LIPS2015 Barcelona Lean in Public Sector Construction Conference

Session 4*

Applying the last planner system to modernize the classification yard in Halle

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DB Netz AG, Project VDE 8 - Halle



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"ZBA Halle" – Using the last planner system to ensure critical time frame while modernizing the classification yard in the city of Halle.

DB Netz

Tobias Richter, Anne-Kathrin Pöhls

LIPS Conference 17 Sept 2015, Barcelona

Background and History of the Classification Yard Halle

- Classification Yard = "transshipment station in wagonload freight"
- Train Formation Depot (ZBA) = trains are linked up here
 - In wagonload freight, wagons have to be linked up to a train first. After the train has reached its destination station the waggons are decoupled and unloaded.
 - → Bundled transport units for large ranges are economical and environmentally friendly.

- Classification Yard Halle (Saale) exists since 1889
- Existing railway tracks and equipment have to be rebuilt.

Complete modernisation and enlargement of the classification yard Halle.







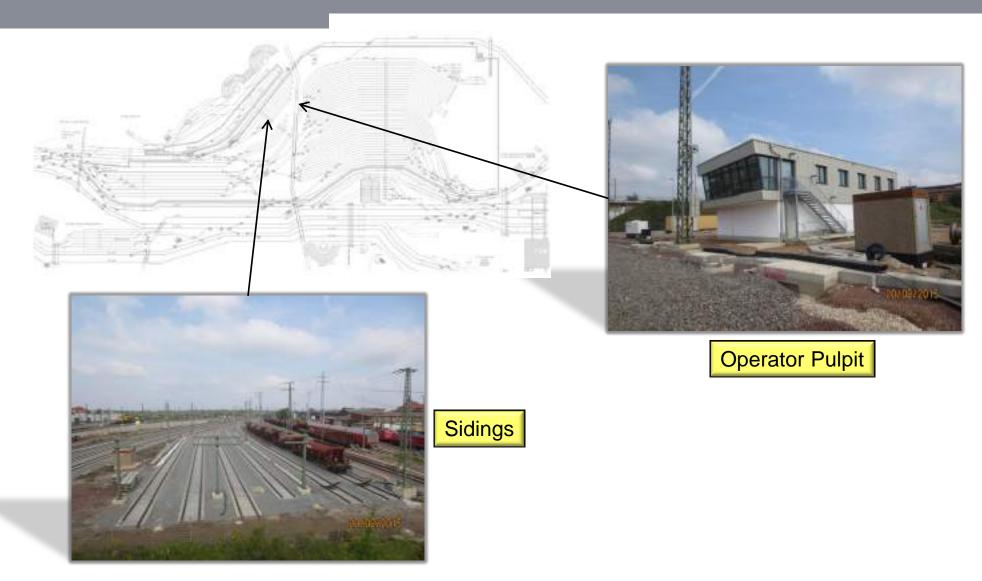






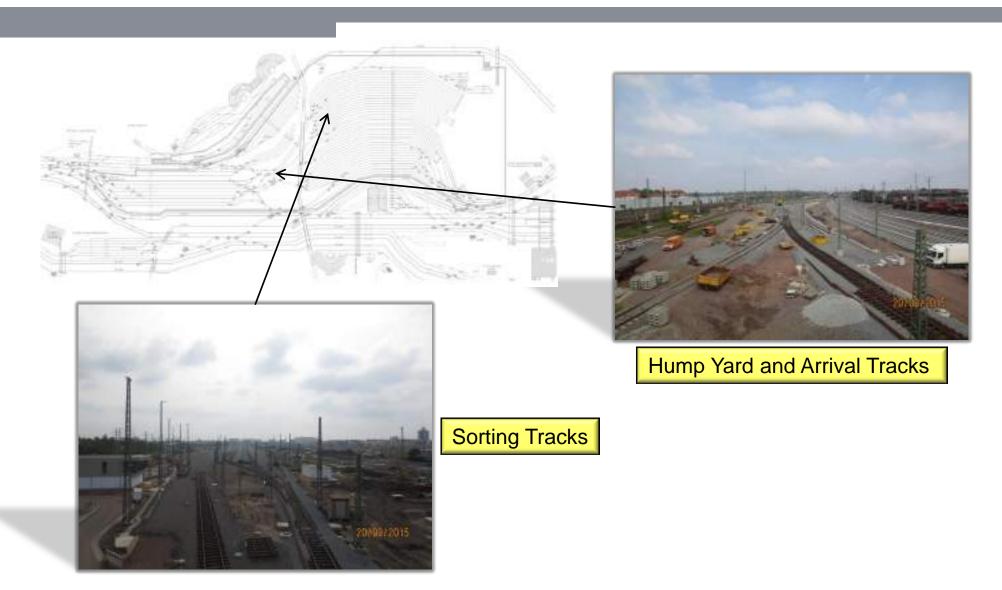
Pictures of the current State of Construction





Pictures of the current State of Construction





Facts



Efficiency of the hump yard: Up to 120 wagons per hour can be sorted.

