



INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

Berner Tage 2014

THE CUSTOMER-PERSPECTIVE OF MULTIMODALITY



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Director General



- **Members: CT-Operators and Terminal-Operators**
(CT-train and terminal Operators are the link between road and rail)
- **Homogeneous interest of all members: shifting longer distance transports from pure-road to include electric rail**
- **Role of logistics companies and road hauliers in UIRR: customers and shareholders of UIRR members**
- **UIRR-members handled in 2012 about 50% of European road-rail Combined Transport**
- **UIRR was founded in 1970;**
Liaison Office in Brussels since 1988





What consignors need when using multimodal transport solutions?

- An efficient integration of the different modes of transport taking part in the transport-chain
- A common international activity between the railways and the industry in order to work together in a constructive way on new cross border concepts
- A “state of the art” hub infrastructure for continuous and harmonized processes at the transport interfaces
- A specialized provider of multimodal logistics and a link to a pan-European network



- A short first mile / last mile is essential in order to be competitive
- A multifunctional terminal, including cranes for all kind of equipment (containers, mega swap bodies, mega-trailers, etc.)
- Enough capacity for a temporary storage / parking of swap-bodies, trailers, etc.
- Customs office
- Security
- Possibilities for extension



Sustainable and reliable solutions

- Infrastructure (tracks, shunting yards)
- Locomotives (quality, quantity, multi-systems)
- Wagons and equipment
- Workforce, human resources

Communication

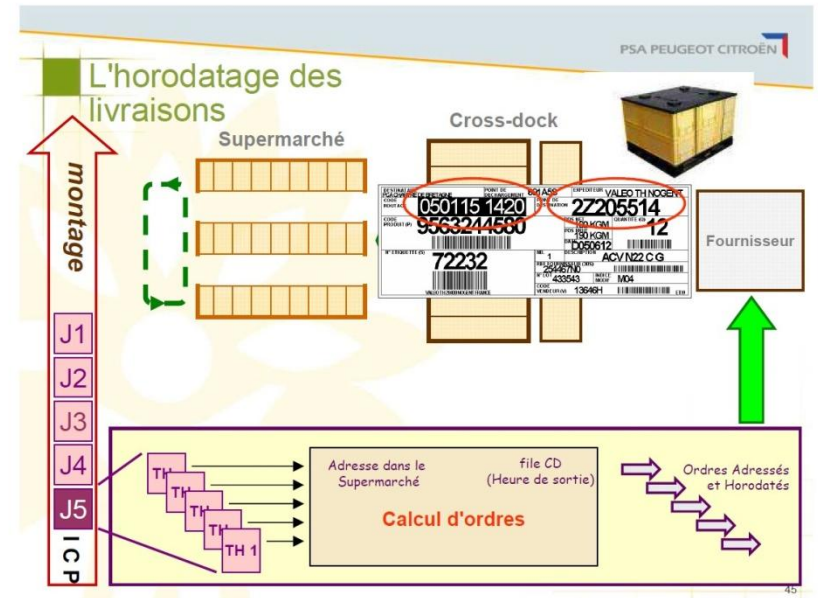
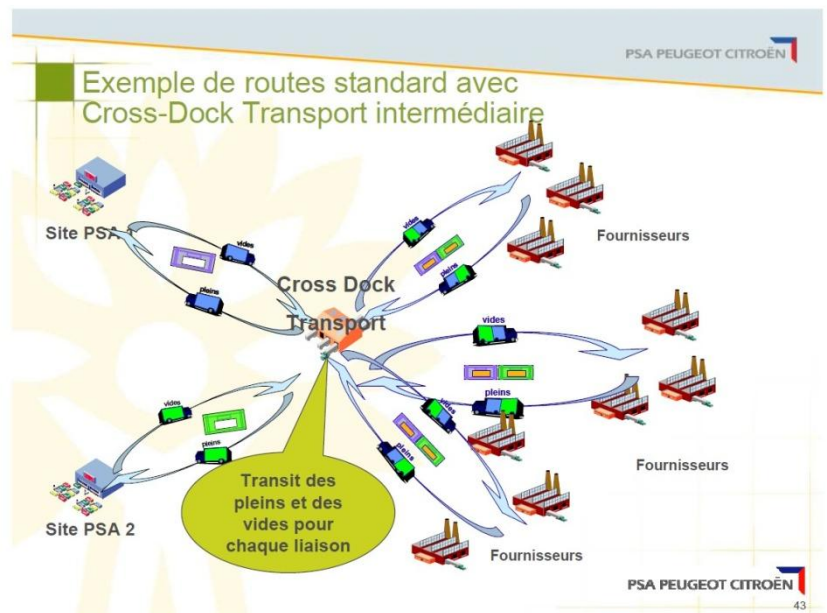
- Ongoing information flow (7 days / week – 24 hours / day)
- Link between the different data systems
- Harmonized tracking and tracing tools



