DDCT User Group Meeting

2013 New Functionality

Actual Depreciated Value (ADV), Early Warning/Truck Hunting and FindUs.Rail

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Agenda

- Review 2012 Enhancements
- Waybill Disposition Location option
- 2013 Features
  - Actual Depreciated Value
  - Early Warning and Truck Hunting alerts
  - Interchange Bureau
  - FindUs.Rail
- DDCT User Group Questions
- Survey
- Upcoming Webinars
- Next Meeting

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2012 Enhancements

- Umler Integration
  - Incident updated to reflect re-stenciled equipment
  - Notification sent to prior and new Car Mark Owner (CMO)
- Waybill Disposition option
  - Display disposition locations captured from waybill
- Shop Notification
  - Notification sent to advise CMO has disposition car to your location
- CMO has ability to select reason codes when removing car from incident
- Notifications added or updated for changes

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Waybill Option Notes

- The Waybill disposition option allows Car Owners to disposition to an origin or destination facility based on the equipment waybill at the time of incident creation

- This option is based on the following factors:
  - Only Rule 1 Incidents are applicable
  - The waybill must have complete information
    - DDCT only displays options when complete info is captured
  - The origin/destination location must be valid

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Waybill Screen Shot

2013 Features

Actual Depreciated Value (ADV)

- CMO must provide ADV in DDCT using Settlement Value Statement Form
  - Conforms to AAR Interchange Rule 107
  - Uses AAR cost factors and pre-populates info noted in incident
  - CMO can choose to override
- Captures values from DDCT, Umler, CRB Price Master and FindUs.Rail
- CMO has ability to update values
- HC will receive notification once ADV is provided by CMO

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Actual Depreciated Value (ADV)

Settlement Value Statement Screen

Settlement Value Statement   ✖

Equipment Type: ● Car ○ Rack **RAIL** (Owner)

With reference to your communique of **11/13/2012** , file **BNSF00022705** requesting AAR depreciated value of **RAIL404** , damaged at

CARY, NC (411657000) on **11/13/2012** .

Equipment built on 2/2002   rebuilt on _____ , weighing **60,000** lbs.

A - Original Cost:	$	9,000
B - Cost Factor, for year built :		120
C - Cost Factor, for year prior to damage 2011 :		189
D - Base Reproduction Value (A * C / B):	$	14,175

Type	Date	Description	Cost	
Please select... ▾	mm/dd/yyyy 📅		$	Add
CONT	09/01/2012	New Container	$ 2,500	Remove

E - Reproduction Value (Additions and Betterments):	$	2,500
F - Total Reproduction Value (D + E):	$	16,675
G - Less Car Depreciation: Years: 10 Months: 9 at: 2.6 % = 27.95 % :	$	3,962
H - Less Capitalized Betterments Depreciation: (rate of the car) :	$	0
I - Less Exhibit V Depreciation: :	$	30
J - AAR Depreciated Value (F - G - H - I):	$	12,683

Save and Continue   **Cancel**

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Settlement Value Statement Screen-Salvage Value Worksheet

Settlement Value Statement Screen- Selecting Depreciated Value Method

Actual DV/Disposition Screen

Early Warning and EHMS

- Incidents created to allow disposition of cars based on Early Warning (EW) or Equipment Health Management System (EHMS) Truck Hunting (THD) alerts

- Benefits of using DDCT for EW and EHMS:
  - Improves safety by allowing disposition of cars with condemnable THD alerts and outstanding EW/MA letters
  - Increasing yard efficiency by reducing set outs and allowing disposition from unloading point
  - Decrease switch costs
    - For example, a switch to a holding track

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Early Warning and EHMS

- Option only valid for Rule 1 incidents
- Reporting repairs in DDCT will remove car from EW/MA or close alert in EHMS

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Early Warning and DDCT Incidents

- Ability to disposition cars on Early Warning (EW) or Maintenance Advisory (MA) letters
  - Handling Carrier (HC) creates incident for EW/MA letter
  - CMO will have ability to disposition car to shop
- Validation of EW/MA numbers
- Improves communication between HC and CMO to resolve EW/MA issues
- Use of current process allows CMO to disposition to desired shop or use waybill locations

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Creating Incident with EW

Truck Hunting and DDCT Incidents

- Incidents opened when Truck Hunting (THD) alert is at Condemnable level
  - Must have HC destination SCAC, SPLC and STCC
  - Use FindUs.Rail info to notifications
- Rule 1 incident open when car is loaded
- New incidents opened when reloaded if THD alert is not closed
  - Prior incident is closed and reflects new info for HC
- Reporting repairs will close incident

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Creating Incident for THD

Interchange Bureau

- Provide Interchange Bureaus (ICB) ability to report based on interchange activity
  - Reduces manual reporting currently done by Interchange Bureau inspector
- No incident is created from ICB reporting
- Handling Carrier reviews ICB reporting and handles based on railroad's process
  - Notification sent to HC for ICB reporting
- Access only available to ICB agents/inspectors

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FindUs.Rail

- New FindUs.Rail categories
  - Storage
  - Scrapper
  - Pre-tripper
- Ability to identify functions such as cleaning, shop contact and tank car
- Report shop specific data
  - Provide capacity info
  - Provide specific shop capabilities, i.e. clean tank cars

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		Storage Facility ▾	

Category Role: Primary ▾

Category Functions: Facility Contact

Category Specific Fields

At-Capacity:

Capabilities:

*SPLC: 🔍

Categories: Add Delete

Save Clone Delete Done

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DDCT User Group Questions

When disposition is provided, some car owners enter route information in the notes field. This information is useful to handling carriers who are creating waybills, etc. In some cases, one came back with the Route Information printed on it for customer to use. The other did not have the Route Information on it and we had to call and email in order to get that Information.

TAG reviewed and determined this issue has been resolved. Preference is this information be on the waybill.

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It would be very helpful if the full name of the repair facility was given along with the shop ID (DDX or RKX). It would save one step in home shopping a bad order rail car.

This request will move forward through our development process.

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When DDCT instructions are being supplied by the car owner it would be helpful if the name of the railroad that services the repair facility be supplied. That would make routing the car more accurate.

Example:
RKX (Transco rail repair) Miles City, MT serviced by BNSF

Request reviewed and it was determined information can be added to Car Details screen. This will be prioritized through the development process.

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Can a car owner query cars that have open DDCT incidents on them that are under load? All rule 1 DDCT incidents should be on empty rail cars.

This type of query could help car owners keep DDCT current and verify that the necessary repairs have been completed and DDCT incidents closed properly.

Customized report can be provided to capture this information.

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Survey

- Feedback on DDCT User Group meeting and info
- Sending to DDCT User Group users in first quarter of 2013
  - Provide feedback on what you would like to see in upcoming meetings

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DDCT Webinars

- Three webinars planned to review new features

- Release date is January 7, 2013

- Webinars scheduled for:
  - December 19th
  - December 20th
  - January 10th

- Notification has be sent with dates and registration information

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Next Meeting

- Next meeting will be scheduled in 1st quarter of 2013

  - Register for DDCT User Group to receive notification

- Contact Railinc at csc@railinc.com if you have questions

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Questions