- 8 Arrival Tracks
- 2 Leaving Tracks

36 Sorting Tracks

4 Retarders behind the Hump Yard

36 extra Retarders

12 Conveyor Systems (Förderanlagen)

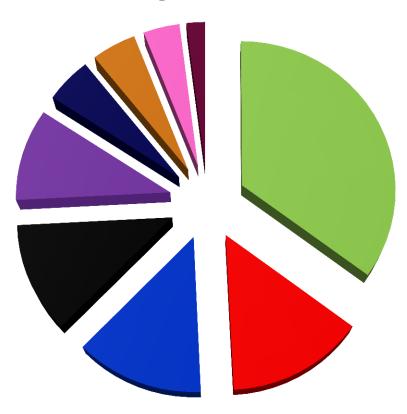


Twenty orders were
placed for the
construction work259.000m² Area200.000m³ Earthmoving26.000t

76.000t	Gravel
42,5km	Tracks
75.500	Ties
133	track switches
54.000	Cable Cores

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Placing – Contract Structure



- Los 1a Civil and Structural Engineering
- Los 12 Electric Signal Box Technology
- Los 5 Control Engineering
- Los 3 Extra Retarders
- Other
- Los 2 Retarders behind the Hump Yard
- Los 4 Conveyor System (Förderanlagen)
- Los 1k Overflow System
- Los 9b Catenarys

Timeline



\bigvee	June 2017	Start of operation of the hump yard
2017	Start of 2017	Approval of ASR Start testing phase
		and special comp. hard – and software for controlling hump yard
2016	Mid 2016	Approval of interf. betw. common electrical safety technique
	Start of 2016	Installation of safety techniques
2015	End of 2015	Completion of rail system
		Start LPS
 /	2014 - 2015	Main execution work – civil works and rail system (tracks)
[]	April 2013	Start of execution, deconstruction of old plant
	May 2010	Building Permit released
	February 2009	Detail design is released
	February 2000	Deteil design is released

Starting LPS



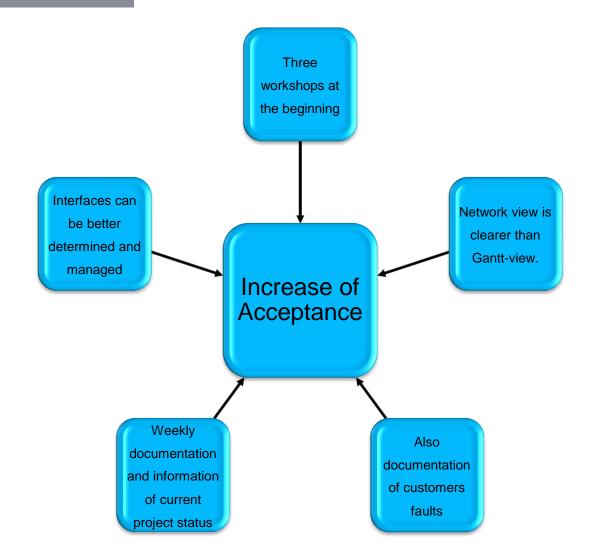
Obstacles when	participation on LPS - meetings not mandatory						
implementing LPS							
after conclusion of	No incentives for good performance and statistics while working with LPS						
contracts							

little acceptance for the new method

Increase of acceptance through workshops and regular explanation and information about project progress

Working with Project Partners - Increase of Acceptance

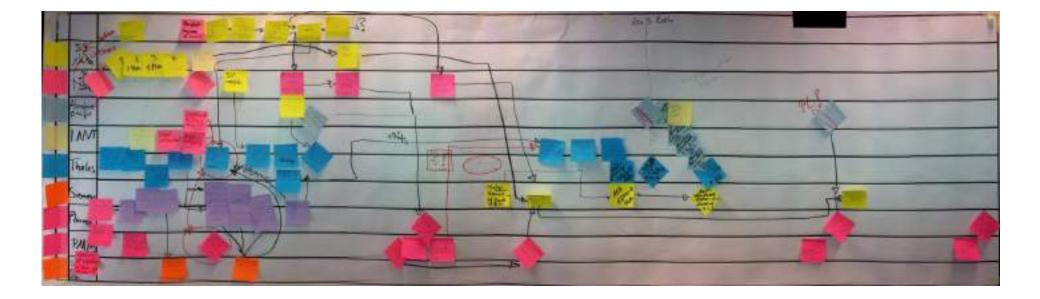




Work with LPS



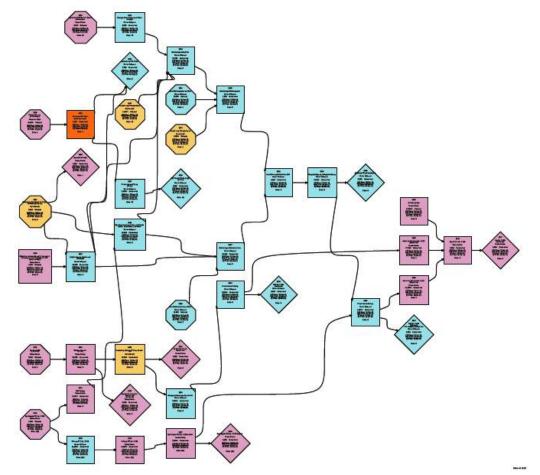
Mapping of all trades in construction meetings