- Objective : Increase internal logistics efficiency
- Means : Reduce the surface occupied
- Logistics: Achieve less stock in the plant
- Action : Increase supply frequency and reduce transport lead time

Set-up of standardized routes

Time slots and labeling





4PL – Architect

Responsible for mobilizing and combining functional blocks of information, systems and operations to meet the challenges of the client's business

3PL – Integrator

« Sets up » dedicated logistics schemes, operating process definition (SOP) and custom-built KPI profiles

2PL – Operator

Performs major tasks to ensure the smooth functioning of part of the supply chain

CONTINUOUS

IMPROVEMENT



Reduced stocks and reduced lead time increase supply chain risks

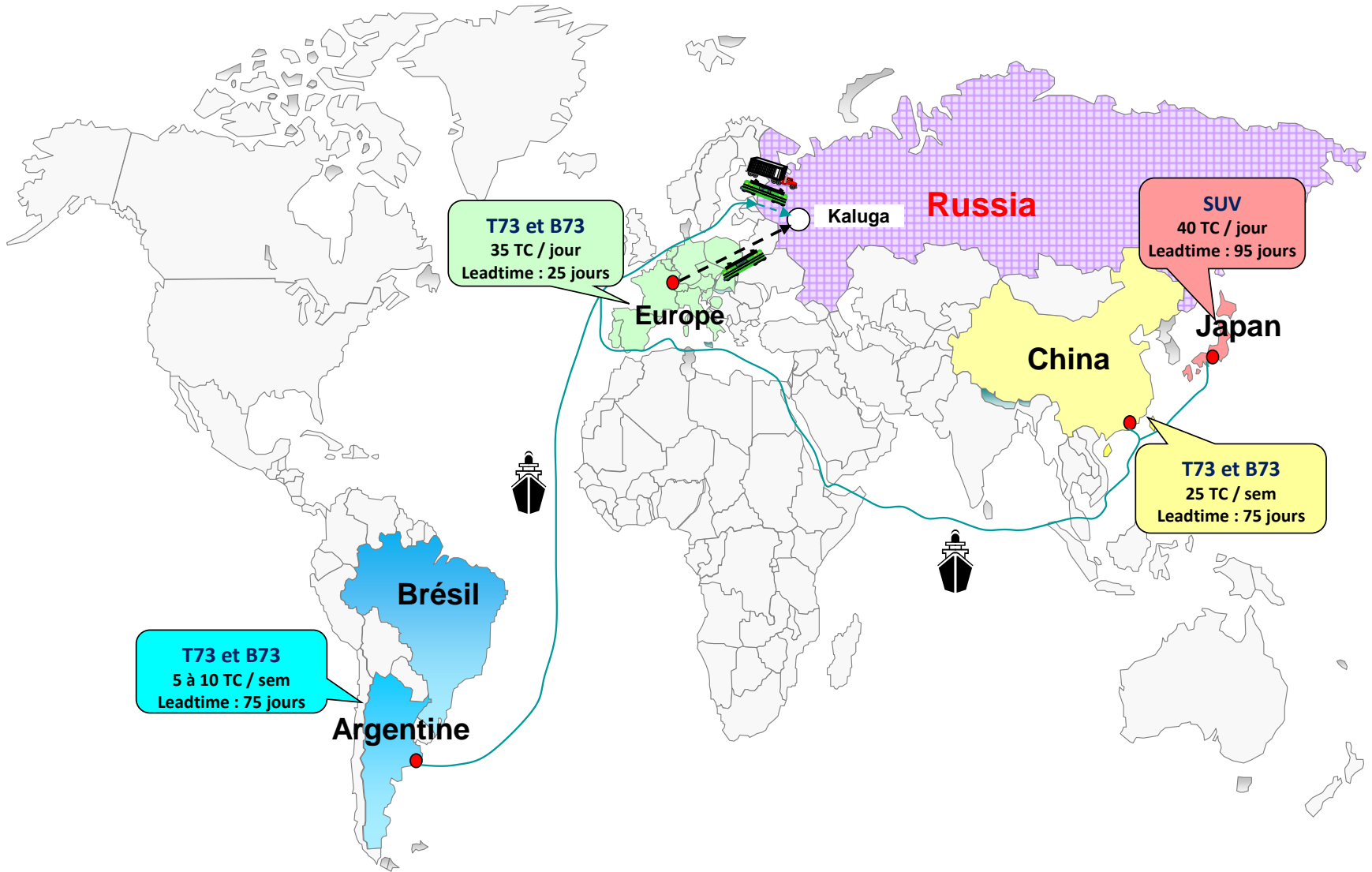
- Late arrivals
- Damages
- Wrong deliveries

