

# Press release



The European Union project Alpine Freight Railway shows success:  
New daily offer of freight traffic on the rail to northern Italy

*Ulm, October the 17th, 2005. The EU-project Alpine Freight Railway (AlpFRail) can note a further important component for the relocation of goods on the rail. The area Stuttgart/Ulm/Augsburg is linked to northern Italy by a daily intermodal connection from Kornwestheim via Singen to Milano as from October the 4th, 2005. For the connection from Ulm and Augsburg promising talks are on the way.*

On the European Union project Alpfrail, 17 partners from Germany, Austria, Italy und France are working for operating solutions to relocate the alpine freight traffic from road to rail. Under the general leadership of the logistics competence centre (LKZ) at Prien am Chiemsee, the Regionalverband Donau-Iller compiled the basics for pilot relations from the source and destination areas Neckar/Alb/Donau/Bodensee and the upper Italian economic areas Lombardy and Veneto.

Different responsibilities in various countries und a lack of transparency on the supplier's side hitherto have prevented to avail rail as alternative to the road. Yet the first phase of the AlpFRail project has clearly shown: the rail is competitive within the investigated areas. Now the second phase of the AlpFRail project shall realise marketable offers form one source, which are able to compete with the road concerning time, economy and quality. An important component therefore is the new offer which is supplied by the Hupag AG: the new gateway connection daily links Milano Certosa

and Kornwestheim in both directions and offers favourable times of departures over night for containers, interchangeable containers and semi trailers.

After these successful beginnings, now the second phase of the project realises the worked out relations through concrete offers, involvement of further operators and activation on the side of demand. In successfully proceeding conversations, the project team under RVDI lead management is working on a connection from Ulm and Augsburg at present. There, a connection from the container terminal Ulm-Nord/Dornstadt or a direct one to Singen is emerging.

The potential of freight capacity will be put in concrete terms in conversations with loaders and freight forwarders.

„Alpfrail is networking the available infrastructure in an intelligent way, and supplies attractive offers from one source.“ Julian Osswald, the managing director of the Regionalverband Donau-Iller explains. „For this reason we gain clients for the cross alpine freight traffic on rail, and at the same time we are setting important impulses for container terminals and freight traffic centres within our region.“

#### **The traffic project „AlpFRail“**

The European Union project Alpine Freight Railway is promoted within the framework of the alpine space program Interreg IIIB. It is provided with 4 million Euros and has a running time of three years. State ministries, provincial governments, provinces, regions chambers of commerce and associations from Germany, Italy France and Switzerland are working together to relocate freight traffic from road to rail. Lead partner is the logistics competence centre at Prien.

#### **Regionalverband Donau-Iller (RVDI)**

The Regionalverband Donau-Iller (Regional Association Danube-Iller) was founded in 1973 because of an international treaty between Bavaria and Baden-Württemberg about the Cooperation at the country development and the regional planning at the region Danube-Iller.

The cross border regional association Danube-Iller is a corporation of public law. Its place of business and legal seat and its offices are located in Ulm. The regional association has assumed the coordination of the project partners in Baden-Württemberg, Switzerland and Vorarlberg.

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