

IDM^{VU}

Infrastructure data management for transportation companies



What is IDM^{VU}?

IDM^{VU} describes an infrastructure data management for transportation companies based on a standardized data model.

Why is IDM^{VU} necessary?

Latest, consistent and secure inventory and condition data of the rail infrastructure are the foundation for business and decision processes in transportation companies. To improve existing or rather newly established processes an efficient and smooth data exchange between all software products is necessary. This is based on the IDM^{VU} data model and its standard exchange format IDM-GML. The starting line has been a study of the Institutions of Transportation, Railway Engineering and Service of the University of Hanover in May 2001. The four following research projects aimed for a specification of standardized data models focused on railway infrastructure and interface structure to exchange information on transportation infrastructure for transportation companies. An interface standard for data-exchange in the fields of project, construction, operating, (maintaining) and disposing of infrastructure facilities has been developed and established as VDV-Standard 456. The latest news about IDM^{VU} can be found at www.idmvu.org.

What does IDM^{VU} provide?

The multifaceted application fields provide potential capacity for commercial improvement of business processes. Companies, whose it-infrastructure and software products support IDM^{VU} data model, are able to use an easy, comfortable and secure way to communicate, analyze and illustrate their data.

Who is behind IDM^{VU}?

The IDM^{VU} data model is the result of research projects, which have been initiated and performed by the Federal Ministry of Transport, Construction and Urban Development (BMVBS), now BMVI. Throughout all for steps VDV, Überwachungsgemeinschaft Gleisbau e.v., DB Netz AG and several transportation-, software- and it- companies have been associating partners.

What about the current progress?

IDM^{VU} has achieved a marketable base and is practically implemented by transportation companies, such as Verkehrsbetriebe Karlsruhe GmbH/Albtal Verkehrs Gesellschaft mbH, Stuttgarter Straßenbahnen AG or Verkehrsgesellschaft Frankfurt am Main mbH. IDM^{VU} already demonstrated its practicability. A specialist and coordination department for maintenance and development has been set up. During the fourth step more detailed requirements and contents have been determined to complete the fields of control and safety as well as commercial and operating data and interdependency between specific sub-systems. Furthermore connections between other national and international standards and progress have been added and analyzed.

What kind of financial advantages have been achieved?

Companies using the standardized exchange format IDM-GML do not need to develop and adapt interfaces for their own communication between established software products. The possibility to combine several inventory and analyzing systems makes a cyclical demand-orientated maintenance easier. This helps to use budget funds purposeful and demand-orientated.

What are the profits of IDM^{VU} for maintenance management?

- Improvement of design and realization
- Qualified processes and decisions
- Reduction of mistakes and deficits
- Transparency of the complete maintenance
- Fulfillment of quality management requirements

Who is the contact person?

Your contact person for questions about IDM^{VU} is the specialist and coordination department. The specialist department provides information about IDM^{VU} and arranges contacts to experts.

How does IDM^{VU} extend?

Fachbeirat IDM^{VU} and other experts cooperate and coordinate with the specialist department to maintain and extend IDM^{VU}. A network between manufacturers, system suppliers and users has been set up and will be developed constantly.

Fach- und Koordinierungsstelle IDM^{VU}

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