



# Air/Rail 2012 Conference

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## *Night ban Alternative: High-Speed Rail Cargo*

**Eckhard Kuhla**  
for  
**European Intermodal Association**



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Eckhard Kuhla  
Phone +49 4242 7840 727  
[ek@ekonsult.de](mailto:ek@ekonsult.de)



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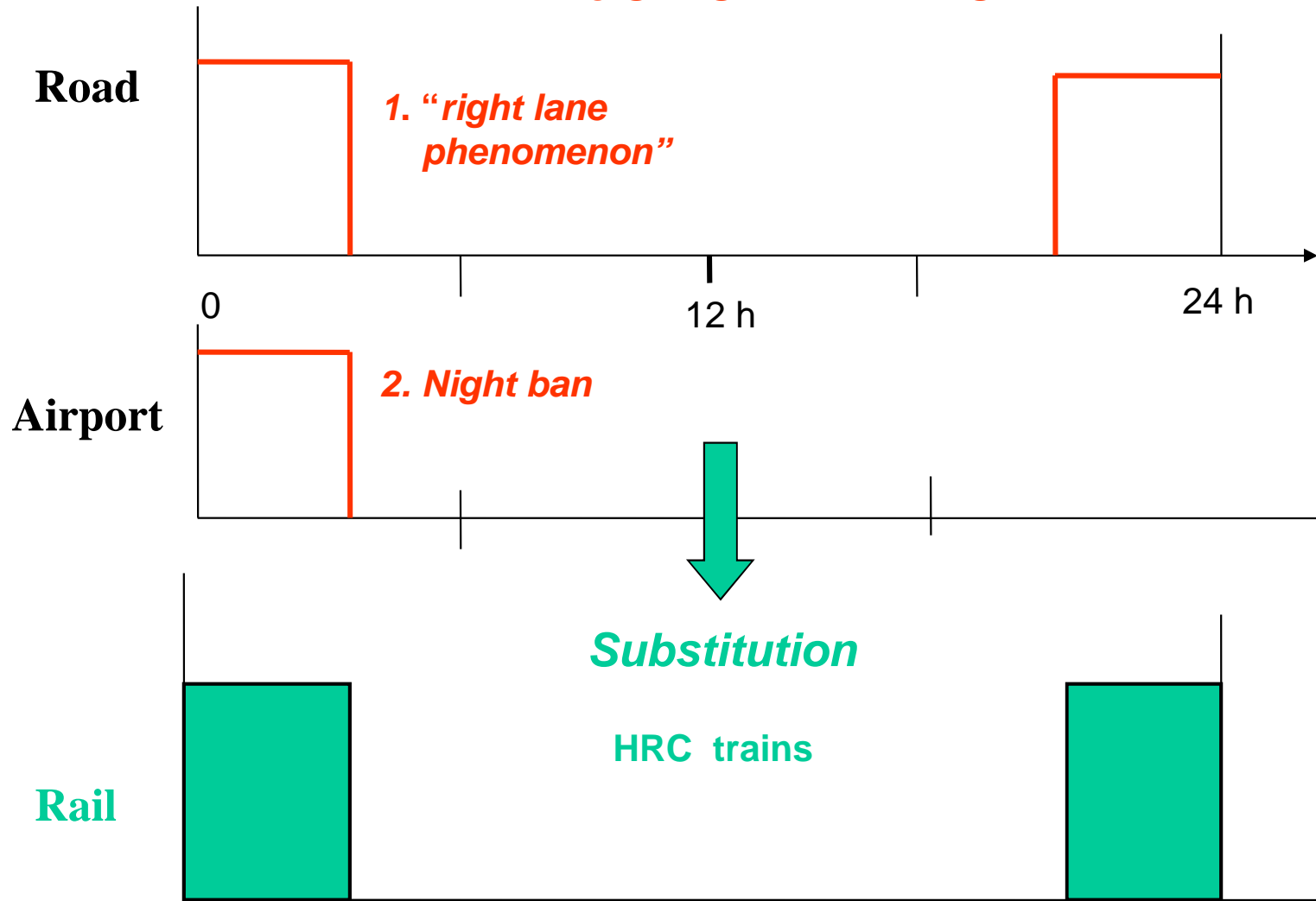
- Demand
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# Demand

# High-Speed Cargo Trains: Substituting Road and Air

## Two SENSITIVE AREAS



## Drivers

Driven by quality and ecological problems, actors:

the **operators**:

- looking for a substitution of the air and road mode
- for guaranteeing delivery time (10h + **max 10'**) and
- substituting growing fossil fuel prices (15 % fuel costs → 30 %)
- common finding last decade: Rail THE alternative,  
Examples: CAREX (FeedEx in Paris), ACE (DHL in Leipzig)

the **EIA** (European Intermodal Association)

- to bundle political issues like
  - interoperability
  - rail network statement
  - security of the transportation chain
  - ecological issues
- tool: the REX – Group



# EIA: The Cargo Intermodal Association

## Goals:

- To prepare the interests of its members in developing innovative intermodal concepts & technologies.....
- To improve the productivity, profitability and competitiveness of its members.....

