

Good Practice

## Switch accompanied to unaccompanied transport (Bohemia Express)

provided by Bohemiakombi



### Good Practice: Bohemia Express

Let me introduce the company BOHEMIAKOMBI

- Founded 1992 (Kombiverkehr CZ)
- Transformation to BOHEMIAKOMBI 1995
- UIRR - member since 1996
- Operator RoMo 1993 – 2004
- Operator of UCT (continental block trains) since 2005
- Companions: 40 % ČESMAD BOHEMIA (Association of road carriers)  
30 % ČD CARGO a.s.  
30 % Kombiverkehr Frankfurt



## Good Practice: Bohemia Express

### Introduction (summary)

Just as in other European countries the **continental combined transport** started in the Czech Republic at first with accompanied combined transport. At the beginning two Rolling Motorway services were successfully implemented:

- (1) České Budějovice – Villach  
(1993 – 1999)
- (2) Lovosice – Dresden  
(1994 – 2004)

Why was accompanied combined transport in the Czech Republic preferred to the unaccompanied system of the CT? The reason is simple: the road carriers in the Czech Republic (similar as in other countries in Middle and East Europe) did not have any equipment for the unaccompanied combined transport on the rail. Due to insufficient road infrastructure after the fall of the iron curtain in 1989 in the border areas Czech Republic-Germany and Czech Republic-

Austria, the political impact grew to shift at least a part of goods transports from the road to rail.

Under these circumstances the system of Rolling Motorway was the only fast and enough flexible way, to solve the issue. This fast solution was preferred due to the important advantage that the Rolling Motorway does not need any investment from the road carriers. On the other side this solution needed a massive support from the state – financial support and also restrictive measures against road transport. In this case the government supported the Rolling Motorway projects with strong limitations for the permission of international road transport. As a result the motivation of road carriers to use the Rolling Motorway rose strongly.



## Good Practice: Bohemia Express

### Starting position - overview

#### • **Enlargement of the EU in 2004**

- Increased goods transport flows between Eastern and Western Europe
- Permissions for goods transport by road not required anymore

#### • **Consequences from EU enlargement**

- **Negative:** Declining interest in Rolling Motorway Lovosice – Dresden; empty trains
- **Positive:** Rail transport in block trains between sea ports and hinterland has been recognized as more reliable, competitive and cheaper than road transport

#### • **Conclusions / Goals**

- Start qualitative services for continental intermodal transport in the Czech Republic
- Expand block train network of unaccompanied combined transport
- Select appropriate transport axis (long enough / sufficient volumes of goods flows) and connect this axis with existing European network



## Good Practice: Bohemia Express

### Application cases – Bohemia Express Duisburg - Lovosice

- **Basic characteristics**

- **first continental line implemented in 2005**
- **Base shipments:** chemical goods in tank containers
- **Origin-Destination areas:** Rotterdam / Ruhr Area – Northern Bohemia
- **Start/end gateways:** Duisburg (DUSS terminal) and Lovosice (private terminal)
- Transports on trains formerly organised by foreign road carriers only, without participation of czech transport companies

- **Expectations**

- **Large losses expected** after service start; financial support would be needed
- New service shall serve as test case to answer two questions:
  - (1) Is Czech transport market large enough for unaccompanied intermodal transport?
  - (2) Can Czech transport companies be convinced to invest in intermodal equipment?



## Good Practice: Bohemia Express

### Concept and components

- **Basis for Bohemia Express concept**

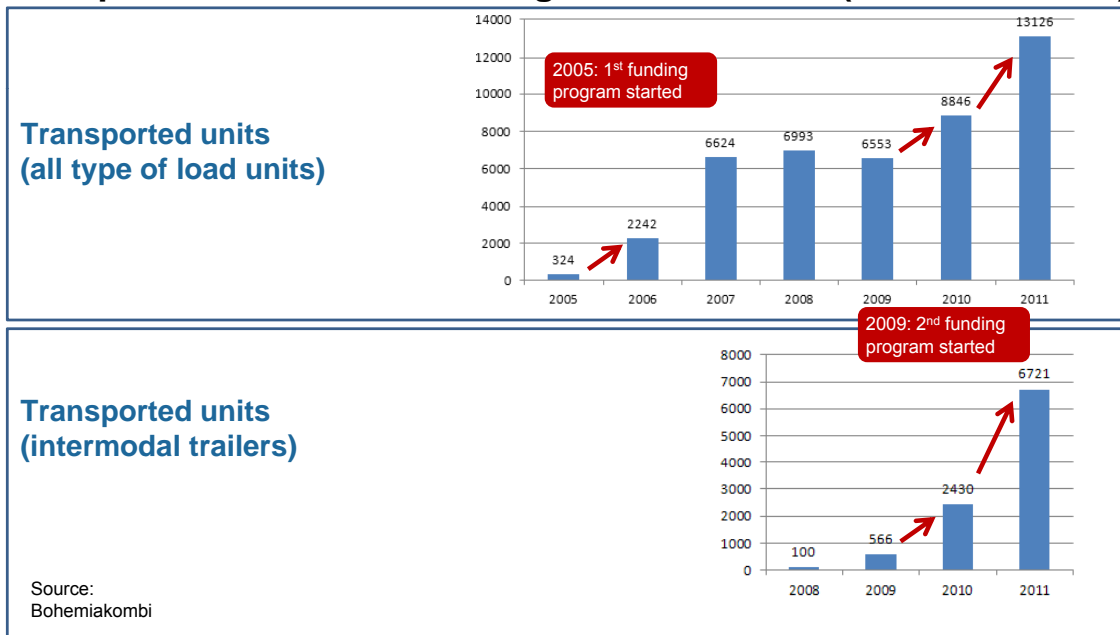
Regular block trains for the transport of continental load units

