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Keeping rail competitive – Strengthening single wagon in Hinterland and Europe

UIC FIATA Conference Hamburg

DB Schenker Rail

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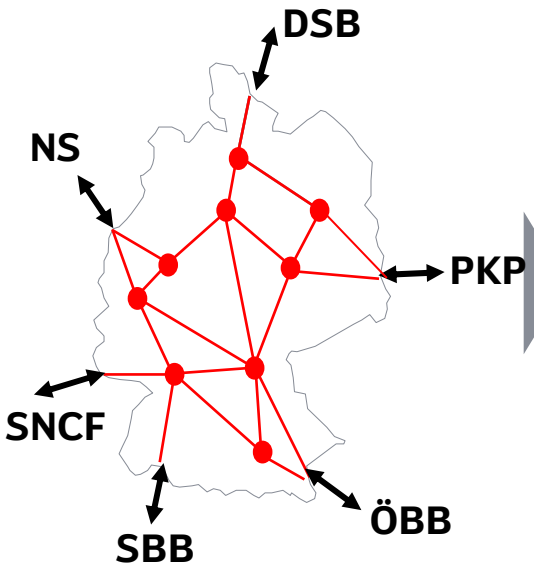
Chairman DB Schenker Rail

Hamburg, 27.10.2011

DB Schenker Rail is on the way to becoming a real European rail freight provider showing a strong footprint in Germany

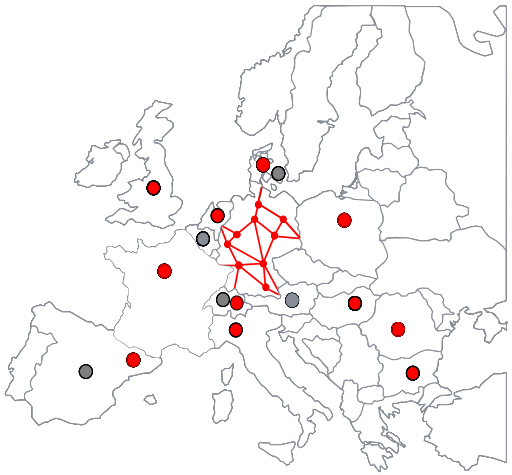
SCHEMATIC

Past



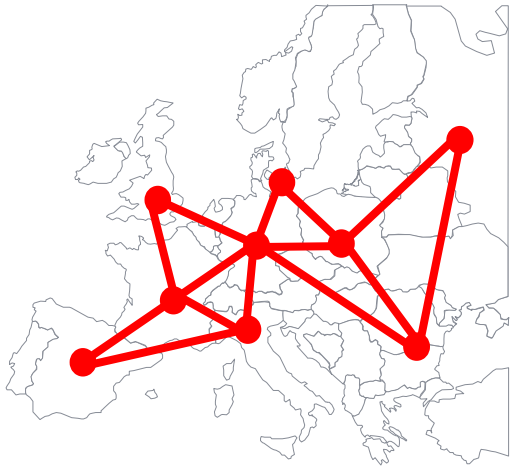
National network provider

Today



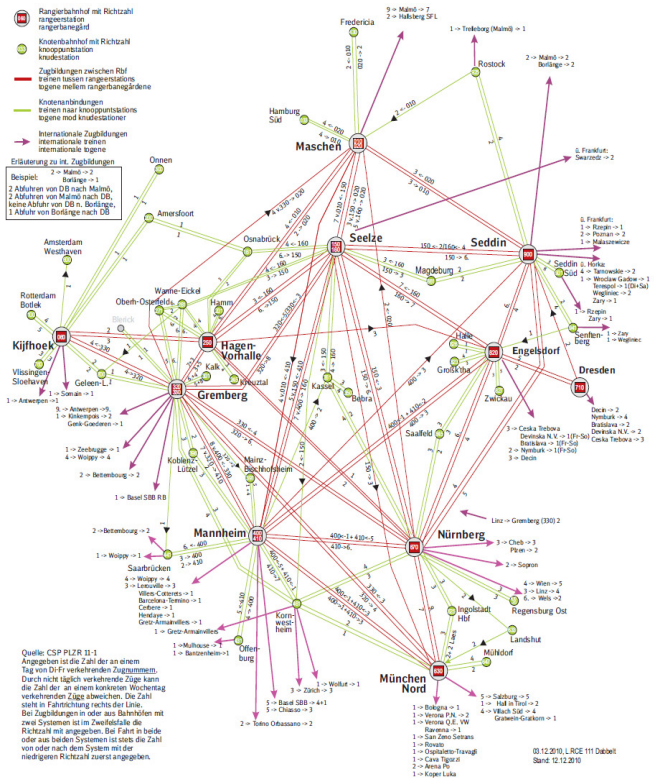
European railway company "under construction"

