



References



The employees of Sky Eye have extensive experience in developing IT solutions for the traffic sector, especially for railways. Our clients are well-known industrial railways and feeder trains, private railways and European state railways. Some of the large number of projects that we have realised for our clients are listed below (in alphabetical order by clients' name):

dispolino.rail for Arcelor Eisenhüttenstadt GmbH



EKO Transportgesellschaft mbH is the public railway traffic and railway infrastructure company of ArcelorMittal Eisenhüttenstadt GmbH in Eisenhüttenstadt (Germany) and works with ***dispolino.net*** for the disposition of its long-haul traffic. An additional benefit can be reached through a combination of ***dispolino.net*** – used at EKO Transportgesellschaft mbH – and ***dispolino.local*** – used at ArcelorMittal Eisenhüttenstadt GmbH. The trains that are marshalled in the industrial railways and feeder trains section of Arcelor Eisenhüttenstadt GmbH – this includes not only the wagons but also the field of IT – can be transferred to EKO Transportgesellschaft mbH and also back to ArcelorMittal Eisenhüttenstadt GmbH.

At the beginning of 2007 ArcelorMittal Eisenhüttenstadt GmbH has asked us to extend the existing software to ***dispolino.rail***. The extension contains the components ***dispolino.fleet*** (planning and disposition for the operation of power units), ***dispolino.task*** (planning and disposition of staff assignment) and ***dispolino.path*** (train-path management system).

dispolino.rail for CFL Cargo



CFL Cargo is a joint venture of Luxembourg state railway CFL and Arcelor Mittal, the biggest steel company in the world. Within the next two to three years, CFL Cargo would like to have a standardised software system. The software should contain operations such as planning and disposition of resources (personnel, power units, wagons) or visualisation of shunting trips and train runs as well as commercial issues (starting from the controlling of bids to the invoicing).

In the first-quarter of 2007 Sky Eye - in cooperation with CFL Cargo employees - has worked out a feasibility study regarding such a software. The feasibility of ***dispolino.rail*** for operation at CFL Cargo was proven.

Subsequently a software requirement specification has been written and the modules “train runs” and “shunting trips” are realized.

CFL Cargo Deutschland (its assignor respectively), a subsidiary company of CFL Cargo has licensed the **GIPAS** system in 2001. Since 2006 **GIPAS** is also in use at CFL Cargo Denmark.

dispolino.rail for Chemion Logistik GmbH



Our **dispolino.rail** has gone on line at the 01.10.2007 at the Chemion Logistik GmbH. Through the central data management and the coverage of the slightly different production processes at the various sites (Leverkusen, Dormagen, Uerdingen) it was possible to achieve an aggregation of the previously separated control centres for these plants. At the same time the quality as well as the availability of data were markedly increased.

dispolino.task for Deutsche Bahn AG



At about 70 workplaces of Deutsche Bahn AG our **dispolino.task** is in use as the “Programmsystem für den WagenUntersuchungsDienst” ProWUD (“program system for wagon inspection service”). Not only Railion but also the long-distance passenger traffic and DB Regio are using this system. The system was introduced in 1994, and since then it was modified continuously to suit new technical and organisational initial conditions.

In 2006 the long-distance passenger traffic and DB Regio have asked us to extend the system with functions for applications planning of the shunting staff to PASWURD.

GIPAS for Häfen und Güterverkehr Köln AG



At HGK the **GIPAS** system is in use since January 2000. Since then it was modified and extended continuously to suit new requirements. In 2001 in addition to the core systems “sales” (for the commercial transactions) and “production” (for the operational processes), the modules **GIPAS-L** (calculation of benefits) and **GIPAS-Z** (train and train contents) were added. Also since January 2000 HGK uses the client service system **GIPAS-K** as an electronic link between clients and railway.

dispolino.local für InfraServ Logistics GmbH



The InfraServ Logistics GmbH (ISL) successfully utilises **dispolino.local** for the disposition of locomotives, wagons and personnel of their industrial railways and feeder trains in Frankfurt/Main (Germany) and Griesheim (Germany) since 2006.

In this specification **dispolino.local** characterises through a very close connection to SAP LES und uses standard workflow templates on a big scale.

***dispolino.local* for Mitteldeutsche Eisenbahn GmbH**



Since 1998 MEG successfully uses *dispolino.local* for disposition of locomotives, wagons and personnel of their industrial railways and feeder trains in Schkopau (Germany), Böhlen (Germany) and Rüdersdorf (Germany). The integration of the Rüdersdorf site in 2000 was without any problems. Since the launch of the system Sky Eye is responsible for the maintenance. The system was continuously modified and extended to suit new requirements.

ATLAS for SNCB / NMBS



Belgian state railways SNCB / NMBS uses ATLAS (Advanced Train Location and Administration System) – which is a specific version of *dispolino.fleet* – for medium-range planning, short-range planning and disposition of the operation of about 800 power units. Beside various interfaces to other electronic data processing systems there is also an interface to GPS position finders. Using their information about the power unit movements a potential delay can be calculated. The quality of disposition can be improved significantly when these information will be provided in time.

GIPAS for die Osthannoversche Eisenbahnen AG



GIPAS is in use at OHE since July 2000. In addition to the core system “sales” (for the commercial transactions), the module GIPAS-L (calculation of benefits) was added in October 2000. In March 2005 the core system “sales” was extended by the simplified transport order processing for national block trains.

***dispolino.railbill* for Railion Deutschland AG**



Since 2006 Railion uses our *dispolino.railbill* for visualisation of the CIM-SMGS consignment note and of the processes, algorithms and operations which are built on that. The blocks of the CIM-SMGS consignment note can be filled with Latin and Cyrillic letters at the same time. So it is not longer necessary to rewrite the consignment note at the border between the CIM area and the SMGS area.

GIPAS for Westfälische Verkehrsgesellschaft mbH



The companies of WVG use **GIPAS** since July 2000. In addition to the core system “sales” (for the commercial transactions), the module **GIPAS-L** (calculation of benefits) and **GIPAS-A** (order processing) were added in 2002. In January 2005 the core system “sales” was extended by a financial accounting interface to electronically transfer the booking data from **GIPAS** into the financial accounting system of WVG. Since March 2005 **GIPAS-KLV** (commercial and operational data transfer in the intermodal transport) is in use.

dispolino.com

Some of our clients already use our service ***dispolino.com*** to reorganise communication with their clients on an electronic way – and at the same time “translation” of the data formats from the sender to the recipient. Due to cancellation of multiple “keying in” of data collections and therefore a higher data quality, both sides have a commercial benefit.

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