Intermodability

Access to transport networks, infrastructure and nodes; Freight consolidation and transhipment; Business to business (B2B) solutions; Competitive aspects: collaboration, prioritisation cooperation; Innovative operational solutions; Value added services.

The aim of the project is to increase the use of the intermodal freight transport in the fast moving consumer goods aggregating the demand of freight transport of all the partners and, doing so, deploying high economies of scale, saving in logistics cost and reducing CO2 emission. The 6 months test in 2013 induced ECR to propose a new business model based on horizontal collaboration in aggregating an higher transport demand of many companies and, doing so, reducing logistics cost due to a deployment of economies of scale.

A system approach can match the demand and supply side in order to have a “global” vision of the market. This could lead to horizontal and Vertical cooperation agreements among the involved subjects. Other benefits:

- 17% CO2 reduction in the test phase and reduction of 70,000 tons of CO2 (at national level)
- Cost savings for companies involved
- Gain for transport and terminal operators

Potential demand could be fulfilled thanks to rail transport that could guarantee:

- Shipment time scheduling
- Reduced costs
- Reliability

Supported Strategic Targets:

- For public actors: Competitive logistics and transport system
- For private actors: Increased efficiency, competitiveness, quality and their image
- For both: Limited climate change, reduced emissions and increased efficiency

Description:

The simulation conducted by the working group of ECR and the willingness by involved companies to try this innovation is for sure the best way to manage and to overcome these barriers. Barriers still exist in implementing this intervention. Main bottleneck at the moment are:

1. Response of rail market to this new demand
2. Effective reliability of the solution.

In 2013 a 6-month demo was performed in order to test the intermodal system based on appropriate railways links and a better coordination throughout all the logistics chain, a crucial condition for a reliable and efficient logistics system. The test induced ECR to propose a new business model based on horizontal collaboration in aggregating an higher transport demand of many companies and, doing so, reducing logistics cost due to a deployment of economies of scale.
The Intermodability project will lead to a concrete reduction of environmental impact of the transport of consumer goods starting from the consolidation of cargoes from different actors of the logistic chain. Calculation from the Intermodability test phase shows that at national level, about 450,000 UTI could be transferred from road to rail along 42 different pair of Origins/Destinations. This could lead to a reduction of 70,000 tons of CO2 (Source: application of parameters presented in IFEU - Institute for Energy and Environmental Research, 2008).

List the relevant transport modes or supply chain elements:

- Terminals
- Freight Villages
- Warehouses and point of sales
- Railway

Actors:

- MTO
- Railway companies
- New ECR subject (includes 4PL)
- Shippers

Transport mode or supply chain elements:

More information:

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