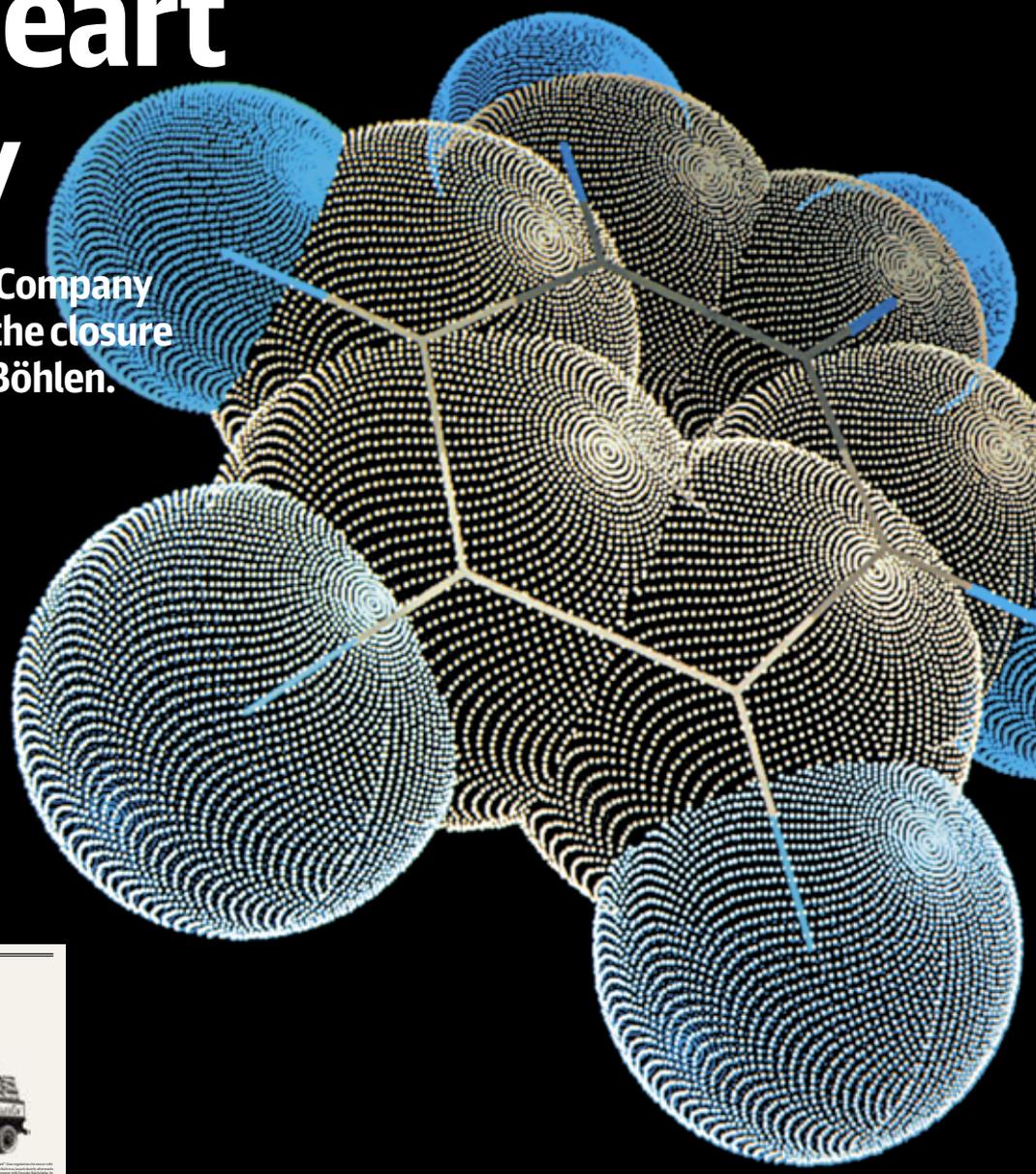


Open-heart surgery

How the Dow Chemical Company coped logistically with the closure of its cracker facility in Böhlen.

Page 08



Special
175
YEARS
of rail freight
transport



175 YEARS OF THE RAILWAY
Setting the pace for industrialisation
Page 29

AIRPORT BUILDING
Herculean task at BBI Airport
Page 16

DUTCH FREIGHT RAILWAY
Rotterdam: more goods will go by rail
Page 56



175 YEARS OF RAIL FREIGHT TRANSPORT

It's a long, long time ago

- 50 years, to be precise, since bananas were loaded onto a train like this in a shed at Hamburg docks. In a 16-page special beginning on page 31, railways looks even further back - at 175 years of rail freight transport.



Back on track

At last we can breathe easily again as we take stock at the end of a difficult year: after the drastic slump in the global economy, our business made a remarkably quick recovery in 2010. In the first six months, we succeeded in raising traffic performance to 52.6 billion tonne-kilometres, an increase of almost 19 per cent. Most of the freight wagons that had to be temporarily stabled a year ago are now up and running again.

The DB rail freight division has booked sufficient volumes to put it back on track for success. Of course, we profit directly from the strong export focus of the German economy, which has reported an enormous increase in demand for transport over the past few months. On the other hand, here at DB Schenker Rail we, too, have made proactive efforts to improve performance and the quality of our products and services.

In this jumbo edition of railways, you will find numerous examples and articles about the enormous potential of DB Schenker Rail. In the middle of the brochure, for once we are looking backwards instead of forwards: our special takes a look at 175 years of rail freight transport in Germany – and reveals why we are now called “DB Schenker Rail”.

I hope you find this an inspiring read. I wish you a happy Christmas and all the best for 2011.

Sincerely,

Karsten Sachsenröder
Member of the Management Board
DB Schenker Rail

08

Chemical transports

Routine maintenance of the central production unit at Dow Olefinverbund GmbH means countless wheels have to be set in motion.

Customers & Projects

- 16 Herculean task**
Gravel and sand for Berlin Brandenburg International
- 20 Hazardous waste**
International landfill remediation
- 22 New Eco Plus customers**
Hermes and EUROPIPE
- 24 Natural stone**
Euro Stone banks on rail transport
- 26 Stadium construction in Poland**
Concrete from Max Bögl
- 27 Poland**
Limestone transports for Omya
- 28 Sweden**
New contract with SSAB
- 46 Barilla**
Swedish crispbread shuttle
- 47 Denmark**
Block trains for Carlsberg
- 48 Turkey**
White goods across six countries
- 50 Tram transports**
From Switzerland to south-east Europe
- 51 Energy**
Coal trains for Mark-E
- 52 Mobile task forces**
Wagon repairs at the customer's premises

Markets & Innovation

- 54 Netherlands**
Rail is increasingly important
- 56 Port conferences**
Growth and volatility
- 58 First hybrid fleet**
New diesel locos for MEG

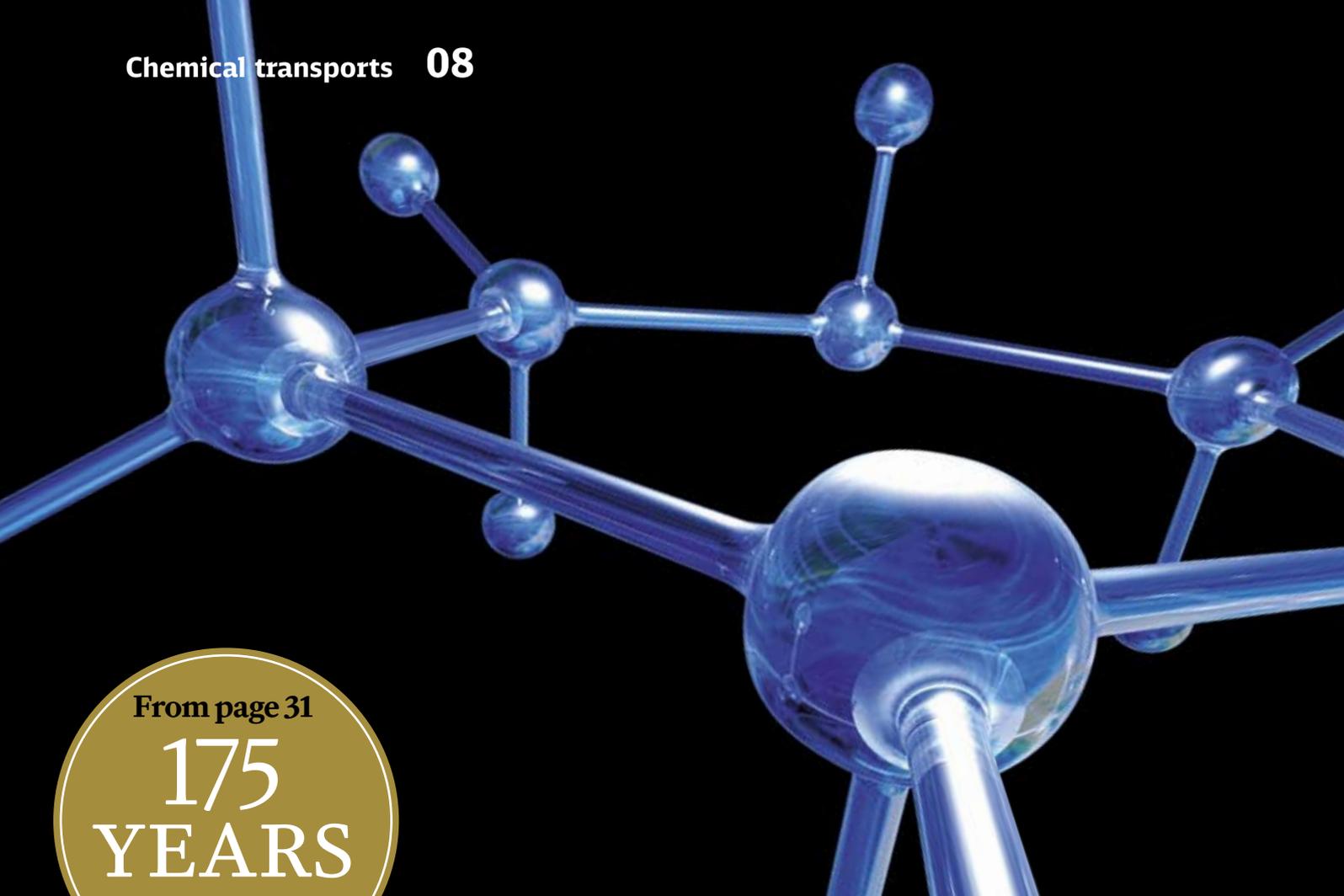
Company & People

- 60 Nuremberg container depot**
Relocation to the port
- 61 Baltic ports**
Investments in Szczecin and Swinoujscie
- 62 Silesian liner train**
Unqualified success story
- 64 Swedish steel**
New groupage consignment concept
- 66 Investments**
EUR 410 million in new vehicles
- 67 News**

06
News

70
Publishers

71
On the Move



From page 31
175
YEARS
of rail freight
transport





“The rail business does not work in the same way as logistics, where we merely hire freight capacities in an aircraft or ship that does not belong to us. In the rail sector, however, we own 113,000 freight wagons and thousands of locomotives. That means a lot of tied-up capital, and it takes time to get everything up and running again. During the crisis, we simply stabled a large quantity of rolling stock. A lot of that equipment now has to go to the repair depot before we can get it back on the rails.”

Dr. Rüdiger Grube in an interview with ZEIT weekly newspaper



MAINZ / GERMANY

Andreas Schulz appointed Head of Intermodal

42-year-old Schulz took up the new position in October, the latest in various management positions he has held at DB Schenker Rail over the years. He was latterly Head of Sales at Intermodal. Schulz takes over from Karsten Sachsenröder, who was both Head of Sales at DB Schenker Rail and also in charge of the Intermodal division from January to October 2010. Sachsenröder welcomed the recruitment of Schulz from DB Schenker's own ranks, describing him as a manager with considerable experience who could contribute outstanding expertise. Intermodal is the DB Schenker Rail division which specialises in combined transport.



DUISBURG / GERMANY

Higher capacity for handling imported coal

Deutsche Bahn plans to invest around EUR 19 million in the expansion and modernisation of its transshipment and storage capacities at Duisburg's "coal island" by the year 2014. The company can currently handle an annual quantity of 2.5 million tonnes of bulk goods at this ideal strategic location in the port of Duisburg, but plans to raise that figure to 4.5 million tonnes by the year 2014. By that time, it also plans to double its capacities for handling coal imported by barge from the port of Rotterdam, as well as transshipment, storage and supply to coal-fired power stations in North Rhine-Westphalia. In view of rising demand for imported coal, DB Schenker Rail and its subsidiary RBH Logistics are thus making an important contribution towards ensuring long-term supply reliability for the power stations.



MAINZ / GERMANY

Bernd-R. Pahnke new Port Officer North

Dr. Bernd-R. Pahnke (57) was appointed Port Officer North at DB Schenker Rail on 1 June 2010 and consequently acts as the central contact between the DB freight sector and the responsible parties at the German North Sea and Baltic ports, as well as professional associations and institutions. He succeeds Eberhard Koch, who is retiring. Pahnke will continue to manage the Business Development sector in the Transportation and Logistics Division of DB Mobility Logistics AG.

St. Petersburg

Duisburg

Mainz



ST. PETERSBURG / RUSSIA

Richard Germain takes over logistics chair

Canadian logistics expert Richard Germain, Ph.D., has been appointed Professor of International Logistics and Supply Chain Management at the Graduate School of Management (GSOM) of St. Petersburg University. The Logistics Competence Centre was founded by Deutsche Bahn (DB) and the Russian Railways (RZD). The institution works in close cooperation with DB Schenker Laboratories and focuses primarily on applied research and academic training.

Open-heart surgery

When Dow Olefinverbund GmbH carries out routine maintenance on its central production unit, the cracker, countless wheels have to be set in motion to ensure that the cycle of preliminary and interim products does not come to a standstill.



Reliability at all costs

This is how the supply concept works during the cracker shutdown

➔ **Regular transports for Dow:** Sluiskil, Ghent, Antwerp, Roosendaal, Arnheim, Bad Bentheim, Osnabrück, Hanover, Lehrte, Braunschweig, Magdeburg, Halle, Schkopau

➔ **Regular train during the cracker shutdown phase:** Sluiskil, Ghent, Antwerp, Roosendaal, Arnheim, Bad Bentheim, Osnabrück, Hanover, Lehrte, Wolfsburg, Magdeburg, Halle, Leipzig, Böhlen (nr. Leipzig)

➔ **Additional special trains** (the route varies depending on train path availability): Sluiskil, Ghent, Montzen, Aachen, Duisburg, Paderborn, Kassel, Nordheim, Halle, Schkopau/Böhlen

Terneuzen (Sluiskil): During the shutdown, the two crackers in Terneuzen take over supply to the locations in eastern Germany.

DB Schenker Rail **Nederland:** is responsible for the transports on the Dutch sections of the route.

Antwerp

Terneuzen
(Sluiskil)

Duisburg

B-Cargo, **Belgium:** monitors the transports on the Belgian part of the route.

Aachen

The Customer Service Centre in **Duisburg:** is the central contact for the customer and also coordinates any necessary emergency measures in case of delays

Frankfurt

The Cargo Control Centre in **Frankfurt:** monitors the transports in Germany.

Like most major events, the cracker shutdown requires considerable advance planning. Every five years, Dow Olefinverbund GmbH, a subsidiary of The Dow Chemical Company, the world's second-largest chemicals multinational, has to shut down its carbon cracker for three months in order to perform maintenance work. This is a major challenge for the logistics planners, as the cracker in Böhlen is the central production unit of Dow's integrated chemicals location in Central Germany. It produces vital basic materials for the plants in Schkopau, Böhlen and Leuna. Long before the cracker is shut down, plans have to be made for substitute transports to ensure continuous supplies of preliminary products required for plastics, adhesives, paints and toiletries to the other plants in order to prevent production stoppages. "A cracker shutdown, also known as a turnaround, is a bit like open-heart surgery," explains Peter Heinke, Logistics Manager Rail Europe at Dow Olefinverbund GmbH. "The central supply unit is temporarily switched off; during that time, alternative measures have to be taken to ensure that the rest of the system continues to function." Dow has a workforce of approx. 12,000 employees in Europe, with roughly half working in Germany, the most important production location of the American group outside the USA. The Dow plants in Central Germany rank

among the most modern and safest chemical factories anywhere in the world. They are linked up to form one coherent unit, in which production at one location is dependent on preliminary products from another. A 430-kilometre long raw materials pipeline links the complex with the port of Rostock, and from there to the international flows of materials. However, this exchange of chemicals between the Dow plants is not restricted to Germany. The production in Central Germany is also dependent on the supply of products from the Dow plant in Terneuzen in the Netherlands.

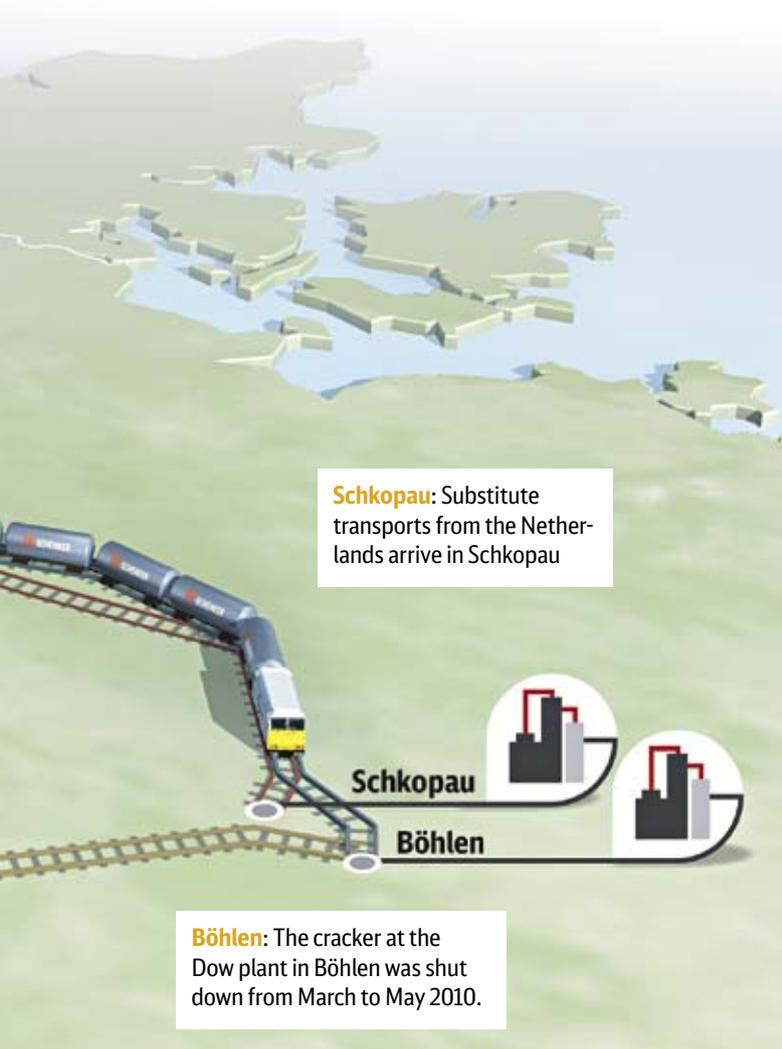
Exactly timed transports are therefore absolutely vital for Dow – not only for its production processes, but also for its logistics. And rail plays a key role in these transports. For many years Dow has worked in close cooperation with DB Schenker Rail, the largest freight railway in Europe, which meanwhile handles 95 per cent of Dow's rail transports on the Continent. These include internal trains from Sluiskil, which is close to the Dow Terneuzen plant, to the Schkopau location. The trains run five times a week in both directions and each carries up to 1,400 tonnes of raw materials. MEG, a subsidiary of DB Schenker Rail, transports the chemicals in regular shuttle trains between the plants in Schkopau and Böhlen.

