



Union Internationale des Sociétés de Transport Combiné Rail-Route

Combined Transport Operator's Experience with Rail Quality and Need for Performance Regimes

RNE Conference Vienna 22/11/2007

by Martin Burkhardt



UIRR: 20 operators in 14 countries



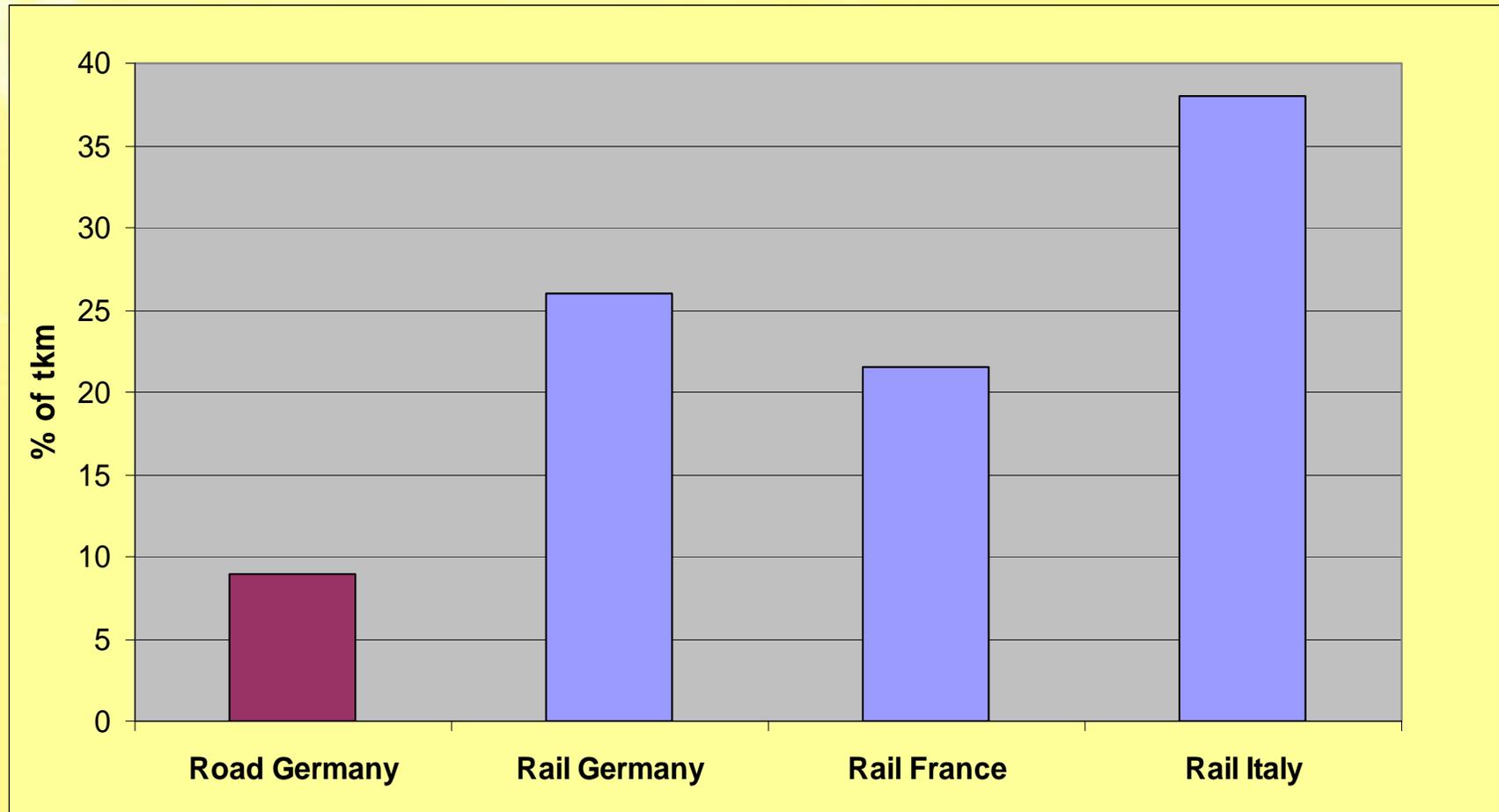
11,000 truckloads per day shifted to rail in 500 trains

