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# **Long distance travel - potential impacts of discontinuing seasonal changes of time in the EU**

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# Scope of the research

- Impact on long distance road transport
  - Effects on road haulage enterprises
  - Effects on supply chains
- Impact on long distance rail transport
  - Effects on rail enterprises
- Impact on long distance air transport
  - Effects on airport managers
  - Effects on airlines

Study method: interviews and questionnaires with transport managers

# Effect on road haulage companies

- According to the industry opinion the change is irrelevant from the business perspective.
- Additional costs related to seasonal time change occur only in those instances where driver rest-work hours are affected. Since seasonal time change usually happens over weekend and usually weekly rest periods correspond to weekends, it has very little impact on costs.
- What has been however stressed by the industry is that the worse situation would be to replace unified time change with individual MS decisions. It would create huge administrative barrier with need to keep track of many different time changes.

# Effects on supply chains

- None or small positive effects are expected.
- Industry representatives already have well established procedures for time change days. The only cost is that change has to be remembered and work schedule of night shifts changed (with sometimes additional pay requirement) But industry representatives point out that in the scope of the whole business this happens twice a year and is not important.
- There are no additional energy costs related to longer dusk/dark periods in winter – properties have to be illuminated anyway.

# Rail enterprises

- Impact on scheduling
  - Seasonal time change or its lack has almost no impact on scheduling. Time change results in very limited changes in operation of few trains which either arrive 1h late or arrive early. Sometimes trains wait for an hour but this is more and more avoided by train operators. Sometimes selected trains departure or arrival time is modified for this single night of operations. In general this is not very time consuming or costly for schedulers.
- Impact on operating costs
  - No impact on infrastructure related costs. Infrastructure has to be lighted anyway. Some small savings on personnel costs. During time change weekends some trains are stopped and thus additional hour of worktime for train personnel is added to the total cost (night work compensation is also higher than day shift compensation). This is however only one time per year for very few trains (less than 5% are affected). Similarly a very small savings on global electricity consumption might be expected (stopped trains still use electricity for heating and lighting – this is again a very small cost).

# Rail enterprises

- Impact on seasonal scheduling
  - No impact since seasonal scheduling is done regardless of time change and in response to demand changes. Time change rescheduling is one time action and happens in the off-peak services. In addition for cargo trains this is even less important since they do not operate under scheduling but rather on the individual contractual basis.
- Impact on coordination of trains
  - There will be a visible positive effect if time change is abandoned. Coordination of arrivals and departures currently is difficult. Arriving train arrives late and thus either subsequent train has to wait or traveler is rescheduled for the following train. This is more important to travelers than rail service providers.
- Impact on coordination with access/egress services
  - Coordination with rail services poses a scheduling problem for city public transport companies. Trains are not scheduled in connection with local public transport but other way round. However there is currently visible negative impact on public services since they tend to cease at night. With postponed train arrival it is likely that connecting public services on those particular days might be out of synchronization. Again possible gains are rather on the part of traveler and not rail company.

# Airlines

- Impact on scheduling
  - In air transport scheduling UTC time is used. Only UTC+/- X hours are translated into local times. Since crossing even multiple time zones is typical for many airlines any seasonal time change plays very minimal role. During air travel while airplane is in the air UTC time is used for air crews and air operations. Local time is constantly recalculated into all journey points, navigation signs etc. only for the passenger convenience. In that way seasonal time change is simply accommodated into regular airline activity. Abandoning seasonal time change is neutral from the scheduling point of view. The simplification of mostly automated time recalculation into local times is a tiny programming issue.
  - What airlines fear is however that within a same region time will be changed differently in each country – this would make passenger interfaces more demanding. It is crucial that time change (if any) is conducted at the same time in all European countries. Otherwise coordination of air services will suffer. And in that scenario costs of rescheduling could be very high.
- Impact on operating costs
  - No significant savings are expected, there will be no impact on energy and fuel consumption
  - The only savings expected are on distribution of local timetables

# Airlines

- Impact on seasonal scheduling
  - Seasonal change of timetables is done due to demand changes and seasonal time change is irrelevant in this respect. The airline managers point out that only limited benefits are expected from the reduced room for mistakes while recalculating time from UTC to local times. Another possible benefit is that scheduling will be easier since seasonal time change somewhat disturbs sequential flights.
  - Limited benefits for passengers are expected as they might finish more flights during daylight which is often passenger preference.
- Impact on coordination of connecting flights
  - No impact
- Impact on coordination with access/egress services
  - None on the side of airlines. There might be positive impact for passengers often arriving at destinations unfamiliar to them, whereas there is no change in operation of local public transport

# Airports

- The most significant problem is slot availability. While this is no issue in local/regional airports, which usually have spare slots, slot allocation could be a limiting factor in congested airports.
- Each seasonal time change requires some reallocation of slots. Abandoning seasonal time change will remove this necessity. On the other hand this process has been already well coordinated by the industry. Abandoning seasonal time change will probably require a single major reallocation. This in turn will change departure/arrival schedules for most airlines.
- Similarly, like airline industry, what airport representatives fear most is uncoordinated time changing within Europe.

# Thank you for your attention



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