

railways

THE DB CARGO CUSTOMER MAGAZINE



NO. 01 | 16

FULL SPEED INTO THE FUTURE

Europe's largest rail freight company undergoes restructuring.

Page 08

THE INDUSTRIAL NATION'S PULSE

On board the gypsum train to Hamburg

Page 16

BENELUX AND BUSTO

Expanding transport operations to Italy

Page 38

100 PER CENT PROMOTION

Logistics for a discount retailer

Page 42



WE NEED A RAIL NETWORK WITH BRIGHT PROSPECTS

The company is standing at a crossroads. Plummeting diesel prices, high energy taxes, politically regulative guidelines and rising costs are putting us under pressure. We have to ask ourselves whether we want to remain Europe's leading rail freight company.

Do we want to offer our customers better quality through a continuously reliable network? The answer is a resounding yes!

Industry and trade need a capable and efficient rail freight transport system. We need a railway network that can operate fairly and offer its staff and customers good prospects for the future.

With our comprehensive "Zukunft Bahn" programme, this is exactly our starting point and we are fundamentally reorganising ourselves with a new business model. We at DB Cargo and our customers in the world of business are convinced that Germany and Europe need an efficient, profitable rail freight transport sector.

This is the aim of the new management team at DB Cargo – and this is the aim of our employees across Europe.

I look forward to some engaging conversations with you!

Andreas Busemann

Chief Sales Officer at DB Cargo AG

“It’s remarkable that Bremer includes rail on multiple levels at the same time.”

ANGELA WESTFAHL, KEY ACCOUNT MANAGER,
DB CARGO

STABLE GROUND

Stuttgart 21 is not only a transport concept that affects the whole of southern Germany, it is also an enormous building site. And that building site is yielding enormous volumes of excavated soil – making one of our customers very happy indeed! Bremer AG needs precisely this kind of soil.

Bremer AG is a construction company based in Paderborn and it is currently building a logistics centre for the online retailer Zalando in Lahr in the Black Forest. The building

is being erected on a 185,000 square metres plot and should be completed by November 2016.

DB is responsible for supplying Bremer AG with the foundation for its construction project: 250,000 tonnes of soil excavated during the expansion of the underground structures of the Stuttgart 21 rail station project. Since October 2015, the rail freight company has been operating one train daily from Stuttgart to Lahr.

TRANSA Spedition GmbH is responsible for the transshipment of the backfill soil in Lahr and the final leg by HGV to the construction site. The logistics centre is then built on top of the compacted soil.

TRANSA Spedition GmbH and DB Cargo are working closely together again in transport logistics. DB Cargo AG was commissioned with the rail transport of precast concrete parts from Paderborn to Offenburg. These parts include founda-

tions, ceiling and wall panels, as well as girders and pillars, all of which have to be transported across Germany. “It’s remarkable that Bremer includes rail on multiple levels at the same time,” says Angela Westfahl, responsible at DB Cargo for the transportation of the precast parts. **mb** ■

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Cover photo: Meiko Herrmann,
Photos: George Clerk/Getty Images, Roman Haindl

08 FOCUS: FULL SPEED INTO THE FUTURE

DB Cargo is undergoing restructuring to improve quality and to become more efficient. With a new management team and a new name, the rail freight company is now looking ahead to the future.

FOCUS

08 MORE QUALITY, MORE CUSTOMERS ...
DB Cargo undergoes restructuring.

10 NEW NAME, NEW TEAM
Profiles of the management board and their plans.

14 SERVICE PROVIDERS IN THE BACKGROUND
Facts and figures: what the rail freight company provides for European industry.

16 THE INDUSTRIAL NATION'S PULSE
Report: on board the gypsum train to Hamburg.

24 REGIONAL FORCE
DB Cargo's international subsidiaries and their services.

26 THE HUB OF UNLIMITED POSSIBILITIES
The Polish subsidiary of DB Cargo uses the Sławków terminal as a bridge linking Europe and Asia.

28 ENERGY-EFFICIENT AND SUSTAINABLE
DB AG has been recognised once again for its environmental commitment.

38 FROM BENELUX TO BUSTO
New transport operations between Benelux and Italy.

40 IMPROVED LINK
DB Cargo is now responsible for all trains for Wenzel Logistics.

41 THE FUTURE OF OVERLAND TRANSPORT
DB Cargo tests electric vehicles in the UK.

CUSTOMERS & PROJECTS

42 100 PER CENT ROMOTION
TRANSA Spedition in Hamburg takes care of the logistics operations of a discount retailer.

46 MADE FOR THE RAILWAYS
The story of the long-standing collaboration between Boerner Kies and DB Cargo.

48 RAPID GROWTH DUE TO CARGILL CONTRACT
The French DB Cargo company OFP Atlantique expands its position.

49 HEAVY LOADS FROM TUSCANY
Baracalit is Italy's market leader in precast concrete parts – and works with DB Cargo in Italy.

50 A FEAT OF GERMAN ENGINEERING
The rail freight company delivers tunnel segments for the Filder Tunnel "just in time".

52 LHOIST PLANT BACK ON THE NETWORK
After 15 years, the German lime plant is delivering by rail again.

53 NEW CONNECTION FOR CENTRAL THURINGIA
TFG Transfracht is integrating the Erfurt terminal into the AlbatrosExpress network.

54 FINAL CALL / SAVE THE DATE / IMPRINT

COMPANY & PEOPLE

30 WOMEN AT WORK
Award-winning: the Frankenbach team in the Netherlands.

32 POLAND'S GATEWAY TO THE WORLD
With new investment in DB Port Szczecin, the port city is becoming a driving economic force.

33 JOINT PLANNING FOR BETTER QUALITY
The punctual supply of wagons is a prerequisite for high production quality.

MARKETS & INNOVATIONS

34 INNOVATION LEADS TO ADDED VALUE
The focus at the second DB Schenker Science Day was on the topic of added value.

36 FROM NORWAY TO THE MEDITERRANEAN
Kombiverkehr makes intermodal container transport operations even more attractive.

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Photos: Meiko Herrmann, Michael Neuhaus



16

**HAND IN HAND:
DB CARGO TRANSPORTS
FGD GYPSUM
TO HAMBURG. A REPORT.**



42

**TEAMWORK IN ACTION:
TRANSA SPEDITION STAFF IN HAMBURG
TRANSHIP 12,000 CONTAINERS
FOR THEIR CUSTOMERS EACH YEAR.**

GERMANY / HAMBURG

SUSTAINABILITY CERTIFICATION

DB Cargo has been managing important elements of logistics operations at ExxonMobil Central Europe Holding for more than two years. By now, DB Cargo BTT is responsible for everything to do with transport, dispatching and wagon management. ExxonMobil benefits from having more flexibility and better access to the international rail network. The oil company is also keen to make its transport operations more sustainable. Rail freight volumes in northern and western Europe have risen by 15 per cent over the last year. "A conscious and careful approach to environmental issues is a keystone of our joint strategy," says Claus Keller, Key Account Manager at DB Cargo BTT for Exxon. "Thanks to rail freight transport operations, Exxon has already reduced CO₂ emissions by 8,495 tonnes as compared to HGV." *an*



MAINZ / GERMANY

DB SCHENKER RAIL IS CHANGING TO DB CARGO

Rail freight transport is strengthening its brand affiliation to DB. On 1 January 2016, DB Schenker Rail changed its name to DB Cargo. This means the rail freight carrier is now placing emphasis on the strong "DB" brand in the same way the passenger division does. As part of this restructuring, the group is changing its brand architecture and renaming business segments. "To emphasise the focus on our core business of rail, passenger transport, rail freight transport and the group as a whole will now all be using the unified DB logo and the group's colour, red," explains Hendric Fiege, Head of Marketing at DB Cargo (see interview on page 13 of this issue). DB Cargo will be renaming the international and national subsidiaries over the coming months. *an*



NOVATE MILANESE / ITALY

EXPERTISE FOR THE CHEMICAL INDUSTRY

The DB Cargo subsidiary DB Schenker Rail Italia (in future DB Cargo Italia) was awarded SQAS certification late last year. The SQAS (Safety and Quality Assessment System) is a set of standards introduced by CEFIC, the European Chemical Industry Council, which evaluates the quality, safety and environmental sustainability of logistics service providers. With this certification, the rail freight company is responding to the demands of its customers from the chemical industry, who increasingly expect their service providers to have the relevant certification. "The SQAS seal is recognition of the company's high quality as well as its environmental and safety standards," says Rüdiger Gastell, Managing Director DBSR Italia. "For us, the SQAS certificate is an important step towards strengthening our position in rail freight transport for the chemical industry." As part of the assessment, auditors from the independent evaluators Certiquality examined three of the Italian rail company's locations: the company's headquarters at Novate Milanese with the affiliated Operations Centre, the Brescia Scalo hub and the maintenance depot in Domodossola. *an*



RYBNIK/POLAND

VPI CERTIFICATE FOR MAINTENANCE WORK

DB Schenker Rail Polska (in future DB Cargo Polska) was awarded VPI certification at the end of last year. The certificate is awarded by the German Association of Freight Wagon Owners (VPI) after a comprehensive audit. It authorises the Polish DB Cargo subsidiary's workshop in Rybnik to carry out maintenance and inspections on both standard and special wagons on behalf of wagon owners from across Europe. With this certification, the workshop now hopes to attract more customers from abroad. The wagon is then marked with the letters DBRYB, the abbreviation for Rybnik. DB Schenker Rail Polska is one of the biggest rail carriers and freight wagon owners in Poland. The technical appraisal and approval by VPI is valid until 30 September 2018. *an*



Rybnik

Győr

GYŐR / HUNGARY

DB CARGO IS ENJOYING VIGOROUS GROWTH IN HUNGARY

DB Schenker Rail Hungária (in future DB Cargo Hungária) has entered the top ten list of Hungarian railway companies, as compiled by the Hungarian rail portal "Navigator". The list is produced each year based on company results. DB Schenker Rail Hungária recorded profits of more than a billion Hungarian forint (around €3.2 million) for the first time in 2014, making it one of Hungary's largest railway companies. At 167.43 per cent, growth levels were more than twice those of the previous year. DB Schenker Rail Hungária moved to larger premises last autumn owing to the recent growth in business. The company is now based in Villa Schlichter, in the centre of Győr. *mh*



Milan

Hamburg

Mainz

AS ONE FOR MORE QUALITY, MORE CUSTOMERS, MORE SUCCESS - THIS IS THE DEUTSCHE BAHN'S AIM AT ALL LEVELS

With its "Zukunft Bahn" project, Europe's biggest transport company has launched one of the most comprehensive programmes that Deutsche Bahn has ever implemented. Through the programme, DB aims to significantly and noticeably improve quality in all business areas and across the whole integrated rail network. The programme places the focus of the company-wide, quality-oriented restructuring on the needs of end customers and on the quality of the products.

Rail has the potential to be the transport mode of the 21st century - reliable, comfortable and environmentally friendly. However, quality, punctuality and delivery dependability often fail to meet the expectations of customers. At the same time, DB Cargo is under considerable pressure as a result of stiff competition from other transport modes. It is now time to strike a fundamentally new course. One of the consequences of the company restructuring and the close interlinking of passenger and freight transport is that the rail freight company, as of March 2016, is called DB Cargo AG. The European subsidiaries will be renamed over the coming months.

ZUKUNFT BAHN - DB CARGO

"Our intention with the Zukunft Bahn programme is to create sustainable profitability and to generate growth potential again," says DB Cargo CEO Berthold Huber. "We are still not competitive today. Our productivity and quality are often not marketable and our costs are too high. Through this programme, we'll be bringing our costs down to be in line with the market and raising our quality level."

With a radically simplified and stabilised production system, DB Cargo is aiming to achieve 95 per cent of the agreed, customer-specific performance promises in the medium term. Human resources and structural changes are geared towards making the company more streamlined, and the complexity of the company is to be reduced so that more flexible processes can be put in place.

PLANNING AND RELIABILITY

The programme targets a number of issues. Strengths in the integrated network that arise from

the close collaboration with partners such as DB Netz and DB Fernverkehr are fully exploited to improve the planning of construction work and to take a more cooperative approach to using routes. A lot will also change with regard to human resources. Management and staff will participate more in the collective success of the company, while shift and deployment schedules are to be designed more flexibly.

In production, DB Cargo will be making use of a stable annual plan with fixed frequencies and resources. This includes the majority of the transport operations that are plannable over the long term, and it offers customers a train service operation they can rely on. Quality in the network requires customers to place binding orders. The Netzwerkbahn booking procedure is the basis for this and it will be integrated into the quality-focused process. Short-notice, volatile transport operations are fed into the system after checking all the necessary resources.

Regional transport will be coordinated with the annual plan. The core network will cover high-traffic corridors. Single-wagon transport operations will still represent the backbone of the network and will be developed continuously within the core network.

DB Cargo wants to optimise regional transport further so that it can offer a reliable network. At present, 30 per cent of freight transport centres are yielding only a small percentage of the total turnover. The rail freight company intends to analyse transport centres together with customers and consider alternative concepts. This could include transferring to other freight transport sites, changing service times or frequency, using partner rail companies and switching to combined transport solutions.

THE TIMETABLE

DB Cargo has drawn up a concrete timetable for the programme. The measures agreed in dialogue with DB Cargo customers will be finalised and implemented by the end of the year. The new production system is due to come into force with the 2017/2018 timetable change.

an ■

THE PATH TO DB CARGO

The most important changes at a glance:

- DB Schenker Rail will be called **DB Cargo**. DB AG hereby strengthens rail freight transport within the rail system. The DB Schenker name will be used to cover worldwide logistics alongside rail freight transport.
- This also affects the European subsidiaries that are currently operating under the DB Schenker Rail brand. They will be gradually renamed DB Cargo over the course of the year.
- Our new brand: we will be operating under the "DB" logo, together with passenger transport and the group management.
- Our new website is **www.dbcargo.com**.
- Our email addresses have been changed to **@deutschebahn.com** - but all the old email addresses will continue to work.
- The brand change will also affect our product descriptions. For example, DB SCHENKER **scrap-solution** will be known as **DBscrap-solution**.

NEW MEMBERS OF THE TEAM

DB Cargo has three new management board members. They introduce themselves here.

PROFILE

DR JÜRGEN WILDER

Chairman of the Management Board,
DB Cargo

MY BACKGROUND:

I have been working in the rail sector for twelve years, with seven of those spent working internationally in the USA. My most recent position was as CEO of the global rail vehicle division at Siemens, where I was responsible for the construction of the new ICx and where I was already in close customer contact with my new colleagues at DB. I studied Physics in Göttingen and after gaining a PhD at the Max Planck Institute in Mainz, I worked at Harvard University in Cambridge, Massachusetts. I then worked in various positions for the Siemens Group both in Germany and abroad.

WHAT I LOVE ABOUT THE RAILWAYS:

That would have to be the unique interplay between people, technology and infrastructure. What I find exciting, above all, is the new opportunities that are continuously arising to develop the railway system by combining new ideas with tried-and-tested modes of operation. This way of innovating has been a characteristic of the railways throughout its history.

