Questionnaire for European Railway Undertakings

If you have any further questions, do not hesitate to contact me (Mr. Andreas Lischke) at:

E-Mail : Andreas.Lischke@dlr.de
Telephone: ++ 49 / 30 / 67 05 52 36

Please fill in the on-line questionnaire (www.rail-partner.org)
or send by post your completed questionnaire to:

DLR- German Aerospace Center
Institute of Transport Research
Mr. Andreas Lischke
Rutherfordstrasse 2
12489 Berlin
Germany

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1. Allocation of international train paths for regular timetable

1.1 How many train paths for international trains do you request from Infrastructure Managers (IM) in addition to the yearly planned timetable?

- [ ] less than 5
- [ ] 6-10
- [ ] 11-20
- [ ] 21-50
- [ ] 51-100
- [ ] more than 100
- [ ] don’t know

1.2 How long is taken by the IM to make an offer for an international train path (average time)?

- [ ] less than 2 days
- [ ] 3-5 days
- [ ] 6-10 days
- [ ] 10-30 days
- [ ] ……months
- [ ] more than 1 month, please specify
- [ ] don’t know

1.3 Do you require fast planning or re-planning (adaptation) of timetables (i.e. within 1 day)?

- [ ] YES
- [ ] NO

If “YES”, would you require that current performance be improved such that re-planning is carried out within:

- [ ] 6 hours
- [ ] 12 hours
- [ ] 24 hours
- [ ] …. hours

1.4 Would you require to adapt or have a tailor-made (ad-hoc) paths?

- [ ] adapt
- [ ] tailor-made
- [ ] don’t know
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1.5 Which regularity tolerance would you accept for the arrival of international freight trains?

- [ ] less than 15 minutes
- [ ] 16-30 minutes
- [ ] 31-59 minutes
- [ ] 1-2 hours
- [ ] more than 2 hours
- [ ] don’t know

1.6 These are the common input data that have to be transmitted to the IM:

- train gross weight
- design series of locomotive(s)
- train type
- departure time
- departure station
- intermediate stop-off time
- intermediate stop-off points
- border times
- border stations
- arrival time
- running-train days
- arrival station
- running period
- path type, maximum speed

Are there additional data necessary? Please describe or transmit the form with the demanded additional data.

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1.7 What kind of communication do you use for your path request? (several answers are possible)

- [ ] phone
- [ ] fax
- [ ] e-mail
- [ ] Videoconferencing
- [ ] Computerizing Data
- [ ] meetings
- [ ] Internet Application

- [ ] Other (please describe)

…

1.8 Are there any other factors you would like to be improved in the response of the IM? Please describe:

…. 

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1.9 Do you think that a fair charging system on international corridors…

a) should vary the charging fee according to the type of trains? □ □ □
b) should vary the charging fee according to the time of the day? □ □ □
c) should vary the charging fee according to the weight of the train? □ □ □
d) should vary the charging fee according to the expected congestion on the route? □ □ □
e) should follow different national charging rules? □ □ □
f) should distinguish between international and national trains on the same line section? □ □ □
g) should give discounts to faster trains which are given lower speeds? □ □ □
h) should give discounts to trains which are subject to lower quality of service (e.g. trains with more expected delays)? □ □ □
i) should impose penalties on slower trains which impose lower speeds on faster trains on the same line section? □ □ □
2. Additional points for path allocation

2.1 What do you think is missing or should be improved for your business?

... 

2.2 Please add any comments or observations above the previous points, if you consider them appropriate for better analysis or understanding.

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3. General information

3.1 Name of your company: ...

3.2 Classification of your company

- Railway Undertaking
- Operator of Combined Road/Rail
- Transport company, forwarder
- Other Train Operator, please describe:

3.3 Contact Person of the company: ...

Telephone number: ...

E-mail address: ...
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4. Statistical information

4.1 Which kind of trains do you operate?

☐ passenger trains
☐ freight trains
☐ passenger and freight trains

4.2 Number of trains per annum:

☐ less than 50
☐ 51-100
☐ 101-500
☐ 501-1000
☐ 1001-3000
☐ more than 3000

4.3 Number of running international trains that pass one or more European borders per annum:

☐ less than 10
☐ 11-50
☐ 51-100
☐ 101-200
☐ 201-300
☐ more than 300
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4.4 Figures per annum

| Freight trains in 1000 t |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|
| less than 100          | ✔ |   |   |   |   |
| 101-500                |   |   |   |   |   |
| 501-1000               |   |   |   |   |   |
| 1001-2000              |   |   |   |   |   |
| 2001-3000              |   |   |   |   |   |
| more than 3000         |   |   |   |   |   |

| Freight trains in 100 TEU |  |  |  |  |  |  |
|---------------------------|---|---|---|---|---|
| less than 100             | ✔ |   |   |   |   |
| 101-500                   |   |   |   |   |   |
| 501-1000                  |   |   |   |   |   |
| 1001-2000                 |   |   |   |   |   |
| 2001-3000                 |   |   |   |   |   |
| more than 3000            |   |   |   |   |   |

| Passenger trains in 1000 Passengers |  |  |  |  |  |  |
|-------------------------------------|---|---|---|---|---|
| less than 100                       |   |   |   |   |   |
| 101-500                             |   |   |   |   |   |
| 501-1000                            |   |   |   |   |   |
| 1001-2000                           |   |   |   |   |   |
| 2001-3000                           |   |   |   |   |   |
| more than 3000                      |   |   |   |   |   |

Thank you very much for your participation!

Your Project-PARTNER Team