

Even with high complexity - here is the truth

Some time ago, you decided to introduce specialised shunting software - why?

We carry out around 10,000 shunting movements per year here. Previously, we used four different software systems to optimise the process. To optimise our processes and make them more efficient, we looked for a new software solution. To this end, we defined our selection criteria, drew up a detailed specification sheet and examined several providers. In the end, we decided in favour of ZedasCargo, because it was best able to fulfil our requirements.

What does the IT process that accompanies running look like today?

Only our works railway runs on the grounds of Industriepark Höchst. There is a transfer point to the public network that is operated by DB Cargo. DB Cargo and our shunting software ZedasCargo exchange the train and wagon data via a data interface, after which the works railway takes over with the shunting software. The wagons are checked by the wagon inspector on arrival. If any damage is detected, the wagon can be automatically referred to our commercial vehicle workshop via the software. The wagons are then pre-sorted via our in-house marshalling yard and customers are notified that their wagons have arrived. Customers can then use the Rail Hub web platform, which is part of the shunting software, to instruct us to move the wagon(s) to the desired location.



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at the specified time. We have to fulfil this order within four hours. In the same way, we are instructed to collect full wagons from the loading points. The software monitors and documents all these processes. In addition, the trolleys are weighed full and empty to determine the delivery quantity. This data is sent to the customer, who can use it as a binding quantity for their incoming and outgoing goods. For our invoicing, we create CSV files from the order data so that we can then use our SAP software invoices at the touch of a button.

Are there data interfaces to the customer's IT systems?

The fact that these data interfaces can be set up was part of our selection criteria. Some customers have opted for others only need to access the RailHub as a web platform.

You are not competing with other providers for shunting services at the plant - why invest in reducing costs?

The efficiency of our services and cost optimisation in the interest of our customers are important success factors for Industriepark Höchst. With the software, we have our KPIs under control. Everyone involved, our customers as well as we as a service provider, have full transparency of all processes and access to the data at all times.

all data and documents - here is the truth. ●



Photo: Industriepark Höchst/Infraser

Industriepark Höchst is one of the largest research and production sites for the chemical and pharmaceutical industry in Germany. The 4.6 square kilometre site in Frankfurt am Main is home to more than 90 companies that employ around 22,000 people and operate some 120 production facilities and around 600 loading bays. As the site operator, Infraser Höchst provides many services, from supply and waste management to environmental protection and safety services, permit management and facility management, occupational health services and training and continuing education. As a wholly owned subsidiary of Infraser Höchst, Infraser Logistics offers transport solutions across all modes of transport (rail, truck, barge and air) as well as all other logistics services along the supply chain. The fleet of the company, which specialises in services for the chemical and pharmaceutical industries, includes seven of its own locomotives and 30 trucks. At its three locations in Frankfurt-Höchst, Frankfurt-Fechenheim and Gersthofen (Bavaria), it has a total of 130,000 pallet storage spaces, container storage spaces for 280 TEU and tanks for 65,000 metres of³ liquids.