Long-term planning

During the cracker shutdown, however, these capacities are nowhere near enough. During the maintenance work in Böhlen, when the two cracker systems in Terneuzen had to supply the greater part of the required products, countless special trains with additional tank wagons made their way to the plant in Saxony. They had to satisfy special requirements – especially as regards reliability. A delay of more than six hours would have led to a production stoppage and the shutdown of various systems. The time loss and financial damage would have been substantial.

Nevertheless, the transport system also has to be highly flexible. Every Wednesday, Dow submitted its planned requirements for the next seven days. DB Schenker and its partners in the Netherlands and Belgium had to provide sufficient capacities in the form of train paths, locomotives and human resources for the transports. If necessary, however, they also had to operate additional trains at short notice, which meant within 48 hours.

Accordingly, the experts at the DB Schenker Rail Chemicals Industry Sector in Mainz started work on the plans, together with all the parties involved, back in autumn 2008, one and a half years before the shutdown actually began in March 2010. This long run-up was necessary because various potential solutions had to be considered and evaluated in terms of risk factor. "When planning these transports, we have to check diverse factors such as transport period, quantities and any additionally required services against the capacities available on the different lines," explains Jan Elfenhorst, head of the Chemicals Team in the Chemicals/Mineral Oil/Fertilisers Industry Sector at DB Schenker. "We also take into account aspects such as any major construction work planned during the transport period." The different route options also had to be checked for maximum load, maximum permissible train length and infrastructure availability in all three countries. In the end, DB Schenker Rail submitted three potential routes to the customer, presenting the specific advantages and disadvantages of each option.



Schkopau: Substitute transports from the Netherlands arrive in Schkopau

Böhlen: The cracker at the Dow plant in Böhlen was shut down from March to May 2010.



The cracker in Böhlen is the centrepiece of the chemical site.

Equipped to cope with all contingencies

In mid 2009, it was decided that the transports should run from Sluiskil in the south of the Netherlands to Böhlen via Ghent, Roosendaal and Osnabrück, with the route via Aachen as a back-up option in case additional capacities should be required. "This route could offer the best guarantee that the tank wagons would reach their destination reliably and punctually," adds Jan Elfenhorst. "However, we still had a great deal of preliminary work to do to ensure that we could cope with any unforeseen events." It was agreed with the DB Schenker Rail Customer Service Centre in Duisburg and the Cargo Control Centre in Frankfurt that the Dow trains were to be granted top priority. This meant that in case of conflicting requests for infrastructure capacity, they would be handled before other trains and also given priority treatment when providing replacements in case of any planned or unforeseen change of locomotives or drivers. Alternative routes were defined for use during planned track possessions to ensure punctual deliveries at all times.

Continuous monitoring combined with clear information and decision-making processes ensured that any necessary action would be initiated promptly in case of disruptions. A "red telephone" was installed at the Chemicals/Mineral Oil/Fertilisers

service department at the DB Schenker Rail Customer Service Centre and staffed round the clock; the employees on stand-by duty could contact all the technical specialists and decision-makers directly to guarantee prompt decisions in case of escalation. As the route ran not only through Germany, but also crossed parts of the Netherlands and Belgium, the railways in these countries were also consulted when planning the different processes. In Germany, the transports were monitored by the DB Schenker Rail Cargo Control Centre and the Customer Service Centre; between Ghent and the German border, this was the responsibility of Cobra, a German-Belgian joint venture. Regular telephone conferences facilitated cooperation between all the different actors. Throughout the entire duration, however, DB Schenker Rail retained overall management and responsibility for the project. The success of the operation can be attributed to the precise planning, clearly defined processes and professional handling. During the first half of the year, 8,307 tank wagons reached their destinations punctually or within tolerable time slots. There were no delays which could have led to disruptions in operations. The transports for Dow are meanwhile again running as per usual – until the next cracker shut-down in five years. ■

“Stringent quality standards”

Dow renews its framework agreement with DB Schenker BTT.

Over the years, the business relations between Dow, the second-largest chemicals company in the world, and DB Schenker BTT have become increasingly close. The first framework agreement was signed back in 2000 and in 2009, Dow Europe GmbH decided to continue its successful cooperation with the tank wagon specialists at DB Schenker Rail for a further three years. Every year, DB Schenker BTT carries roughly 1.7 million tonnes of raw materials and finished products on behalf of Dow, making it DB Schenker Rail's most important customer in the chemicals sector. Approx. 55,000 wagons run in block trains and as single wagonload transports on highly diverse routes throughout Europe.

The DB Schenker Rail Customer Service Centre handles up to 150 orders a day from the various Dow locations. "For us, it is the transport quality that is the decisive criterion, because every single delay is a threat to our production processes," explains Peter Heinke, Mode Leader Rail Operations Europe at Dow. "We have decided to continue our cooperation with DB Schenker BTT because we are convinced that these specialists will continue to satisfy our stringent quality standards in future." ■



Marike van der Plas, Sourcing Manager/Logistic Purchasing at Dow Europe and Dr. Jörg Hilker, Managing Director DB Schenker BTT, signing the contract.

1.7 million tonnes

55,000 freight wagons

150 orders a day



The safety training course was attended by employees of Dow, partner companies and transport firms as well as ten voluntary fire brigades.



Emergency precautions

At the 2010 Rail Safety Days, employees of Dow, DB Schenker Rail and voluntary firefighters practised dealing with dangerous goods

In statistic terms, rail transport is 40 times safer than road transport. For years, the chemicals company Dow and DB Schenker Rail have been organising joint safety training courses and emergency workshops at various locations in Europe with the aim of maintaining that safety level and identifying further improvement potential.

Every year, DB Schenker Rail transports almost 200 million tonnes of freight and every sixth tonne involves dangerous goods. Dow transports an annual volume of around 1.6 million tonnes; every year, roughly 35,000 tank wagons carrying chemical products leave the Schkopau and Böhlen plants in Central Germany. If they were joined up to form one train, it would stretch from Duisburg all the way to Leipzig.

Despite that immense volume, there are hardly ever any unforeseen incidents. "Over the past eight years we have not had any significant accident involving injuries or damage to the environment. In 2009, in fact, all the partner companies involved had no accidents whatsoever. This reflects the rigid safety policies practised by Dow and all the other parties involved in the rail transport," explained Peter Heinke, Logistics Manager Rail Dow Europe. "The communication channels and the emergency management system in place at Dow and DB Schenker Rail, together with the joint safety training events which are held at regular intervals, are clearly structured and have proved extremely worthwhile over the past few years," added Heinke.

Realistic simulation

This year's two-day safety training course was held at Dow Olefinverbund GmbH in Schkopau on 27 and 28 August. More than 200 people took the opportunity of learning how to respond correctly in case of emergencies. DB Schenker Rail and DB Netz AG provided a specially prepared train which was used for the realistic simulation of a dangerous goods leak. The course was attended by employees of Dow Olefinverbund GmbH, the Dow

in-house fire brigade and employees of partner companies and other transport firms based at these locations. Around 90 members of 10 voluntary fire brigades in the Saale district also took part in the safety training course, because these exercises are very important for improving cooperation between the firefighters of the local authorities and the companies involved, who regard the Rail Safety Days as a coordination test and an excellent opportunity to exchange information and experience.

In his presentation, Harald Beer, Managing Director and Responsible Care Leader at Dow Olefinverbund GmbH, emphasised that Dow will continue to regard rail transport as the safest transport option in future. "We have deliberately chosen rail because it is a safe transport method and our locations at Schkopau and Böhlen offer the best possible conditions for maintaining that safety," stressed Beer. In addition to a team of around 250 specialists who can reach any place in Germany extremely quickly in emergencies to assist the firefighters, DB Schenker Rail also has a central communications system which supplies emergency task forces, customers and the general public with all the relevant data and facts as soon as possible. Dr. Jörg Hilker, head of the Chemicals Industry Sector at DB Schenker Rail and Managing Director of DB Schenker BTT, believes that safety is a crucial sales argument: "I am convinced that our emergency management system and our preventive campaigns to avoid emergencies are cogent arguments for our customers in the chemicals and mineral oil industries. We believe it is important to continue to conduct such events with our customers in future, because if an emergency arises, it is vital that the many different actors all collaborate smoothly and effectively." ■

Contact | Rolf Finis
Tel: +49 (0)211 3680-2194 | rolf.finis@dbschenker.eu

100,000 truck trips avoided

3,000

1,800 block trains

Herculean task

Several million tonnes of construction materials will be required for the German capital's new airport Berlin Brandenburg International. The are taken to Europe's largest airport building site by rail.

This is a project of superlatives: as from 2012, up to 27 million passengers per annum will take off or land at the new Berlin-Brandenburg International (BBI) airport - which is higher than the passenger figures handled by both the present airports in Berlin put together. The new airport for the German capital will be built on parts the previous Schönefeld airport as

well as newly developed sites and has a total area that is equivalent to 2000 football pitches. When Tegel airport finally closes down in mid-2012, up to 6,500 passengers will take off or land at BBI every hour, thanks to two runways which are almost two kilometres apart and can be independently operated. The old runway at Schönefeld airport will be extended to a length of 3,600 metres;



0,000

tonnes of sand, gravel and chippings



During peak times, up to 42 trains, each comprising 30 wagons, arrive at the construction site daily: rapid unloading of the bulk freight tipping wagons.

Customers & Projects



the second, newly constructed runway is 4,000 metres long – in other words, long enough to cope with all types of long-haul aircraft, including the gigantic Airbus A380. A flexible taxiway system, 25 air bridges and parking spaces for more than 85 aircraft will ensure swift handling in future. The six-storey terminal building will offer business travellers and tourists state-of-the-art infrastructure: in addition to 104 check-in desks, there will also be around 200 machines for printing e-tickets. In accordance with the new EU security regulations, seven passenger categories (incoming, outgoing, transfer, EU, Non-EU, Schengen, Non-Schengen) will be kept strictly separate.

This complex procedure guarantees maximum security and will be implemented at the new airport so that procedures run smoothly and time losses can be kept to a minimum in case of the introduction of new regulations in future. There will be a wide selection of shops and restaurants both inside and outside

the security area to ensure passengers can spend their time at the airport enjoyably. BBI will have excellent transport connections to the surrounding area: there is already an Airport Express which links the present Schönefeld airport with Berlin city centre. A new express train, the Airport Shuttle, will take passengers to and from the city centre in just 20 minutes. BBI will also be convenient for passengers arriving by car: the 97a trunk road to Potsdam will be upgraded to a four-lane highway with a separate exit for the airport and linked up to the orbital motorway around Berlin. The A 113 motorway will be re-routed and widened to six lanes.

And finally, Deutsche Bahn will integrate BBI in its route network and provide national and international connections on tracks that are suitable for ICE trains. A six-track underground station for regional and long-distance traffic will be built directly beneath the terminal.

Up to **27** million passengers per annum.



The size of 2,000
football pitches:
the new Berlin
Brandenburg
International Airport

“The punctual delivery of quantities like this in such a short time is a huge challenge. The reason why things have gone off so smoothly so far is because DB Schenker Rail maintains close contact on a one-to-one basis with the representatives of DB Netz AG, the suppliers and becker bau GmbH & Co. KG, the company which operates the cement works at the airport, the most modern in Europe,” sums up Gerhard Weiss, the responsible Key Account Manager at the Construction Materials, Industrial and Consumer Goods Industry Sector. All the transports have to pass the bottleneck at Berlin-Grünau, where only one track is available for the freight trains. In addition to the trains for the construction site, three other block trains carrying cement and aviation fuel also use the line between Grünau and the airport every day.

Building work at BBI has currently reached a climax. In order to keep up the round-the-clock operations, seven days a week, an average of between 25 and 30 block trains are required – rising to as many as 42 block trains at peak times. The trains carry a daily volume of up to 10,000 tonnes of sand, gravel and chippings. Each train consists of 30 wagons, which are unloaded by DB Schenker Rail staff within 90 minutes. Because the required quantities can only be calculated at short notice, the suppliers and transport company all have to be able to plan extremely flexibly. Just-in-time planning and handling are essential to prevent jeopardising the construction progress. Coordination is facilitated by holding a monthly round table, which is attended by DB Schenker Rail, the participating construction companies and suppliers. These parties will continue to meet in future to synchronize the transports of the huge quantities of gravel, sand and chippings required for the buildings, taxiways, roads and tunnels – right up until the first scheduled planes take off from the new airport in mid-June 2012. ■

Planned down to the minute

Although the mega project has already made good progress, at the moment BBI is still the largest airport construction site anywhere in Europe – and a Herculean task for the logistics experts. Most of the colossal quantities of material needed for the project are taken to the site by rail. Since work began in July 2008, three million tonnes of sand, gravel and chippings have been delivered. These materials will be used for construction of the terminal, the runways and for surfacing other traffic areas. To date, they have been transported in more than 1,800 block trains from a radius of 200 kilometres around the site. This benefits the environment, as the rail transports have saved the need for at least 100,000 truck trips and avoided just as many empty runs, which would otherwise have been a burden on both the residents and the environment.

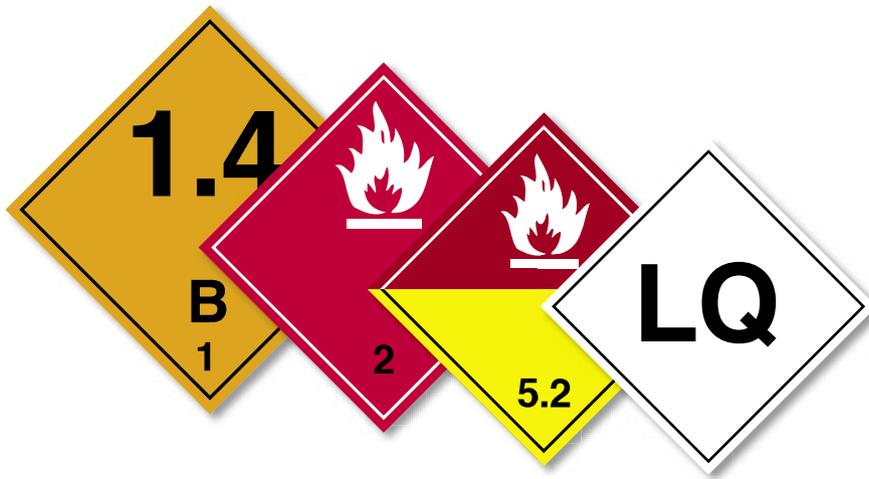
Photos: Manuel Euer, Björn Rolle

Contact | Gerhard Weiß
Tel: +49 (0)761 2121-049 | gerhard.weiss@dbschenker.eu



Safe waste disposal

DB Schenker Rail handles international dangerous goods transports in connection with the remediation of a Swiss landfill.



Dealing with materials from hazardous waste landfills calls for special safety precautions. In connection with the remediation of a Swiss hazardous waste landfill, DB Schenker Rail won the contract for the transport of 150,000 tonnes of special waste (including aggregates). Transfer of the dangerous goods from Bonfol in the Swiss canton of Jura to special waste incineration plants began in April 2010 and is scheduled to finish in December 2015. Three of the incineration plants are in Germany, one in Belgium.

The first step was to erect a 150-metre long and 123-metre wide shed over the landfill site. Negative pressure is maintained permanently to prevent any pollutants from escaping. Inside the shed, the material is removed with the help of remote-controlled excavator cranes and loaded into containers. The container equipment, which was specially designed for these transports, enables their position to be constantly monitored via satellite. All 30 wagons used for the transports have been equipped with GPS systems. This is the first time that this technology has been used in Europe for the transport of waste on rail.

The project is a good example of smooth cooperation between various companies: Basler Chemische Industrie Betriebs AG (bci) is primarily responsible for remediation of the landfill; bci, in turn, has commissioned HIM, a waste disposal company from Hesse in Germany, with disposal and transport of the waste material. AWILOG-Transport GmbH, which specialises in intermodal transports, won the logistics contract and commissioned DB Schenker Rail with the transport. DB Schenker Rail has overall responsibility for production planning and provision of the rail carriage. Cooperation agreements have been signed with Chemin de fer du Jura and BLS Cargo for the transports in Switzerland and Belgium.

Numerous other contaminated sites have been identified in Switzerland and are scheduled for remediation. DB Schenker Rail plans to bid for these contracts together with its partner companies. "By offering international solutions as a one-stop shop, we can now provide our customers and other interested parties with effective solutions in the hazardous waste segment," explains

Marc van der Las, head of the Waste Disposal/Project Business team at the Construction Materials, Industrial and Consumer Goods Industry Sector.

DB Schenker Rail has a comprehensive portfolio of services relating to the disposal of household waste and sewage sludge, as well as logistics solutions for residual materials from waste paper recycling and landfill remediation. The company presented these services at its stand at the IFAT Entsorga, the trade fair for innovations, new products and services in the field of water, sewage, waste and raw materials management which took place in Munich from 13 to 17 September 2010. ■

Contact | Angela Westfahl
Tel: +49 (0)5371 9403-67 | angela.westfahl@dbshenker.eu



Hazardous waste shipment: the containers for the transport operations were developed in Switzerland.