Future



First choice for rail network solutions in Europe

The single wagonload system builds the backbone of the rail based logistic of DB Schenker Rail



Improvements on European level

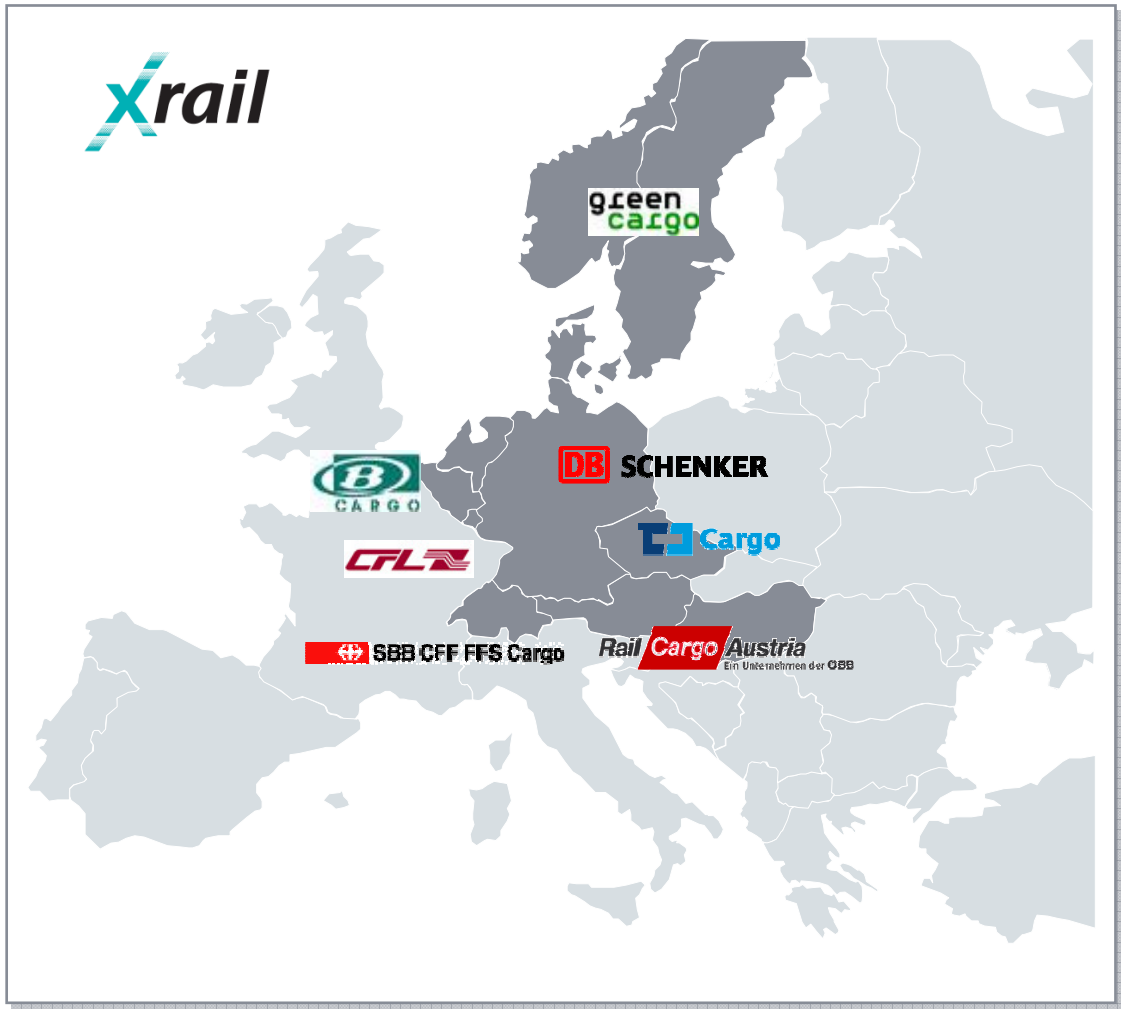
- Xrail alliance
- Developing wagon group systems outside Germany

