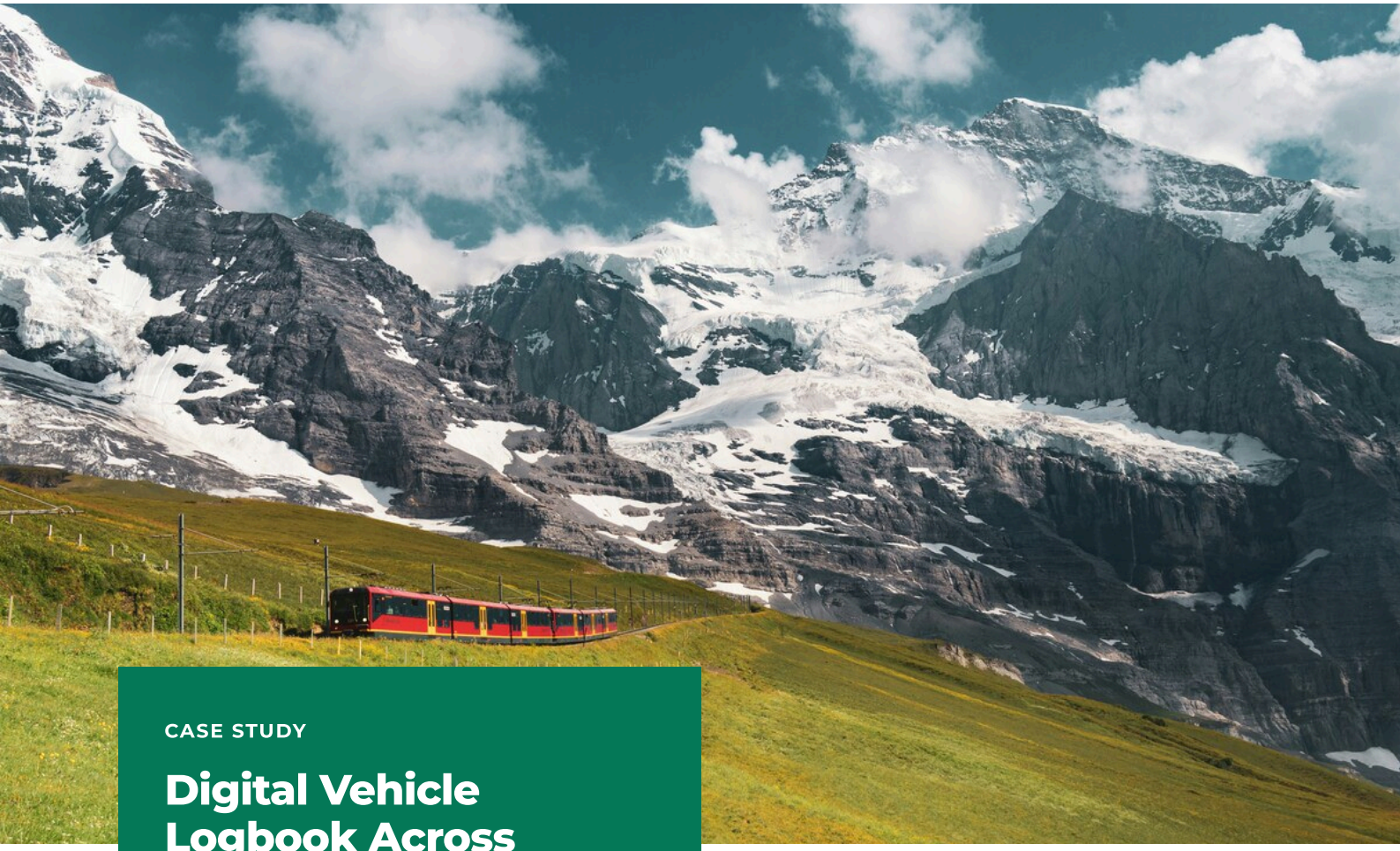
Binary System

OCTOBER 2026



CASE STUDY

Digital Vehicle Logbook Across a Four-Country Locomotive Fleet

Operator
SBB Cargo International

Network
Transalpine north-south corridor

Objective
Live vehicle condition and accurate crew handovers

Solution
Digital logbook in MainTrack, SoftRail suite

Impact
Less manual work, simpler fleet management for 1000+ users

Languages
German, Italian, English, Dutch and French

Overview

Cross-border rail operators need accurate handovers and live vehicle condition. SBB Cargo International got both with a digital logbook.

The paper logbook on its locomotives was replaced by a digital logbook in MainTrack, used in the cab by crews and in the office by fleet management, dispatching and Safety, across four countries and five languages.

