



## DB Netz and SŽDC Task Force to reduce border waiting time in Bad Schandau / Děčín

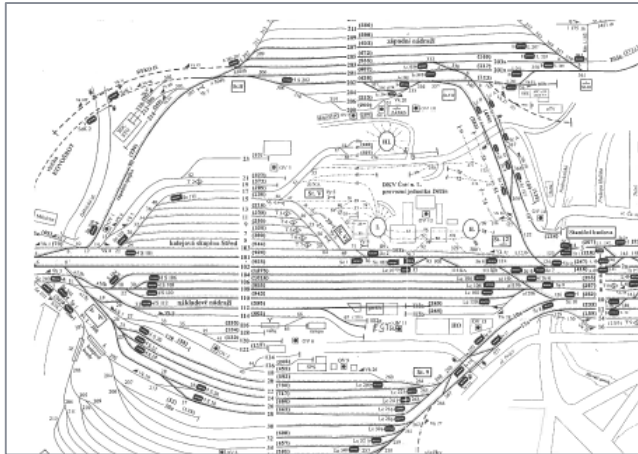


Was business at the border stations better in the past?



# Task Force: Cooperation between SŽDC and DB Netz to reduce border waiting time in Bad Schandau / Děčín

**Děčín**

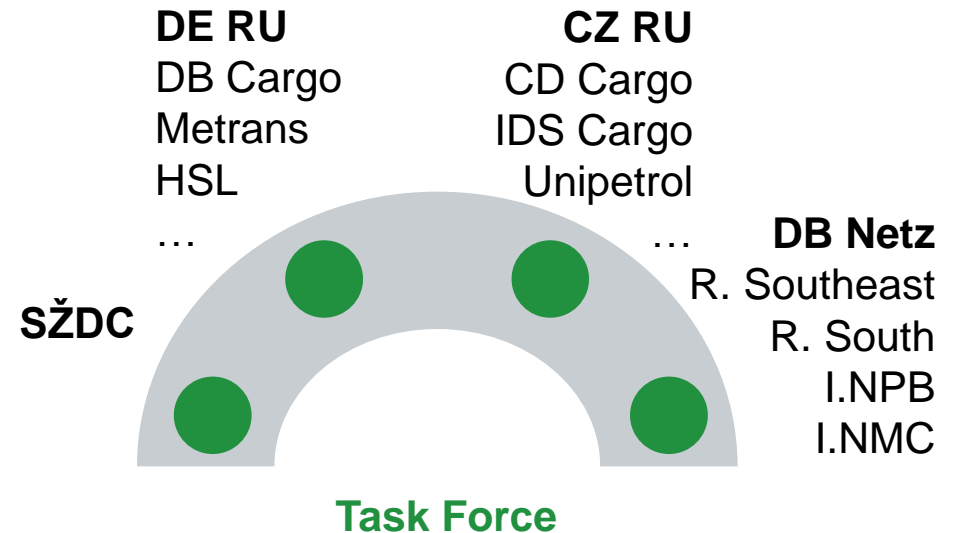


**62%** Trains with >2 hrs waiting time

**38%** Trains with <2 hrs waiting time

**3,5** Hours average waiting time

**Task Force members**

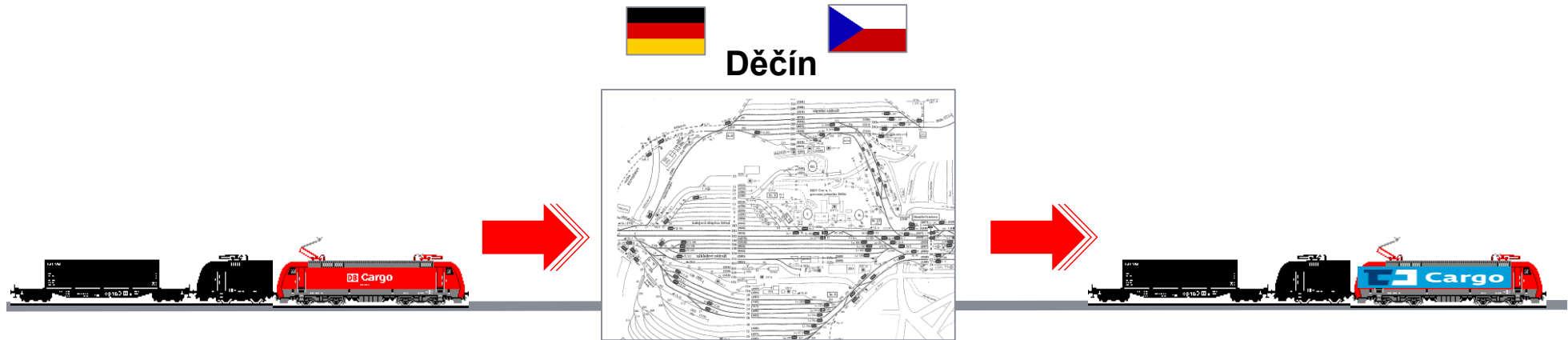


**Lead: V. Wessling, C. Minge**



# The customer is in the focus of the task force

## Identification of actions needed along the train journey



Uncoordinated train path request by RU  
No harmonized booking system

Insufficient information about the state of  
operation

Lack of digitalization in  
production/commercial processing

Language problems locomotive driver

Lack of trusted handover RU

Manual handover of transport documents

Locally operated switches

Poor quality and lack of IT integration in the  
train pre-notification process

Execution of extraordinary transports

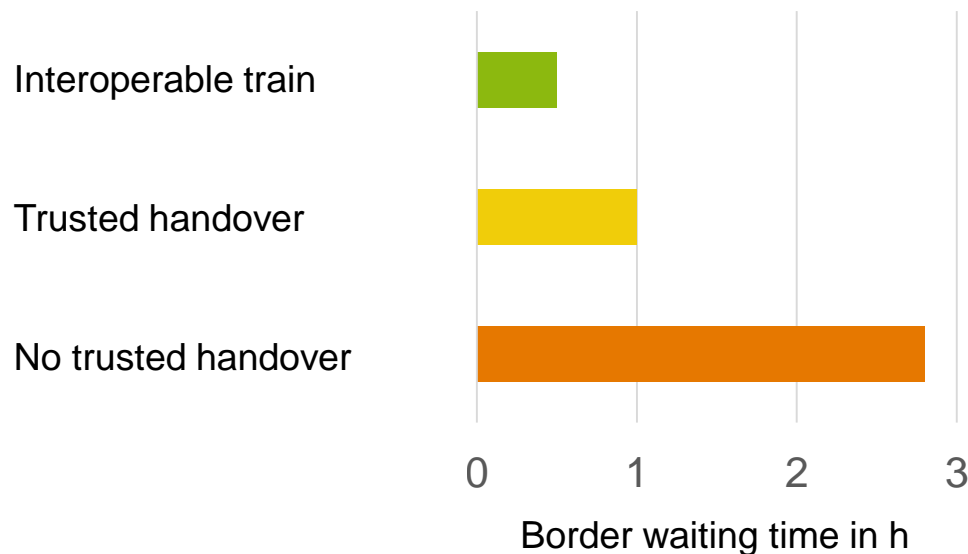
Poor quality of wagon material

Locomotive parking spaces and handling of  
damaged locomotives

Communication between the operations  
centers

# Cooperation Scenario RU – RU has the greatest impact on the border waiting time

## *RU Cooperation Scenarios*



## *Key Factors*

Trusted handovers and interoperable trains are key factors for rapid border crossing

Long durations of stops due to :

- Security checks
- No digital operational advance notification
- No digital breaking sheets
- No digital waybill



**The Task Force was able to identify the lever RU trusted handover, but without a direct solution, since cooperation scenario is in the responsibility of the RU. Indirect influence by digitalization of operational advance notification.**

# Examples of measures initiated by the Task Force

## Problems

Unreliable RU operational advance notification: (e.g. via fax, e-mail) prevents RU trusted handover



## Measures

- Digitization of data exchange between RU/RU and RU/IM
- Introduction of the TAF/TAP Train Composition Message at DB Netz at the end of 2021

Communication between the operation centers in D/CZ



- Implementation of a workshop of the operations center at the border station and definition of communication rules
- Direct exchange of information via the IT tool "BZ-Info"

Very long waiting times for exceptional transports



Joint analysis of the D/CZ exceptional transport processes with the aim of finding a harmonized solution

Conclusion: The Task Force effectively identifies problems in border processes, but has weaknesses regarding implementation



The Task Force has played a key role in bringing transparency to bilateral border processes.



Customers reacted positively and asked whether the Task Force concept could be extended to other border crossings (e.g. Bad Bentheim).



Cooperation is voluntary and this constitutes a major obstacle to the successful implementation of measures.