One corridor one strategy

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DAL CODE24
ALL’EGTC
Milano
Palazzo Lombardia
6 Febbraio 2015

*Italiano: Borsa telematica del trasporto ferroviario
Contents

- Region Frankfurt/Rhein-Main
- What is ORFE?
- Why ORFE?
- What Contribution to CODE24?
- What does ORFE look like?
- Who is involved?
Frankfurt/Rhein-Main Region

Structural Data

- Metropolitan Region: Population: 5.5 million, employment: 1.3 million, Vehicles: 3.7 million - 672/1,000 inhabitants
- Regionalverband: Population: 2.2 million, employment: 1 million, vehicles: 1.45 Mio. - 659/1,000 inhabitants

Transport Hubs

- Airport: 58 million pax; 2.2 million tonnes
- Central Rail Station: 450,000 users/day
- Frankfurt Junction: 335,000 vehicles/day
Online Rail Freight Exchange (ORFE) is a platform which allows exchange of information…

- …about available loading capacities
- …about shift potential from road to rail
- …for rail operators / forwarders / shippers
- …for companies with/without private rail siding
- …by use of the internet in a user-friendly and interactive way
Rail Freight Market Europe – Challenges

...Rail Freight More Potential!

Evolution of Rail Freight Transport in Selected Europe an Countries (in bn tonne kilometres)

Source: Eurostat
Freight Flows on Rail (2010)

Not only transit – definitely not Rotterdam - Genoa

Source: ProgTrans (2013)
Rail Freight Flows from/to Hinterland

Sea Ports ↔ Hinterland
- Rotterdam dominating
- Genoa almost south of the Alps

Origin/Destination of sea ports (in million tonnes)
- Origin (Sea Ports ➔ Hinterland)
- Destination (Hinterland ➔ Sea Ports)

Source: ProgTrans (2013)
Rail Catchment Area of Ports

Source: ProgTrans (2013)
Why ORFE?

- Predicted freight growth - road freight the less suitable alternative
- Rail Freight Market: Lack of information demand/supply side
  - Low volumes for back haulage
  - Potential of transport bundling is unknown or has not been used
  - If private rail sidings available: possibility of funding is not used/known
- Freight flow imbalances in the corridor
- Potential for ports of the Southern range (Uniontrasporti, TransCare 2013)
- Better use of existing rail capacities ➔ better acceptance among citizens affected by rail noise

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<th>Existing capacity use in Europe</th>
<th>365</th>
<th>305</th>
<th>315</th>
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<td>(in tonnes per train)</td>
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ORFE: Two Operators since 2013

Fulfilment of CODE24-criteria

✓ Neutral operator
✓ Confidentiality of user’s data
✓ Matching demand and supply
✓ Enabling contact between users
✓ Mentioning CODE24
✓ Covering corridor 24 area

Monitoring

Bargelink: www.railcargo-online.com
Railcargo-online (Bargelink Company)

www.railcargo-online.com

As mentioned in the video: Only you decide, who will see details of your activities! Our basic principle: Railcargo-Online.com is acting absolutely neutral and independent!

We will start with two modules: The Cargo-Monitor shows current cargoes in the Capacity-Monitor you’ll find available wagons, locomotives and train slots.

Curious? Then register and start a 3-month trial period. Without any obligations or costs!

Bargelink GmbH
Railcargo-online (Bargelink Company)

www.railcargo-online.com - cont’d

- Contact platform
- Cargo-Monitor
- Capacity-Monitor
- Rolling stock
- Filtering-system

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Freit-One (MWP Company)
www.freit-one.com

All transport requests

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FREIT-ONE

MWP

Dashboard Transports / Traction Rolling Stock Cooperation Administration
Freit-One (MWP Company)

www.freit-one.com - cont’d

- „Matching“
- Using CODE24 software prototype
- Includes interactive elements
- Mass-upload
Do not forget to use ORFE
www.railcargo-online.com
www.freit-one.com

References

- Uniontrasporti/TransCare (2013). Feasibility of a Shuttle-Train Genoa to the Hinterland. Slide Report, Milano/Wiesbaden