

Rail and Multi-Modal Operations

A Logistics Business Perspective

Deutsche Post DHL

Presentation to the Joint ESCAP-OSJD Meeting on Strengthening
Railway Transport Connectivity in South and South West Asia
March 16th, 2017, New Delhi

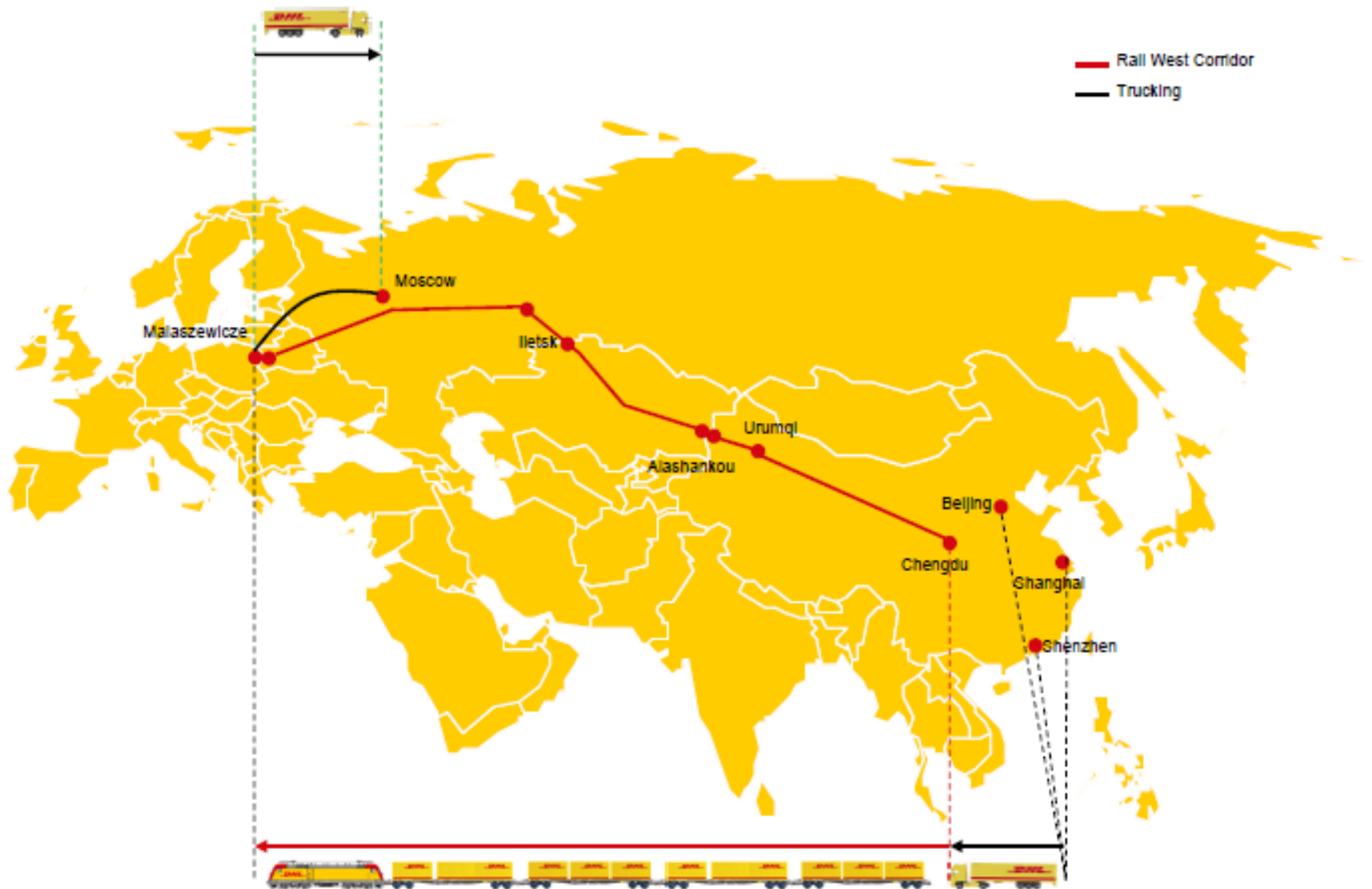
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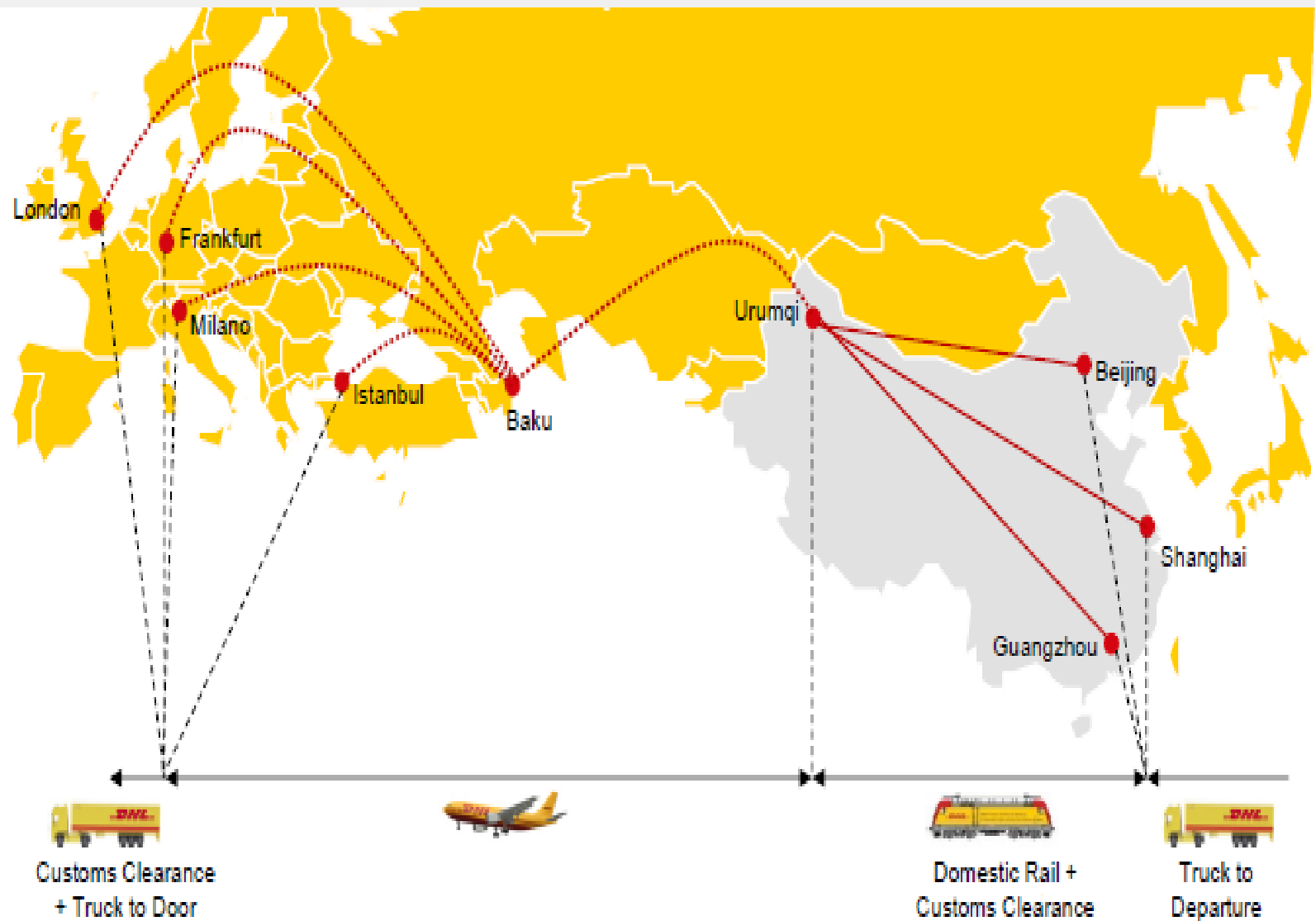
End to End Solutions in Logistics: Always Multi-Modal