Excellent testimonial

EUROPIPE, an industrial company, and Hermes, a logistics specialist, have both opted for Eco Plus carbon-free transport.

EUROPIPE GmbH in Mülheim an der Ruhr produces most of the pipes required for the new pipeline under the Baltic Sea, which will carry Russian natural gas to Germany as from 2012. DB Schenker Rail is responsible for transport of the huge pipe sections, each of which weighs up to 13 tonnes, from Mülheim to Sassnitz-Mukran on the island of Rügen, Bremen-Grolland and Brake in Lower Saxony. The company has already delivered 82,000 pipes for the first leg of the pipeline; carriage of the more than 70,000 pipes required for the second leg began on 13 July. EUROPIPE has opted for DB Schenker Rail's "Eco Plus" product for part of the contract. "Since 16 August, we have conducted the transports from Mülheim to Brake using renewable energy sources," says Jens Häselhoff, Senior Manager Logistics at EUROPIPE. "By the end of the project, we will have used carbon-free transport for a total volume of around 90,000 tonnes." The plans involve up to three block trains per working day, each consisting of 27 wagons carrying 108 pipes and a net hauled load of approx. 1,050 tonnes. In Brake, DB Schenker Rail hands over the trains to the operator of the newly constructed Niedersachsenkai terminal, where the pipes are transhipped onto coastal vessels which take them to Kotka in Finland. The empty wagons return to Mülheim where they are promptly reloaded. "We order the current required for the transports from DB Energie, which feeds the corresponding quantity of renewable energy into the traction current grid," explains Thomas Weidner, Key Account Manager at DB Schenker Rail. "We then calculate the CO₂ savings on the basis of the consumed current quantity and confirm these savings in certificates which are issued to the customer every three months." In this case, the customer can rightly be proud of the testimonial: the entire planned transports are expected to save 300 tonnes of CO₂ compared with standard rail transport. Compared with truck transport, they will avoid more than 2,000 tonnes of greenhouse gas.

Improving the carbon footprint

Since October 2010, Hermes Transport Logistics GmbH has also used Eco Plus by DB Schenker Rail. The logistics company was the first customer in the combined transport sector to opt for the carbon-free option for the transport of roughly 1,400 standard containers per annum between Hamburg-Kornwestheim and Hamburg-Bamberg. The transports are handled by DB Schenker Rail in cooperation with the subsidiary TFG Transfracht Internationale Gesellschaft für kombinierten Güterverkehr. By changing over to Eco Plus,

Hermes has reduced its CO₂ emissions by roughly 112 tonnes per annum compared with standard rail transport. Compared with truck transport, this saves around 500 tonnes of CO₂.

"It is becoming more and more important for our company to improve its carbon footprint. By choosing Eco Plus, we have achieved a further milestone in our environmental strategy," explains Eckhardt Fechtner, Managing Director of Ocean and Air Freight at Hermes Transport Logistics GmbH.

Dr. Eric Pfaffmann, head of Maritime Transport in the Intermodal Industry Sector, stresses, "There is keen interest in carbon-free products from the combined transport sector and we are already negotiating contracts with many customers. We benefit from the fact that we can also offer Eco Plus for the transport of individual load units on open trains."

"We are delighted to welcome Europepipe and Hermes as two further companies who have opted for carbon-free rail transport. This shows that our environment friendly product is well accepted across all market segments," commented Dr. Karl-Friedrich Rausch, Member of the Management Board for Transportation and Logistics at DB Mobility Logistics AG. ■



Contact | Thomas Weidner
Tel: +49 (0)203 3017-3114 | thomas.th.weidner@dbschenker.eu

Contact | Dr. Eric Pfaffmann,
Tel: +49 (0)6131 15-67180, eric.pfaffmann@deutschebahn.com

EUROPIPE produces pipes for the Nord Stream pipeline under the Baltic Sea and has commissioned DB Schenker Rail with carbon-free transport from Mülheim to the port of Brake in the north of Germany. By opting for Eco Plus, EUROPIPE avoids the emission of 300 tonnes of carbon dioxide into the atmosphere.



Customers & Projects




30
tonnes in weight

30

containers per train



Photo: PR



60

Each train journey replaces 60 journeys by truck



Power house: a reach stacker lifts a container carrying 30 tons of natural stone.

Heavy loads

Eurostone banks on rail for transporting its natural stone products.

Natural stone has been used as a building material for centuries and even today is still a popular choice for walls, cladding and flooring, whether in the form of quarry stone, slabs, tiles or clinker bricks. But only a small quantity of the natural stone used in 21st-century Europe is still obtained from local quarries. The greater part comes from Asia, South America and North Africa.

Eurostone Naturstein Distribution from Rheda-Wiedenbrück in the Westphalia area supplies natural stone products to builders' merchants all over Europe. Its customers include the affiliates of its parent company, the Happe Group, as well as many well-known national and international chains.

Since the end of June, Eurostone has opted for rail for the transport of its imported stones, which arrive from overseas at the port of Hamburg. Twice a week – on Mondays and Thursdays – DB Schenker Rail operates a block train from Hamburg to Rheda-Wiedenbrück. “The trains consist of 15 wagons and carry 30 containers,” explains Carsten Wiemer, specialist at Regional Sales West at DB Schenker Rail. “The overall weight is enormous, because each of the containers carrying the stones weighs around 30 tonnes.” Reach stackers are used to load and unload the wagons, which then carry the empty containers back to Hamburg.

One of the main beneficiaries of these transports is the environment, as each Eurostone train shuttle saves the need for more than 60 truck trips. However, considerable preparatory work was required before the new concept could be implemented: Eurostone set up a new storage depot on the site of a former chipboard factory and rented buildings there from the Landwehr company which owned the site. Some of these buildings are now used to store the stones, others were demolished to create outdoor storage for the containers.

Landwehr reactivated its rail siding, which had been closed down 20 years earlier, and had the tracks refurbished. Eurostone invested in reach stackers and forklifts, which it also makes available to other companies which use the railway siding.

“We have achieved an environment friendly and reliable alternative to road haulage – an outcome which means the necessary investments were more than worthwhile,” commented Johannes Strunz-Happe, Managing Director of Eurostone. “We are now examining the feasibility of using rail to transport our finished products, too.” ■

Contact | Carsten Wiemer
Tel: +49 (0)2331 934-1611 | carsten.wiemer@dbschenker.eu



Giants for Poland

The Max Bögl company in Bavaria produces concrete elements for the new stadium in Wrocław. The parts, each of which can weigh up to one hundred tonnes, travel to their destination by rail.



Max Bögl is supplying 72 concrete girders with lengths of up to 37 metres for the new EM stadium in Wrocław

Enormous efforts have to be made in advance to ensure that mega events eventually go off smoothly. This is also true of the 2012 World Cup, which will take place in Poland and the Ukraine, with four venues in each country. Three of the qualifying matches will be held in the Polish city of Wrocław (Breslau). However, the stadium for 43,000 spectators still has to be built. General contractor for construction of the arena is Max Bögl Bauunternehmung GmbH & Co. KG, from Neumarkt in Bavaria.

Parts of the stadium will be constructed with concrete elements produced by Max Bögl in Neumarkt. DB Schenker Rail then has the task of carrying 72 beam supports, each up to 37 metres long and weighing up to one hundred tonnes, to Poland.

The transport logistics required for this order were developed under the supervision of the Railports and Rail Projects project team. "Throughout the execution of these demanding cross-border transports, all the parties involved are in permanent contact to ensure that we live up to the customer's high quality standards," comments Rüdiger Voss, the logistics specialist who is responsible for the project.

DB Schenker Rail operates six block trains to carry the freight, which has a total weight of 6,600 tonnes. The trains are loaded in Neumarkt using special cranes, cross the Polish border at Zgorzelec (Görlitz) and are taken to their final destination of Wrocław Kuźniki by DB Schenker Rail Polska. The last few kilometres are handled by trucks during the night. The first train departed on 20 August, the last is scheduled for the end of October 2010.

"This extraordinary international transport is based on a perfectly coordinated international network," explains Walter Obermeyer, the responsible Customer Care Agent at the Construction Materials, Industrial and Consumer Goods Industry Sector. "Extreme dimensions and weights always pose a challenge. DB Schenker Rail Deutschland and DB Schenker Rail Polska work in close cooperation to offer the customer Max Bögl a high quality standard and flexible solutions as a one-stop shop." ■

Contact | Walter Obermeyer
Tel: +49 (0)89 1308-3644 | walter.obermeyer@dbschenker.eu



Pure stones

The Omya Goup has entrusted DB Schenker Rail with its limestone transports

Calcium carbonate, the principal component of chalk, limestone and marble, is a highly versatile mineral. The Swiss Omya Group, one of the leading suppliers of industrial minerals, uses it to make fillers and pigments. While the company's customers are primarily paper mills, producers of paints and coatings, adhesives and plastics, and companies in the building industry, Omya also supplies products to the environmental technology and agricultural sectors. The company employs a workforce of more than 6,000 at more than one hundred locations worldwide.

Three of these locations are in Poland. Last spring, Omya commissioned DB Schenker Rail Polska with its inter-plant transports to handle deliveries to its plant in Jasice. To ensure reliable supplies to the production plant, the trains run according to a fixed monthly timetable. Every week, two block trains carry limestone along the approx. 440 km long route from the Romanovo plant to Jasice.

"The decision to cooperate with DB Schenker Rail Polska was clinched by the company's convincing transport concept, which enables us to plan effectively and ensures continuous supplies to the Jasice plant," explains Friedrich Katzensteiner, Head of Logistics Central Europe & East at Omya.

One of the striking features of this transport is that it uses special wagons with steel floors. This facilitates discharging and simultaneously prevents contamination of the material.

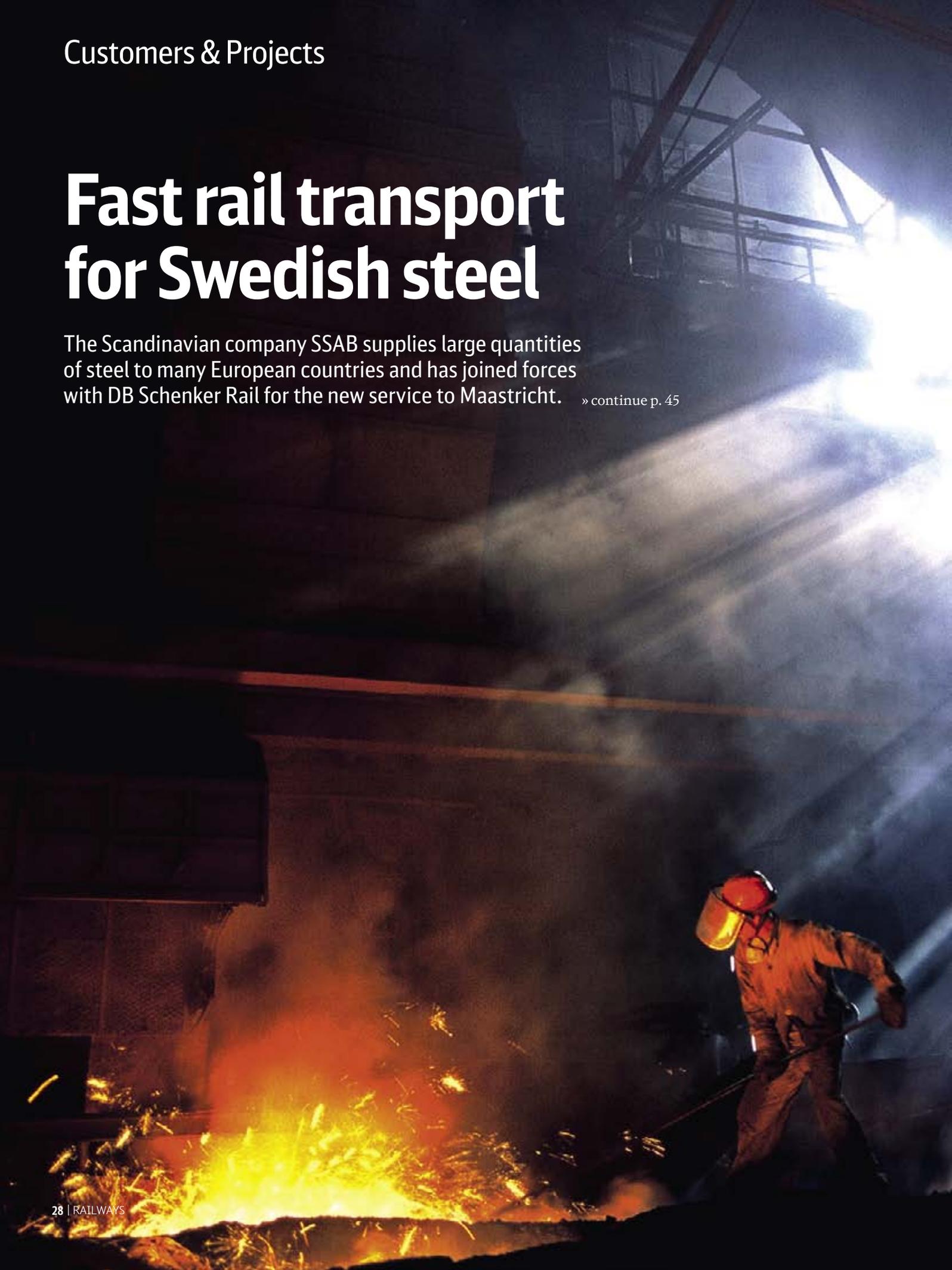
"Omya and DB Schenker Rail have already cooperated for many years in Germany and the Netherlands, and the new transports in Poland will now continue our good relationship," sums up Hans Bussmann, Key Account Manager responsible for the transports at the Construction Materials, Industrial and Consumer Goods Industry Sector.

The two companies are already planning to expand their cooperation in Poland, a move which will ultimately also benefit the environment: the transports for Omya in Poland alone have already eliminated the need for 4,000 truck trips per annum, thus avoiding the emission of approx. 2,250 tonnes of CO₂ into the atmosphere. ■

Contact | Hans Bußmann
Tel: +49 (0)251 691 1207 | hans.bussmann@dbschenker.eu

Fast rail transport for Swedish steel

The Scandinavian company SSAB supplies large quantities of steel to many European countries and has joined forces with DB Schenker Rail for the new service to Maastricht. » continue p. 45





175 YE- ARS



of rail freight transport in Germany



GOTTFRIED SCHENKER – THE VISIONARY

He gave DB logistics its name, invented collective rail consignments in the 19th century and was also a successful shipowner.

In his youth, Gottfried Schenker, born in 1842 as the eighth of twelve children in the Swiss town of Däniken, experienced the dynamic growth of the railway at first hand. The talented young man began to study law in Heidelberg, but broke off after just a few terms when he came to the conclusion, “The time has come to move on from law, from politicising and writing pamphlets, it’s time to set off on my own horse ...”

Instead, he became an expert on fares with the Swiss “Centralbahn” and at a forwarding company, before setting up his own business together with two partners in Vienna in 1872. In no time at all, Schenker & Co, had completely reorganised the forwarding trade: Gottfried Schenker invented the system of collective rail consignments by grouping part loads to form whole wagonloads, which he advertised with the slogan: “From door to door – all in the same hands”. Gottfried Schenker made the most of Vienna’s position as a

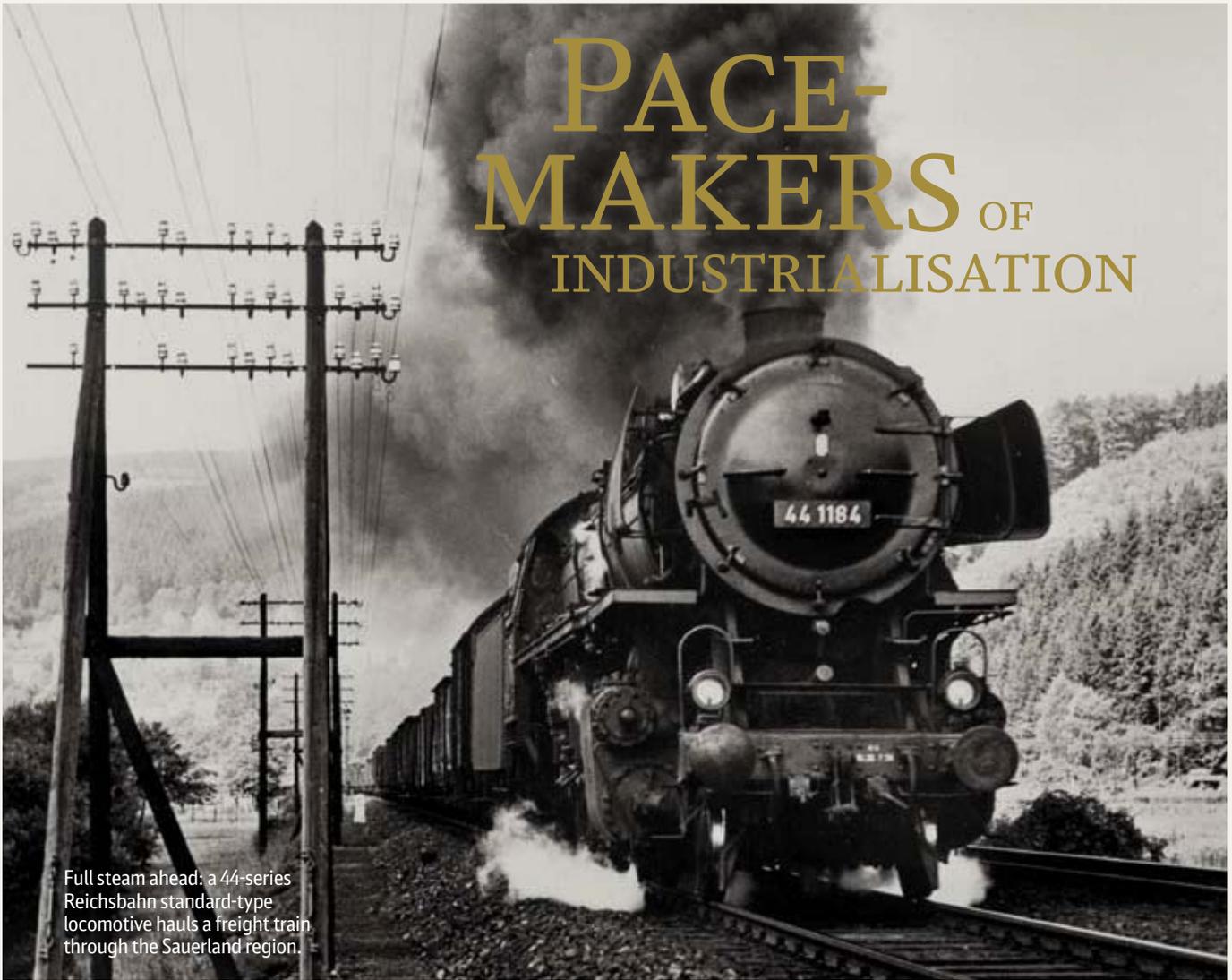
capital city of the Habsburg Empire and interface between Central and South-East Europe. He was the first forwarder to offer continuous rail carriage from London to Istanbul at fixed rates.

