

(ANNEX II – Bottleneck Fiche)

FREIGHT TRANSPORT LOGISTICS BOTTLENECKS EXERCISE

Fiche submitted for consideration by: SIFA, The Swedish International Freight Association

On: 2007-01-31

Description of the bottleneck:

- Capacity problem for the ferry link between Ystad (Sweden) – Swinoujscie (Poland).

Hampering effects of the bottleneck:

- The capacity problem gives poor quality and reliability.
- Results in loss of volumes.

Measures towards a solution (if available):

- More capacity.

Parties needed to be involved in the solution:

- Port of Ystad
- Green Cargo
- PKP
- Port of Swinoujscie/Szczecin
- Ferry companies

Any available best practice:

No.

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Description of the bottleneck:

- Bad quality of rail transport in Italy and France.

Hampering effects of the bottleneck:

- The rail wagons are late, which means that the goods arrive late and the reliability for rail transport is decreasing.
- The customer has to pay a higher rental cost for the wagons.
- In the end the customer will use other means of transport.

Measures towards a solution (if available):

- Trenitalia and SNCF have to be sensitive to the customers' demand in respect of pricing and performance quality.

Parties needed to be involved in the solution:

- Trenitalia
- SNCF
- DB, Green Cargo and other railway administrations.

Any available best practice:

- A lot of other railway companies.

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Description of the bottleneck:

- Long answering times when asking for freight rates from the railway administrations.

Hampering effects of the bottleneck:

- When at last the forwarder gets the freight rates, the goods have already been sent by other means of transport. Much resources are spent in vain on inquiries.

Measures towards a solution (if available):

- a) Get back quicker with a price or price indication to avoid unnecessary work.
- b) Provide the cooperation partners with a ready-reckoner/tarif, so that they can have a price indication to see if it is worth while to work with the inquiry.
- c) Introduce a system for processing inquiries (some kind of “logbook”).

Parties needed to be involved in the solution:

- The railway administrations, which should make bilateral agreements with the administrations in the neighbouring countries.
- UIC
- FIATA
- CLECAT
- CER

Any available best practice:

- Road transport companies.

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Description of the bottleneck:

- The rigid pricing system of the traditional railway administrations and the difference in pricing between railway-owned wagons and private-owned wagons.

Hampering effects of the bottleneck:

- Creates and preserves imbalance of the goods flows.
- Decreases the productivity and affects the economic outcome.
- Lower capacity for new transport.
- For each wagon loaded with return goods, two empty-running wagons can be avoided.
- The railway product is losing competitiveness.
- The willingness to invest in wagon material is decreasing.

Measures towards a solution (if available):

- The traditional railway administrations must have a pricing model similar to that of the road transport companies, where income and cost for the round trip are taken into consideration.
- One has to think more commercially.
- Agreements for return loads can be made out so that the price is valid only for specific volumes and will not be the price for normal deliveries.
- The pricing of traction shall be the same, regardless of the owner of the wagons.
- Establishment of more operators on the track.

Parties needed to be involved in the solution:

- Bilateral agreements between railway administrations.
- UIC, UIP, FIATA, CLECAT, CER

Any available best practice:

- Road transport companies and private rail operators.

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Description of the bottleneck:

- Limited weight per metre on the railway net.

Hampering effects of the bottleneck:

- One example from Sweden: Lower weight per metre for wagons going to Sweden, as Sweden is classified D2 (6.4 tons per metre) and most other railway administrations have D4 (8 tons per metre).
The maximum payload of the wagons going to Sweden can be increased by 20 % immediately, if D2 would be changed to D4.

Measures towards a solution (if available):

- To change the classification from D2 to D4 on as many sections of line as possible.

Parties needed to be involved in the solution:

- Banverket (The National Swedish Rail Administration)

Any available best practice:

- In other countries.

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Description of the bottleneck:

- Administrative obstacles in the border-crossing traffic.

Hampering effects of the bottleneck:

- Longer transport times and misunderstandings due to:
 - brake tests and inspection of trains are done due to borders between nations.
 - freight documents are written in different languages.

Measures towards a solution (if available):

- Requirements for brake tests and inspection of trains depending on national border should be abolished.
- Only one language should be used for communication and national words or expressions should not be used.

Parties needed to be involved in the solution:

- The national railway administrations
- UIC

Any available best practice:

- Since a long time English is the communication language for air and sea traffic.

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Description of the bottleneck:

- Disturbances in the traffic due to the weather.

Hampering effects of the bottleneck:

- By stormy weather trees are broken and fall down on the contact lines, which causes a stoppage in the traffic, sometimes up to one week.
- The consequence is that the industry does not receive the goods in time, export as well as import is delayed.

Measures towards a solution (if available):

- To have a tree-free zone along the railway lines just like the motorways have. At least the traffic on the main railway lines should not be affected by a storm.
- Banverket should contact the forest owners to see if they could acquire a broader piece of land along the railway.

Parties needed to be involved in the solution:

- Banverket (The National Swedish Rail Administration)

Any available best practice:

- Motorways constructed in recent times have tree-free zones.

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Description of the bottleneck:

- Slots for the goods traffic

Hampering effects of the bottleneck:

- The transport time is unnecessarily long and makes the transport more expensive, because the goods trains are discriminated compared to the passenger traffic. This refers to both the distribution of capacity and the operational management.

Measures towards a solution (if available):

- The freight traffic should have more slots during daytime and also in population centres.
- Access to the infrastructure, rail net, should be neutral between rail freight and passenger traffic.

Parties needed to be involved in the solution:

- Banverket (The National Swedish Rail Administration)
- The operators (The National Swedish Rail Administration)

Any available best practice:

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Description of the bottleneck:

- Limited number of operators for cargo on rail.

Hampering effects of the bottleneck:

- Poor competition (=> high price levels)
- Poor development of new products.
- Makes it difficult to raise the market shares of railway transport.
- Reduces the possibilities to transport more goods in an environmentally- friendly way.

Measures towards a solution (if available):

- Simplify rules and regulations for establishing new rail operating companies.
- Find new ways for insurance when establishing new companies (today the insurance is very expensive).
- Create a European joint authority, where new companies can get traffic permissions. (In order to avoid national special interests).

Parties needed to be involved in the solution:

- Politicians.
- Authorities dealing with regulations and rules.
- Railway track holders.
- Market interest groups.

Any available best practice:

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FREIGHT TRANSPORT LOGISTICS BOTTLENECKS EXERCISE

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On: 2007-01-30

Description of the bottleneck:

- Differences in regulations and rules for transport of cargo on rail compared with road (e.g. security)

Hampering effects of the bottleneck:

- Differences in competition between railway and road transport
- Makes it difficult to increase the market shares of railway goods transports.
- Reduces the possibility to get environmentally- friendly transports.

Measures towards a solution (if available):

- Harmonize rules and regulations concerning the two ways of traffic.

Parties needed to be involved in the solution:

- Politicians.
- Authorities.
- Trade associations.

Any available best practice:

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