Express rail service between North and South of Germany operated by Hellmann rail solutions
In detail: DPD - Rail transport of parcels between Nuremberg and Hamburg

Access to transport networks, infrastructure and nodes, Freight consolidation and transshipment, Innovative operational solutions, Sustainability agreements/certification, Transport management, Data collection and statistics, Monitoring and benchmarking of processes

The Hellmann rail service provides five regular departures per week from nine German rail stations. The shipments are transported from Hamburg, Osnabrück and Bremen to Hannover, where they are rapidly manoeuvred. This allows a fast transportation with high speed to the southern stations in Nuremberg, Frankfurt, Basel, Regensburg and Landshut. The trains run in both directions every day. Hellmann even provides the pre- and end-haulage by truck. The incoming orders are easily and efficiently managed online.

- Conservation of about 36,000 litres Diesel per day
- Reduction of about 86,000 kg CO2 per day (the train emissions are already considered)
- Reduction of congestion
- Improved service level

What was the main problem, idea or motivation that led to the development and introduction of the new practice?
Facing the increasing challenges concerning road traffic and logistics (e.g. traffic jams, emissions, costs etc.), a new solution was searched for. It should be contributing to the preservation of the environment and be financially attractive at the same time.

What was the common practice before the implementation?
Mainly road transport by trucks. Rail transportation was considered to be slower and less flexible than transportation by trucks.

What was the purpose and the sustainability objective of the case?
The purpose is to offer a financially and environmentally attractive solution to all logistics service providers to transfer their transport from road onto rails by significantly reducing the disadvantages of rail transport.

Solution
Express rail transport is clearly an approach beyond the common practice and offers a clear alternative to road transport. The transferability is depending on the availability of high speed tracks for freight transport and the equipment needed (suitable for 140 km/h) which is currently under political investigation.

Benefits:
- Efficient online order management
- The proactive information management guarantees a safe procedure in case of an incident
- Different container types can be transported
- High speed transportation at 140 km/h
- Reliability guaranteed by an annual schedule
- Late closing for cargo (17-19), early provisioning (4-7)
- The network is open for all logistics service providers

Success Factors:
- Increased efficiency / productivity of logistics processes
- Image
- Limited climate change
- Reduced emissions
- Conservation of resources

Supported Strategic Targets:
- Limited climate change
- Reduced emissions
- Conservation of resources

KeyWords:
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In 2004, Hellmann Rail Solutions was developed connecting Frankfurt and Nuremberg. Later, it also supported the transports of assemblies for BMW in Bavaria and a connection to Basel. After the pilot phase, the express rail service was expanded and connects now nine cities and has about 70 clients. The service will be run at long-term and further connections where rail transport might be suitable are investigated at company level (e.g. DPD in cooperation with the University of Applied Sciences in Aschaffenburg - DPD – logistics laboratory). A further expansion towards France is currently under investigation.

The DPD-test to make use of Hellman Rail Solutions for parcel delivery was started in Autumn 2010.

About 120 special (standardised) DB railroad cars of the type 714 and 739 are used per day. The average speed of the trains was increased from 60 km/h to 100 km/h. The maximum speed was increased from 100 km/h to 140 km/h. When swap bodies are used for intermodal transport, special side covers with a so-called “XL-Code” are necessary. Semitrailers cannot be employed on all connections at the moment due to missing technical permissions. The network allows the transportation of up to 2,400 TEUs (20’). It is also possible to ship FEUs (40’), semitrailers and box bodies. About 480 TEUs per day can be transported which corresponds to the volume of 220 truckloads. The occupancy rate of the trains amounts to 90%.

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More information:

Main actors involved
• At the beginning, the project was supported financially by the ministry of economics. However, the high occupancy rate of this practice allows a cost-covering service by now.

Transport mode or supply chain elements:
• Road / truck
• Road / delivery van
• Heavy rail
• Transport

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