Moreover, this visionary industrialist combined the transport modes of rail, ship and horse-drawn carriage, a modern concept which soon led to the company’s international expansion. In 1879, Schenker founded “Adria Dampfschiffahrts-Gesellschaft”, a steamship operator which soon became Hungary’s leading international merchant shipping company. Austro-Americana, his second shipping company, carried many Austro-Hungarian emigrants from the port of Trieste to New York.

Gottfried Schenker was both patriarch and workaholic, who worked tirelessly day in, day out – despite the absence of mobile phone and e-mail in the late 19th century: “The telegraph even accompanies me on holiday to ensure that the loom never runs short of.” When he died in 1901, Schenker

had 33 branches in 13 different countries and ran a fleet of 18 ocean-going vessels.

In 1913, Schenker opened his first branch in the USA. While still developing new transport routes to America, the company acquired shares in well-known telegraph companies whose communication lines provided the first connections between Europe and America. In 1931, Deutsche Reichsbahn purchased the forwarding company in order to stabilise its freight transport business during the Depression. After World War II, the company remained the property of Deutsche Bundesbahn until Stinnes AG acquired the majority shareholding in 1991. In 2002, matters came full circle when Deutsche Bahn AG acquired a majority stake in Stinnes AG. As part of its new brand architecture and global activities, DB renamed its entire logistics business DB Schenker, after the legendary founder. Since 2009, the rail freight division has operated under the name DB Schenker Rail.



Full steam ahead: a 44-series Reichsbahn standard-type locomotive hauls a freight train through the Sauerland region.

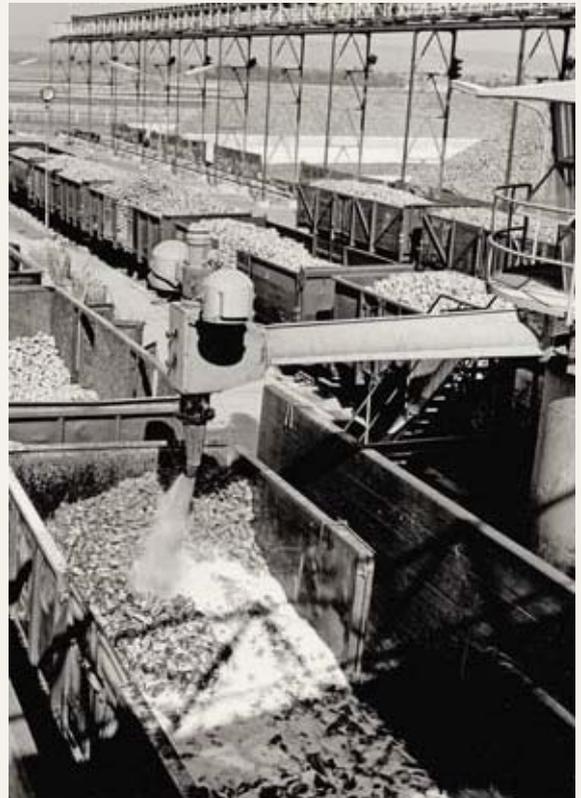
PACE-MAKERS OF INDUSTRIALISATION

Before the railway came to Germany, goods had to be laboriously transported from place to place by horse and cart or by mule. 175 years ago, the Adler marked the start of a transport revolution. The railway catapulted Germany into the industrial age.

The first trip made by the Adler was a logistics nightmare: the first locomotive ever to run in Germany arrived in the country packed in 19 crates and took five long weeks to get from the legendary workshop of English railway pioneer George Stephenson in Newcastle to Nuremberg. The parts, which weighed a total of almost ten tons, were carried to their destination in the south of Germany by horse-drawn cart and mule - the way transports had been handled for centuries. The odyssey of the Adler consequently still bore a trace of the Middle

Ages, but this came to an abrupt end with the technological big bang that was created by the advent of the railway in 1835.

Even so, a modern steam-powered tug was used to transport the freight from Rotterdam to Emmerich, where towpath horses had to be saddled up to pull it to Cologne because of the low water levels. In Cologne, the Adler was loaded onto eight horse-drawn carts, which took it to Nuremberg, after reloading in Offenbach. Thanks to the good road on the last leg of the journey, the freight managed distances of 46 kilometres a day, compa-



Right:
at Hanover's main railway freight depot, scores of railway workers are busily loading parcelled goods (1951).

Hydro power:
freight cars carrying sugar beet are unloaded by means of a powerful water jet (1960).

red with the average daily distance of just 30 kilometres for the usual unsurfaced roads of the early 19th century.

In Nuremberg, mechanic Wilhelm Spaeth assembled the parts to form the mother of all German locomotives. The two cylinders of the three-axle steam engine delivered an amazing 40 hp and accelerated it to the unbelievable speed of

Even the locomotive driver was imported from England

60 km/h. The wheels – in accordance with the English regulations – were 4 feet 8 inches apart, i.e. 1.435 metres, a gauge which has remained unchanged in most countries for the past 175 years and is therefore a strong contender for the „oldest industrial standard in the world“.

The Adler's great moment of fame came on 7 December 1835: to mark the grand premiere of the railway, it was not only the locomotive that had been imported from the United Kingdom, but also the driver. William Wilson was well aware of the significance of the moment and sported a top hat and white gloves as he drove the hissing giant that carried 200 guests of

honour from Nuremberg to Fürth at a speed of 40 kilometres per hour.

The first German railway line from Nuremberg to Fürth was short and could be completed in just over an hour by someone walking at a smart pace. In retrospect, the six kilometres of track – almost perfectly straight, and with no gradients, bridges or tunnels – can rightly be regarded as what we would now call a “reference route”. This bold experiment in Bavaria with the Adler – the German word for eagle – was watched with eagle eyes by industrialists and banks all over Germany.

Rainer Mertens, Director of Exhibitions at the DB Museum, explains why the north of Bavaria was chosen for Germany's first locomotive trip: “Nuremberg's commercial companies were looking for ways out of the disastrous economic situation that they had suffered since the days of Napoleon. They needed to create an efficient transport route from the River Main to the Danube in order to divert the flow of goods into the cities.”

The new railway line operated by “Ludwig-Eisenbahn-Gesellschaft” was

extraordinarily successful. In its first year alone, it carried no fewer than 475,219 passengers, providing the shareholders with fantastic dividends of between 15 and 20 per cent per annum. In 1835, the Adler 1835 was thus the catalyst for the birth of the railway in other regions of Germany.

Until the 1850s, passenger traffic accounted for the greater part of the railway companies' revenues. However, this changed when the railways reduced their freight rates, making the transport of bulk goods such as coal far cheaper. In the infancy of railway construction, the transport of coal still cost as much as 13 pfennigs per tonne-kilometre; a few decades later, the price charged according to the standard coal rate in Rhineland-Westphalia had dropped to just 2.2 pfennigs.

“No-one had the idea of preserving the Adler for posterity”

The reduction in freight rates also proved to be a milestone for the ongoing industrialisation process. Rail freight volumes rose dramatically and rail played a central role in changing the face of the German Empire: its comprehensive rail network catapulted Germany into a new



age. By 1880, the railway lines already had a total length of 33,800 kilometres and that figure had grown to 62,000 kilometres by the time of World War I.

Colossal industrial areas emerged in the Ruhr area, Saxony and Upper Silesia. The railway not only supplied them with raw materials, but also enabled simple and inexpensive transport of the finished goods in huge quantities and over long distances. It was the railway that ultimately enabled the birth of metropolises such as Berlin and Hamburg in those days. The industrialisation process triggered by the railway caused the cities to spread and led to the development of a new working class. The railway was a reliable means of covering the growing distances between food producers and consumers. The invention of the railway put paid to famines caused by regional crop failures, at least in times of peace.

The Adler, with which it all began 175 years ago, proved to be an extremely reliable and long-lived engine. For 22 whole years – just like its sister locomotive “Pfeil” (arrow) – it steamed back and forth between Nuremberg und Fürth. “When it was finally taken out of service, no one thought to preserve it for posterity,” says Rainer Mertens regret-

fully. After 1857, it remained in use as a stationary steam engine to provide energy for the Späth engine factory in Nuremberg, which subsequently sold it on to a factory owner in Augsburg, from where, the mother of all German locomotives vanished without trace.

To celebrate its 100th anniversary, Deutsche Reichsbahn had a working replica of the Adler made in 1935. This was based on extensive research, which also unearthed the original blueprints from Stephenson’s workshop in Newcastle. In 1952, Deutsche Bundesbahn commissioned a second – non-operational – model for use at trade fairs and for advertising purposes. That model is now on exhibition at the DB Museum in Nuremberg. The working model from 1935 was seriously damaged during a severe fire in 2007, but has meanwhile been restored at the DB steam locomotive repair shop in Meiningen.

7 December 2010, 175 years to the day after the first trip by the Adler, will be both the highlight and the closing event of the anniversary year “175 years of Railway in Germany”. The ceremony in Nuremberg will also be attended by Federal Chancellor Angela Merkel, who will pay her respects to the little locomotive that triggered such colossal changes. 🚂



Book & exhibition about the anniversary

To tie in with the 175th birthday of the Adler locomotive, Deutsche Bahn is publishing a special book entitled “Planet Rail – Pictures and Tales of the last 175 Years”. In twelve chapters, the book presents the development of rail transport from 1835 to 2010 from various angles. The 176-page hard cover book is published by Böhlau-Verlag and is available for EUR 17,50 from bookstores.

The DB Museum in Nuremberg is staging an anniversary exhibition entitled “Planet Rail – the History of the Mobile Future” until 27 February 2011. Further information at www.deutschebahn.com/dbmuseum

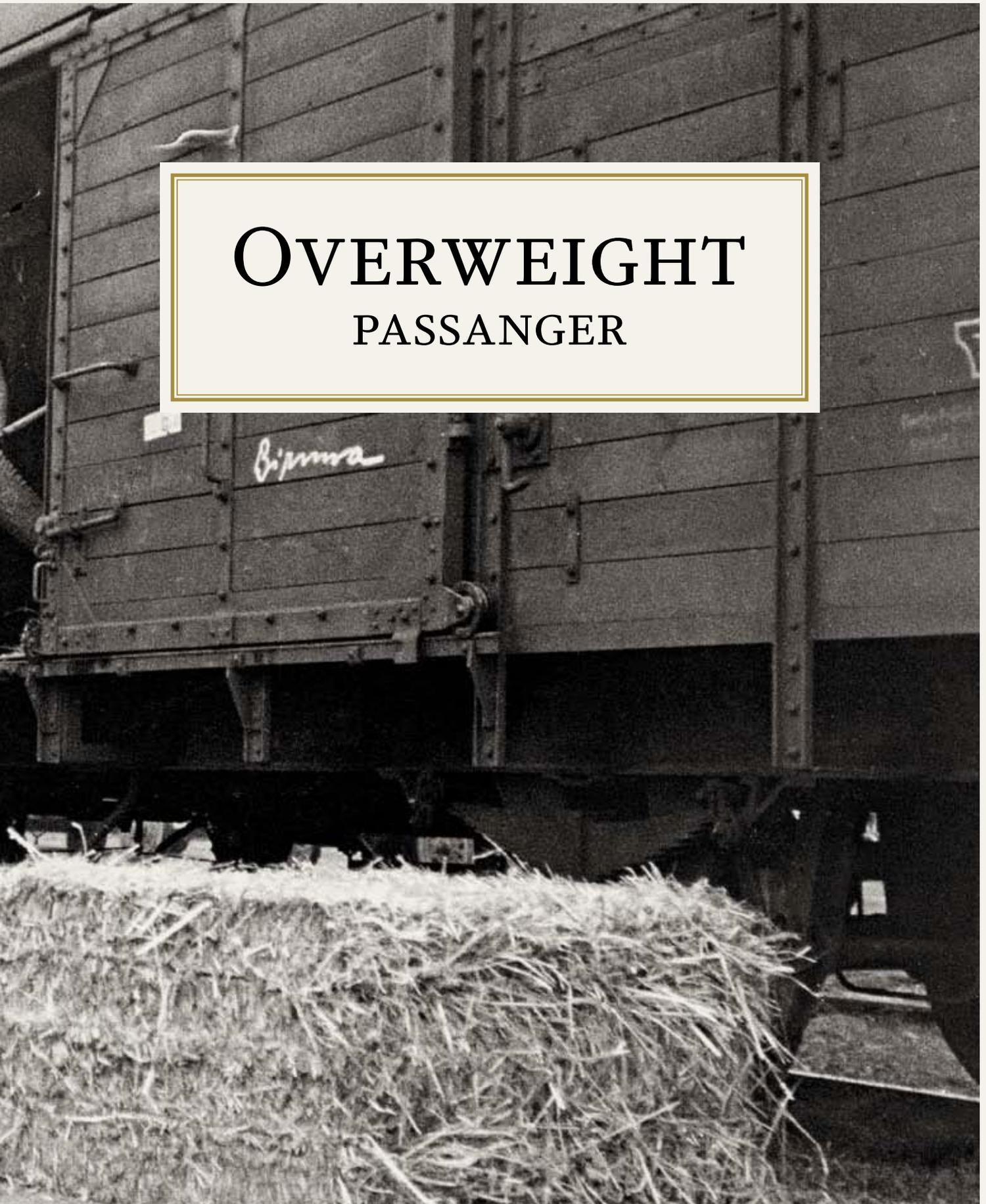


Elephant logistics may no longer be demanded of a modern freight railway, but the old Reichsbahn was thoroughly familiar with such matters: the photo shows a circus elephant climbing inside a wagon specially reserved for it in Munich in 1938. It used to be normal for animals - especially cattle - to be transported on freight trains. These days, DB Schenker Rail no longer carries animals, not least on grounds of





OVERWEIGHT PASSANGER

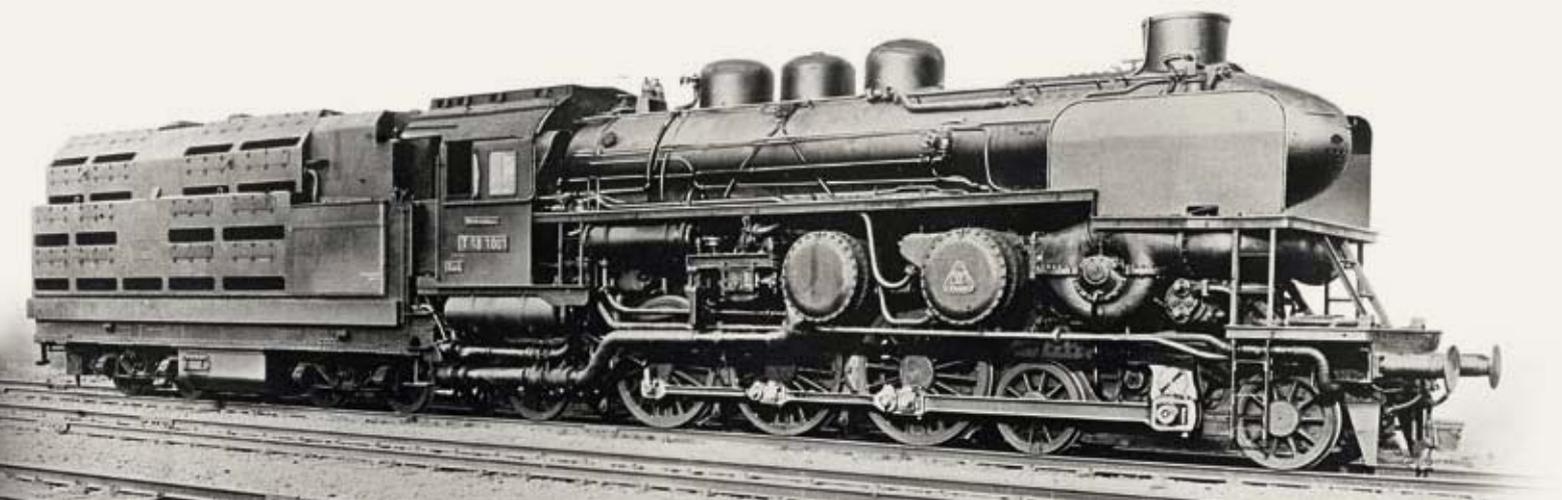




TRUCK TRAN BEGIN TO COMPETE

Railway's monopoly in the land transport sector came to an end between the two World Wars. In 1931, Deutsche Reichsbahn responded by taking over Schenker, a deal which it kept secret.

WITH



Between 1890 and 1925, transport performance by rail in Germany trebled from 22.2 to 70 billion tonne-kilometres (by comparison, in 2008 performance by DB Schenker Rail amounted to 91.2 billion t-km). However, after the end of World War I, rail's monopoly in the land transport of freight, which had lasted almost a hundred years, was gradually drawing to an end. The invention of the truck was swiftly followed by innumerable further technical developments – such as the diesel engine in 1923 – which made road haulage faster and cheaper, and consequently a serious competitor for rail. Between 1925 and 32, the

number of trucks in the German Empire rose eightfold.

At that time, freight transport accounted for more than two thirds of the sales of Deutsche Reichsbahn-Gesellschaft (DRG). As historian Peter Borscheid comments, “Rail was undeniably the main transport mode, a financially strong symbol of industrialisation with a comfortable monopoly, a giant that enjoyed state protection – and one beside which the individual carriers appeared tiny and insignificant.”

But the new competition from road transport meant a noticeable drop in earnings for Deutsche Reichsbahn as from 1924. The new

trucks carried freight from door to door, creating fierce pressure for Reichsbahn. This was particularly true in the lucrative part load sector, which DRG used to cross-subsidise the transport of bulk goods such as coal, which had to be carried at low rates imposed by the government. When the situation became even worse during the Depression after 1929, Deutsche Reichsbahn demanded that the government take action to limit truck transports in favour of rail – a move which was however initially unsuccessful.

