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BRAVO at the forefront of innovation

Frankfurt am Main, 25 April 2007. An increase in traffic volumes of about 57 percent in unaccompanied combined transport on the Brenner axis has been reported by the operators and railways, which have been participating in the BRAVO project over the last three years. Thus, its demanding objectives have been achieved, as the 120 or so invited experts of the European railway and logistics branch, representatives of the European Commission and transport ministries of Corridor countries learned during the final conference in München (Bavaria) on April 17/18, 2007.

During the two-day conference the remarkable traffic volume development was explained by – among others – implementation of a range of innovative methods. Consortium partners' representatives presented the outstanding results:

1. Cross-border operation of multisystem-locomotives and loco drivers for efficient and reliable rail transportation of, until recently, more than 2100 trains, and optimised infrastructure capacity use;

2. Radio-remote control of pushing engines as required to haul heavy trains on the steep Brenner north ramp;
3. Megatrailer-pocketwagon (T3000) for maximised volume mega semi-trailers in combined transport, when required by the automotive industry, which have already moved about 70 million tonne-kilometres including the operational trials;
4. Online train monitoring including estimated time of availability (ETA) information accessible for all parties involved in rail transport: railways, combined transport (CT) operators and CT-Terminals;
5. Internet timetable displaying all Gateway and selected ferry routes for customers of combined transport accessible via www.bravo-project.com;
6. Brenner Quality Manual with ambitious quality objectives, guidance on how to measure them and how they can be achieved by optimising procedures.

The highlight of the first day was the signing of the management commitment for the implementation of the Brenner Quality Manual by representatives of its counterparts, the active combined transport operators and railways, Kombiverkehr, Cemat, Railion Deutschland, Rail Cargo Austria, Trenitalia, Lokomotion, Rail Traction Company and TX Logistik as well as Intermodal DB Logistics. For the first time, the handbook regulates the optimised border crossing rail transport on one of the most important trans-European rail freight corridors. It includes quality objectives and operational processes as well as standard quality contracts between railways and operators and has been compiled with the support

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of Frankfurt-based consultancy firm KombiConsult in the three year long BRAVO-project.

Employees taking part in this project have been trained, the processes have been tested during trials and have been continuously improved. During the conference, participants agreed to having set a benchmark for other European corridors. Partners of the BRAVO project agreed to continue the established quality working groups and endorse their potential for transfer to other corridors such as the "Tauern" or "Turkey"-corridor.

The BRAVO-project that is supported by the European Commission and the Swiss Secretariat for Education and Research is due to end by mid May 2007, but Rainer Mertel, Managing Director of KombiConsult GmbH, announced on the Consortium's behalf that joint activities for improving transport via Brenner will be continued in the "Brenner Improvement Group (BIG)" after the Project has finished.

The final demonstration was another example of the strong collaboration between the BRAVO Partners. This was the journey in the "BRAVO-Express" from München central station to the CT-Terminal München-Riem which was organised by Lokomotion. RTC and Lokomotion multi-system locomotives were driven on DB Netz's rails by driver Niels Jäger under the supervision of conductor Dirk Schade of Railion Deutschland to the CT-terminal of DUSS. There, a Kombiverkehr megatrailer pocket wagon, built by Ferriere Cattaneo, was loaded with a megatrailer of forwarder LTG Doll. The radio-remote controlled operation was carried out by locomotives and drivers of ÖBB Traktion and Rail Cargo Austria.

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Annexes:

Signing of the Brenner Quality Manual in Munich on 17 April 2007

Development of unaccompanied Combined Transport at Brenner

Megatrailer-Pocketwagen of Kombiverkehr

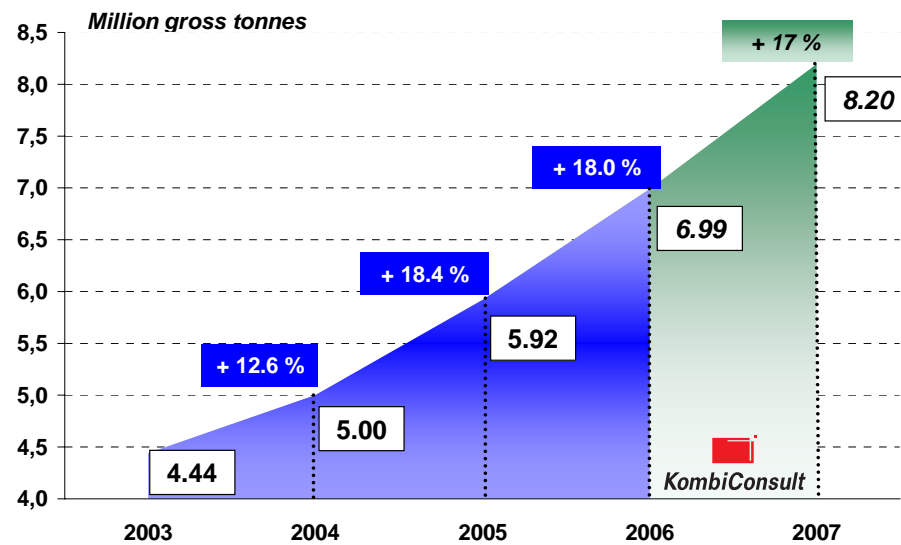
Signing of the Brenner Quality Manual in Munich on 17 April 2007



Photo: Lars Deiterding/HaCon

Eugenio Muzio, Managing Director Cemat SpA, Erich Rohrhofer, Head of Business Unit Intermodal Rail Cargo Austria AG, Francesco Grotti, Sales Director Rail Traktion Company SpA, Armin Riedl, Managing Director Kombiverkehr KG, Rainer Mertel, Managing Director KombiConsult GmbH, Karl Michael Mohnsen, Chairman of the Board TX Logistik AG (covered) and Dr. Harald Schmittner, Managing Director Lokomotion GmbH (from left to right)

Development of unaccompanied Combined Transport at Brenner



Source: KombiConsult

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Kombiverkehr Megatrailer-Pocketwagon



Photo: Kombiverkehr