- **Supporting action - Subsidy programs**

- **First subsidy by German Government:**
  - offered from spring 2005;
  - lasting for two years;
  - covering at most 30% of the operative costs
- **Second subsidy by Czech government:**
  - offered from summer 2009;
  - supporting at most 30% of the investment costs for the equipment for unaccompanied combined transport

## Application case – Bohemia Express Duisburg - Lovosice

### Transport volumes on Duisburg – Lovosice line (both directions)



## Conclusions and benefits – Bohemia Express

### Experience from project

- **Subsidies were successful** and motivated recipient companies in using intermodal transport road-rail-road
- **Five years after project start** the **revenues** from completely loaded trains **were able to cover the transport costs**
- Till today there is a **continuous growth** on the continental line



## Good Practice: Bohemia Express

### Conclusions and benefits – general findings

- The first continental unaccompanied line (Bohemia Express) between the Czech Republic and Germany was successfully established to support and to develop the **modal shift of good transport from road to rail**
- Due to the reliable combined transport system companies gain the following **potential benefits**:
  - Use of the legal advantage **44 tonnes** in intermodal transport in D, Sk and A
  - **Modal shift** of international shipments from road to rail
  - Achievement of sustainable and **ecological** transport
  - **Fast and reliable** rail transport service
  - **Efficient use of drivers and trucks** for haulage
  - Optimised coordination with operators
  - Higher performance without raising number of drivers and trucks



## Good Practice: Bohemia Express

### Further exploitation – realised network extensions

- Experiences from the first project used by intermodal operators Kombiverkehr and Bohemiakombi to **extend continental network**
- Subsequent start of further **continental lines** with **regular trailer transport in pocket wagons**:
  - **Hamburg Billwerder – Lovosice (2006)**
  - **Duisburg / Hamburg – Lovosice – Ostrava (2010)**  
(line extensions; organised as a group of pocket wagons in „night spring“)
  - **Ostrava – Verona (2012 – 2013, actually interrupted)**
  - **Lovosice – Charleroi (2013)**
  - **Ostrava – Trieste (2013)** service road-rail-(short sea to Turkey); operated in cooperation with CEMAT, Italy and Kombiverkehr, Frankfurt

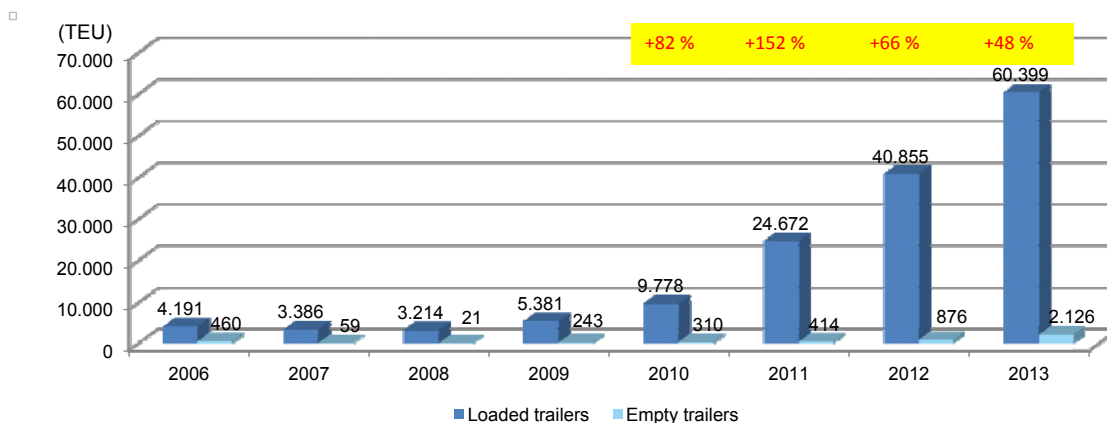
Further exploitation – continental line network in the Czech Republic (2013)



Source: Bohemiakombi

Further exploitation – realised network extensions

- On all of these 5 lines run transports of tank containers, swap bodies and cranable semitrailers as well
- Subsidy by Czech government in 2009 helped to open gate for the Czech transport companies to the world of UCT and started the boom of combined transport in semitrailers:





## Good Practice: Bohemia Express

### Contact

Ing. Vladimír Fišer  
Bohemiakombi spol. s.r.o.  
Opletalova 6  
113 76 Praha, Czech Republic  
Email: [fiser@bohemiakombi.cz](mailto:fiser@bohemiakombi.cz)  
Phone: +420 242 444 565