WHY I CHOSE DB CARGO:

The company has an amazing European network and enjoys long-standing customer relationships with several top companies. I want to fully exploit this potential together with and for the benefit of all involved. Rail freight transport is facing the biggest challenges of the rail sector as a whole. I'm excited to be a part of the team looking for solutions.

MY ASPIRATIONS AS I START IN THE NEW JOB:

I want to lead DB Cargo towards a bright future and I want to significantly improve the satisfaction of our customers and staff. It's very important to me that we take sustainable steps to make rail freight transport more attractive – especially in comparison to road transport.

HOW I LIKE TO RELAX:

Sharing a delicious meal with family and friends.



PROFILE

ANDREAS BUSEMANN

Chief Sales Officer, DB Cargo

MY BACKGROUND:

I've been closely involved with the rail industry for almost 16 years. I have spent the last five years working as a Member of the Management Board for Production at DB Fernverkehr AG in Frankfurt, and before that I spent three and a half years as Head of Technology and CTO/CIO Infrastructure (IT) at DB Netz AG. After graduating with a Masters in Engineering, having specialised in Aerospace Technology, I began my career at Siemens AG. I worked for Siemens in various positions from 1996 to 2007 in Braunschweig and New York, in the later years as CEO of the Rail Automation Division.

WHAT I LOVE ABOUT THE RAILWAYS:

Before I first came into professional contact with the railways in 1990, I thought it was a very outdated mode of transport. At the time I was studying Aerospace Engineering and I dreamt of building rockets or aeroplanes one day. My estimation of the railways changed abruptly when I first had the opportunity to look behind the scenes at a rail technology manufacturer. I was fascinated both by the transport and the technical diversity of the railway system. Cutting-edge technology side by side with facilities from the last century – transport development accompanied by a history lesson across Europe, across the globe, even! Since then I have always respected the railways, seeing it as a very useful and important mode of transport that keeps society moving and that represents the foundation of our economy. This fascination has stayed with me ever since and not a single day in my professional life has passed without me learning something new about the railways.

WHY I CHOSE DB CARGO:

I believe in the importance of the railways and rail freight transport. I've been asked to play a role to help save rail freight transport and I accepted. In any case, I love a challenge and was simply too curious to turn it down.

MY ASPIRATIONS AS I START IN THE NEW JOB:

I want to lead DB Cargo to success as a team. I want to be able to say one day that I was there when we won the European championships!

HOW I LIKE TO RELAX:

With my children, lying in anchor on board a sailing boat in a bay somewhere in the Mediterranean, enjoying the sunset. A cold drink in my right hand would be nice, but not mandatory.

Photos: Ramon Haindl





PROFILE

DR CLEMENS FÖRST

Member of the Management Board for Production,
DB Cargo

MY BACKGROUND:

I first became interested in rail when I was working as an advisor at McKinsey. It wasn't long before I decided to specialise in logistics and rail freight transport. I began my career as a theoretical physicist and I spent two years carrying out research at the Massachusetts Institute of Technology (MIT) in the USA, before I moved to McKinsey. I switched to ÖBB in 2011 as the Head of Group Strategy, and in 2013, I was appointed Board Member for Finance at Rail Cargo Hungaria, a rail freight transport division of the Hungarian national railway that was bought by ÖBB. After around a year as the Managing Director of European Contract Logistics, a freight forwarder focusing on general cargo transport and warehousing in Central Europe, I moved to DB Cargo as Board Member for Production.

WHAT I LOVE ABOUT THE RAILWAYS:

What I find most fascinating is the way the complex logistics needs of our customers are transposed into innovative rail products, especially internationally. Within the company, I admire and value the enthusiasm, deep connection and identification of railway workers with their product.

WHY I CHOSE DB CARGO:

DB Cargo is the clear market leader in European rail freight transport and it has a great management team. I'm very happy to have been given this chance in a key role to play my part in meeting the current challenges and to become an even stronger partner for our customers.

MY ASPIRATIONS AS I START IN THE NEW JOB:

I'll be focusing on raising production quality and simplifying and streamlining the organisation. Then, on that strong foundation, we'll be aiming to gain the trust of our customers and win back a greater market share. The clear overall aim is for DB Cargo to be the market leader in terms of quality, profitability and innovative products.

HOW I LIKE TO RELAX:

On the weekend, I like to relax with my family – playing Lego and reading books (the favourite being Star Wars at the moment) with my two children, who are five and seven. On weekdays, I like to switch off after a long day in the office by going for a run in nature – a great way to recharge my batteries.

DB SCHENKER RAIL AG – DB CARGO AG

The European rail freight company is changing its brand. In this interview, Hendric Fiege, Head of Marketing at DB Cargo, explains the reasons for the change.

**HENDRIC FIEGE:**

“We want to continue to strengthen rail transport and improve quality and performance.”

Hendric Fiege, Deutsche Bahn's passenger transport and rail freight transport services will, in future, both be provided under the “DB” brand. What are the reasons for this decision?

The background to this change is a comprehensive restructuring and streamlining process implemented across the whole company. We wanted this change to be reflected in the brand architecture too. To emphasise the focus on our core business of rail, passenger transport, rail freight transport and the group as a whole will now all be using the unified DB logo and the group's colour, red. As part of this switch, the DB Schenker Rail division will be rebranded as DB Cargo, and the company name will be officially changed from DB Schenker Rail AG to DB Cargo AG from March onwards.

Does this mean that the rail freight and passenger transport divisions are moving closer together?

Yes, reflecting the basic idea that we are becoming leaner, faster and more customer-oriented. This will have an effect across the whole group. Under the new business model, the long-distance, regional and rail freight divisions are united under one management to strengthen the rail system and to improve quality and performance.

Will the renaming affect core business?

No, the core business of DB Cargo continues to be wagonload freight transport on the railways. As before, this is made up of a European single-wagon and block train transport service for our customers. The new brand architecture will not change anything in that regard.

What does the new branding mean for customers?

The new DB brand will be introduced gradually. The switchover of large, high-visibility brand media such as webpages and signs on main buildings should already be complete in spring 2016. The DB Schenker Rail AG company will be officially renamed DB Cargo AG in March 2016.

Will the logos on vehicles also be changed?

Repainting all the vehicles would be a huge expense so our rolling stock will not be included in the direct brand changeover initially. We'll be introducing new livery as part of maintenance and repair work. That means the brand change will only become visible on vehicles gradually over time. New vehicle acquisitions and redesigns will, however, feature the new brand identity. ■

Interview: Mirko Heinemann

SERVICE PROVIDERS IN THE BACKGROUND

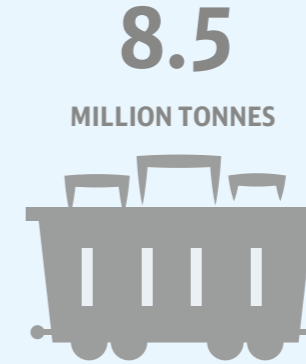
Without freight trains, Germany and Europe would grind to a halt. Rail freight transport is the overlooked service provider in industrialised society. Here are some of the key facts and figures.



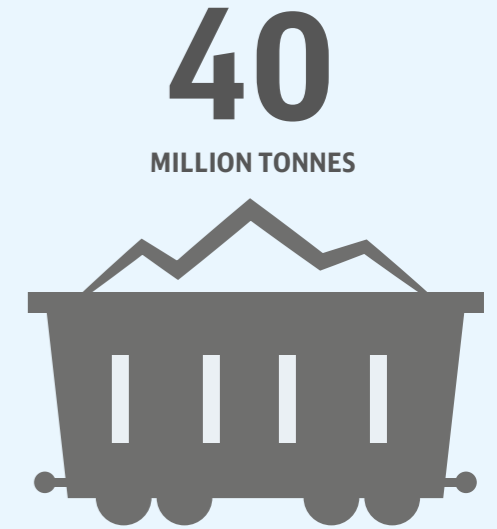
are transported by rail by the Intermodal Division each year.



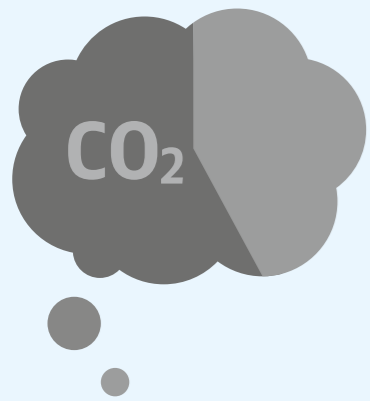
of pulp and paper is transported by DB Cargo across Europe each year.



of scrap metal is transported across Europe, in many cases in single-wagon transport.

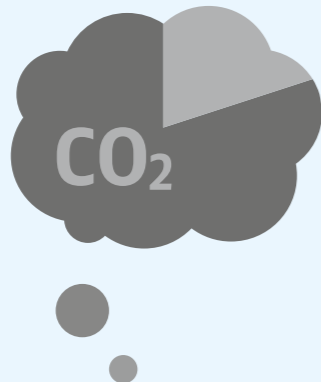


of hard coal and brown coal is delivered to Europe's steelworks and power plants by DB Cargo each year.



45%

The percentage by which DB Cargo has reduced emissions since 1990.



20%

The percentage by which DB Cargo aims to further reduce the emission of harmful gases by 2020, compared to 2006 figures.

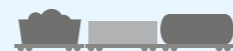


17%

of the freight transported by rail in the EU are hazardous goods.*

1,500+

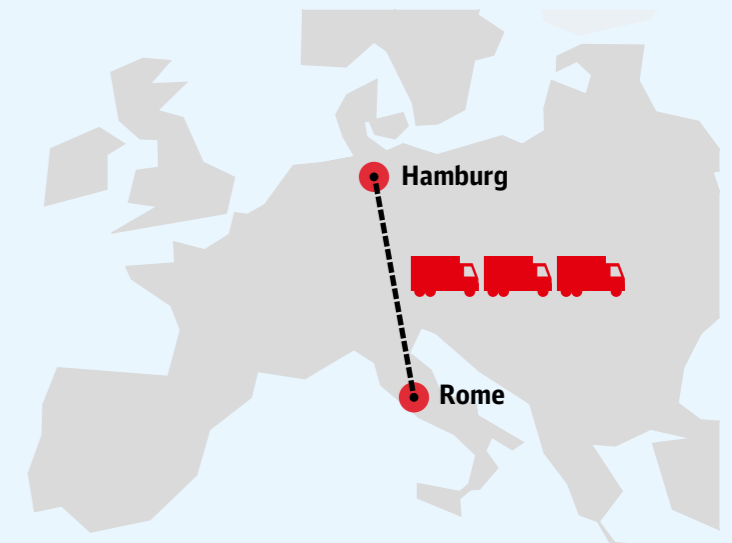
national and international trains connect Europe's transport hubs every week.



40,000



trains are operated by DB Cargo on behalf of the automotive industry each year.



98,000 is the number of lorries replaced by DB Cargo trains - enough to form a line from Hamburg to Rome.

700

TIMES THE DISTANCE BETWEEN THE EARTH AND THE SUN:

This enormous distance was DB Cargo's total transport performance in 2014 in tKm.





Text: Mirko Heinemann

Photos: Meiko Herrmann

THE INDUSTRIAL NATION'S PULSE

DB Cargo transports thousands of tonnes of gypsum from Germany's coal power stations to various destination points every week. One of these destinations is the port of Hamburg. Engine drivers guide the trains, which can be many hundreds of metres in length, through idyllic rural areas, along busy routes and through enormous rail freight yards. This not only requires technical expertise but also sure instincts. A report on everyday life at Europe's largest rail freight company.



The rail freight yard in Cottbus, close to the German-Polish border, lies under a blanket of darkness. The only light visible shines from the windows of the office where DB Cargo's engine and shunting engine drivers report for work. It's a surprisingly inviting place at five o'clock each morning, with a strong aroma of fresh coffee and the sound of the men's banter. Uwe Regulin is just starting his shift. The engine driver puts on his orange high-visibility vest and goes out to the tracks, where a Class 145 locomotive is ready to pull a train loaded with gypsum from nearby Peitz to Hamburg.

At the same time each Thursday, the train transports gypsum from the Jänschwalde power plant to Hamburg Lower Elbe on behalf of the building materials manufacturer Knauf. In the coal power plant's flue gas desulphurisation facilities, the sulphur dioxide released when coal is burnt reacts with natural limestone to form FGD gypsum, which is chemically identical to the material found in nature. The raw material is then transported by ship to be processed in the UK, where no natural gypsum is found.

THE DISPATCHER: THE PILOT OF THE RAILWAYS

First of all, however, Uwe Regulin has to drive the engine from Cottbus to Peitz Ost, where the train has already been loaded and is waiting to be collected. After a visual inspection of the locomotive, the engine driver climbs into his cab and boots up the control system. The BR 145 is an electric locomotive with a

continuous output of 4,200 kilowatts, equivalent to almost 6,000 horsepower. It has a computer-controlled braking system and automated motor and brake control, a kind of cruise control. He registers his journey with the dispatcher over the radio: "Good morning, LZ 64123, vicinity, clear for departure". LZ stands for a "Locomotive empty run", but the most important element is the train number. Every vehicle that travels on the rail network requires a train number, which is used to schedule the train. In the driver's cab, the timetable is shown on the monitor of the "EbuLa" or the "Electronic Timetable Display and Slow Zones".

120 km/h

The locomotive's speed after just a few seconds when travelling without a train.

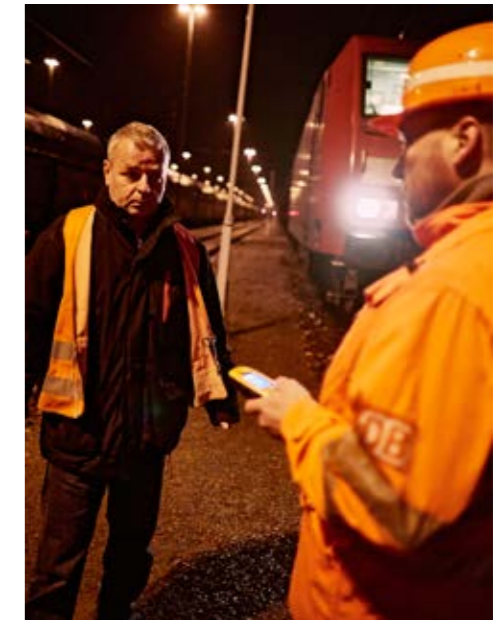
The dispatcher works from the headquarters in Berlin, where he has an overview of all the trains in his area. He issues the necessary approval and Regulin slowly gets his locomotive moving, shunting it over various side-tracks to a point where the red stop signals are showing. The main Cottbus-Peitz line begins just af-

HEAVY WORK: Engine driver Uwe Regulin couples the train to the locomotive.



BRAKE TEST: The wagon technician checks the train before departure.

DIGITAL: The tablet is an important part of the engine driver's toolkit.



ter the next points. The line is used by all trains including passenger trains. Since overtaking is only possible at specific passing points, every train must be synchronised perfectly so that no timetable delays are caused.