DRG, which had independent management powers, thereupon acted on its own initiative and, in February 1931, signed a



SPORT RAIL



secret cooperation agreement with Schenker, the largest road haulage company in Germany. This “Schenker Contract” granted the company exclusive rights to carry freight to and from the railways throughout the entire German Empire, or to commission subcontractors with these transports. In return, any forwarder who wished to participate in that business had to undertake not to offer long-distance truck transports over a distance of more than 50 kilometres. DRG believed it had achieved its goals – firstly of restricting the unwelcome competition over long distances on road, and secondly of lowering the cartage rates.

However, when this part of the Schenker Contract was leaked to the public shortly afterwards, the effects in Berlin were dramatic. The Cabinet accused the state-owned company of high-handed action and, as a compromise between the railway operations of Deutsche Reichsbahn and the road haulage business, issued the “Ordinance on overland transport with motor vehicles”, which came into force in October 1931. Carriers wishing to transport goods over distances of more than 50 kilometres had to apply for a licence and standard carriage rates were prescribed for the entire territory of the German Empire. The “Reichskraftw-

agentarif” (fare regulations for motor vehicles) which was issued shortly afterwards by agreement with Deutsche Reichsbahn, by the way, remained in force until 20 years ago.

The second part of the Schenker Contract of 1931 could be kept secret until 1937/38: it not only governed the conditions of cooperation with Schenker, but also recorded that Deutsche Reichsbahn had purchased the forwarding business for the sum of 24.9 million Reichsmark. It was only years later that it became clear that Deutsche Reichsbahn had paid far too high a price: at the time of the takeover, Schenker & Co. had been practically bankrupt. ❧

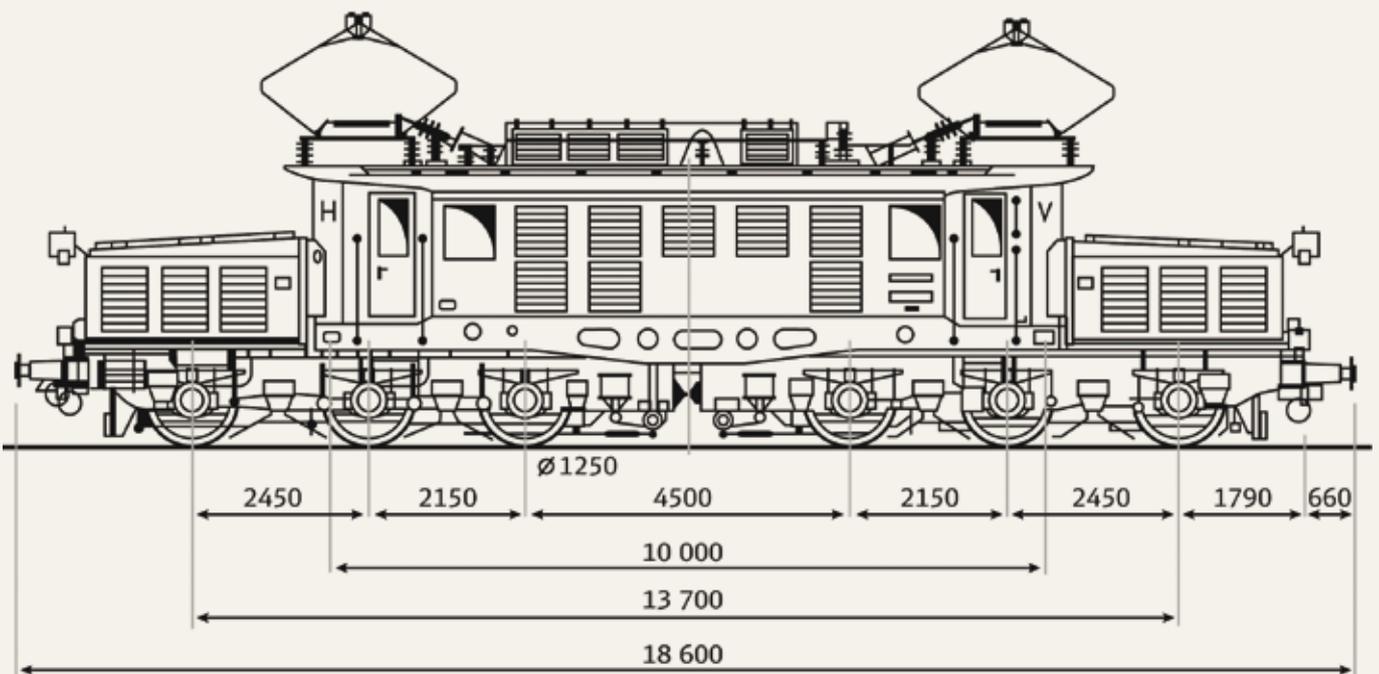


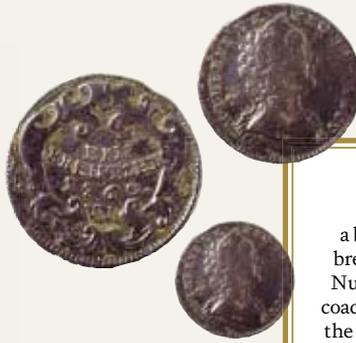
FROM WAGONS TO LOGIS- TICS

*In 1835, Germany's first railway launched a transport revolution.
An illustrated review of **175 years** of rail freight transport*



Deutsche Bundesbahn referred to it as the “German crocodile”, in East Germany it went by the unflattering name of “iron pig”. The legendary Class 194 freight train locomotive could be seen particularly in the south of Germany and Austria between 1940 and 1991.





Six kreutzers

a barrel was the price paid by the Lederer brewery for the first transport of beer from Nuremberg to Fürth in 1836, in a passenger coach hauled by the first German locomotive, the Adler. Beer was therefore the first official freight carried by the German railways, which soon expanded that business segment substantially.



1965

saw the inauguration of the last traditional beer wagons, for Munich breweries Löwenbräu and Hacker. Nowadays, beer logistics are handled primarily on road. However, DB Schenker Rail's customers also include the brewerie Carlsberg.



Chilled freight

In the late 19th century, beer evolved into an important export article and the ultra-modern white beer wagons could be heated and refrigerated. In summer, it took 30 hundredweights of ice to keep a wagon carrying 54 hectolitres of beer at a temperature of 4 degrees Celsius as it travelled from Munich to Paris.





680,000

freight wagons were operated by Deutsche Reichsbahn Gesellschaft in 1925 - and thousands of them bore the nameplate "Dresden". By comparison: DB Schenker Rail managed with a fleet of just 120,000 freight wagons in 2009.

Steel box boom

Since the 1960s, the standard container has revolutionised world trade. These steel crates, which can be transhipped from one transport mode to another simply and quickly, completely changed the face of rail freight transport.



Small beginnings

Deutsche Bundesbahn had already experimented with standardised containers before the breakthrough of the 20 and 40 foot models. The service has been known as "door-to-door" since the 1950s.

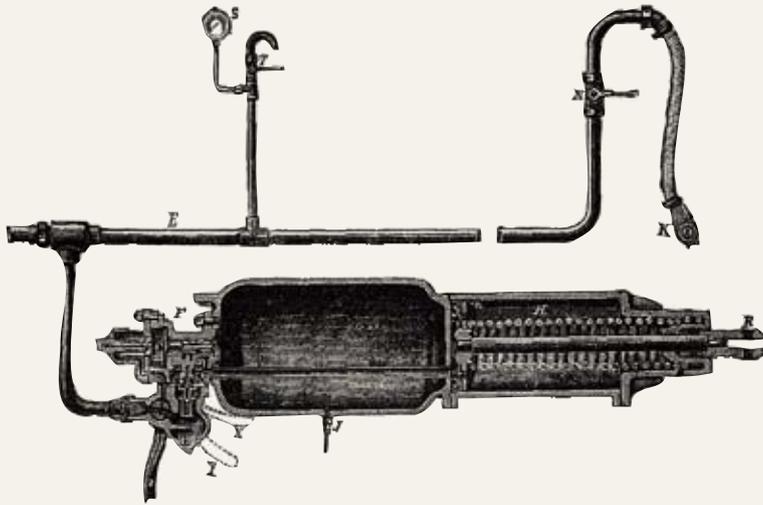


Fig. 427 Luftdruckbremse von Westinghouse.

Pioneering

In 1913, an average of eight railwaymen travelled on a freight train, most of them “brakemen”. Spaced out along the train, they had to work the manual screw brakes. In the 19th century, the American George Westinghouse invented the compressed air brake (left), which revolutionised the railway. The new brake, known as the “Kunze-Knorr” brake in Germany as from 1920, meant that the train driver could operate the brakes on all the hauled wagons himself.

Wheel scotches

Positioning the wheel scotches was backbreaking work for the men at the marshalling yards. The photo from 1925 shows a railwayman braking a moving freight wagon by skillfully placing a wheel scotch.



Pigs and cows

Animal transports used to be part of the core business of rail freight, for instance on board the cattle transport wagons of Deutsche Bundesbahn. DB freight trains have no longer carried live animals since 2001.



Hot stuff

The “soup” that used to be carried in this historic ladle car in the Ruhr area simmered at a temperature of 1300 degrees: liquid pig iron on its way from the blast furnace to the steelworks.



Heavy metal

The steel industry and the railway were closely linked right from the start - and still are today: coils at a steelworks waiting to be loaded onto freight wagons



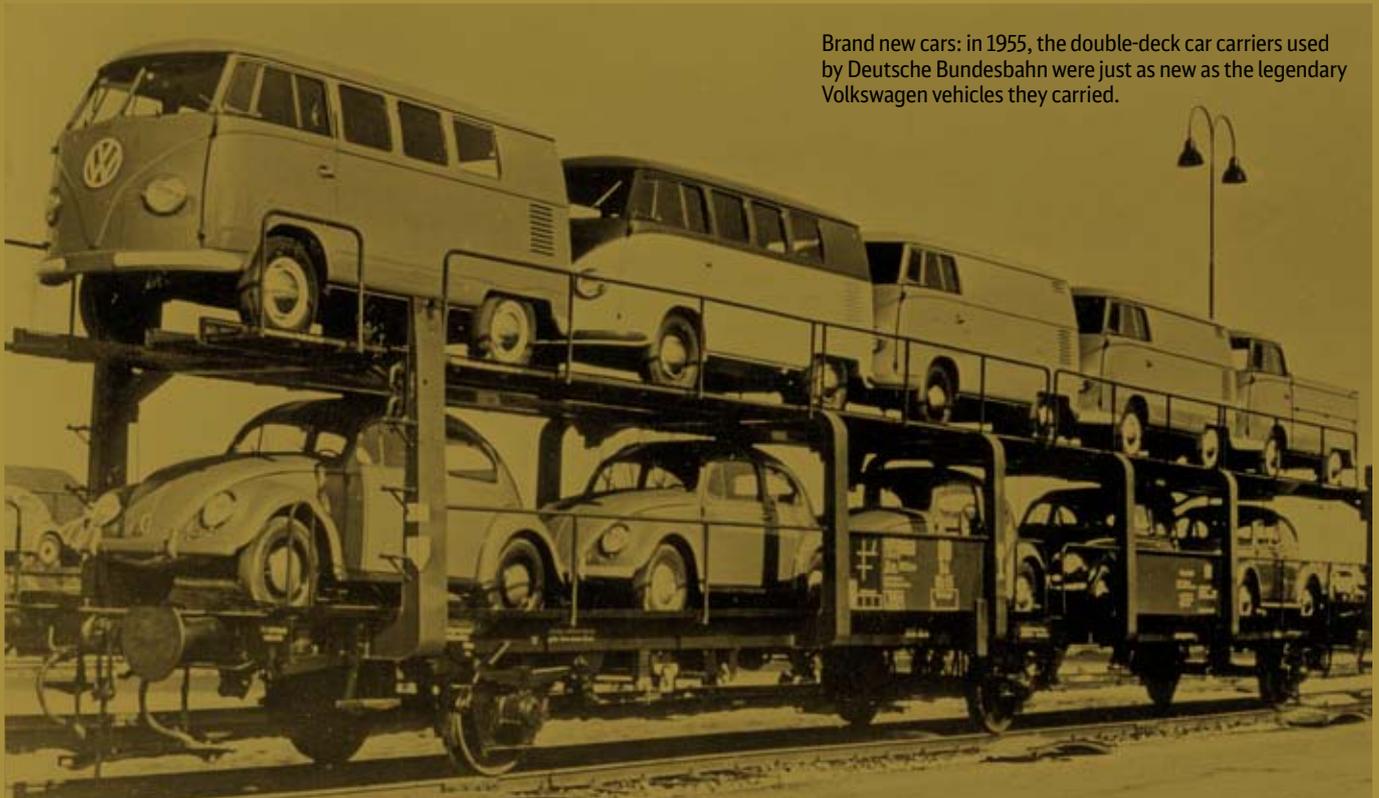
Heaps of coal

In the early days, coal was not only used to power steam locomotives, but was also the main type of freight. In 1925, coal - then the primary source of energy - accounted for 35 per cent of the total tonnage carried by Deutsche Reichsbahn (in tonne-kilometres).

The oldest of them all

This wagon was already carrying coal at a mine near Newcastle in the year 1829. The oldest rail vehicle that still exists outside the UK can now be seen at the DB Museum in Nuremberg.





Brand new cars: in 1955, the double-deck car carriers used by Deutsche Bundesbahn were just as new as the legendary Volkswagen vehicles they carried.

ON SEPARATE TRACKS

Throughout the decades when Germany was split into East and West, Deutsche Reichsbahn remained the dominant means of transport in the East – in sharp contrast to rail in West Germany.

The history of rail freight in former West Germany and in the German Democratic Republic also reflected the different social and economic systems in the two countries. In West Germany, rail's share of the total transport market dropped from 56 to 22 per cent between 1949 and 1989. Mass motorisation affected the transport market, where road haulage overtook rail as the dominant means of transport owing to declining state regulation of concessions and freight rates in many sectors.

Moreover, Deutsche Bundesbahn suffered from the fact that coal, as a source of energy and consequently the backbone of the rail freight market, was increasingly being replaced by oil in West Germany. Between 1960 and 1988, the quantity of coal carried by DB fell from 107 million tonnes to just 76 million tonnes. Rail hard-

ly benefited at all from the oil boom, as most of the oil was transported through pipelines.

In East Germany, on the other hand, the government regulated the division of tasks between the state-owned Reichsbahn and the road haulage companies, which were also owned by the state. Not least for reasons of energy policies, the railway – which ran primarily on domestic coal, was given preference over truck transports, which were dependent on oil, even in cases where this was extremely unprofitable. Accordingly, rail's share of the total transport volumes in East Germany declined only slightly from 82 to 71 per cent between 1960 and 1980. Shortly before reunification, the Freight Transport Ordinance of 1981 obliged the East German Reichsbahn to handle wagonload freight for distances of ten kilometres and over. 

» continuance p. 28

The transport of steel is an international, high-volume business,” says Maarten de Ridder, head of the DB Schenker Rail General Agency in Stockholm. “However, flexibility and speed are meanwhile also extremely important considerations, as both manufacturing and processing companies plan their requirements at increasingly short notice.” And that is exactly why SSAB AB, the largest steel company in the whole of Scandinavia, has entrusted DB Schenker Rail with its transports from Sweden to the Netherlands via Germany.

Overall management of the transports is the responsibility of the Swedish rail freight operator Green Cargo, which handles the journey from the SSAB steelworks in Domnarvet to the port of Trelleborg as well as the first half of the ferry transport across the Baltic.

After that, DB Schenker Rail takes over the consignments and continues land transport on rail from Sassnitz on the island of Rügen and on to the receiving terminal of the logistics company Steel Logistics Europe in Maastricht, which has had a private siding installed specially for these transports. The transports are executed in rakes of wagons on standard trains; a special service has been set up only for the last leg of the transport from the Dutch city of Sittard to Maastricht.

“DB Schenker Rail Deutschland and DB Schenker Rail Nederland work hand in hand to execute these transports for SSAB,” continues de Ridder. “It is important to offer one face to the customer and to our partner railway company.”

Since the new contract was signed, between 10 and 15 wagons have been carried on the route every week since March of this year. By August, 30,000 tonnes of steel had already been transported.

A further 24,000 tonnes were also transported to Rotterdam as part of a long-standing previous contract. By the end of the year, the steel transports to the Netherlands will add up to 100,000 tonnes, and a further increase is planned for 2011, up to a total quantity of 120,000 tonnes.

DB Schenker Rail also carries goods on behalf of SSAB on other routes: at peak times, up to 250,000 tonnes of steel are transported from Domnarvet to Ghedi in the north of Italy. 160,000 tonnes of SSAB steel are destined for the German market, whilst other transports go to Luxembourg, Austria, the Czech Republic and Switzerland. ■

Contact | Katja Janschersky
Tel: +46 (0)87 9409-70 | katja.janschersky@dbschenker.eu





Crispbread shuttle

DB Schenker AB sends trains full of crispbread to Germany and back again for Wasabröd AB, a member of the Barilla Group.

The Swedes like things crispy: with a consumption of four kilos per head and year, Sweden is the largest crispbread market in the world. Only natural then, that the world's largest crispbread producer also comes from Sweden: Wasabröd AB, a member of the Barilla Group since 1999, markets its crispbread and other bakery products in 40 different countries.

Germany is the largest foreign sales market, which means that high quantities of products are exchanged between the two countries. The freight does not only travel in one direction: crispy bakery products from Germany also make their way to the mother country of crispbread.

Barilla Sverige AB signed a two-year contract with the Swedish DB Schenker AB, which came into effect on 1 April 2010, for transports between the crispbread factories in the Swedish city of Filipstad and Celle in Germany. Every year, trains now carry 10,000 tonnes of crispbread, crackers, snacks and biscuits on round trips between the two locations. This amounts to an annual volume of 32,000 full pallets in each direction.

Nine four-axle private wagons, each with a volume of 205 cubic metres, have been hired to handle these transports. The customer is responsible for loading and load securing, DB Schenker Rail for ensuring continuous operations and transport monitoring. One special feature of these transports is online tracking and tracing: „The customer can use our RSO portal to check the exact location of the wagons at any given time and find out when they are expected to reach their destination,“ explains Hubert Franke, head of Regional Sales/Capacity Utilisation Management at DB Schenker in Hanover.

