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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Combined Transport  
(Thirty-seventh session, 18 and 19 April 2002,  
agenda item 8)

**THE ROLE OF THE RAILWAYS IN THE PROMOTION  
OF COMBINED TRANSPORT**

**AGCT**

**New standards and parameters**

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This document does not engage the responsibility of the NGOs with which the above persons cooperate. It should be taken as a starting point to be further developed by the members of WP.24.

### **Dictionary definitions**

**criterion:** a principle by which something may be judged or decided

**estimate:** determine the value of ...

**partnership:** association of social or economic partners

**partner:** person or group undertaking a project in association with others

**practice:** application, execution, implementation (of an art, of a science, etc.)

**indicator:** scale, device permitting the exact measurement of a level

### Combined rail-road transport: cultivating quality



Possibility of external recognition of durably measured quality and maintenance at 97/98% by means of an official “top quality” label (guarantee)

## Organization of a partnership

- Initial situation
- Stakes
- Content
- Objectives/aims
- Commitment of the parties
- Implementation: means
- Schedule (open vs. closed)
- Defects - Penalties
- Inspections - Corrections

## Partners

### 1. Active partners

- Infrastructure managers
- Railway companies<sup>\*</sup>
- Train operators in the combined transport operation
- Terminal operators
- Organizers of combined transport
- Clients/Shippers

+ Customs

### 2. Entity partners

- States/Governments
- International organizations
  - UN/ECE
  - ECMT
  - European Union
- Professional NGOs
- Constructors of (rail, road, handling, computer) equipment

## Forms for a partnership model

- Charter (bona fide)
- Framework agreement
- Contract

Possibly supplemented by a service protocol

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\* Public/private.

### Other types of partnership model

- Based on a White Paper
- Readjustment of transport modes to promote intermodality and more particularly combined transport (unaccompanied combined transport, accompanied combined transport)
- Positioning as an efficient transport mode in terms of reliability and quality
- Incorporation of combined transport (and intermodal transport) in a consistent and efficient system, linking transport and logistics in the context of supply chain management (SCM)
- Separate “drawers” system permitting adaptation to a maximum number of cases
- Implication of active solidarity between partners which should be reflected in their respective obligations both at the level of best practices and key performance indicators

### Best practices

- Catalogue of measures/conditions which when placed end to end trace the outline of the project
- They cover the whole length of the chain
- Establishment of a “one step shop system” (OSSS) for each partnership, whatever the content of the project or its problems. Operation in “Project-OSSS” mode should make it possible to do away with administrative frontiers and other relatively “artificial” obstacles which attest to/maintain traditions and other monopolies and thus may generate escape clauses
- In particular, the qualitative standards applicable to freight should be taken from passenger standards so as to give freight every possible chance

### Best practices applied to the allocation of a combined transport train path

- Allocation of a quality train path throughout, not subject to passenger traffic
- Guaranteed allocation of the locomotive-driver group

- “European” standard costs of the train path
- Ownership of the train path - identical with air traffic rights
- Operation of the allocation in OSSS

Key performance indicators (KPIs)

- In part taken from the 95-20 in French (cf. pages 8-9 of French text)
  - In part according to the “international” supplement below
    - Measure of compliance with the seat reservations system on international daily trains (because of the limited number of places)  
N.B. does not apply to HUPAC shuttles  
Responsibility for follow-up: Operators of “combined” trains
    - Measure of compliance with mandatory meeting times at borders, arrival and departure time at the changeover point  
Responsibility for follow-up: railway companies
    - Measure of data transmission compliance (quality - timing - content) according to the European Rail Traffic Management System (ERTMS) - concomitant measurement of non-retention of data  
Responsibility for follow-up: railway companies - operators of “combined” trains
    - Measurement of proper control of customs/health/dangerous goods inspections  
Responsibility for follow-up: all active partners
    - Measure of correct transmission of “papers”: international consignment note (UIC) and other technical documents (electronic consignment note currently being generalized)  
Responsibility for follow-up: railway companies and operators of “combined” trains
    - Measure of acceptance of the intermodal transport units (ITU) at the arrival terminal:  $\leq 3$  hours after arrival (waiting time  $< 30$  minutes)
    - Measure neutralized if collection of ITU  $\geq 3$  hours after (logistical buffer stock)  
Responsibility for follow-up: Operators of “combined” trains + terminal operators + combined transport organizers.
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Annex

## Indicators followed up under the 95/20 agreement

No.	Description	Measure	Authority responsible for follow-up	Observations
95/1	Administrative and technical compliance of bodies delivered by hauliers to the loading yard	Number of approved bodies and % of total, for each train. Accumulated total per month per train	NOVATRANS in relation with its clients	List of points to be established (GNTC and FNTR to create awareness)
95/2	Road hand-over deadlines (RHOD)	Number of bodies handed over between (RHOD - 15 minutes and RHOD) on time and % of total bodies handed over in a given train. Accumulated total per month per train	NOVATRANS in relation with its clients	Basic contract NOVATRANS/clients
95/3	Railway hand-over deadlines	Lateness (in minutes) in relation to agreed time. Follow-up per train and % of trains in conformity per month	SNCF NOVATRANS	NOVATRANS/SNCF contract (train basis)
95/4	Administrative and technical compliance of wagons and their load, delivered to trains in the loading yard	Number of compliant wagons and % of total wagons handed over for a given train. Accumulated total per month per train	SNCF in relation with NOVATRANS	Acceptance for carriage and technical inspection of trains
95/5	Departure of train	Lateness (in minutes) in relation to agreed time. Follow-up per train and % of compliant trains per month	SNCF	Reasons in the event of late departure
95/6	Arrival of train	Lateness (in minutes) in relation to agreed time. Follow-up per train and % of compliant trains per month	SNCF	Reasons for line delays - wagons - load - infrastructure - operation

95/7	Rail delivery	Lateness (in minutes) in relation to agreed time. Follow-up per train and % of compliant trains per month	SNCF in relation with NOVATRANS	NOVATRANS/SNCF contract (based on train)
95/8	Road delivery	Number of bodies delivered within 30 minutes after arrival of client and % of total for a given train. Accumulated total per month per train	NOVATRANS in relation with its clients	Basic contract NOVATRANS/clients, time-recorder
95/9	Undamaged state of bodies delivered to clients	Number of non-compliant bodies and % in relation to total number of bodies delivered recorded per train. Accumulated total per month per train	NOVATRANS in relation with its clients	Analysis of disputes
20/1	Traffic delivered to trains, by route	Number of bodies carried by train and by route. Accumulated total per month per train and comparison with 1999	NOVATRANS	
20/2	Filling of trains	Rate of filling of trains. Monthly average per train and comparison with 1999	SNCF	
20/3	Total traffic per route (95/20 trains and other trains used by NOVATRANS)	Traffic on the routes IDF <-> Toulouse IDF <-> Avignon IDF <-> Marseille Per month and accumulated total as from March 2000, comparison with 1999	NOVATRANS (Number of bodies, tonnages) SNCF (volume, TBR and TKT)	Overall traffic

The number of new clients in trains under the agreement and levels of traffic will be the subject of a regular communication by NOVATRANS to the follow-up committee but are not part of the indicators.

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