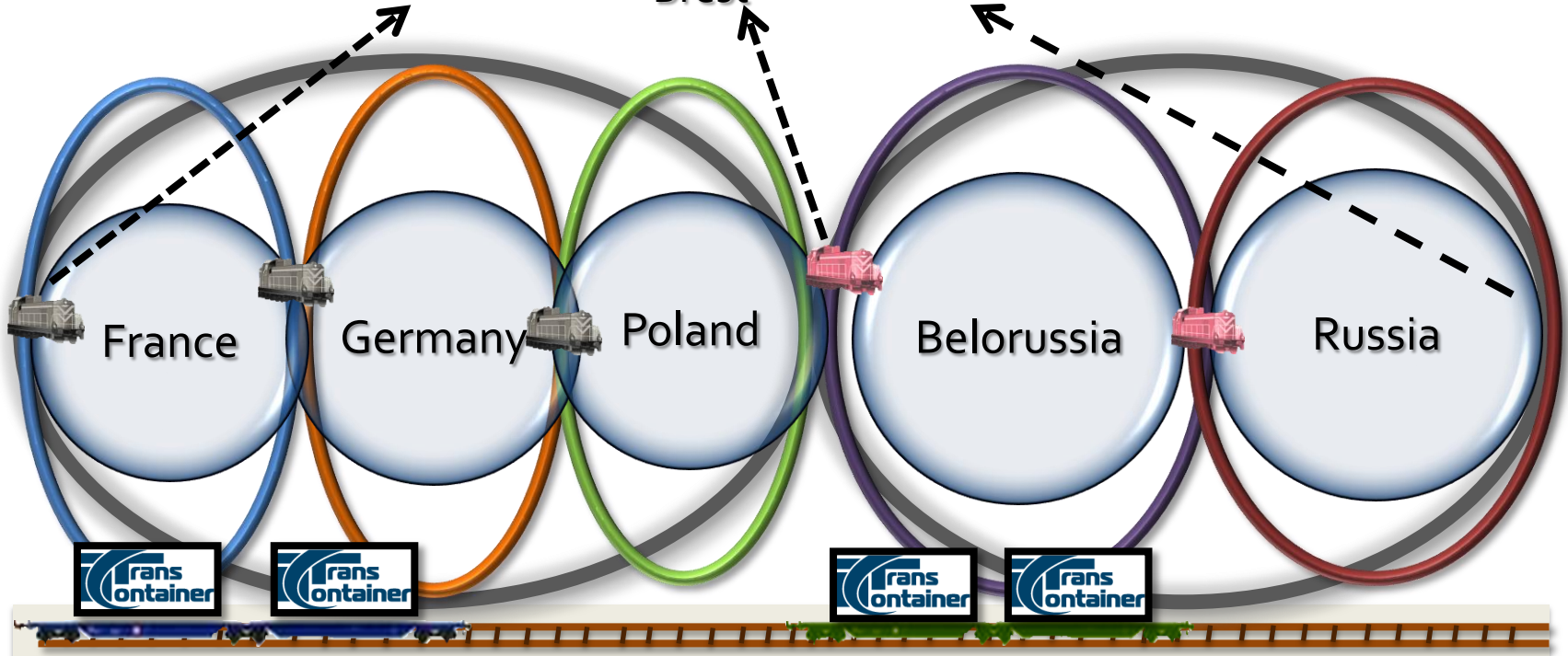
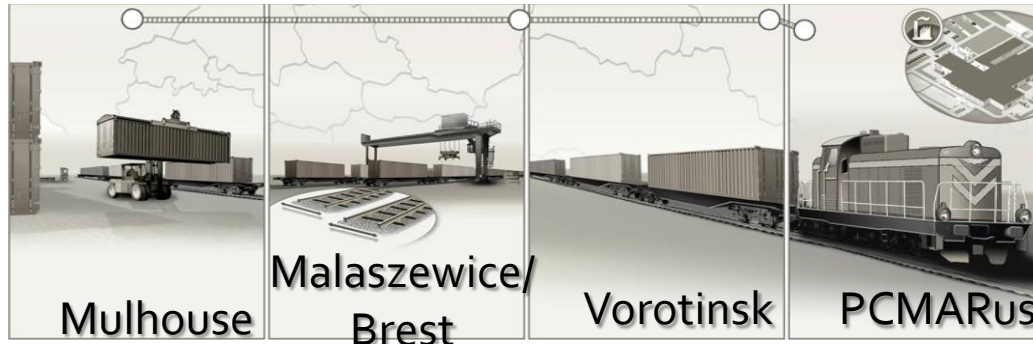
Integrator and architect has a sandwich position between the liability towards the OEM and the demands towards the transport operators.

