by rail or road.
- Through-rate — a single price covering every leg and transfer of a consignment from origin to final destination.
- Drayage — the short road haul that brings a container between a terminal and a shipper or consignee.
- Demurrage — a charge for keeping a container or loading unit at a terminal beyond the agreed free time.

Intermodal Freight Planning and Terminal Transfer Day by Day

Day 1: Corridors, Modes and Market Forces

- Freight Corridor Mapping — Where Rail and Waterway Legs Make Sense
- Mode Characteristics Matrix — Speed, Capacity and Reliability per Lane
- Shipper Demand Profiles — Matching Cargo Type to Transport Mode
- Carrier and Terminal Operator Roles — Who Controls Each Handover
- Emissions Reporting Expectations — Pressure on Long Road Hauls

Day 2: Loading Units and Terminal Transfers

- Container, Swap Body and Trailer Comparison — Equipment Choice per Leg
- Terminal Process Walkthrough — Gate, Yard, Crane and Rail Siding Steps
- Dry Port Operations Model — Inland Clearance and Storage Decisions
- Transfer Dwell Time Analysis — Avoiding Demurrage and Detention Charges
- Cargo Securing and Handover Checklists — Damage and Liability at Transfer

Day 3: Costing and Through-Rate Construction

- Leg Rate Breakdown — Line Haul, Handling and Accessorial Charges
- Drayage Cost Estimation — First and Last Mile Pricing
- Through-Rate Worksheet — Single Price for Multi-Leg Consignments
- Carrier Tender Comparison — Weighing Combined Transport Bids
- Equipment Repositioning Costs — Empty Container Flows and Balance

Day 4: Transit Time, Carbon and Risk Trade-Offs

- Transit Time Chain Model — Cut-Offs, Departures and Connection Buffers
- Emissions per Tonne-Kilometre Estimate — Comparing Alternative Routings
- Time Versus Carbon Trade-Off Chart — Service Level Choices for Customers
- Disruption Scenario Planning — Alternative Legs When Terminals Congest
- Booking Calendar Alignment — Rail Slots, Barge Sailings and Vessel Windows

Day 5: Practising the Costed Intermodal Routing Plan

- Lane Selection Exercise — Choosing a Recurring Flow for Redesign
- Mode and Equipment Sequence Draft — Applying Earlier Comparison Tools
- Through-Rate and Transit Time Test — Checking the Route Against Targets
- Contingency Leg Design — Backup Options for Terminal or Carrier Failure
- Costed Intermodal Routing Plan — Final Plan Presented for Peer Challenge

Applying Intermodal Freight Planning and Terminal Transfer After the Course

- Rebuild the through-rate for one high-volume lane using the worksheet method.
- Run a dwell time review at the busiest terminal or dry port used.

Intermodal Freight Planning and Terminal Transfer Questions FAQ

What is intermodal freight planning and terminal transfer, and why does it matter now?

It is the planning of cargo moves that join road, rail, sea and waterway legs through terminals. It matters now because shippers want lower emissions, steadier transit times and fewer delays at congested transfer points.

Which roles gain most from intermodal freight planning and terminal transfer training?

Freight planners, booking coordinators and logistics officers gain most. Staff who report shipment emissions also benefit.

How does intermodal freight planning and terminal transfer differ from a general transport management course?

It focuses on joining several modes and the handovers between them. A general transport course covers fleet and road operations instead.

What do you bring back from intermodal freight planning and terminal transfer training?

You bring back a routing plan for one of your own cargo flows. It sets out the chosen legs, loading units, transfer points, through-rate, transit time, emissions estimate and backup legs.

Intermodal Freight Planning and Terminal Transfer: The Way Forward

The costed intermodal routing plan gives freight planners a tested basis for their next carrier tender. Its first use is deciding whether a long road lane should shift part of its volume to rail or barge. Booking coordinators and customer managers rely on it to set service levels. After the first season, the terminal dwell assumptions deserve a fresh look against actual handover times.