Work with LPS

Digitalized solution – time schedule



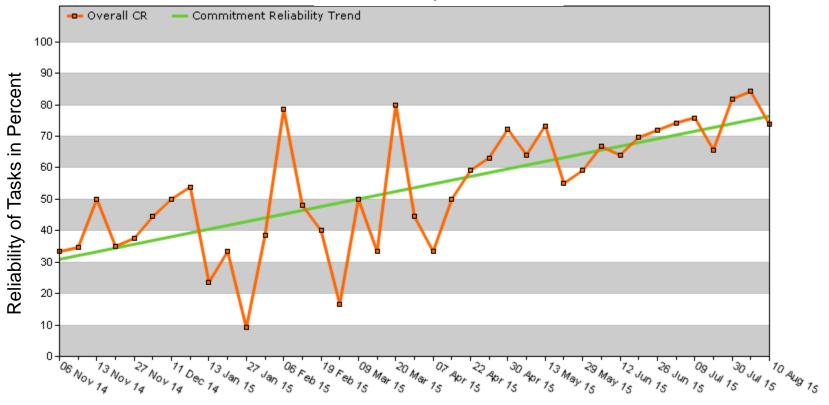
Work with LPS



Weekly control of tasks in production plans

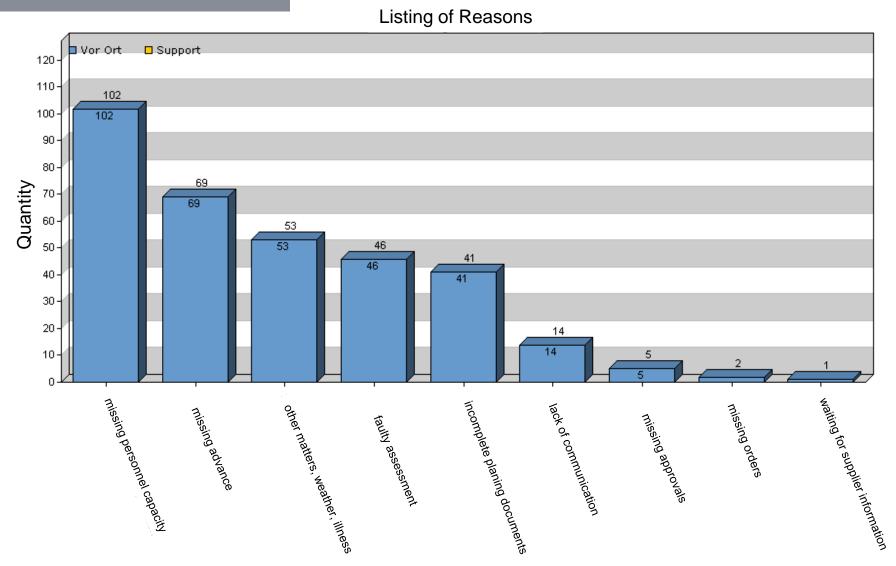
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Reliability of Tasks

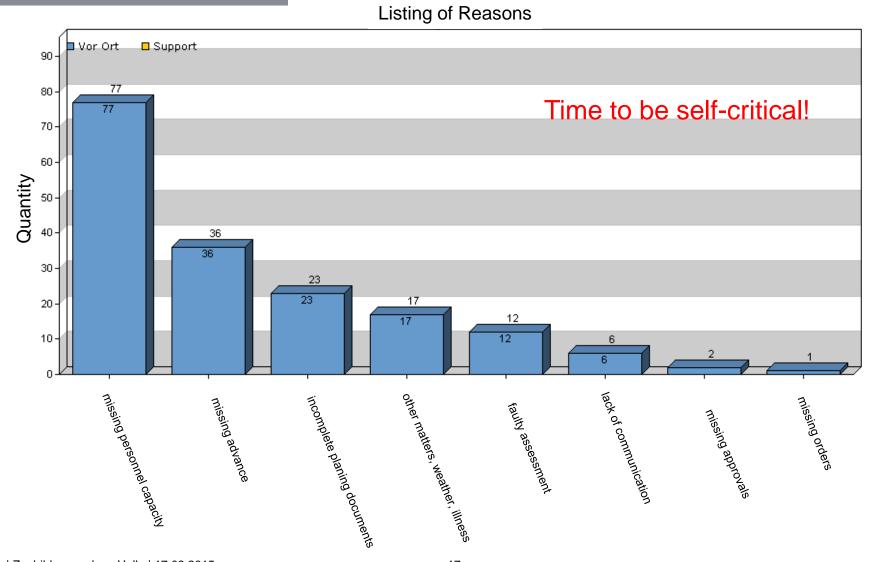
Analysis of Reasons for Non-Completion (all Units)



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Analysis of Reasons for Non-Completion (Project Management)





Thank you for your attention – Questions ?