GepäckLoS
BaggageLess

new innovative baggage transport system

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Initial possition

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First stage project funded

- *by the Austrian Ministry of Transportation and*
- *by the Austrian Promotion Agency (FFG)*

Initial possition

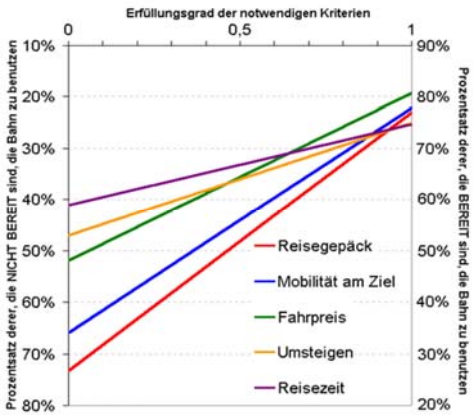
„As long as the railway system is not able to replace the car boot suitable it will not be striking successful.“
(cit. Univ.Prof. Engel)

Baggage is the main reason why cars are used instead of sustainable modes of mobility. This counts for travels as for daily mobility.

Influence of baggage

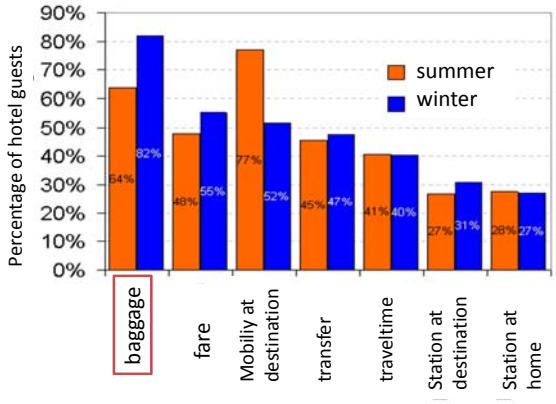
Baggage elasticity

elasticity	
Baggage	0,685
Mobility at destination	0,655
Travel fare / price	0,630
Transfer	0,469
Travel time	0,386



Influence of baggage

Reasons, why the train is not chosen



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Problems caused by baggage

- **Generel:** People with reduced mobility (PRM)
- **Combination** of different restrictions – e.g.:
  - baby pram, children
  - Different handicaps
- **Ageing Society**

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Problems caused by baggage

Station

- Shopping
- Restaurants etc.

Train ride

- Boarding
- Searching for free seets
- Storing baggage

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Effects by baggage

- **Journeys:** The train is often not taken because the baggage transport is felt too uncomfortable (also e.g. for way to airports)
- **Daily mobility:** shopping, daily trips, taking along „bits and pieces“→ *car instead of sustainable mobility*

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Actual baggage logistic systems

Journeys:

- Baggage-Check-In (air travel)
- Rail-Air (baggage check in)
- Checked baggage between rail stations (CH)
- Door-to-door baggage service (home delivery/shops)

Daily routine:

- Delivery service (home delivery)
- Pick-up in partner shops, post shops etc.
- Pick-up machine

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Problemes of actual systems

- Unflexible
  - Large time slot
  - Personal presence required
  - Long transport duration
  - Not on weekends
- Expensive
- Actual systems are more or less „crutches“– therefor uneconomical

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Aim of BaggageLess (long term)

*Compleate **car boot replacement** (regarding flexibility, comfort, capacity etc.)*

„Parallel system freight mobility“ to passenger mobility

→For intermodal trips

→For daily trips (e.g. for shopping, bits and pieces etc.)

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Aim of project Gepäcklos

- **Conceptual design** different **scenarios** (also operation model)
- Definition of **customers needs** and **expectations**
- Definition of **technolological** and **logistic challenges**
- Point out **IT-challenges** and solutions
- **Evaluation** of different systems regarding efficiency, customers benefits, feasibility, meaningfulness and general benefits
- Point out **technical challenges**, which are not or hardly realizable at the moment, show scenarious for **future developements**

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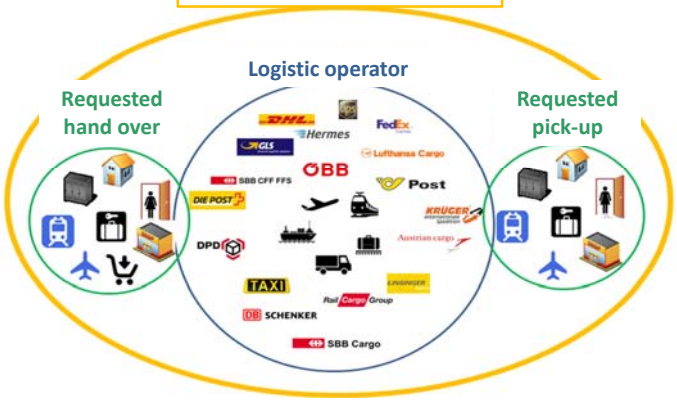
Operator model

Baggage logistic operator as superordinate One-Stop-Shop

→ like transport association in passenger transport



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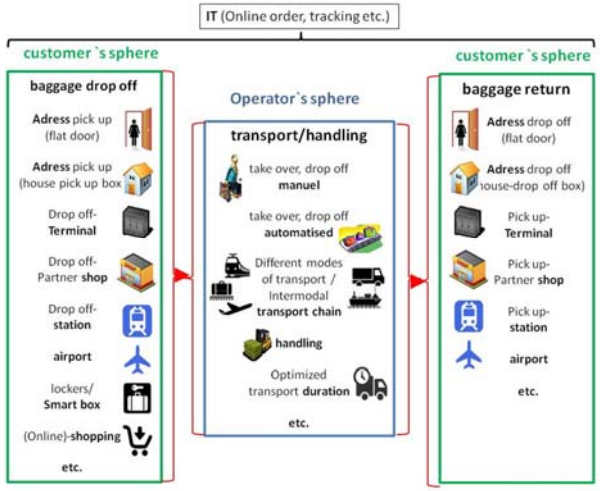
Challenges in customer`s & operator`s sphere



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General project aim

- All over the country logistic network
- Realtime baggage transport (regarding passenger transport)

New additional project partners

- Lufthansa
- Frankfurt Airport

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Project structure

- *WP 1 – project management & dissemination*
- WP 2 – logistic case scenarios & **customer needs**
- WP 3 - technological, logistical and operational **frame conditions**
- WP 4 – system **benchmark**
- WP 5 – **conceptual design** and evaluation
- WP 6 – required measures, research- and developement request

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Thank you for your attention

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