Estimated time of arrival

Challenges within a complex logistics chain

Denis Choumert, European Shippers Council
ESC – the European Shippers Council

- ESC represents the logistics interests of manufacturers, retailers & wholesalers

- ESC members are national shippers’ associations, sectorial associations & corporate members

- ESC has 4 modal councils, including a Railway Transport Council, + a Trade Facilitation Group

- Councils meet 3 times a year & work on improving transport conditions for shippers by engaging with policy makers & fostering the emergence of best practices
What do cargo owners want?

• Punctuality is the main KPI. As performance in that field is disappointing tracking solutions & ETA information are top requests

• Cost-competitiveness comes first. Total Cost of Service Delivered is the value which is considered, including the costs related to covering the risks of non reliability (more stock, more wagons...)

• Responsiveness to planning requests (new routes)

• Attractive lead times and frequencies (relevant to needs)

• Minimum level of flexibility to adapt to changes in demand and be able to face constrains/hurdles in railway operations
Why is Estimated Time of Arrival so important

• Operations at ending point of rail transport - railroad terminal – shipper’s production or distribution facility - customer - can be significantly impacted by delays

• Tracking gives information on the positioning of the train/wagon/load but not on the time of arrival

• Realistic ETA given sufficiently ahead of arrival may allow to re-plan downstream operations or to launch substitute deliveries

• Capacity to deliver consistent ETA information is a good indicator of the level of transparency of the system, first step towards so much needed cooperation and efficiency improvement
Tracking & tracing services are important too

- Real time tracking can be used to locate idle single wagon loads on tracks or at clients’ premises.

- Tracing information is relevant to analyse reasons of non performance and take corrective measures or mitigating actions

- Tracking & tracing of some physical parameters is a plus for sensitive products quality assurance

- Shippers who own wagons or rent them on a time basis can get digital information on their level of activity and on incidents
Challenges to overcome

• Goal: Shippers want to be able to track & trace products and to get an up-to-date ETA (end-to-end visibility)
• Various issues need to be solved:
  • Provision of information by IMs
  • Exchange of information amongst RUs when more than one are involved in the transport
  • Exchange of information with other logistics partners
• Ongoing projects for multimodal (ETA pilot), SWL (Xrail), block trains, but when can end users expect ETA on wider scale?
• Will technologies be compatible?
• Shippers need reliable ‘push’ information, in 1 place