13,000 wagons under own management



Importance of Combined Transport today

Part of Combined transport in % of tkm **Road (>300km)** and Rail 2005/6 in some European Countries





Punctuality 1999-2006 of int. CT trains

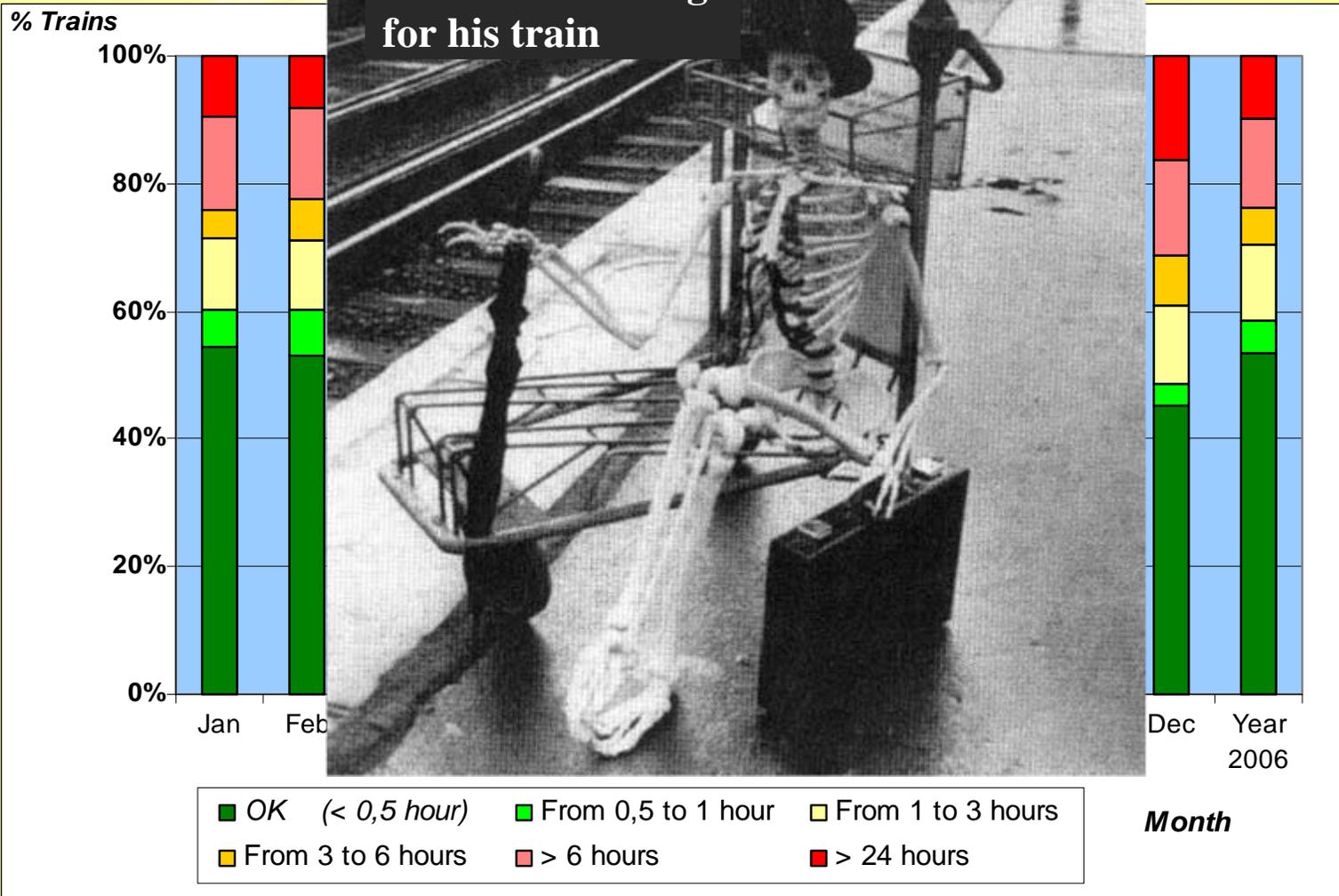
Regular trains which have to be ordered 8 to 19 months in advance



Year	Number of trains
1999	18 347
2000	20 016
2001	21 324
2002	20 189
2003	27 247
2004	28 230
2005	21 152
2006	23 232



Punctuality and Delays of int. CT-trains 2006



**10%
> 24h!**

**Ok
only
53%**

Unacceptable situation for customers ⇒ higher costs.