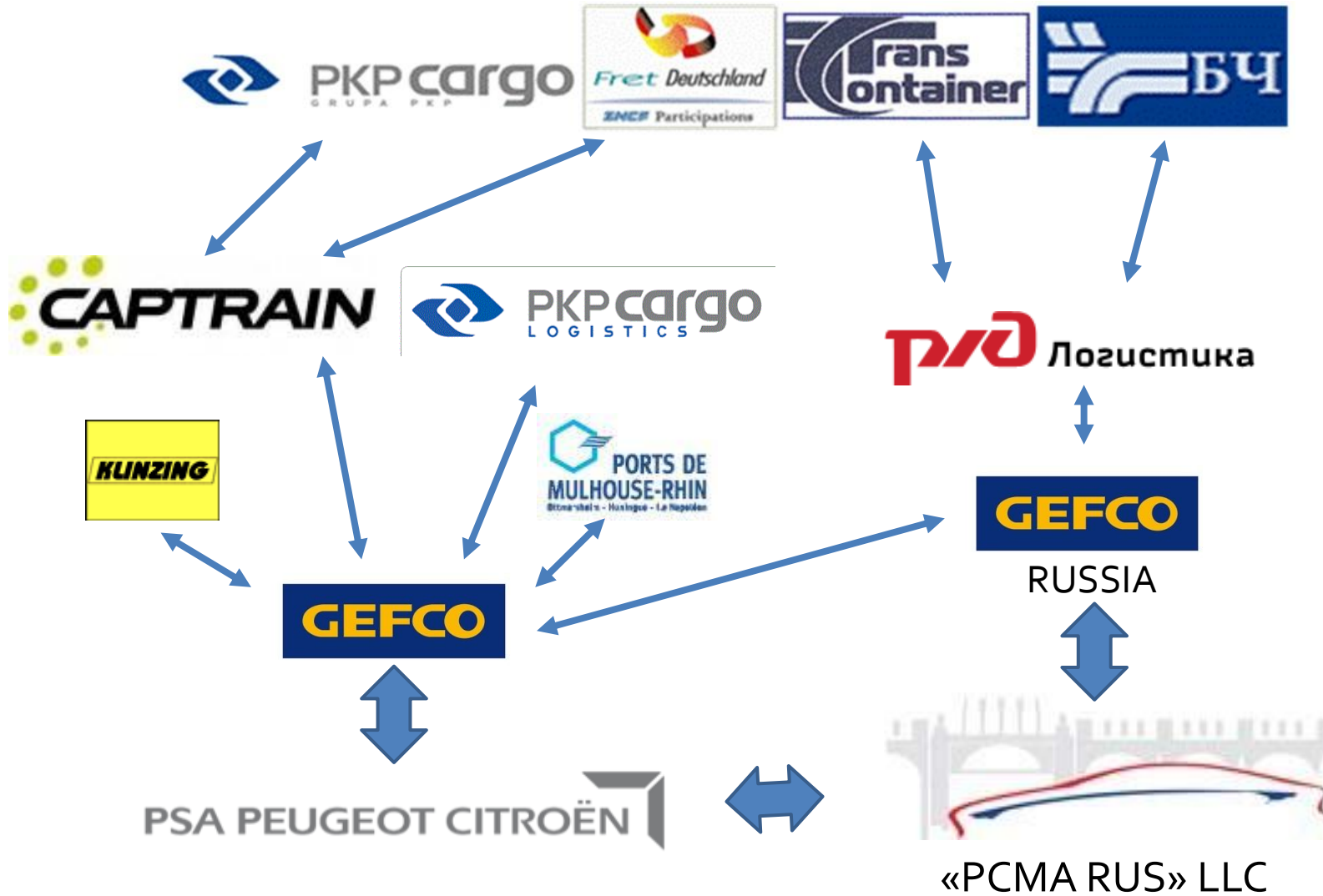
OEM's wish is to treat the integrator and architect similar to a part manufacturer with heavy liabilities.

