





AGORA


Intermodal Terminals
Marco Polo Common Learning Project

Chain management
Uwe Sondermann, KombiConsult GmbH

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2010-11-09
Chart 1

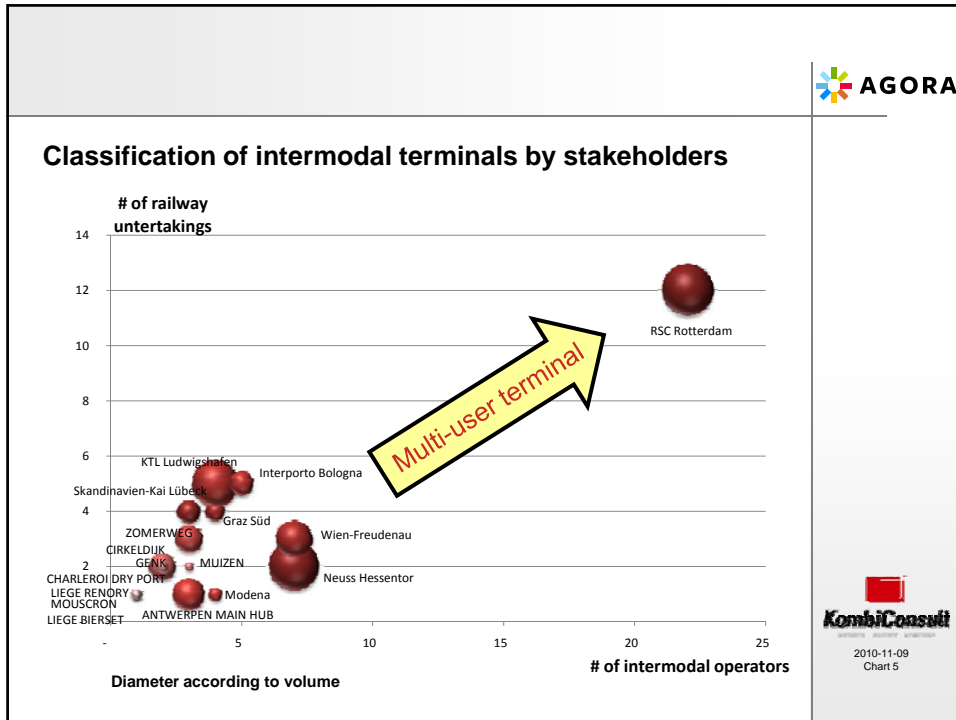


Betuweroute

- Dutch connection: “North-Sea to NL/D Border/Zevenaar”
 - A15 corridor (tracks parallel to the A15 highway)
 - ‘Harbour line’ (rail tracks in the Port of Rotterdam)
 - Including shunting yards and connections to port industries (e.g. container terminals)
- Amsterdam joins at Geldermalsen







Pilot Chain Management

- Primary goal: to increase punctuality of intermodal rail freight transportation on the Harbour Line
- Efficient use of resources:
 - Locomotives and train drivers,
 - terminal capacity, and
 - rail infrastructure (corridor and shunting yard capacity)
- Increase quality of rail product

ect

RSC

EUROPEAN RAIL SHUTTLE

DB SCHENKER

VEOLIA

HUPAC

intercontainer

Active supporter


KEYRAIL

As Chain Manager of the Harbour Line, Keyrail is project leader

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Chart 6





Pilot Chain Management

- Optimizing the operational processes with operational rules
- Integral planning and re-planning
- Sharing information/improved transparency
- Mindset and sticking to the rules: take into account the effect of actions (or lack of) on chain partners




As Chain Manager of the Harbour Line, Keyrail is project leader





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Chart 7




Ten “golden” operational rules

| | | |
|------------------|----|--|
| General | 1 | Integrated Planning (IP): time tables and terminal slot |
| | 2 | Terminalslot |
| Standard process | 3 | The number of units for loading/unloading will be given in time |
| | 4 | The wagon list and the AZ / ZA composition will be given in time |
| | 5 | The (dynamic) expected time of departure (ETD) of the terminal will be announced as soon as possible |
| | 6 | Transport related information will be given in time |
| | 7 | Loc and loc driver are back in time in the terminal to realise the ETD |
| Deviations | 8 | Expected deviations of the planned ETA's and ETD's will be given as soon as possible |
| Corrections | 9 | Replanning in case of deviations |
| | 10 | Shunting of blocking trains (terminals and shunting yards) |





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Chart 8




Example - Rule 1

- Procedure for implementing an integrated planning including periodic updates
- Integrated Planning =
 - Combining planning data of terminal slots, shunting yards and corridor time tables (long haul trains)
 - Create overview of all 1300 weekly trains and sort out the conflicts
 - Propose solutions for conflicts
 - Finalize integrated planning






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Chart 9




Example - Rule 2

Slot = Standardized timeframes for

- Entrance
- Preparing
- Unload / load
- Test and check before leaving terminal (including documents)
- Movement to Keyrail side
- Checks and tests before start of trip to Europe





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Chart 10



Chain management successes


- Punctuality increased from 73 to 85% (towards Germany)
- Punctuality increased from 58 to 80% (towards Port of Rotterdam)
- Costs for chain partners reduced significantly (not quantified)
- Better rail product by better cooperation
- More transparency in the chain



⇒ 80-90% of goals reached



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Chart 11



*"Chain management has the positive effect that we will use the existing infrastructure in a more efficient way. **More cargo can be transported to the hinterland**"*

Emile Hoogsteden,
Port of Rotterdam

*"Chain management is very important to accommodate growth on the harbour line. This results in a faster way of freight handling by rail, resulting in **lower cost**. It is good to experience that we are all a link in the chain "*

Eric ten Feld, ERS

*"Due to tight cooperation we can handle more workload. By joining pilot members the **mutual communication is improved**."*


Edwin Kroon, ERS

*"Quite a lot of (inter) national trains have Rotterdam as departure area or as destination. When the port of Rotterdam is not reliable, this influences the complete (inter)national railplanning and our performance. **Reliability** is the most important for our customers."*

Margo Gal, ACTS

*"Due to the chain management pilot we are now able to **plan in a much better way**. The pilot helped me to understand the activities of the other pilot members."*

Cor Hoenders, RSC



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Chart 12



Thank you for your attention

- Klaus-Uwe Sondermann
usondermann@kombiconsult.com +49.69.2443293.172
agora@intermodal-terminals.eu



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