„Barilla is highly environment conscious and is banking on rail to reduce its carbon footprint,“ says Torgny Nilsson of Schenker AB in Malmö. „These transports between Filipstad and Celle save the need for approx. 650 truck trips per annum and avoid the emission of 1,235 tonnes of carbon dioxide.“ ■

Contact | Torgny Nilsson
Tel: +46 (0)40 66955-30 | torgny.nilsson@dbschenker.com

A train with a full load from the Carlsberg brewery about to enter the tunnel under the Great Belt between the islands of Funen and Zealand.



Fresh supplies for thirsty Danes

Rail is an integral part of the Carlsberg brewery's logistics chain in its home market.

Carlsberg is a cult international brand and the beer with the green and white logo is known the world over. Carlsberg A/S, which is based in Copenhagen, actually owns numerous brands of beverages which are marketed all over the globe. Founded in 1847, the company had already begun its international expansion by the 1860s and the Carlsberg Group now has more than 43,000 employees and sells 140 million bottles of beer every single day, making it the world's fourth-largest brewery.

The Danish brewery is the leading company in its home market, where it accounts for 60 per cent of the production and sales of beer and soft drinks. Carlsberg and DB Schenker Rail Danmark have already cooperated in Denmark since 2003, but in 2009, these rail transports entered a new dimension: following the shutdown of a production location near Copenhagen the year before, deliveries to customers on the island of Zealand were taken over by the brewery in Fredericia on Jutland, 210 kilometres away.

To ensure dependable supplies to the region around the capital, ten block trains a week now carry beer and mineral water to the DB Schenker combined transport terminal in Høje-Taastrup near Copenhagen. Most of the 13 double pocket wagons are loaded with special-purpose trailers, which have higher capacity than conventional piggyback trailers.

The Carlsberg warehouse which supplies the goods to Zealand is located in the direct vicinity of the terminal. To ensure that everything runs smoothly between the terminal and the

warehouse, the companies have created a direct link between the two sites.

DB Schenker Rail is responsible for handling the endless stream of trailers that are delivered and collected by Carlsberg. Over the course of a year, this involves more than 25,000 trailers.

"The timetables and transshipment time slots are timed to match the production rhythms in Fredericia and the dates for onward distribution in Zealand," states Niels Hansen, Account Manager at DB Schenker Rail Danmark. "Compliance with deadlines is an absolute must to prevent disruptions of the transport chain."

Carlsberg itself handles transshipment at the brewery in Fredericia, with a shunting locomotive provided by DB Schenker Rail.

The loco is operated by Carlsberg employees who are trained by DB Schenker Rail.

"We used to use trucks for the transports between the different regions, but following the reorganisation of our production processes the distances involved were far longer, which is why we were looking for a rail solution," adds Steen Deleuran, Transportation & Fleet Manager at Carlsberg. "DB Schenker Rail came up with a transport concept that fully satisfies our requirements in terms of reliability and flexibility." ■

Contact | Niels Hansen
Tel: +45 (0)88 3009-33 | niels.l.hansen@dbschenker.com

Customers & Projects



BSH household appliances await transport to Germany at the Turkish plant in Çerkezköy.

The headquarters of BSH Bosch und Siemens Hausgeräte GmbH in Munich

White goods through six countries

BSH produces household appliances all over the world. One weekly block train handles the transports between the BSH plants in Germany and Turkey.

Bosch and Siemens are brand names of BSH Bosch und Siemens Hausgeräte GmbH that have been household names in Germany for generations. Siemens AG und Robert Bosch GmbH set up the joint venture back in 1967 and each company still owns half the shares.

Over the years, BSH has evolved into a global group of companies with a workforce of almost 40,000 in 40 countries. Its 41 factories in Europe, the USA, Latin America and Asia manufacture products which are marketed both regionally and globally. In addition to the main brands of Bosch and Siemens, the group portfolio also includes specialist brands such as Gaggenau, Neff and Constructa, as well as various regional brands. With revenues of EUR 8.4 billion in 2009, BSH is the largest manufacturer of household appliances in Germany and Western Europe, and is one of the leading global players in this market.

Environment friendly alternative

Since 1995, Turkey has also been marked with a flag on the BSH map. The subsidiary BSH Ev Aletleri is the second-largest manufacturer of household appliances in Turkey, producing more than 3.5 million units per annum. The greater part of its output is intended for export, with a sizeable proportion heading for Germany. However, the brisk exchange between Germany and the BSH factory in Çerkezköy near Istanbul works in both directions. Not only finished products, but also preliminary products are taken from the German premises to Turkey for further processing.

Last year, BSH started to look for an environment friendly and reliable alternative for its previous truck and ocean freight transports.

A crucial condition was that no compromises could be made in terms of punctuality or safety. The risk of delays or theft in transit had to be avoided at all costs.

Thanks to their comprehensive experience of transports to and from Turkey, Schenker Deutschland AG, Rail Logistics and Forwarding, working in close cooperation with DB Schenker Rail, DB Schenker Arkas and the Logistics Traffic Management department at BSH, quickly managed to come up with a railway solution that satisfied all these requirements,

The concept for the transports from Turkey to Germany involves block trains which run as far as Sopron on the border between Hungary and Austria. From there, the consignments are taken to the various BSH locations in rakes of wagons. Most of the goods are destined for Herbrechtingen-Vohenstein. The transports to Turkey are handled on the same route. Since the beginning of this year, one block train has departed for Çerkezköy every week, where customs clearance is handled by the local customs office. To ensure maximum utilisation of resources, 30 DB wagons have to be grouped as quickly as possible at the BSH siding in Turkey – which calls for a masterpiece of organisation. The result is environment friendly, theft-proof transport with reliable delivery times. ■

Contact | Rainer Bergmann
Tel: +49 (0)2389 7801-42 | rainer.bergmann@dbschenker.com

New life for old trams

Fertrans takes 28 trams to Romania and the Ukraine.



Zürich: A special timber structure and additional straps were used to secure the 20-metre long trams.



Bern: Narrow roads and sharp bends made the transport a real challenge.

A donation in kind to Eastern Europe triggered complicated logistics planning and execution processes. In 2008, the transport company Bernmobil in Berne, Switzerland decided to decommission ten of its older trams. In early 2009, the Swiss State Secretariat for Economic Affairs (SECO) asked Fertrans, the Swiss rail logistics subsidiary of DB Schenker, to perform a feasibility study and submit a cost estimate for transport of the trams to Romania. After the donation to the Romanian city of Iași had been officially approved at the beginning of 2010 and the contract awarded to Fertrans at the end of April, the transport itself began just six weeks later.

“One of the major challenges was transporting the trams on road from the Bernmobil depot to the start of the actual transport route,” said Robert Jerg of Fertrans. With a length of more than 26 metres and weighing in at 34 tonnes, the trams first had to be winched onto special flatbed trailers with rails and lashed in place. A police escort then accompanied them along a stretch of motorway, through a few narrow streets and around several sharp bends till they finally reached the railway station, where two cranes heaved the trams onto two close-coupled flatcars. “The road closures ordered by the authority meant that we could only carry out four of these transports a day,” added Jerg. From Berne freight station, however, the trams then made swift progress, travelling through Buchs to Sopron on the Austrian-Hungarian border and on to Biharkeresztes in the east of Hungary. After four days, the trams finally reached their new workplace in Iași.

Thanks to this successful performance, Fertrans was promptly recommended for the next major project, which was no less complicated. This time, it was a question of transferring 18 used trams belonging to Zurich public transport company. These trams were destined for Vinnica in the Ukraine. “This time, we were not required to submit a feasibility study, as we had already proved our competence when handling a similar transport in spring,” explained Jerg. “After a very short planning phase, we were able to begin loading by the end of June. The trams from Zurich were a good 20 metres long and weighed 26 tonnes. At a siding at the transport company in Zurich, a lifting jack was used to raise them high enough for flatcars to be inserted underneath. As in Berne, a special timber structure and additional strapping was used to secure the load. After acceptance procedures had been carried out by a representative of the Swiss Federal Railways, the trams were taken via Buchs and Marchegg in Lower Austria to Cop on the Ukrainian border. Because of the change of gauge, the trams had to be reloaded onto Ukrainian freight wagons. After that complicated procedure, they continued to Vinnica, where they were ready for use by mid-July. ■

Contact | Robert Jerg
Tel: +41 (0)81 7506-17 | robert.jerg@fertrans.net

The power station is controlled by engineers, the raw material coal is delivered by DB.



The thermal power stations in Werdohl-Elverlingsen, which have two coal-fired blocks and two gas and steam turbine units, produce an annual quantity of more than two billion kilowatt hours of electricity. To fuel these power stations, the energy utility company Mark-E in North Rhine-Westphalia – a member of the ENERVIE Group – needs between 500,000 and 700,000 tonnes of coal per annum.

Shortly before expiry of the existing transport contract with another railway undertaking, Mark-E decided to award the new contract for the coal transports to the power stations to DB Schenker Rail. From January 2010 until the end of 2012, DB Schenker Rail will carry coal to Elverlingsen from the ports of Rotterdam and Amsterdam and from various German coal mines and inland ports.

DB Schenker Rail's ability to guarantee high flexibility was the deciding factor. Five inexpensive Plantrains will ensure reliable regular delivery of the basic supply quantities from Rotterdam and Amsterdam, while additional flexible trains will run between the collieries and inland ports and the power station. The hydraulic self-discharging Fal wagons were another positive consideration, as they ensure fast and efficient unloading.

DB Schenker Rail Nederland is in charge of the transports in the Netherlands, while transport inside Germany is the responsibility of the subsidiary RBH Logistics.

DB Schenker Rail employees assist Mark-E with unloading the coal trains at the power station. ■

Flexible coal trains

Three-year contract for coal transports with Mark-E

Mobile task forces

Repairing freight wagons on the spot at the customer's can substantially reduce down times.

Freight wagons that are used to carry steel are exposed to extremely high stress and damaged wagons have to be repaired professionally; however, transferring these wagons to the repair depot and back to the customer again costs time. In order to keep down times to a minimum, DB Schenker Rail offers a nationwide Mobile Wagon Service (MWS), in which DB Schenker mechanics attend to any repairs which can be performed without taking the wagon into a repair shop right there on the customer's premises.

The MWS teams have performed such repairs at Arcelor-Mittal Eisenhüttenstadt GmbH (AMEH) for more than ten years. On the premises of the former EKO Stahl GmbH, close to the Polish border, they repair primarily wagons used to transport steel coils, slabs and ore. Employees of AMEH's own railway service take the wagons to two sidings reserved for that purpose and collect them again after the repair. Wagons are moved back and forwards once or twice a day as required, and as agreed between the wagon inspectors of DB Schenker Rail Deutschland AG and AMEH's railway specialists.

The actual repairs are handled by employees of the Frankfurt (Oder) service centre, working in teams of two, with a total of six employees assigned to this repair service. "If it weren't for the Mobile Wagon Service, all damaged wagons would have to be taken into the service depot, either at Seddin or Frankfurt an der Oder," says Heike Hebner, the Sales Manager responsible for AMEH at the Coal and Steel Industry Sector. "By offering this on-the-spot repair service, we can reduce down times significantly and return the wagons to the customers more quickly."

In phases of peak demand, the repair service can be organised so as to give priority to certain wagon classes.

The accumulated down times that have been saved at Arcelor-Mittal Eisenhüttenstadt meanwhile probably add up to several years: the DB Schenker Rail Mobile Wagon Service has already repaired around 25,000 freight wagons at the company's premises since the end of 1999. ■

Contact | Christoph Tews
Tel: +49 (0)30 297-57660 | christoph.tews@dbschenker.eu

Outpatient treatment: the Mobile Wagon Service operated by DB Schenker Rail travels to the customer to handle repairs.





Dow Chemicals engineers discuss production; DB handles the transport of natural rubber from Saxony-Anhalt to Portugal by train and truck.

Multimodal chain to Portugal

DB Schenker Rail offers integrated door-to-door solutions for rubber transports to Portugal.

The new multimodal transport chain that DB Schenker Rail has created all the way to Portugal on behalf of Dow has a total length of around 2,300 kilometres. Twice a week, single freight wagons carrying synthetic rubber from Saxony-Anhalt travel first to Saarbrücken/Einsiedlerhof, where they join the Atlantic Shuttle, which Euro CargoRail then takes non-stop across France. 36 hours later and 1,000 kilometres farther south-west, the freight is transhipped from rail to road at Railport Irun, because Spain no longer handles single wagonload traffic. The final destination is a tyre producer in the Portuguese city of Vila Nova de Famalicão, 780 kilometres away. The rubber deliveries to Portugal are effected “just in time”.

All the different elements of the information chain come together at the Customer Service Centre in Duisburg, which monitors the freight movement and coordinates everything as a one-stop shop.

Transhipment at Irun and the post-rail trip by truck through Spain is organised by the Railport service providers in consultation with the consignee.

The Railport concept is ideal for customers looking for rail-based door-to-door logistics solutions. DB Schenker Rail already works with 38 Railports in 12 different countries and the network is steadily growing. ■

Contact | Wilhelm Duesmann
Tel: +49 (0)6131 15-67804 | wilhelm.duesmann@dbschenker.eu

Artificial islands and fast rail links

Rail freight transport is a highly dynamic market in the Netherlands. Increasing port-hinterland traffic and planning for significant expansion are helping to fuel growth.



Holland conjures associations with clogs, canals and Edam cheese – yet the country also boasts an ultramodern transport infrastructure and plans to switch more and more freight to its railways in the years ahead.

Traffic and transport have always played a dominant role in the Netherlands. As a trading nation and former major colonial power, the kingdom in north-west Europe has long maintained close trading relations with its neighbours, the rest of Europe and overseas. Last year, the EU's sixth-largest economy based on GDP exports was worth more than €300 billion, with imports amounting to over €275 billion. Yet the Netherlands is also playing a key role as a transit country thanks to its numerous seaports – most notably Rotterdam – which, with an annual transshipment volume of some 400 million tonnes, ranks as one of the world's largest. Among the eleven ports of the so-called Hamburg-Le Havre range, Rotterdam, with a transshipment volume of over 35 percent, is easily the market leader, whilst together the Dutch ports of Rotterdam and Amsterdam, and the Zeeland ports Terneuzen und Vlissingen, account for 46 percent.

Europe's most densely populated country boasts one of the world's best transport infrastructures. Almost 3,000 kilometres of track criss-crosses the country on what is Europe's busiest rail network. The railway's share of total freight traffic is nonetheless relatively small because it is competing with a well-developed road network and numerous waterways.

The railways are, however, an important factor in freight transportation in the Netherlands: 5.9 billion tonne-kilometres were handled by rail last year. Even if the absolute transport capacity decreased when compared with 2008 as a result of the economic crisis, all signs point to growth in the coming years. Overriding importance will be attached to seaport-hinterland transport: three-quarters of rail transport goes to, or comes from, the ports. Eighty percent are international shipments, with trade with Germany playing a dominant role. In fact, half of all rail freight shipments in the Netherlands go to, or come from, the neighbouring country, with two-thirds crossing the German-Dutch border.

Strong competition

The Netherlands has consistently ensured that its railway sector remains competitive. In 2003, the rail network was separated from the state-owned railway company Nederlandse Spoorwegen (NS), and since then it has been operated by the ProRail company. As early as 2000, Deutsche Bahn acquired the freight

business of NS, which has been restricted to passenger rail services ever since. With a market share (based on transport volume) of 63 percent, the present-day DB Schenker Rail Nederland is the number one operator of rail freight services in the Netherlands but faces fierce competition from 13 other companies. Even though its market share has declined in recent years, DB Schenker Rail Nederland's transport capacity rose steadily until 2008 in absolute terms: the year before last, it amounted to 4.8 billion tonne-kilometres, falling to 3.4 billion in 2009 owing to the weakening economy. With a 770-strong workforce and its own rolling stock, the company runs daily services to the seaports of Amsterdam, Rotterdam, Vlissingen, Moerdijk, Terneuzen and Delfzijl. Virtually all major companies and industrial regions in the hinterland are connected to the network.

In the coming years, rail freight services in the Netherlands are expected to increase further. According to a study by the TNO research institute, the volume of goods transported in the Netherlands, depending on the circumstances, is set to rise from around 45 million tonnes in 2007 to 65 to almost 100 million tonnes by 2020 and to 80 to over 160 million tonnes by 2040.

The Dutch government's master plan, under which an additional investment of €4.5 billion is set to boost rail transport volumes, will make a key contribution to this forecast growth. The funds will also be used to upgrade the international corridors from Rotterdam to Genoa, Warsaw and Lyon.

Further projects are designed to strengthen transport links between the seaports and the hinterland. This includes the Maasvlakte 2 project, involving the enlargement of the artificial island, which will expand capacity at Rotterdam port substantially with container traffic in particular growing significantly. The railways will also play a key role because the plans envisage that hinterland rail transport will increase from its current 11 percent to 30 percent.

The quality and capacity of hinterland transport links are crucial to the success of this project. The port of Rotterdam and the Deutsche Bahn have therefore decided to collaborate in the future. In 2008, the two companies signed a letter of intent, setting out their joint goals, the aim being to optimise the rail processes at the port, and the data flows between the two companies. ■

Contact | Jelle Rebbers
Tel: +31 (0)30 23583-47 | jelle.rebbers@dbschenker.com



Impetus for hinterland transport

Representatives of the maritime transport industry met in Rotterdam and Hamburg to discuss the economic situation, processes and future prospects.

If seaport hinterland transport is to function efficiently, the maritime transport industry and rail freight operators have to work hand in hand. To promote that cooperation, the Intermodal Industry Sector of DB Schenker Rail stages annual Western and Northern Ports Conferences, two unique platforms for companies and institutions involved in container transport.

This year's Western Ports Conference was held in Rotterdam at the end of September. With scientific support provided by Professor Notteboom of Antwerp University and Professor Tavasszy from the Dutch research institute TNO, high-ranking representatives of shipping companies, forwarders, port authorities, intermodal operators and ocean-freight companies met to discuss how to promote the modal shift of transport volumes to and from the Dutch and Belgian seaports from road to rail. This subject has to be tackled as the seaports anticipate a sharp increase in total throughput over the long term. "Good hinterland connections are vital if we are to cope with that growth efficiently, quickly and with minimum environmental impact," remarked Hans Smits, CEO of the port operating company in

Rotterdam. "Moreover, high-capacity and competitive rail freight transport forms an integral part of that concept."

