



Automotive Rail

Green Logistics and CO<sub>2</sub>

Sustainable Logistics Concepts

Before a car or commercial vehicle is on the road, it and its components have most likely already been on a series of railway journeys. Typical rail travellers are ores on their way to the furnace, coils to the pressing plant, body parts to the assembly lines and, last but not least, the finished vehicles on their delivery from plant to market. The large rail share is not only a result of the green logistics and CO<sub>2</sub> discussion. Nevertheless, the automotive industry has to intensify its efforts in expanding rail traffic and exploiting the potentials of intermodal transport. But inland waterways need to be incorporated into the process analysis and logistics chain as well. In addition, these approaches can also be applied to deal with current capacity bottlenecks.

**Safe and clean:** Premium manufacturers rely on closed waggons which, apart from safety against vandalism also offer cost savings in the realm of transport protection.

**European and global integration:** Manufacturing plants in Eastern Europe, America, Asia and South Africa contribute to balanced flows and the extension of railway corridors between the ports and the hinterland. Such complex logistics chains require sophisticated control.

Together with our cooperating partner Süddeutsche Consultants, we sound out the possibilities and advantages offered by different carriers.

We have already analysed the possibilities of applying rail transport solutions to relations in Europe, India and South Africa for well-known automotive manufacturers and logistics companies.

At present we are facing the following challenges:

- Linking the UIC tracks in Spain to France
- Linking production facilities in Hungary to European rail networks
- Multi-system traction to overcome differing electric power and signalling systems
- Corridor initiatives of rail operators (Rail Net Europe) and regions (FERRMED)
- Expanding trans-European rail networks (TEN-T) and pan-European corridors to link up with Russia (CEE)

„Green logistics, real sustainability, efficiency increases, new environment-friendly products – an unknown quantity for many. I call upon the vehicle logistics sector: take up the challenge and be an example of positive change, of environmental compatibility.“

Egon Christ, Daimler AG

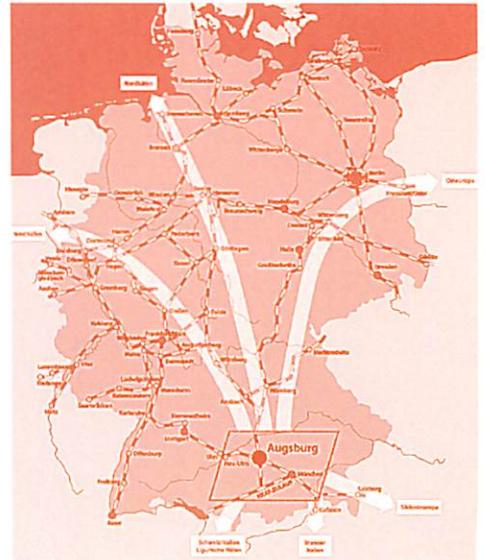


UIC = International Union of Railways  
FERRMED is an initiative supporting the concept of a large rail freight traffic axis between Scandinavia and the Western Mediterranean through the definition of standards  
TEN-T = TransEuropeanNetwork for Transport  
CEE = Central and Eastern Europe

**Location with Potential**

Well-known commercial companies such as Aldi, Lidl and Amazon have already recognized the value of the Augsburg region as a location. A prime consideration was no doubt the excellent road connections for distribution in Southern Germany and the neighbouring states. Just as important for industrial location, how-

ever, is the optimum connection to rails. Augsburg is an important hub in the European rail network. The Augsburg Güterverkehrszentrum (GVZ – cargo village) fulfills the best requirements for intermodal logistics services. Stetter Consulting supports the GVZ in professionally marketing their industrial spaces.



**Management Systems**

**Quality Management in Logistics**

Although Logistics Quality Management is no longer such a focus of attention, it is nevertheless the standard required by many shippers and embedded in their terms and conditions of purchase. The requirements on logistics companies have if anything increased. So that

often a number of certifications are asked for. It would make sense to combine these in an integrated management system. We accompany you through the certification process according to DIN EN ISO 9001, DIN EN 14001, GMP, IFS, HACCP and SQAS.

**Transport Systemes TrailerShuttle**

**Innovative Transport Concept for Vehicles**

The idea is not new, it is standard in general cargo transport, but has up to now been unable to assert itself for the transportation of vehicles: a trailer stands at the dock for loading, the tractor unit comes into the yard with an empty trailer, parks it, picks up the loaded trailer and is off on the road once

again. Cost pressures in the transport industry force the haulage companies to use their resources efficiently: A truck and its driver earn their money moving on the motorway and not waiting at the loading dock.

lorry driver only has to change trailers and drive to the next exchange or unloading point.



With a special trailer and a slightly modified articulated lorry this concept is also applicable to the transport of vehicles. The trailer is loaded by specialized personnel at the plant or in a compound, the

A pilot operation monitored by Stetter Consulting was carried out successfully in 2009. The business case showed that, depending on the transport distance covered, cost savings of up to 15% could be achieved. A precondition for that, however, is a continued availability of vehicles in order to allow a steady flow. The next test run is already being planned. The TrailerShuttle could already be taken into consideration as an alternative in upcoming calls for tender.

**References Excerpt**

Logistics partners and clients including: DAIMLER, BLG LOGISTICS, nolte, ERHARD SPORT, hagebau, SVG, barth LOGISTIKGRUPPE, GVZ Güterverkehrszentrum Region Augsburg, Express, WWK, KRUSE LOGISTIK, Q.CELLS, Witty, GIRR LOGISTIK, KESSEBÖHMER, FAWO Fahrzeugtechnik mit System.