The signal switches to green. Regulin pushes the control lever forward and the engine advances almost without a sound. With no train to pull, you get an idea of the immense power of the locomotive. After a few seconds it has reached a speed of 120 km/h. The sleepers under the tracks flicker in the headlights. The pylons holding the overhead lines flash by.

THE WAGON TECHNICIAN GIVES THE GREEN LIGHT

After a short while Jänschwalde comes into sight. In the darkness, you can sense the presence of the enormous cooling towers but you can't quite see them. The train is already waiting in the sidings: 33 covered bulk freight wagons, with cover tarpaulins to protect the gypsum from moisture. Uwe Regulin drives slowly to the end of the train. Centimetre by centimetre he feels his way onto the spring-cushioned buffers of the last wagon. A jolt and a jerk and the locomotive comes to a standstill. The train now has to be coupled. Regulin puts on his high-visibility vest and safety helmet and climbs down onto the tracks. He squeezes his way under the buffers and lifts the coupling of the last wagon over the hook on the locomotive. He then screws the coupling tight with a few turns and con-

nects the main brake pipe for the train's brakes. The train is now securely connected to the engine.

The wagon technician has arrived. Dirk Viehbranz initially trained as a metalworker before going on to qualify as a specialist in the rail sector. He knows the specification of each and every wagon and it is his job to check whether the train is correctly coupled, and whether the brakes are set properly and in full working order. He is in radio contact with Uwe Regulin. The engine driver, from his cab, switches on the air compressor that supplies the whole braking system with ten bar of air pressure. The brake pads move away from the wheels as soon as the wagon brakes have reached a pressure of five bar. Without this pressure they would remain clamped. The advantage of this is that the train automatically brakes if it should ever become decoupled.

WHISPER BRAKES ON BOARD

The most important tool in the wagon technician's kit is a special hammer with a long handle. Viehbranz walks along the whole length of the train, knocking on the wheels with the hammer. "I can tell from the sound whether every brake is free or whether there might be some damage to one of the wheels." Viehbranz points to a symbol on the side of the wagon: a K with a circle around it. It refers to the composite brake pads, known as "whisper brakes", which DB Cargo is currently retrofitting onto its trains. The gypsum train

CLEARANCE: The train can proceed.



is an unusually quiet freight train, producing around 50 per cent less noise than the norm.

The train is 522 metres in length, making the wagon technician's inspection walk a long one. He uses a gear to individually set the braking power of each wagon. That's important since it ensures the train is neither bunched up too much nor pulled too far apart when braking. After all, we're talking about 33 fully loaded wagons with a total weight of 2,673 tonnes. All these figures are listed on what's known as the "Braking Docket", which, along with the timetable, is the most important document for the engine driver. Uwe Regulin uses soft-keys in his cab to input the braking weight and the train length into the braking computer. This yields a "braking percentage" of 57 per cent. He then registers with the dispatcher; the new train number is 62307. Departure time in Peitz Ost: 07:05. The journey begins.

TRACTION IS EVERYTHING

It now becomes clear what a difference it makes when the 2,673-tonne train is attached to the engine. It takes ten minutes for the train to get up to a speed of 80 kilometres per hour. When accelerating, Uwe Regulin always keeps an eye on the traction indicator. It displays the slippage of the wheels on the tracks or, in other words, how effectively the engine's power is transferred to the rails. In autumn, when it's wet and leaves fall from the trees onto the track, the wheels

find it more difficult to grip the rails. In such cases it is sometimes necessary to use "braking sand" to aid deceleration. There is a little outlet in front of every drive wheel, from which sand can be spread to increase the friction between the wheel and the tracks. Every engine has this kind of sand-spreading device.

2,673 TONNES

The weight of the train with fully loaded wagons.

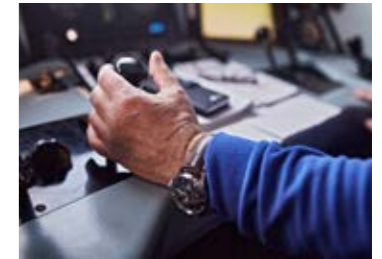
Shortly after Cottbus the train enters a new power supply area, meaning that one closed power supply system in the overhead line is replaced by another. To avoid voltage peaks when changing over, which can lead to a fuse failure in the substation, engine drivers briefly press the main switch, taking the whole train off the network. The main switch is reactivated once the switchover to the new power supply area is complete. Dealing with these points becomes second nature for engine drivers over the years. "Knowledge of the line" is an important part of the work. "Experience is key for engine drivers," says Uwe Regulin. There is an unscheduled low-speed section ahead. Such sections are designated low-speed because of

CLEAR RUN: The route from Cottbus to Berlin leads through dense forests.

TIME TRAVEL: Engine driver Olaf Pfrogner first worked on a steam engine.



WORKHORSE: The Class 145 engines have 6,000 horsepower.



damage to the line or construction work and are listed in the "La-Heft", a booklet by DB Netz that is updated every week and that is always kept within easy reach in the driver's cab. Regulin pushes the electronic brake control forward carefully. DB Cargo Deutschland has fitted the majority of its locomotives with alternators and current inverters. When braking, they transform the train's kinetic energy into electricity and feed it back into the overhead lines. Like all the other engine drivers at DB Cargo, Uwe Regulin has been trained in energy-efficient driving.

ENGINE DRIVER: A DEMANDING PROFESSION

The sun rises over the vast, open landscape of Brandenburg. Mist lies over the valleys and deer graze peacefully in the shade at the edge of the forest. "These are the most beautiful moments of my work," says Uwe Regulin, pointing towards a predatory bird circling over the tracks scouting for prey. For Regulin, who has been working on the railways for more than 30 years, being an engine driver was always a dream job. The reality, which involves shift work and constantly increasing demands, is a little different.

Matthias Rupp, who is travelling with Regulin as an apprentice engine driver at DB Cargo and a third-generation railwayman, knows how much the train driver's profession has changed over the years. Back when trains were the only connection to the

world beyond, his great-grandfather's wife was reverently addressed using her husband's job title. Today, it is becoming increasingly difficult to find suitable candidates for the next generation of train drivers. "Fewer and fewer young people are prepared to work shifts or work on bank holidays," says Rupp. And the demands made of engine drivers have increased even more. They now need a qualification in metalworking, cutting-edge technical skills, a thorough knowledge of science and be able to use both analogue and digital technology. However, those who do complete the training are rewarded with a job that enjoys a positive image and that offers plenty of development opportunities.

30 SECONDS

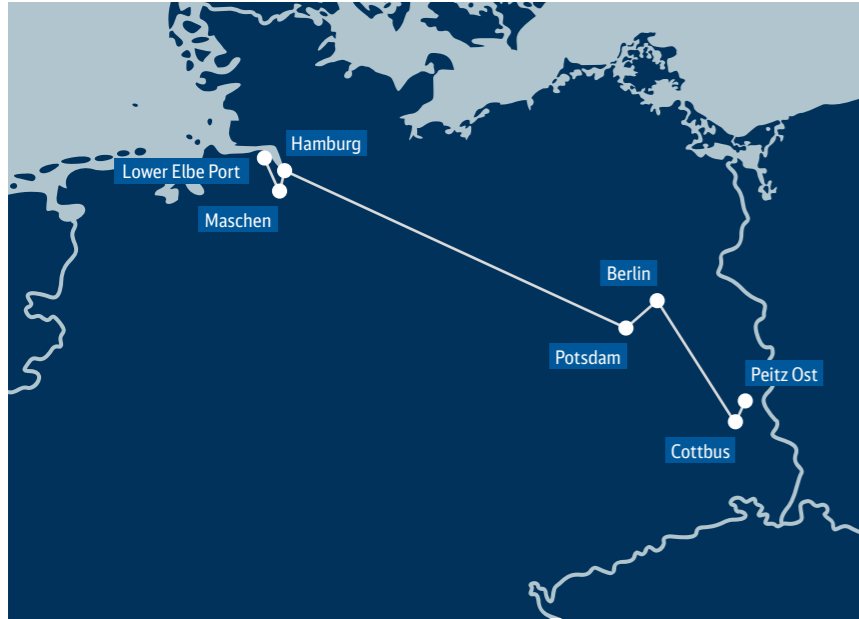
is the interval before the dead man's switch is activated.

The Class 145 locomotive starts to speak: "SIFA, SIFA" says the voice from the speakers in the driver's cab. SIFA, the "safety driving switch", also known colloquially as the "dead man's switch", ensures that the engine driver is fully alert. He has to press a switch or pedal every 30 seconds or the train goes into alarm mode and brakes automati-

FULL TRACTION: Awareness and sensitivity is required when accelerating.



MERGING IN:
The train awaits clearance for the main line to Hamburg.



cally. When the train drives over one of the magnet sensors installed in the tracks, the computer speaks again: “Train protection”, says the sonorous male voice. The train protection system is also there to improve safety and monitors the speed of the train.

The train passes Schönefeld Airport and Potsdam, before circling around the west of Berlin and reaching Priort. After stopping in Priort, Uwe Regulin looks at his tablet computer and opens his deployment plan using the “Rail in Motion” app. His journey ends here. He will take over another train and drive back to Cottbus. Another engine driver will take the gypsum train onwards to the Maschen freight yard just outside Hamburg, where a local colleague will take over for the last few miles to the port of Hamburg. Preparing the duty roster is a complex process that involves several steps and every change of shift poses an organisational challenge.

Uwe Regulin takes his leave. Olaf Pfrogner, the colleague who gets on board to replace him, is a railwayman of the old school. He has been working on the railways for 40 years, having started as a stoker on a steam engine. In East Germany, steam trains were still used to supply the region around Berlin with goods until the wall fell. Pfrogner later went to work for a heritage railway. Today, he drives the gypsum train to Hamburg.

FULL SPEED TO HAMBURG

The train first has to wait a few minutes at the junction onto the busy main line to Hamburg. The freight train’s movements have to be precisely timed because the line is used by a number of regional and ICE trains. If an ICE train comes speeding up behind them, the freight train has to turn off onto an overtaking track. But there is one advantage for the engine driver here. The whole Hamburg-Bergedorf line is fitted with a “linear train protection system”. A bar shows the engine driver whether the next four kilometres on the line is free and indicates when he should brake. The linear train protection system represents the next step in automation and is another significant improvement in rail safety.

522 METRES
is the train’s total length.

A warm welcome awaits the engine driver at the Maschen rail freight depot near Hamburg. A wagon technician is needed here because the locomotive is driven to the other end of the train to change the direction of travel. He resets the brakes on the wagons

IMPRESSIVE:
Maschen near Hamburg is a first-class rail freight station.

GYPSUM AND LIMESTONE TRANSPORT

DB Cargo transports more than 700,000 tonnes of FGD gypsum for the construction materials manufacturer Knauf each year. The majority of that volume, around 500,000 tonnes, is collected from several power stations in eastern Germany and transported to Knauf’s main plant at Iphofen near Würzburg. In October 2015, DB Cargo beat the competition to win a multi-year contract to supply the manufacturing plant at Iphofen with FGD gypsum. The contract will initially run until the end of 2019 but it includes an option to extend until 2023. Wagons with special interior coatings and radio-remote-controlled tailboards are available for use in gypsum transport operations. This allows a block train carrying 1,300 tonnes to be unloaded in just half an hour.

DB Cargo is also responsible for transporting 5.7 million tonnes of limestone each year to customers in the chemicals, construction materials and coal and steel industries. The company also supplies the power stations of the German power companies with limestone and burnt lime for flue gas desulphurisation.

and checks whether the panels at the end of the train are attached properly. Dietmar Lenth is a Hamburg man through and through – a smile beams on his face and his dry humour will make you forget all the stresses and strains of the day in an instant.

The next engine driver, Hagen Fränkel, lives in Hamburg and already knows Dietmar Lenth well. He is still shaking his head laughing as he carefully steers the train out of the enormous railway depot. Darkness has fallen again. In the distance under the glare of the floodlights you can see freight wagons rolling down the shunting hump before being assembled into new trains. The old locomotive had to be taken in for maintenance so Fränkel is now driving a new one. It’s the latest model: Class 193. The number of instruments has been significantly reduced and many functions are now managed by the computer. The train glides through Hamburg-Harburg almost without a sound and turns into the port.

It’s not long before they reach the Hamburg Lower Elbe railway station, where a shunting locomotive takes over and pulls the train to the pier. Fränkel uncouples the train and drives the locomotive back to Maschen. The wagons are unloaded the following day and the gypsum’s sea voyage begins. *mb* ■

A WARM WELCOME:
Dietmar Lenth, wagon technician in Maschen.

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COMPREHENSIVE COVERAGE

DB Cargo performs almost 60 per cent of transport services across Europe – and this is constantly increasing. Here are some examples.

MORE CAPACITY AND BETTER QUALITY

DB Cargo expands Railnet France further.

As part of its recent timetable change, France's largest private rail freight company has increased capacity and optimised production. "This is in response to high demand from our customers and it means we can now operate more steadily and reliably for them," says Andrew Kelly, DB Schenker Sales Manager Railnet France.

In future, DB Cargo will be serving the Paris metropolitan area with daily, mixed shipments from Mannheim to Vaires near Paris. From there, customers based in the region will be served two to four times a week. In addition to the railport for steel and building materials in Le Blanc Mesnil, DB Cargo has now also added the new Lieusaint railport in the south of the French capital to its network. The railport is suitable for the transhipment of products for the paper indus-

try and palletised goods. "A lot of printing companies are based in the south of Paris, so this also means we are moving closer to the recipients of our customers," explains Kelly.

There are now more frequent departures, and trains on the Atlantic axis will also be transporting higher gross tonnages from April onwards. There are currently up to six weekly trains from and to Mannheim, making it possible to transport significantly more shipments to and from the railports in Irun and Bayonne. The six weekly departures to Perpignan and five to the Lyon region continue unchanged.

To improve the quality of transport operations, DB Schenker Rail is introducing uninterrupted locomotive and engine driver operations from Mannheim to Metz. The stops in Saarbrücken and Forbach, which were a feature of that route in the past, will gradually no longer be necessary from the beginning of 2016.

"We're delighted to be able to offer our customers a more extensive and reliable single-wagon network in France with these capacity increases and quality-improvement measures. We are already seeing very clearly the effect of the numerous quality-improvement measures introduced in 2015. Transit times have steadily improved since last summer and are now at a good level," says Kelly. an ■

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SINGLE-WAGON TRANSPORT ACROSS EUROPE

With DB *railnet* France, the rail freight company connects French and Spanish customers to the most extensive network for single-wagon transport operations in Europe. DB Cargo also links customers from central and northern Europe with the Paris Basin and the Lyon region, with destinations on the Spanish border on the Mediterranean and Atlantic coasts, as well as in Spain and Portugal.

DELIVERING RELIABILITY AND SATISFACTION

Changes in the supply chain influence all involved.

