



INTERNATIONAL UNION  
FOR ROAD-RAIL  
COMBINED TRANSPORT



Co-financed by the European Union  
Connecting Europe Facility

*ELETA FINAL CONFERENCE – BRUSSELS - 5.11.2019*

## Impact assessment initial results



<b>Scope</b>	<b>Comprehensive Impact Assessment</b> of ELETA project for <ul style="list-style-type: none"><li>• direct Stakeholders (CTOs, RUs, IMs, Terminals, RNE, service providers)</li><li>• all other relevant Stakeholders (Shunting Yard, LSPs, Shippers, Society etc.)</li></ul>
<b>Final aim</b>	<ul style="list-style-type: none"><li>• <b>enhanced ETA information on cost reduction</b> (operational)</li><li>• Combined Transport more attractive for customers (LSPs)</li></ul>
<b>Content</b>	<ul style="list-style-type: none"><li>• comparison / <b>benchmark of both ESPs</b></li><li>• <b>user experience (CTOs)</b> with overall business case (entire CT chain)</li><li>• net benefit for society</li><li>• financial viability</li></ul>
<b>Methodology</b>	<ul style="list-style-type: none"><li>• <b>selection of relevant KPIs</b> (data accuracy, ETA accuracy, number of deviations; costs per line)</li><li>• <b>collection of quantitative and qualitative information</b> (direct survey / online questionnaires)</li></ul>

## Data collection (ESPs, CTOs, RNE)

1. Data Delivery (scope)
2. Data Quality (completeness, correctness)
3. ETA Quality
4. ETA Accuracy Calculation Logic
5. ETA Accuracy Calculation Results

## User experiences (CTOs)

1. Achievements & Effort
2. Benefits
3. Issues & Hurdles
4. Not realized capability
5. Potentiality
6. Outlook: Future Vision



## Terminal Integration (CTOs, TOs, RNE)

1. Scope
2. Efforts
3. Issues / hurdles
4. Links



## Legal Framework (UIRR, RNE, KNV)

1. Data sharing and accessibility in Combined Transport
2. First/last mile operations (terminal perspective)



## *Contributions of ESPs, CTOs and RNE*

<b>Data delivery</b>	<ul style="list-style-type: none"><li>• <b>Missing agreements and missing (national) train numbers</b></li><li>• Common Interface (RNE TIS) not working all the time</li><li>• Delays in sending messages / latency issues</li></ul>
<b>Data completeness</b>	<ul style="list-style-type: none"><li>• Most lines were incomplete at the start (mainly train IDs)</li><li>• <b>Big efforts of RNE, ESPs and CTOs to achieve 80% of completeness</b> – some new relations still incomplete:<ul style="list-style-type: none"><li>• 12 lines – about 4 months</li><li>• 10 additional lines – about 2.5 months</li></ul></li><li>• Integration of Timetables / train running information</li></ul>
<b>Data correctness</b>	<ul style="list-style-type: none"><li>• <b>GPS data more detailed and consistent (compared to TIS)</b></li><li>• Creation of Data Quality Groups (RNE)</li></ul>
<b>Data quality checks</b>	<ul style="list-style-type: none"><li>• ~1h per day (ESP)</li><li>• ~2h per day (RNE)</li></ul>



## Contributions of CTOs, UIRR & RNE

### Data sharing & accessibility in Combined Transport

- **Core text:** editorial adaptations (ETA vs TETA, IM entry point, responsibility of Lead RU)
- **Data accessibility - new text in chapter 4 of TAF TSI**  
*...every stakeholder may exchange the messages according to Chapters ..... with other stakeholders involved in the same freight service, under the condition that the stakeholders are identifiable....*
- **Glossary:** editorial adaptations + new terms (terminal operator)

### First/last mile operations

- Integration of mandatory communication exchanges between terminal operators and responsible operational RUs



INTERNATIONAL UNION  
FOR ROAD-RAIL  
COMBINED TRANSPORT

Eric Feyen  
[efeyen@uirr.com](mailto:efeyen@uirr.com)  
+32 2 548 78 95

# THANK YOU FOR YOUR ATTENTION !

# ELETA



**Co-financed by the European Union**  
Connecting Europe Facility

