Fresh Food Corridors

MISSION ACCOMPLISHED

Co-financed by the European Union
Connecting Europe Facility

mehadrin
Growers at heart

FRESH FOOD CORRIDORS

Main Topics

1. Background
2. FFC project's idea.
3. FFC project's objectives.
4. The challenges.
5. The new logistic method.
6. The First two seasons experience.
7. The third season experience
8. The economic aspect
9. The project is complete – what should be the next step?
10. The future integration of trains in the logistics system

Co-financed by the European Union
Connecting Europe Facility

mehadrin
Growers at heart

FRESH FOOD CORRIDORS

1. Background

In December 2015, the Fresh Food Corridors (FFC) project was approved and granted by the EU.

Prior to the logistics implementation phase, a stage of recruiting partners and service providers took place and preliminary performing plans were prepared.

The actual logistical activity began with the departure of the first train from Koper to Rotterdam on March 1st 2016.

The project partners included: Slovenians, French, Italians, Cypriots and Israelis.

The project partners (subcontractors) included: Dutch and Germans.

FFC project's idea .2

The main idea of the FFC (Fresh fruit Corridor) project is to build and operate logistic corridors of refrigerated & frozen goods from the East Mediterranean basin to North Europe via the Southern European ports.

FFC project's .3 objectives

A. Reducing the number of trucks on the roads – easing the traffic congestions.

B. Shortening the delivery time and keeping the cold chain of refrigerated goods, hence extending their shelf life and maintaining it's good quality.

C . Design and test of new technology for power supply on rail using “green energy” in order to reduce .Co2 emissions (GHG emissions)

D. Minimum pallets manipulation when loading at exporter premises and discharging at final .customer warehouse

E. Improve regional trade between EU .and Non –EU countries

4. The challenges

A. Logistics setup

1. Building a professional team.

2. Managing agreements with partners & service providers.

3. Coordinating & monitoring operations from goods departure up to the final delivery site.

B. Fast Delivery

C. Marketing of new intermodal solution

5. The new logistic method (the complexity).

Current practice

VS

The new FFC innovative logistic solution

6. The First two Seasons experience

- 8 block trains successfully crossed Europe and delivered reefer fresh food to Northern Europe within 7 days and Scandinavian countries within 14 days
- Intense collaboration demonstrated between European and Non – European governmental bodies, organization and businesses.
- Full operational collaboration between partners and service providers achieved.
- Supply Chain of reefer containers via trains was proved feasible.

In total we handled 254 containers

Over all Through 6,400 KM

Arriving to 15 destination in 6 countries

Co-financed by the European Union
Connecting Europe Facility

mehadrin
Growers at heart

FRESH FOOD CORRIDORS

7. The third season experience

A. The goal - running a train using "green energy".

B. Failure to perform the initial idea of producing kinetic energy ("green") from the turning the wheels of the wagons.

C. Since the use of "green energy" is a necessity for compliance with the project objectives, there was an immediate need to find an alternative solution.

D. Establishing contact with Wascosa company which was in the initial stages of planning and building an innovative wagon capable of providing "green energy" for the reefer containers.

E. Preparing a delivery plan for the third season, in accordance with the timetables of the train's departures with the schedule of production of the new wagons, and at the same time the manufacturer was supposed to obtain the necessary licenses to ensure the operation of the trains in the three corridors in which the project operates.

F. For bureaucratic reasons, the wagons manufacturer cannot meet the timetable as agreed and is unable to obtain all the required licenses.

G. The operation of 3 trains in the corridor between Koper and Rotterdam, showed the efficiency and feasibility of the new method used by the project.

H. The many difficulties we encountered during this season.

8. The economic aspect.

When comparing the cost of transporting a container in the existing method by trucks versus the transport of the same container using the logistic method that we developed within the framework of the project, it seems that our method can save money. assuming the train goes in both directions, leavening from the south to the north with cargo and will also find cargo on the way back from north to south, the price of transportation will be cheaper compared to the price of truck transportation.

The economic feasibility -

2 way block train (South – North & North - South) cost: €50,000 (this is only indicative price as the actual final price is subject to Variable cost components).

Max. Containers per train (20 wagons x 2): 40 containers.

Short cargo (incl. weight/length limitation): -15% = -6 containers.

Nominal containers (for the sake of calculation) per block train: (40 – 6) = 34.

Nominal containers both ways (34 x 2) = 68.

Last mile activity: €370.

Port manipulation saving (due to free from unstuffing & truck loading): € 200

Price per container:

Train transportation (both ways):	€50,000: 68 = 735	
Last mile activity (only on one way (€370: 2) =		185
Intermodal co. fee:		120
Port manipulation saving (€ 200: 2):		-100
Unexpected:		60
Total cost per container:		**€ 1,000**
Cost per Truck (Koper - Rotterdam):		**€ 1,500**
Potential save per container:	**€ 500**	

