

Press Release

RailRunner NA Inc. starts implementation of bi-modal Technology in Europe Gerhard Oswald, Managing Director of the new Company

(Hamburg, 23.01.2015)

The formation of RailRunner Europe GmbH i.G. in Hamburg officially launched the company's implementation of its new innovative rail technology in Europe. Gerhard Oswald became Managing Director of the new company; at the same time Oswald is also managing owner of the consulting company GOMULTIMODAL GmbH, Hamburg.

RailRunner's bi-modal system includes several new technical developments, which have been adapted for the European market with the help of the experienced and well-known engineer Wolfgang Graaff. The new elements of the rail bogie design for freight transport include air suspension, articulated axles, hydraulic damping similar to that used in road transport, disc brakes, forklift pockets and a bogie-integrated ramp as well as locking and securing system for a fast „Drive-on/Drive-off“ train assembly. These innovations are expected to increase the acceptance of combined transport of semitrailers and other road vehicles in the intermodal market in Europe.

RailRunner Terminals do not require cranes or reach stackers with heavy infrastructural foundations required by traditional terminals in intermodal transport; RailRunner needs only level-grade tracks, which allow driving road vehicles onto the track for coupling the same with the fast „Drive on/Drive off“ system to a train. Because the system is fully compatible with conventional container terminals, loading or unloading of chassis in marine or domestic terminals in the ‚Hinterlands‘ can also be carried out with regular equipment and cranes. RailRunner's simple terminal structure saves up to 80% of total investment cost compared to conventional terminals and train assembly and disassembly operation per semitrailer on average only takes 1.5 minutes for disassembly and 3 minutes for assembly.

The elimination of railcars in combined transport allows for a major reduction of the distance between the semitrailers in a train and thus enables 20% or more payload units to be transported (48 semi-trailers instead of 40 in a 700 m long train). The RailRunner System also saves considerable weight per load unit and together with the technical advantages of its design, significant environmental and commercial enhancements can be expected and will increase its competitiveness compared to road as well as to rail transport in the national and trans-European freight markets.

For several years, RailRunner has maintained European representation in Copenhagen, Denmark. Due to profound market studies and contacts to potential customers, the company now started the certification of its technology based on the latest “Technical Specifications for Interoperability” (TSI) as issued by the European Railway Agency (ERA) in Valenciennes, France. RailRunner expects that the certification process will be completed in 2016 and the company can start with its first pilot operations in 2017.

„In 2014 the actual INRIX list showed that 13 of the highest 15 traffic-congested roads and 16 of the highest congested 25 cities in the world are located in Europe. Due to these facts, we see for our innovative bi-modal technology a most interesting market“, commented Charles T. Foskett, President and CEO of RailRunner NA Inc. at the occasion of RailRunner's start in Europe.

RailRunner NA Inc. located in Waltham, Massachusetts, USA (www.railrunner.com) developed a new innovative generation of bi-modal vehicles as part of a 35-year-old technology operating successfully and reliably in the North America. For 9 years, RailRunner's products have been certified and have operated flawlessly without any reportable incidents. RailRunner has a licensed partner in India and a subsidiary in South Africa.