Punctuality has always been crucial to rail freight operations but higher customer demands have increased this expectation further. Despite the fast-moving changes in the markets and in customer requirements, DB Cargo UK recently achieved record improvements in Moving Annual Average (MAA) and Train Service Arrival Punctuality scores – these refer to the number of services that arrive within 15 minutes of the scheduled time of arrival.

Customer David Hawkins, Head of Contract Operations at Royal Mail, said: "Two months ago, we saw a record arrival on the East Coast Mainline of 100 per cent on time and that's evolved through the way we work together: the past seven years, our partnership has been marked by mutual trust. Every year, the service has improved. We're currently holding a record 96.3 per cent arrival to time within ten minutes, which is excellent."

The British DB Cargo subsidiary has also achieved a new MAA record (a twelve-month measure of the number of miles a locomotive has travelled without an incident causing more than a five-minute delay) by improving year on year to reach a record of 40,318 miles

– that's the equivalent of travelling to Australia and back – twice!

These good figures can be attributed to continuous improvement in DB Cargo UK's service offer and optimised operational planning by the company's employees. For example, DB Cargo UK's introduction of a Locomotive Reliability Team, built up of PhD Graduates, MSc undergraduates, and highly experienced front line engineers, has increased locomotive performance by over 100 per cent.

The company has always put its customers first and continued reliability is reflected in the organisation's ever-increasing customer satisfaction scores – in fact one steel customer's rating of DB Cargo UK saw a rise of 20 per cent recently.

The high level of commitment is paying off and is acknowledged by customers, for example by the steel producer Outokumpu. "Our customer Outokumpu is highly satisfied with our performance," says Mark Fernandez, Head of Metals and Coal at DB Cargo UK. "We continue to work in close collaboration with them to strengthen our relationship and to further improve customer satisfaction." an ■

FROM SHUNTING COMPANY TO INTERNATIONAL TRACTION SERVICES PROVIDER

DB Cargo Bulgaria has reason to celebrate. Five years after its founding, the national subsidiary is well-positioned internationally.

On the occasion of its fifth anniversary DB Schenker Rail Bulgaria (in future DB Cargo Bulgaria) reported that it had a market share of 16 per cent and that it is now one of the biggest employers in Bulgaria's rail sector. The Bulgarian subsidiary has experienced continuous growth over the last few years despite the economic problems the country has been facing.

At a press conference on 18 September 2015 Veselin Vasilev, Executive Director of the Railway Administration Executive Agency, passed on the compliments of the Minister for Transport, Information Technology and Communication. Hans-Georg Werner, Member of the Management Board for Region East of DB Cargo AG, and Lubomir Garchev, CEO of DB Schenker Rail Bulgaria, emphasised the financial success of the company.

After its founding, the national subsidiary initially carried out shunting services at large industrial sites. All the national and European requirements for a rail freight licence were soon fulfilled. "Our aim was to become a leader in transit transport, which was a natural goal considering that we belong to the European rail freight company DB Cargo," explains Lubomir

Garchev, CEO of DB Schenker Rail Bulgaria. Today, DB Schenker Rail Bulgaria is working closely with large international companies such as Aurubis, Stomana Industry, Dundee Precious Metals, M&M, Kaelin and Knauf. DB Schenker Rail Bulgaria employs 290 staff and the company has more than 36 locomotives and 350 wagons. The national subsidiary is the first private rail company to be allowed to hand over trains to and receive trains from Turkey.

DB Cargo Management Board Member Hans-Georg Werner, who has been there since the founding of the national subsidiary, explained: "DB Schenker Rail Bulgaria is a true success story. The company is an important player in international rail freight transport from and to south-eastern Europe and it is a vital part of the DB Cargo network." At the celebrations held to mark Railway Workers' Day the following day, Werner congratulated the employees and their families and thanked them for their dedication and hard work. mb ■

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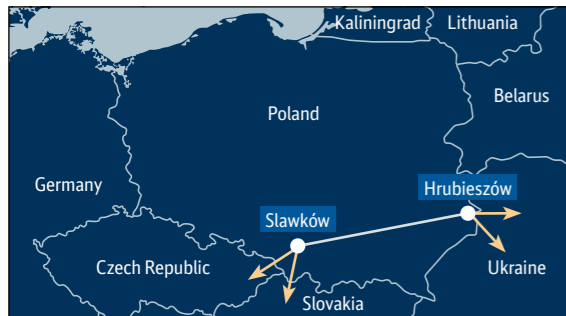
THE HUB OF UNLIMITED POSSIBILITIES

The Polish subsidiary of DB Cargo offers a comprehensive range of services at the Sławków terminal, making the hub a bridge between east and west, and between Europe and Asia.

The EU member states in Central and Eastern Europe continue to record impressive growth figures. Economically, Poland is one of the EU's model students: a strong economy, infrastructure that is continually being modernised, and strong and innovative logistics service providers. DB Cargo has gained an excellent reputation in Poland over the last few years and today it is one of the leading private service providers in rail freight transport.

The terminals at which DB Schenker Rail Polska (in future DB Cargo Polska) offers services to customers from Poland and the rest of Europe have been instrumental in this success. The large terminal operated by DB Schenker Rail Polska in the Silesian town of Sławków is one of the most important facilities of its kind. At the most westerly point of the LHS broad-gauge railway line, it offers a direct rail link to Asia. In the reverse direction, imports from Asia and the CIS have a direct connection via the LHS line to the central and western European rail network – and then on to end customers.

Sławków is a well-established, traditional transshipment site in a region that is rich in history. It plays a particularly important role for the coal and steel industry since the steelworks in the region are supplied with raw materials via the town.



AN IMPORTANT ARTERY FOR THE STEEL INDUSTRY

Sławków is located at the western end of the Linia Hutnicza Szerokotorowa or PKP rail line 65. The line is the longest wide-gauge track in Poland and it connects the eastern European railway with the Dombrowa coal basin via the Polish-Ukrainian border crossing point in Hrubieszów/Izow. The line was built in the 1970s to supply the Silesian steelworks with raw materials. Today, the line is operated by PKP LHS.

More information at: <http://www.lhs.com.pl>

THE ALL-INCLUSIVE TERMINAL

The Sławków terminal offers freight transshipment services for a number of customers and industries, including:

- Liquid chemicals (unhazardous and hazardous: RID Class 3 and Class 9)
- Paraffin oils, tar, asphalt, mazut and other substances that must be heated (electrically or with steam)
- Vegetable oils, fatty acids
- Palletised goods, in large bags or other plastic containers
- Steel and steel products, packed, bundled or loose
- Metal products
- Timber
- Coal, coke, anthracite, aggregates
- Biomass

FOCUS ON THE CHEMICALS INDUSTRY

Today, the terminal's operators are placing a special focus on chemical products. "We offer outstanding services to customers from a number of industries and we are particularly keen to service the needs of the chemicals industry," says Krystyna Hamerlik of DB Schenker Rail Spedkol Sp. z o. o. The terminal recently increased its capacity to handle liquid chemicals. The fixed and mobile pumping stations can tranship up to 750 tonnes of liquid chemicals that do not need to be heated per day. The capacity for products that need to be heated is up to 250 tonnes per day.

Because chemical forwarders have very high safety requirements, DB Schenker Rail Spedkol prioritises safety at the facility. The terminal has been equipped to meet the latest safety standards and the facilities are regularly checked, maintained and modernised in accordance with the statutory regulations. The isolation condition, grounding resistance and neutralisation of system parts used to handle liquid chemicals are regularly checked. Special equipment has also been installed to handle liquid chemicals, with troughs ensuring that any leaks can be safely collected. A special system has been developed to protect the environment from smoke or steam emissions. DB Schenker Rail Polska has also designated a certified explosion-hazard area at the terminal that meets strict fire-safety standards in accordance with the applicable regulations.



Photo: Steve Prezant/Image Source/Corbis

DB Schenker Rail Spedkol attaches great importance to environmental protection, in line with the strict standards of Deutsche Bahn AG. The basis of this policy is a safety plan developed by DB Schenker Rail Spedkol with the aim of protecting the environment and its employees during the handling of hazardous freight. The plan applies equally to road and rail transport operations and includes regular inspections and tests. DB Schenker Rail Polska has also brought its integrated management system into compliance with the ISO 9001 (Quality Management System) and 14001 (Environment Management System) standards. "As a result, we can identify the aspects of business activity that could have effects on the environment," explains Tomasz Strzałka. He is responsible for safety at the terminal as well as for the handling of dangerous substances, and he has a relevant qualification in the handling of hazardous materials on rail. In terms of road logistics, Michał Wrzoskiewicz is the terminal's certified expert on the transport of hazardous substances by road.

COMPREHENSIVE SAFETY MEASURES

Further measures are in place to regulate waste management and emergency exercises, ensuring that the Environmental Management System is continually developing so that employees are always given the best possible protection. There is also a safety plan in place

to help employees take the right steps in cases of fire, catastrophe and terrorist attack.

DB Schenker Rail Spedkol believes it has a special responsibility towards its employees, and so the company goes to great lengths to provide detailed safety training in all areas relating to the transport and transshipment of hazardous goods. All employees at the terminal have acquired the necessary qualifications in the correct handling of full and empty wagons.

With these technical and administrative advantages, the terminal operators regard the facility as a very important part of the industry's international supply chain. However, there is another, more basic, reason why Sławków could become the junction between Europe and Asia's transport flows. "The Sławków terminal connects western European standard gauge with Russian wide gauge," says Krystyna Hamerlik.

Wide-gauge transport operations to and from Sławków are furnished with the SMGS consignment note. This makes one significant administrative task – altering documents when crossing the border between the EU and the Ukraine/CIS – obsolete, making transport operations faster and simpler as a result. an ■

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SAFETY:

The chemical industry is extremely safety-conscious when it comes to the transportation of its products. The Sławków hub, with its modern facilities and highly qualified staff, offers the right solutions for this sector, too.



ENERGY-EFFICIENT, ENVIRONMENTALLY FRIENDLY, SUSTAINABLE

DB AG has been recognised once again for its environmental commitment. Through its rail freight operations, DB Cargo provides eco-friendly transportation, saving huge volumes of CO₂ emissions in comparison to road transport.

GREEN FUTURE:
With DB Cargo,
rail freight transport
operations can be
carried out completely
CO₂-free.

Top marks for climate protection – that was the result of an assessment carried out by the rating organisation CDP (previously known as the Carbon Disclosure Project) on Deutsche Bahn AG last year. CDP, one of the most respected rating organisations in the field of sustainability, collects environmental data from businesses every year. It has now awarded DB an impressive 100 points out of 100 for the transparency of its climate reporting in 2014, as well as a top A rating for its ambitious climate protection activities. “That is a very special recognition and we’re extremely proud,” says Dr Rüdiger Grube, Chairman of the Management Board of DB AG.

With this evaluation, DB takes top position both nationally and internationally and is now rated the world’s most climate-friendly rail company. It was also awarded the “Best Supply Chain Responder Germany” prize this year, which makes it the best non-listed supplier in Germany.

The experts at DB Cargo are continuously working on solutions to make the rail freight company more energy-efficient, sustainable and environmentally friendly. To give one example, when a freight train brakes at high speed, tremendous forces are at work.

Photo: DB/Michael Neuhaus

The kinetic energy of a 1,000-tonne train is transformed into heat by the brakes. This heat passes from the wheel into the environment and the energy is lost. DB Cargo Deutschland is now able to reuse this energy and it has started to fit its locomotives with alternators and current inverters. When braking, they transform the train’s kinetic energy into electricity and feed it back into the overhead lines. Using this technology, DB Cargo is able to regain around five per cent of its total traction electricity consumption in Germany.

Continuous improvement – the motto of the company that already offers the transport means with the best environmental record. The foundation for this improvement is the DB2020 strategy, through which Deutsche Bahn is rising to the challenges of tomorrow. By 2020, Deutsche Bahn is aiming not only to be a profitable market leader and top employer, but also a pioneer in terms of protecting the environment. “We want to be the leading green logistics service provider and we’re aiming to decouple the growth of CO₂ emissions from transportation,” explains Christoph Möhl, Senior Advisor Eco Solutions, DB Cargo. In addition to reducing CO₂ emissions, the company intends to develop its material and resource conservation activities and significantly reduce rail traffic noise.

EVEN CLEANER, EVEN QUIETER

Moving freight off the roads and onto rail represents a huge improvement in terms of decreasing CO₂ emissions. Over a hypothetical journey from Hamburg to Munich, an average freight train of around 1,000 tonnes saves three quarters of the CO₂ emitted by heavy goods vehicles over the same distance. One of the main reasons for this is the high proportion of electric traction used. DB Cargo uses climate-friendly e-locomotives to provide around 85 per cent of its transport services. These do not pollute the environment directly with CO₂ or particulate matter, meaning that residents benefit from cleaner air. Moreover, noise emissions will be halved by 2020 because DB Cargo Deutschland is gradually acquiring around 10,000 new quiet wagons and retrofitting all the 60,000 inventory wagons with whisper brakes.

CO₂-FREE TRANSPORT WITH DB

DB’s aim is 100 per cent CO₂-free rail transport by 2050. As they work on achieving that goal, DB Cargo already offers its customers a completely CO₂-free rail freight transport option in Germany and Austria with its “Eco Plus” product. The electricity for the traction is derived exclusively from renewable energy sources. As an additional new investment bonus, ten per cent of the “Eco Plus” surcharge is used to fund innovative projects to expand renewable energy production such as the alternative energy supply scheme for the Berlin-Südkreuz rail station (see information box).

ECO PLUS

Eco Plus is the name of DB Cargo’s CO₂-free product, which is available on all German and Austrian routes. All the processes behind this option – including energy purchasing from renewable sources in Germany and Austria – are assessed and certified annually by TÜV SÜD. Important customers such as Audi, BMW, Mondelēz International and Lanxess use these CO₂-free transport operations to improve their CO₂ footprint with just a small surcharge. Ten per cent of the surcharge is put into a development fund that is used to promote renewable energy projects. These funds are currently being used to transform the Berlin-Südkreuz rail station into a model of sustainability. Together with its partners, DB is building two large solar installations and up to seven small wind turbines at the station. The electricity generated is completely CO₂ free and will supply all the train station’s needs. In addition, energy-saving measures are used to reduce consumption. Energy management is taken care of by an innovative energy storage device that will serve as a regulating unit in the train station’s energy supply network.

ECO NEUTRAL

With its Eco Neutral product, Europe’s largest rail freight company is the first rail company to offer climate-neutral rail freight transport operations in all of Europe. DB Cargo calculates the customer’s emissions figures and presents an environmentally friendly transport concept to reduce emissions. The remaining emissions can be offset with Eco Neutral. To achieve this, DB Cargo works with atmosfair, the leading provider of sustainable climate-protection certificates. atmosfair carries out climate-protection projects in accordance with the strict criteria of the CDM Gold Standard. Customers select one of these projects and then receive a certificate indicating the volume of CO₂ saved.

The whole process of calculating the energy requirements, energy purchasing and supply to the rail power network, and the payment of the new investment bonus is assessed and certified annually by TÜV SÜD. Outside Germany and Austria, the CO₂ emissions from Europe-wide transport operations can be offset by choosing the “Eco Neutral” product option. In this offsetting scheme, DB Cargo works with atmosfair, the leading supplier of sustainable climate certificates.