- End to end solutions in logistics are always multi-modal
- There is always a road component to air/sea/rail cargo
- Increasingly a mix of sea-rail or even air-rail is becoming popular as customers juggle cost and transit time (detailed discussion on this follows later)
- What logistics operators want in terms of operating environment are ALWAYS the same;
 - Efficient and cost effective trunk infrastructure and services
 - Efficient and costs effective gateways (nodal port/airport/rail-yard) and ease of multi-modal transfers related to these gateway transit points
 - Minimum stoppage and procedural complexity at international borders/gateways

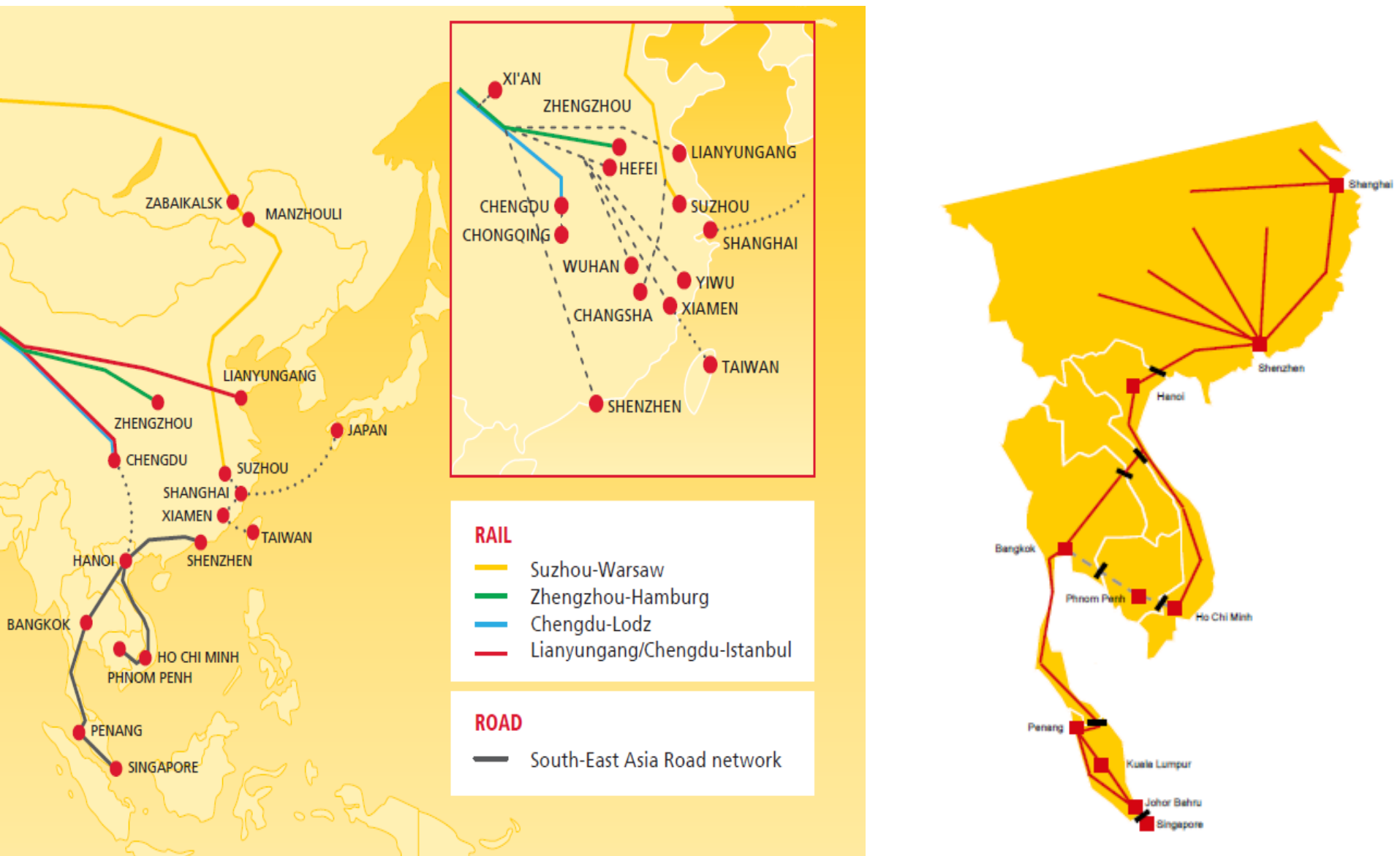
Multi-Modality of Eurasian Rail Network



Eurasia Rail-Air Solution: Serving Peak Season and Special Needs Customers



Multi-modal Extension to South East Asia: Network of Services



Chengdu to Frankfurt-Door to Door**

Mode	Transit Time	Cost (X times ocean freight)
Time Definite Air (TDI)	1-2	16-22
Air	3-5	11
Rail Air via MidEast hub	10-12	8.5
Sea Air	26-28	9
Rail	16-18	1.6
Ocean	45	1

**Number are approximate; numbers based 1 FEU (15.3 ton) shipment. These numbers do not reflect DPDHL figures

Time Cost Factor For a shipment valued at USD 100k	
Interest p.a. (assumed)	6000 (@6%)
Interest per day	16.43

- Logistics solution is a about a range of options with different transit times, time assurance, and costs
- Customers have trade-offs; for e.g. using the interest time cost factor, rail saves about USD 480 per 100k shipment. For a large integrated supply chain savings in terms of time cost per container and reduction in working capital could be very substantive
- Multi-modal approach provides solutions for different aspects of the same supply chain; for e.g. addressing seasonal demand, urgent repairs, or inventory management of higher value parts and components.

Trade Lane Management and Value Added Features: Rail and Multi-modal Solution Must Cater to Specific Customer Needs

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Cater to all types of Cargo

- Less than Container Load (LCL):
- Garments on Hangar
- Reefers and Temperature Control (real time monitoring and remote adjustment)
- Car racking systems
- Open top containers
- Specialized bulk cargo needs

Tracking and Security

- Containers enabled with GPS
- E-locks and in-container CCTV

预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_1464

