

Road and rail transports

The transport of goods over longer distances usually entails a mix of transportation forms. Overland connections generally combine rail and road for an optimum service that often operates according to fixed timetables and routes. Bohemiakombi spol. s r.o. was set up in 1992 as a wholly owned subsidiary of Kombiverkehr KG in Frankfurt in anticipation of the growing need for a regular transportation service between Eastern and Western Europe.



With regular freight train services between Lovosice and northern Germany, Bohemiakombi can offer an efficient service between east and west



Road and rail: the ideal combination

Trade between Eastern and Western Europe has stepped up a gear since the accession of ten former soviet satellite states into the European Union. More western companies are moving production sites to the cheaper wage economies of the east while companies in the new member states are taking advantage of the favourable trading conditions to build up exports to the west. Bohemiakombi caters to both trends by providing regular and reliable transports for freight forwarding companies. The company does not see itself so much as a logistics specialist but more as a vital part in the logistics chain. "We operate throughout Europe ensuring reliable transports for containers, swap bodies and trailers. Our main service is the

goods train connection between Lovosice in the Czech Republic and Duisburg and between Lovosice and Hamburg which is known as the Bohemia Express," says Managing Director Vladimir Fiser. Once the goods arrive in Germany they are forwarded on to numerous destinations either by train or lorry. To ensure optimum efficiency, Bohemiakombi strives to fill each goods train every time it makes the journey. It offers three trips per week on both of its rail routes and the total time is similar to the amount of time a lorry would require to travel the same distance. "Moving goods long distance by rail is much more cost effective than by lorry. It reduces the need for drivers and is also much more environmentally friendly," says

Mr. Fiser. Despite these advantages, Czech freight forwarders still think road first and rail second and the company has to overcome this resistance. However, recently introduced motorway charging for lorries in both Germany and the Czech Republic are an increasingly persuasive argument in favour of rail. Another positive hangover from the communist era is that the Czech rail network is well developed. Foreign companies are far more prepared to entrust their transports to the rail network and 80% of the company's customers are international. It hopes to attract more foreign companies with activities in the Czech Republic to its services. ■



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