“In the first step, we calculate the emissions figures for specific routes for our customers on the basis of the transport data and with the aid of EcoTransIT World, an environmental calculator. The results are then incorporated into an environmentally friendly transport concept that we offer the customer. Eco Plus and Eco Neutral are also taken into account and can be ordered for a lower surcharge,” explains Christoph Möhl, Senior Advisor Eco Solutions, DB Cargo. mb ■

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CERTIFIED:
The company’s
commitment
to climate protection.

WoMen AT WORK

INTERNATIONAL TEAM

Ingenuity and endurance – two qualities the employees of DB Schenker Rail Nederland (in future DB Cargo Nederland) have proven they have in spades. The twelve-strong team of the Frankenbach Shuttle Service has implemented an obvious but brilliant idea: why don't engine drivers simply drive on beyond national borders? What is the norm in road traffic is now also possible in rail freight transport. Trains set off from Rotterdam and continue all the way to Mainz without changing drivers. The customer is the international freight forwarder Frankenbach, which has its containers transported from the seaport to the Rhine-Main region by rail.

A lot of time can be saved when one engine driver takes the train all the way to its destination. Delays caused because the replacement driver is stuck in traffic can also be avoided. However, a number of people had to work together to ensure that this project could work. Not only the twelve engine drivers who personally committed to the project, but also Andrea Clasen-De Cunto, Head of Accounts West, Industry Sector Intermodal, Willem van der Ploeg, Rail Solutions Manager, and the DB Cargo staff in the numerous locations between Rotterdam and Mainz who are responsible for dispatch, train management and safety. Planning work on the non-stop train began in 2013 – today, four engine drivers set off on the round trip each week.

The result: "Thanks to our joint efforts, there has been a noticeable improvement in the quality of this transport operation," says Nigel Smith, CEO of the Dutch rail freight company.

The engine drivers are fully behind "their" trains and their dedication ensures a high level of reliability. "At the moment this journey is the one I like best," says engine driver Bela Hlavaj. "The line on the left bank of the Rhine is quicker and the view is more beautiful than on the right side of the river. The journey really is a lot of fun because the track follows the banks of the Rhine – it's very romantic at full moon in the summer!"

The Frankenbach transport operations have been used as a model for similar projects that are now carried out to Mainz and Koblenz. Colleagues in the international DB Cargo group were awarded an internal award in the "Best Provider of Quality Services" category for their achievements.

an ■



A COMMITTED TEAM:

(from left): Kneeling:
Bela Hlavaj, Mehmet Altan, Henk Hak.
Standing: Ton van Dijk, Fred de Zeeuw, Raymond Kool, Aad de Jong, Rene van Klink, Niels Maat, Robbie Bergsma, Rene van der Linden.



POLAND'S GATEWAY TO THE WORLD

With new investment in DB Port Szczecin, the port city is becoming a driving economic force.

The port of Szczecin is becoming an increasingly important driver of economic growth for Poland and Eastern Europe. The significant investment made last year by the port's operators, the Polish subsidiary of DB Cargo, played an important part in this. The landlord of the port is also making substantial investments. The harbour channels are being deepened by up to 12.5 metres so that larger ships of up to 50,000 tons can enter, and quays are being extended and roads and storage areas expanded and significantly improved. The port is expected to gain in importance in terms of trade with Germany, Scandinavia, Russia and other countries. The measures planned by the landlord will open a completely new perspective for future sales and volumes at DB Port Szczecin, which will lead to significant business development of the company.

DB has expanded the container terminal on the Finskie Quay by adding new storage areas. An additional 1,000 TEU (4,000 TEU total) can now be stored over an area of 140,000 square metres. In addition, DB Port Szczecin has acquired equipment to reload general cargo and containers. The most important acquisition was a new mobile harbour Gottwald crane that was specially built for DB Port Szczecin by Terex in 2015. The GHMK 4406 was shipped to the Szczecin port in November 2015 and mantled by the end of the year. The crane then got technical approval and the staff was trained in Szczecin and Dusseldorf to use it. Now, the crane can be used to lift cargo weighing up to 100 tonnes. Heavy lifts weighing up to 150 tonnes can be lifted using the second Gottwald crane that was bought earlier. This makes Szczecin the ideal choice for heavy goods and project cargoes, the steel products and granite blocks. DB Port Szczecin is a leading Polish terminal for reloading granites.

Thanks to support from EU funds, the operator was able to invest in additional vehicles to move cargoes around the port, including Kalmar reachstackers, tractors, trailers and forklifts.

STRONG GROWTH IN TRANSHIPMENT

"All these activities have brought the company forward and improved the quality of our services – both for new and existing customers," says Marek Staszek, CEO of DB Schenker Rail Polska (in future DB Cargo Polska). "Thanks to the hard work of our employees, DB Port Szczecin was able to increase container transshipment figures by 11.5 per cent last year in comparison to the previous year."

Today, over an area of 48 hectares, DB Port Szczecin has more than four kilometres of berths, over 20 cranes and more than 200 highly qualified and experienced staff. "Thanks to support received from the DB Group and the EU, we're modernising the new container terminal and are developing it further to a capacity of 120,000 TEU," says Marek Staszek. The port is located only 200 metres away from the new, 14-hectare West-Pomeranian Logistics Centre. It has the necessary IT and EDI connections to the various shipping companies, authorities and freight forwarders.

DB Port Szczecin offers modern and continuously expanded terminals, in which experienced staff provide customers with added-value services. Szczecin is the only port in Poland that connects the Polish inland waterways and those of neighbouring countries with the Baltic Sea. With its extensive activities in the intermodal sector, as well as with containers and other freight, DB Port Szczecin is ideally placed in international transport chains.

Last but not least, DB Port Szczecin is a specially certified and secure port. The port has been granted the ISPS (International Ship and Port Facility Security Code) certificate. As the only Polish port certified by NATO, it can be used for the transportation of military equipment. Szczecin was also one of the first ports in the world to fulfil the standards of the US Container Security Initiative (CSI). That means that containers from DB Port Szczecin do not need to be checked again on their way to or via the USA, which results in significant cost savings. an ■

More information at: <http://portszczecin.deutschebahn.com>

GROWTH: Szczecin is one of Poland's most important ports. Significant investments will create new capacities.

THE FOUNDATION FOR BETTER QUALITY

The punctual supply of wagons is a prerequisite for high production quality. Indicating a "Provisioning Time for Dispatch" and the respective handover of wagons are therefore essential parts of the commissioning process.

Since last year, DB Schenker Rail has been asking its customers to provide an important piece of information – the Provisioning Time for Dispatch or PTD – when placing orders to ensure that transport operations can be processed as smoothly as possible. This indicates the latest possible time by which customers must have their wagons ready for collection on the transfer track to make the departure time of the service tour/train. The departure time is set by DB Schenker Rail and the customer is informed of it by their contact person at the sales department. Combined transport (CT) customers are still not required to indicate the PTD because it is loading units or loading units on CT carrying wagons that are used in those cases, not wagons. The PTD is only stated for wagonload transport assignments.

The PTD must be indicated when ordering because it is the basis upon which DB Schenker Rail can correctly assign wagons to specific service tours. The locomotive shunting driver who collects the wagons from the transfer track has a list of commissioned wagons on his hand-held computer (see image 4 in the graphics). He follows the PTD on his collection round and does not deviate from it. The PTD is therefore one of the fundamental prerequisites that guarantee punctual transport operations and high production quality. If the PTD is not indicated, the wagon collection is not scheduled in the locomotive shunting driver's work plan, resulting in delays.

In December 2015, indicating the PTD became even more important. Since then, customer service journeys and deviations during the collection and delivery of wagons have been fully documented. As it stands, the PTD is only indicated in around 60 per cent of consignments. That is too low to stabilise production quality. DB Schenker Rail's General Terms of Service now require customers to state the PTD when placing orders.

This is applicable for all customers no matter how they place their order. When placing orders using DB Cargo's RailServiceOnline (RSO) Internet portal, customers see a mandatory field for the PTD. When placing orders via the Electronic Data Interchange (EDI), the PTD field must be filled in by the customer and the information passed on to DB Cargo. The few customers who still place orders by fax must state the PTD in their fax. mb ■

You can find more information via the Netzeckbahn menu (under "Products & Services") at: dbcargo.com/netzeckbahn

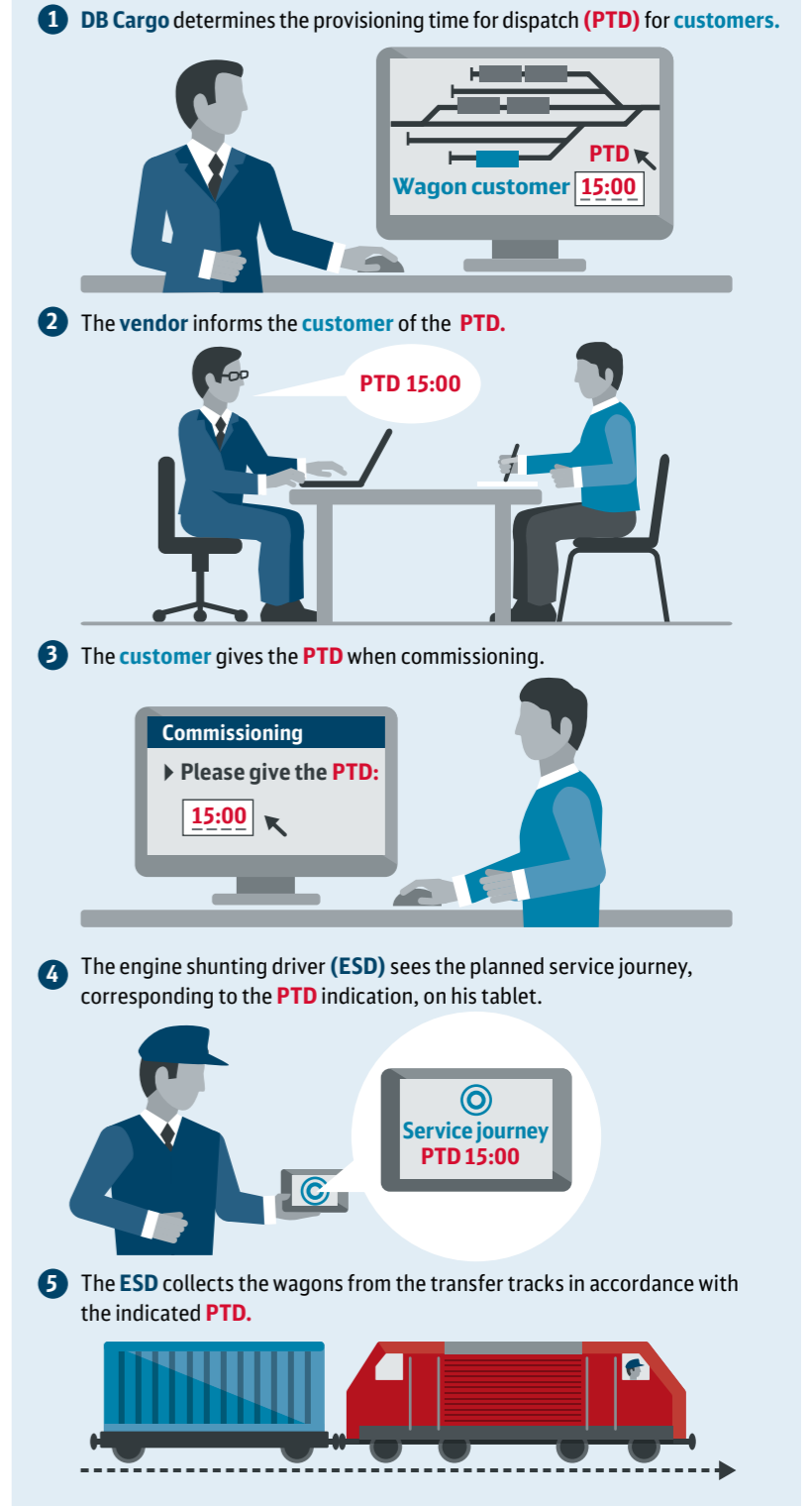


Photo: DB Port Szczecin/Cezary Skórka, Illustration: iluream 43

DISCUSSION:
Dr Richard Lutz,
Member of the
Management
Board for Finance
and Controlling
at Deutsche
Bahn AG and the
host at the second
DB Schenker
Science Day.



INNOVATION LEADS TO ADDED VALUE

The focus at the second DB Schenker Science Day was on the topic of added value. How do innovative solutions that offer added value for customers come about and who drives such solutions forward?

Value-added services and innovative solutions – if you want to succeed as a logistics expert in today’s market you have to offer customers more than just transportation from A to B. Customers have long been expecting much more from their service providers than the organisation of transport operations. Ideally, a proactive partner thinks ahead and offers the customer a whole range of value-added services along the entire logistics chain.

It is perhaps no surprise, then, that a logistics service provider would be interested in addressing this issue. DB Schenker (in future DB Cargo) has long been working for customers in a number of different sectors that go well beyond traditional transportation – the last *railways* publication focused on this very issue.

As in the previous year, DB Schenker organised an interdisciplinary forum to drive forward the discussion on innovation in logistics. Under the motto “Service Engineering in Logistics”, customers, researchers, partners and DB Schenker managers came together in late September 2015 to discuss current scientific, innovative and practice-oriented topics from the field of transport and logistics and to deepen this understanding in workshops. “Value-added services are an attractive segment for additional business since the goods are transported or stored by logistics service providers anyway,” explained Richard Lutz, Deutsche Bahn Board Member for Finance and Controlling. “Service Engineering is a new definition of what we do in logistics.” The day, which was

organised by the Research and Innovation Team at DB Schenker, not only provided a platform for an intensive discussion of innovative issues, it also offered an opportunity to examine and test new technology such as virtual-reality technologies and intelligent gloves and helmets at the Innovation Marketplace.

ITERATIVE ROADS TO INNOVATION

Not everything that looks innovative is really new. The road to innovation is often convoluted. One method of navigating such a road in a more coordinated and purposeful way is networked, incremental thinking. Professor Ulrich Weinberg, Head of the School of Design Thinking at the Hasso-Plattner Institute in Potsdam, pointed in his presentation to the importance of such an approach to innovation. Using the automotive industry as an example, he explained how industry, on the one hand, needed the innovations of its logistics partners but, on the other hand, made such innovation more difficult with rigid delivery concepts and precisely designed processes.

According to Weinberg, however, innovations also come about in these sectors when teams from very different industries approached possible solutions to clearly defined problems through an iterative process. “Development moves away from the creative abilities of individuals and towards the creative potential of teams,” says Weinberg. “Iterative” means that the seven process

steps – “understanding”, “observing”, “defining points of view”, “finding ideas”, “developing prototypes” and “testing” – are interlinked. In addition, you would have so-called variable spaces, in which the advances of collaborative work are continuously documented and thereby physically present. In an ideal case, then, an interdisciplinary team would find the solution that takes both the customer and the service provider forward in a variable space through an iterative process.

