Keeping rail competitive – Strengthening single wagon in Hinterland and Europe
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DB Schenker Rail
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DB Schenker Rail is on the way to becoming a real European rail freight provider showing a strong footprint in Germany.
The single wagonload system builds the backbone of the rail based logistic of DB Schenker Rail

Improvements on European level
- Xrail alliance
- Developing wagon group systems outside Germany

Keep rail freight competitive

Modernizing core business in Germany
- Development Netzwerkbahn
The Xrail alliance enables its partners to strengthen their international network for wagonload transport

- Xrail is an alliance of seven partners to establish a new quality standard for international wagonload transport
- A significant part of the international wagonload network is covered by the partners
- Higher quality of Xrail increases competitiveness with road transport
- The alliance is open to everybody – competition for the customer remains
- Xrail focuses on wagonload transport operations, not on pricing or block trains
DB Schenker Rail offers independent single wagonload systems in major European Markets

DB SR wagon group systems in Europe

Wagon Group System France

Liner trains to/from Silesia

Single Wagon System Italy
German Production was reorganized by Juli 1st to cope with future efficiency and quality requirements.

**DB Schenker Rail Production 2011**

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

**Features of Reorganization**

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

9 Production Centers mit insgesamt 39 Standorten
By the project Netzwerkbahn DB Schenker Rail avows itself to a sustainable network.

Targets of Netzwerkbahn

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

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

- Reliability & **ability to schedule**
- Efficient production

= Netzwerkbahn

Sustainable and competitive network
**Measures relevant to goods transport**

| **Creating a Single European Railway Area** | Elimination of technical, administrative and legal barriers – but taking into account the profitability of the rail freight companies |
| **Infrastructure Funding** | Ensure infrastructure funding at a high level – stronger consideration of the interests of rail freight transport |
| **Establishing corridor organizations under Regulation 913/2010** | The railway companies’ requirements should be in the center of attention in implementing Regulation 913/2010 – additional bureaucracy at the users’ expense should be avoided |
| **Rail Noise** | The implementation must not result in intermodal distortions, hence EU-wide internalization of noise for all transport modes. Otherwise public funding of retrofitting and increased operational costs of railways |
| **Megatrucks** | German field test: framework has to promote integration of rail into transport chains. Especially compatibility to existing ct-wagons and crane handling of swap bodies have to be ensured |
| **Road Traffic** | By failing to comply with social and safety standards advantages are generated in favour of truck when compared to rail freight transport. A deterrent effect of fines is missing as cost saving potential from non-compliance with those standards far exceeds the fines amount. |
Availability and affordability of rail infrastructure will be a key success factor in keeping rail competitive.
Further investments into rail infrastructure are necessary, else a large number of bottlenecks will obstruct the business.
In order to allow for rising traffic volumes a program for small investment measures has been developed.