

2.7 Task management according to pre-notification

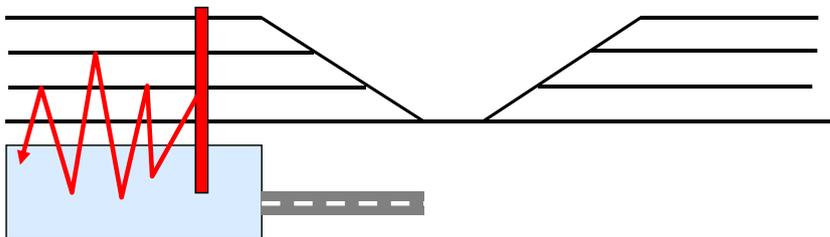
Description

The terminal is the focal point between rail and road and seeks to bridge between the prerequisites of both modes. Although the terminal service is contracted by the intermodal operator, in daily operation the terminal is managed according to the sequence of scheduled trains and the arrival and departure of trucks upon their arrival. This is often leading to somewhat lengthy and non-optimal movements of the cranes and other equipment in the terminal.

The terminal managers are convinced that they could improve their service quality and increase the utilization of the equipment if they were notified not only about the delay of inbound trains - which is claimed to be neglected very often - but also of the envisaged pick-up and arrival time of collecting vehicles. As concerns outbound services, they, too, are requesting for an earlier notification about the expected composition of wagon sets and priority shipments.

Figure 15: Task management according to pre-notification

Terminal operators are planning their tasks, e.g. crane jobs according to pre-notifications received for the pick-up and delivery of loading units on the evening before the train arrival



Source: KombiConsult analysis

Prerequisites and implementation

The information needed to do that carefully could be a subset of the e.g. “UIRR consignment note” data that the intermodal operators own in their respective management system in conjunction with the reservation or booking. The wagon list indicates the sequence of wagon in the train and can be obtained from the railways. The terminal operators in turn could deliver the same list or set of data upon completion of loading to the intermodal operators and railways, and the related terminal.

If not already present, involved parties do need an appropriate interface among each other for fast data transfers. Thus, the terminal operators get enough time to plan their tasks e.g. crane jobs, internal transfers, interim storage administration etc. according to the optimal sequence.

For sure, short-term adoptions will continue to be required. Nevertheless, this measure facilitates the increase of the planning reliability many times over by pursuing the strategy “act instead of react”.

Impacts and benefits

Terminal operators believe that this measure would contribute to increase the effectiveness of the cranes and the transshipment capacity by about 5 to 10 per cent. This will potentially lead to more environmentally friendly use of resources as well as to a higher quality level (fast and reliable terminal operations due to better information exchange).

Costs

- If not already present: Costs for the establishment of an electronic interface between involved parties (order/booking system to exchange data)
- Operational costs for daily data management (additional personal costs, hardware etc.)

Involved Parties

- Terminal operator
- Intermodal operator
- Railway undertaking
- Customers

Conflicts of goals

Especially the forwarding companies pursue often contradictory aims as terminal operators regarding the tour planning. They send the bookings as late as possible and try to plan their truck tours according to their optimal truck utilization. An agreement on binding pre-notifications would reduce their degree of flexibility in planning. The administrative costs associated with interface management may cause potential conflicts with goals of terminal operator.

Unfortunately, it will take longer to deliver the pick-up and delivery times of the trucks because of many operational troubles and conflicts of interest between forwarding companies and terminal operators

Figure 16: Impact of the measure “Task Management according to pre-notification” on the four main goals



Source: KombiConsult analysis

References

- Kombiverkehr plans to provide data on the expected incoming wagon (wagon list) and the reserved intermodal consignments to the terminal operators, to improve their planning (take over of data into their internal management system, plan the number of handlings, intermediate storage and movement of loading units between transshipment modules).