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| --- | --- | --- | --- |
| 特派团 |  | 地区 |  |
| 日期 |  | 汇总人 |  |
| 电子邮件 |  | 电话 |  |

# 物流评估

铁路

| **铁路评估活动最终检查表** | | **完成** | **备注** |
| --- | --- | --- | --- |
| 1 | 列出并绘制主要铁路补给路线和转运枢纽并更新时间矩阵。 |  |  |
| 2 | 确定运输货物的类型、体积、重量以及起止地 |  |  |
| 3 | 如果适用，联系铁路和/或商业运营商以通过铁路运输货物 |  |  |

### 提示：

铁路服务的主要用户（私人或国营公司）可以让您对铁路系统可靠性（故障、延误等）的有所了解。

虽然铁路会是一种极具性价比的解决方案，但需考虑相关规章制度、程序和官僚主义。铁路签约和运输的程序可能既繁琐又漫长。请记住，车皮供应有限，可能需要提前预订。

请记住，您的货物通常会与其他货物一起运输，且在装货后，可能需要等到整列火车完成编组才能出发。

根据所用车皮的类型和/或现有装卸设施，同一交货点的不同物资的交货提前期可能会不同。

如果使用跨国铁路运输，请考虑轨道的兼容性。

*此评估并非详尽无遗和/或可能并非完全相关；跳过不适用于所评估背景的部分/问题，或根据需要进行修改。*

| **铁路评估** | | | | | | | | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **铁路路线** | | | | | | | | | | | | | | |
| **自/至（名称）** | **自** | | | | | | | | **至** | | | | | |
| 地点名称： | |  | | | | | | 地点名称： | |  | | | |
| **GPS 坐标 (DDD.dddddd)：** | | | | |  | | | **GPS 坐标 (DDD.dddddd)：** | | | |  | |
| **总距离 (km)** | **路线是否可通行？** | | | **正常行驶时间 （小时/天）** | | | **当前行驶时间（小时/天）** | | | **是否有替代路线？ （请为每条备用路线分别完成道路评估）** | | | | |
|  | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | |  | | |  | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | 如果回答“是”，请说明： | |  |
| 是否有任何安保问题？ | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | 如果回答“是”，请说明： | | |  | | | | | | |
| 描述在此路线上运输货物时的所有限制： | |  | | | | | | | | | | | | |

|  |
| --- |
| **瓶颈** |

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **1** | **瓶颈的位置（例如：与城镇的距离）** | | | | | | | | |  | | | | | | | | | | | | |
| **瓶颈 GPS 坐标 (DDD.dddddd)：** | | | | | | | | |  | | | | | | | | | | | | |
| 瓶颈的性质 | | | | | | | | | | |  |  |  | | --- | --- | --- | | 桥梁损坏 | 轨道损坏 | 过境点拥堵 | | 轨道上有障碍物 | 内乱 |  | | | | | | | | | | | | | |
| 其他： | | | |  | | | | | | | | |
| 有哪些重新开放和/或增加运输能力的可能性？ | | | | | | | | | |  | | | | | | | | | | | | |
| 需要什么材料、设备和专业知识？ | | | | | | | | | |  | | | | | | | | | | | | |
| 是否有可能/可以使用设备在瓶颈点转运到卡车/从卡车转运到铁路？ | | | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | | | | | | | | | | |
| **2** | **瓶颈的位置（例如：与城镇的距离）** | | | | | | | | |  | | | | | | | | | | | | |
| **瓶颈 GPS 坐标 (DDD.dddddd)：** | | | | | | | | |  | | | | | | | | | | | | |
| 瓶颈的性质 | | | | | | | | | | |  |  |  | | --- | --- | --- | | 桥梁损坏 | 轨道损坏 | 过境点拥堵 | | 轨道上有障碍物 | 内乱 |  | | | | | | | | | | | | | |
| 其他： | | | |  | | | | | | | | |
| 有哪些重新开放和/或增加运输能力的可能性？ | | | | | | | | | |  | | | | | | | | | | | | |
| 需要什么材料、设备和专业知识？ | | | | | | | | | |  | | | | | | | | | | | | |
| 是否有可能/可以使用设备在瓶颈点转运到卡车/从卡车转运到铁路？ | | | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | | | | | | | | | | |
| **关于此路线的其他信息？** | | | | | | | | | |  | | | | | | | | | | | | |
| 车站 | | | | | | | | | | | | | | | | | | | | | | |
| **火车站名称：** | | | |  | | | | | | | | | | | **车站位置：** | | | | | | |  |
| **车站协调人联系方式：** | | | |  | | | | | | | | | | | **GPS 坐标 (DDD.dddddd)：** | | | |  | | | |
| **描述车站的预计吞吐能力（MT 或每小时车皮数）：** | | | | | | | | |  | | | | | | | | | | | | | |
| **吞吐能力** | | | | | | | | | | | **设备是否可运行？** | | | | **可运行单位数量** | | **备注** | | | | | |
| 人工装/卸 | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | 不适用 | | | | 不适用 | |  | | | | | |
| 正面吊运车、顶部装载机 | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | |  | | 容量 (mt) | |  |  | | |
| 谷物升降机 | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | |  | |  | | | | | |
| 叉车 | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | |  | | 容量 (mt) | |  |  | | |
| 起重机 | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | |  | | 容量 (mt) | |  |  | | |
| 装袋设备 | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | | 不适用 | |  | | | | | |
| 仓库物料搬运设备（手推车、托盘搬运车等） | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | | 不适用 | |  | | | | | |
| **关于吞吐能力的其他备注：** | |  | | | | | | | | | | | | | | | | | | | | |
| **储存类型** | | | | | | **估计容量** | | | | | | | **备注** | | | | | | | | | |
| 集装箱堆场 | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | 标准集装箱数 | | | | | |  |  | | | | | | | | | |
| 冷藏集装箱接口 | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | 接口数 | | | | | |  |  | | | | | | | | | |
| 筒仓设施 | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | 估计空间 (mt) | | | | | |  |  | | | | | | | | | |
| 有盖仓库 | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | 估计空间 (m2) | | | | | |  |  | | | | | | | | | |
| 保税仓 | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | 估计空间 (m2) | | | | | |  |  | | | | | | | | | |
| 气候控制仓库 | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | 估计空间 (m2) | | | | | |  |  | | | | | | | | | |
| 冷库 | | | |  |  |  |  | | --- | --- | --- | --- | |  | 是 |  | 否 | | | | 估计空间 (m2) | | | | | |  | 最低温度 (c) | | |  | | 最高温度 (c) |  | |  | |
| **安保：** | | | 围栏  警卫  照明  警报程序  消防车/应急人员  通信 | | | | | | | | | | | | | | | | | | | |
| **其他备注：** | | | |  | | | | | | | | | | | | | | | |
| 是否连接其他运输方式 | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | 道路 |  | 空运 | | | | | | | | | | | | | | | | | | |
| **其他一般备注：** | | |  | | | | | | | | | | | | | | | | | | | |