About Binary System

Binary System is an Italian software company dedicated to railway operations. Its SoftRail suite covers the whole operational cycle, from planning and resource management to real-time control and performance analysis. We work alongside over 60 clients as a long-term partner, supporting them in running their network with safe and advanced technology.

The complex interoperability of the Alps freight corridor

From road to rail. SBB Cargo International has run on that single idea since SBB Cargo and Hupac founded it in Olten in 2010, with the ambition of making the crossing of the Alps a rail decision rather than a motorway one. Every week it runs block and intermodal trains from terminal to terminal on the Rhine Alpine corridor, shifting thousands of net tonnes from road to rail.

What distinguishes the operation is how much of it stays in-house. Cross-border production is managed from a single dispatching centre in Olten, and the company works as one point of contact for operators and freight forwarders. The same logic applies to traction and to people.

An operation built on that level of continuity depends on two things: the condition of its rolling stock, and the accuracy of what one shift hands over to the next.



Which is why, from April 2025, the vehicle logbook that travels with every locomotive runs on MainTrack, in the cab and in the office.

1 What is the digital logbook?

The logbook that used to travel with the locomotive on paper now travels with it on the device. A QR code inside the cab opens the vehicle page, and the crew works through structured forms specified with fleet management, dispatching and Safety.

2 Does it work offline?

Fault reports are saved as drafts on the device and submitted automatically once the connection returns. Reporting therefore never depends on coverage, and nothing gets lost.

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Certified Management System:
UNI EN ISO 9001:2015;
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SA 8000:2014

How the Digital Logbook simplifies fleet management across 4 countries

With the digital logbook, the crew fills in structured forms that guide the entry, and the same record reaches the next driver and fleet management at once. The data is complete and correctly classified, because the form asks for what fleet management needs. And a fault noted in German at Basel is read in their own language by the driver taking over at Chiasso (Fig. 1).

The full locomotive fleet now operates on the digital logbook, and vehicle condition is visible in Olten as it is recorded, without a separate call or email to report it.

1000+

active users

192

vehicles in use

~200’000 km

per month, average distance driven of the BR 193 A40 Fleet (Fig. 2), ready with the digital logbook from the beginning



Fig. 1 Screenshot of a locomotive with the country labels (all colour options).

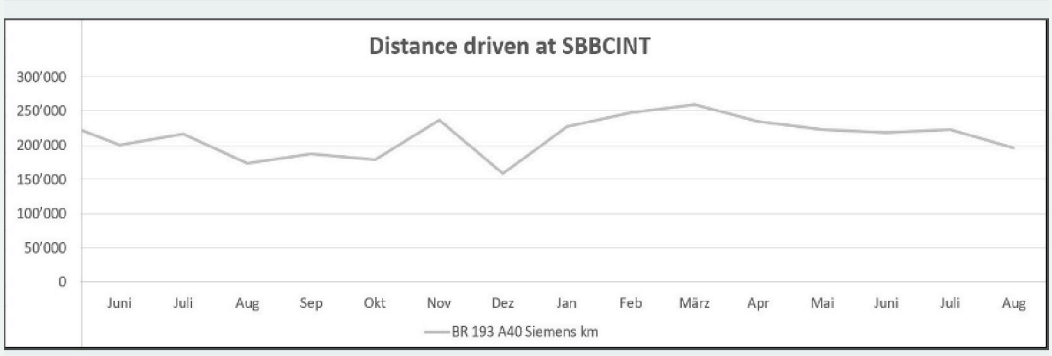


Fig. 2 Average distance driven of the BR 193 A40 Fleet.

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> **SBB Cargo Fleet manager**
>
> In our centralised base in Olten we now get quick and clear information from drivers all over Europe. In case of a problem, we can react and find the best possible solution. To enhance safety, we always keep an eye on the remaining kilometres until the next deadlines.

What we will build together next

The next step is to provide a Dashboard, right after logging in to MainTrack from a computer, to show the actual situation of the fleet from SBB Cargo International. Vehicles are counted in groups such as “available”, “restricted”, “in workshop” and more. That helps to get a quick overview of the fleet status and reduces manual activity for fleet managers.

Our thanks to the fleet management, dispatching and Safety teams for a genuinely shared piece of work: their expertise shaped the system, and ours put it in the cab. We look forward to what we will build next together.

The same principle applies to data exchange beyond the fleet. Especially across the DACH region, interoperability depends on operators and infrastructure managers using the same data format, and our Common Interface supports TAF/TAP compliance, including TCM transmission, through live message exchange.

Talk to our team about bringing the digital logbook to your fleet

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