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Working Party on Combined Transport
Working Party on Rail Transport

Joint Meeting of the Working Parties on
Combined Transport and Rail Transport
(First session, 19 April 2001,
agenda item 3 (c))

THE ROLE OF RAILWAYS IN THE PROMOTION OF COMBINED TRANSPORT

Possible solutions to problems and best practices

Transmitted by the Groupement Européen du Transport Combiné (GETC)

Note: The following text is reproduced by the secretariat as received from GETC. It contains the quality development charter drawn up between FNTR, SNCF, NOVATRANS and GNTC, signed on 20 March 2000 in the presence of Mr. Jean-Claude Gayssot, Minister of Public Works, Transport and Housing of France.

**QUALITY DEVELOPMENT CHARTER
FNTR, SNCF, NOVATRANS, GNTC**

**Signed on 20 March 2000
in the presence of Jean-Claude Gaysot
Minister of Public Works, Transport and Housing**

The development of combined transport is one of the major lines of transport policy in France. It creates an effective link whereby rail transport covering the central section of the route complements road transport which covers the terminal approaches.

This association of road and rail has undeniable advantages for shippers, carriers and the community in that it provides an effective response to problems of congestion, safety and the environment.

It is, however, a development which is closely linked to the level of service quality supplied by the combined transport chain as a whole to the final customer.

The parties have agreed to implement mutual commitments concerning quality improvement and the promotion of services, on routes selected for their development potential, using trains capable of absorbing at least 20% more traffic.

As regards the forwarding of Intermodal Transport Units delivered by road hauliers to these specially designated trains, NOVATRANS and SNCF undertake to increase the rate of compliance with the agreed service to 95%.

NOVATRANS and its customers undertake to make every effort to ensure that the quality of the road-rail interface results in quality carriage by rail.

FNTR and GNTC undertake to carry out communication and promotion activities vis-à-vis their members with a view to a 20% increase in traffic levels on the routes accepted.

The special clauses of these commitments are defined in a service protocol associating all the signatories of this charter for implementation as from 1 March 2000.

A monthly assessment of commitments will be drawn up after discussion with the parties and distributed to the signatories.

The Chairman of FNTR
René PETIT

The Chairman of SNCF
Louis GALLOIS

The Chairman of GNTC
Pierre FUMAT

The Chairman of NOVATRANS
Jean-Claude BERTHOD