Reasons of Delays (2004)

	All axes	100,0%
1	Force Majeure	3,2%
1.1	Inclemency	2%
1.2	External causes	1%
1.3	National Strike	0%
2	Terminal operator related	6,3%
2.1	Crane	1%
2.2	Overload	2%
2.3	Various	3%
3	Railway causes	81,5%
3.1	Anterior delays	6%
3.2	Missing personnel	10%
3.3	Missing traction	19%
3.4	Railways' strikes	5%
3.5	Sorting fault	5%
3.6	Traction damages	8%
3.7	Works	5%
3.8	Divers	23%
4	Various	10%

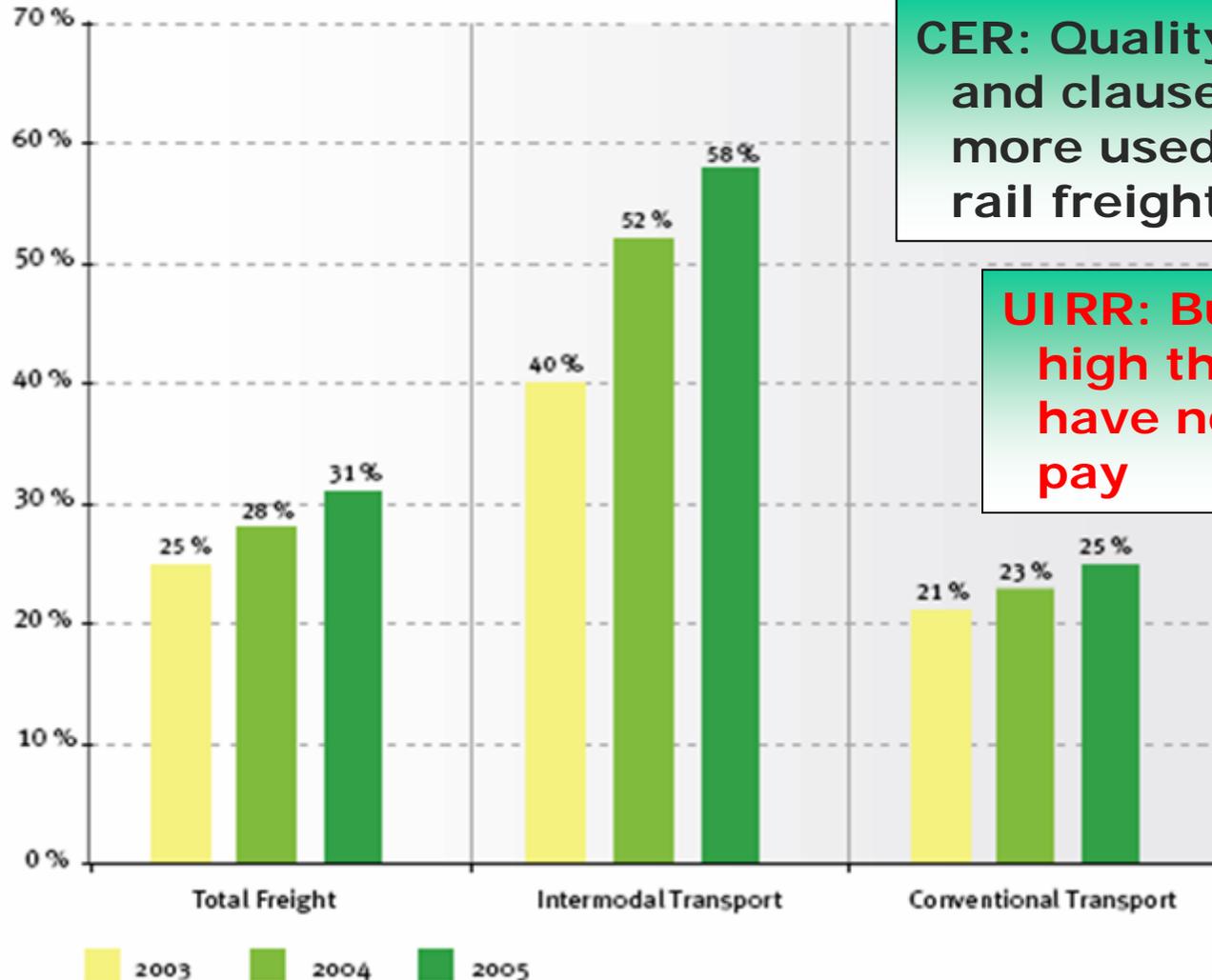
Causes RU or IM?