Keep rail freight competitive

Modernizing core business in Germany

- Development Netzwerkbahn

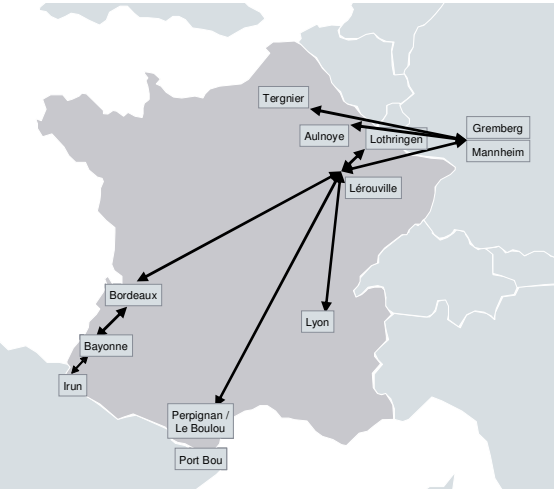
The Xrail alliance enables its partners to strengthen their international network for wagonload transport



- Xrail is an alliance of seven partners to establish a new **quality standard for international wagonload transport**
- A **significant part of the international wagonload network is covered** by the partners
- Higher quality of Xrail **increases competitiveness with road transport**
- The **alliance is open to everybody** – competition for the customer remains
- **Xrail focuses on wagonload transport operations**, not on pricing or block trains

DB Schenker Rail offers independent single wagonload systems in major European Markets

DB SR wagon group systems in Europe



Wagon Group System France

Liner trains to/from Silesia

Single Wagon System Italy

German Production was reorganized by Juli 1st to cope with future efficiency and quality requirements

DB Schenker Rail Production 2011

1. **ONE fully integrated Production** – single wagon, unit train, maintenance
2. **Strengthening the Regions** – operational excellence

Features of Reorganization

- **Definition of new processes with clear cost, performance and resource responsibility**
- **Make management stronger: flat hierarchies, local management with appropriate span of control**
- **Focus on stable planning and operations**

Regional Setting

9 Production Centers
mit insgesamt 39 Standorten

By the project Netzwerkbahn DB Schenker Rail avows itself to a sustainable network

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Targets of Netzwerkbahn

DB Schenker Rail stands for a sustainable development of the German and the international single wagonload network.

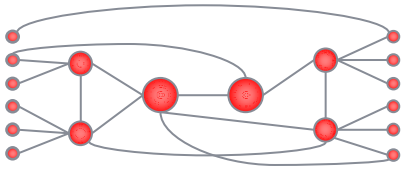
Our aim is to increase the **reliability** and to improve the **ability to schedule** for our **customers**.

Reliability & ability to schedule

+

Efficient production

=



Netzwerkbahn

Sustainable and competitive network

Our entrepreneurial efforts have to be supported by political measures

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Measures relevant to goods transport

Creating a Single European Railway Area

Elimination of technical, administrative and legal barriers – but taking into account the profitability of the rail freight companies

Infrastructure Funding

Ensure infrastructure funding at a high level – stronger consideration of the interests of rail freight transport

Establishing corridor organizations under Regulation 913/2010

The railway companies‘ requirements should be in the center of attention in implementing Regulation 913/2010– additional bureaucracy at the users‘ expense should be avoided

Rail Noise

The implementation must not result in intermodal distortions, hence EU-wide internalization of noise for all transport modes. Otherwise public funding of retrofitting and increased operational costs of railways

