

SUMMARY – HANDLING SURVEY – 2014 - LYON CAREX

VIII. CONCLUSIONS

The analysis of the organisation of the handling related to the commissioning of the Carex projects on the Lyon Saint-Exupéry site and the estimation of its tariffs bring to light the following matters:

- The running of the system is closer to a « travellers » logic than a « merchandise » logic in the railway meaning of the term :
 - ✓ Strong constraints of the schedule compliance,
 - ✓ High quality of service to offer an alternative solution appealing to the actors of the express ;
- The constraints of loading /unloading in 30 minutes and the time for the expressists related to their commitment to meet the delivery deadlines lead to an organization where the materials and the staff are limited, in order to preserve a certain flexibility in case of punctual malfunctioning. In case of malfunctioning, a tight organisation is not suitable ;
- In a more general way, the organisation of the handling needs to be structured based on the peak of demand, in order to keep performance conditions making the service appealing under the most unfavourable case. This can raise some problems related to the oversizing of the means, for the rest of the time (this affecting the average tariff). A good smoothing of the demand over the time is the pledge for a better optimised organisation ;
- The launch phase of Carex leads to a sub-optimal use of the workforce and the materials. The reinforcement of the services to 3 arrivals and 3 departures per night allows to achieve more interesting levels in terms of profitability of the means implemented for the organization of the handling;
- The analysis of the handling organization scenarios brings to light the economic interest of mutualised solutions, whether it is the cohabitation of different handling operators already present on site or the attribution of a unique contract to a single handler already existent;
- The organisation of the handling by different operators already present on Lyon Saint-Exupéry platform appears as the most economically advantageous solution. This is because the handlers manage « the same volume » of merchandises with and without Carex and because the adaptation of their organization would be minimal. This observation should be qualified, however:
 - ✓ Coordination costs would likely be added. If they are not integrated with the handling tarification, they will be supported by a third organisation (Aéroports de Lyon, presumably) and will be reinvoiced under another form...
 - ✓ The comparison with the runway handling shows that the multiplicity of handlers is a solution that tends to move aside in favor of a unique operator. It's particularly the case on Lyon Saint-Exupéry site. The same logic makes presumably sense. It's the reason why scénario 4 « unique handler already present on site » is used as a baseline for the results recalled below
- The handling costs, baseline éléments of the tarification service, amount to about 9,5 Euro cents per net kilogram of merchandise for phase 1 and 6,0 c€/kg for phase 2. While the first tariff doesn't seem competitive given the tariffs applied for other handling operations, the tariff on phase 2 appears reasonable and seems to form part of the traditional handling operations. However, it raises the issue of the integration of these costs to the whole logistics chain because the handling associated to a ULD (3,1 t on average) costs around the third of the price of the transportation of a heavy weight (between 12 and 16 t) between LYS and CDG. This refers to the upscale feature of the service and to its adaptation to the express merchandises, and the very specific problems resulting from the respect of the deadlines and the quality of service.

- The organisation of the material constraints applied is therefore, very

- ✓ Train s
- ✓ Loading
- ✓ Delive
- ✓ Conco
- ✓ Unit of commercialization of Carex product,
- ✓ Rotation of empty ULDs,
- ✓ Yield management considered on the Carex product,
- ✓ Heterogeneity of the demand and the offer during the week,
- ✓ Duration of the contract for the unique operator,
- ✓ Collective convention and social legislation.

[Tapez une citation prise dans le document, ou la synthèse d'un passage intéressant. Vous pouvez placer la zone de texte n'importe où dans le document et modifier sa mise en forme à l'aide de l'onglet Outils de dessin.]

of optimisation of the affectations the specifications of exogenous Exupéry platform and Railport. It ects:

ehouses of the expressists,