



Relevance criteria governing unaccompanied road transport

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Sétra

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Background

- The roll-on / roll-off railway and seaway concepts
- The success of roll-on / roll-off services requires the adherence of road transport companies
- Accompanied or non-accompanied transport ?
- ***The aim of the study is to understand how a road transport company would use an unaccompanied transport service***

Methodology

- A bibliographical analysis, that reveals :
 - A real interest of transport companies in the event of a satisfactory price / transit time / service offer
 - A fundamental link between transit time, pre- and post-delivery distances and driving time organisation
- A compilation of experiences based on interviews with road transport companies
- A study led by Sétra and conducted by the Centres d'Etudes Techniques de l'Équipement

The two considered services

→ The Autoroute Ferroviaire Alpine

- A roll-on / roll-off rail service between Aiton (Maurienne valley) and Orbassano (near Turin)
- 4 departures per day in both directions
- Transit time : 3 h 45

Aiton
Orbassano

A map of France with a green line connecting Aiton in the Maurienne valley to Orbassano near Turin.

→ The Toulon – Civitavecchia motorway of the sea

- A motorway of the sea between Toulon and Civitavecchia (near Rome)
- One departure 3 days a week in each direction
- Transit time : 14 h 30, as a night passage


Toulon
Civitavecchia

A map showing the coastlines of France and Italy. A blue line connects Toulon on the French coast to Civitavecchia on the Italian coast.

The transport demand

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- Transport companies with variable sizes...
 - ... that deal with regular and planned goods flows
 - Small and big volumes and different utilization frequencies
 - Variable origins / destinations :
 - AFA: regional O/D mainly
 - Toulon – Rome : very large area in France, Lazio and Campania regions in Italy
 - Often unbalanced flows

The choice criteria for transport companies

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- The choice to use these services depends on the transport company
 - One main use motive : economic profit (reduced tolls and operation costs)
 - Shorter transit times (Toulon – Civitavecchia)
 - Increased safety
 - Specific authorisations : road circulation up to 44 t
 - However, environmental concerns aren't a major decision factor

Accompanied or unaccompanied transport ?

- The road mode supplements the alternative modes supply
- Unaccompanied transport : an economical choice
- Accompanied transport before switching to unaccompanied transport
- Unaccompanied transport is more easily used when the distance from the platform to the final destination is short

Which organization for transport companies ?

Unaccompanied transport

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- Big companies can readily use unaccompanied transport thanks to :
 - important volumes and regular flows
 - sufficient trailers stocks
 - partnerships with foreign transport companies
 - Various solutions to carry out pre and post-deliveries
 - A variable perception of the activity by drivers
 - ***Each transport company has its own optimised organization***

Which organization for transport companies ?

Accompanied transport

- Accompanied transport is yet largely used :
 - it is more flexible
 - it is easier to organize
 - it is economical, particularly if the driver is not paid on board
 - it can be a part of an unaccompanied transport organization
 - it can represent a saving of time, compared with road mode

→ Toulon – Civitavecchia ⇔ Barcelone – Civitavecchia :
a different use by italian transport companies

Conclusion

- A large variety of organizations, in accordance with flows and companies specificities
- Unaccompanied, accompanied and road transport are used in complementary ways
- Services are reliable and satisfactory, but transport companies would like a better frequency
- National authorities have to incite and sensitize shippers and carriers on the environmental qualities of these alternative transport modes

Thank you for your attention !