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

Note prepared by Ms. S. Gehenot and Mr. Y. Laufer

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

Outline structure

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Partnership criteria

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Definition of best practices

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Service protocol

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Definition of measurable key performance indicators (KPI)

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"Monthly" output of measures taken

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Follow-up committee, agreeing on:
- corrective measures
- deadlines for implementation
- means required

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Penalties for quality defects

Compensation (maximum contractual period for regularization)

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Overall operation of the system in OSSS in order to institutionalize and maximize efficiency

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
   - 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

* 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.
Annex

Indicators followed up under the 95/20 agreement

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Measure</th>
<th>Authority responsible for follow-up</th>
<th>Observations</th>
</tr>
</thead>
<tbody>
<tr>
<td>95/1</td>
<td>Administrative and technical compliance of bodies delivered by hauliers to the loading yard</td>
<td>Number of approved bodies and % of total, for each train. Accumulated total per month per train</td>
<td>NOVATRANS in relation with its clients</td>
<td>List of points to be established (GNTC and FNTR to create awareness)</td>
</tr>
<tr>
<td>95/2</td>
<td>Road hand-over deadlines (RHOD)</td>
<td>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</td>
<td>NOVATRANS in relation with its clients</td>
<td>Basic contract NOVATRANS/clients</td>
</tr>
<tr>
<td>95/3</td>
<td>Railway hand-over deadlines</td>
<td>Lateness (in minutes) in relation to agreed time. Follow-up per train and % of trains in conformity per month</td>
<td>SNCF NOVATRANS</td>
<td>NOVATRANS/SNCF contract (train basis)</td>
</tr>
<tr>
<td>95/4</td>
<td>Administrative and technical compliance of wagons and their load, delivered to trains in the loading yard</td>
<td>Number of compliant wagons and % of total wagons handed over for a given train. Accumulated total per month per train</td>
<td>SNCF in relation with NOVATRANS</td>
<td>Acceptance for carriage and technical inspection of trains</td>
</tr>
<tr>
<td>95/5</td>
<td>Departure of train</td>
<td>Lateness (in minutes) in relation to agreed time. Follow-up per train and % of compliant trains per month</td>
<td>SNCF</td>
<td>Reasons in the event of late departure</td>
</tr>
<tr>
<td>95/6</td>
<td>Arrival of train</td>
<td>Lateness (in minutes) in relation to agreed time. Follow-up per train and % of compliant trains per month</td>
<td>SNCF</td>
<td>Reasons for line delays - wagons - load - infrastructure - operation</td>
</tr>
<tr>
<td>No.</td>
<td>Description</td>
<td>Details</td>
<td>Metric</td>
<td>Notes</td>
</tr>
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</tr>
<tr>
<td>95/7</td>
<td>Rail delivery</td>
<td>Lateness (in minutes) in relation to agreed time. Follow-up per train and % of compliant trains per month</td>
<td>SNCF in relation with NOVATRANS</td>
<td>NOVATRANS/SNCF contract (based on train)</td>
</tr>
<tr>
<td>95/8</td>
<td>Road delivery</td>
<td>Number of bodies delivered within 30 minutes after arrival of client and % of total for a given train. Accumulated total per month per train</td>
<td>NOVATRANS in relation with its clients</td>
<td>Basic contract NOVATRANS/clients, time-recorder</td>
</tr>
<tr>
<td>95/9</td>
<td>Undamaged state of bodies delivered to clients</td>
<td>Number of non-compliant bodies and % in relation to total number of bodies delivered recorded per train. Accumulated total per month per train</td>
<td>NOVATRANS in relation with its clients</td>
<td>Analysis of disputes</td>
</tr>
<tr>
<td>20/1</td>
<td>Traffic delivered to trains, by route</td>
<td>Number of bodies carried by train and by route. Accumulated total per month per train and comparison with 1999</td>
<td>NOVATRANS</td>
<td></td>
</tr>
<tr>
<td>20/2</td>
<td>Filling of trains</td>
<td>Rate of filling of trains. Monthly average per train and comparison with 1999</td>
<td>SNCF</td>
<td></td>
</tr>
<tr>
<td>20/3</td>
<td>Total traffic per route (95/20 trains and other trains used by NOVATRANS)</td>
<td>Traffic on the routes IDF &lt;-&gt; Toulouse, IDF &lt;-&gt; Avignon, IDF &lt;-&gt; Marseille Per month and accumulated total as from March 2000, comparison with 1999</td>
<td>NOVATRANS (Number of bodies, tonnages) SNCF (volume, TBR and TKT)</td>
<td>Overall traffic</td>
</tr>
</tbody>
</table>

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.