RUs say: often IM



Quality agreements

Proportion of freight business (measured in tonnes kilometres)
subject to quality clauses

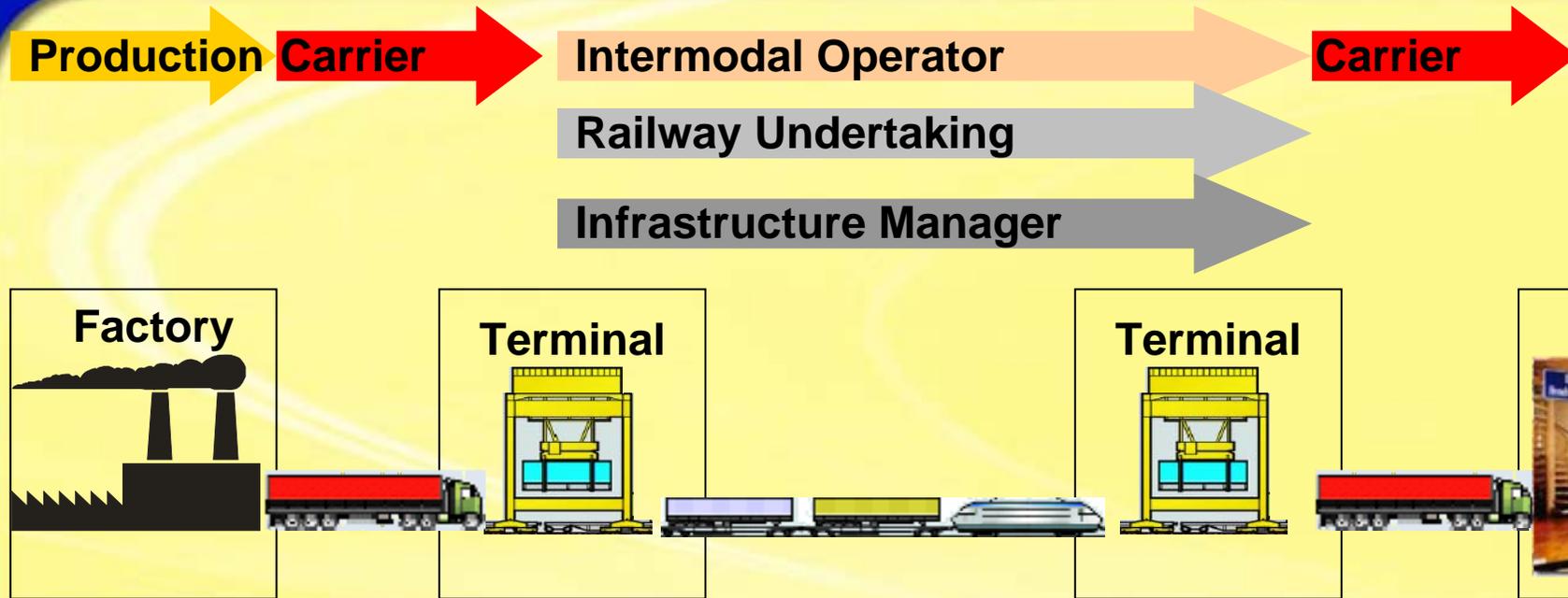


CER: Quality Agreements and clauses are more and more used in European rail freight business

UIRR: But often with so high thresholds that RUs have nothing or little to pay

Source: CER Rail Freight Quality Report 2005

Costs due to the lack of quality



IM: Loss of capacity, less infrastructure charges

RU: Need for additional locomotives and driver

CT-Operators: Wagons cannot be used for the return train \Rightarrow costs for additional wagons

Terminal Operator: additional personnel

Road Operator: waiting costs for truck and driver



Optimize the rail system!

← To optimise the system: We need a feed-back loop to the responsible!

- **Who ever has to act, decide or invest should be aware of the consequences for the other actors in the logistic chain.**
- **Bases for quality regimes of the other actors is a performance regime between IM and RU.**
- **Intermodal operators must have direct access to the information provided by IM concerning their trains.**



Need to optimize the rail system!

CT is growing fast and needs capacity