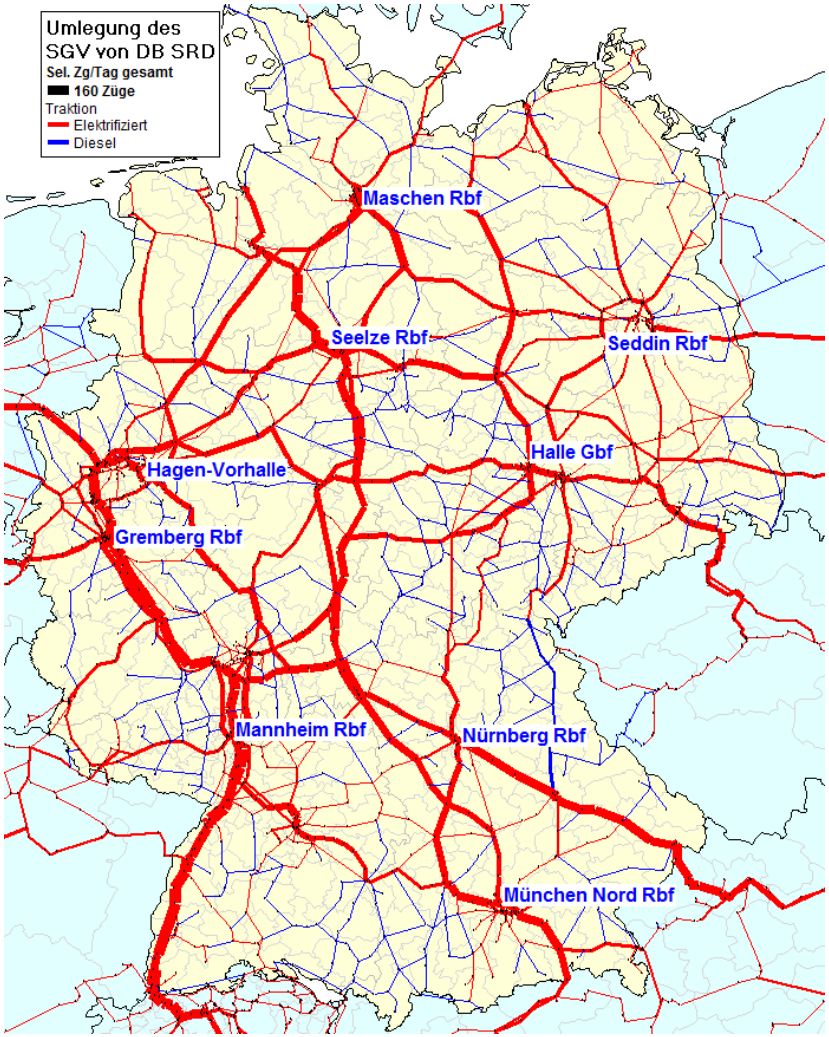
Megatrucks

German field test: framework has to promote integration of rail into transport chains. Especially compatibility to existing ct-wagons and crane handling of swap bodies have to be ensured

