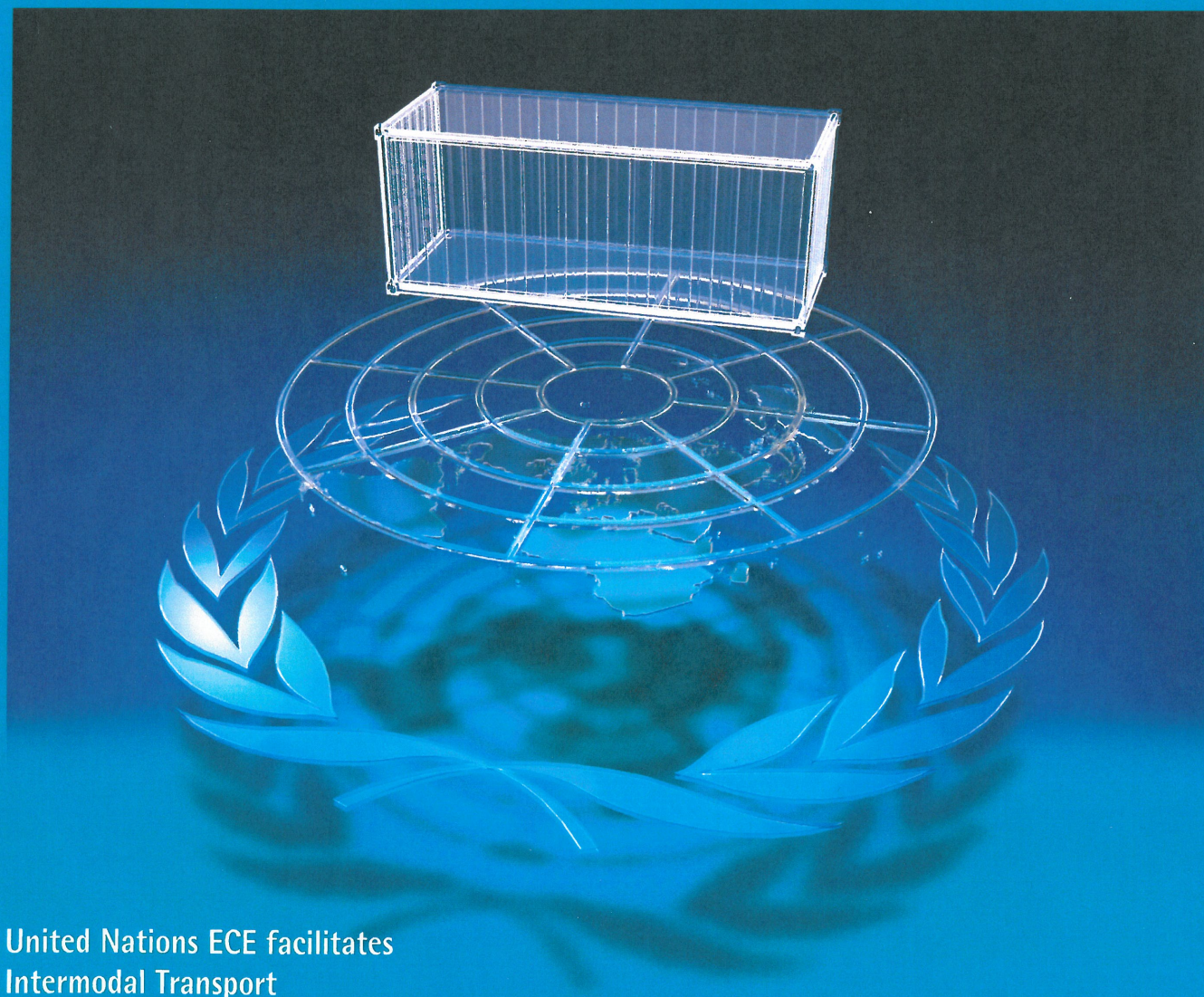


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United Nations ECE facilitates
Intermodal Transport

20th Anniversary of IANA

Intermodal Innovation in USA

Intermodal Innovation in Europe

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Intermodal Innovation in USA



A most interesting innovation in intermodal road-rail transportation is represented by the bi-modal system offered by RailRunner N.A., Inc.: Standard trailer chassis can run over the road, coupled to any standard truck, and also be assembled to a train using special bogies that are provided at the intermodal terminal. This road-to-rail transfer does not need heavy equipment such as gantry cranes or reach stackers and can be performed in some 3 minutes time per unit and then coupled to a train.

Containers from Hapag Lloyd and other ocean carriers may arrive in Chicago from either East Coast or West Coast ports on any of the major Class I railroads in the United States. Local terminals include Union Pacific in Joliet, CSX in Bedford Park and Norfolk Southern at Landers, among others. There are more than 20 rail terminals in the immediate Chicago area.

The incoming containers on double stack cars are lifted at the arrival intermodal terminal on to a RailRunner bi-modal chassis (or to a pool chassis and later transloaded to a RailRunner chassis at

Calumet yard, depending on local terminal practice) for further transport to final destination.

They move over the road to south-east located Chicago Calumet Terminal and are added to a regular bimodal train of Norfolk Southern continuing eastbound from Chicago to Fort Wayne, Indiana. After arrival at Fort Wayne, they are moved over the road on RailRunner chassis from the local terminal to their final destination to drop off or pick up a load as required by the end customer.

Returning the loaded or empty containers the transport is reversed via the local Ft. Wayne terminal and using a westbound bi-modal train back to Calumet terminal in Chicago. From there the containers are again transported over the road to the original arrival terminal to be returned into custody (depot, care and control) of the ocean carrier or its designee.

This bimodal round trip move replaces a typical 400 km to 500 km round trip highway move at great savings in fuel and labour costs, and significant reduction of carbon dioxide and other unwanted emissions.



To view and verify the terminal operation at Norfolk & Southern a team of BIC experts was recently invited to see the Calumet terminal in Chicago. They found a most interesting innovation of intermodal transport, operating a commercially successful shuttle service. The technical solution is impressive: Robust for daily use in the railway environment with interesting technical features like

articulation, air suspension and including safety features to avoid dangerous handling.

The RailRunner management also explained that since more than one year ago a license for using this technology had been given to a rail operator in India concluding that it can be foreseen that more bi-modal applications will evolve in other areas of the world.

Further Growth of Intermodal in USA

The Association of American Railroads reports another increase of intermodal traffic. The volume of intermodal containers carried by rail increased in 2011 some 6% compared to the 2010 figure.

