

## Information Management for Border Crossing Processes

Best Practice and initiatives of DB Schenker Rail Romania SRL

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DB Schenker Rail Romania SRL

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COSMOS Final Conference

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Rail

## DB Schenker Rail Romania at a glance

### Business development

- Founded by DB Cargo in 2000
- Employs more than 400 persons
- Operates more than 50 long haul locomotives
- Manages a fleet of more than 2200 wagons
- Coordinates 2 workshops for repairs

### Main activities

- Rail freight transport services of various goods using own locomotives, wagons and staff
- Shunting services using own locomotives and staff
- SEE regional role for sales and asset management
- Management of owned and 3rd parties wagons/ maintenance and repairs

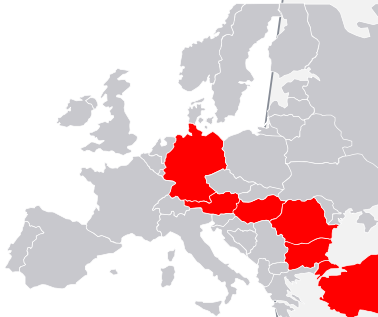


**WE are a premium rail freight operator, reliable for our customers, economically successful, safe for our employees and environmental friendly.**

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Rail

# Information flow in international rail traffic and border crossing: Best Practice and Focus on corridor IV



■ At first we defined the „sensors” to collect the basic information

- European Order Management (web based Customer order placing)
- Backoffice sales and Customer Services departments in the Company
- Operative channel through Dispatching offices
- Operative channel „on site” at Customer yards

■ The „kind” of information within the flow

- Traffic conditions
- Plans for loading / unloading / transshipment
- Volumes, type of goods and wagons
- ETA and ETD

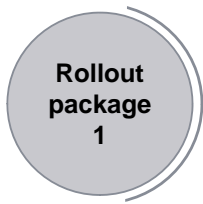
■ Connected Traffic (Operations) Management




- Between carriers (within DB SR)
- Between carriers (different user RU's)
- To the Infrastructure manager
- To the customers

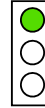
■ Corridor Management functions at DB SR level

- (European) Service Design – commercial perspective
- (European) Operational Management – productional issues
- (European) Operational Center – Central Dispatching office
- (European) Resource Management – resources deployment (locomotives and wagons)
- (European) sales on Industry Sectors – Key Accounts to specific customers

# The Information platform : „Rollout Package 1” deploys common services for DB SR supporting European production processes



Content of Projects	Benefits
<p><b>Master Data for European rail locations (MDM)</b></p> <ul style="list-style-type: none"> <li>■ TAF/TSI compliant locations for a common communication basis</li> <li>■ Provisioning of TAF/TSI master data for German legacy applications</li> </ul>	<ul style="list-style-type: none"> <li>■ Part of ensuring legal compliance with TAF-TSI in all DBSR entities</li> <li>■ Enables location cross-referencing across RU's and IM's</li> </ul> 
<p><b>Train Order Management (TOM)</b></p> <ul style="list-style-type: none"> <li>■ Organization and ordering of European wide trains, train modification, cancellation of regular trains</li> <li>■ Workflow for the pre-check of the resources from different DBSR RU's</li> </ul>	<ul style="list-style-type: none"> <li>■ Improved co-ordination leading to reduction in administration effort</li> <li>■ Improved visibility of status of a cross-company train order of spot-trains</li> <li>■ Reduced errors from automated consistency checking</li> <li>■ Check of usable path and resources</li> </ul> 
<p><b>European Production Control (TRACE)</b></p> <ul style="list-style-type: none"> <li>■ Tracking of cross European and domestic trains</li> <li>■ Production steering</li> <li>■ Support for trouble shooting of production problems</li> </ul>	<ul style="list-style-type: none"> <li>■ Visibility of train movements across Europe for the first time, enabling:                             <ul style="list-style-type: none"> <li>- Improved train handover between entities</li> <li>- Improved steering and control of domestic and European trains</li> <li>- Communication via IT-application without telephone</li> <li>- IT-supported forecast of the arrival at the handover-point / destination</li> <li>- Information about train-delay and delay-reasons</li> </ul> </li> </ul> 



**Actions taken**

- Establish common **representation and operational** (technical and commercial experts) **offices** at borders
  - Space
  - Endowments and utilities
  - IT & C
  - Expertise
- Implement **interoperable locomotives**
  - Authorize same loco types in several countries
  - Install safety instruments as particularly required
  - Install electricity consumption counters
  - Translate instructions and commands
  - Register same locomotives in the needed safety certificates
- Agree on „**trust**” for **technical checks** and Border Crossings
  - Describe and implement commonly agreed processes
  - Prepare, sign and apply Border Handover Conventions
- Employ „**interoperable**” locomotive **drivers** (wip)
  - Recruit multilanguage skilled drivers
  - Training
  - Examination and certification
- Initiatives for improving **Border Police checks** at trains (when/where applicable)

Consequence

Consequence

Consequence

Consequence

Consequence

**Therefore:**

- We are better informed, reliably inform customers / partners and can faster sort our operational issues
- We are faster in crossing the borders even despite of barriers provoked by works on tracks
- We shorten the pending time and avoid double work on wagons checks and handover procedure
- We can better utilise the resources and avoid idle times at shift changes
- We may improve the technological process duration at borders