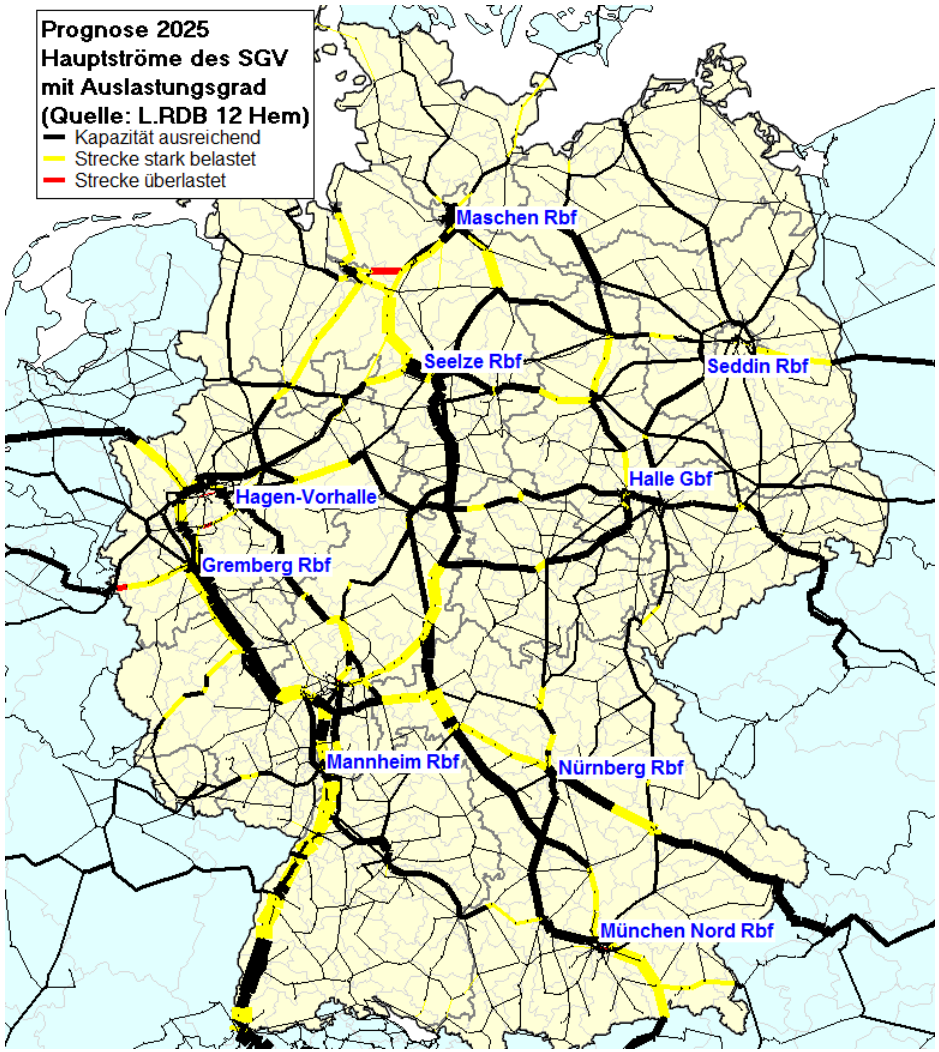
Road Traffic

By failing to comply with social and safety standards advantages are generated in favour of truck when compared to rail freight transport. A deterrent effect of fines is missing as cost saving potential from non-compliance with those standards far exceeds the fines amount.

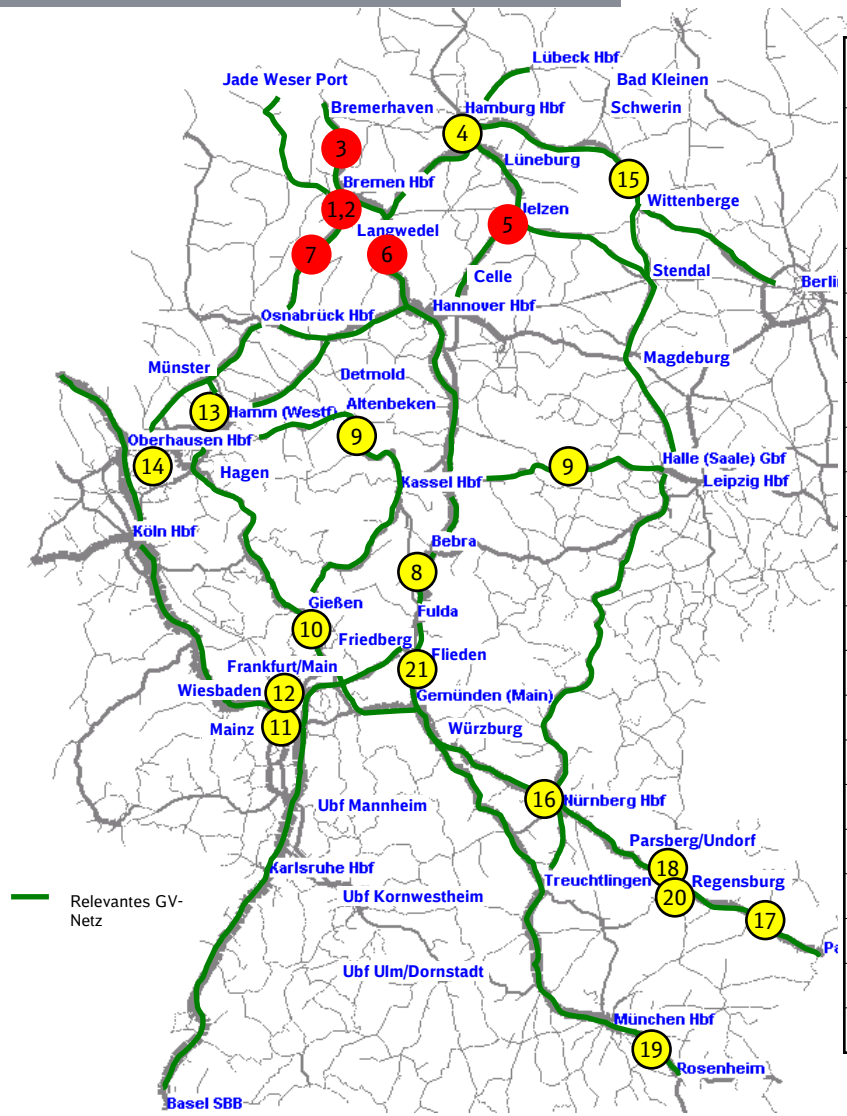
Availability and affordability of rail infrastructure will be a key success factor in keeping rail competitive



