

PowerRailer – the reliable blocktrain system in Southeasteurope

- PowerRailer – 1.700 blocktrains per year prove our service capability



DB Schenker Logistics | RLF Vienna

Foto: © Rüdiger Nehmzow

PowerRailer – your right choice for your transports to Southeasteurope in optimal transit times – since 1997



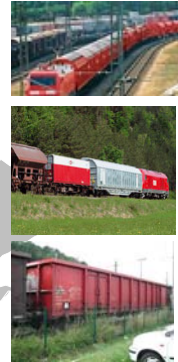
	PowerRailer	Truck
Belgrade (SRB)	2 days	1–2 days
Skopje (MK), Sofia (BG)	3 days	1–2 days
Thessaloniki (GR)	4 days	4 days
Athen (GR) / Istanbul (TR)	5 days	4 days / 3–4 days
Teheran (IR)	18 days	12 days

PowerRailer South - North

Successful model vice versa – from Bulgaria to Central Europe

- Wagonloads export Bulgaria to Central Europa
- Train consolidation at Dragoman border
- Decomposition of train in Sopron resp. in Győr
- Onforwarding by rail or truck from Sopron, Rajka, Győr possible

- 2 - 3 trains per week, Transit time: 2 days
- max. 1.600 to brutto,
- max. 530 m length of train



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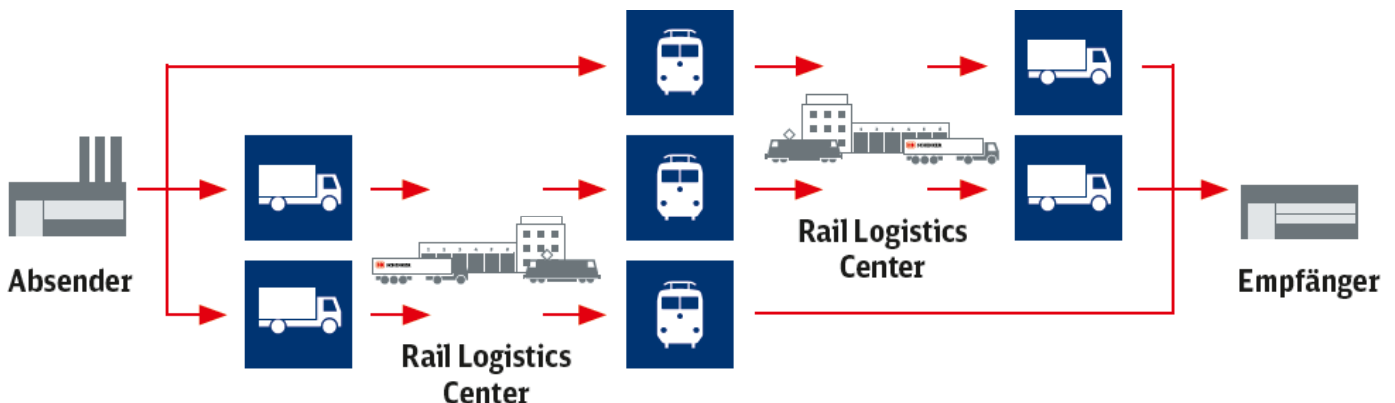
PowerRailer
 South-East-Europe

R3 – Road–Rail–Road

With DB SCHENKER RLF Vienna *railog* from door to door

We offer logistics concepts for a wide range of goods

- Pre-carriage by truck (connecting rail and road)
- Transshipment in Railport/Rail Logistics Center (roofed rail tracks for loading/unloading with adequate equipment like fork lifts cranes,....)
- Main route on rail (single wagon also within the blocktrain solution PowerRailer)
- On-carriage by truck
- Value added services, e.g. customs clearance, warehousing, distribution, etc.



