Innovative concepts to move Alpine freight from road to rail

Vienna, 27th - 28th of October 2004
Karl Fischer
Managing Director of the
Logistics-Competence-Center
Prien am Chiemsee
The Logistics-Competence-Center in Prien am Chiemsee (LKZ)

is a network between companies and institutes, which are leading in their respective fields of competence. Together, they provide solutions to the complete range of logistics problems.

The LKZ offers the infrastructure to serve as a node in a network between science and industry. By the usage of latest technology in different areas, it is best qualified to develop and implement interdisciplinary projects.
20 corporations and institutes combined under one roof, which are leading in the area of logistics

LKZ workshops of the companies


Participants: Supported by:
Fields of competence

- Railway Logistics
- City Logistics
- Transport Planning
- Public Transport
- Tourism
- Informations Logistics
- Health Logistics
- Internal Company Logistics
- Nationwide Transport Concepts
- Logistics Solutions for Communities
- Software Solutions for Transport Companies
LKZ
LOGISTIK - KOMPETENZ

Regional:

LK Rosenheim
Markt Gemeinde Prien
LK Traunstein

National:

State of Bavaria
Germany
France
Italy
Austria
Slovenia

International:

European Union
ecology

study of the relationships between organisms and their environment

economy

thrifty and efficient use of rare material resources

area of conflict
AlpFRail
From traffic axes to European systems and networks
Goods Traffic on Brenner 1960 - 2020

Forecast 2015
Minimum- / Consensus scenario

- Rail
- Road
- Rail + Road

Million Net Tonnes

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<th>Year</th>
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Transalpine rail network
Alpine Freight Railway
AlpFrai!
The strategically importance of an optimized transalpine traffic

- Bavaria and parts of Austria are badly connected to the future markets of the Middle and Far East
- The logistics chain via the Adria leads to a tremendous time saving compared the Gibraltar connection
- Example:
  - Hamburg – Hongkong via Gibraltar: 22 days
  - Triest/Koper – Hongkong: 17 days
- The connection will be much more attractive after an optimisation of the alpine transit
Partners of AlpFRail

**Lead-Partner:**

Logistik-Kompetenz-Zentrum Prien (LKZ); coordination of Bavaria

**Germany:**

- German Assoziation for Housing, Urban and Spatial Development, Germany
- DB Netz AG (DB Netz)
- Regional association Donau-Iller (RVDI); co-ordination of Baden-Württemberg

**Austria:**

- Bureau of the Vorarlberger State Government (Vorarlberg)
- Federal Ministry of Transport, Innovation and Technology (BMVIT)
- State of Kärnten (Kärnten)
- State of Salzburg (Salzburg)
**Partners of AlpFRail**

**Italy:**
- Region Autonome Friuli – Venezia Giulia direzione regionale della pianificazione territoriale, della mobilità e delle infrastrutture di trasporto (FVG)
- Region Veneto; Interporto Padova, Interporto Verona (Veneto)
- Autorità Portuale di Venezia (APV)
- Veneto Union Chambers of Commerce (EIC IT378)
- Italian Ministry for Environment and Structural Development
- Province of Alessandria (Alessandria)
- Province of Brescia (Brescia)
- Province of Mantua (Mantua)

**France:**
- Region Rhône-Alpes* (Rhône-Alpes)

**Slovenia:**
- Porto of Coper*
- University Ljubljana*
- Prinz Institute Portoroz*
- Slovenian Ministry for transport and communication Ljubljana*

* additional approval by the Steering Committee of the Alpine Space program necessary
Observer:

- Federal Bureau for Transport (BAV), Schweiz
- Federal ministry for Transport, Rome
- Federazione Autotrasporti, Rome
- Interporto Rivalta Scriva, Italy
- Administration of the Region of Elsaß, France
- Bavarian Ministry of State for Economy, Infrastructure, Transport and Technology, Germany
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**TOTAL** 3.961.512,00
## Budget overview of the Slovenian partners

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*Budget already promised, but not approved*
AlpFRail

“Tauern-products”

Two new products of combined road-rail transport
the two new products

1) Ro/Ro-Bridge Trieste to Salzburg/Bavaria (combined transport system – unaccompanied traffic)

2) Direct train Munich – Villach/Trieste/Koper (combined transport system – unaccompanied traffic)
ENVIRONMENTAL GOALS OF AlpFRail

by the improvement of logistic functionality
(average effects on the transalpine corridors per year)

1. Reduction of road accidents - 20%
2. Reduction of energetic consumption - 10%
3. Reduction of polluting emissions (CO, NO2 and PM10) - 15%
4. Reduction of the complex of external costs - 15 / 20%
„Progress is the way from the primitive via the complex to the simple“

Werner von Braun
Alpine Freight Railway
innovation – cooperation

The project AlpFRail is funded by the Interreg IIB Alpine Space program of the European Union
For additional information please visit our website:

www.lkzprien.de