## Activities

- Lobbying the European Commission, European Parliament, EU Member States.....
- Being involved in research, studies and demonstrator projects..
- Promoting intermodal traffic in new markets, like REX.....

# Target Markets

	Air Freight	Express Freight
<ul style="list-style-type: none"> <li>• operator</li> <li>• size</li> <li>• time sensitivity</li> <li>• frequency</li> <li>• time window</li> </ul>	<p>Airlines</p> <p><b>Parcels, conv. cargo</b></p> <p>medium (<i>h</i>)</p> <p>D 6 - 7</p> <p>9 (<i>flexible</i>)</p>	<p>Integrators</p> <p><b>Small parcels, documents</b></p> <p>high (<i>min</i>)</p> <p>D 1 - 5</p> <p>3 (<i>at night</i>)</p>

# Operation Items

	Air Freight		Express Freight	
<b>Transport mode</b>	RFS <sup>2)</sup>	Medium sized planes	Air (Hub/Hub)	Road (Direct)
<b>• Share</b>	30%	70%	-	
<b>Loading Units</b>	Trailer Swap Body	<b>AFC</b> <sup>3)</sup>		Swab Body
<b>Consolidation points</b>	<b>Airports</b>		<b>Hubs</b> (mostly at airports)	
<b>Train Speed (km/h)</b>	<b>Max. 160</b>		<b>Min. 200</b>	
<b>Operation Type</b>	„Intermodal“		<b>TGV / ICE</b>	

<sup>1)</sup> fixed time frames

<sup>2)</sup> Road Feeder Service

<sup>3)</sup> Air Freight Container





# The Rail Market



- The „Right lane Phenomenon“ and future night bans created the new intermodal
- Rail Product
  - + Substitution of Road Feeder Service
  - + and short and medium ranged flights
  - + Hub / Hub trains
- Rail Challenges:
  - + Adaption to an „airline mindset“
  - + Getting full Trainloads

**Result: The High-Speed Rail Cargo train**

*Unique Selling Position:*

**BETTER THAN ROAD  
CHEAPER THAN AIR**

**EK**



**Supply**



# EURO CAREX – The Supply



## The ideas

- Promote a rail service allowing modal transfer from trucks as well as short and medium range flights to HRC trains
- Creating a network for allowing pre- and post runnings between 300 – 800 km

## The Network

1. Phase (2015-2017)  
starting with connecting the EURO CAREX airports and 8 trains sets
2. Phase (still tbd)  
extending to Cologne, Fraport, Milano

## The trains

- TGV / ICE type (in final phase: 25 trains)
- Doors in the middle with roller beds

## The Terminal.....



# Terminals

# Terminals

## 1. Requirements

- Infrastructure
  - Link between airport - high speed line
  - air terminal - hub
- Transshipment air/rail
  - air-oriented loading units (AFC etc.)
  - Quick change (planned **30 min**) per train(!)
  - horizontal transfer systems

## 2. Elements

Tracks and platforms

- 4 tracks (400 m long) enclosure with
- 2 platforms each

Administration building

- administrative, technical services and facilities
- rest rooms for drivers

Public area: Storage for less urgent freight

Road terminal: trucks management



# Actions



# EURO CAREX – Actions



## The starting points

- future guaranteed delivery times (10:00h **+15min**) for integrator's customers
- Disruptive elements
  - + right lane phenomena
  - + increasing scarcity of night time slots

## The actions

- In 2006 the mainfreight operators “Roissy Carex” initiated studies (economical and technical feasibility)
- In 2009 5 entities-allocated at airports of CDG, AMS, Liège, Lyon, London-founded “*EURO CAREX*” in Brussels (goal: Formation of an European network)
- “*CAREX GEC*” is working in conjunction with EURO CAREX (members: the future freight operators, goals: setting rules and business papers)
- In march 2012 Demonstration run to London St. Pancras Station

# The High-Speed Cargo Train





# Leaving the Eurotunnel





Thank You  
for  
your attention !