9. The project is complete – what should be the next step?

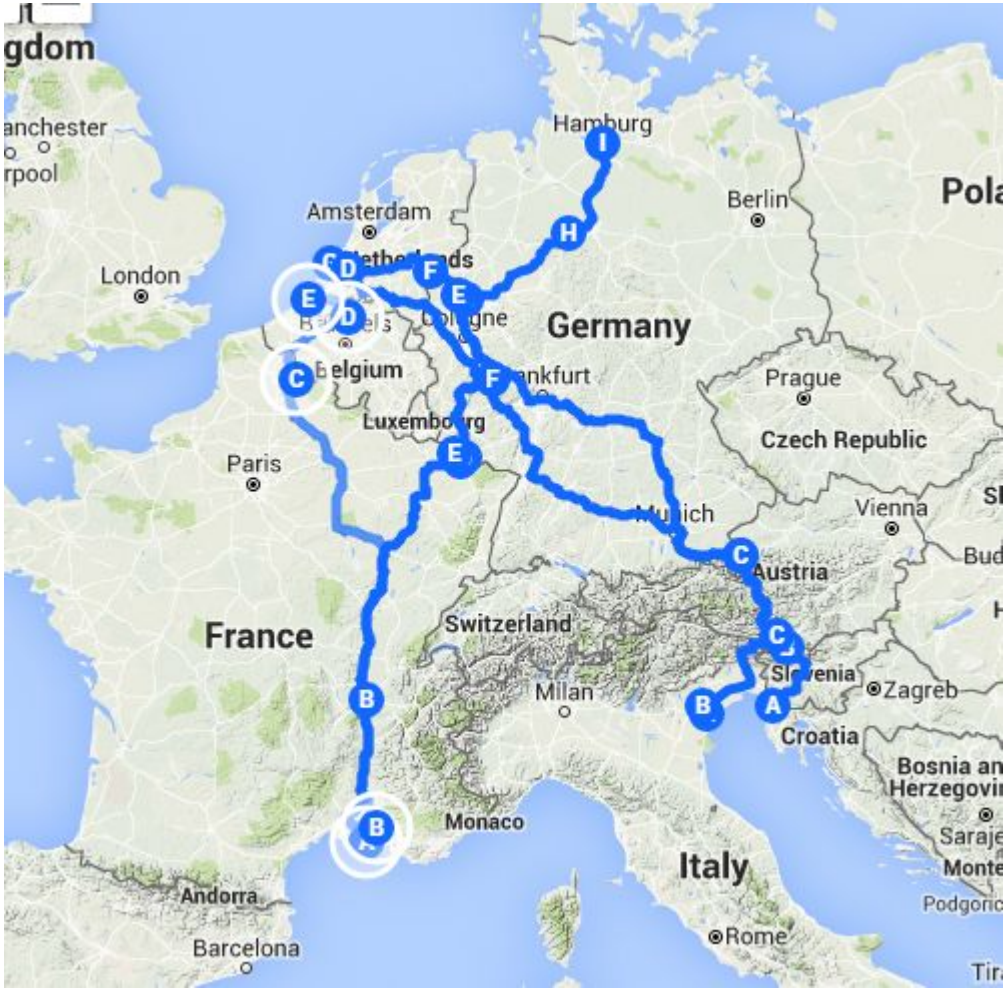
Once we have created a logistic layout that knows how to maintain a desired time frame along with financial savings that can serve the potential customers and at the same time this solution reduce the environmental pollution, thus environmentally friendly for the benefit of the general population**, it is time to promote the achievements of the project on the ground,**
how to do it?

1. With the potential customers -
   Customers want an orderly, reliable, efficient and cost effective service. It is very important for them to know when the shipment will leave the point of delivery and when it will reach the point of arrival.
   In order to ensure this, an alternative "service" must be created and managed correctly in order to attract customers.
   It should be taken into account that "service" even if it functions correctly, will take time to take its place among customers, so naturally this "service" may not starts with fully loaded trains in the first period. There is also a need to promote the new logistic method, all of the above costs money and will need Governmental or European support.
   The success of one "service" will create more and more "services" and that means a logistic revolution.

2. With the authorities that the well being of their people is important to them will promote such an environment friendly idea while giving priority to this initiative.
   Promoting the issue in the public mind will encourage the population to demand the change that this project offers.

10. The future integration of trains in the logistics system

As mentioned earlier, the project was created to find a solution for two major problems that are of great concern to the people of the European Union, one is the congestion of trucks on the roads and the other is reducing air pollution.
This project is designed to actually test whether the use of trains can be a solution to these problems and the answer is decisively yes!
As the person who managed all the logistic aspects of the project, dealt with it every day and studied the subject thoroughly. I must say: Europe has a complex and advanced railway system standing very far from the realization of the potential to overcome both problems mentioned above
There are two main options for land transport, trucks (the problem creators) that actually have nowhere to progress and trains that have a lot of progress potential and their horizons are unlimited but they are not open to produce solutions.
Worldwide, dramatic developments are being made in the field of railways, providing solutions to the problems posed to the project.
In Europe, very little is being done regarding innovation and infrastructure.


Hamburg
Amsterdam
Berlin
London
Germany
Prague
Czech Republic
Paris
Vienna
Austria
France
Switzerland
Milan
Zagreb
Croatia
Monaco
Italy
Andorra
Barcelona
Rome

FFC Pre Pilot final destinations

8 types of produce

Co-financed by the European Union
Connecting Europe Facility

mehadrin
Growers at heart

FRESH FOOD CORRIDORS

FFC1: Departing Koper

Co-financed by the European Union
Connecting Europe Facility

mehadrin
Growers at heart

FRESH FOOD CORRIDORS

Co-financed by the European Union
Connecting Europe Facility

mehadrin
Growers at heart

FRESH
FOOD
CORRIDORS

Co-financed by the European Union
Connecting Europe Facility

mehadrin
Growers at heart

FRESH
FOOD
CORRIDORS

Co-financed by the European Union
Connecting Europe Facility

mehadrin
Growers at heart

FRESH FOOD CORRIDORS

Co-financed by the European Union
Connecting Europe Facility

Co-financed by the European Union
Connecting Europe Facility

mehadrin
Growers at heart

FRESH
FOOD
CORRIDORS

Co-financed by the European Union
Connecting Europe Facility

mehadrin
Growers at heart

FRESH FOOD CORRIDORS

Thank You!

FRESH
FOOD
CORRIDORS

Co-financed by the European Union
Connecting Europe Facility