That such processes can also be supported institutionally is attested to by a number of research institutions and corporate thinking labs, in which various partners from the worlds of business and science work together to develop future concepts.

This is the reason why DB Schenker established the “DB Schenker Enterprise Lab for Logistics and Digitisation” at the Fraunhofer Institute for Material Flow and Logistics (IML) in January 2015, the first international logistics expert to undertake such a venture. The Lab combines the research and development of the Fraunhofer IML with the forward-looking, international focus of DB Schenker – seeking to promote innovative logistics solutions and process innovations.

DYNAMIC VALUE-ADDED CHAIN

What forms such innovations take and what effect they can have – that was the topic of the presentation by Professor Alexander Pflaum from Bamberg University. He started out on the premise that industrial value-added chains are becoming more dynamic all the time. Units would then organise their own production and processing largely themselves by continuously communicating with each other. Energetically autonomous modules in containers and swap bodies would mean that goods containers could independently manage their transportation route themselves to a great extent. Miniature electronic components could observe and match inventories until they are in the small load carriers, organise orders and dispatch, and precisely identify and monitor products. “Smart objects are getting ever smaller thanks to continuous miniaturisation in the field of electronics,” says Pflaum, giving the example of a screw containing an RFID chip. The chip can store additional data such as the correct contact pressure, thereby interlinking the product with its surroundings.

However, according to Pflaum, there are two major prerequisites for such solutions: technologies that connect the flow of information and goods – RFID or NFC devices – and much more comprehensive concepts that allow the mobile integration of people and that enable large quantities of data to be analysed efficiently.

DIGITAL READINESS IS CRUCIAL

Matthias Krämer, Head of Mobility and Logistics at the Federation of German Industries (BDI), discussed how far digital readiness would need to extend into companies. He talked about industry’s fundamental need for transparency along the whole supply chain. For ex-

OUTSTANDING ACHIEVEMENT

Dr Helena Preiß received the €10,000 DB Schenker Award 2014 for her research work on the topic “Service Engineering in Logistics”. Professor Alexander Pflaum’s Department for Business Administration and Supply Chain Management at the Otto Friedrich University of Bamberg received €5,000 for supporting the project. As part of her “Service Engineering in Logistics” project, Dr Preiß from the University of Bamberg researched how a step-by-step adjustment process could be used to develop technologies or services that offer substantial advantages to logistics experts in the marketplace.

The DB Schenker Award is one of the most prestigious European awards in the field of logistics. The prize supports academic work by junior researchers in the area of transport and logistics that demonstrates academic excellence as well as a high level of innovation and that makes a contribution to the environment and society.

More on the DB Schenker Award at:
www.deutschebahnstiftung.de



ample, big data analysis would help industry to react quickly and flexibly. Value-added services in logistics require industry to rigorously and strategically evaluate huge quantities of data.

Consumers, on the other hand, are increasingly looking for customised products – be they cars or trainers in countless varieties. The joint demands of industry and of customers therefore require perfectly networked, transparent logistics operations that can, at the same time, also yield conclusions about the future demand for goods from the generated data.

Margret Suckale, Member of the Board at BASF and President of the Employers’ Federation for the Chemical Industry, gave an overview of the opportunities and challenges of digital transformation for company employees. Work in the industry of the future will be more networked and flexible and it will be carried out in hugely accelerated processes. However, it is unclear how Industry 4.0 will affect the number of jobs. What is clear is that IT and software skills will, in future, be a requirement in a number of additional areas. These issues will be a topic of discussion for a number of years to come.

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Photos: DB/Bernd Roseliebr

DESTINATION: EUROPE

With the growing number of continental intermodal trains and transshipment points, rail transport is becoming more and more attractive. DB Cargo offers reliable and eco-friendly transport for large freight volumes over long distances, relieving the pressure on Europe's motorways in the process.



FLEXIBLE BY RAIL: Intermodal container terminals such as this one in Burghausen allow fast transshipment between road and rail.

CROSSING THE BALTIC BY RAIL

Kombiverkehr is expanding its Scandinavian portfolio with block trains to Sweden. DB Cargo has been operating new trains over the Øresund Bridge since the beginning of 2016, providing the perfect complement to existing connections via the Baltic ports.

A FAST CONNECTION

A connection that links Western Europe with Scandinavia and that promises a transportation time of less than a day – that is now a reality. Kombiverkehr, Europe's market leader in continental combined transport, and DB AG's biggest customer, has been operating two trains a week in each direction between the Netherlands and the Swedish city of Malmö since December 2015. The trains depart from Coevorden and Bad Bentheim on Tuesdays and Fridays, and from Malmö on Wednesdays and Saturdays. Containers, swap containers and craneable semi-trailers complete the 900-kilometre journey to Sweden – crossing the Øresund Bridge – in less than 24 hours.

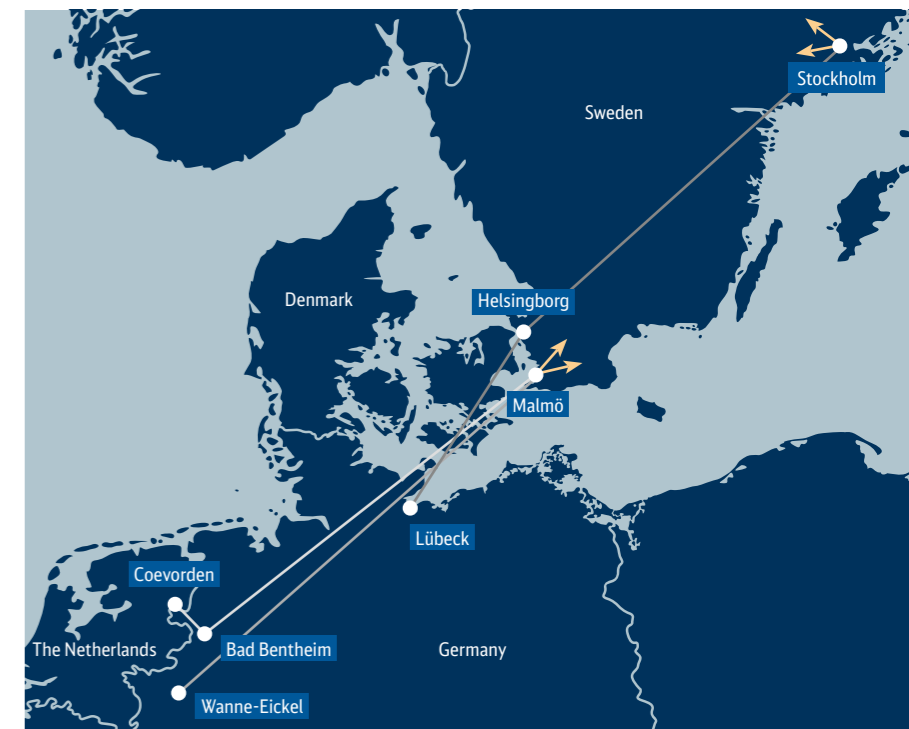
“We're very happy that we were able to start these transport operations anew under better conditions,” says Lars Herrig, Head of Key Account Management Kombiverkehr at DB Cargo. Regular transport operations were supposed to start last year but were delayed due to construction work on the Danish infrastructure. The train complements existing connections to Scandinavia via the Baltic ports – and represents an environmentally friendly means of freight transport. The 615-metre long, 20-wagon trains replace 160 HGV journeys on the route, with each train saving 45,700 kg of CO₂ emissions in each direction.

One of the train's wagon groups is transported over the national border by diesel locomotive from the EuroTerminal Emmen-Coevorden-Hardenberg to Bad Bentheim. A second wagon group is added to the train at the Twente combi-terminal, before DB Cargo Scandinavia takes over to provide continuous traction to Malmö. From the combi-terminal there, the shipments are fed into the Scandinavian network to be transported onwards to various destinations, including Norway. The trains transport auto parts from the Netherlands to Scandinavia, as well as raw materials used in the production of paper and hygiene products.

COMPANY TRAINS FOR LKW WALTER AND BODE

In addition to the train connections that can be booked by all customers, Kombiverkehr also offers its big customers what it calls “company trains”. With these company trains, the freight forwarder assumes complete responsibility for the train's utilisation, and therefore also the commercial risk, but receives a wide range of services from the operator in the area of day-to-day train management. Through its close collaboration with DB Cargo, Kombiverkehr can draw from years of experience in this market sector.

As a result, Kombiverkehr was also able to win the contract for the existing block train product from the



Ruhr region to Sweden for LKW Walter, a customer that already had experience of the company train product. Kombiverkehr has now commissioned DB Cargo to operate five block trains a week. “Through Kombiverkehr, we have enjoyed a long and successful business relationship with LKW Walter,” says Lars Herrig. “We operate several trains for the freight forwarder and we were also able to meet the challenge of increasing capacity demands.” One train departs from the Herne-Wanne terminal for Malmö every weekday for LKW Walter.

The Bode freight forwarding company has now also commissioned Kombiverkehr in the area of company trains, with a stock transport train from Lübeck to Stockholm via Helsingborg. In this context, DB Cargo now provides a comprehensive service, not only shunting services at the port of Lübeck, as was previously the case. This train transports special offer goods to the newly opened “Rikskombiterminal Stockholm Nord” on behalf of a discount retailer. The terminal, which is located in the high-growth region of Rosersberg, is used in the further supply of Stockholm and the surrounding areas. *mb* ■

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Photo: DB/Martin Kroll

FROM BENELUX TO BUSTO

New transport operations between Benelux and Italy open up more possibilities for European freight forwarders.



FROM THE UK TO ITALY VIA ZEEBRUGGE

Another of the Benelux-Italy transport operations is the brand-new link from Zeebrugge to Milan-Novara. The service is operated by HUPAC and the traction provided by DB Cargo. Freight from the UK is transhipped from sea vessels onto trains in Zeebrugge.

Zeebrugge is of strategic interest because the transshipment site is becoming ever more important. The container ships for the Italy train primarily come from the UK, but Zeebrugge is increasingly also being used as an international port. Since the increasing volume of goods being transhipped now means that Dutch and German ports reach maximum capacity some days, more and more logistics providers are turning to Belgian ports.

Traction for the new train is provided in cooperation with DB's international partners SNCB Logistics, COBRA and Trenitalia. The train makes three round trips to Italy each week, travelling along the Rhine and passing through Aachen, Cologne and Switzerland. ■



Customers from southern Italy can now send their goods northward easily and quietly. Goods are also transported back in the opposite direction to the Mediterranean region. The service is provided with new shuttle trains that have been connecting Italy with the tri-border region of the Netherlands, Belgium and Germany via the Rhine rail line since January 2016.

1,200 TRAINS EACH YEAR FOR HUPAC

The Swiss rail company HUPAC has assigned a total transport volume of 14 round train journeys per week – equivalent to around 1,200 trains annually – to DB Cargo, who will operate as a traction provider. The biggest of these transport operations is the connection between the Dutch town of Geleen and the Busto Arsizio-Gallarate terminal near Milan in Italy. Further transport operations from the Limburg economic region are handled by the Venlo-Busto Arsizio shuttle. Busto's optimal transshipment and forwarding possibilities, not available at other terminals in the region, proved a decisive factor in using the modern terminal.

GALLARATE: A STRATEGIC HUB

The Busto terminal in Gallarate, which is located around 30 kilometres north-west of Milan, offers a number of crucial advantages. It can be accessed directly from the motorway without passing through built-up areas. Lorries can reach trains or continue on their journey to their final destination within just a few minutes. Busto Arsizio-Gallarate also offers various domestic forwarding options within the Italian rail network. The terminal is operated by HUPAC.

The range of transport links now also includes a new connection for P400 mega-trailers between the Belgian port of Zeebrugge and Novara in northern Italy. They form a vertical axis and, thanks to modern terminals, allow fast and secure connections.

For rail traction, HUPAC prefers partners who can offer them a continuous traction service across international borders: a single rail company from the source to the end destination. Uninterrupted management simplifies processes, reduces the number of interfaces, improves quality and boosts

NORTHWARDS: Freight from southern Europe is reliably transported to cooler climes.

Photo: DB

the overall performance of combined transport operations. As a European rail freight company, DB is in an excellent position to provide such a service and has been the ideal partner for HUPAC for a number of years. "Preparation work for these transport operations has already been under way for a long time," explains Andrea Clasen-De Cunto, Head of Accounts West in the Intermodal Division of DB Cargo. "We were able to demonstrate considerable experience in Geleen and we had the resources to organise transport operations from there."

The result is an innovative product that has the potential to serve as a reference for future planning. The Dutch subsidiary DB Cargo Nederland operates the train directly from the new Rail Terminal Chemelot (RTC) in Geleen. The intermodal terminal in the Dutch province of Limburg is located in the tri-border region between the Netherlands, Belgium and Germany, and it offers excellent connections to the motorway network, making it an ideal base from which to supply the region.

VENLO AS AN ADDITIONAL HUB

Another service now connects Venlo and Busto five times a week. The Dutch city, which lies 60 kilometres north of Geleen, is a transshipment point for a range of goods that are delivered here from the Netherlands and the region close to the border. The site is a particularly important hub for semi-finished products, which are sent on their journey southwards from here. The train is used by customers who want to take advantage of HUPAC's network and DB Cargo's traction expertise. The wagons are provided by HUPAC and are fitted with quiet "whisper brakes". ■

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CROSSING THE ALPS

DB Cargo is now responsible for all trains for Wenzel Logistics and has established a new link between Graz and Frankfurt am Main.

A new rail link now connects south-eastern Europe with the heart of Germany and the Benelux countries. Since the beginning of this year, one container train departs every work day from Graz in Austria to Frankfurt am Main and Neuss. DB Cargo provides traction for the train on behalf of the Austrian freight forwarder Wenzel Logistics. Wenzel is responsible for the utilisation of the train.

Wenzel is based in the Austrian state of Styria. Its network includes large parts of Austria and extends all the way to Slovenia, western Hungary, Croatia, Bosnia-Herzegovina and Serbia, and its intermodal supply chain stretches from south-eastern Europe to the Netherlands. The new train connects the Cargo Center Graz-Werndorf (CCG) terminal to the Frankfurt/Main Ost and the Neuss transshipment railway stations.

The train comprises 19 carrying wagons, each of which has two 45-foot containers, swap bodies or semi-trailers. DB Cargo provides the wagons. “These are ultra-light carrying wagons,” explains Ulrich Sontheim, Head of Continental Accounts in the Intermodal Division at DB Cargo. “They are around six tonnes lighter than other wagons, and that with the same loading weight.” They can transport even heavier loads than normal wagons. A lot of the goods transported come from the steel and automotive supply industries, and semi-trailers for large steel coils are also available. The unusual feature of the trains is that two locomotives are used because of the steep inclines the train has to negotiate as it crosses the Alps.