DB Schenker Rail is also concentrating its strengths on the development of that sector. At the Western Ports Conference, it announced plans to launch a project aimed at setting up a new European production and transport control system. To date, production control, transport monitoring and the corresponding customer information processes have been the responsibility of the individual national companies of DB Schenker, the largest rail freight operator in Europe. In future, these processes will be handled centrally for all countries. "This paves the way for standardised Europe-wide support for our customers' rail-bound logistics," announced Karsten Sachsenröder, Member of the DB Schenker Rail Management Board for Sales.

The conference delegates further adopted a joint "Rail Agenda for Growth", which envisages that the parties will promote the work of the "Prognose" group. With scientific support from neutral members, the working group evaluates aggregated and anonymised quantity planning figures provided by the different players. These figures enable the industry to respond more ef-



Port conference for the maritime transport industry in Rotterdam (top).



fectively to fluctuating transport volumes and impending capacity bottlenecks. There are further working groups which meet all year round to deal with the topics of “Modal shift targets for rail freight transport at the western ports” and “Green logistics”. The results of their work will be presented at the next Western Ports Conference in 2011.

Volatile parameters

The North Ports Conference was held in Hamburg’s “Hafenklub” on the invitation of Sachsenröder and attended by representatives of the German maritime transport industry. Its agenda also included the question of how to optimise the numerous interfaces along the seaport hinterland transport chain. The conference was chaired by Professor Frank Straube, head of the Logistics department at Technische Universität Berlin. Again, various working groups reported on their activities over the previous year, such as Professor Ralf Elbert, head of the Logistics Services and Transport department at TU Berlin, whose working group “Prognose” now consults the industry at shorter intervals than before in the form of a computer-assisted Delphi survey.

In contrast to the Western Ports Conference, which took place three months later, the focal point on the agenda here was how to deal efficiently with future cyclical ups and downs. Even if the economy has picked up after the crisis sooner than expected, the conference participants were still concerned about the sustainability of that trend. The transport industry suffers from its high proportion of fixed costs and the delegates resolved a number of measures to help it cope with the challenges of a volatile economy. Key items included flexibility and service quality. One of the resolved measures was that the “Prognose” working group will raise the frequency of its sectoral survey on the aggregated and anonymised quantity scenarios at the companies and will give higher priority to the question of optimising data flows along the transport chain. ■

Contact | Felicitas Leibfarth
Tel: +49 (0)30 297-54316 | felicitas.leibfarth@deutschebahn.com

Same performance, lower consumption

Mitteldeutsche Eisenbahngesellschaft is currently building up the first fleet of hybrid locomotives in the European rail freight market.

The use of hybrid technology in the rail freight sector can significantly reduce fuel consumption, the emission of pollutants and noise. Reason enough for the DB Schenker Rail subsidiary MEG to lease five Alstom hybrid locomotives. They have a top output of 600 kW powered by a small 250-kW diesel generator. Additional power is provided by large batteries which are recharged by the generator during low-load phases.

These innovative vehicles are currently being used for shunting operations at Dow Olefinverbund GmbH in Schkopau and Böhlen as part of a long-term test. A prototype has undergone continuous testing since July 2010 and will be joined by the other locos by the end of 2011. MEG has an option to buy the vehicles on expiry of the lease. On launching this project, the company has laid the foundation stone for the first hybrid fleet in the European rail freight market.

“We are delighted that our innovative concept of hybrid locomotives is now entering the next phase. In 2006, we presented the prototypes at the InnoTrans – and today, we move into the next round together with DB and MEG,” commented Klaus Hiller, head of Service and Locomotives at Alstom Transport Deutschland. “The prototype has been extensively tested in everyday operations to develop it fully for market rollout. Other modernised vehicles using this technology will be available from series production by the end of 2011.”

“Anyone who transports large volumes is also responsible for the environment,” believes Otto Niederhofer, Chairman of DB Schenker Rail. “We are actively supporting this environment friendly drive technology because we see highly diverse oppor-

Alstom presented the first series-produced shunting locomotive with hybrid technology at the InnoTrans in Berlin. The DB-Schenker subsidiary MEG will put five of these vehicles into service by the end of 2011, offering pioneering shunting services in terms of environment and climate friendliness.

tunities for using these low-consumption hybrid shunting locomotives at DB.”

Hybrid technology can be used in all shunting sectors. In conventional locomotives, the large engine runs permanently, which means it continues to idle much of the time. The diesel generator of the new vehicles, on the other hand, is in operation less than half the time the vehicles are in use. The engine satisfies the requirements of Euro IV and is also fitted with a particulate filter. In ideal conditions, in which it would consume up to 50 per cent less fuel, it far surpasses the standards for conventional shunting locomotives.

It emits up to 70 per cent less pollutants than the present vehicles. In battery-only operation, the loco is particularly quiet and low in vibrations, and thanks to the small engine, it is also significantly quieter than conventional shunting locomotives even when the generator is running. ■

Contact | Jürgen Sonntag
Tel: +49 (0)3461 49-7057 | jsontag@meg-bahn.de





MEG: wider operating range



Mitteldeutsche Eisenbahn GmbH (MEG) was founded in 1998 when Dow Chemical hived off its former in-house railway in Böhlen and Schkopau. DB Schenker Rail holds 80 per cent of the shares in MEG, the remaining 20 per cent are owned by Transpetrol, the rail forwarders of the VTG Group. The company's two other locations in Rüdersdorf near Berlin and in Rostock handle predominantly transports for CEMEX OstZement GmbH. In Schkopau and Böhlen, MEG also provides rail connections for two power stations. The company has a workforce of 246, which keep the

company fleet of 50 locomotives and 600 freight wagons on the rails. In addition to purely industrial railway operations, MEG has also set up mainline services as a second source of income, which now accounts for around 50 per cent of its total business. In 2009, Mitteldeutsche Eisenbahn carried more than 19 million net tonnes in mainline operations, and traffic performance totalled 686 million tonne-kilometres.

www.meg-bahn.de

53,000 square metres of storage space

The new DB Intermodal Services container depot at Nuremberg port provides ideal conditions for new hinterland transport concepts.

In September, DB Intermodal Services GmbH inaugurated a new container depot at the port of Nuremberg. With an area of 53,000 square metres, it can accommodate approx. 6,000 TEU. There is also an almost 1,000-square-metre workshop for the repair of damaged containers.

Following inauguration of the new transshipment terminal last year, the new depot now provides the basis for future growth. Moreover, the DB Intermodal Services storage facility enables the implementation of new maritime hinterland transport concepts at Nuremberg, as demanded by the port industry.

“Our new and modern container depot already satisfies the future demands of the maritime transport industry. The addition of new storage space to the transshipment terminals allows us to offer delivery and collection services to shipowners and forwarders,” comments Karsten Sachsenröder, DB Schenker Rail Management Board Member for Sales.

Gerhard Bukowski, Managing Director of DB Intermodal Services GmbH, adds, “The construction of new depots like the one in Nuremberg, together with the expansion and modernisation of existing depots at other locations, is a major step towards raising the efficiency of intermodal transport chains and optimising hinterland services.”

Relocation of the storage facility to the port also brought relief for the people of Nuremberg, as the previous depot was located in a residential area, where the problems of noise and light were unavoidable.

DB Intermodal Services GmbH handles 500,000 containers (800,000 TEU) per annum at its depots and delivers 100,000 containers to local consignees. ■

Contact | Gerhard Bukowski
Tel: +49 (0)6131 15-3562
gerhard.bukowski@db-intermodal-services.de



From left to right: Michael Heinemann, DB Intermodal General Manager, Alfred Raitel, Nuremberg Depot Manager with DB Intermodal, Heinrich Doll, President of the Bavarian Association of Freight Forwarders, Karsten Sachsenröder, DB Schenker Rail Sales Director, Harald Leupold, General Manager of Nuremberg port operations company Bayernhafen Nürnberg, Gerhard Bukowski, DB Intermodal General Manager, and Norbert Schuh, Sales Director with DB Intermodal.



The port of Szczecin: new investments will boost hinterland transport.

More capacities for the Baltic ports

DB Schenker Rail Polska invests in port facilities in Szczecin and Swinoujscie

Containers, general cargo, paper and pulp, granite and steel: these and countless other goods arrive at the port of Szczecin every day. DB Port Szczecin, in which Deutsche Bahn holds a stake through its Polish subsidiary DB Schenker Rail Polska, is the second-largest port in Poland. However, it plays an important role not only for the Polish economy, but also for the neighbouring countries. For five European capitals, Szczecin is the closest seaport.

“In order to raise transshipment capacity and profit from the growing flows of goods that pass through the ports, we are investing significant sums in upgrading our facilities at the Baltic port of Szczecin and the neighbouring Świnoujście,” explains Hans-Georg Werner, CEO of DB Schenker Rail Polska. By 2018, a total of around EUR 22.5 million will be spent on new quay facilities and cranes, as part of projects executed in cooperation with the Polish port authority.

Two new gantry cranes, for example, have been installed in Szczecin. Each weighs 630 tonnes and can handle 35 containers per hour and stack them in up to five tiers. Other funds have been invested in roads and IT systems for the new DB Schenker Rail

Polska container terminal, which was scheduled to go into operation in autumn 2010. With an annual capacity of up to 220,000 TEU (20 feet containers), this will more than double the previous throughput of DB Port Szczecin.

Investments in the port of Świnoujście (Swinemünde) included the installation of a modern Liebherr crane which can handle 10,000 tonnes a day. A contract has been signed with the Polish Trade Services sector of the agricultural and food producers Bunge International Group, which guarantees throughput volumes over the long term. This expansion of the terminal will create additional annual capacities of several hundred thousand tonnes. The first vessel carrying imported products is expected to arrive in 2011.

“These investments in our ports are part of a long-term transport development plan,” explains Christian Schreyer, Head of Logistics at DB Schenker Rail Polska. “Above all, we also expect expansion of the port capacities to boost rail transport volumes on the seaport hinterland routes.” ■

Contact | Manfred Michel
Tel: +48 (0)91 4308-777 | manfred.michel@deutschebahn.com

Poland's fourth-largest city Wrocław (Breslau) – the photo shows the Gothic cathedral – is the destination for the new Silesian liner train three times a week.

New service between Germany and Silesia

DB Schenker Rail's liner train to Silesia has been a complete success. The company has to run additional trains to satisfy the demand for single wagonload transports to Silesia.

Although the liner train to Silesia has only been available since the start of the year, it is already a firm feature in the logistics plans of many companies. In January, DB Schenker Rail launched this new product to link up the Polish industrial regions in Silesia with the German single wagonload network and offer an attractive alternative to road transport. This step has practically halved the wagon turnaround times in Poland and significantly raised the transport quality, as deliveries and collections are now based on the new turnaround schedule. Customers also benefit from continuous transport monitoring, as well as a range of additional services such as wagon maintenance, tank wagon cleaning and competitive prices. There are good connections to the German single wagonload network and to DB SCHENKERchemsolution, a transport product designed specially for the chemicals industry. "This means our customers in Poland now have access to the entire European network operated by DB Schenker Rail," says Hans-Georg Werner, head of Region East at DB Schenker Rail and Chairman of the Management Board of DB Schenker Rail Polska S.A. "It is now possible to run continuous transports from Poland to Western Europe with one single contact at a one-stop shop."

There was keen interest right from the start in the new service, which DB Schenker Rail Polska developed in consultation with its subsidiary DB Schenker Rail Spedkol and with DB Schenker Rail Deutschland. To date, it is used primarily by companies in the chemicals and household appliances sector.

By March, the Silesian liner had already achieved the planned capacity utilisation. By May, the two pairs of trains that ran regularly between Germany and Silesia were unable to satisfy demand so that additional trains had to be deployed. Since 20 September, a third pair of trains has offered a scheduled service between Senftenberg and Wrocław Gadów. "These transports are meanwhile running smoothly and offer a high reliability factor," continues Werner. "We expect to see growing demand and will send additional trains on their way if necessary."

DB Schenker Rail now manages the train movements in Poland itself, whereas it used to have to purchase the services it required from the Polish state railway. In Poland, the national DB Schenker company canvasses custom for return consignments; better capacity utilisation of the train as it heads back to Germany helps to make the transports an attractive economic option.

Alternative to PKP Cargo products

Single wagonload transport accounts for a share of roughly 30 per cent of rail freight traffic in Poland. In the past, this was handled exclusively by the Polish state railway. The rollout of the "Silesian liner" now allows DB Schenker Rail Polska to offer customers a genuine alternative in the single wagonload system. In order to offer one face to the customer, the Polish and the German national DB Schenker Rail companies work hand in hand. They have created a system of four set-down stops, which are the starting points for direct onward transports to 22 stations in Silesia. This means the wagons or rakes of wagons can reach major stations throughout Silesia, including Sławków, which offers a connection to the broad gauge network for transports which are destined for the Ukraine or Russia.

"The industry in Silesia is booming and the traffic in goods with other European countries is steadily increasing," states Hans-Georg Werner. "There is constantly growing demand from our customers for a direct link to our European network, which is why we are preparing to extend this product to other regions in Poland." ■



INTERVIEW

Ideal complement to our block trains

Three questions put to Andreas Lipka, head of Business Development in Eastern Europe and South-Eastern Europe at DB Schenker Rail

Why is the liner train to Silesia such a success?

The product has been specifically designed to match customer demand. Customers appreciate the uncomplicated procedures and fast transport times. Our German customers make use of the existing system, which also enables lean and simple processes for the Polish customers. Moreover, the transport times in Poland have frequently been reduced by up to 50 per cent thanks to the faster wagon turnaround times.

Which customers use this product?

The liner train is intended first and foremost for customers with rakes of wagons and single wagons, making it the ideal complement to our block train

products. Whilst it appeals particularly to the Silesian chemicals industry, right from the start our customers also included other sectors of industry, such as a major manufacturer of household appliances in the Wrocław area.

Will the system continue to be expanded and developed?

Our experience with the liner train is so good that we are currently considering the expansion of this product to include further liner trains. This would actually create a small single wagonload network in Poland, which could also cover other parts of the country. We also check regularly whether other stations in Silesia could be linked up to the first liner train.

Contact | Service for new customers
Tel: +49 (0)1805 331050 | neukundenservice@dbschenker.eu





In Sweden, DB Schenker AB groups small volumes of steel to form larger rail consignments.

Efficient system

The groupage consignment system of DB Schenker AB in Sweden makes international steel transports by rail cost-effective even for small quantities.

Deutsche Bahn and the coal and steel industry share the same roots: during the industrialisation process, railway companies were founded to carry ore, coal and steel products. In return, supplies of steel and coal were essential for the construction and operation of railway lines, wagons and locomotives.

In the steel-producing country of Sweden, the two industries also developed in parallel, and rail is still the main transport mode for large volumes. Over the past few years however, the infrastructure network has thinned out. Sidings have closed down and some companies no longer offer directly rail access. As a result, many businesses began to shift small-volume consignments onto road.

But the total transports both inside Sweden, and especially from Sweden to other European countries and vice versa, all add up to an enormous number of kilometres.

“Handling such transports by truck makes neither economic nor ecological sense,” comments Jerry Lindestam, Business Area Manager at Schenker AB in Malmö. “Our groupage consignment concept, which has been continuously expanded since the 1980s, offers companies an alternative which not only delivers economic benefits but also improves their carbon footprint – even for small quantities and even if the shipper or consignee does not have its own siding.”

The groupage consignment concept works as follows: “When a manufacturer has to ship, for example, three consignments to three different consignees and each transport would be too small

for carriage in a freight wagon on its own, the customer can now load all three shipments together in one freight wagon,” explains Lindestam. “We then take the wagon to one of our terminals and deliver the consignments from there by truck to the consignee.” The main haul is executed cost-effectively by environment friendly rail. Road haulage is used only for the pre- and post-rail segments if necessary.

In recent years DB Schenker has invested in new wagons which can carry higher volumes and thus improve cost effectiveness even more. The customer can also make use of comprehensive additional and consulting services, for example with load planning, loading and discharging, as well as load securing. Some of the major steel companies, including the Swedish Ovako steelworks, already make intensive use of this system for transporting bars and special steel from Sweden to France, Germany, Austria, the Netherlands and Switzerland. Over the years, the quantities have steadily increased and nowadays the majority of the steel which DB Schenker carries for Ovako is handled in the groupage consignment system. Other steel companies use the system for transporting their products to Sweden. ■

Contact | Jerry Lindestam
Tel: +46 (0)40 66955-23 | jerry.lindestam@dbschenker.com

Wagons for a booming industry

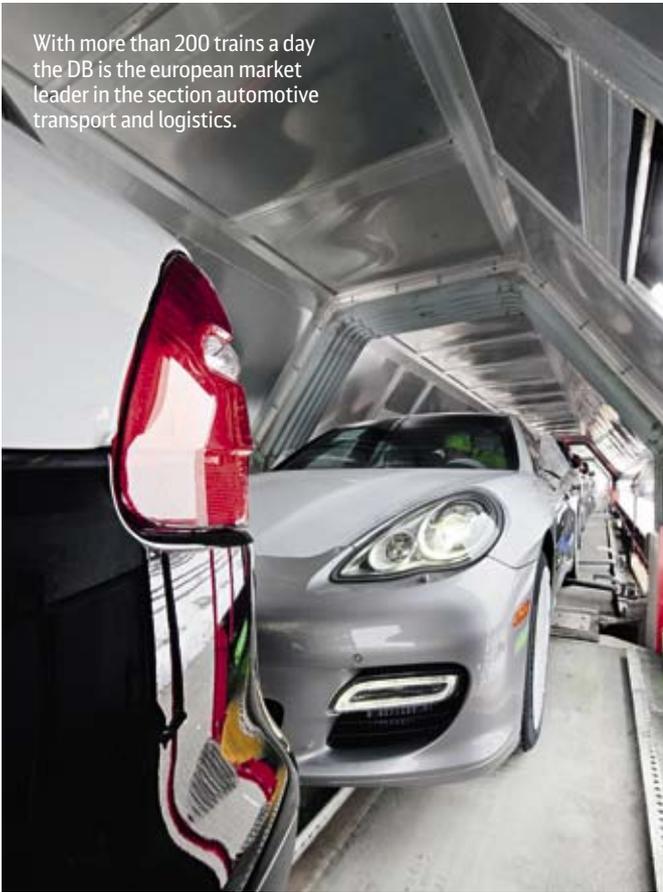
DB Schenker Rail is modernising its fleet and investing EUR 410 million in new freight wagons and locomotives.