Further investments into rail infrastructure are necessary, else a large number of bottlenecks will obstruct the business



In order to allow for rising traffic volumes a program for small investment measures has been developed



1	**Knoten Bremen**	**Geänd. Anbindung der Gleise 1 bis 3 im Süd-Ost-Kopf Bremen Hbf**
2	**Knoten Bremen**	**Spurplanoptimierung Bremen Hbf für Mehrverkehr aus Ri. Vegesack**
3	**Bremerhaven-Bremen**	**Beseitigung höhengleicher Bahnsteigzugänge, Gv, Blockverdichtung**
4	Knoten Hamburg	Zusätzliche Gleise, Blockverdichtung, parall. Fahrmöglichkeiten, Vk
5	**Uelzen**	**Niveaufreie Einfädelung aus Ri. Stendal**
6	**Bremen-Hannvoer**	**Beseitigung schienengleicher Bahnsteigzugänge Bf Eystrup**
7	**Bremen-Osnabrück**	**Zusätzliche Weichenverbindung Bf Twistringen**
8	Bebra-Fulda	Blockverdichtung, Verlängerung Überholgleise
9	Hamm-Kassel-Halle	Verbindungskurve, Spurplanverbesserung
10	Gießen-Friedberg	Verlängerung Überholungsgleise
11	Knoten Mainz	kapazitive Optimierung Mainzer Tunnel und Mainz Hbf
12	Knoten Wiesbaden	Verbindungskurve Wiesbaden Ost – Mainz Kostheim
13	Hamm	Ertüchtigung Knoten Hamm, Änderung D-Wege
14	Konzept. westl. Ruhr I	Ertüchtigung Fahrstraßen, Neuanbindung Häfen
15	Hamburg-Berlin	Blockoptimierung, Verlängerung/ Neubau 5 Überholungsgleise
16	Knoten Nürnberg	Anpassung Nürnberg-Stein
17	Nürnberg-Passau	Blockverdichtung Regensburg-Passau
18	Nürnberg-Passau	Bfe Parsberg + Undorf , Bau von seitenrichtigen Ü-Gleisen
19	München-Rosenheim	Erweiterung Überholungsbahnhof Ostermünchen
20	Nürnberg-Passau	Erhöhung Durchfahrtsgeschwindigkeit Hbf Regensburg > 40 km/h
21	Flieden-Gemünden	Errichtung einer 2. Bahnsteigkante in Bf Rieneck

Source: Sofortprogramm Seehafenhinterlandverkehr