“We’re very happy to be working with DB Cargo,” says Norbert Wenzel, Managing Director of Wenzel Logistics. “It was the rail freight company’s many years of experience and their European focus that moved us to deepen our partnership.” Wenzel has already been operating an intermodal train between the Neuss Intermodal Terminal and Graz for eleven years. In addition to this train, the traction for which was previously provided by Rail Cargo Austria, DB Cargo has now also taken over the connection to Frankfurt with five departures a week. “This means we can take advantage of additional efficiency potentials,” explains Ulrich Sontheim.

The traction provider Lokomotion has been given the contract for the Alpine crossing between Graz and Munich. DB Cargo then takes over in Munich to continue the journey towards Frankfurt and Neuss, where there are connections to various destinations including the Benelux countries. As a result, manufacturers and exporters from south-eastern Europe can make use of an environmentally friendly link to the seaports. Large volumes can also be transported back to the Alpine region, thus relieving the motorways. The new train will take 15,000 HGV journeys off the road each year, offering a sustainable alternative to road transport. mb ■

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MOUNTAIN AIR:
The new train takes 15,000 HGV journeys off Alpine roads.



IN FRONT OF THE PILOT VEHICLE: Mark Cox (DB Cargo), Paul Johnson (Hitachi) and Mark Wilson (Nissan) (f. l. t. r.).

THE FUTURE OF OVERLAND TRANSPORT

DB Cargo UK sees itself as a pioneer in sustainable transport solutions. The rail company is currently trialling a number of electric-powered vans.

As the largest facility of its kind, the Toton Maintenance Depot near Nottingham has always been a special part of DB Cargo UK. No wonder then that the British rail freight operator is now looking to impress again at the depot with a very special innovation. In collaboration with car manufacturers Hitachi, Nissan and Tevo, the rail freight company is testing the use of electric-powered vans. DB Cargo UK owns a fleet of around 400 vans. Paul Wallis, Head of Procurement at DB Cargo UK, has commissioned a pilot project to determine how carbon dioxide emissions and fuel costs could be reduced.

The first electric vans are now being deployed in Toton. They have a range of around 110 kilometres and can be recharged to 80 per cent capacity in just 20 minutes at any one of the 2,000 re-charging stations in the UK. Fourteen of these re-charging stations are located in close proximity to the Toton depot.

There is a huge potential for savings, both in terms of emissions and money. “If you assume that the electric vehicles cost two pence a mile to run (or two Euro cents per kilometre) while a diesel vehicle costs five times as much, then you get an idea of how much potential there is for our 400 vans, which travel around 40,000 kilometres each year.”

While electric vehicles are more expensive to buy, they are cheaper to operate and maintenance is simpler. A number of problems can be diagnosed relatively easily by plugging in a computer. Moreover, the vehicles

have a power output of around 75 kW and produce electricity themselves when they brake. “The cost savings and the environmental advantages have convinced me,” says Wallis. Whether the experiment can be converted into a practicable long-term solution will be revealed when the pilot project comes to an end. an ■

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ELECTRIC TRANSPORTATION: ROAD TESTS IN THE RHINELAND

The search for good, sustainable overland transportation concepts is also keeping DB Schenker busy in Germany. Schenker Deutschland AG’s logistics experts recently took part in the “zemi-sec” research project. As part of this, logistics experts in Cologne carried out trial operations using a Sprinter vehicle converted to electric with a trailer. The vehicle had a range of around 100 kilometres. After the end of the project, DB Schenker took stock and considered the results. The main problem was not so much the vehicle’s low range but rather its low carrying capacity and it would need to offer more pallet space for inner-city operations.

See also: www.zemisec.de

Photos: Wenzel Logistics/Erwin Scheierau, private



100 PER CENT PROMOTION

Whether it's Easter, the start of the gardening season or Christmas – Germany's discount retailers offer their customers promotional products from all over the world. TRANSA Spedition in Hamburg takes care of the sophisticated transport concept behind the scenes.

NEEDING SPACE: Every year, freight from 12,000 containers is transhipped in the Hamburg hub.

Photo: Michael Neuhaus



PLANNING AHEAD: Enough staff must be on hand at peaktimes to ensure that transshipment in the hub runs smoothly.

At Easter time, it is only after the children have found all the Easter eggs that the logistics experts can sit back and relax. In the months leading up to the holiday, they transport goods to Germany from every corner of the globe so that the products are on the shelves on time, ready for the Easter bunny to hide them. That's why it is almost always "peak time" at the TRANSA Spedition branch in the port of Hamburg: lorries drive onto loading ramps, high-speed fork-lift trucks dash through loading doors, containers are opened and unloaded, boxes and crates are piled up high in enormous warehouses or moved around at quite a pace. Other employees are busy unpacking boxes, piling goods onto pallets, wrapping them with protective foil and moving the pallets onto waiting freight wagons and lorries. Outsiders could be forgiven for finding all the hustle and bustle a little baffling.

But there are those who can always make sense of the apparent chaos and who succeed in managing the never-ending activity. Take Stephan Puvogel, for example. He is the Head of the Hamburg Branch at 1. Hafenstraße 13 and is, in that position, responsible for directing the processes set up by TRANSA Spedition three years ago for a large retailing customer. In 2012, the customer first commissioned TRANSA to manage non-food imports via the port of Hamburg. "Today, we are this customer's service provider in the non-food sector from Asia," explains Puvogel. Fast, reliable and more sustainable transport operations through intelligent planning are a must.

The volumes involved are unbelievable. Around 12,000 40-foot containers arrive at the 35,000 square metre block warehouse each year, an average of 50 a day. TRANSA staff commission more than half a million pallets annually. These are then transported away on more than 17,000 lorries and rail wagons. "We transport around 1,500 HGV loads in combined transport," says Puvogel, including single-wagon transport operations to Nuremberg and Mannheim. "I'm a huge fan of rail," Puvogel concedes. "The great advantage of rail is that wagons arrive on time in the evenings and then set off again at noon the next day." The discount retailer takes over at the various destination points and delivers the goods to its stores in Germany.

SEASONAL BUSINESS IN THE BLOCK WAREHOUSES

"It's very much a seasonal business," says Puvogel. Easter and Whitsun, autumn and the run-up to Christmas: the warehouses are bursting with promotional goods. However: "The peaks aren't as intense as they used to be," Puvogel points out. "General utilisation is now high all year round."

A few hundred of the discount retailer's suppliers process their transport operations through TRANSA's Hamburg branch. The majority of the goods are transported in containers from the port to the warehouses. Some goods from China have travelled more than ten thousand kilometres overland by train. Other items are transported to Germany by air. Lorries collect goods from product range suppliers in northern Germany and feed them into the cross dock warehouse, where incom-

ing goods are cross-docked according to the recipient. That reduces the need for stock and increases the utilisation rate of the freight vehicles used for delivery. For imports via the seaport, TRANSA manages transport to the warehouse as well as palletisation, storage and commissioning for further transport – all following the customer's exact specifications. "Our top priority is to get promotional items out onto the shelves on time. We've always enjoyed a 100 per cent success rate so far, even when facing serious problems such as production delays in Asia," says Rainer Börnecke, Head of Northern Region at TRANSA. "We have to deliver on time every time, even if a ship can't dock because of a storm."

A BLOSSOMING RELATIONSHIP

The foundation of this efficient concept is the blossoming partnership between TRANSA and the retailers. Through this contract, which has become bigger and bigger, they have both grown together. "We have been supporting the customer from the very beginning and we had to learn a lot. When we started, we were talking about categories of goods rather than about pallets – and then we realised that a few hundred containers could be behind one product line," explains Börnecke. For the customer, the collaboration with the DB Cargo subsidiary TRANSA was the impulse that moved them to improve their logistics operations. By establishing their own logistics department they gradually gained more and more control over their supply chain and costs. Because TRANSA commissioned in an in-

telligent way, the number of deliveries to the respective companies was reduced, leading to improvements in the environmental records of both companies. The issue of sustainability is also becoming increasingly important for discount retailers, which means that rail, with its lower CO₂ emissions, is an attractive mode of transport. "Rail freight is an environmentally friendly option and we have also succeeded in increasing the utilisation rates of our lorries by implementing a special concept," says Puvogel. This has been achieved through a mixture of cross-docking and transshipment: up to 17 different product lines can currently be included in one load carrier. "We have developed a collective delivery note that reduces paperwork upon delivery."

TRANSA, in turn, is also using the contract to drive their expansion forward. Things have become quite crowded at their long-term base, which has grown to include sidings and rail transports. "We can proudly say today that we have established an excellent partnership with the customer," says Börnecke. "We are both driven by price quality." Although establishing this collaboration was gruelling and strenuous work for all involved over the first three years, by now the processes are working well as a result of the mutual trust that has been developed. "We're now in a good position and we want to use this edge to offer the customer even more services," says Börnecke. *an* ■

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SPEED COUNTS: The promotional goods are unloaded and transhipped onto HGV or freight wagons soon afterwards.

Photo: Michael Neuhaus



MADE FOR THE RAILWAYS

Rail is the perfect transport mode for heavy, bulky cargo like sand and gravel. Boerner Kies and DB Cargo have been working together for many years and have developed several solutions together.

HEAVY-DUTY TRANSPORT: Every bulk freight wagon can transport loads of 68 tonnes.

The small town of Trabitze stands on the point where the Saale river makes its last big loop. At the beginning of the 1990s, the gravel and stone mining company Boerner Kies opened a sand and gravel quarry there and in nearby Schwarz. The company had identified the aggregate in the region as being of a particularly high quality.

Today, Boerner Kies, as it will soon be known, is owned by the Ulm-based SCHWENK Zement group, which has been family-run for five generations. In

Boerner Kies, the group has a company in which rail freight transport is an inherent part of the company DNA.

However, that wasn't always the case. In the beginning, Boerner Kies supplied the local concrete and prefabricated parts industry by HGV. Later, construction sites in Berlin, 150 kilometres away, were keen purchasers of sand and gravel from Saxony-Anhalt. The aggregate was initially also transported there by HGV - 120 journeys each day on average. However,

these deliveries were often delayed due to the number of roadworks on the A 9 and B 100, with severe traffic jams causing serious supply shortages for customers.

GRAVEL FOR THE CAPITAL

As a result, Boerner Kies decided to set up transshipment sites and to supply them by rail. There were a number of reasons behind this move. Firstly, rail is the perfect transport mode for heavy, bulky goods such as large volumes of sand and gravel. Transport times are short, especially compared to the inland waterways. "Excellent reliability, consistency and no adverse effect on the quality of our products during transport," summarises Udo Flüchter, Managing Director of Boerner Kies.

The construction industry followed the example set by the Saxony-Anhalt company. But Boerner Kies went one step further and the direction of its deliveries changed. Sand and gravel was now being sent northwards by rail, to Lower Saxony and the Netherlands. Some of the customers, such as a concrete component plant in Spelle in Lower Saxony, had their own sidings. TRABET's ready-mixed concrete plant in Berlin-Neukölln, another SCHWENK Zement subsidiary, is also supplied by rail.

DB Cargo demonstrates its flexibility through these operations. Due to overcapacity over the last



Photos: DB Schenker

few years, the building materials market has seen a continuous downward pressure on prices. There are also additional, external factors such as the financial and economic crisis, which has resulted in a continued slump in construction activity in the Netherlands. "To be able to respond to such developments, it's important to continue to work with the end customer on optimising our joint logistics operations," explains Thomas Sülzle, Plant Manager at Boerner Kies. "In addition to loading and unloading



BULK FREIGHT LOADING: Fast processes are crucial in the business.

quickly, other critical factors include the wagons used, checking possible combined transport operations, total net load and the possible block train length."

"We work together as equals," says Tobias Schäfer, Key Account Manager for SCHWENK Zement at DB Cargo. "SCHWENK Zement see us as a valuable partner and they are keen to work with us to optimise their transport operations. We offer flexibility and special transport operations, even on weekends."

A few prerequisites must be in place to ensure that deliveries can be made by rail. The technical facilities for swift transshipment must be on hand at the loading and unloading stations. With an average net weight of 2,000 tonnes per block train, both the loader and unloader have to have a sufficiently large storage heap. That requires significant investment on both sides and this can only pay off over the long term. For that reason, the delivery contracts concluded between SCHWENK Zement and its customers run for at least a year.

"Our tried-and-tested logistics processes are a significant factor in the success of the company," explains Udo Flüchter. At present, the company does not intend to market the sand and gravel from their existing production sites internationally. "But you never know how international markets will develop. If the conditions are right, we have - in DB Cargo - the right partner at our side," says Flüchter.

Tobias Schäfer from DB Cargo is delighted to receive such praise. He is convinced that the Building Materials, Industrial and Consumer Goods (BIC) Division is well prepared for any future challenges on the international market. mb ■

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STORAGE: Each train carries 2,000 tonnes - large heaps are required.



RAPID GROWTH DUE TO CARGILL CONTRACT

The French DB Cargo company OFP Atlantique strengthens its position in port hinterland transport.

The French port railway company OFP Atlantique has signed contracts with an important customer at the Breton port of Nantes Saint-Nazaire. The rail company, which is part-owned by the French DB Cargo subsidiary Eurocargo Rail (ECR), began transporting goods for the French subsidiary of the Cargill agricultural company in September 2015. Cargill operates two rapeseed and sunflower seed oil mills in Saint-Nazaire and Montoir-de-Bretagne, producing the basic materials for a biofuel facility located in the area. OFP Atlantique has now been tasked with supplying the two Cargill mills with raw materials by rail.

"This is the first opportunity we've had to work with this important customer," says Sébastien Marder, Managing Director of OFP Atlantique. "This contract is the result of contacts we established over the last few years on the initiative of ECR." OFP Atlantique beat off strong competition with its offer, which it submitted after a tender process at the end of 2014.

These transport operations are based on a completely redesigned transport concept. With support provided by ECR, they have the necessary flexibility to service a total of 85 operating points. The transport operations are managed from Saint-Pierre-des-Corps in the Loire.

EXCELLENT RELIABILITY GUARANTEED

OFP Atlantique will now be transporting 400,000 tonnes of grain each year. Six single-wagon transport trains will be bringing supplies to Montoir each week.

Three additional double trains with 44 wagons will be supplying Saint-Nazaire each week.

OFP Atlantique has committed to delivering 95 per cent reliability with this service, which will require the production teams to work together smoothly and efficiently. "It is strategically very important for both OFP Atlantique and for ECR that this contract is carried out successfully," explains Marder. "We have recently been working well together to strengthen our presence on the Atlantic coast. Now we need to go one step further to become the leading operator in the region."

With this contract, OFP Atlantique has increased its transport performance by around 70 per cent on the previous year. OFP Atlantique transported around 800,000 tonnes in 2015. The company is active in the ports of Nantes Saint-Nazaire and La Rochelle. The port of Nantes Saint-Nazaire is France's biggest Atlantic port and the fourth largest in the country. OFP Atlantique transports grain to La Rochelle for the agro-industry and the company now wants to use the contract with Cargill to strengthen its position as an operator in the strategically important hinterland between the two Atlantic ports. The US agro-group Cargill has been operating in France for almost 50 years and employs around 2,500 staff at 21 locations. an ■

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BULK GOODS:
An ECR engine in front of a train at the charging station.