The economy is soaring, in both the transport market and industry. Business is also good for DB Schenker Rail: during the first six months of the year, the quantity of freight carried rose by 58 million to 203 million tonnes – an increase of 40.1 per cent year-on-year. During that same period, traffic performance was up by 8.3 billion to 52.6 billion tonne-kilometres, which is equivalent to an increase of 18.8 per cent. Growth was particularly high for the transport of iron, ores and scrap. In the coal and steel industry, this rapid upsurge hot on the heels of the drastic slump actually led to supply bottlenecks.. In order to raise its capacities quickly, DB Schenker Rail is investing a total of EUR 410 million throughout Europe this year, primarily in new freight wagons and locomotives. “This is a record sum, which will be targeted specifically at those areas with rising customer demand for transport services and where modern equipment is required,” said Dr. Karl-Friedrich Rausch, Member of the Management Board for Transportation and Logistics at DB Mobility Logistics AG. The fleet modernisation involves in particular wagons for the coal and steel sector, as well as the chemicals and automobile industries. Around EUR 190 million will be invested in the purchase of new wagons and the repair of existing wagons, a further EUR 167 million will be spent on locomotives. The remainder of the funds will be divided amongst various investments in installations and IT equipment. By the end of the year, DB Schenker Rail will have purchased 1,472 new wagons and 71 locomotives, including 700 wagons intended specially for the carriage of coal and steel. ■

DB Schenker Rail is purchasing new bulk carriers for the coal and steel sector. A hydraulic flap system means that ores and coal can be discharged instantly.



With more than 200 trains a day the DB is the European market leader in the section automotive transport and logistics.



DB Schenker Rail Automotive: Turning two into one

DB Schenker has amalgamated two formerly independent companies, ATG Autotransportlogistic GmbH (ATG) and Schenker Automotive RailNet GmbH (SAR), to form one unit, which now operates under the name DB Schenker Rail Automotive GmbH. "We expect this move to lead to greater efficiency when serving our customers. It is also our response to growing demand from this industry for integrated, one-stop shop networked solutions for components such as finished vehicles," explained Karsten Sachsenröder, Member of the Management Board for Sales at DB Schenker Rail.

At European level, DB Schenker Rail Automotive GmbH will continue to be managed by the Automotive Industry Sector of DB Schenker Rail. The new company, whose business premises and organisations are to be merged during the first quarter of 2011, consists of four different sectors. As head of the Industry Sector and Chairman of the Board of Management, Axel Marschall is responsible for overall future development and for coordinating cooperation with the affiliated companies in Europe.

The Finished Vehicles sector (formerly ATG) will be headed by Managing Director Peter Büsing. Components (formerly SAR) will continue to be managed by Jens Nöldner. Arthur Meurer will be in charge of Finance and Controlling. With more than 200 trains a day, the Automotive Transport Logistics division of DB Schenker Rail is the European market leader. ■

Photos: DB AG/Claus Weber, DB AG/Max Lautenschläger, iStockphoto



Doncaster/UK

Innovative fruit and vegetable transports

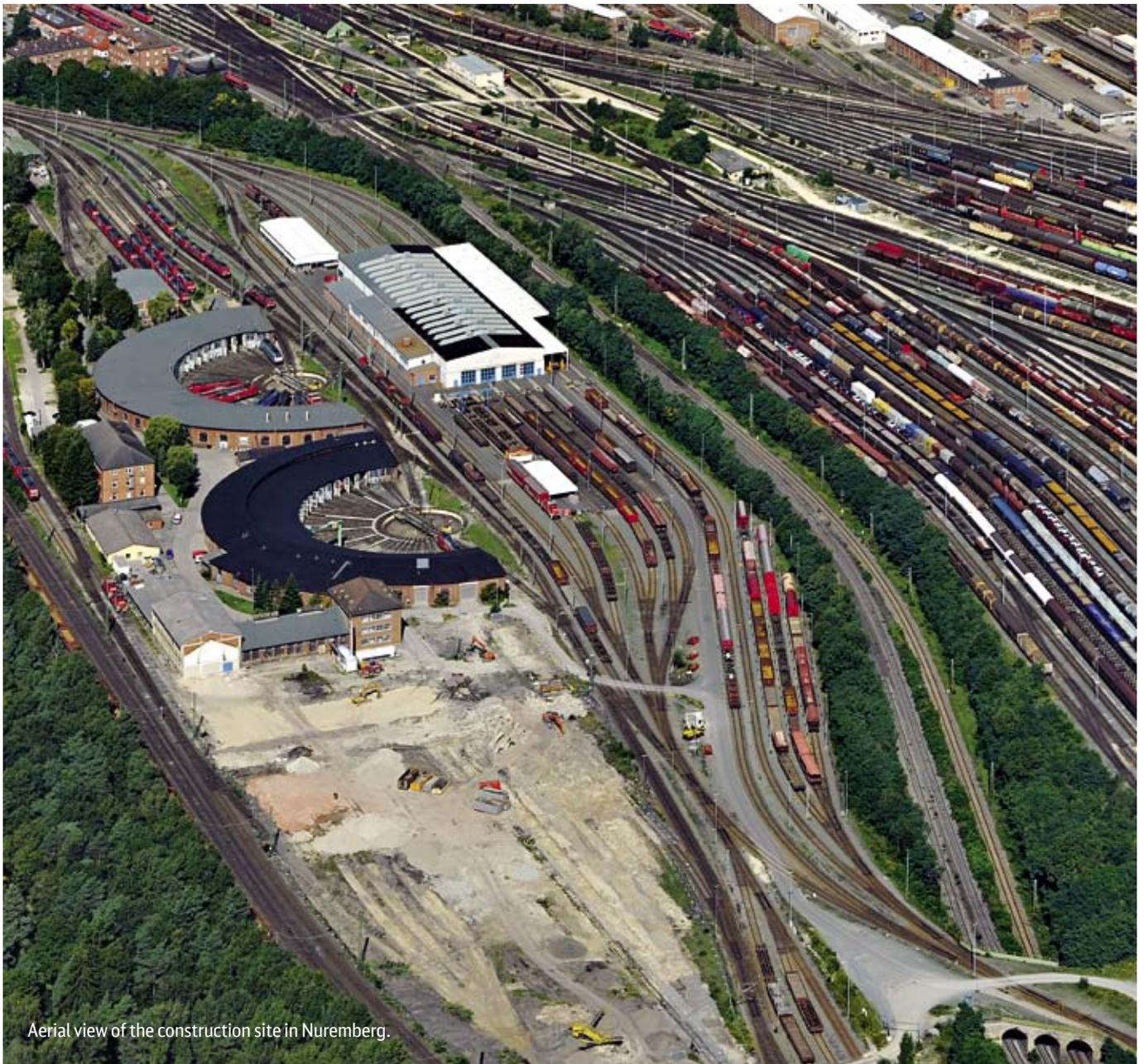
International Produce, the logistics branch of the Walmart Group, has awarded DB Schenker the title "Most Innovative Rail Supplier". DB Schenker received this accolade for solutions which helped International Produce to shift its fruit and vegetable transports for the ASDA supermarket chain from road to rail in 2009.

Paris/France

Expectations surpassed

Euro Cargo Rail (ECR) has won an award for innovative customer service from Rio Tinto, one of the world's leading mining companies. ECR handles transports on behalf of Rio Tinto in France. The prize was awarded for special services during the global economic crisis.

Ben Smail, Commercial Director at ECR, commented: "Winning an award from a customer is a clear sign that you have exceeded their expectations. That is the result of the hard work and great commitment on the part of our employees on behalf of Rio Tinto."



Aerial view of the construction site in Nuremberg.

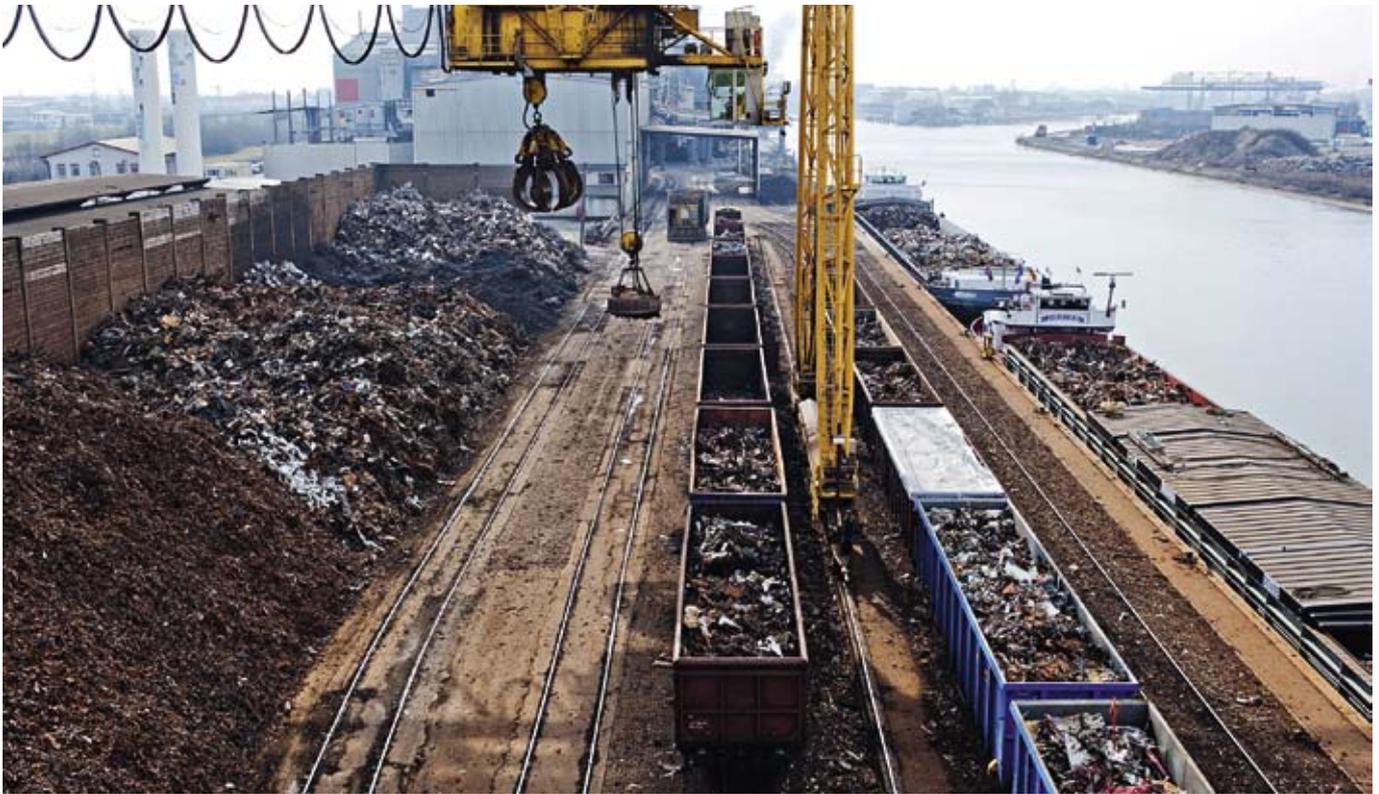
New locomotive repair depot under construction in Nuremberg

Construction work began on a new repair depot for locomotives when the foundation stone was laid at Nuremberg marshalling yard in mid-November. DB Schenker Rail is investing EUR 22.2 million of its own funds to replace the old facility with a modern, efficient and climate-friendly traction stock service centre. The new depot will require less than half the present energy consumption, leading to a drastic reduction in CO₂ emissions. By the end of 2012, not only the new repair shed will be erected, but also a

two-storey building for smaller repair shops and offices, as well as a building with storage facilities and staff rooms for around 150 employees.

The project also involves the construction of an exterior cleaning facility for traction stock including waste water treatment. With 850,000 wagons shunted every year, Nuremberg marshalling yard is one of the largest railway facilities in Germany and is the main rail freight hub in the south of Germany.





Load with care and prevent damage

A programme to prevent damage during loading aims to improve the availability and quality of goods wagons.

Goods wagons are exposed to heavy use. In addition to normal wear, damage is also frequently caused through inappropriate use – usually during loading. “Such damage means that our customers have fewer wagons at their disposal,” says Gerhard Holzmüller, Head of the Mining market sector. “This can also result in disruptions to transport operations if damaged wagons which are carrying a consignment are derailed.”

DB Schenker Rail has therefore initiated the OPAG project (an optimisation project to minimise loading damage). The project’s overriding aim is to prevent unnecessary damage. “We offer our customers support and advice on how to load and unload goods wagons as safely as possible,” explains Hagen Seidel, OPAG Project Manager. In addition, the assignment of blame for the damage to the relevant perpetrator is intended to contribute to transparency and to result in reduced damage to goods wagons in the long term.

All the DB Schenker Rail areas involved in transport operations are collaborating closely so as to consistently optimise the whole process. “The project helps to improve both wagon availability and wagon quality,” summarises Seidel, adding, “Our customers benefit from this too.”

Goods wagons are occasionally damaged during the loading process. DB Schenker is seeking to prevent this with a new programme. ■

Contact | Hagen Seidel
Tel: +49 (6131) 15 68-300 | hagen.seidel@dbshenker.eu

‘Die Arche’

This year’s Christmas charity effort supports the Arche children’s and youth centre



The first Arche was founded in Berlin-Hellersdorf by Bernd Siggelkow in 1995.

The pastor started the initiative to get socially disadvantaged children off the streets and give them what they hadn’t been getting at home: a hot meal, help with their homework and above all care and attention. The Arche has since grown into a Christian charity organisation for children and young people that operates throughout Germany and whose staff look after well over 2,000 children day after day. At the beginning of this year, Berlin’s fourth Arche opened in the Reinickendorf district, and new centres have already been established or are planned outside the capital. In March, the first Düsseldorf centre was opened in the Wersten district and the second Arche in Frankfurt is scheduled to open at the beginning of 2011 to look after children in the large Nordweststadt district. “Underprivileged children must be able to get education free of charge,” demands Arche founder Siggelkow, “to ensure they are not disadvantaged in their development and are given real prospects for the future.” Papa Bernd, as Siggelkow is called by his young charges (and which is also the title of his recently published biography), was awarded the German Order of Merit for his work. In 2005, his Arche received the Carl von Ossietzky Medal from the International League for Human Rights. The Christian children’s and youth centre is financed solely by donations. DB Schenker Rail is therefore supporting the work of the Arche with a donation of EUR 20,000 this year. www.kinderprojekt-arche.de



Imprint

Published by
DB Schenker Rail GmbH
Marketing
Rheinstraße 2
D-55116 Mainz

Responsible for content
Hendric Fiege, Head of
Marketing (responsible for
content in accordance with the
German Press Act)
Annette Struth, Head of
Marketing Communications

Project Leader
Kirsten Häcker
Rheinstraße 2
D-55116 Mainz
Telefon: +49 (0)6131 15-60137
E-Mail: kirsten.haecker@dbshenker.eu

Publishers
G+J Corporate Editors GmbH
Stubbenhuk 10
D-20459 Hamburg

Editing
Olaf Krohn, David Verbeek

Graphic Design
Ilga Tick (creative direction),
Adriane Krakowski, Thorsten Lange

Cover photo
Kempert/Pop-Eye,
Pablo Castagnola (4),
Sebastian Sahajdak PR

Photo Editors
Anja Kneller, Mascha Piening

Printers
Pfitzer GmbH & Co. KG,
Renningen

Contact the Editor:
L-railways@dbshenker.eu

ISSN 1867-9668
For the sake of the environment
printed on environment-friendly
paper

DB Schenker’s website:
www.dbshenker.com

Information for new customers:
DB Schenker Rail GmbH
Marketing
Rheinstraße 2
D-55116 Mainz
E-Mail: neukundenservice@dbshenker.eu
Service-Number for new
customer information:
Phone: 0180 5 331050*

*14 ct/Min. from the German landline network,
mobile phones charges can vary.



Silver medal for Jens W. Krumbiegel and Peter Rutar from the DB General Agency for South-East Europe

Three kilos of beef

Silver medal for the DB team at the „Goulash Olympics“ in Slovenia

People the world over love to celebrate, enjoy music and eat together. But fairs in south-east Europe have a charm all of their own. Recent years have seen the revival of many such events in the Balkans, which have brought old traditions back to life. These fairs are extremely popular and often attended by whole families or even the entire local population – and most get by without commerce. Two of the better known events are the Guca Trumpet Festival in Serbia, the most important gig for Balkan beat fans, and the „Royal Chefs Festival“ in the Hungarian village of Nagyszakácsi.

Fans of nourishing stews are familiar with the name Golažijada – the „Goulash Olympics – in Litija in Slovenia. Goulash, they can tell you, is anything but simple: there are dozens of different regional versions, involving various kinds of meat, different ingredients and seasoning. Connoisseurs can immediately tell when an experienced chef has been at work, preparing the stew with care and imagination.

The Hungarian word gulyas means a shepherd – and their meals were usually very simple and rarely contained meat. The world-famous stew with lots of paprika is called pörkölt in Hungary, and was eaten by the poor Puszta shepherds only on special occasions.

After I had the honour of serving on the Golažijada jury in 2009, I decided the time had come to try my luck and enter the competition myself. I needed considerable assistance: apart from me, our international „Loški kuhari“ team consisted of Peter Rutar from the DB General

Agency in the Slovenian capital of Ljubljana as well as two friends and neighbours from Loška street in Litija. For weeks on end, we made preparations for the event, trying out different mixtures of seasoning and spices, choosing the most effective design for our stall and deciding what to wear. At 8 o'clock on 9 October, we and another 13 teams began to set up our workplaces in the swirling early morning mists. The cookery arena was the local car park in Litija – the goulash capital which has a population of just 7,000. The town council had provided tables and chairs, the PA system was courtesy of the local mountaineering club.

At 9 o'clock, things began in earnest: the organiser assembled the 70 contestants, explained the rules and threatened immediate and unconditional disqualification in case of any breach whatsoever. Each of the teams was then given three kilos of beef and onions – and we were off. Peeling the onions caused many tears and lots of laughter. When it came to chopping the meat, the experts were immediately distinguishable from the mere beginners.

Exactly four hours later, we all had to lay down our wooden spoons and the jury stepped up to taste the results. After 30 nerve-racking minutes, the winners were announced and the outcome was a sensation: although the gold medal went to a team of pros, we amateurs came in second. Our German-Hungarian-Slovenian creation was obviously to the jurors' taste.

DB Schenker Rail GmbH
Marketing
Rheinstraße 2
D-55116 Mainz
Internet: www.dbschenker.com
E-Mail: neukundenservice@dbschenker.eu
Service number for new customer info:
Phone: 0180 5 331050*