

COVID-19 Crisis Meeting

Studiengesellschaft für den Kombinierten Verkehr (SGKV) e.V.
Research Association for Intermodal Transport

The German Promotion Centre for
Intermodal Transport



Über die SGKV / About the SGKV



Gründung des gemeinnützigen Vereins im Jahr 1928 vor dem Hintergrund des Eintretens des Lkw in den Langstreckenverkehr zwecks Erforschung rationeller, multimodaler Transportkonzepte.

Rund 80 Mitglieder in Deutschland, Schweiz, Österreich und anderen Ländern

Ziel und Zweck des Vereins:

- Forschung, Optimierung, Lehre und Beratung rund um den Kombinierten Verkehr
- Verbreitung wissenschaftlicher Ergebnisse zur Verbesserung und Förderung der praktischen, alltäglichen Anwendung des intermodalen Verkehrs in Deutschland und Europa
- Zusammenbringen aller Akteure der Transportkette, der Politik und Wissenschaft an einem Ort

Association was founded in 1928 to explore intelligent co-operations and multimodal concepts between the then upcoming trucks and rail services

About 80 members in Germany, Austria, Switzerland and other countries

Association's objectives:

- Research, optimization, teaching and consulting around the combined transport
- Dissemination of scientific results to improve and foster the practical, everyday application of intermodal transport in Germany and Europe
- bringing together all actors in the transport chain, politics and science in one place

Selected Members

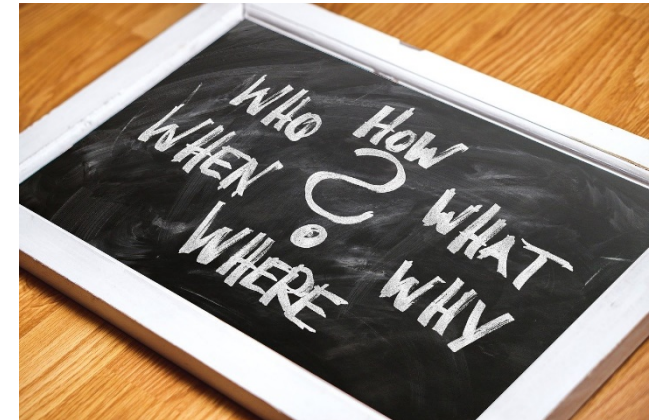


SGKV - COVID-19 Crisis Meeting

Background / general information

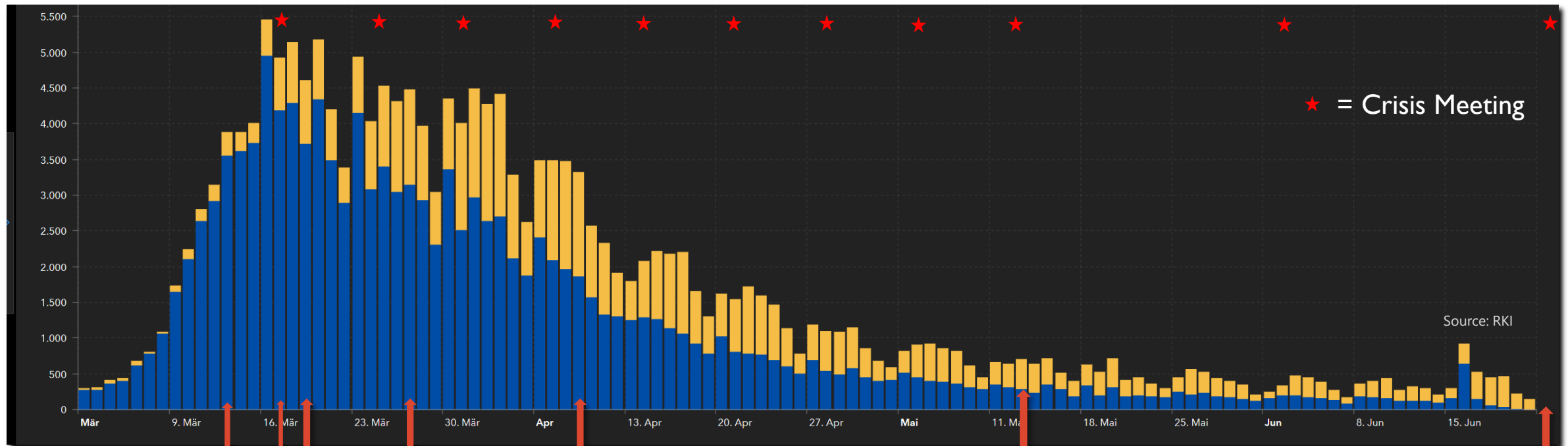


- **Platform for informal exchange** with other terminal operators
- **Learning from each other** how to deal with the corona crisis internally (**best practice**) and how to **ensure (emergency) operation**
- In order to keep voting short and effective, a **start was made within the membership with rather larger terminal operators and CT operators** (including HUPAC, Contargo, duisport, Kombiverkehr)
- The **SGKV serves as moderator** and forwards the results to other CT terminals, policymakers / authorities, ministries and, on request, to the press
- Formulation of **recommendations for action to politicians and authorities** in order to maintain emergency operations (e.g. relaxing regulations)



