

## Final Conference June 2014 Vienna Good practice DB Schenker Rail Bulgaria

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DB Schenker Rail Bulgaria

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CEO

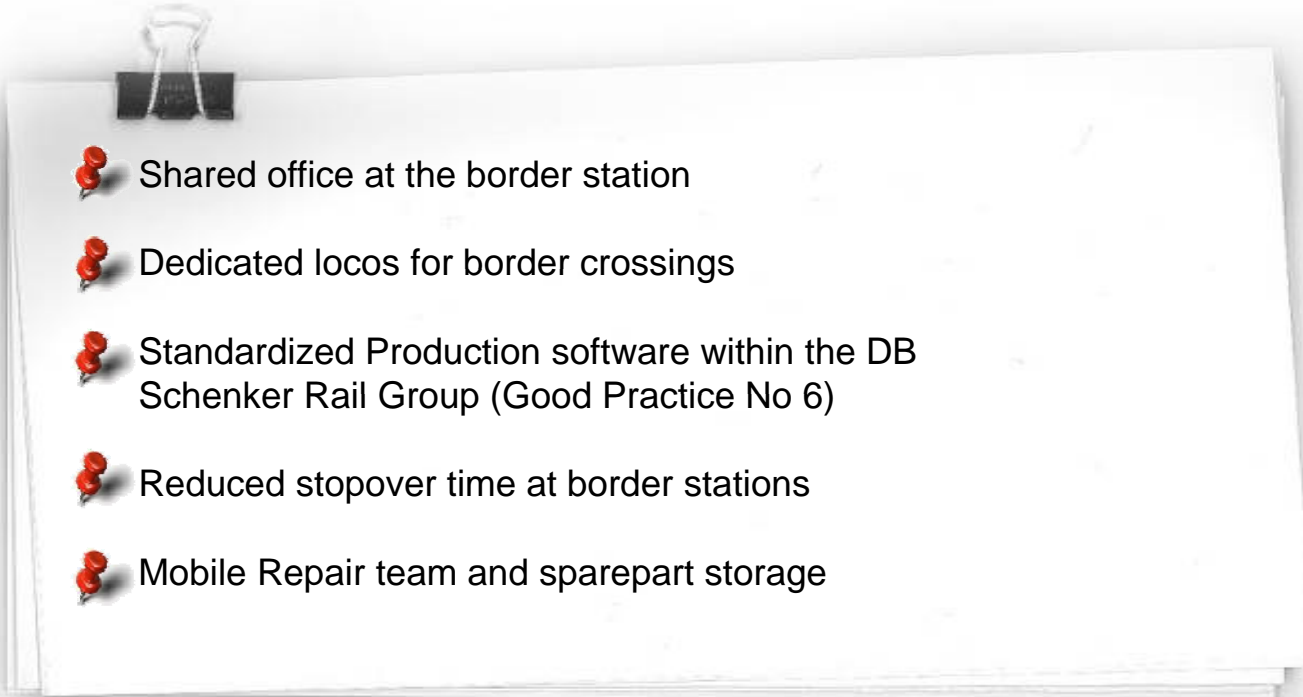
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Liubomir Garchev

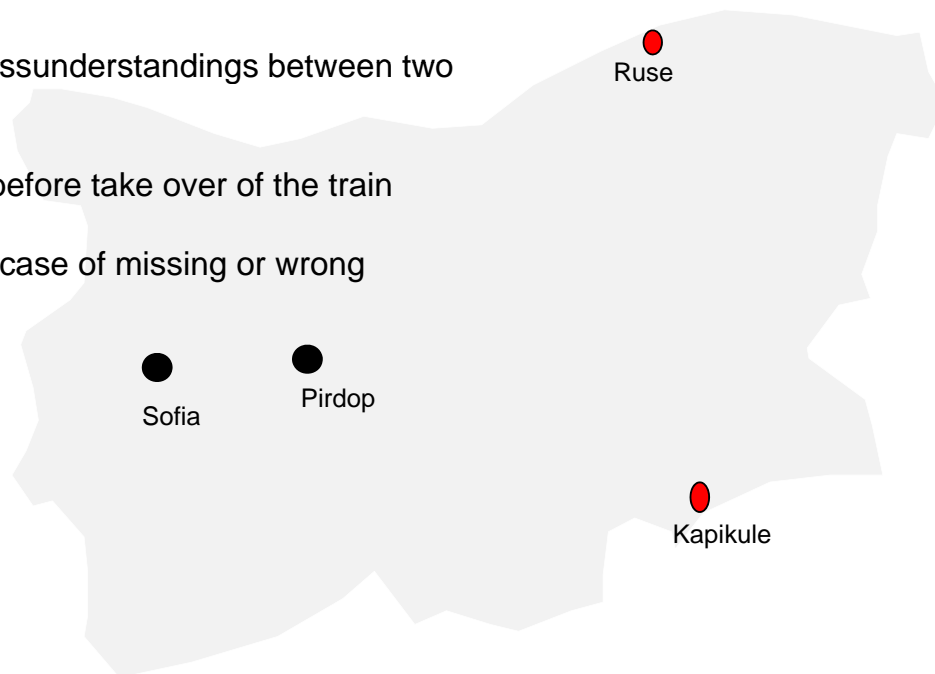
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Pirdop, 12.06.2014

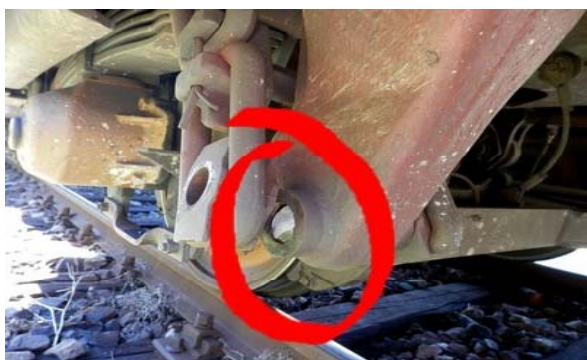
### Good practice overview

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- Shared office at the border station
  - Dedicated locos for border crossings
  - Standardized Production software within the DB Schenker Rail Group (Good Practice No 6)
  - Reduced stopover time at border stations
  - Mobile Repair team and sparepart storage

- Optimized information flow at the border station in case of irregularities
- Reduction of language misunderstandings between two countries
- Pre check of documents before take over of the train
- Reduced reaction time in case of missing or wrong documents



## Customer benefits in 2013



**DBSR BG has developed a mobile team for repair of broken wagons decreasing the number of detached cars**

- The repair of broken bolts or other small repairs on the wagons are done directly on the railway by the wagon specialists of DBSR BG.
- We have variable and flexible solutions for fast reaction in case of displaced cargo. The only goal is the wagon to continue with the train without detachment.

### Concept and components – equipment



Mobile repair team bus for staff, spare parts and tools



Equipment of the Team

## Benefits of the „Good Practice“

- 
- **Number of detached wagons in Bulgaria reduced to zero**
  - **Delays of each train could be reduced during repairs**
  - **Custom declarations and freight documents could be prepared in advance due to preliminary information system (→ Good Practice N° 06)**
  - **Costs for the customers could be reduced due to following reasons:**
    - All sensitive goods of the block train can be delivered to the customer in one part
    - Customers decide on repairs of their private wagons (considering own production processes; optimisation)
    - No/less penalties to the final automotive customer that requires just-in-time delivery of vendor parts
  - **No operational problems due to shunting activities in case of wagon detachments**