|  |  |  |  |
| --- | --- | --- | --- |
| MISSION |  | REGION |  |
| DATE |  | COMPILED BY |  |
| EMAIL |  | PHONE |  |

# Logistics Assessment

Rails

| **Final Checklist for Rail Assessment Activities** | | **Done** | **Comments** |
| --- | --- | --- | --- |
| 1 | List and map main rail supply routes and transhipment hubs and update time matrix. |  |  |
| 2 | Establish type, volume, weight of cargo to be transported from where to where |  |  |
| 3 | If applicable contact railway and or commercial operators to initiate transport of goods via rail |  |  |

| **Railway Assessment** | | | | | | | | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Rail Route** | | | | | | | | | | | | | | |
| **From/to (names)** | **From** | | | | | | | | **To** | | | | | |
| Location Name: | |  | | | | | | Location Name: | |  | | | |
| **GPS Coordinates (DDD.dddddd):** | | | | |  | | | **GPS Coordinates (DDD.dddddd):** | | | |  | |
| **Total Distance (kms)** | **Is the route passable?** | | | **Normal travel time (hrs/days)** | | | | **Current travel time (hrs/days)** | | **Is there an alternate route? (Please complete a separate road assessment for alternate routes)** | | | | |
|  | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  | | | |  | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | If yes, describe: | |  |
| Are there any security concerns? | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | If yes, describe: | |  | | | | | | | |
| Describe any restrictions on cargo moved along this route: | |  | | | | | | | | | | | | |

|  |
| --- |
| **Bottlenecks** |

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **1** | **Location of bottleneck (example: distance from town)** | | | | | | | | |  | | | | | | | | | | | | |
| **Bottleneck GPS Coordinates (DDD.dddddd):** | | | | | | | | |  | | | | | | | | | | | | |
| Nature of bottleneck | | | | | | | | | | |  |  |  | | --- | --- | --- | | Damage to bridge | Damage to track | Congestion at border crossing | | Physical obstacle on the railway | Civil unrest |  | | | | | | | | | | | | | |
| Other: | | | |  | | | | | | | | |
| What possibilities are there for re-opening and/or increasing movement capacities? | | | | | | | | | |  | | | | | | | | | | | | |
| What materials, equipment, expertise would be required? | | | | | | | | | |  | | | | | | | | | | | | |
| Is there the possibility/equipment for transhipping to trucks/from trucks at point of bottleneck? | | | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | | | | | | | | |
| **2** | **Location of bottleneck (example: distance from town)** | | | | | | | | |  | | | | | | | | | | | | |
| **Bottleneck GPS Coordinates (DDD.dddddd):** | | | | | | | | |  | | | | | | | | | | | | |
| Nature of bottleneck | | | | | | | | | | |  |  |  | | --- | --- | --- | | Damage to bridge | Damage to track | Congestion at border crossing | | Physical obstacle on the railway | Civil unrest |  | | | | | | | | | | | | | |
| Other: | | | |  | | | | | | | | |
| What possibilities are there for re-opening and/or increasing movement capacities? | | | | | | | | | |  | | | | | | | | | | | | |
| What materials, equipment, expertise would be required? | | | | | | | | | |  | | | | | | | | | | | | |
| Is there the possibility/equipment for transhipping to trucks/from trucks at point of bottleneck? | | | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | | | | | | | | |
| **Any additional information on route?** | | | | | | | | | |  | | | | | | | | | | | | |
| Stations | | | | | | | | | | | | | | | | | | | | | | |
| **Railway station name:** | | | |  | | | | | | | | | | | **Location of the station:** | | | | | | |  |
| **Station focal point contact:** | | | |  | | | | | | | | | | | **GPS Coordinates (DDD.dddddd):** | | | |  | | | |
| **Describe estimated throughput capacity at the railway station (MT or wagons per hour):** | | | | | | | | |  | | | | | | | | | | | | | |
| **Handling Capacity** | | | | | | | | | | | **Equipment operational?** | | | | **Number of operational Units** | | **Comments** | | | | | |
| Hand loading/offloading | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | N/A | | | | N/A | |  | | | | | |
| Reachstacker, Toploader | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | |  | | Capacity (mt) | |  |  | | |
| Grain Elevator | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | |  | |  | | | | | |
| Forklift | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | |  | | Capacity (mt) | |  |  | | |
| Crane | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | |  | | Capacity (mt) | |  |  | | |
| Bagging Equipment | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | N/A | |  | | | | | |
| Warehouse MHE (hand cart, pallet truck, etc) | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | N/A | |  | | | | | |
| **Other comments on handling capacity:** | |  | | | | | | | | | | | | | | | | | | | | |
| **Storage Type** | | | | | | **Estimated Capacities** | | | | | | | **Comments** | | | | | | | | | |
| Container Yard | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | Number of TEUs | | | | | |  |  | | | | | | | | | |
| Reefer Connections | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | Number of connections | | | | | |  |  | | | | | | | | | |
| Silo Facilities | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | Estimated space (mt) | | | | | |  |  | | | | | | | | | |
| Covered Warehouse | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | Estimated space (m2) | | | | | |  |  | | | | | | | | | |
| Bonded | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | Estimated space (m2) | | | | | |  |  | | | | | | | | | |
| Climate Controlled | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | Estimated space (m2) | | | | | |  |  | | | | | | | | | |
| Cold storage | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | Estimated space (m2) | | | | | |  | Min temp (c) | | |  | | Max temp (c) |  | |  | |
| **Security:** | | | Fence  Guards  Light  Alert Procedures  Fire truck/response crew  Communications | | | | | | | | | | | | | | | | | | | |
| **Other comments*:*** | | | |  | | | | | | | | | | | | | | | |
| Connected to other transport | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Road |  | Air | | | | | | | | | | | | | | | | | | |
| **Other general comments:** | | |  | | | | | | | | | | | | | | | | | | | |

### Where can you find information on procurement?

### In the LCA, chapter “Railway Assessment”

### National railway dedicated website – (if applicable)

### http://en.wikipedia.org/wiki/List\_of\_railway\_companies

### http://log.logcluster.org/response/transport/index.html#rail-transport

### Logistics Cluster website

### Commercial vendor websites

### From the customers (companies) using railway services

### Useful tips:

Main users of railway services (private or government companies) will probably give you a good idea about the reliability of the rail system (breakdown, delay etc.)

While the railways can be a cost-effective solution, consider related rules and regulations, procedures and bureaucracy. Procedures for contracting and transporting by rail can be tedious and lengthy. Keep in mind that wagons are in limited supply therefore, advance reservations might be required.

Keep in mind that usually your cargo will be transported along with other cargos, and after loading it might have to wait until the full train is composed.

Depending on the type of wagons used and/or loading facilities in place, different commodities may have different lead-times between the same points of delivery.

If inter-countries rail shipments, consider compatibility of the tracks