SGKV - COVID-19 Crisis Meeting

Realisation



Idea

I. Crisis Meeting

translation

publication of an
English version

Intensive and successful exchange with
the German Ministry of Transport

Due to the relaxing situation
Decision to meet every 3 weeks

meetings are suspended
due to the relaxing situation

Creation and e-mailing (to all DACH-Terminals) of the
a) **Guideline for CT-Terminals in dealing with COVID-19**
b) **Recommendations to Politics and Authorities**
also free download on www.sgkv.de

SGKV - COVID-19 Crisis Meeting Results

I) Recommendations to Politics and Authorities

INTERMODAL COMPETENCE
SGKV

**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" - updated 1 April 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:

No.	Explanation / Goal	Addressee
1	Temporary exemptions on restricted opening hours of CT terminals so that staff with children can work at night and at weekend	<ul style="list-style-type: none">• Municipalities• Federal Districts
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	<ul style="list-style-type: none">• Municipalities• Federal Districts
3	Loosening of rules regarding border controls, language requirements, line knowledge, etc., if helpful	<ul style="list-style-type: none">• Municipalities• EU / DG-Move
4	Allow train drivers to reach the locomotive for their shift or to return home without ordering quarantine, even if country borders have to be crossed briefly due to operational practice. Trains are often handed over at the first suitable station in the destination country.	<ul style="list-style-type: none">• Federal Government• EU / DG-Move

- currently 14 recommendations
- it has proved to be **advantageous to appoint the addressee / decision-makers directly**
- the **most important requirements have been met** (including shipping document as PDF-Mail and the ensuring for a 24/7 navigability of major waterways and railways)
- There was a **good exchange with the authorities**. Many demands have been adopted and published:
<https://www.bmvi.de/SharedDocs/EN/Articles/K/Corona/faq-freight-and-logistics-during-corona.html>

SGKV - COVID-19 Crisis Meeting Results

2) Guideline COVID-19 for CT-Terminals

INTERMODAL COMPETENCE
SGKV

Guideline for CT-Terminals in dealing with COVID-19
Result of the first crisis meeting "CT terminals of the SGKV" - updated 1 April 2020

Ensuring the performance of terminals has the highest priority, the importance of the facilities for the security of supply for the population and companies and ensuring the functionality of supply chains is currently demonstrated by the example of Italy.
Intermodal transport offers the possibility of transporting "contactless" large quantities with few personnel, avoiding inter-regional personal contact and preventing congestion at borders.
The fundamental condition for this is to maintain the (emergency) operation of the terminals by avoiding cases of illness / infection of the core operational personnel.
It is urgently required to make preparations or emergency plans to minimize the risk of breakdowns. In addition, it is important to maintain operations as far as possible in the event of the loss of some or many employees. The following concrete prevention measures are already being implemented in European terminals and can serve as general proposals for action:

No.	Prevention Measure	Explanation / Goal	Target Group / Person(s) affected
Overarching Measures			
1	Formation of a crisis committee, appointment of an internal contact person	Communicating contact to all employees, bundling of activities and measures	• All employees
2	Creation of an emergency plan	Preparation of overall emergency plans, individual areas, coordination with crisis management team / contact person	• Management board, division manager
3	Recommendations of the health authorities, internal company regulations	Place recommendations clearly visible (every floor, every room), also outside for truck drivers, visitors, etc.	• All employees • Externals
4	Consistent compliance with hygiene regulations	Sufficient hand washing, no shaking hands, keep your distance, do not touch your face, etc.	• All employees
5	Procurement and provision of hygiene articles	Procurement and provision of hygiene articles and disinfectants for employees and external parties (truck drivers, etc.)	• All employees • Externals
6	Protection equipment	Procurement of protective equipment, masks, glasses, gloves, etc. If equipment is not available, use alternatives such as scarves, buffs or self-sewn masks	• All employees (need)
7	Refrain from controls / ask local authorities to tolerate adjustments to existing regulations.	These adjustments may concern opening hours, storage of dangerous goods, etc. Here unbureaucratic assistance has already been provided in some cases. More examples here	• Management
8	Communication to employees that this guide is being actively implemented	Creation of trust and safety among employees at work	• Management

- currently **29** recommended measures
- many terminals have implemented these measures and thus significantly minimized the risk of infection
- **no German terminal had to interrupt operations**
- one month after the first version of the SGKV terminal-guidelines, the **Federal Government published** (in parts) less stringent [guidelines on occupational safety](#)

SGKV - COVID-19 Crisis Meeting

Lessons Learned



- in need, the **actors have worked together** on the management level quickly, efficiently and openly to counter the threat
- the **quick development of the guidelines for CT terminals** has achieved the desired effect, so that there have been **very few corona cases in the terminals**
- the preparation of the **recommendations for politicians and authorities was successful**, as the combine transport sector spoke with one language. This has also made it easier for politicians and the authorities.