HEAVY LOADS FROM TUSCANY

Baraclit is Italy's market leader in precast concrete parts. DB Schenker Rail uses special wagons for the customer's heavy components.

Baraclit is one of the extraordinary success stories that make Italy one of the world's most important national economies. According to the company's own figures it is Italy's market leader in precast concrete parts for industry, trade and logistics. At its Bibbiena site around 40 kilometres north of Arezzo, the company employs 350 members of staff and has an enormous manufacturing area of 300,000 square metres.

Baraclit is particularly proud of the sustainable nature of its products. The architecture is based on high green building standards and features integrated solar installations, making Baraclit buildings very environmentally friendly. In addition, 90 per cent of the energy needed to manufacture the components is produced from renewable sources.

A NEW BARACLIT BUILDING EVERY DAY

More than 15,000 buildings have already been erected in Germany, France, Italian and Switzerland using Baraclit components – one new building is constructed every day on average. The company relies on an intelligent logistics system to carry out its operations. It has 25 vehicles and cranes of its own, as well as five heavy goods vehicles to transport the component parts to its customers. Baraclit mainly uses rail for long journeys. The mode of transport used is dependent on the specific nature of each customer order.

"We chose DB Schenker Rail Italia because the company guarantees wagons of the appropriate length and capacity," says Patrizio Alberti, Technical Director at Baraclit. "The company's reliability and punctuality were also key factors in our decision. The team's approach to problem solving is always helpful and professional."

"DB Schenker Rail Italia has been carrying out transport operations for Baraclit for two years now," explains Riccardo Fricke, Key Account Manager at DB Schenker Rail Italia Services. "The advantage we offer is that we not only have the required expertise in loading oversized components, we also have the necessary flexibility to carry out the transport operations safely and reliably."

The greatest challenge lies in the provision of the right wagons. The wagons for Baraclit come from the Swiss and Italian networks and are joined together at the Chiasso hub. The Wagon Management team in Duisburg and DB Schenker Rail Italia Service work closely together to achieve this. "It takes time to provide the wagons, as they are not always available in the international network. The close collaboration ensures



that empty wagons can be transported to Bibbiena punctually and according to the customer's schedule," says Fricke.

Because the rail freight company mainly transports Baraclit products to Schwerzenbach, Rothenburg and Saint-Triphon in Switzerland, DB Schenker Rail Italia uses open flat wagons up to 22 metres in length. Baraclit has developed special supports for these wagons so that they can carry precast concrete parts weighing up to 25 tonnes. On average, 20 such wagons make up one train. Loading is very complicated: it can take up to two weeks to load one train with the heavy, sensitive parts. And just as much care must be taken when unloading the train at its destination. A specialist Baraclit team then transports the components to the construction site as and when they are required – just in time. an ■

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You can read more about Baraclit at: www.baraclit.it

SPECIAL TREATMENT:
It can take up to two weeks to load a train with the sensitive Baraclit parts.



A FEAT OF GERMAN ENGINEERING

GIANT DRILL: In the Filder Tunnel, the enormous borer powers its way through 9.5 kilometres of rock. The tunnel connects Stuttgart's main station with the Filder Plateau high above.

Construction companies are relying on DB Cargo's expertise as they build the Filder Tunnel, linking Stuttgart's main train station and the Filder Plateau. The reason for this is that the challenge of transporting thousands of tunnel parts weighing several tonnes would have been too big for other logistics service providers. "Our trains are keeping the building site moving," says Otto Fiedler, Customer Advisor in the industry team at DB Cargo. If the tunnel-boring machine were to come to a halt, the cost would quickly add up to tens of thousands of euros per day.

Germany's third-largest tunnel is under construction just outside Stuttgart. The structure is 9.5 kilometres long and will – as part of the new Stuttgart-Wendlingen line – link the main station in the Stuttgart basin with the Filder Plateau, which

is 155 metres higher. The tunnel takes a direct route, passing under the suburbs of Degerloch and Möhringen. Rock strata up to 220 metres high are piled above the transport route.

The Filder Tunnel is being built in four segments with two tubes. The first construction stage was finished in October and the second stage should be opened in April – the gigantic tunnel-boring machine must be turned around for deployment before then. After boring, the tunnel is lined with concrete segments that support the walls and that protect the track bed. Depending on the section of the line, the segments are between 45 and 60 cm thick. They are produced by Max Bögl in Sengenthal in the Upper Palatinate, from where they are transported by rail to Altbach in the district of Esslingen. In total, DB

Once completed, the Filder Tunnel near Stuttgart will be the third-largest structure of its kind in Germany. The rail freight company is delivering the tunnel segments "just in time".

Cargo estimates that 380 trains, each made up of 20 wagons, will be required. The company is using six-axle wagons that can carry segments weighing around 70 tonnes net.

The block trains for the upper Filder Tunnel have a capacity of more than 2,000 tonnes. The trains for the lower Filder Tunnel are significantly heavier and double traction has to be used. The lining segments are transhipped onto lorries in Altbach using a special forklift truck, before being transported by road to the mouth of the tunnel close to Stuttgart Airport. Around 23,000 journeys are required to complete the task, most of which are carried out at night.

"The main logistical challenge is synchronising the loading of the shipments at the manufacturing plant and the transportation to the tunnel

mouth," says Fiedler. "We dealt with the first stage amazingly well thanks to the dedicated and flexible collaboration between Planning, Dispatch and Shunting staff on site." Depending on the speed with which the tunnel-boring machine makes progress, between three and four trains a week were needed, for which a provision of 60 Sams wagons was required. A makeshift lining segment "warehouse" for 40 rings was set up outside the entrance to the tunnel to guarantee that construction work was not disrupted by train delays caused by strikes, bad weather or work on the lines.

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ISTEIN PLANT IS BACK ON THE RAIL NETWORK

After 15 years, the German lime plant is delivering by rail again.

ACTIVE LINE:

Thousands of tonnes of limestone can now be transported to the customer on freight wagons.



MORE FREIGHT BY RAIL? THE FEDERAL GOVERNMENT OFFERS SUPPORT TO COMPANIES WHO WANT TO BUILD THEIR OWN SIDINGS.

Freight trains use only a third of the energy and emit only a quarter of the carbon dioxide compared to heavy goods vehicles. The federal government wants to support this climate-friendly mode of transport and it is therefore offering help to companies who decide to build their own sidings. With its Guidelines on Funding Sidings, the government has set up an effective programme and, by the end of 2013, had already provided €96.5 million of financial support to 130 applicants.

The funds are provided in the form of repayable grants up to a maximum of 50 per cent of the eligible costs. To qualify for the grants, companies must demonstrate that the funded sidings will be used to process new transport volumes or the previous and additional transport volumes. The support is awarded by the German Federal Railway Authority (EBA).

More information at www.eba.bund.de and <http://www.gleisanschluss.info>

Limestone takes millions of years to form, so 15 years might not seem like such a long time. But it is for a lime plant that has not been able to transport its white goods by rail due to not having the requisite sidings.

Until a few months ago, the Istein lime works in southern Germany, which belongs to the Belgian group Lhoist and which is located just a few kilometres away from the Swiss border, was completely cut off from the rail network. Today, however, after 15 years, the trains are running again, thanks in part to the easing of traffic congestion following the opening of the Katzenberg Tunnel. Plant Manager Peter Leifgen is relieved: "We are extremely pleased that we can now supply our customers by rail again, even if we only have a maximum capacity of around 10,000 tonnes a year at present. With this reopening, however, we now also have the possibility of receiving our operating supplies by rail."

The Istein lime plant line was closed in 2000 for capacity reasons, despite a potential at the time of around 50,000 tonnes annually. The tank wagons have been making the journey to Switzerland regularly again since August 2015.

JOINT ENGAGEMENT

Together with Daniel Knaus at DB Schenker Schweiz (in future DB Cargo Schweiz), the Mannheim Production Centre and SBB Cargo, Markus Tiburczy's team at DB Cargo's Division for Building Materials, Industrial and Consumer Goods Lime, Gypsum and Slurry organised the transport services for the Istein lime works. The plant acquired a road-rail vehicle for shunting work and the servicing journeys from Weil am Rhein to Istein were planned. In addition, it was necessary to organise the handover of the train to SBB in Basel and customs clearance on the border. "This reopening was only possible because of the active involvement of the lime works, the Mannheim Production Centre, SBB Cargo and Customs at Weil am Rhein," explains Markus Tiburczy.

Today, six to eight wagons carrying around 220 to 230 tonnes of burnt lime are transported over the Swiss border each week, where they are unloaded on weekends and taken back to Istein during the week for loading. an ■

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NEW CONNECTION FOR CENTRAL THURINGIA

TFG Transfracht is integrating the Erfurt terminal into the AlbatrosExpress network and is increasing the number of connections between the German seaports and eastern Germany to 44 departures a week.

The production and sale of fixtures and furnishings has long been a global business. Manufacturers are producing more and more of their products in China. A reliable logistics chain is therefore required if the stock in German furniture warehouses is to be kept stable even in times of seasonally fluctuating demand. The consumer goods arrive at German ports on large freight vessels and need to be transported quickly and efficiently from there to their place of destination in the hinterlands.

Furniture suppliers who require swift transportation over long distances and who care about their CO₂ emissions are increasingly turning to combined transport, in which the main leg of the journey is by rail and HGV is only used for delivery over the final few miles. This is the case for a well-known furniture retailer whose distribution centre in Erfurt is supplied via the north. Securing the contract for these transport operations was what moved TFG Transfracht to connect the Erfurt terminal to its AlbatrosExpress network on 2 February 2016. In future, five trains a week will travel between the Erfurt-Vieselbach terminal and

the container terminals in Bremerhaven and Hamburg. "We're delighted that we can now, with this direct connection, meet the demand for intermodal transport solutions in the region," says Frank Gedat, Head of Eastern Region at TFG Transfracht.

The Erfurt terminal was built in the mid-1990s as an extension to the Freight Centre and it benefits from an excellent connection to the main Halle/Erfurt-Berlin line via the Vieselbach train station. It is connected via the regional road network to the A4 motorway in all directions. The terminal is operated by Deutsche Umschlaggesellschaft Schiene-Straße (DUSS) mbH, which took over operations in 2003. Transshipment volumes have increased continuously ever since thanks to the successful establishment of new companies, as well as the acquisition of new rail transport contracts, including with the local furniture warehouse sector. mb ■

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IDEAL LOCATION:
The Erfurt terminal connects Thuringia's state capital to the European rail network.

Photos: DB/Markus Tiburczy, Erfurt city administration/Reinhard Lemitz



IN DEMAND

THE ABSURDITIES ON THE STREETS

Krzysztof Ruszała is a wanderer between worlds: on weekdays, he works at DB Cargo Spedkol. In his free time, he works as a TV journalist. With his colleague Kamil Jaśkowski, he uncovers the all-too-common absurdities seen on the streets of Poland in the popular Road Absurdities programme for the TVN Turbo channel.

ON LOCATION:
Ruszała on the shoot.

Railwayman and TV journalist - how do those fit together?

I've always been fascinated by the world of media - even though I really love my day-to-day job. I started at DB Schenker Rail Spedkol eight years ago, working in repairs. I've been in my current position since early 2014. I'm responsible for security management in Kędzierzyn Koźle near Opole and I plan, implement and monitor the necessary measures. But I always wanted to be on TV, so I just tried my luck!

How did you go about it?

My colleague Kamil Jaśkowski heard that the private TV channel TVN Turbo had started auditioning for the Road Absurdities programme. We thought about it for a short while and then applied.

And you beat 500 other applicants just like that ...

Yes! Road Absurdities is the third most-watched programme on TVN Turbo. Even the repeats are getting record viewing figures. I never dreamed that they'd film another series of twelve episodes after the initial seven episodes. We're filming the third series now, which started in September 2015.

How does the programme work?

We ask viewers to send in their ideas - they can involve the regional automotive market, absurd traffic rules or signage, speed cameras or funny gadgets that are available in car dealerships or other stores. Our staff then check them out on location, document the whole story and write a script. We then film it and it goes on air. Even the authorities watch the programme and take action on the issues we show. One day we were in a village near Łódź and we noticed that all the absurd signs had been taken down immediately after our programme. So even though our primary aim is to entertain our viewers, our work also has a more significant effect!

And how do you manage this balancing act between your two lives?

It's not easy to combine my normal work with TV productions. My holidays and most weekends are spent on the TV work. And even though I have a great time doing the show, I do sometimes miss the long bike rides I used to go on. *an* ■

<http://www.tvnturbo.pl>

GO FIGURE!

500

DB Cargo has invested €500 million over the last few years fitting older diesel locomotives with new, climate-friendly engines. It was possible to modernise three out of four combustion engines. The background to these measures is the sustainability of rail freight transport, which DB Cargo believes it has a duty to develop. Rail freight transport uses less energy and emits lower levels of harmful gases than freight transport by road. A freight train uses only one third of the energy and emits only a quarter of the carbon dioxide of HGV - using the example of a shipment of automotive accessories from Hamburg to Munich. However, only vehicles fitted with the latest technology can also claim to be up-to-date in terms of environmental standards.

SAVE THE DATE

Upcoming trade fairs and sector events with DB Schenker Rail - come and see us there!

10-12
MAY

Birmingham / UK

Multimodal is the UK's biggest transport and logistics trade fair <http://www.multimodal.org.uk>

30-03
MAY-JUNE

Munich / Germany

IFAT Munich, the world's leading trade fair for water, sewage, waste and raw materials management, with 3,081 exhibitors from 59 countries www.ifat.de/

31-02
MAY-JUNE

Kielce / Poland

The Autostrada Poland trade fair is an important meeting place for companies in the construction industry <http://10times.com/highway-kielce-poland>



In 1879, Siemens & Halske presented an electric train at the Berlin Industrial Exhibition: "Speed is roughly that of a horse-drawn tram," wrote Werner von Siemens to his brother Carl. "Now we can really do something with this!" Siemens had discovered the dynamo-electric principle more than a decade previously, paving the way for electric motors that could transport people and goods. Over the next few years the electric motor made headway against the steam train: trams, mine trains, even an electric subway - the electric motor soon proved itself to be very reliable technology that was also much safer in mines. However, in its early days, the electric locomotive faced the challenge of standardisation, not dissimilar to the discussions about charging stations and battery regulations today. Several cities and countries experimented with their own electricity systems. The first trains with electric traction were powered by

direct current or three-phase current. This meant that vehicles with simple traction motors and simple control systems could be used. The breakthrough for electric propulsion in Germany came in 1912, when all regional railway lines switched over to singlephase alternating current, a technology that made simpler overhead lines and power supply systems possible. Large parts of the German rail network were electrified over the following years. Today, less than 60 per cent of the rail network is electrified but around 90 per cent of rail transport services are carried out using electricity. One huge challenge that remains is the cross-border transit of electric locomotives. An even bigger challenge, however, is making eMobility by rail economically viable. Rail, the most environmentally friendly mode of transport, is fighting against increasingly strong competition. *an* ■

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