



Increased Efficiency Through MSP Reorganisation



Unipart Rail worked closely with Balfour Beatty to identify their precise material requirements, by helping the customer to focus on their exact needs, it eliminated over-stocking and allowed the stores to be arranged in a logical way.

Balfour Beatty Rail managed the Rail Maintenance for Network Rail in the South East region of the UK rail network, which includes the high volume of traffic into and around London involving 108-million train km per annum.

Balfour Beatty's client, Network Rail, who own and operate Britain's rail infrastructure, placed a requirement upon Balfour Beatty to maintain the infrastructure, to ensure that the Train Operating Companies were able to meet their commitment to their train timetable, Balfour Beatty had to complete planned and responsive maintenance in very short timescales and therefore require professional supply chain partners with the expertise to enhance the service they provide.

Balfour Beatty appointed Unipart Rail to provide them with an integrated solution that would assist them in delivering improved contract performance for Network Rail, whilst also reducing their costs. Unipart Rail was made aware that failure to deliver the results could cause Balfour Beatty to incur massive penalties for delaying the return of the infrastructure back to Network Rail as well as running the risk of not having their contract extended.

Balfour Beatty

■ Industry Sector

UK Infrastructure.

■ Issue

Network Rail placed a requirement upon Balfour Beatty to complete planned and responsive maintenance in very short timescales to ensure that the Train Operating Companies were able to meet their commitments to their train timetable.

■ Solution

The London Bridge Minor Stocking Point (MSP) was reorganised by Unipart Rail to ensure that material availability was optimised.

■ Benefits

The stores layout allowed Balfour Beatty to quickly gather materials together to resolve either planned or responsive maintenance, thereby reducing the impact on infrastructure 'down time'.

The Solution

One area of the operation that was jointly identified for improvement was the London Bridge Minor Stocking Point (MSP). Whilst the MSP was critical to the successful operation and was used 24/7 by the teams, the site was managed differently by each discipline and was not coordinated. The challenge set by Balfour Beatty's Material & Logistics Manager was to create an integrated store that would operate efficiently for a multi discipline maintenance team.

Unipart Rail assessed the existing operation to identify areas for improvement and the solution concentrated on ensuring that the stores were presented in a professional way that could be sustained and that the multi discipline teams were able to work together to meet Network Rail's performance targets by having quick and easy access to materials.

The solution took account of how often materials were required to remedy faults and which combinations of materials were used together. This pro-active stance meant that Unipart Rail could provide stocking of products on a 'consignment' basis and which were matched to Balfour Beatty requirements at each point in time.



Before



After

The Benefits

The stores layout allowed Balfour Beatty to quickly gather materials together to resolve either planned or responsive maintenance, so much so that:

"Balfour Beatty have been more able to respond to the network faults and the multi discipline teams are now working together to introduce a streamlined planning process, which will further enables Unipart Rail to respond to our precise needs. The use of the Unipart Rail 'Remote Warehouse' on-line ordering and stock management system has enabled Balfour Beatty to significantly reduce Procurement, Finance and Warehousing overheads and processes".

Chris Renn – Balfour Beatty
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