PowerRailer – interoperable rail Infrastructure and seamless border crossing operation

- **Reliable transit times (time schedule), but.....**

Zug	Relation			Geschw.	Wgzl.	Last	Br.	H.br.	P/C	C	sons.	
46863	Sopron R. - Thessaloniki			100	550	1300	P 69	7	45	375		
Besteller:			GYSEV - RCH - ZS C - MZ T - OSE					Firma: Express-Schenker-K&N				
Bahnhof	S	T	An	Ab	Tag	Verkehrstag						
Sopron R.				21:56	A	1	2	3	4	5	6	7
Győr R.	G		d	23:11	A	1	2	3	4	5	6	7
Kiskunhalas	+		05:22	06:46	B	2	3	4	5	6	7	1
Kelebia	G		07:30	12:35	B	2	3	4	5	6	7	1
Subotica	G		12:47	14:47	B	2	3	4	5	6	7	1
Presevo	G		06:29	06:49	C	3	4	5	6	7	1	2
Tabanovci	G		07:00	08:20	C	3	4	5	6	7	1	2
Gevgelija (MEZ)	G		12:17	16:35	C	3	4	5	6	7	1	2
Idomeni (OEZ)	G		17:43	18:28	C	3	4	5	6	7	1	2
Thessaloniki			19:28		C	3	4	5	6	7	1	2
Zugbildung:					1/ OSE;			Doppeltrasse: 45623				



=> ...we lose time at the borders (yellow) through:

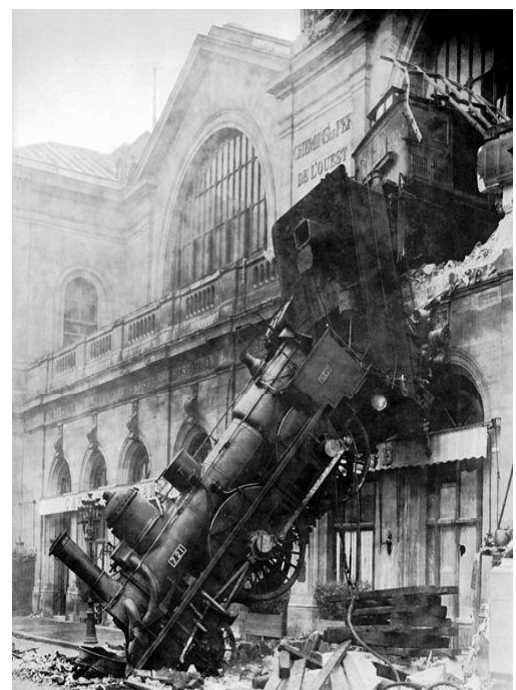
- Wagon controls
- Customs formalities
- Phyto and veterinarian controls
- Change of locomotives and drivers



PowerRailer – interoperable rail Infrastructure and seamless border crossing operation

Further obstacles:

- Railways owned by states – no entry for private operators (=> less competition)
- Partly weak rail infrastructure (parameter: train length, single-track, construction sites, old locomotives....)
- Lack of terminals with modern infrastructure (precondition for multimodal transport)
- Several changes of locomotive drivers within one country
- Competitive and stable prices => but not in times of traffic interruptions/restrictions.
- Yearly freight increases
- Priority of passenger trains
- TR: attention to the conformity of waybill and invoice
- Thefts – security on the whole way
- Supervision/Monitoring



PowerRailer – interoperable rail Infrastructure and seamless border crossing operation

Further obstacles:

- Documentation/willingness of cooperation from the rail authorities
- Good practice: „Paperless border crossing“ (MRN on the waybill), other documents are still necessary to be with the wagon => delays!
- Different track classes (Streckenklassen): class C and D!
- Technical wagon acceptance: trust (WE) vs. inspection/control (SEE)
- Locomotives (multi-system): different electricity systems => train-interference system => political background
- Brakes percentage (brake shoes are available in each western european rail station, in eastern Europe wagons need hand brakes (thefts))
- Sorry, but



Thank you for your attention

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