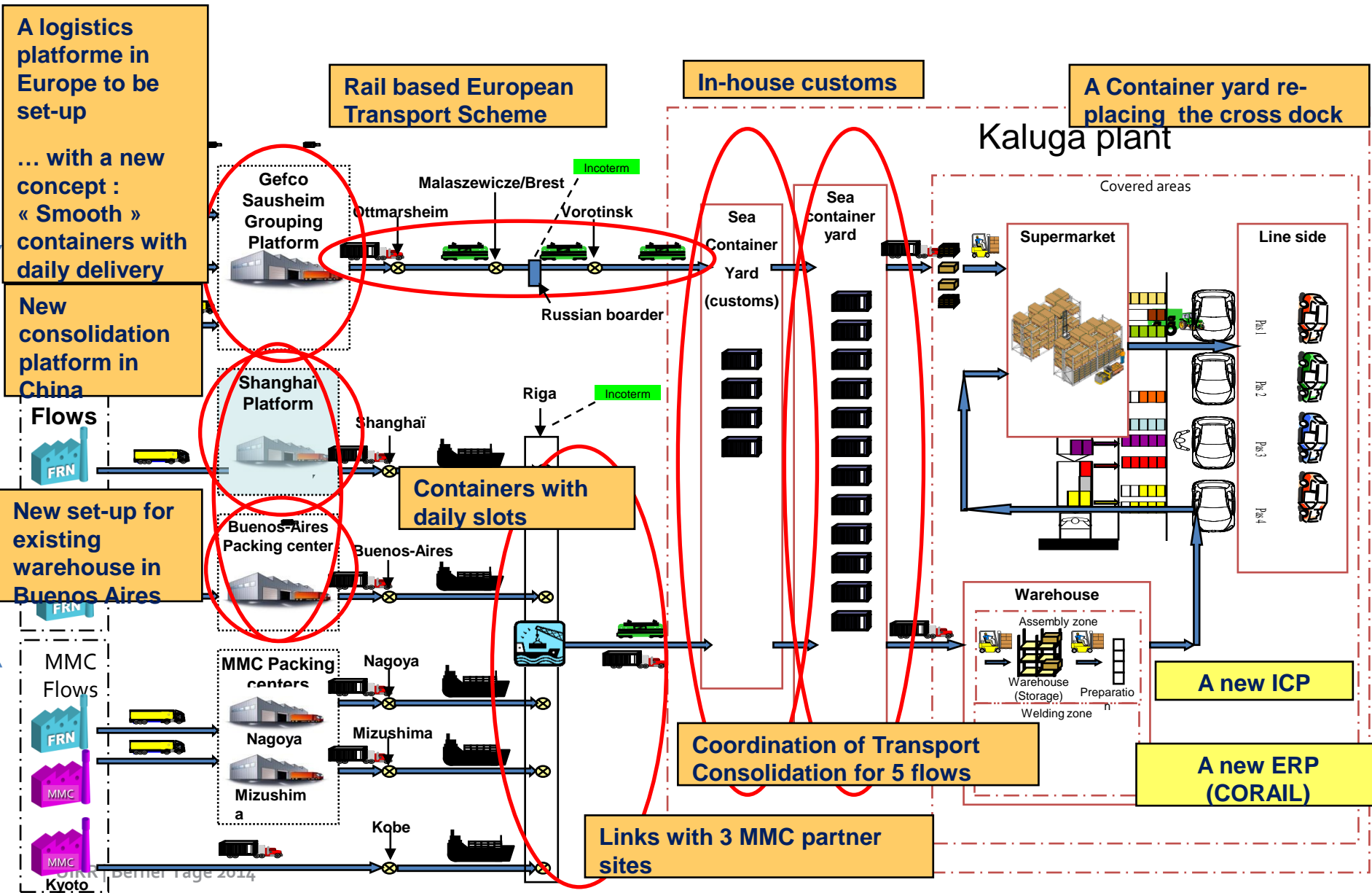
Integrator and architect needs to cover the gap between liabilities towards the OEM and the demands towards the operator by insurance.

Supply Chain Management with Track & Trace, event management, full reporting and KPI follow-up are essential to achieve required profitability levels under such conditions.











- No production stoppage due to GEFCO failure
- No penalties or insurance payments
- Stock level and lead time objectives not yet fully met
- Ambitious multimodal concept converted into reality

Good overall result taking into account the challenges that had to be met

- New plant
- New ERP
- Joint Venture
- New country
- Customs constraints
- New mode of transportation: railway for inbound



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THANK YOU

For your attention

