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**Archiv dat provozních výkonů  
Datové tržiště provozních výkonů  
Archive of operation performance data  
Data warehouse of operation performances**

Data warehouse of operation performances (DTPV) has replaced the former TP412 project focused on collection of tractive stock performance data since 1 July 2011. DTPV offers quality, current and comprehensive information on tractive stock, vehicles, drivers and train crew performance data available on a real-time basis for analytical reporting through the web site. Historical data since 2008 will be loaded into DTPV in order to facilitate demanding queries and analyses, as well as to create time series and trends for estimations.

Jan Eisenreich

**Nízké protihlukové clony BRENS BARRIER – alternativní řešení hluku  
z kolejové dopravy v zastavěných aglomeracích  
Low noise screens BRENS BARRIER - An alternative solution to noise from rail  
transport in urban conurbations**

The paper deals with a solution for reducing noise pollution from rail transport through low noise barriers with sound absorbing elements placed as close to the track loading gauge as possible, which also allows for an easy access for wheelchair interventions of rescue services in cases of emergencies, and that creates a continuous working path outside the track loading gauge.

Ing. Juraj Jagelčák, Ph. D. - Ing. Jaroslav Mašek, Ph. D.

**Prepravná charakteristika vybraných vozňov pre intemodálnu prepravu  
Transport characteristics of selected wagons for intermodal transport**

The paper deals with an analysis of selected indicators of transport characteristics of intermodal wagons. The paper compares intermodal wagons in terms of their main characteristics and actual transportation indicators and in terms of their possible use for transport of different types of intermodal loading units. A part of the paper is determination of load distribution diagrams for intermodal wagons and comparison of wagons based on such diagrams. Asymmetrical loading of 20 and 40-ft. containers was analysed for Sgs, Sgjs and Sgnss wagons. This analysis may be beneficial for intermodal operators, carriers and shippers.



Ing. Jan Kodada – Ing. Pavel Zdvořák

**Optimalizace distribuční logistiky prostřednictvím Crossdocku  
Optimisation of distribution logistics by way of Cross Dock**

This paper deals with a possibility of optimising the distribution logistic chain through Crossdock. It specifies the Crossdock conditions. It describes its different types - optimisation at the piece level or optimisation at the level of shipments. This paper describes an evaluation of the "service level" based on KPIs.

Ing. Pavel Kožený

**Současný webový portál Českých drah  
Current web portal of České dráhy, a.s.**

The web portal is an important sales channel of Czech Railways and provides for comfortable shopping through the ČD eShop. The web site offers up-to-date information services to customers in the area of operation and information concerning products and services from the current menu. The website is managed by the WebToDate software.

Ing. Miloslav Macháček

**Instalace ETCS v českých podmínkách  
Implementation of ETCS in Czech conditions**

The European integration process leads to rail vehicle interoperability applications. This integration process enables the use of the rolling stock on foreign railway networks without changing vehicles on the state border. One of the most important fields is the use of a standard automatic train protection system. The following article deals with operation of this type of the automatic train protection system in the Czech Republic and describes possibilities of various transmission modes.



Ing. Dobromil Nenutil

**Připravované standardy pro komunikační síť a telematické a multimediální aplikace ve vlaku**  
**Upcoming standards for communication network and telematic and multimedia applications in trains**

If the systems in trains are classified according to whether they are necessary for train operation or whether they relate to new services currently required by passengers, railway operators and other participants of the railway system, it is necessary to state that the currently used standard supports the systems of the first group. That is to say that the systems of the second group impose such requirements on the onboard communication infrastructure that cannot be met by the infrastructure which is currently available. The new standard, which is under preparation, by specifying the onboard communication infrastructure based on Ethernet and related IP technologies will make the implementation of both command, control and monitoring systems and the systems providing telematic and multimedia services possible. The specification of the latter ones is also the subject matter of the ongoing standardisation process. The paper deals with the above mentioned standards mainly from the viewpoint of systems/applications using that new communication infrastructure and from the viewpoint of comprehensive telematic and multimedia applications which are to follow the architectural style required by the standard.