

Recommendations to Politics and Authorities on Ensuring the Operation of Combined Transport (CT) Transshipment Facilities to maintain Supply Chains

Result of the first crisis meeting "CT terminals of the SGKV" on the 17 March 2020 - effective 19 March 2020

CT is essential for supplying the population and businesses with goods

Intermodal freight transport is particularly important in **crisis situations** such as the current Corona pandemic and is particularly effective in **supplying people and companies** with goods. This is mainly due to the fact that a **lot of goods are transported with few personnel**, there is **no risk of traffic jams at national borders** and, in addition, **transport** can be carried out mainly **contactless**. In Italy, particularly in this crisis, it was quickly recognised that maintaining traffic flows was a top priority for the national supply. Especially the intermodal transport on the North-South axis is able to guarantee the required volumes, as this traffic is "unaccompanied" and purely Italian companies are used for local distribution in Italy, thus reducing human / human exchanges.

What measures are already being taken by companies?

CT transshipment facilities play a central role in freight transport, where it is essential to ensure at least **emergency operation**. Otherwise it is not possible to maintain existential supply chains.

The major terminal operators have long since taken **extensive measures to protect their employees** and in particular their essential core operational personnel (see Annex). The main focus is on the documented separation of personnel (in terms of time and space) and contactless transport.

In addition, major terminal operators, ports and CT operators are working together in a crisis management group to continuously adapt these measures to the latest findings.

Recommendations to politics for maintaining supply chains

Some CT terminals in Italy presently suffer from a **shortage of personnel**, as the staff does not show up to work for various reasons. It can be assumed that a **significant personnel shortage** will also occur in German CT terminals in the near future. In order to prevent this, timely countermeasures must be taken to **maintain the supply chains even with fewer personnel**, including:

1. Temporary loosening restrictions / framework conditions

- 1.1. **Temporary exemptions on restricted opening hours** of CT terminals so that staff with children can work at night and at weekends
- 1.2. In addition, the **requirements regarding the standing and storage time of dangerous goods must be suspended** or tolerated in order to avoid penalties in this context or the withdrawal of urgently needed resources
- 1.3. **Loosening of rules regarding border controls, language requirements, line knowledge**, etc., if helpful
- 1.4. Let trains cross the borders to the next station
- 1.5. Allow train drivers to reach the locomotive for their shift or return home

- 1.6. Train drivers and captains** work in a safe and protected environment and must be **exempt from preventive quarantine regulations**
 - 1.7. Loosening of the restrictions on road transport in pre- and post-haulage** (longer distances, higher weights, etc.)
 - 1.8. Support contactless production processes.** No physical contact between terminal operators, truck drivers and railway personnel, by **temporarily waiving the carrying of documents**, especially for freight documents for dangerous goods and customs - here the use of telematics and e-documents should be examined with the authorities
- 2. Maintaining supply chains**
- 2.1.** Set **freight transport as a priority** on all modes of transport
 - 2.2.** Support of the actors in logistics
 - 2.3.** Ensure full capacity for the regular and additional CT (when the supply chains return to full capacity)
 - 2.4. Think internationally:** approximately 50% of combined transport is cross-border (import/export or transit)
 - 2.5.** Rapid **financial aid for CT terminals** which, as a result of the crisis, find themselves in **situations threatening their existence, in order to guarantee** their operation at the very time of **recovery** and not to stall the upturn
- 3. Ensuring (emergency) operation in CT terminals**
- 3.1.** Procurement and distribution of suitable personal protective equipment such as disinfection and masks
 - 3.2. It must be avoided and communicated** that **entire CT terminals are closed** in case of (suspected) cases of infection in order to **ensure the maintenance of the supply chains**

This document will be continuously updated as new knowledge and strategies emerge. Notes and comments can be addressed to SGKV (mplehm@sgkv.de / T. 030 / 206137611)