



Transport Research Market Uptake (Market-up)



Objectives & Expected outcomes

The objectives of the MARKET- UP project are fourfold:

1. To get a better understanding of the context in which research funding for transport takes place in Europe and for the different transport modes, including concentration patterns.
2. To derive conclusions as to what drives or hampers the development and uptake of transport technologies.
3. To develop insights into which policy instruments could be usefully applied to respond to the drivers and address the barriers such that faster progress can be achieved with the introduction and uptake of transport technologies.
4. To identify and define the roles of the actors and regions involved in this field.

The above mentioned objectives will be achieved through the development of the following activities:

- Analysing barriers and drivers (social, economical and technical) for the market uptake of transport research results in Europe.
- Monitoring and assessing progress of industrial research in the transport sector through mapping of existing competencies in the EU-27, particularly highlighting the role of the SMEs in order to integrate their innovation potential
- Assessing research-funding instruments available
- Analysing barriers and weak players in the field of RTD as applied to SMEs in the transport sectors
- Encouraging SMEs and smaller RTD actors to get involved in RTD programmes by training and educating them.

WP3 – Selected case studies on transport innovations: RTD initiatives and market uptake of results

Case Study 6 - Rail

Urban rail freight – Providing a solution for door-to-door services

Considering the current position of rail transport, there are several questions we have to face. The decrease in the market share of rail poses a complicated problem to be solved. Our case study focuses on enhancing the role of rail in freight transport to, from and through urban areas.

Rail has been displaced as road transport services have grown and evolved into a flexible, slick, secure and cost-efficient system by offering sophisticated door-to-door services. As the Just-in-Time management philosophy has gained ground in commerce, the road transport sector has developed not just the function of delivery but of storage as well, which rail has scarcely succeeded to fulfil again.

The main drawbacks to the use of rail in urban freight are the limited physical flexibility, the competition with passenger transport for line capacity and the high cost of rail infrastructure and related transfers. Moreover, rail must meet the continuously rising expectations of shippers and receivers in order to recapture some of the freight market back from road trucks.

For the mentioned reasons, the Cargo Sprinter train technology deployed in Germany may have the capability to match road regarding technical, operational, commercial and service development that the road sector has successfully implemented. It is a self-propelled transport unit designed and manufactured by Windhoff, also thought of as a container truck that runs on rails. The Cargo Sprinter brings the optimum combination of environmentally sound rail transport and flexible freight transport by finding the solution for door-to-door transport in rail. This concept provides an alternative to the cardinal problem of rail transport: that the first the last 50 kilometres of the route as approaching urban areas and terminal transfers require high cost and long travel times. It can also make economically feasible to carry small amounts of freight to the individual sidings of warehouses without the complications of traditional locomotive-hauled trains. The further developed latest version of Railrunner Cargo Sprinter may give logistics a new dimension as a fast, flexible and cost-efficient way of door-to-door transport. Moreover it can run on railway tracks independent of overhead electrical conductors, hence it can be used anywhere in the world.