SGKV - COVID-19 Crisis Meeting

Outlook

- there is no comprehensive **pandemic plan for freight and combined transport** (for coming pandemics)
- the **Combined Transport** has proven to be **very crisis resistant** (e.g. no congestion at the borders. very low staffing levels in relation to the volume transported). This is **another reason to strengthen CT**, besides ecological and economic aspects.
- **CT should be further optimised** through consistent **digitalisation and automation** (including **paperless transport**). The crisis has shown that this is possible.
- **Important transport corridors (e.g. TEN-T) should be open 24/7** even in times of crisis. In some cases, important rail routes and locks were closed. Clear priorities should be set here.



SGKV e.V.

Westhafenstr. 1, 13353 Berlin, Germany

T +49 30 206 13 76 0

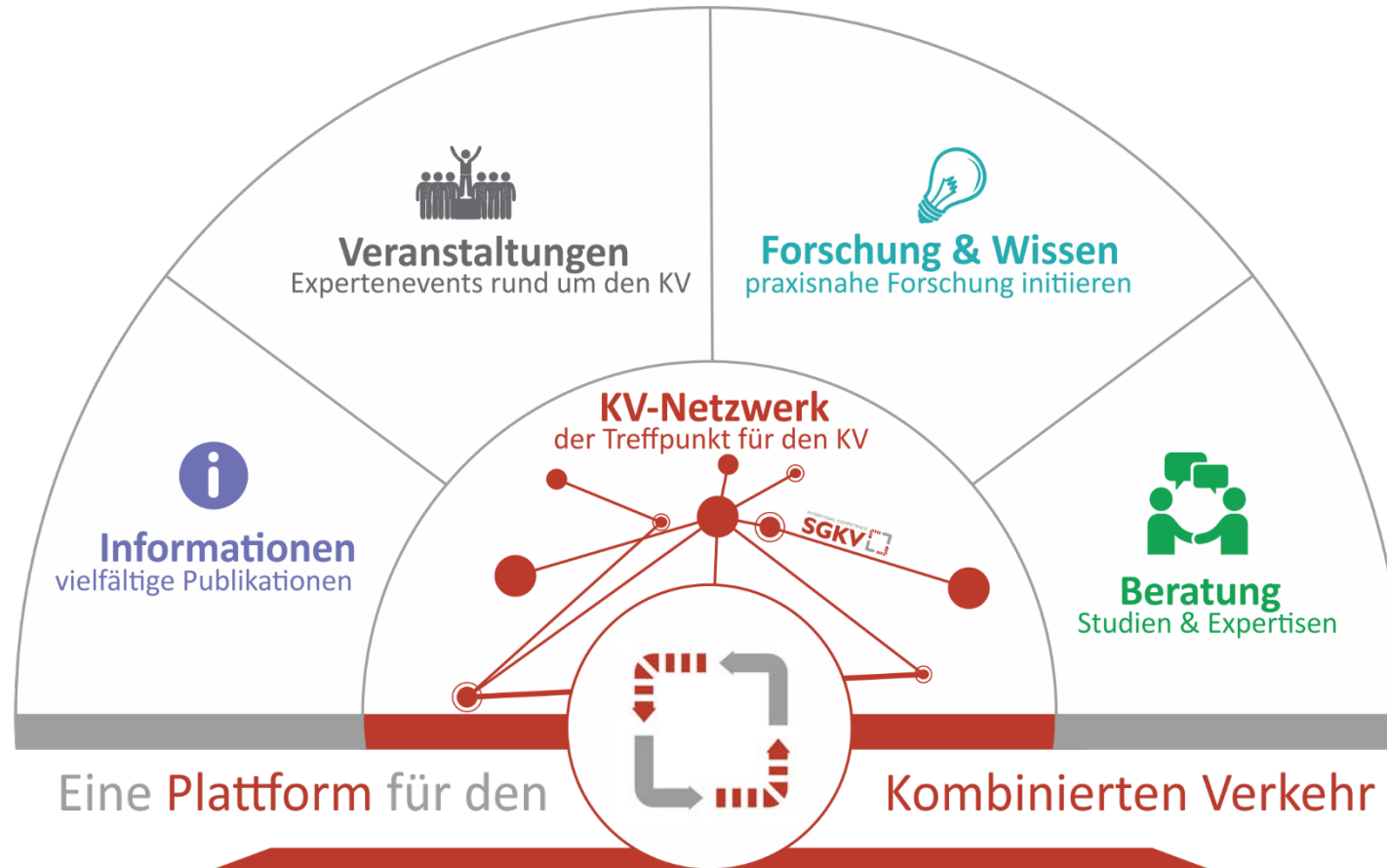
F +49 30 206 13 76 17

www.sgkv.de

www.intermodal-map.com

www.intermodal-info.de





Verknüpfung von Politik, Wirtschaft und Wissenschaft

- Vermittlung von KV-Experten
- Expertennetzwerk diverser Akteure des KV
- Nachwuchsförderung