

# Contents

<b>1</b>	<b>Study of railroad opportunities in the forestry sector transportation matrix</b>	<b>1</b>
1.1	Introduction . . . . .	1
1.2	Long term national estimation . . . . .	4
1.2.1	Chilean forestry industry background . . . . .	4
1.2.2	Log transport . . . . .	6
1.2.3	Basic information . . . . .	9
1.2.4	Methodology . . . . .	11
1.2.5	Base scenario results . . . . .	14
1.2.6	Transference nodes analysis . . . . .	19
1.2.7	Transportation cost scenario . . . . .	27
1.3	Company problem description . . . . .	28
1.4	Forestry supply chain hierarchic planning model . . . . .	31
1.5	Cost parameters for the model . . . . .	32
1.6	Bimodal supply chain strategic planning . . . . .	44
1.7	Results . . . . .	49
1.8	Conclusions . . . . .	52
<b>2</b>	<b>Optimization of yarder productivity based on the maximization of cable payload in forestry steep terrain operations</b>	<b>53</b>
2.1	Introduction and Literature Review . . . . .	53
2.2	Problem formulation . . . . .	56
2.3	Implementation & results . . . . .	61
2.3.1	Preparation of input data . . . . .	62
2.3.2	Numerical results . . . . .	63
2.4	Conclusions . . . . .	66
	<b>Bibliography</b>	<b>67</b>

# List of Tables

- 1.1 Log flow associated to train transportation, year 2014. Source: EFE. . . . . 8
- 1.2 Forestry product flow (different than logs) by train, year 2014. Source: EFE report. . . . . 9
- 1.3 Comparison by-truck and by-train transportation costs. . . . . 15
- 1.4 Annual average flow in period 2016 - 2019. . . . . 16
- 1.5 Annual average flow in period 2020 - 2023. . . . . 17
- 1.6 By-train transportation mode flows for period 2016 - 2019. . . . . 17
- 1.7 By-train transportation mode flows for period 2020 - 2023. . . . . 18
- 1.8 By-train transportation mode flows classified by destination for period 2016 - 2019. . . . . 18
- 1.9 By-train transportation mode flows classified by destination for period 2020 - 2023. . . . . 18
- 1.10 Transference nodes historically used and annual flows (ton/year). . . . . 20
- 1.11 Transference nodes used in Base Scenario. Period 2016 - 2023. . . . . 21
- 1.12 Incrementally deactivated transference nodes. . . . . 24
- 1.13 Incremental decrease of flow selected to modal truck-train transportation mode. 25
- 1.14 Flow tons-kilometer-equivalent selection of cheapest mode (Annual Average, Period 2016 -2023). . . . . 26
- 1.15 Expenses increase in transportation caused by decrease of activated nodes (period 2016-2023). . . . . 27
- 1.16 Sensitivity analysis of train transportation costs. Period 2016 – 2019. . . . . 28
- 1.17 Services between two stations. . . . . 37
- 1.18 Standard cost table. . . . . 43
  
- 2.1 Test area characteristics. . . . . 62
- 2.2 Test team characteristics. . . . . 62
- 2.3 Summary results of landing 36. . . . . 65

# List of Figures

1.1	Historical industrial log consumption. Own elaboration. Source: INFOR report 2014. . . . .	4
1.2	National availability of plantation future stocks. Source: INFOR, report 2014.	6
1.3	Railroad freight distribution over EFE network in year 2014. . . . .	7
1.4	FEPASA forestry freight volume distribution year 2013. . . . .	8
1.5	Section of National road network used in present study. . . . .	10
1.6	EFE railroad used in the present study. In blue active railroad. Own Elaboration.	10
1.7	Geographic localization of main consumption centers: Arauco, CMPC y MASISA. . . . .	11
1.8	Cost Model applied to both transportation modes. Source: Own Elaboration.	12
1.9	Toll map. Own Elaboration. . . . .	14
1.10	Transference nodes selection process scheme. . . . .	24
1.11	Example of truck-train transportation mode change of selected transference nodes. . . . .	25
1.12	Accumulated decrease of Flow assigned to modal truck-train transportation mode. . . . .	26
1.13	Sensitivity analysis of train transportation costs. Period 2016 - 2019. . . . .	28
1.14	Railroad for Southern Chile. . . . .	29
1.15	\$/Km_Ton cost under national transportation standard (2015). . . . .	30
1.16	Railroad Structure. . . . .	36
1.17	Model 1A. . . . .	38
1.18	Model 2A. . . . .	40
1.19	Model 3A. . . . .	42
1.20	Unit Costs (\$/Ton) by train transportation mode for each operational model.	44
1.21	Optimal train transportation models. . . . .	49
1.22	Optimal transportation cost scenarios. . . . .	50
1.23	Comparison of optimal train cost against truck cost (\$/Ton). . . . .	51
1.24	Train Transport Unit Cost (\$/Ton_km) by scenario. . . . .	51
1.25	Tonnage distribution by transference node. . . . .	52
2.1	Yarding line & cone. . . . .	57
2.2	Geometric phase. . . . .	58
2.3	Feasible line. . . . .	58
2.4	Lines selected. . . . .	64
2.5	Profile for selected lines. . . . .	64
2.6	Comparison of traditional versus system selection of lines. . . . .	65